City of Ceres

Whitmore Ranch Specific Plan

Prepared for:

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CHAPTER 1 | INTRODUCTION

1.1 Project Location

The Whitmore Ranch Specific Plan Area is located in Stanislaus County, adjacent to and east of the City limits of Ceres, and within the City's Primary Sphere of Influence Area and Urban Growth Area (Figure 1-2).

The Whitmore Ranch Specific Plan Area encompasses approximately 94 acres, bound by Whitmore Avenue on the north, Moore Road on the west, and the east side of La Rosa Elementary School on the east. The southern limit of the Specific Plan Area is approximately 1,300 feet south of Whitmore Avenue (Figure 1-3).

Regional access to the Specific Plan Area is provided by State Route 99 (SR 99), from the Whitmore Avenue exit. The Specific Plan Area is located approximately 1.5 miles east of SR 99, along Whitmore Avenue. Local access to the Specific Plan Area is provided by Whitmore Avenue and Moore Road, located on the perimeter of the Specific Plan Area. Eastgate Boulevard, internal to the Specific Plan Area, provides local access to the La Rosa Elementary School and Cesar Chavez Junior High School. Eastgate Boulevard currently terminates at the Specific Plan Area's southern boundary and connects the Specific Plan Area with the Eastgate residential neighborhoods and Hatch Road to the north.

Figure 1-1: Regional Vicinity Map

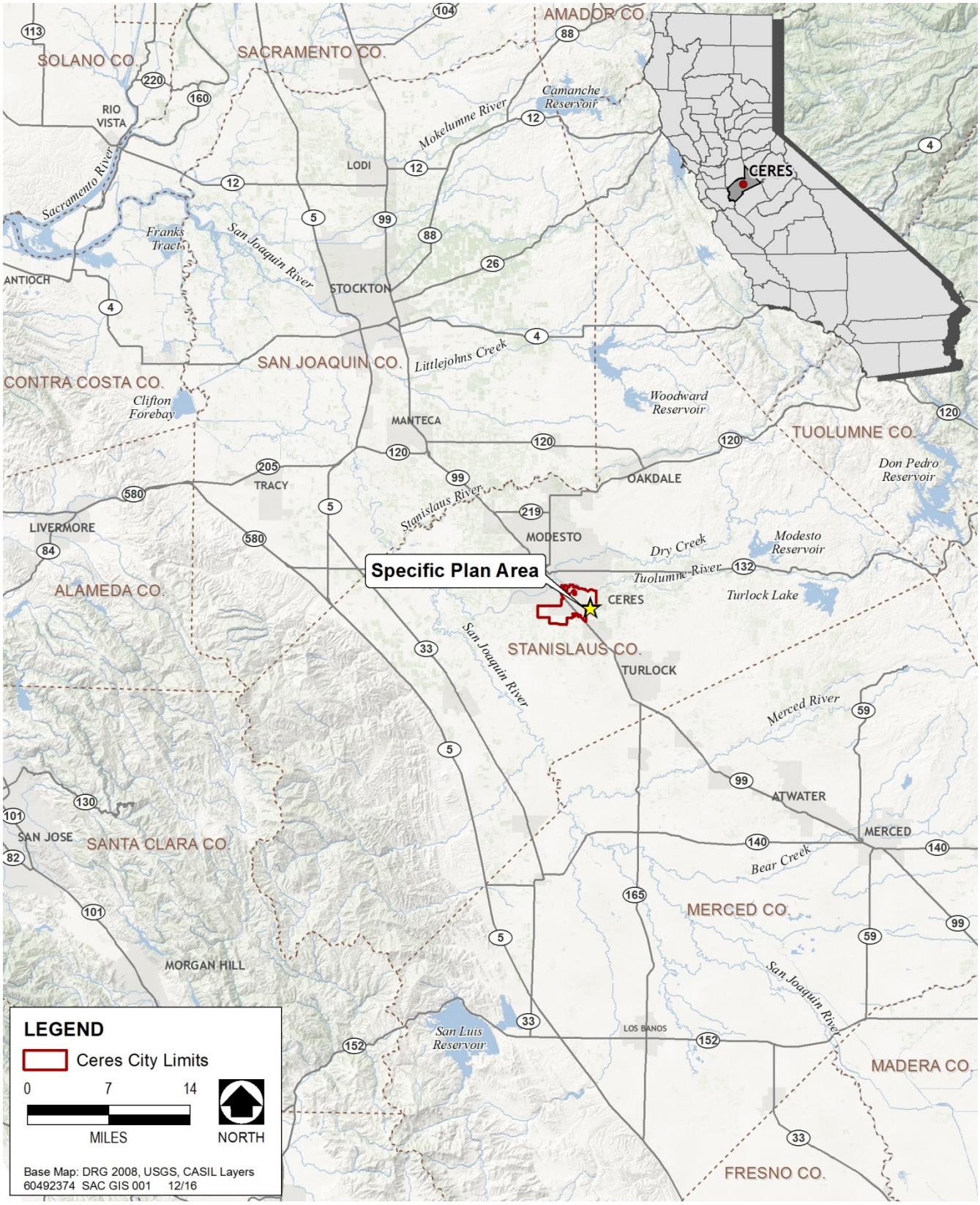
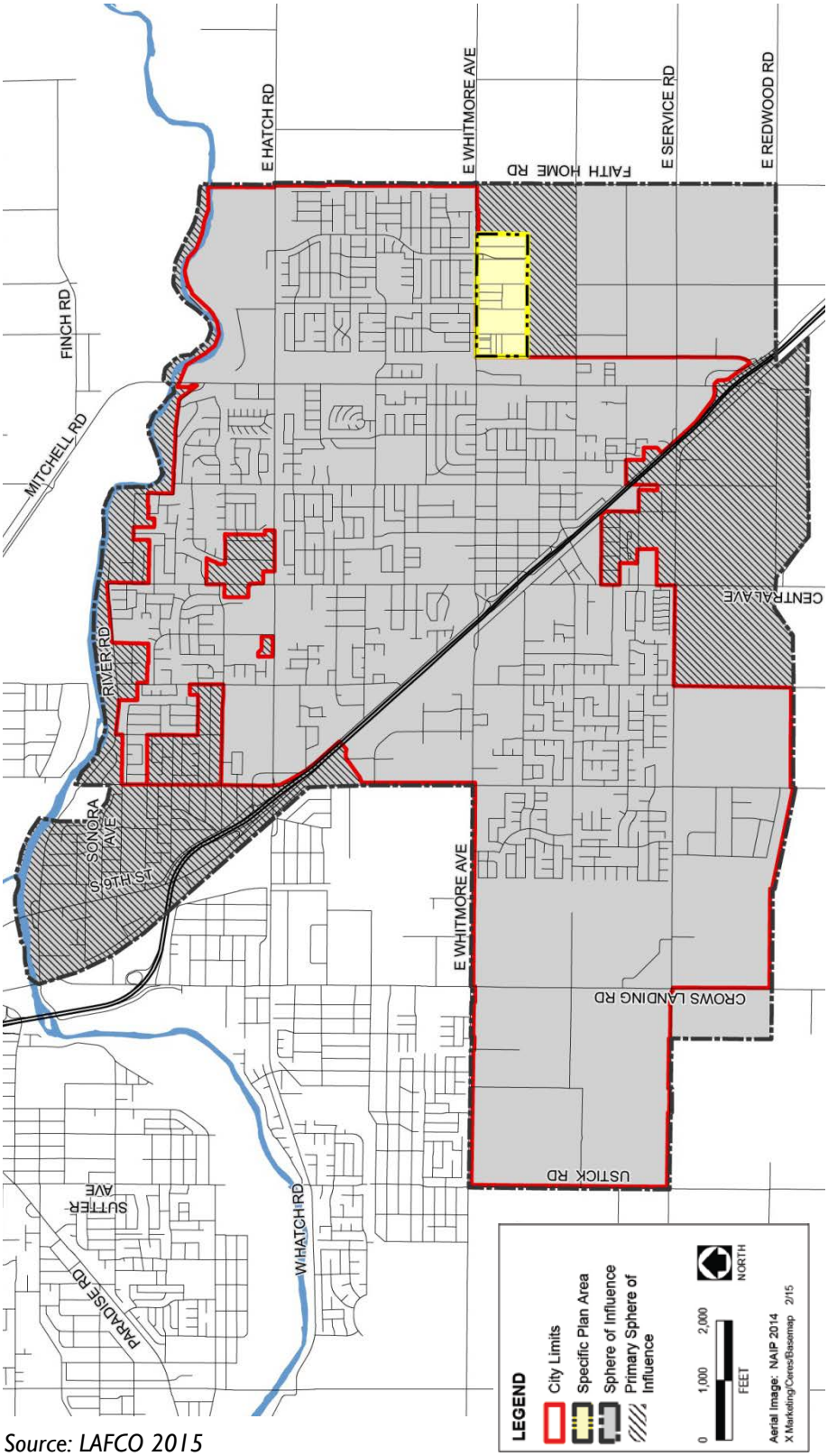
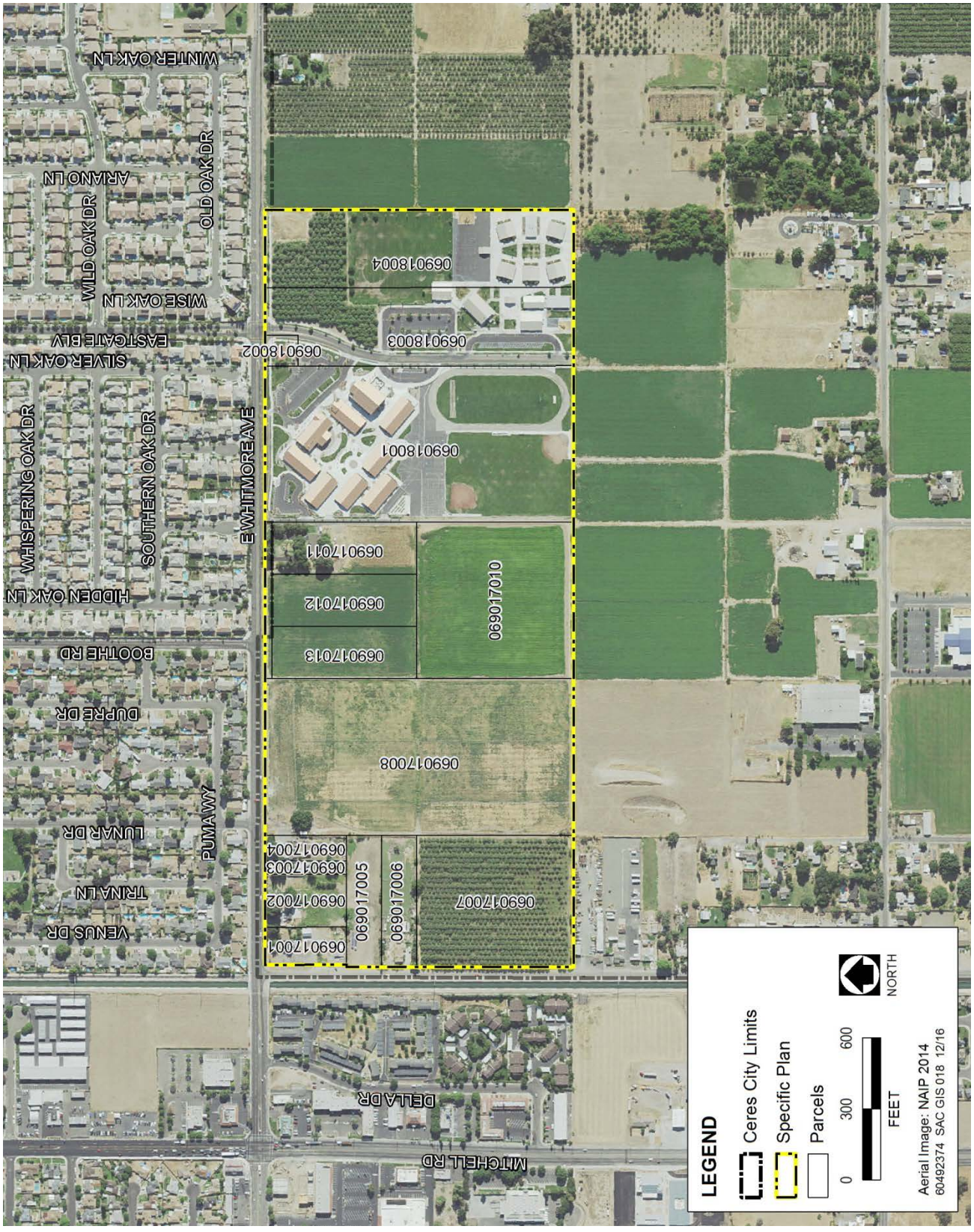


Figure 1-2: Specific Plan Area in Relation to the Sphere of Influence



Source: LAFCO 2015

Figure 1-3: Whitmore Ranch Specific Plan Area



1.2 Purpose of the Specific Plan

The Specific Plan establishes the land use, circulation, infrastructure, and regulatory framework for future development in the Specific Plan Area and includes objectives, development standards, and design guidelines to guide development within the Specific Plan Area consistent with the Ceres 2035 General Plan.

1.2.1 Specific Plan Authority and Required Content

Under California Law (Government Code Section 65450 et seq.), cities and counties may adopt specific plans to implement a jurisdiction's adopted general plan. The Specific Plan has been prepared in accordance with the requirements of Government Code Section 65451 and as such, includes text and figures that describe the following information:

- The distribution, location, and extent of all land uses, including open space (see the land use section in Chapter 4 of the Specific Plan).
- The proposed distribution, location, extent, and intensity of major components of public infrastructure, such as transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities needed to support the Specific Plan land uses (see Chapter 7 of the Specific Plan).
- Standards and criteria that specify how development of the Specific Plan Area will proceed (see Chapter 7 for information on the sequencing of infrastructure and Chapter 8 for administrative actions needed to implement the Specific Plan).
- A statement of consistency between the Specific Plan and the goals and policies contained in the Ceres 2035 General Plan (see Appendix A for the analysis of the Specific Plan's consistency with the Ceres 2035 General Plan).
- A program of implementation measures, including regulations, programs, public works projects, and financing measures necessary to complete the essential facilities to allow for development of the Specific Plan Area (see Chapter 7 for the design of the infrastructure system and Chapter 8 for Specific Plan administration and regulation, as well as financing measures for public improvements, needed to serve development within the Specific Plan Area).

1.2.2 Compliance with the California Environmental Quality Act

An Environmental Impact Report (EIR) has been prepared for the Specific Plan Area to evaluate the environmental impacts and identify mitigation measures, in compliance with the California Environmental Quality Act (CEQA). The Specific Plan will be implemented in conjunction with the Mitigation Monitoring Reporting Program, accompanying the EIR.

The City will determine whether further environmental analysis is required for future projects proposed within the Specific Plan Area. According to CEQA Guidelines Section 15182, residential development consistent with a Specific Plan that has had an EIR is exempt from further CEQA review.

1.3 Specific Plan Objectives

The Specific Plan objectives that follow express the City's intent for development of the Specific Plan Area:

- Create a distinct new residential neighborhood that is walkable and integrates a variety of housing types;
- Encourage walking, bicycling, and transit use by providing bicycle and pedestrian connectivity throughout the Specific Plan Area and access to adjacent bicycle, pedestrian, and transit facilities;
- Provide safe bicycle and pedestrian connections to and from the two schools within the Specific Plan Area;
- Ensure appropriate access and connectivity between the Specific Plan Area and existing developed areas and community services, as well as areas planned for future development;
- Incorporate best practices and conservation measures in the community design of Whitmore Ranch and in the provision of sewer, water, storm drainage, open space, roads, landscaping, and other public improvements necessary to serve future development within the Specific Plan Area.
- Annexation of the La Rosa Elementary and Cesar Chavez Junior High schools into the City limits. (Both schools are currently receiving City water and sewer and previous out-of-service area agreements require annexation).

Refer to Chapter 3 of this Specific Plan for the vision for Whitmore Ranch.

1.4 Planning Process

The Specific Plan was prepared by the City and the City's consulting partners, in coordination with property owners. Initial site plan concepts and development recommendations were presented to the Planning Commission and City Council for input and guidance. Based on this input, the site plan concept was then further refined, to reflect the preferred plan concept and Land Use Plan for Whitmore Ranch. The preferred Land Use Plan, which embodies the goals and interests of City staff and decision makers, property owners, and the community, serve as the framework for the Specific Plan, EIR, and associated technical analysis.

1.5 Plan Contents

The Specific Plan includes the following chapters:

- Chapter 1, "Introduction," provides an overview of the Specific Plan purpose, objectives, planning process, and document contents.
- Chapter 2, "Context and Setting," summarizes the existing environmental and policy context for the Specific Plan Area.
- Chapter 3, "Vision," presents the key thematic concepts guiding the form and design of the Whitmore Ranch community.
- Chapter 4, "Land Use, Development Standards, and Neighborhood Design," describes the Land Use Plan and Program, land use designations, development standards, and design guidelines that will guide growth and development within the Specific Plan Area.
- Chapter 5, "Circulation," describes the circulation framework, including the roadway, transit, bicycle, and pedestrian circulation system and proposed improvements with the Specific Plan Area.
- Chapter 6, "Parks, Paths, Trees, and Trails," describes the parks, open space, paths, and streetscape features that contribute to a distinct character for Whitmore Ranch.
- Chapter 7, "Infrastructure and Public Services," addresses infrastructure and other public facilities needed to serve the residents and uses within Whitmore Ranch.
- Chapter 8, "Administration and Financing," summarizes the process for applying for subsequent approvals in the Specific Plan Area and financing strategies to implement the construction of infrastructure and facilities necessary for Specific Plan Area development.

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CHAPTER 2 | CONTEXT AND SETTING

2.1 Specific Plan Area Character and Existing Uses

The Whitmore Ranch Specific Plan Area (also referred to as the project site) is shown in Figure 2-1. The project site includes single-family homes on large lots adjacent to Whitmore Avenue; the La Rosa Elementary School and Cesar Chavez Junior High School; almond orchards in the southwestern and northeastern portions of the Specific Plan Area; agricultural lands, consisting of alfalfa, oats, and rye hay in the central portions of the Specific Plan Area; and undeveloped lands not currently in agricultural production. A raised irrigation canal runs along the southern edge of the Specific Plan Area. Based on a search of historical records, the Specific Plan Area and adjacent properties have been used to grow various agricultural crops or orchards since the 1930s or earlier.

Existing uses and features that surround the Specific Plan Area include:

- **To the west.** Multi-family residential and commercial uses, accessed by Whitmore Avenue and Mitchell Road and the Turlock Irrigation District-Ceres Main Canal, an irrigation canal and stormwater conveyance facility, with a Class 1 bike trail west of, and running parallel to Moore Road.
- **To the north.** Single-family residences to the north of Whitmore Avenue.
- **To the south and east.** Agricultural uses (field crops, trees, farmhouses and structures, and single-family homes) and a manufacturing facility.

Figure 2-1: Specific Plan Area Context

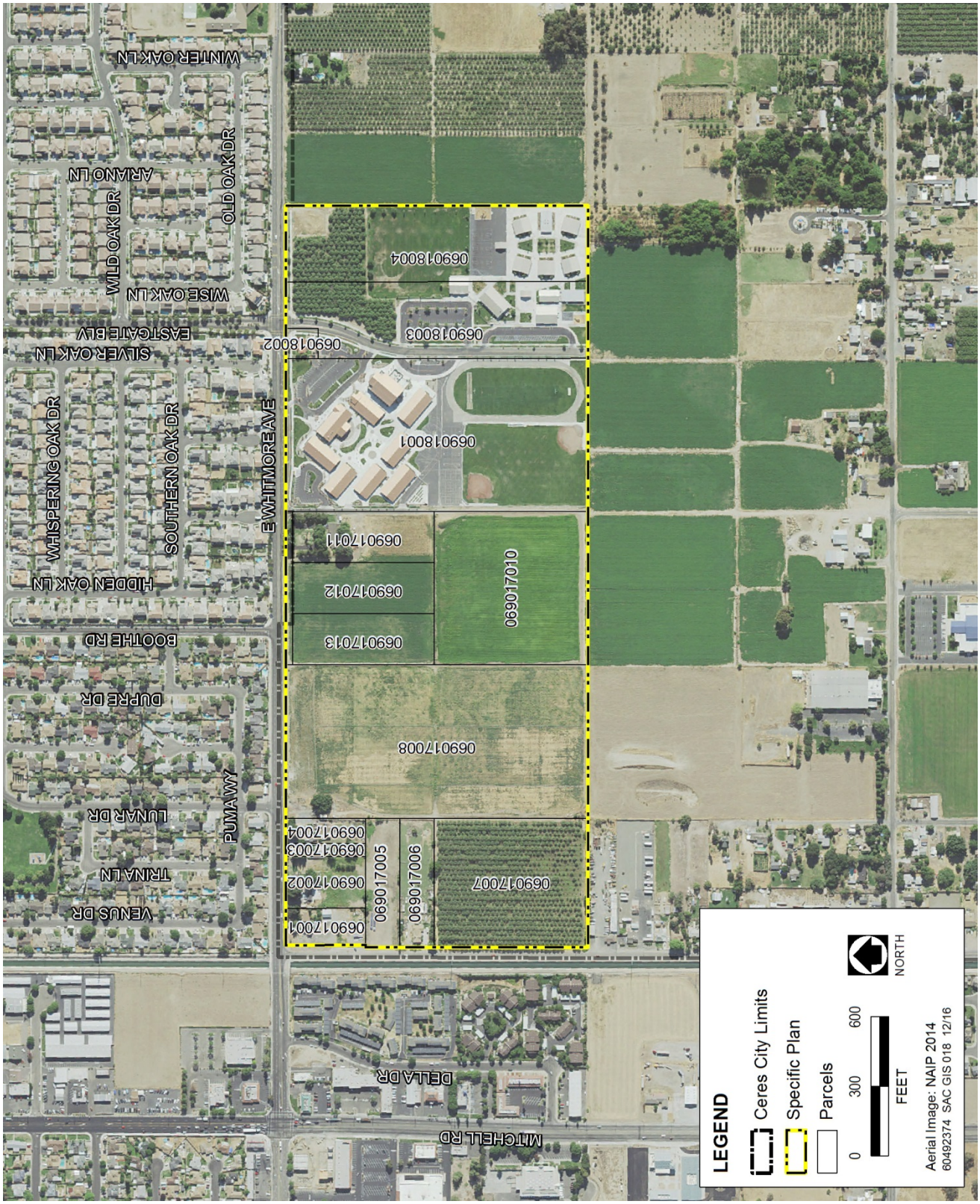
2.2 Existing Property Ownership

Based on data from the Stanislaus County Assessor's Office, the Specific Plan Area is comprised of 16 parcels on approximately 94 acres and is owned by 12 different property owners (Figure 2-2).

Table 2-1: Specific Plan Parcels

Parcel Number	Lot Area (acres)
069-017-001	1.26
069-017-002	1.77
069-017-003	0.44
069-017-004	0.85
069-017-005	1.88
069-017-006	1.88
069-017-007	8.40
069-017-008	19.25
069-017-010	9.70
069-017-011	2.80
069-017-012	3.08
069-017-013	3.08
069-018-001	19.70
069-018-002	0.42
069-018-003	9.43
069-018-004	9.85
Total Acreage	**93.79**

Figure 2-2: Specific Plan Area Parcels



2.3 Existing Site Conditions

This section summarizes the key findings related to existing environmental and infrastructure conditions within the Whitmore Ranch Specific Plan Area.

2.3.1 Topography and Drainage

The Specific Plan Area is essentially flat, with a site elevation of approximately 97 feet above mean sea level. Surface flows move roughly in a southwesterly direction. The Natural Resources Conservation Service soil survey shows the site soils are made up of Hanford sandy loam.[1] This soil type is defined as well drained, moderately high permeability, low wind erosion potential, and low water erosion potential.

2.3.2 Biological Resources

The Specific Plan Area is located and surrounded by agricultural land and/or urban development, which is generally not ideal habitat for rare species. Agricultural land in the Central Valley is sometimes foraging habitat for Swainson's hawk, a California special status species.

2.3.3 Cultural and Historical Resources

According to a comprehensive inventory search in 2015, conducted by the Central California Information Center (as part of the City of Ceres General Plan Update), there are no known cultural or historical resources in the Specific Plan Area.

2.3.4 Utilities

Utility providers for the Specific Plan Area are summarized in Table 2-2, below. Planned utility services are addressed in more detail in Chapter 7 of the Specific Plan.

Table 2-2: Utility Providers

Type of Utility	Utility Provider
Electrical Service	Turlock Irrigation District
Solid Waste	Bertolotti Disposal Services
Natural Gas	PG&E
Water	City of Ceres
Wastewater	City of Ceres

[1] NRCS 2015. Natural Resources Conservation Service (NRCS). 2015. *Web Soil Survey*. Available: http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed October 5, 2016.

Water

The Cesar Chavez Junior High School and La Rosa Elementary School are connected to and is serviced by the City's municipal water system through an Out of Boundary Service extension that was approved by the Stanislaus Local Agency Formation Commission (LAFCO). Water service will be extended into the Specific Plan Area, consistent with City standards, to serve planned development.

Sewer System

Sewer service for Cesar Chavez Junior High School and La Rosa Elementary School are provided by the City of Ceres through an Out of Boundary Service extension that was approved by the Stanislaus LAFCO. Sewer lines will be extended into the Specific Plan Area to serve planned development.

Stormwater

Storm drains would be required in the roadways, park, and open space features in the Specific Plan Area. A passive drainage system, designed and constructed to meet applicable City standards, is also a key component of the Specific Plan.

Dry Utilities

Dry utilities, including electricity and natural gas will be extended into the Specific Plan Area to serve planned development.

The Turlock Irrigation District (TID) is responsible for upgrading existing electrical infrastructure or constructing new infrastructure to meet the demands of new development. Electrical infrastructure may include the extension of, or construction of distribution lines, substations, and transformers.

Natural gas service for the Specific Plan Area is provided by PG&E. A natural gas pipeline lies underneath Whitmore Avenue. PG&E would be responsible for upgrading or constructing new distribution systems, including underground pipelines and natural gas regulator stations, to meet the demands of new development.

2.4 Planning and Regulatory Context

2.4.1 Ceres Sphere of Influence

The Stanislaus Local Agency Formation Commission (LAFCO) adopts spheres of influence to assist cities and special districts with decisions regarding the boundary changes. The sphere of influence represents the probable physical and service area boundaries of a city or local agency within a 20-year period. Along with this boundary, a primary area is identified as a territory around a local agency, which is eligible for annexation within a 0–10 year period.

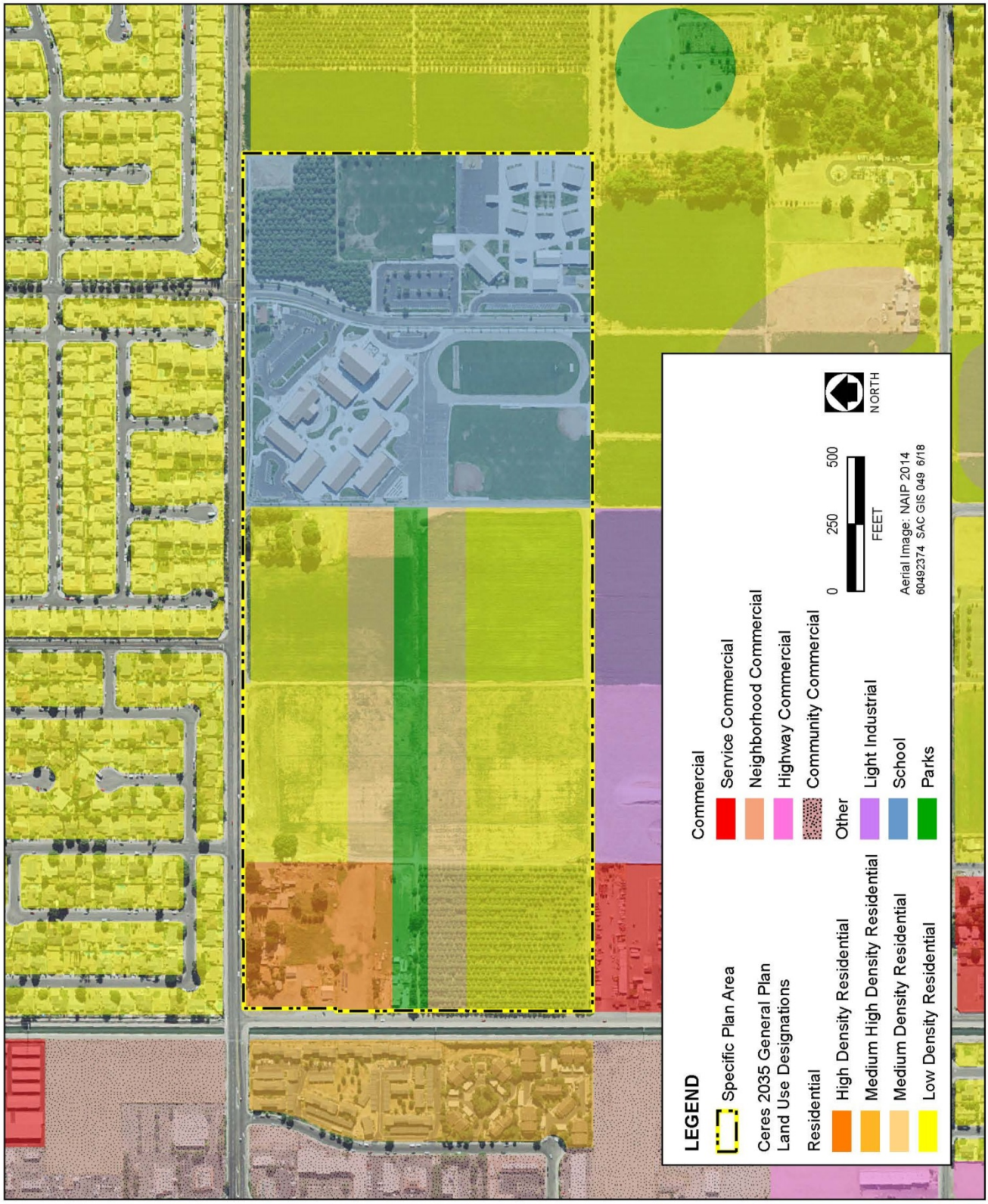
The Specific Plan Area is adjacent to the existing City limits to the north and to the west and is within the primary area of the City's existing Sphere of Influence (Figure 1-2). The Specific Plan Area will require annexation into the City of Ceres prior to development.

2.4.2 Ceres General Plan and General Plan Land Use Diagram

California law requires specific plans to be consistent with the jurisdiction's general plan and that findings regarding consistency be included in the specific plan. Appendix A to the Specific Plan includes a discussion of the Specific Plan's consistency with Ceres 2035 General Plan goals and policies. As shown, the Specific Plan is consistent with the goals and policies of the Ceres 2035 General Plan

Ceres 2035 General Plan Land Use Diagram identifies five land use designations for the Specific Plan Area: High Density Residential, Medium Density Residential, Low Density Residential, Schools, and Parks (Figure 2-3). The Specific Plan proposes the same land uses.

Figure 2-3: Ceres 2035 General Plan Land Use Designations



2.4.3 Ceres Zoning Ordinance and Zoning Map

The Zoning Ordinance for the City of Ceres is required by State law to be consistent with, and implement the Ceres 2035 General Plan. The Zoning Ordinance identifies allowable land use, development standards, and other regulations for land uses within the City. Since Whitmore Ranch is currently located outside of the City of Ceres limits, there is no City zoning assigned to the Specific Plan Area.

Current zoning for the Specific Plan Area within Stanislaus County is Planned Development on the western portion of the Specific Plan Area and Agriculture in the remaining eastern portions of the Specific Plan Area, as shown in the zoning map in Figure 2-4.

With the adoption of this Specific Plan, annexation into the City of Ceres, and pre-zoning, the Specific Plan Area will be rezoned to Planned Community (P-C) with reference to the Whitmore Ranch Specific Plan for land use designations, intensities, and development standards.

Figure 2-4: Existing Stanislaus County and City of Ceres Zoning

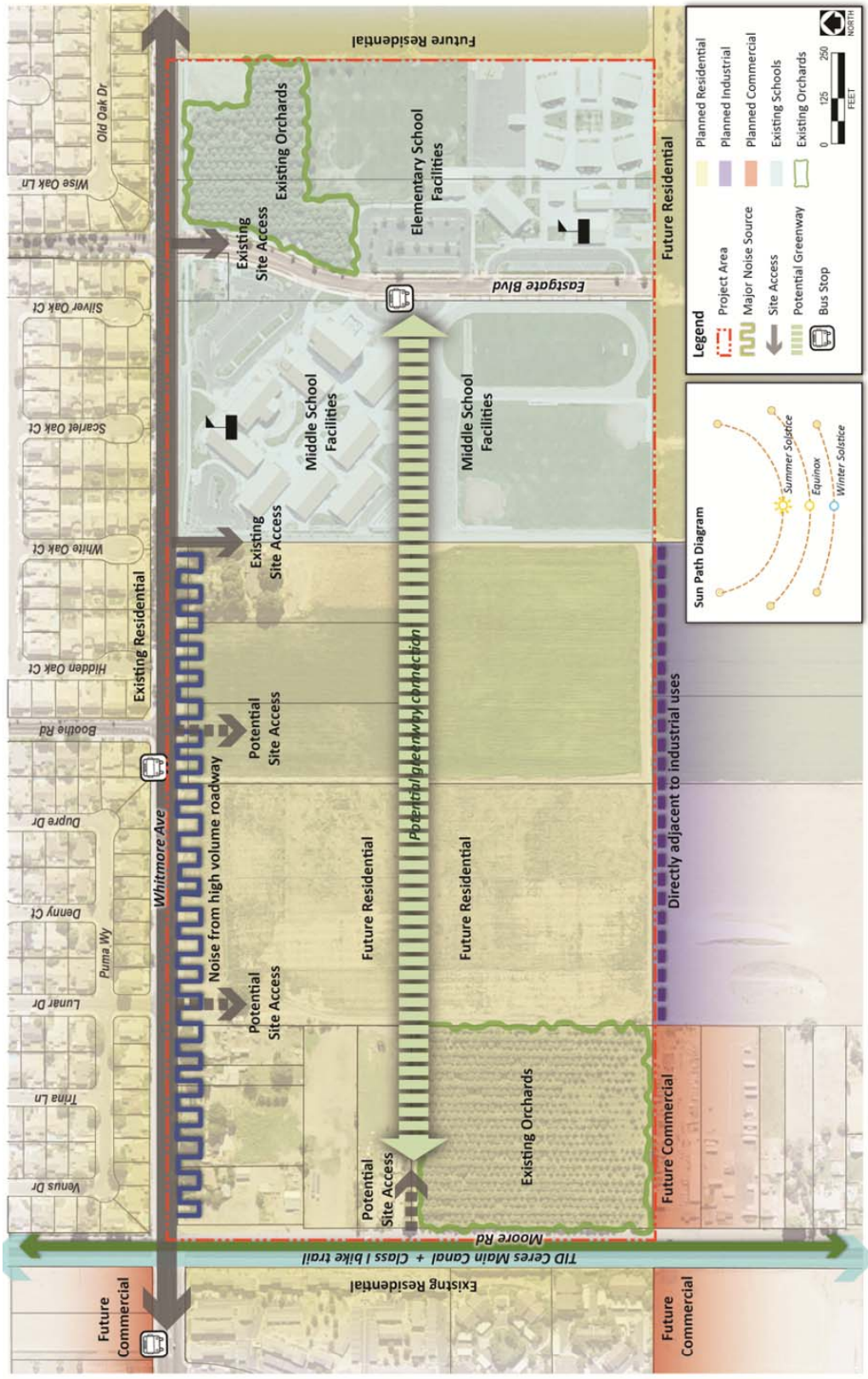
2.5 Physical Planning Considerations

Based on review of the existing conditions, the Specific Plan Area possesses a number of features that have been factored into the development of the Specific Plan (Figure 2-5). The Specific Plan is designed to fit within the context of surrounding existing development and agricultural uses; plans for the extension of adjacent infrastructure and ensuring multi-modal connectivity and access; considers potential uses that may develop in the future to the south; and takes advantage of the site's natural advantages, including site orientation for passive heating and cooling, topography, and prevailing drainage patterns.

The following themes characterize the key physical planning considerations:

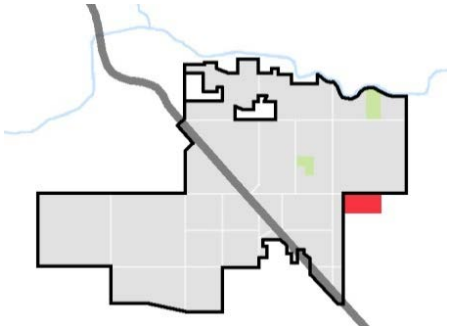
- Adjacent existing water, sewer, and drainage infrastructure will require extension to serve the Specific Plan Area.
- The Specific Plan Area consists of multiple parcels and property owners and future development will require some coordination between property owners.
- There are few limiting environmental constraints that can affect development in other locations, such as sensitive habitats, sensitive cultural resources, and other features.
- The Specific Plan Area's orientation and location provides opportunity for passive heating and cooling design strategies.
- The Specific Plan Area is adjacent to a Class I bicycle facility that follows the TID Ceres Main Canal.
- There are two schools within the Specific Plan Area that will require safe and convenient multi-modal transportation connections across the Specific Plan Area, linking to surrounding neighborhoods.
- The project is adjacent to a manufacturing facility to the south, residential uses to the north, agricultural uses to the south and east, and planned service commercial and light industrial designated General Plan uses to the south, which informs design and site planning at the edges of the Specific Plan Area.
- Existing and future travel demand along Whitmore Avenue and planned Safe Routes to Schools improvements along this roadway.

Figure 2-5: Physical Planning Considerations



CHAPTER 3 | VISION

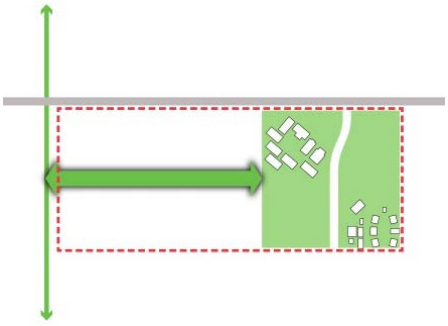
3.1 A New Neighborhood in Southeast Ceres



Whitmore Ranch encompasses 94 acres, just south of Whitmore Avenue, in the eastern portion of the city. The Specific Plan Area has access to existing commercial development, schools, transit, and regional park and trail amenities, which, along with the planned central park feature, pedestrian and bicycle facilities, mix of housing types, multi-use open space, and high-quality architectural and streetscape design, will distinguish Whitmore Ranch in the community and in the marketplace. At Whitmore Ranch, pedestrian and bicycle circulation is prioritized, to support a safe and healthy environment and a high quality of life for the people who will make this their home.

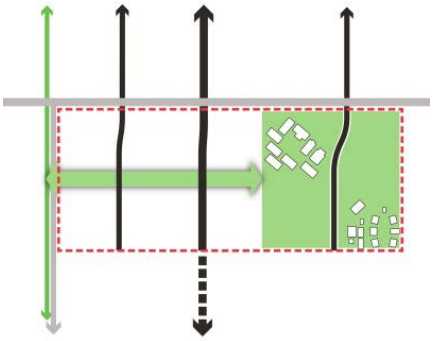
3.2 Building upon the Site's Advantages

The Specific Plan Area possesses the following advantages:

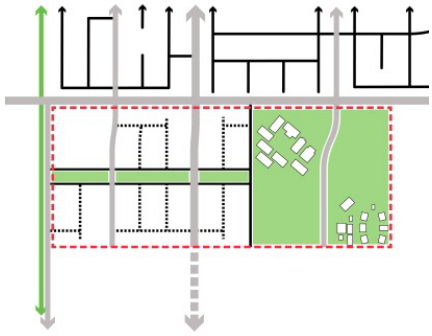


- Location in the City's urban growth area near existing infrastructure and services, including two public schools at the east end of the Specific Plan Area – Cesar Chavez Junior High School and La Rosa Elementary School, as well as, nearby parks and commercial uses that are complemented by the project's mix of uses.
- No existing, limiting environmental or physical constraints to development on the project site.
- Bordering the west side of the Specific Plan Area, a Class I multi-use path atop of the levee embankment, parallel to and on the east side of the Turlock Irrigation District's Ceres Main Canal. This multi-use path extends north to Hatch Road, connecting to the Ceres River Bluff Regional Park and extends south to Roeding Road, with plans to be extended further south to the City limits. This path is an amenity and active transportation corridor for the neighborhood.

To take advantage of these assets and facilitate walking and biking within Whitmore Ranch, a central linear greenway (also called the central park blocks) is envisioned to run east-west through the neighborhood. The central park blocks will serve as an open space amenity and primary non-



Primary Streets



Potential Neighborhood Streets

vehicular route connecting residents to the multi-use path and school destinations on either ends of the Specific Plan Area.

3.3 Extension of the City's Street Grid

The main north-south City streets north of the Specific Plan Area, Boothe Road and Lunar Drive, would be extended south into the Specific Plan Area and to planned future development south of the Specific Plan Area. Consistent with the Ceres 2035 General Plan, Boothe Road is designed as a primary collector roadway.

The plan envisions a finer grain pattern of local streets, similar in scale to the grid north of Whitmore Avenue, as shown in the diagram to the left, to support the major street grid pattern and the project's open space framework. These streets should be aligned to support the efficient layout of lots and support connections from the homes within Whitmore Ranch to the central park blocks.

3.4 Opportunity for Housing Choice

Approximately 55 acres between the schools and the Moore Road is planned for a mix of housing densities and types, to serve the needs of different households.

The Specific Plan provides for single-family homes with larger yards, as well as more compact lots that accommodate households less interested in yard maintenance. Compact single-family residences are located adjacent to the central park blocks so that households that wish to reduce landscape maintenance obligations still have access to recreational space. The Specific Plan provides for duplexes, townhouses, garden apartments, stacked flats, and/or other potential housing options. The housing choices offered in this Plan accommodate a wide range of household incomes, sizes, and preferences, accounting for the diversity of Ceres' existing and future population.

The Specific Plan provides for a range of housing densities and types.

3.5 Design Concept / Illustrative Site Plan

The neighborhood design concept, represented in the site plan in Figure 3-1, brings together principles described earlier in this chapter and illustrates how the neighborhood might develop in the future. While the site plan presents one possible scenario of how the Specific Plan could develop, there are many other outcomes that would be consistent with the development standards and other guidance presented within this Specific Plan. The site plan concept is provided ***for illustrative purposes only*** and has no regulatory authority. However, as Specific Plans are developed in Ceres, they can take on many of the design characteristics of the original site plan concepts.

This concept shows how the local street grid could be designed to create walkable neighborhood blocks that fit with the surrounding context. The plan illustrates placement of medium- and higher-density housing opportunities adjacent to recreational open space. Open space is designed and located so that it can serve multiple functions – recreation, aesthetic benefits, drainage, and bicycle/pedestrian mobility.

All local streets connect directly to the central park blocks, to support travel through the neighborhood by vehicle, bike, or foot. All residents of Whitmore Ranch are within one or two blocks from this neighborhood amenity.

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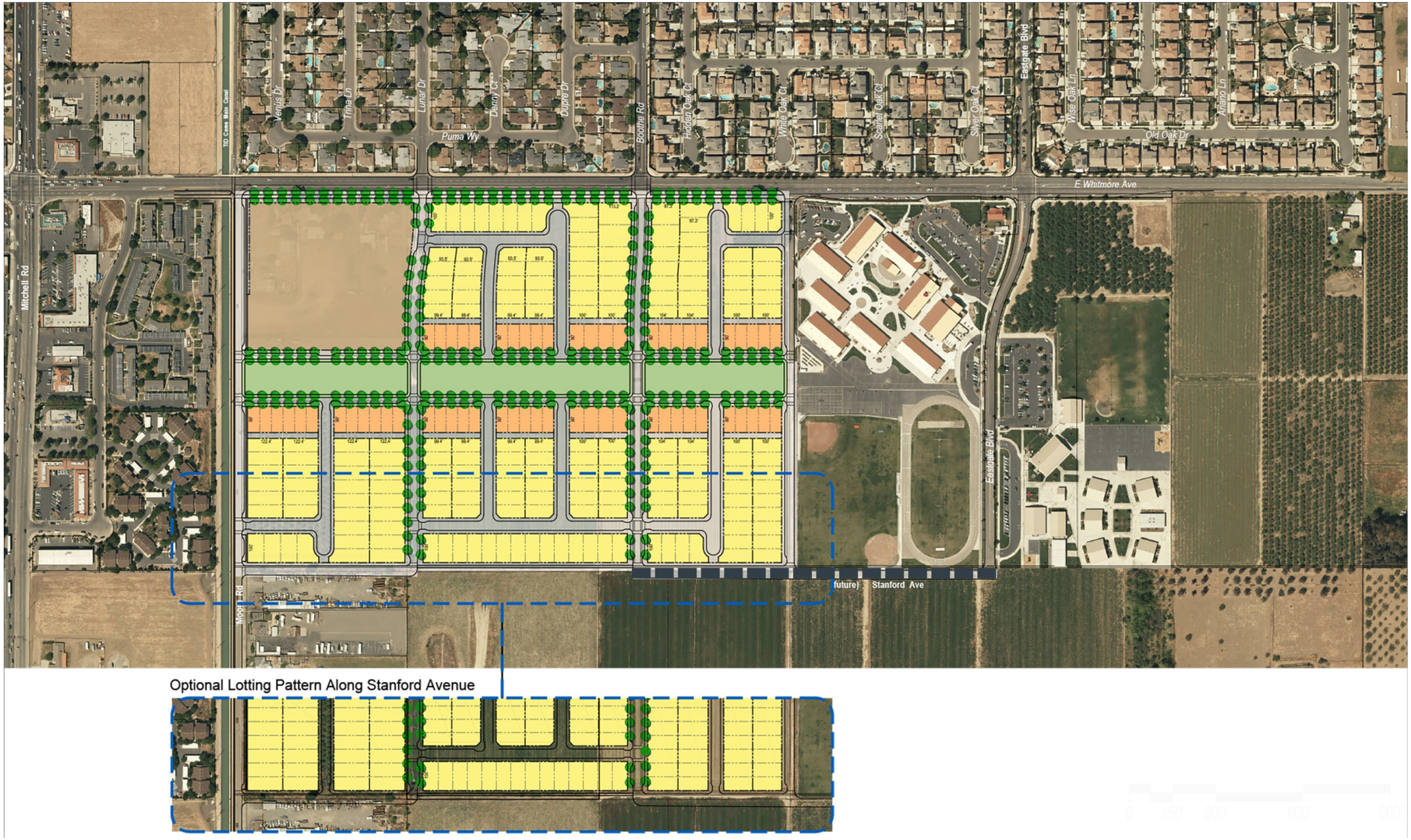
Figure 3-1: Illustrative Site Plan Concept



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CHAPTER 4 | LAND USE, DEVELOPMENT STANDARDS, AND NEIGHBORHOOD DESIGN

4.1 Introduction

This chapter defines the land use and development framework to promote quality design within Whitmore Ranch, along with both mandatory standards and design recommendations to ensure new development implements the Specific Plan's goals, objectives, and design intent. The land use, development standards, and design guidelines in this chapter establish the standards for site planning, architecture, and landscape design within Whitmore Ranch and are organized into the following parts.

- **Section 4.2, "Land Use Plan and Program,"** describes the Land Use Plan and Land Use Program, land use designations, and types of uses permitted within Whitmore Ranch.
- **Section 4.3, "Development Standards,"** establishes the lot design and building envelope requirements for individual parcels within each of the Specific Plan land use designations. These standards modify those included in the City's Zoning Ordinance.
- **Section 4.4, "Neighborhood Design Guidelines,"** articulates the expectations for development within Whitmore Ranch. Design guidelines are actions to achieve the neighborhood design principles and design intent identified in the section, yet also allows discretion in implementation based on individual site and building conditions. Neighborhood design guidelines provide flexibility to accommodate multiple approaches to achieve the design intent or solution to a particular design issue.

The permitted land uses, development standards, and design guidelines addressed in this chapter apply to all land, buildings, and structures located within the Whitmore Ranch Specific Plan Area, unless an exemption is provided by this Specific Plan. The Ceres Unified School District (CUSD) is exempt from the requirements of the Whitmore Ranch Specific Plan for existing school facilities. However, if the CUSD proposes development unrelated to schools, such development would be subject to the Whitmore Ranch Specific Plan. This Specific Plan allows for the continuation and improvement of existing land uses, while guiding future development and

improvements under the Land Use Plan. Actions or permits issued pursuant to previously existing ordinances shall not be affected by the enactment of the Whitmore Ranch Specific Plan. Once adopted, future development in the Specific Plan Area is required to conform to the standards and guidelines of this Specific Plan.

The Whitmore Ranch Land Use Plan has been prepared to respond to the opportunities of the project site and adjacent land uses, as addressed in Chapter 2, "Context and Setting," and implements the neighborhood concepts for Whitmore Ranch, described in Chapter 3, "Vision." This chapter should be referenced in conjunction with subsequent chapters of this Specific Plan, including: Chapter 5, "Circulation;" Chapter 6, "Parks, Paths, Trails, and Trees;" and Chapter 7, "Infrastructure." Refer to Chapter 8, "Administration and Financing" for information on the administration of the Specific Plan, including the criteria and process for submitting future Development Plan applications and for requesting amendments to the Specific Plan.

Whitmore Ranch supports a mix of housing types and densities.

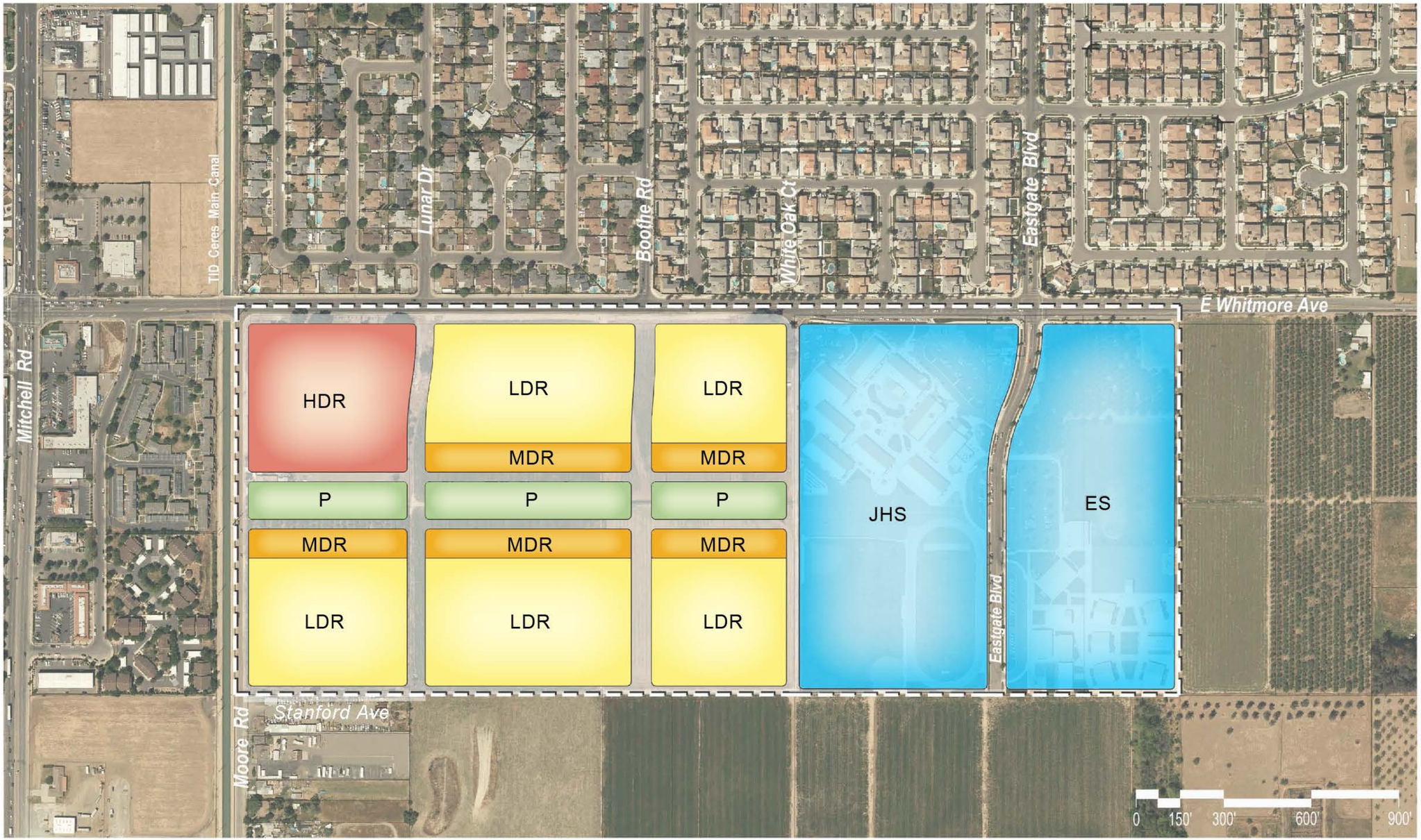
4.2 Land Use Plan and Program

Whitmore Ranch provides a mix of residential land uses, designed to support a diverse mix of housing styles, types, and densities. Medium- and high-density residential lines the central park blocks and all homes are connected to the surrounding neighborhood and adjacent schools by a roadway grid and interconnected network of sidewalks, paths, and bike trails. Figure 4-1, "Land Use Plan" illustrates the distribution of land use designations within the Specific Plan Area and Table 4.1 provides a summary of the Land Use Program for Whitmore Ranch.

The Land Use Plan identifies five different land use designations within the Specific Plan Area: Low-Density Residential (LDR), Medium-Density Residential (MDR), High-Density Residential (HDR), Parks (P), and Schools (S). The development assumptions for each of these land use designations, including average lot size, average density, and number of dwelling units, is provided in Table 4.1, "Land Use Program."

The assumptions of the Land Use Program do not represent Specific Plan policy or regulation, but rather are assumptions used in the traffic, infrastructure, environmental, and other technical analysis, to evaluate the impacts of Specific Plan development. The Land Use Plan and Land Use Program also provide for public rights-of-way associated with future streets. Design standards for these facilities are described in detail in Chapter 5 of this Specific Plan. Additional description of each of land use designations and a summary of permitted uses within each land use designation follow in this section. Development standards, applicable to each land use designation, are presented in Section 4.3.

Figure 4-1: Land Use Plan



Source: AECOM 2017

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Table 4-1: Land Use Program

Land Use Designation	Area	Assumed Average Lot Size	Assumed Average Density (units/acre)	Assumed Number of Dwelling Units	Percent of Specific Plan Area
Low-Density Residential (LDR)	28.0	5,000 sf	7	196	30%
Medium-Density Residential (MDR)	6.6	3,000 sf	13	85	7%
High-Density Residential (HDR)	6.4		25	160	7%
Parks (P)	5.2				5%
Schools (S)	36.0				38%
Specific Plan Streets and ROW[1]	11.6				13%
Total	93.8			441	100%

Note

1. Arterial, primary collector, and secondary collector roads are shown in Figure 4-1. Local roads and alleys are not shown and will be configured to provide connectivity and access, consistent with standards outlined in Chapter 5 of the Specific Plan.

The LDR designation supports single-family housing on a variety of lot sizes.

Single family home at 5 units per acre

Single-family home at 8 units per acre

4.2.1 Low-Density Residential

The Land Use Plan designates approximately 28 acres or 64% of the total residential land use area for LDR. The intent is to provide an opportunity for single-family homes on variety of lot sizes, such as provided in the examples below. Permitted uses within the LDR designation are summarized in Table 4.2, below. Refer to the City Zoning Ordinance for use definitions. Refer to Section 4.3 for development standards. Before any permitted use is erected on any lot, a site plan, floor plans of all buildings, elevations of all buildings, and a landscape plan shall be submitted to and approved by the Planning Commission, pursuant to the provisions of this chapter.

Table 4-2: Permitted Uses within LDR Designation

Permitted Uses	Conditionally Permitted Uses
▪ Single-family detached dwellings ▪ Duplex/triplex ▪ Condominium, group, cluster, and other design approaches for residential dwellings ▪ Mobile or manufactured homes on permanent foundations	▪ Places of worship ▪ Educational institutions ▪ Public parks and playgrounds
Accessory Uses	
▪ Private garages and off-street parking areas ▪ Swimming pools, subject to Zoning Ordinance requirements in Section 18.12.060.C ▪ Secondary dwelling units or guest houses, subject to Zoning Ordinance requirements in Section 18.12.060.K ▪ Home occupations, subject to Zoning Ordinance requirements in Section 18.04.002 ▪ Cottage food operations, subject to Zoning Ordinance requirements in Section 18.04.002 ▪ Signs, subject to Zoning Ordinance requirements in Section 18.42 ▪ Subdivision tract sales offices, signs, flags, and temporary construction job site trailers, subject to Zoning Ordinance requirements in Section 18.80 (conditional permit required)	
▪ Any other uses similar in nature, function, and operations to the permitted, conditionally permitted, and accessory uses listed above	

4.2.2 Medium-Density Residential

The Land Use Plan designates approximately seven acres for MDR uses, lining the central park blocks and making up approximately 17% of the total residential development area. The MDR designation provides for a variety of housing types, as summarized in Table 4.3, below. Refer to the City Zoning Ordinance for use definitions. Refer to Section 4.3 for development standards. Before any permitted use is erected on any lot, a site plan, floor plans of all buildings, elevations of all buildings, and a landscape plan shall be submitted to and approved by the Planning Commission, pursuant to the provisions of this chapter.

Table 4-3: Permitted Uses within MDR Designation

Permitted Uses	Conditionally Permitted Uses
▪ Single-family detached and attached dwellings ▪ Duplex/triplex ▪ Multi-family dwellings ▪ Condominium, group, cluster, and other design approaches for residential dwellings ▪ Mobile or manufactured homes on permanent foundations ▪	▪ Educational institutions ▪ Places of worship ▪ Public buildings, except for storage, corporation, and repair yards ▪ Public parks and playgrounds
Permitted Accessory Uses	
▪ Private garages and off-street parking areas ▪ Swimming pools, subject to Zoning Ordinance requirements in Section 18.12.060.C ▪ Secondary dwelling units or guest houses, subject to Zoning Ordinance requirements in Section 18.12.060.K ▪ Home occupations, subject to Zoning Ordinance requirements in Section 18.04.002 ▪ Cottage food operations, subject to Zoning Ordinance requirements in Section 18.04.002 ▪ Signs, subject to Zoning Ordinance requirements in Section 18.42 ▪ Subdivision tract sales offices, signs, flags, and temporary construction job site trailers, subject to Zoning Ordinance requirements in Section 18.80 (conditional permit required)	
▪ Any other uses similar in nature, function, and operations to the permitted, conditionally permitted, and accessory uses listed above	

The MDR designation supports a variety of housing types, lining the central park blocks.

Attached Townhouses

Duplexes

"Pull-Apart" Townhomes

Small-Lot, Single-Family Homes

The HDR designation supports a variety of housing types and densities.

Stacked Flats

Courthomes

Garden Apartments

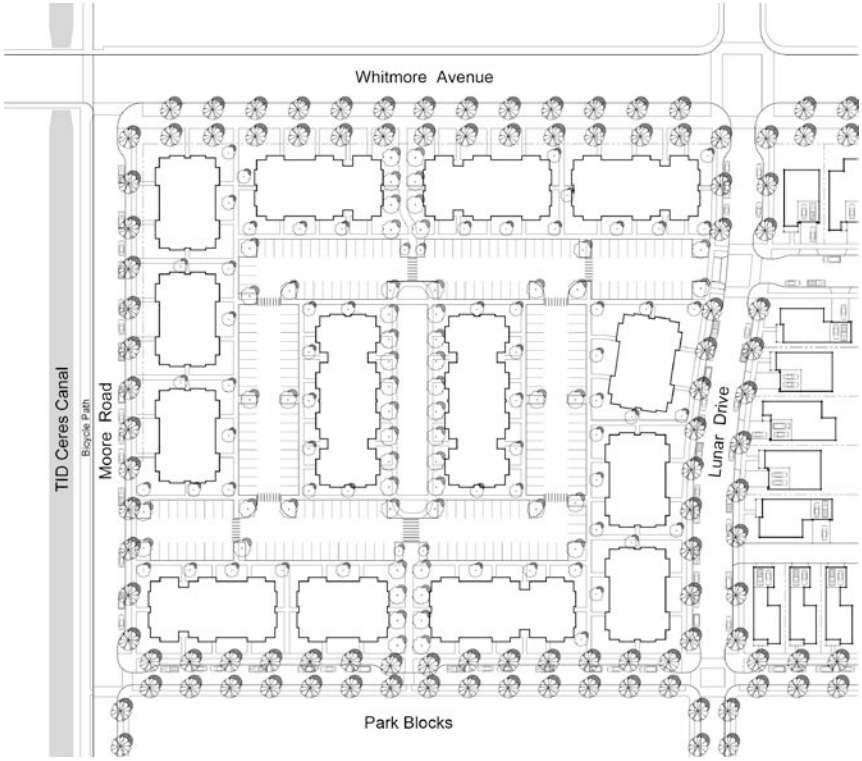
4.2.3 High-Density Residential

The Land Use Plan designates approximately six acres for HDR uses in the northwestern portion of the Specific Plan Area. The HDR designation supports a wide range and/or combination of housing types to meet the needs of different households.

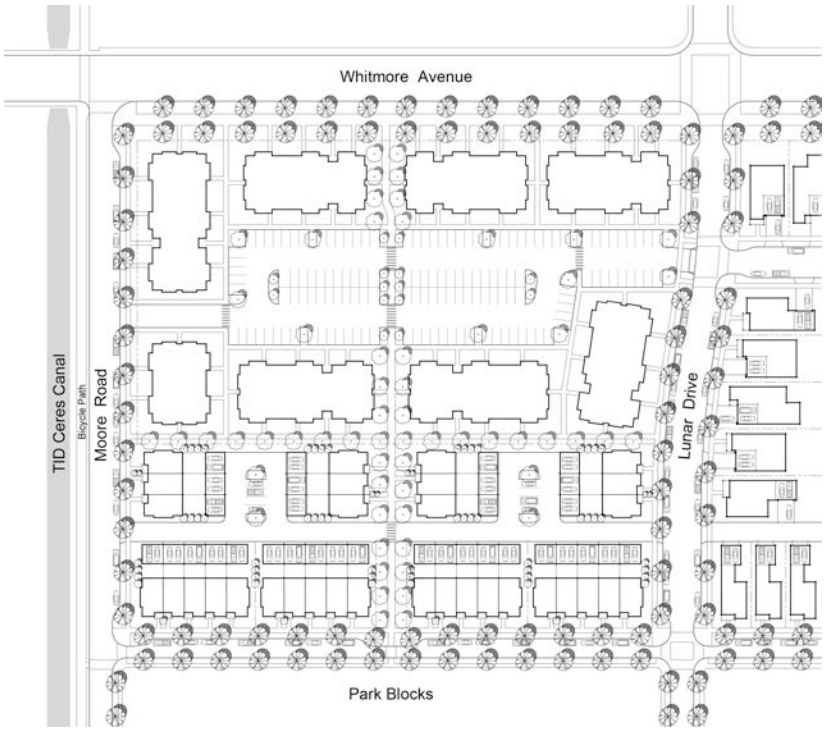
Figure 4-2, Options A and B provides different possible conceptual site layouts and densities of various housing prototypes that could be accommodated on this 6.4-acre property. The figures are also intended to illustrate the design principles and guidelines for high-density residential development, described in Section 4.5.

Permitted uses within the HDR designation are summarized in Table 4.4 that follows. Refer to the City Zoning Ordinance for use definitions. Refer to Section 4.3 for development standards for the HDR designation. Before any permitted use is erected on any lot, a site plan, floor plans of all buildings, elevations of all buildings, and a landscape plan shall be submitted to and approved by the Planning Commission, pursuant to the provisions of this chapter.

Figure 4-2: Different Possible Site Configurations for the High-Density Residential Designation



Option A: Two-Story Garden Style Apartments, Approximately 25 units/acre



Option B: Two-Story Garden Apartments and Townhomes along the Central Park Blocks, Approximately 20 units/acre

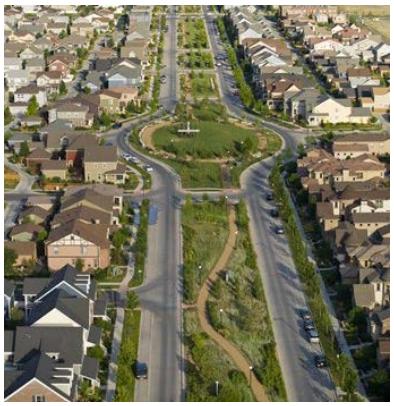
Table 4-4: Permitted Uses within HDR Designation

Permitted Uses	Conditionally Permitted Uses
▪ Single-family attached and detached dwellings ▪ Duplex/triplex ▪ Multi-family dwellings ▪ Condominium, group, cluster, and other design approaches for residential dwellings ▪ Mobile or manufactured homes on permanent foundations ▪	▪ Places of worship ▪ Clubs and related uses ▪ Educational institutions ▪ Public buildings, except for storage, corporation, and repair yards ▪ Mobile home parks, subject to Zoning Ordinance Requirements in Section 18.20.120. ▪ Public parks and playgrounds
Permitted Accessory Uses	
▪ Private garages and off-street parking areas ▪ Swimming pools, subject to Zoning Ordinance requirements in Section 18.12.060.C ▪ Secondary dwelling units or guest houses, subject to Zoning Ordinance requirements in Section 18.12.060.K ▪ Home occupations, subject to Zoning Ordinance requirements in Section 18.04.002 ▪ Cottage food operations, subject to Zoning Ordinance requirements in Section 18.04.002 ▪ Signs, subject to Zoning Ordinance requirements in Section 18.42 ▪ Subdivision tract sales offices, signs, flags, and temporary construction job site trailers, subject to Zoning Ordinance requirements in Section 18.80 (conditional permit required)	
▪ Any other uses similar in nature, function, and operations to the permitted, conditionally permitted, and accessory uses listed above	

4.2.4 Parks (P)

Within Whitmore Ranch, the parks designation encompasses the central park blocks, a linear park oriented east to west through the center of the Specific Plan Area. The central park blocks permit a variety of active and passive recreational uses, such as playgrounds, picnic areas, and trails; provide shade and natural cooling for the neighborhood; and function as a naturalized storm drainage system for the collection and treatment of urban runoff and groundwater recharge. Refer to Chapter 6 for further details on the central park blocks and section 4.5.1.B for design guidelines for the central park blocks.

A multi-use path is envisioned to allow non-vehicular access within the central park blocks.



The central park blocks are designed to provide recreation, shade, and naturalized stormwater management.

4.2.5 Schools (S)

The school designation applies to the two existing school properties located on the eastern end of the Specific Plan Area.

4.3 Development Standards

The Whitmore Ranch Specific Plan development standards supersede the development standards in the City's Zoning Ordinance. Where the Specific Plan specifies different standards than the City Zoning Ordinance, such as building setbacks or landscape standards, the standards of this Specific Plan apply. Where an issue is not addressed in the Specific Plan, the City Zoning Ordinance applies. School uses and improvements are directed by the School District, although encroachment permits and utilities require consistency with City design standards.

4.3.1 Low-Density Residential (LDR) Standards

Table 4-5 summarizes the development standards applicable to the LDR designation. Homes will typically have front-loaded garage access, with both the front door and garage facing the street. To ensure a pedestrian-friendly streetscape character and that garages do not dominate the street, homes shall be designed so that the living areas and/or any front porches are most important and therefore are the closest elements to the street. Recessed garages and rear garage configurations, where the garage is located towards the back of the property, are highly encouraged. Homes within the LDR designation may also have rear loaded access, where garages are provided from and accessed by alleys. Rear or alley loaded access is encouraged for homes fronting arterial or primary collector roads.

Refer to the examples to the left and Figure 4-3, below, for different possible front-loaded garage configurations, including recessed garage, rear garage, and tandem parking options.

Figure 4.4 provides examples of the rear loaded access designs that could be accommodated within the LDR areas (but could also be provided for single-family homes in the MDR designation).

Examples of front-loaded houses that gracefully address the street and are not dominated by garage doors.

Prominent porch, garage slightly recessed.

Facade of living areas is prominent. Garage is slightly recessed.

House massing is prominent, with a front facing, rear garage.

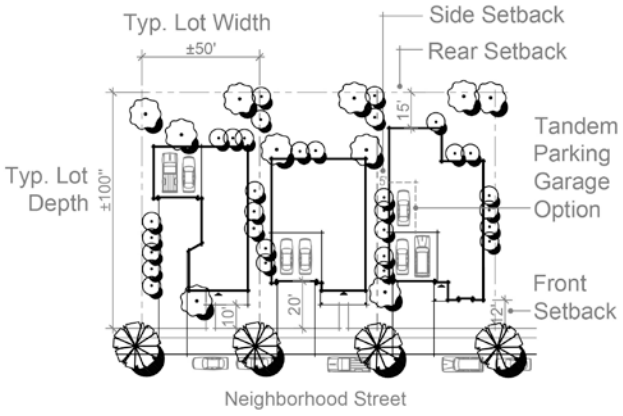


Figure 4-3: Front-Loaded Garage Configurations

Table 4-5: Development Standards for LDR Designation

A. LOT / SITE DESIGN	
1. Density[1]	4-7 du/ac gross
2. Lot Coverage[2]	55% max
3. Lot Area (interior lot)	5,000 sf min
4. Lot Area (corner lot)	6,000 sf min
5. Lot Width (interior lot)	40' min
6. Lot Width (corner lot)	45' min
7. Lot Depth	80' min
8. Minimum Parking Requirement	2 covered spaces / unit
B. BUILDING PLACEMENT AND HEIGHT	
Setbacks	
9. Front Setback (to garage)[3]	20' min (to front facing garage) 15' min (to side facing garage)
10. Front Setback (to living area) [4]	15' min
11. Front Setback (to porch) [5]	15' min
12. Side Setback (street)	10' min
13. Side Setback (interior)[6]	5' min
14. Rear Setback (to living area)	15' min
15. Rear Setback (to garage)	10' min
Building Height[7]	
16. Primary Structure	25' (2 stories) max
17. Detached Garage or Ancillary Structure	15' (1 story) max

Notes:

du/ac = dwelling units per gross acre; min = minimum; max = maximum; sf = square feet

[1] Gross density includes local streets, easements, environmental constraints, and undevelopable land.

[2] Lot coverage includes primary buildings, ancillary buildings, and covered porches and patios.

[3] Refer also to guidelines for garages in Section 4.5.2.1 of the Specific Plan.

[4] The minimum front setback to a living area may be 12 feet, if this can be accommodated in future revised Turlock Irrigation standards for a public utilities easement for electrical facilities.

[5] The minimum front setback to a porch may be 10 feet, if this can be accommodated in future revised Turlock Irrigation standards for a public utilities easement for electrical facilities.

[6] This interior side setback minimum refers both sides of all interior lots – a minimum of 5 feet on each side. However, side setbacks may be a minimum of 0' for duplexes and triplexes and zero lot line homes.

[7] Building height is measured from the finish grade of the building to the extreme top plate of the building, exclusive of ventilating fans or similar equipment required to operate and maintain the buildings, skylights, church steeples, flag poles, chimneys, television antennas, wireless masts, or similar structures; provided that the same may be safely erected and maintained at such height in view of surrounding conditions and circumstances.

4.3.2 Medium-Density Residential (MDR) Standards

Table 4-6 summarizes the development standards applicable to the MDR designation. Homes in the MDR land use designation will front the central park blocks. MDR areas are identified in the Land Use Plan as linear half-block configurations located on both sides of the central park blocks.

Housing within the MDR land use designation is envisioned to be served by rear-loaded garage access or garages accessed along an alley. This allows flexible placement of homes on smaller lots, including relatively narrower lots, where the garage can be placed behind the home (Figure 4-4). This also allows for homes to be designed with a façade that clearly addresses the street and park.

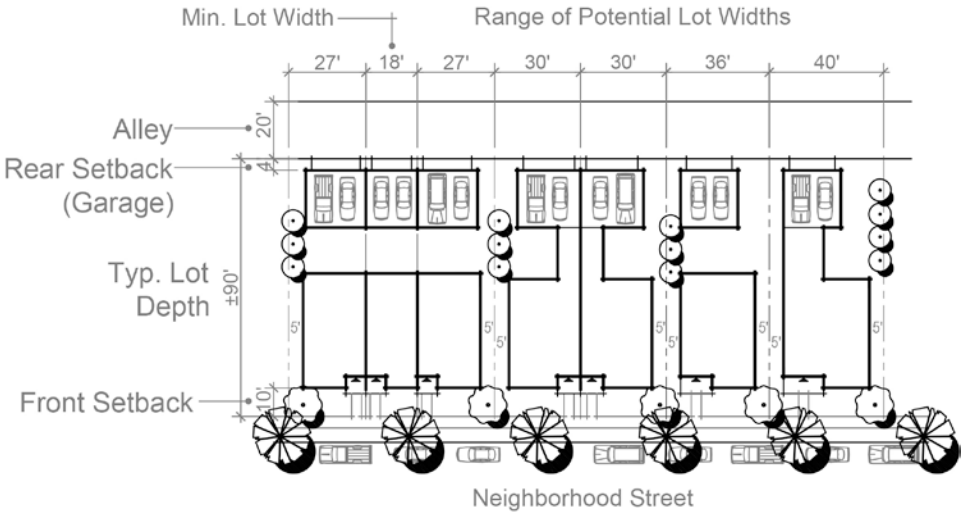


Figure 4-4: Alley-Loaded Garage Configurations

Table 4-6: Development Standards for MDR Designation

A. LOT / SITE DESIGN	
1. Density[1]	7-15 du/ac gross
2. Lot Coverage[2]	70% max
3. Lot Area (interior lot)	2,200 sf min
4. Lot Area (corner lot)	2,500 sf min
5. Lot Width (interior lot)[3]	22' min
6. Lot Width (corner lot)[3]	28' min
7. Lot Depth[3]	65' min
8. Minimum Parking Requirement	Vehicles: 1 covered space / unit, plus additional space(s), as required for the non-residential use of a live-work unit Bicycles: For multi-family housing, a minimum of one (1) bicycle parking space per unit shall be provided on-site, with guest bicycle parking spaces provided at one (1) space per 20 units on-site.[4]
B. BUILDING PLACEMENT AND HEIGHT	
Setbacks	
9. Front Setback (to garage)[5]	20' min (to front facing garage) 15' min (to side facing garage) Front facing garages shall not be permitted on streets lining the central park blocks
10. Front Setback (to living area)[6]	15' min
11. Front Setback (to covered porch)[7]	15' min
12. Side Setback (street)	10' min
13. Side Setback (interior)	5' min; 0' min for attached units and 10' min building separation for detached units
14. Side Setback (zero lot line)	0' min for zero lot line and 10' min building separation for detached units
15. Rear Setback (to living area)	15' min
16. Rear Setback (to garage)	4' min (from alley)
Building Height[8]	
17. Primary Structure	25' (2 stories) max
18. Detached Garage or Ancillary Structure	15' (1 story) max
Private Storage for Multi-family Housing	
19. Private storage space per unit	85 cubic feet
Notes: du/ac = dwelling units per gross acre; min = minimum; max = maximum; sf = square feet	

Notes for Table 4-6

[1] Gross density includes local streets, easements, environmental constraints, and undevelopable land.

[2] Lot coverage includes primary buildings, ancillary buildings, and covered porches and patios.

[3] Applies only to single-family housing units and not applicable to attached multi-family developments.

[4] Where the application of these standards results in the requirement for a fraction of a bicycle parking space, such a space need not be provided unless the fraction exceeds fifty (50) percent. Bicycle parking facilities shall be installed in a manner which allows adequate spacing for access to the bicycle and the locking device when the facilities are occupied. Each bicycle parking space shall be at least two (2) feet wide by six (6) feet long, with a five (5) foot maneuvering space behind the bicycle. The facilities shall be located on a hard, dust-free surface, preferably asphalt or concrete slab and/or may also be mounted on a flat wall surface, with appropriate maneuvering space behind the bicycle. Private storage space may be counted as bicycle parking storage for multi-family units, provided it is sized for bicycle storage. Bicycle parking for guests shall be clustered in common areas for easy convenience.

[5] Refer also to guidelines for garages in Section 4.5.2.1 of the Specific Plan.

[6] The minimum front setback to a living area may be 12 feet, if this can be accommodated in future revised Turlock Irrigation standards for a public utilities easement for electrical facilities.

[7] The minimum front setback to a covered porch may be 10 feet, if this can be accommodated in future revised Turlock Irrigation standards for a public utilities easement for electrical facilities.

[8] Building height is measured from the finish grade of the building to the extreme top plate of the building, exclusive of ventilating fans or similar equipment required to operate and maintain the buildings, skylights, church steeples, flag poles, chimneys, television antennas, wireless masts, or similar structures; provided that the same may be safely erected and maintained at such height in view of surrounding conditions and circumstances.

4.3.3 High-Density Residential (HDR) Standards

Table 4-7 summarizes development standards, applicable to the HDR designation. Homes in the HDR area may be organized in a number of ways, as illustrated in Figure 4-2, Options A and B, but should be designed as a complete and cohesive project, with community amenities, bicycle and pedestrian connections, landscaping, and necessary parking.

Table 4-7: Development Standards for HDR Designation

A. LOT / SITE DESIGN	
1. Density[1]	20-30 du/ac gross
2. Lot Coverage[2]	75% max
3. Lot Area (interior lot)	1,000 sf min
4. Lot Area (corner lot)	1,500 sf min
5. Lot Width (interior lot)[3]	18' min
6. Lot Width (corner lot)[3]	25' min
7. Lot Depth[3]	50' min
8. Minimum Parking Requirement[4]	Vehicles: 1 covered space / unit, plus additional space(s), as required for the non-residential use of a live-work unit Guest spaces permitted on-street at a ratio of 1 space per 15 guests within 660 feet of the units served Bicycles: For multi-family housing, a minimum of one (1) bicycle parking space per unit shall be provided on-site, with guest bicycle parking spaces provided at one (1) space per 20 units on-site[5]
B. BUILDING PLACEMENT AND HEIGHT	
Setbacks	
9. Front Setback (to garage)[6]	20' min (to front facing garage) 15' min (to side facing garage)
10. Front Setback (to living area)[7]	15' min
11. Front Setback (to covered porch)[8]	15' min
12. Side Setback (street)	10' min
13. Side Setback (interior)	5' min
14. Side Setback (attached units)	0' min
15. Rear Setback (to living area)	10' min 7' min (courthomes)
16. Rear Setback (to garage)	4' min (from alley, where applicable)
17. Single-Family and Multi-Family Building Separation (Front-to Front)	20' min
18. Multi-Family Building Separation (Front-to-Side)[3]	15 ft. min (without window openings); otherwise 20 ft. min
19. Multi-Family Building Separation (Side-to-Side)[3]	15' min
Building Height[9]	
20. Primary Structure	35' (2 stories) max
21. Detached Garage or Ancillary Structure	15' (1 story) max
Private Storage for Multi-family Housing	
22. Private storage space per unit	85 cubic feet

Notes for Table 4-7:

du/ac = dwelling units per gross acre; min = minimum; max = maximum; sf = square feet

[1] Gross density includes local streets, easements, environmental constraints, and undevelopable land. The HDR designation can accommodate a range of densities, including projects that propose densities that are higher or lower than the density range in one portion of the project site, but where the whole of the project is within the allowable density range.

[2] Lot coverage includes primary buildings, ancillary buildings, and private open space - patios, decks, and porches.

[3] Applies only to single-family housing units and not applicable to multi-family developments.

[4] Refer also to guidelines for parking in Section 4.5.2.J of the Specific Plan.

[5] Where the application of these standards results in the requirement for a fraction of a bicycle parking space, such a space need not be provided unless the fraction exceeds fifty (50) percent. Bicycle parking facilities shall be installed in a manner which allows adequate spacing for access to the bicycle and the locking device when the facilities are occupied. Each bicycle parking space shall be at least two (2) feet wide by six (6) feet long, with a five (5) foot maneuvering space behind the bicycle. The facilities shall be located on a hard, dust-free surface, preferably asphalt or concrete slab and/or may also be mounted on a flat wall surface, with appropriate maneuvering space behind the bicycle. Private storage space may be counted as bicycle parking storage for multi-family units, provided it is sized for bicycle storage. Bicycle parking for guests shall be clustered in common areas for easy convenience.

[6] Refer also to guidelines for garages in Section 4.5.2.I of the Specific Plan.

[7] The minimum front setback to a living area may be 10 feet, if this can be accommodated in future revised Turlock Irrigation standards for a public utilities easement for electrical facilities.

[8] The minimum front setback to a porch may be 10 feet, if this can be accommodated in future revised Turlock Irrigation standards for a public utilities easement for electrical facilities.

[9] Building height is measured from the finish grade of the building to the extreme top plate of the building, exclusive of ventilating fans or similar equipment required to operate and maintain the buildings, skylights, church steeples, flag poles, chimneys, television antennas, wireless masts, or similar structures; provided that the same may be safely erected and maintained at such height in view of surrounding conditions and circumstances.

4.4 Neighborhood Design Principles and Guidelines

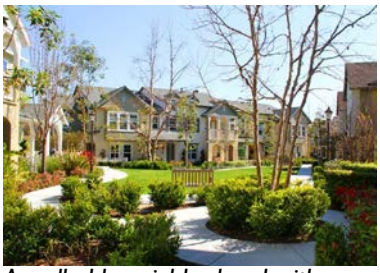
The Neighborhood Design Guidelines are provided to ensure new development within Whitmore Ranch is high quality, fits into the existing surrounding City context, and contributes to the creation of a walkable and livable new residential neighborhood. These design guidelines are intended to supplement and incorporate applicable guidance in the City's existing Small Lot Design Guidelines that address residential development on lots of less than 5,000 square feet. Design principles set the overall design objectives for the neighborhood design and design intent statements, formatted in *italicized* text in this section, introduces each of the topical neighborhood-wide and residential neighborhood design themes and guidelines, to implement the vision for Whitmore Ranch. Minor changes to the design guidelines may be necessary to address the vision and design intent for Whitmore Ranch and ensure the highest quality design and will be considered during the City's Development Plan review process. Both the minor amendment and Development Plan review process are described in Chapter 8 of this Specific Plan.

4.4.1 Design Principles

The following principles reflect the key design concepts and objectives guiding the neighborhood character and form within Whitmore Ranch.

Principle 4-1: A distinct neighborhood.

Whitmore Ranch has the opportunity to set the tone for other residential neighborhoods in the City's new growth area. Whitmore Ranch combines the characteristics of traditional development patterns, with modern building techniques and forms, transportation, open space, and other urban systems, to support a walkable neighborhood. New housing, open space, and public improvements are scaled to the pedestrian and relate and connect to adjacent, surrounding uses.



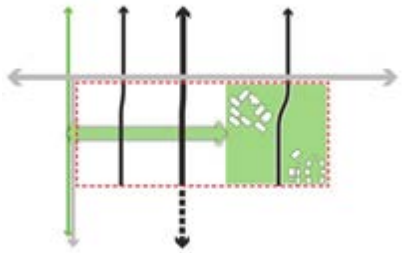
A walkable neighborhood with distinct architectural and landscape character.

Principle 4-2: Mobility choices.

Whitmore Ranch is designed to accommodate vehicular travel, while also supporting safe access to transit, bike, and pedestrian access. Streets are enhanced with landscaping and pedestrian amenities and woven with parks, open space, and trails, to provide seamless connections within the neighborhood and connect to surrounding area roadways, bikeways, and walkways. Land use, circulation, and public improvements are designed to support and encourage walking and biking from homes to the schools and other uses surrounding the Specific Plan Area, including areas planned for development to the south and east.

Principle 4-3: High-quality and attractive new housing.

High-quality design and construction is promoted through the development standards and design guidelines in the Specific Plan. Specific Plan development standards and design guidelines ensure the quality development, while building



Specific Plan street grid pattern connects to the City street grid system.

Mid-block paseos or paths are encouraged in the HDR area to break up the long block and facilitate pedestrian circulation.

"Live-end" cul-de-sacs provide access to adjacent open space or through streets.

in flexibility in the design and configuration of housing, to respond to dynamic market forces or changes that may occur over buildout of the Specific Plan Area.

4.4.2 Neighborhood-Wide Design Elements

A. Street and Block Patterns

Street layouts and block patterns should be designed to support walkablility within Whitmore Ranch and connect to other adjacent neighborhoods.

General Design Guidelines

1. The street layout should include a hierarchy and modified grid pattern that connects the neighborhood's internal circulation with the overall City street grid pattern.
2. Streets should connect to adjacent neighborhoods and provide direct access to schools, parks, transit stops, and nearby retail uses for pedestrians, bicyclists, automobiles, transit, and emergency vehicles.
3. Where residences are located adjacent to the central park blocks, street and block patterns should provide visual and physical connections to this open space feature.
4. Block lengths should be no greater than 500 feet. If longer block lengths are required, mid-block paseos or pedestrian paths connecting to walking paths, bicycle lanes, schools, and parks should be provided.
5. If cul-de-sacs are used, they must provide pedestrian and bicycle access onto through streets or greenways and they should incorporate landscaping and benches for pedestrians.
6. Blocks with the long edges of the lot or building facing north-south are preferred, to maximize solar access to individual lots and incorporate features, such as solar panels and natural daylighting into the design of the home.
7. Green infrastructure[1] practices and "cool"[2] and permeable pavements should be utilized and enhanced, wherever feasible. Residential streets should be gently sloped to channel stormwater run-off to the central park block system, which will contain native

[1] "Green infrastructure" is an approach to managing wet weather impacts by reducing and treating stormwater at its source. At the neighborhood or site scale, stormwater management systems are designed to mimic nature, incorporating vegetation, soils, and other elements and practices to soak up and store water.

[2] "Cool" refers to technology that better reflects solar radiation and stays cooler in the sun than traditional pavements, roof materials, or using lighter color or a more reflective surface. Cool technologies store less heat, increase the solar reflectance of surfaces, and lower surface and air temperatures.

vegetation to capture and treat stormwater runoff. Additionally, front yards, driveways, parking lots, and planter strips are other opportunities to incorporate green infrastructure and cool pavement features.

B. Central Park Blocks

An organizing element for Whitmore Ranch is the central park blocks, a neighborhood open space feature providing multiple public benefits, including for passive and active recreation; treatment of stormwater runoff, infiltration, and groundwater recharge; and as a bicycle and pedestrian circulation means through the neighborhood.

Neighborhood open space examples incorporating stormwater management and recreation.

General Design Guidelines

1. The central park blocks should incorporate native trees and plants, adapted to the various functions of the park for stormwater management and drainage, in addition to providing recreation and shade for the neighborhood. Refer to Chapter 6 of the Specific Plan for the recommended plant palette for stormwater management areas within the central park blocks.
2. The central park blocks and adjacent streets should be graded to steer stormwater runoff into landscaped areas.
3. Residences shall front along the central park blocks, to provide surveillance of this neighborhood open space feature.
4. Bicycle and walking trails within the central park blocks should connect to adjacent bike trails and walkways, schools, transit facilities, other neighborhoods, and nearby parks and community services. Refer also to Chapter 6 of the Specific Plan for additional standards on bicycle and pedestrian paths and trails.
5. Bicycle parking shall be provided at safe and visible locations, near activity nodes within the central park blocks, for the use and convenience of cyclists. The minimum number of bicycle parking spaces within the central park blocks shall be equal to 5% of the vehicle parking capacity for guest parking within the park and provided on-street adjacent to the park. Bicycle racks shall be permanently anchored to a hard, dust free surface, preferably asphalt or concrete slab, and installed in a manner which allows adequate space for access to the bicycle and locking device, at a minimum two (2) feet wide by six (6) feet long, with a five (5) foot maneuvering space behind the bicycle.

Adjacent homes should front onto the central park blocks.

A consistent landscape strategy should be employed within the streets and public spaces in the neighborhood.

A mix of formal and more natural landscaped areas are encouraged within the central park blocks.

C. Landscaping

Landscaping should be used within Whitmore Ranch to frame the street and highlight special features or areas in the neighborhood; soften and provide shade for roadways, parking areas, and buildings; and screen or separate utilities, service areas, and other unsightly or undesirable uses.

General Design Guidelines

The following landscape design guidelines should be referenced in coordination with Chapter 6 of the Specific Plan, addressing standards for landscaping and plant palette and design for the streets, parks, and public spaces within Whitmore Ranch.

1. The streetscape design for Whitmore Ranch should be unified by a consistent palette of trees, shrubs, and ground covers. Refer to Section 6.2.6 of the Specific Plan for acceptable trees and shrubs for the streets and stormwater management features within Whitmore Ranch.
2. A variety of plantings should be selected that are appropriate to their intended use and create environmental benefits for the neighborhood, such as shade, water conservation (though use of native and drought tolerant plants), and treating or reducing stormwater runoff.
3. Healthy street trees, such as the existing street trees along Eastgate Boulevard and Whitmore Avenue, should be preserved and integrated into the project design to the extent feasible, consistent with the requirements for street trees in Chapter 12.16 of the City Municipal Code.
4. Trees should be provided along all public roadways, to create a continuous, shaded canopy along the street, as well as to shade homes. Street trees shall be spaced in accordance with the tree species and reach of the tree canopy at maturity, as provided in Chapter 6 of the Specific Plan.
5. Landscaping within the central park blocks are encouraged to have a mix of formal and informal spaces that have more of a natural appearance, as shown in the images to the right.
6. Yard areas between the street and building shall be landscaped. Design and landscape yard setbacks, to create an attractive and varied streetscape with landscape elements, such as shade trees, shrubs, and ground cover. No more than 50 percent of a property shall consist of driveways or hardscape areas.
7. Design the traffic island along Eastgate Boulevard with attractive, low-maintenance shrubs or perennials, appropriate to the local soil and moisture conditions, except no landscaping or other structure in excess of 36 inches in height above the roadway shall impede in the sight distance triangle at the intersection.

D. Lighting and Site Furniture

A common material, color, and finishes should be selected for site lighting and furnishings (e.g., seating areas, trash receptacles, and bollards), to complement the landscape and architectural character and support the pedestrian-oriented quality of the neighborhood.

1. Lighting should be the appropriate size and height for the activities for which they are designed to illuminate and utilize shielded fixtures that minimize light pollution, glare, and visibility from adjacent areas.
2. Pedestrian-scaled ornamental street lights should be located along public streets and internal walkways between housing units, to provide adequate illumination for safety and navigation. Alternatively, bollard lights may be provided along internal walkways.
3. Where feasible, pedestrian amenities, such as benches, lighting, trash receptacles, and bicycle parking should be provided within the central park blocks and other common open space areas in the neighborhood.

Site lighting and furnishings should complement the neighborhood's landscape and architectural character.

Pedestrian amenities, such as benches and trash receptacles, should be provided at common area spaces.

E. Entry and Gateway Features

If they are used, gateway features, including entry signage and landscaping should support the overall site and landscape character in the neighborhood, to reinforce the unique "sense of place" within Whitmore Ranch.

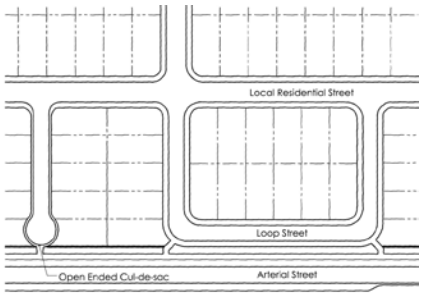
General Design Guidelines

1. Common lots intended to accommodate entry features should include sufficient space to accommodate an organized landscape theme and improvements such as signs, pedestrian amenities (benches, etc.), and lighting, where appropriate and desired.
2. Entry and landscape features are allowed at major entrances into the project site, including at the intersection of Moore Road and the central park block streets, Lunar Drive and Whitmore Avenue, and Boothe Road and Whitmore Avenue. If used, entry features should be proportional to the scale of the development.
3. Vertical elements, such as accent trees are encouraged to define entryways. Signs or logos identifying the neighborhood may be incorporated into pilasters, low walls, or other types of signage.
4. Thematic or complementary landscape materials, colors, and forms should be used to define entry features, to contribute to a consistent and recognizable neighborhood character.
5. Groupings of flowering accent trees, evergreens, or layering of different plants, including deciduous and evergreen plants, is encouraged at the major entries and other focal points in the neighborhood, to provide year-round interest and color. Trees,

Entry features and landscaping should reinforce the unique sense of place at Whitmore Ranch.

Neighborhood sign incorporated on a pilaster and accented with landscape layers of trees, shrubs, and perennials.

Energy efficient landscape lighting should be used to illuminate entry features and monuments.



Long expanses of walls or fences shall be broken up through site design features, such as open-ended cul-de-sacs and loop streets.

Masonry, wrought iron fencing, and landscaping are integrated along this roadway.

Walls or fences used along property frontages shall be no greater than 3 feet in height.

plants, and landscape materials should consist of native and local vegetation that is drought tolerant.

6. Street corners may incorporate hardscape elements, including enhanced paving, raised planters, pilasters, walls, and pedestrian gateways.
7. Energy efficient landscape lighting should be integrated with the landscape design of entry signs and landscape features.

F. Fences and Walls

Fences within Whitmore Ranch provide privacy and security for private property. Use of walls in the Whitmore Ranch will be limited to those areas requiring sound attenuation to achieve City noise standards and screening from unsightly elements, such as trash areas.

General Design Guidelines

1. Sound walls are discouraged and only allowed as a last resort for noise mitigation required to achieve City noise standards when all other feasible site planning and design-related noise mitigation have been integrated into the project.
2. Where long expanses of walls or fences are determined to be unavoidable based on a noise analysis, articulation of the wall with offsets or landscaping shall be implemented. If noise analysis determines that a noise barrier is the only feasible option, walls or fences along Whitmore Avenue should not exceed a maximum unbroken length of 500 feet, without being broken by the use of an open-ended cul-de-sac, section of frontage road, or a loop street, as shown in the plan concept example to the left.
3. Allowable materials include masonry, wood, and wrought iron, as addressed in Section 6.2.5 of the Specific Plan.
4. Low walls or fences used at the property frontages of internal roadways for privacy or security shall be no greater than three feet in height.

4.4.3 Residential Neighborhood Guidelines

A. Setbacks and Building Orientation

Setbacks establish a relationship between the house and surrounding neighborhood and help protect the privacy of neighbors. Appropriate setbacks provide a transition between public and private areas, provide space for outdoor activities, allow light and air to filter into the home, and provide space for landscaping.

General Design Guidelines

1. Homes should be oriented to the street, open space, or common areas or facilities, to allow all housing units access to natural light and ventilation. Solar access for daylighting and solar panels should also be considered, as well as opportunities for natural cooling and ventilation, particularly in the summer months.
2. Front yard setbacks along a street are allowed to vary by up to 25 percent from the required setback (subject to the minimum setback requirements provided in Section 4.3), to create an interesting and attractive street edge, but also support visual continuity on the block. Greater deviations will require Development Plan review approval, as addressed in Chapter 8 of the Specific Plan.
3. Homes should orient toward adjacent public streets or open space, incorporating the more active living spaces of the home facing the street and features, such as entryways, porches, stoops, balconies, windows, and other architectural elements that enhance the pedestrian-scale character along the street.
4. Building facades should be designed to provide visual surveillance of the public streets, spaces, sidewalks, and open space areas from inside the buildings, to promote the safety and security of the public realm.
5. Lots that back onto Whitmore Avenue or Stanford Avenue should incorporate landscaped buffers and relatively deeper rear yards – deeper than the minimum provided by the applicable development standards – if needed to help attenuate transportation or stationary source noise consistent with City noise policies.

Homes should be oriented to streets, open space, or other common areas.

Landscape street setbacks to create an attractive and varied streetscape.

Design Guidelines for High Density Multi-family Housing Projects

6. Maintain the minimum separation that is required between residential buildings, sufficient to provide privacy between units and outdoor private open spaces and balconies. Orient windows, balconies, patios, and courtyards between buildings to protect the privacy of users and reduce unwanted noise between units.

Stagger windows, balconies, patios, and courtyards to protect the privacy of residents in different buildings or units.

B. Lot and Building Variations

Lot sizes and building elevations should be varied to create interest along the street.

Provide variation between homes along the same street.

General Design Guidelines

1. Refer to Tables 4-2 through 4-4 in Section 4.4 for lot size and width requirements for LDR, MDR, and HDR uses.
2. A mix of single- and two-story units is encouraged along a block.
3. Discourage parking areas or garages from dominating building facades along the street by setting back parking from the front façade of the house and breaking up parking areas in the HDR designation with walkways, street trees, and landscaping.
4. All sides of building façades shall avoid unarticulated blank walls or an unbroken series of garage doors, without architectural relief or landscaping.
5. Provide variation in the homes along the same street with different building heights, setbacks, massing, roof shapes, and etc.
6. Avoid repetition of identical floor plans or elevations in homes next to each other.

Design Guidelines for Single-Family Housing

7. Different interior lot widths on the same block are acceptable along the street, to create visual diversity.
8. Street corners are suited for architectural treatments that engage the street, such as windows, wrap-around porches, and other ground floor building articulations.

Articulate building massing and elevations for multi-family housing to appear like adjoining single-family development.

Design Guidelines for Multi-family Housing Projects

9. Design building elevations for multi-family housing along the public street with building articulation and scale at the street level that is compatible with the character, rhythm, height, and massing of adjoining single-family development.
10. Stagger building facades along interior spaces to create variety and interest to the site and building design.

C. Common Open Space within the HDR Area

Common open space and private open space are often found in multi-family developments that may develop within the HDR area. Common open space areas provide amenities to the development and may include clubhouses, recreation areas, common greens, landscaping, and walkways. Private open space serves as a transitional area between common open space areas and the private and semi-private spaces of the dwelling unit.

Design Guidelines for Common Open Space and Amenities in Multi-family Developments

1. Arrange multi-family residential building to provide functional public and private outdoor space for residents. Private open space includes front yard area patios, backyards, and balconies. Centrally locate common open space areas and facilities, including parking to be easily accessible to residents.
2. Amenities, such as pools, club houses, or other recreation areas, common patios or greens, seating, picnic spots, tot lots, and walking paths should be incorporated, where appropriate, to serve different age groups and/or the anticipated residents of the development. Common facilities should be located and designed to promote visibility and high levels of activity.
3. An on-site pedestrian circulation system should connect all residents to common open space within the HDR area, as well as to the neighborhood-wide system of sidewalks and paths.

Design Guidelines for Private Open Space in Multi-family Developments

4. Provide each dwelling unit with private open space, such as a patio, stoop, porch, or balconies for upper story units for the exclusive use of that unit. Private open space shall be a minimum of 50 square feet per dwelling unit.
5. Private open space areas should be integrated into the design of the building and common open space areas on the ground floor.
6. Private open space should be designed to reasonable sizes for functional and comfortable outdoor living, including consideration of appropriate depths to accommodate chairs and small tables.
7. Air conditioning and other mechanical equipment should be avoided within private open space areas.
8. Private open space should be located and designed to take advantage of the winter sun and shade and breezes in the summer months, to the greatest extent possible.
9. Personal storage spaces can be designed as an extension of the private open space, but do not count toward meeting the private open space requirement for each dwelling unit.

Pedestrian amenities are encouraged within common open space areas.

Arrange multi-family housing to provide functional open space for residents.

Private open space should be provided as transition between common open space areas and the dwelling unit.

Private open space areas should be designed to take advantage of the winter sun and/or summer breezes.

Distinguish paseos with special paving and pedestrian scale lighting.

Design Guidelines for Paseos and Pedestrian Paths

10. If provided, locate paseos where vehicular connections are infeasible due to project design or site constraints.
11. Distinguish paseos with special paving and pedestrian-scaled lighting.
12. Along pedestrian paths, provide amenities, such as trees, seating, lighting, and landscaping that extend the open space area and support safe pedestrian use.
13. Buildings should front onto paseos with windows, entries, and balconies for visual surveillance and safety.
14. Provide connections from the paseo between buildings to parking areas, public streets, and open space.
15. Direct roof runoff to bioretention planters and landscaping in the paseos, when possible.

D. General Building Design

Building design addresses the built form and details of the home. Use of quality materials, detail in design, and distinct variation in floor plan and architecture lends visual interest and distinctive character and identity to a neighborhood.

General Design Guidelines

1. New stylistic interpretations of traditional architecture are encouraged, but fundamental architectural design principles, such as building scale, proportion, shape, and rhythm should be addressed in every building design.
2. All sides of the building shall be articulated with windows, frames, shutters, and other architectural treatments.
3. At corner lots, side yard facades should maintain the same architectural design as the front façade.
4. Materials used should appear substantial and integral to the structure. Materials shall be durable, to withstand weathering with age. Non-durable materials, such as plastic, tin, and vinyl shall be avoided, as well as highly reflective materials.
5. Variety in the use of materials is desirable. Material changes should be accompanied by changes in plane or architecture trim, to avoid a "tacked-on" appearance.
6. Energy conservation strategies, including window shading devices, selection of colors to reduce heat gain, energy efficient windows, cool roofs, high-quality insulation and radiant barriers, solar panels, and whole house energy systems are encouraged, to reduce energy consumption associated with heating and air conditioning during winter and summer months.

High-quality materials and variations in floor plans and architecture help to give a distinct identity to the neighborhood.

Provide energy efficient windows and overhangs or window shading devices to reduce heat gain in the summer.

Design Guidelines for Multi-family Housing Projects

In addition to the general design guidelines above, the following building design guidelines apply for multi-family housing developments.

1. Provide a variety and mix of unit sizes, to the extent feasible.
2. Design long buildings to appear as distinct and articulated smaller buildings that complement the scale and massing of surrounding housing. Create variations in building facades through use of varied massing, shape, materials, and roof forms.
3. Design ground level buildings facing public streets and spaces to a pedestrian scale through orientation of building entries, windows, stoops, front porches, and decks and use of material variation and architectural details.
4. Provide a transition in building heights between larger-scale and smaller-scale buildings on adjoining lots or across a shared street.

Design long buildings to appear as distinct and articulated smaller buildings.

Define the street corner of the neighborhood with special design elements e.g., signage and landscaping.

5. Define the street corner at the intersection of Whitmore Avenue and Moore Road with taller buildings, special design elements or corner massing, and/or signage and landscape features.
6. Building massing and height can be greater at the corner of wider arterial and collector streets and stepped down in scale to be compatible with the scale and massing of lower-intensity buildings.

E. Porches, Entries, and Courts

Include porches, verandas, porte cocheres, and other architectural elements that provide a clear sense of entry and design interest to a home.

General Design Guidelines

1. Entry features should be designed to be consistent with the scale and style of the home.
2. Porches and patios should be built to a minimum depth of 5 feet, to provide an opportunity to accommodate chairs and circulation; however shallower entry features may be considered during the Development Plan Review process with justification.
3. Entries and porches should incorporate railings, trelisses, and roofs, to add character and visual interest to homes.

Provide porches, verandas, and other architectural elements that provide a clear sense of entry to a home.

F. Doors and Windows

Doors and windows should be designed to be functional and complement the styles and architectural features of the home, adding visual interest to the building elevation.

General Design Guidelines

1. Exterior doors are encouraged to include raised panels, glass or transom windows, or other forms of detail and articulation.
2. Windows should provide views to outdoor spaces for security and visual interest. Active uses, such as kitchens and living rooms are encouraged to be located at the front of the building for more "eyes on the street."
3. Major glazing areas should generally face south to collect solar heat during the winters and/or placed to consider the cooling benefits of prevailing breezes.
4. Provide overhangs or other shading devices and select glazing that reduces solar heat gain during the summer months.

Doors and windows should be designed to complement the style of the home.

G. Roofs

Variety in roof forms, ridge heights, massing, and overhangs will give individual character to homes, while creating an interesting rhythm and continuity along the street.

General Design Guidelines

1. Roof forms should be an integral part of the architectural design of the building. Roof slopes should vary with the architectural style of the house. Typical roof slopes for single-family homes range from 4:12 to 8:12. Flat roofs on single-family homes are prohibited. A consistent relationship of slopes and pitches should be used on each building.
2. Where consistent with the architectural style of the home, the roof form should be articulated through use of dormers, bays, porch roofs, clerestories, cross gables, and hip forms that break up the roof and create variety and interest to the street facade.
3. Wide overhangs are encouraged, to provide shadow and depth to building elevations.
4. Installation of radiant heat barriers and insulation in attics and rafters and cool roof options, including lighter colored, high albedo coatings and other cool roofing materials and applications are encouraged to support home energy efficiency and reduce heating and cooling costs.
5. Photovoltaic solar panels or solar shingles are also encouraged, to reduce the home's energy use.

The roof forms of a home should have a consistent relationship of slopes and pitches.

H. Garage Frontage and Placement

The relationship between the front of the home and the street is critical to creating pedestrian-oriented neighborhoods. The percent of the building frontage allocated to entry areas and primary living areas, such as living rooms, dens, dining areas, and family rooms should be maximized on the street.

Design Guidelines for Single-Family Detached Garages:

1. Front-loaded homes should be designed to minimize the appearance of garage doors dominating the street face. Homes with garages facing the street should have the garage door offset at least five feet behind the front façade of the living area or a covered porch.
2. The extent of garage doors on a house, facing any street, is limited to a 2-car width, with a maximum width of 20 feet. Additional parking is possible with an additional garage fronting onto a different street, or with a tandem parking configuration in one garage.
3. Detached garages access from an alley or single-car driveway approach from the street are encouraged.

Garages doors should be offset behind the front façade of the house or porch.

On corner lots, side facing garages are encouraged.

Townhomes with garages accessed from an alley are recommended fronting the central park blocks.

Use of ribbon driveways is encouraged as an alternative to minimize the impervious surface area of driveways.

4. On corner lots, side facing garages, instead of front facing garages, are permitted as an option, to help improve the overall character of the home and streetscape appearance.
5. Homes may be rear loaded, with garage access provided from an alley behind the property.
6. Single-family lots that propose a 12-foot wide side yard setback to support the potential for RV and boat storage access shall locate the garage on this side of the lot.

Design Guidelines for Townhomes and Small-Lot, Single-Family Homes

7. Homes on narrow lots, including townhomes and small-lot homes, are encouraged to have garages accessed from an alley behind the property.

I. Driveways

Driveways consuming a substantial amount of lot area are to be avoided.

Design Guidelines for Single-Family Homes

Refer to Section 1G of the Small-Lot Design Guidelines, in addition to the following guidelines for Whitmore Ranch.

1. With the exception of alleys, shared driveways between homes are encouraged, provided the maximum width of the driveway does not exceed 20 feet.
2. Use of alternative pavement surfaces, such as concrete pavers, brick, or stone and alternative driveway treatments, such as ribbon driveways. Ribbon driveways are made up of two parallel strips of paving, with a strip of grass or pervious pavers between the paving strip, to minimize the impervious driveway surfaces to the area where the vehicle will be driving or parking.

J. Circulation

Organize circulation within the HDR designation to complement the modified grid pattern in the neighborhood, to support walking, biking, transit, and emergency access.

Design Guidelines for Multi-family Housing Projects

1. Organize street patterns and pedestrian paths to be clear, understandable, and easy to navigate, with emphasis on connecting to open space.
2. Organize the circulation system for multi-family development to provide at least two points of entry and exit onto public streets.
3. Create internal circulation and connections between the development and the street, addressing the needs of pedestrians, bicyclists, and motorists. Provide convenient pedestrian access within the HDR area to the nearby bus stop along Whitmore Avenue.

Organize the circulation system to provide convenient access to open space and amenities and off-site transit.

K. Parking

Allow a variety of ways to accommodate parking demand within Whitmore Ranch, including guest parking spaces provided on-street, tandem parking, and off-street parking spaces that are located within 660 feet of the unit served.

General Design Guidelines

1. Driveways should be spaced and organized to maximize opportunities for on-street parking.
2. Utilize cool pavements, whenever feasible, to reduce the urban heat island effect.

Provide parallel parking on local residential streets.

Design Guidelines for Multi-family Housing Projects

3. Minimize the visual prominence of vehicles by siting parking areas to the side or rear of the property rather than along street fronts.
4. Large numbers of smaller parking areas are preferred over a smaller number of large parking areas.

Parking should be organized into smaller parking areas or courts rather than as large parking areas.

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CHAPTER 5 | CIRCULATION

5.1 Introduction

This chapter describes the circulation framework, improvements, and standards for Specific Plan Area roadways, transit, bicycle, and pedestrian facilities.

Roadways in the Specific Plan Area are designed to accommodate all modes of travel and balance the efficient movement of vehicular traffic with the provision of safe and easily accessible facilities for walking, biking, and public transit. Specific Plan Area roadways are not only designed as systems for circulation and connectivity, but also incorporate landscape improvements and shade and stormwater management. Thus, the circulation standards and improvements in this chapter should be referenced in conjunction with Chapter 5 of the Specific Plan for land use and community design guidance; Chapter 6 for landscaping, park, path, and tree standards and a suggested plant palette; and Chapter 7 for the design of roadways as part of the overall stormwater drainage system for Whitmore Ranch.

A traffic study was prepared for Whitmore Ranch, based on the Whitmore Ranch Land Use Plan and Program described in Chapter 4, to examine the ability of the proposed circulation system to accommodate the anticipated traffic generated by development of Whitmore Ranch, as well as other existing and planned development outside of the Specific Plan Area. Refer to the traffic study in the appendix of the Whitmore Ranch Specific Plan EIR for specifics on existing and projected traffic volumes, cumulative impacts, and recommended improvements to Specific Plan Area roadways and intersections.

The Specific Plan circulation system is designed to provide connectivity, to distribute traffic within the neighborhood and surrounding area, and avoid focusing too much traffic on any one route. The system is designed to provide multi-modal access, including adequate emergency access to the proposed neighborhood. The EIR examines roadway design, intersection improvements, traffic controls, and traffic-calming features required to address travel demand associated with Whitmore Ranch.

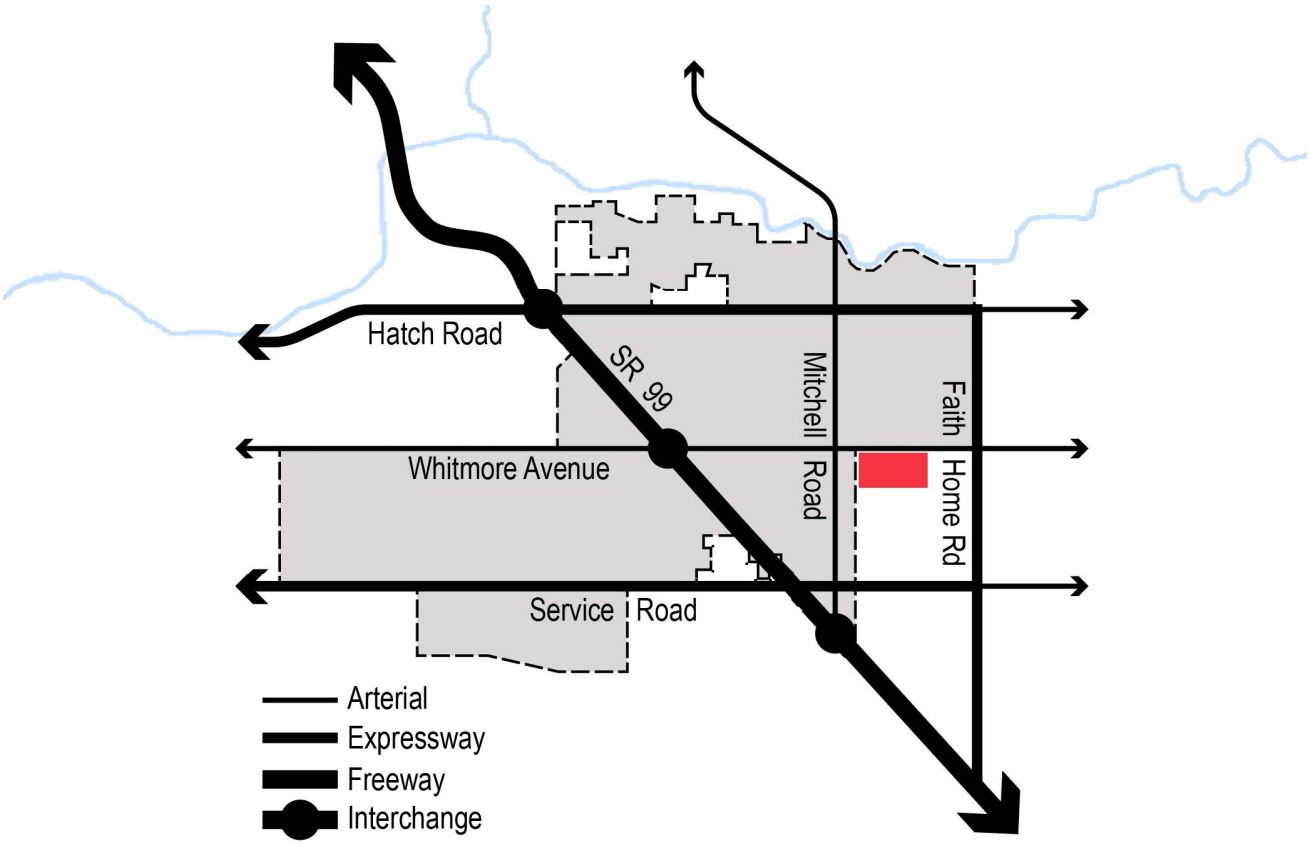
5.2 Vehicular Access

The vehicular circulation system for the Specific Plan Area is designed as a hierarchy of roadways that will be integrated with the street grid for the City, as identified in the Ceres 2035 General Plan Circulation Diagram, to enhance mobility in this portion of the City's Planning Area. This roadway hierarchy ranges from primarily providing citywide and areawide mobility (arterials) to primarily providing property access (local roads) to serve the circulation needs of Whitmore Ranch.

5.2.1 Regional Highways and Roadways

The most direct access to the Specific Plan Area is from State Route 99 (SR-99), at the Whitmore Avenue interchange (west of the Specific Plan Area) or the Mitchell Road interchange, entering the Specific Plan Area from the southwest (Figure 5-1).

Figure 5-1: Regional Roadways (Planned Condition)



The City of Ceres is organized as a one-mile grid system that provides access throughout the community and to the neighboring County, cities, and adjacent areas. The Specific Plan Area is accessible by several regional roadways, classified as expressways and arterial roads in the Ceres 2035 General Plan, including:

- Whitmore Avenue, a four-lane, east-west arterial roadway that connects the Specific Plan Area with SR-99, approximately 1.5 miles west of the Specific Plan Area, and extends into western Stanislaus County to the west and eastern Stanislaus County and Montpelier Road to the east;
- Mitchell Road, a four-lane arterial road and mixed-use, regional commercial corridor, located approximately 700 feet west of the Specific Plan Area and extending from the SR-99 interchange, north through the city to connect with the City of Modesto;
- Service Road, currently two-lanes and operating more like an arterial is a planned four-lane, east-west expressway, approximately 1 mile south of Whitmore Avenue and extending from South Carpenter Road in western Stanislaus County to Downie Road in eastern Stanislaus County;
- Hatch Road, currently four-lanes and operating more like an arterial is an east-west expressway through the city, approximately 1 mile north of Whitmore Avenue and extending between Turner Road in western Stanislaus County, through Keyes, to Greer Road in eastern Stanislaus County; and
- Faith Home Road, a north-south expressway that is approximately a one-quarter mile east of the Specific Plan Area and currently operates as a two-lane primary collector, but is planned as a four lane expressway, extending between Hatch Road on the north to Turner Avenue on the south.

5.2.2 Specific Plan Area Roadways

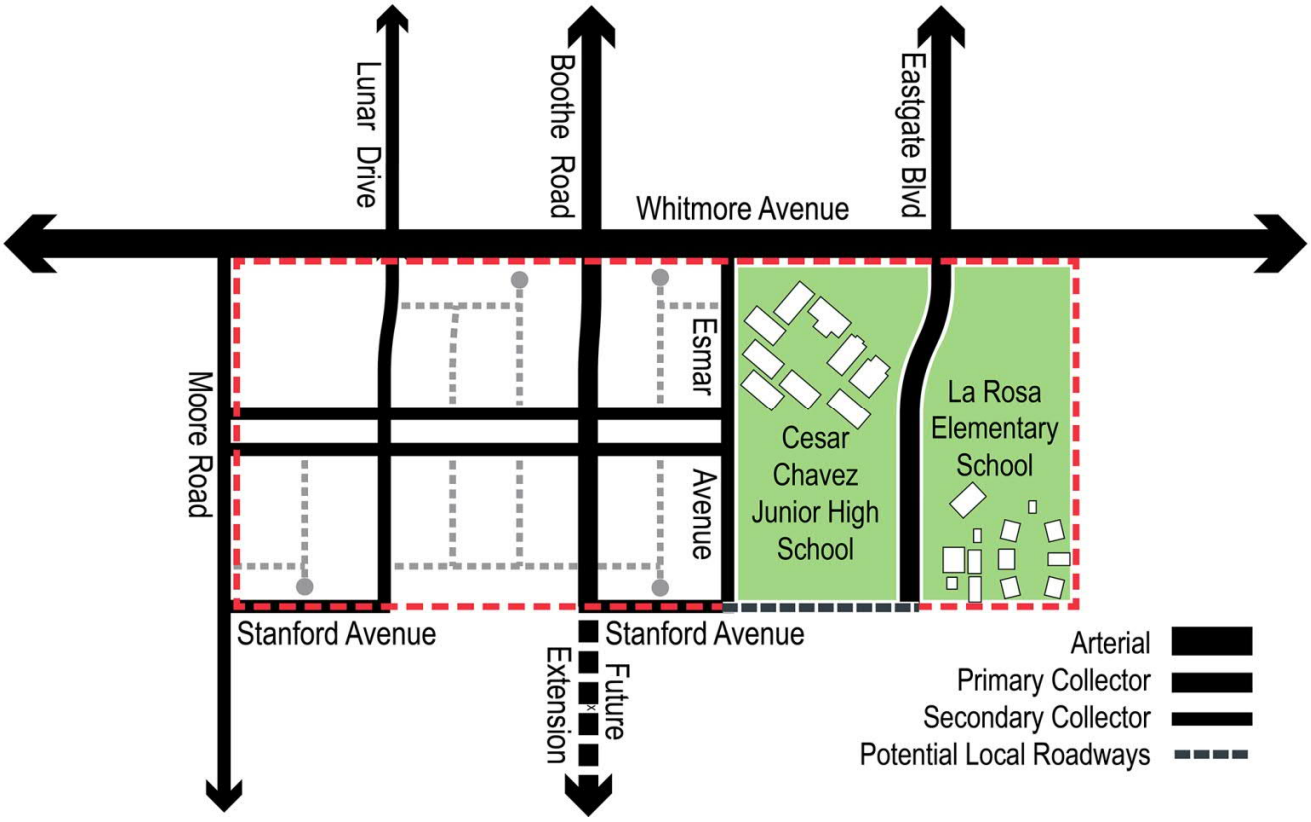
Within the Specific Plan Area, primary collector, secondary collector, and local roadways are proposed to provide different levels of mobility and access within the neighborhood. Existing and planned new vehicular access roadways are shown in Figure 5-2, with their planned classification as an arterial, primary collector, or secondary collector roadway. Local roadways for Whitmore Ranch will be determined as projects within the Specific Plan are proposed. Existing roadways that provide access to the Specific Plan Area include:

- Whitmore Avenue, a four-lane, east-west arterial roadway connecting the Specific Plan Area with SR-99;
- Moore Road, a collector road, which travels north-south along the western border of the Specific Plan Area;

- Eastgate Boulevard, a north-south collector road that connects Hatch Road on the north to Whitmore Avenue on the south and terminates at the southern edge of the Specific Plan Area; and
- A local road, west of the junior high school (and along the future alignment of Esmar Avenue), which connects to, and provides access for an emergency service road located south of the school buildings.

New roadways and design improvements to current roadways will be necessary to provide mobility and access within the Whitmore Ranch neighborhood, as further described in the following section.

Figure 5-2: Existing and Planned Roadway and Vehicular Circulation Improvements



5.2.3 Roadway Design Improvements

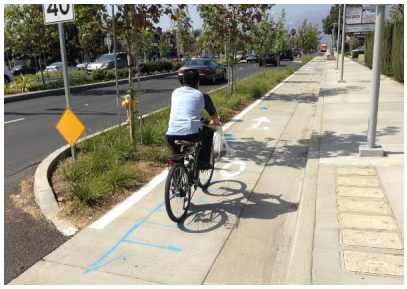
The Specific Plan proposes improvements to the roadway network that will accommodate Specific Plan demands in the context of other proposed and future developments. Figure 5-2 illustrates the proposed roadway classification system serving the Specific Plan Area. A description and depiction of the design concepts for the Specific Plan Area roadways follows in this section, organized by classification. The description of the roadway classifications and roadway concepts are accompanied by an illustration of

typical street sections on pages 5-5 through 5-11. The City Engineer may allow minor variations to the proposed street sections, subject to Design Review and justification that recommended changes retain the roadway's function and the Specific Plan intent.

Arterial Roads

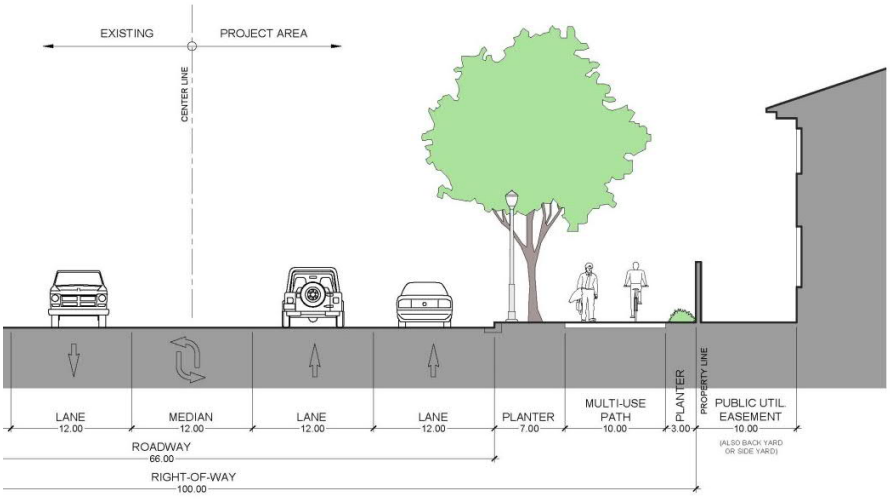
Arterial roads are intended to emphasize mobility for through traffic, at moderate speeds. These roads are identified in the Ceres 2035 General Plan as four to six travel lanes; left turn lane(s); and limited, controlled intersections, spaced a minimum of 300 feet apart.

Whitmore Avenue is designated as an arterial road in the Ceres 2035 General Plan. Whitmore Avenue, adjacent to the Specific Plan Area, will continue to be a four-lane arterial road, with a 100-foot street right-of-way consisting of two travel lanes, an improved center landscaped median/left turn pocket lane, improved bike lanes, and improved sidewalk and landscaped improvements along the south side of Whitmore Avenue (Figure 5-3). Existing sidewalks are located on the north side of Whitmore Avenue. On-street bike lanes are proposed to be added on the north side of the street. A Class1 multi-use path, separated from the road with a landscape planter, is proposed on the south side of Whitmore Avenue.



Example of a Class I bike/pedestrian multi-use path on an arterial roadway.

Figure 5-3: Arterial – Whitmore Avenue Section



Note: To achieve acceptable noise conditions, future projects will place distance between outdoor gathering spaces and Whitmore Avenue, and/or place buildings between Whitmore Avenue and outdoor gathering spaces. After all practical site planning and design strategies are exhausted, the City may allow construction of sound walls.

Example of a Class I bike/pedestrian multi-use path on an arterial roadway.

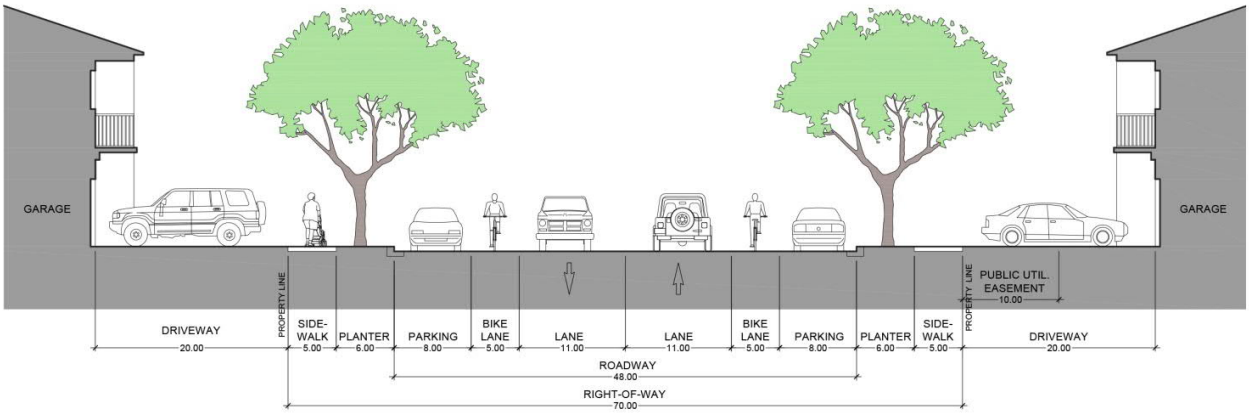
Primary Collector Roads

Primary collector roads provide connections between neighborhoods and link neighborhoods internally to schools and parks without having to travel onto arterial roads. Primary collector roads generally intersect arterial roads at ¼- to ½-mile intervals.

Within the Specific Plan Area, Boothe Road and Eastgate Boulevard are proposed as primary collector roads. Boothe Road is designated in the Ceres 2035 General Plan as a primary collector road. Proposed improvements to these streets include the following:

- Boothe Road is proposed to be improved as a two-lane roadway with Class II on-street bike lanes, on-street parking, and five-foot sidewalks separated from the street by six-foot landscape planters on both sides of the road (Figure 5-4).

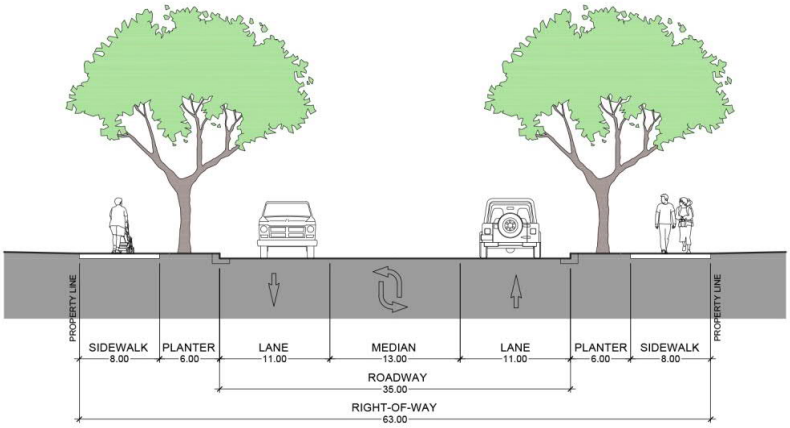
Figure 5-4: Primary Collector – Boothe Road Section



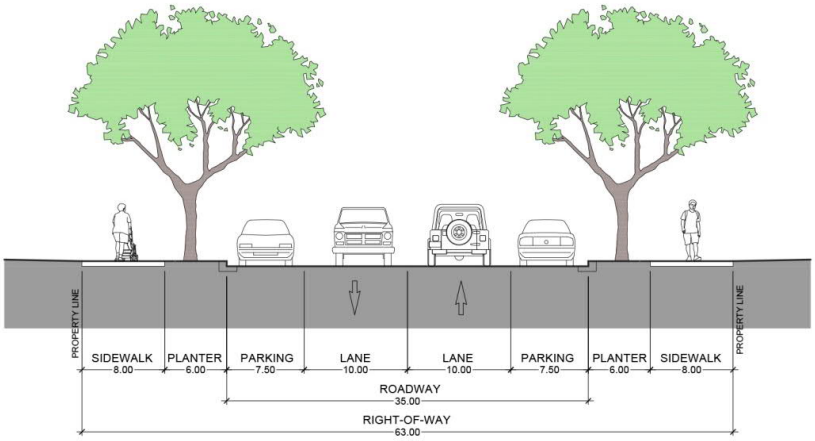
- Eastgate Boulevard, within the Specific Plan Area, is typically one travel lane in each direction, with a 13-foot striped median/turn lane down the center of the roadway and 8-foot sidewalks separated from the street by a 6-foot shaded landscape planter on both sides of the road (Figure 5-5A). Alternatively, the roadway for Eastgate Boulevard could be restriped to accommodate travel lanes in each direction and on-street parking on both sides of the road (Figure 5-5B).

- Eastgate Boulevard, along the front 150 feet of roadway adjacent to Whitmore Avenue, expands from approximately 63 feet to 74 feet to accommodate a landscape gateway median and left-turn lane (Figure 5-5C).

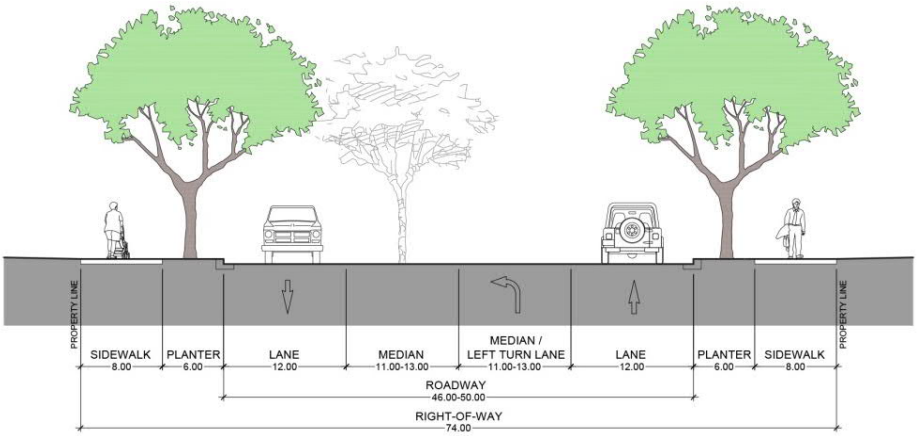
Figure 5-5: Primary Collector – Eastgate Boulevard Section



A. Typical Road Section – Option A



B. Typical Road Section – Typical Road Section – Option B



C. Section at Gateway Entry

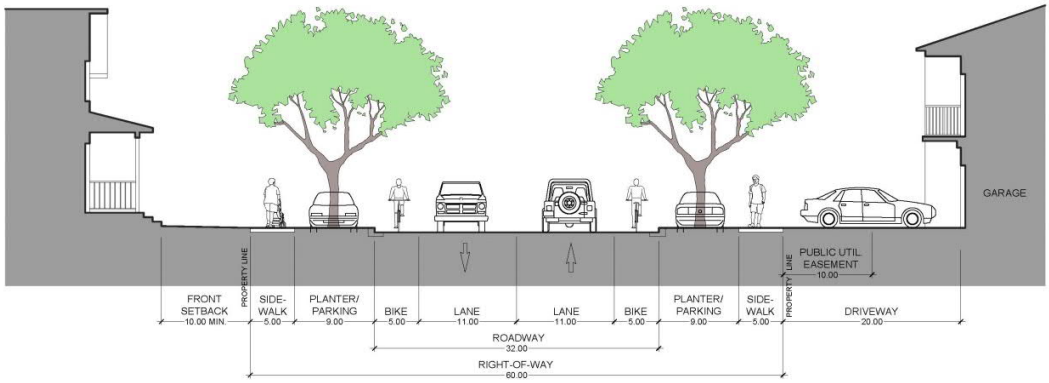
Secondary Collector Roads

Secondary collector road with on-street parking.

Secondary collector roads are intended to carry moderate volumes of traffic from local roads to primary collector and arterial roads. Secondary collector road should generally have a right-of-way of between 50 and 60 feet. Secondary collector roads and proposed improvements within the Specific Plan Area include the following:

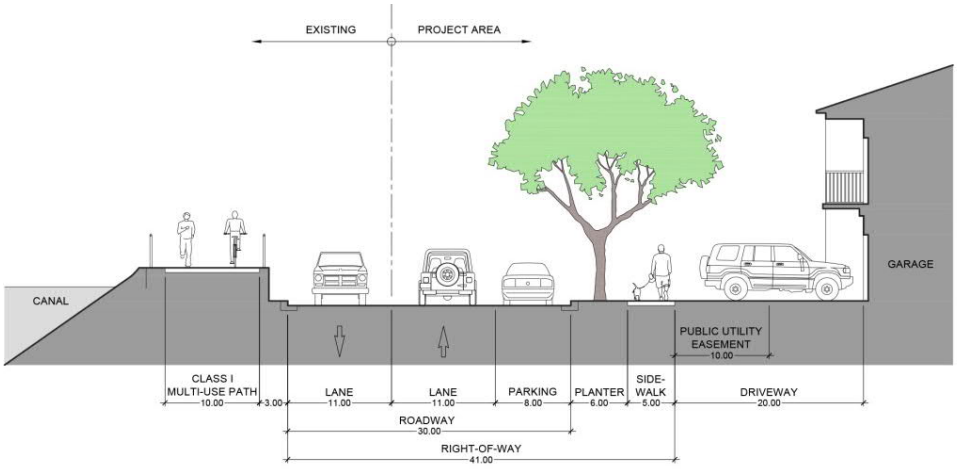
- Lunar Drive is proposed as a two-lane roadway with on-street parking, alternating with a shaded landscape planter and parking on both sides of the road (Figure 5-6). Homes may be accessed from driveways and garages fronting the roadway or they may be accessed from alleys behind the home.
- Esmar Road is proposed as a two-lane roadway, with on-street parking on just the west side of the street, and sidewalks separated from the road with a shaded landscape planter on both sides of the road (similar condition to Figure 5-6, except with parking only on the west side and school facilities located on the east side of the roadway).

Figure 5-6: Typical Secondary Collector Road Section



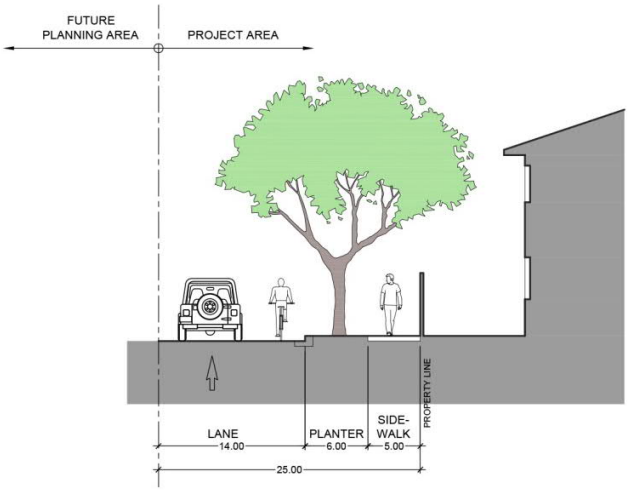
- Moore Road is proposed to be improved as a two-lane roadway, with a planned multi-use path along the side of the canal and on-street parking, sidewalks, and a shaded landscape planter on the east side of the road (Figure 5-7).

Figure 5-7: Secondary Collector – Moore Road Section



- Stanford Avenue is proposed as a two-lane roadway, designed with a Class III bikeway, shaded landscape planter, and sidewalks on the northern portion of the roadway that is within the Specific Plan Area (Figure 5-8).

Figure 5-8: Secondary Collector – Stanford Avenue Section

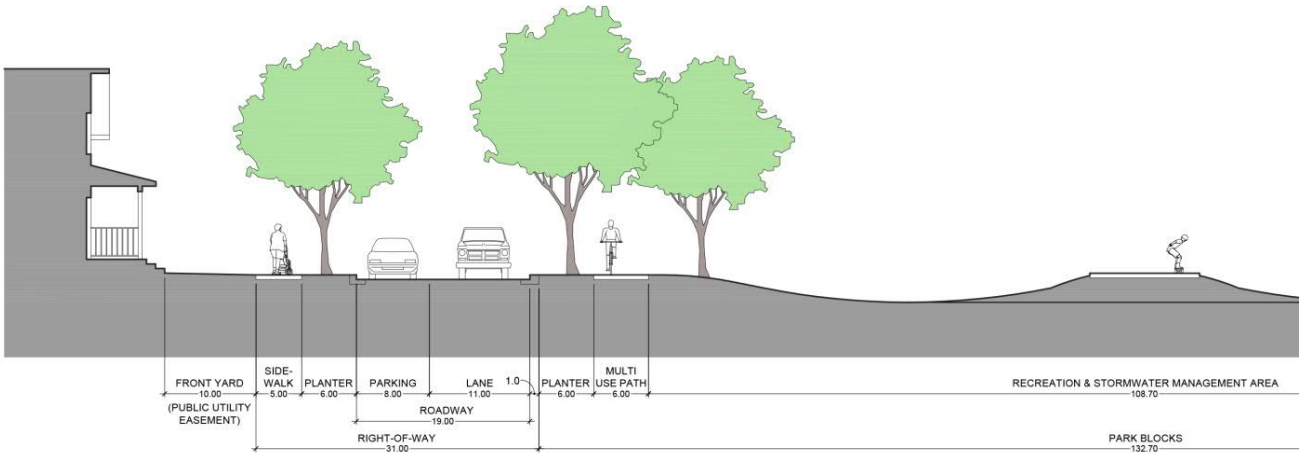



Homes organized along a parallel system of one-way collector roads.

Secondary One-Way Collector Roads

A pair of one-way collector roads, referred to as North Park Block Avenue and South Park Block Avenue, will front the central park blocks within the neighborhood. These one-way roads include on-street parking and sidewalks, separated from the street with landscape planters and street trees. Additionally, sidewalks and street trees lining the central park blocks and a minimum 10-foot multi-use path will establish a shaded central green spine, connecting the neighborhood to the regional Class 1 multi-use trail along the TID Ceres Main Canal at the western end of the Specific Plan Area and the junior high school and elementary school on the eastern end of Whitmore Ranch (Figure 5-9). The multi-use path will also function as a driveway and parking for maintenance vehicles that will be maintaining the parkway strip, incorporating curb cuts along the intersection of north-south streets that cross the park blocks to allow maintenance vehicle access.

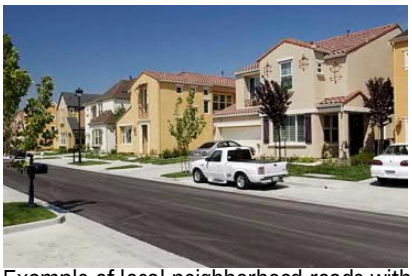
Figure 5-9: North and South Park Block Avenue Typical Section



Local Roads

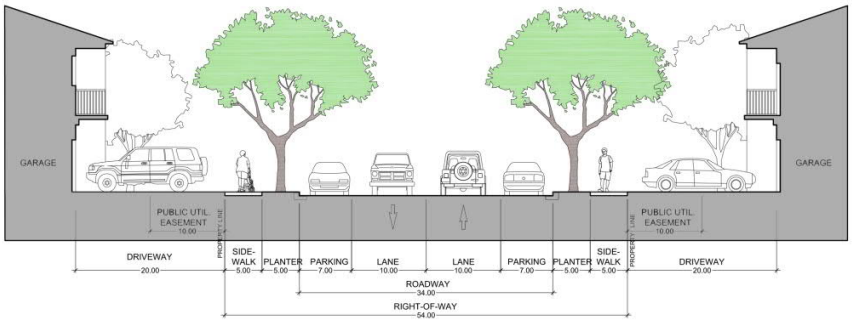
Local roads are low-volume streets used to access individual lots. The potential location of local roads in the Specific Plan Area is identified in Figure 5.2 and in the illustrative site plan concept in Chapter 3.

Local roads typically have a two-lane configuration with on-street parking and sidewalks, separated by landscape strips or islands within an approximately 54-foot right-of-way. Two options for local roads are provided in Figures 5-10A and 5.10B, below. Local roads accommodate on-street parking and may be designed to also support Class III bike routes, allowing bikes to share the road with automobiles, as illustrated in Figure 5-10B.

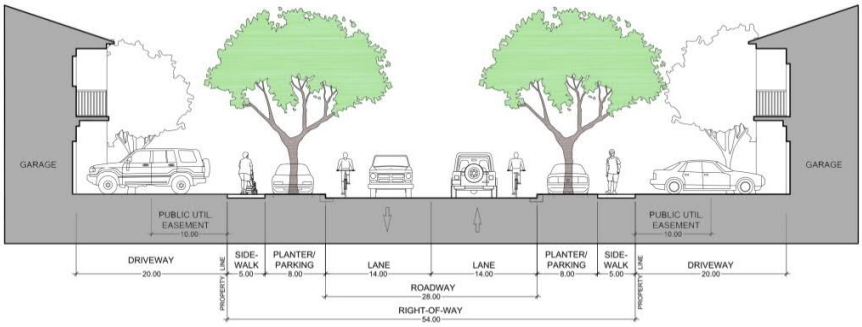


Example of local neighborhood roads with on-street parking.

Figure 5-10: Typical Local Road Section



A. Typical Local Road Section – Option A



B. Typical Local Road Section with Shared Bikeways – Option B

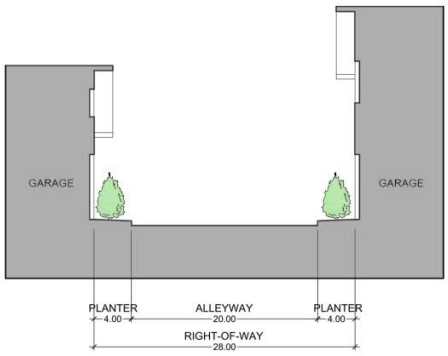
Alleys

Example of alley section with landscaped planters.

Alleys provide access to residential garages, particularly for the small-lot homes or townhomes that are proposed to front onto the central park blocks, but may also be appropriate for providing access to an array of high-density housing prototypes and considered as an option for accessing low-density residential uses that front onto higher volume arterial or primary collector roads.

Alleys within the Specific Plan Area allow two-way access and have a 20-foot driveway and right-of-way (Figure 5.11).

Figure 5-11: Typical Alley Section



5.2.4 Intersection and Traffic Control Improvements

Intersection improvements and traffic controls, such as stop signs and street signals, will be necessary to support safe access within the Specific Plan Area and comply with the Ceres 2035 General Plan Transportation and Circulation Element policies and Improvement Standards. Traffic controls in place on the existing roadway in the Specific Plan Area include:

- A stop sign on Moore Road at the intersection of Whitmore Avenue;
- A stop sign on the local access road (future Esmar Road), at its intersection with Whitmore Avenue.; and
- A traffic signal and striped crosswalks at the intersection of Eastgate Boulevard and Whitmore Avenue.

Traffic analysis incorporating the additional vehicular trips was performed for 13 intersections, as shown in Figure 5.12. To be consistent with Ceres 2035 General Plan policy, secondary collector and local roads must meet a level of service (LOS) "C" standard; while arterial and primary collector roads must achieve a LOS "D" standard. Please refer to the Specific Plan EIR for details on required improvements.

Figure 5-12: Study Intersection Locations

Intersection Improvement Standards

Based on the Ceres 2035 General Plan LOS standards discussed above, the following intersection and traffic control improvements within the Specific Plan Area will be necessary and/or are recommended:

1. At Whitmore Avenue and Boothe Road: Signalize and add striped crossings at the intersection.
2. At Lunar Drive and Boothe Road Intersections with Whitmore Avenue: Add a stop sign and crosswalks at the intersection with Whitmore Avenue.
3. At Whitmore Avenue and Moore Road: Add a four-way stop sign and crosswalks at the intersection, to support safe bike trail crossings along the TID Ceres main canal and improve safety.
4. Along Stanford Avenue: Stop signs and crosswalks along its intersecting roadways, including at Moore Road, Lunar Drive, Boothe Road, Esmar Road, and Eastgate Boulevard.
5. Traffic Calming: Traffic-calming design improvements shall be provided, especially along higher-volume arterial and collector roadways, where appropriate, to ensure safe vehicular and pedestrian access, including:
    a. Applying striping or other surface treatments to crosswalks at the intersections of all arterial and collector roadways
    b. Providing bulb-outs at roadway intersections, where on-street parking is provided, to reduce the street crossing distance for pedestrians
    c. Providing a gentle table top on the internal roadway segments between the central park blocks, including along Lunar Drive, Boothe Road, and Esmar Avenue
    d. Adding a raised median and pedestrian refuge

5.3 Transit Services

5.3.1 Existing and Planned Transit Improvements

Bus transit service adjacent to the Specific Plan Area is provided by Stanislaus Regional Transit, along Route 16, connecting Modesto to Turlock; Ceres Area Transit (CAT); and the Ceres Dial-A-Ride (CDAR). CAT operates one route that covers most of the city once each hour. CDAR is a curb-to-curb demand responsive service available to people, 65 years of age or older or with a disability that prevents them from riding CAT fixed route bus service.

The nearest existing bus stops currently serving the Specific Plan Area are located near the intersection of Mitchell Road and Whitmore Avenue, approximately one-quarter of a mile from the eastern edge of the Specific Plan Area and just shy of a mile to the Cesar Chavez Junior High School and La Rosa Elementary School. There is a bus stop with a bench and sign on Mitchell Road, headed northbound on the CAT route, and a bus stop along Whitmore Avenue on the northbound and southbound CAT routes, near Louise Avenue. This bus stop consists only of a bus stop sign.

Stanislaus Regional Transit route 15 also passes adjacent to the Specific Plan Area and has bus stops located south of Whitmore Avenue, near the Whitmore shopping plaza. This bus stop consists of a transit shelter, bench, and bus stop sign.

There are also two non-operating bus stops, closer to the Specific Plan Area, including one on the north side of Whitmore Avenue, near Boothe Road and on the west side of Eastgate Boulevard, adjacent to the junior high and elementary schools (Figure 5-13). These bus stops consist of a bus stop sign. Due to budget cuts and the reconfiguration of the CAT route from 4 lines to one loop route, these stops are no longer in operation.

The Specific Plan is planned to accommodate an extension of the CAT route to serve development in the Specific Plan Area, and implementation of the Specific Plan would help support reestablishing service to the two non-operational bus stops at Whitmore Avenue. An additional bus stop should also be considered on the south side of Whitmore Avenue along the CAT loop route. Existing service and proposed expansion of bus service to the Specific Plan Area is illustrated in Figure 5-13 and will be coordinated with Ceres Area Transit.

Bus turnouts, bus shelters, benches, route information, and other pedestrian conveniences, such as shade, lighting, and trash receptacles should be considered at bus stops, in consultation and coordination with Ceres Area Transit.

Figure 5-13: Existing and Proposed Transit Circulation

Note: The stops at Booth Road and Whitmore Avenue and between La Rosa Elementary School and Cesar Chavez Junior High School exist, but are located along routes that are not currently in operation.

5.4 Bike and Pedestrian Circulation

Bike and pedestrian circulation are envisioned as a comprehensive bicycle network and interconnected system of walkways, connecting the Whitmore Ranch neighborhood with surrounding uses. This complete and continuous network of bicycle and pedestrian facilities, integrated into the neighborhood, allows residents to walk or bike from their homes to the open space amenities, schools, transit, and other neighborhood services. To achieve this vision, the Plan proposes trails along the central park blocks; sidewalks separated from traffic with landscape planters on all primary collector, secondary collector, and local roads within the Specific Plan Area; on-street bike lanes on Boothe Road, Lunar Drive, and Esmar Avenue; and local roads that can also accommodate shared bike use along vehicular travelways (Figure 5-14).

5.4.1 Existing and Planned Bike Improvements

Existing or planned bicycle facilities with the Specific Plan Area are categorized as Class 1, II, or III facilities, as described below:

- Class I facilities are bike paths or trails that are completely separated from the roadway.
- Class II facilities are on-street bike lanes, defined by a paved striped lane outside of the vehicular travel lane, for one-way bike travel.
- Class III facilities are shared-use bike routes with vehicular traffic, typically on a residential street, designated with a sign.

Existing bike facilities within or adjacent to the Specific Plan Area include Class II, on-street bike lanes located along the south side of Whitmore Avenue, adjacent to the La Rosa Elementary School.

Planned bike improvements within the Specific Plan Area consist of:

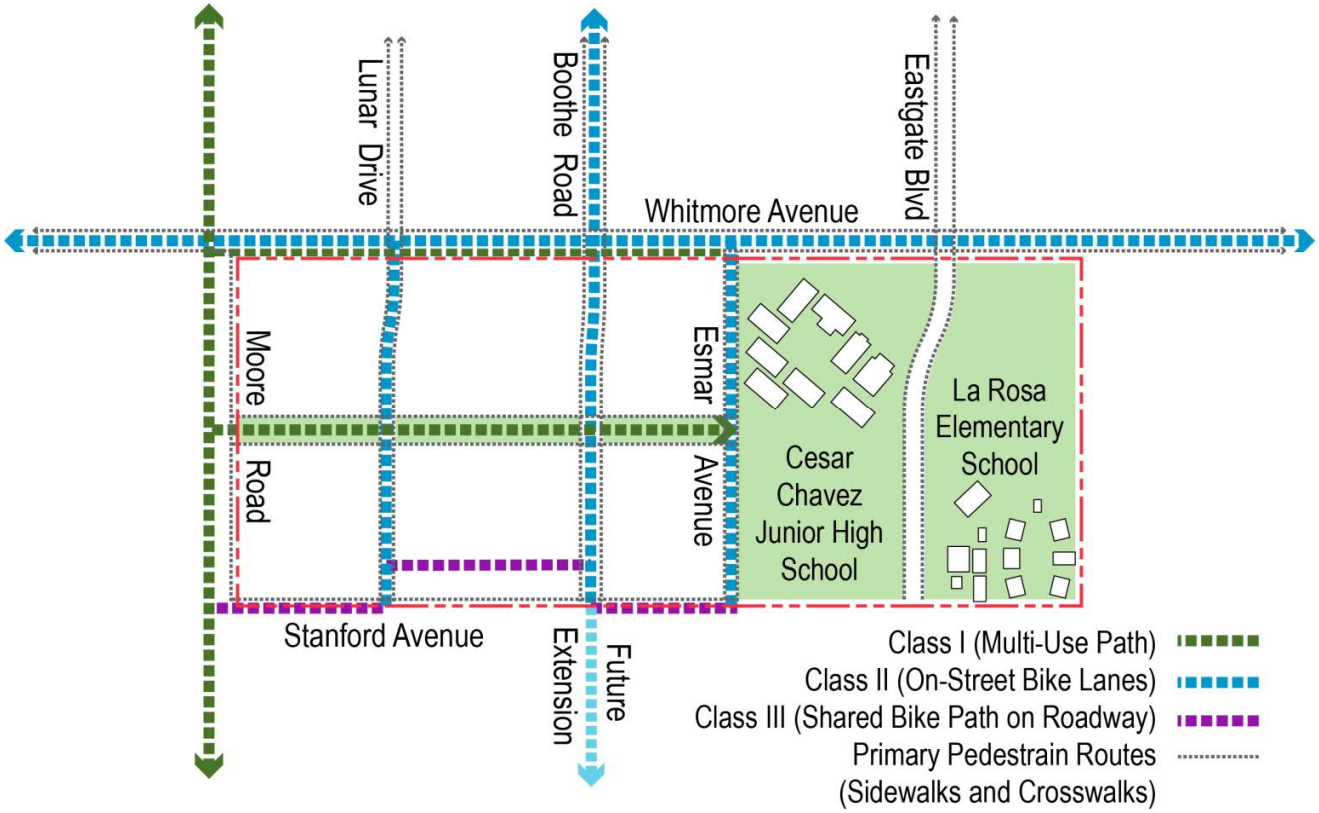
- A Class I bike trail within the central park blocks (Figure 5-9)
- A Class I multi-use path along the south side of Whitmore Avenue, between Moore Road and Esmar Road (Figures 5-3, 5-14)
- Class II bike lanes along both sides of Boothe Road (Figure 5-4)
- A Class III bikeway on the north side of Stanford Avenue (Figure 5-8)
- Class II bike lanes along both sides of Lunar Drive and Esmar Road (Figure 5-6)

5.4.2 Bike Circulation Standards

1. Class I and II bike facilities shall be located as identified in Figure 5-14.
2. A Class I, multi-use path shall be located along the central park blocks, to provide a dedicated bike and pedestrian route for the neighborhood.

3. Class II bike lanes shall be located within the roadway right-of-way, where shown in Figure 5-14.
4. Local roads, except alleys, shall be designed as Class III bike facilities, allowing bikes to share the road.

Figure 5-14: Bike and Pedestrian Circulation Routes



5.4.3 Existing and Planned Pedestrian Circulation

Pedestrian circulation is provided from sidewalks that currently exist for the Specific Plan Area on:

- The north side of Whitmore Avenue;
- The south side of Whitmore Avenue, along the Junior High and Elementary school property frontages; and
- Both sides of Eastgate Boulevard.

The remaining primarily undeveloped portions of existing Specific Plan Area perimeter roadways, on Whitmore Avenue and Moore Road, are unimproved, including no bikeways, sidewalks, or curb and gutter facilities.

Pedestrian circulation improvements will consist of:

- A multi-use path separated from the road with a landscape planter along Whitmore Avenue.
- A multi-use path through the central park blocks, signed for pedestrians and bicyclists and sidewalks along the perimeter of each park block.
- Sidewalks separated by landscape planters on all new collector and local roadways, with the exception of alleys.
- New paths and walkways within the high-density residential designation, designed to address the pedestrian connectivity objectives of the Specific Plan and the standards that follow.

5.4.4 Pedestrian Circulation Standards

1. New sidewalks shall be designed to be a minimum width of five feet.
2. Sidewalks on new local roads or paseos shall be used to access perimeter roadways.
3. High-density residential uses shall be designed with an interconnected internal path and walkway system that is integrated with the pedestrian circulation system provided in the rest of the neighborhood.

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CHAPTER 6 | PARKS, PATHS, TRAILS, AND TREES

6.1 Context and Setting

6.1.1 Existing Adjacent Park Facilities

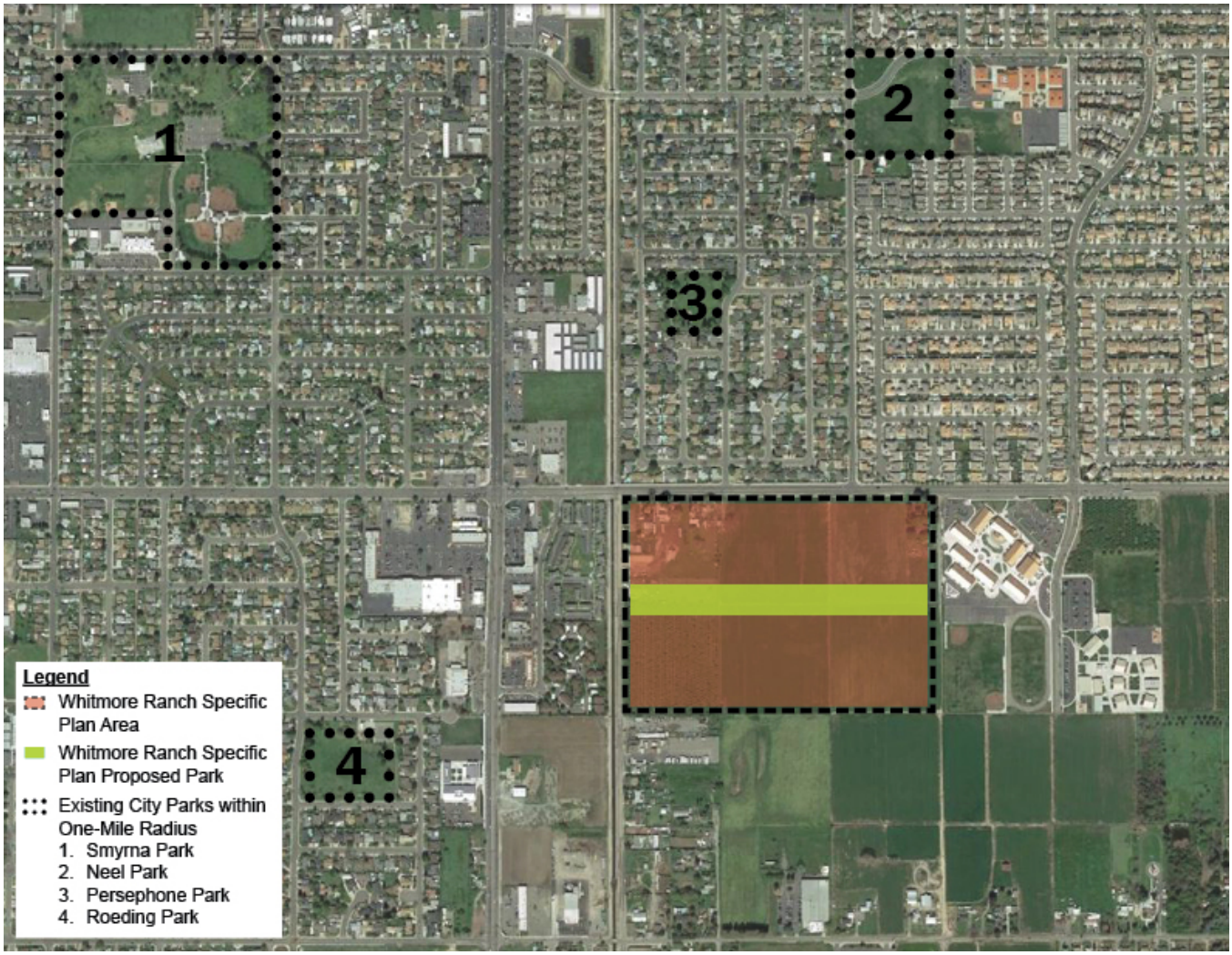
There are four existing City of Ceres parks within a one-mile radius of the Whitmore Ranch Specific Plan Area. These four parks vary in size from three to 27 acres and offer different amenities. Persephone, Neel, and Roeding Heights parks provide turf areas for recreational use and for metering stormwater, while Smyrna Park is one of the City's largest and most diversely programmed parks (Figure 6-1).

Persephone Park is a neighborhood park within one-half mile of the Specific Plan Area. At 3.14 acres, the park includes a walking path, playground structures, and passive recreation amenities, including a picnic area. Neel Park is within three-quarters of a mile of Whitmore Ranch. This 8.15-acre park currently includes only a walking path for recreational amenities but is scheduled for park improvements to include a playground, picnic area, half-court basketball court, and fenced dog park and on-site parking.

Roeding Heights Park is within one mile of Whitmore Ranch. This neighborhood park covers 6.1 acres and includes a walking path, playgrounds, a baseball backstop, tennis courts, a picnic area, a basketball court, and a restroom.

Smyrna Park is within one mile of Whitmore Ranch. This 27.88-acre community park is extensively programmed with both active and passive recreation options. Amenities include multiple picnic areas, horseshoe pits, sand volleyball courts, playgrounds, baseball and softball fields, a skate park, restrooms, a rose garden, and a walking path. The proximity of this community asset to the Specific Plan Area is a benefit to future residents.

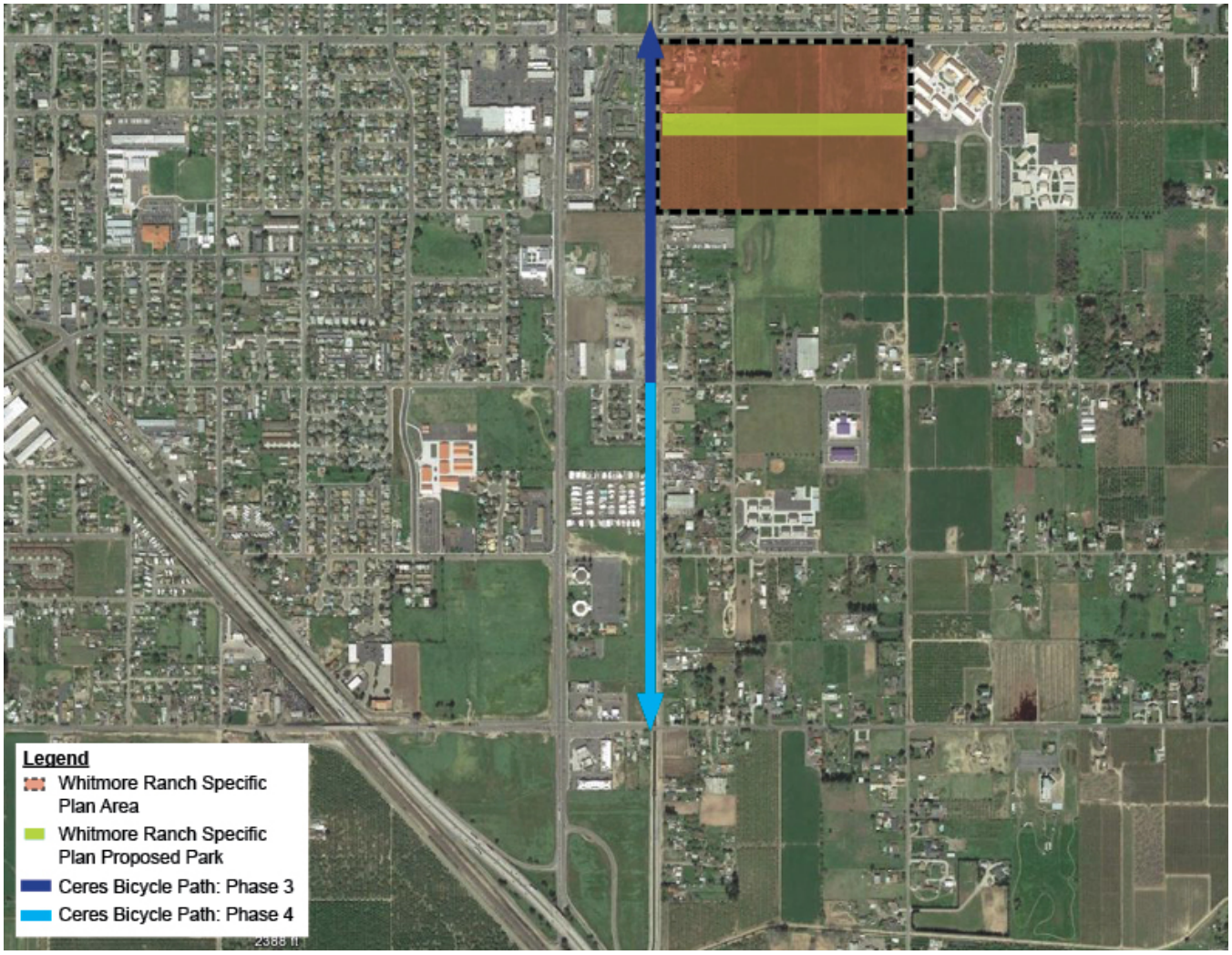
Figure 6-1: Existing City Parks Near the Specific Plan Area



6.1.2 Planned Improvements in the Vicinity

The City of Ceres is currently implementing a bicycle path improvement project adjacent to the Whitmore Ranch Specific Plan Area. Both phases three and four of the bike path project have a north-south orientation along Moore Road, at the western edge of the Specific Plan Area. Phase three borders the Specific Plan Area, connecting Whitmore Avenue and Roeding Road. Phase four continues south from Roeding Road to East Service Road (Figure 6-2).

Figure 6-2: City Bike Paths Adjacent to Specific Plan Area



6.1.3 Regulatory and Policy Framework

The City of Ceres provides its residents and visitors with a network of regional, community, and neighborhood parks. There are no existing public parks within the Specific Plan Area.

For the Whitmore Ranch Specific Plan Area and associated parkland, the exact size, location, and amenities to be included with each park will be determined by future development plans.

The Ceres 2035 General Plan sets a goal of 4 acres of park land per 1,000 residents. As of 2016, the City provides about 4.2 acres of parks per 1,000 residents, including both City-owned, but as-yet undeveloped park land and gated private parks. The Specific Plan proposes parkland adequate to meet the City's park standard on-site.

6.2 Planned Facilities

6.2.1 Parks and Recreation

The Whitmore Ranch Specific Plan includes a net residential area of 34.2 acres. An additional 5.2 acres of park land is included in the plan to be located centrally within the development. The park acreage will be arranged as central park blocks throughout the Specific Plan Area. Parks will run east to west and link the school campuses to the east of the project limits with the City bike path and the TID Ceres main canal to the west. This proposed linear park will be depressed along the central axis to provide low-impact stormwater management in the case of heavy precipitation events.

Parkspace will be provided as the Specific Plan builds out. This means that residents occupying the development will not have to wait for full build-out in order to enjoy park and open space amenities.

At full build-out, the Specific Plan Area is estimated to provide for approximately 1,485 residents. Based on the estimated 1,485 new residents generated by the proposed Specific Plan, approximately 5.9 acres of parks and open space would be required to be consistent with the City's policy of 4 acres for every 1,000 residents. Using the current estimated population of 46,989 and total park acreage of 197.75 acres, according to the City's 2016 Parks Master Plan, the Whitmore Ranch Specific Plan will increase these numbers to 48,474 and 202.95, respectively. The Specific Plan includes approximately 5.2 acres of passive recreational opportunities and stormwater management features, as well as a high-quality, east-west bicycle and pedestrian connection. The proposed 5.2 acres of public open space is slightly less than the 5.9 acres required to meet the City's parkland requirements. Project applicants for future projects proposed under the Specific Plan would be required to pay in-lieu parkland fees on a fair-share basis to account for the approximately 0.7-acre shortfall between the City's parkland standard and that proposed on-site.

Sidewalks measuring a minimum of five feet wide are to be constructed around the perimeter of each park block. A central concrete multi-use path, measuring a minimum of10 feet in width, will be constructed through the center of the park blocks. This path will separate turf areas on one side from stormwater basins on the other and will have trees planted along its south side to provide shade.

The park blocks are to be bordered immediately to the north and south by secondary one-way collector roads running east-west. Typical roadway right-of-way is approximately 32 feet, providing an 11-foot travel lane, 8-foot parking lane, planter, and sidewalk on the residential block immediately opposite the park block. For more information on Secondary One-Way Collector Roads within the Specific Plan Area, refer to Chapter 5, "Circulation."

Playgrounds designed for 2-5 and 5-12 year old children will provide active play amenities and may be paired with outdoor exercise opportunities for adults. Benches and picnic tables will be provided, along with one or more shaded areas with facilities for barbecues. Wayfinding signage may also be included to direct pedestrians through the community.

Play Pod: Play House with Sculptural Elements

Play pod: Outdoor Fitness Equipment

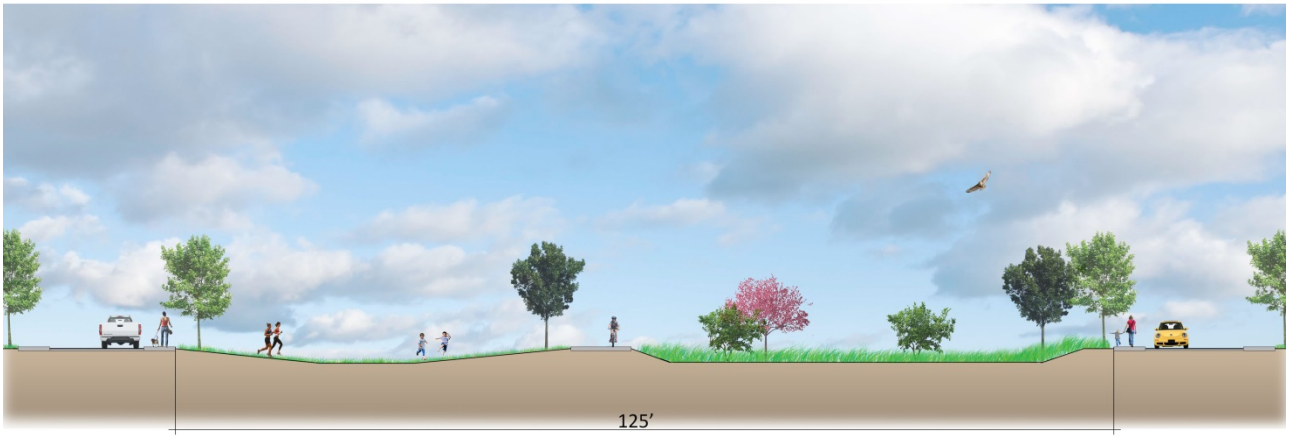
Play Pod: Musical Play with Sculptural Elements

Trees and landscaping will provide visual interest, shade, and may potentially delineate stormwater management areas if a vegetated swale type design is implemented. Design decisions made at the time of build-out and approved by the City of Ceres may include a variety of approaches to achieving these design goals. The preferred option is to develop "play pods" along the walkway. Play pods are designed for active or creative play, and may include outdoor fitness equipment for adult park users, as well as other types and designs. Other designed areas along the walkway and in the park space may be outdoor sculpture or demonstration gardens with seating for passive recreation, such as reading, painting, or visiting with neighbors.

Figure 6-3: Proposed Specific Plan Area Parks Plan

With the location of Sections A, B, and C shown

Figure 6-4: Section A

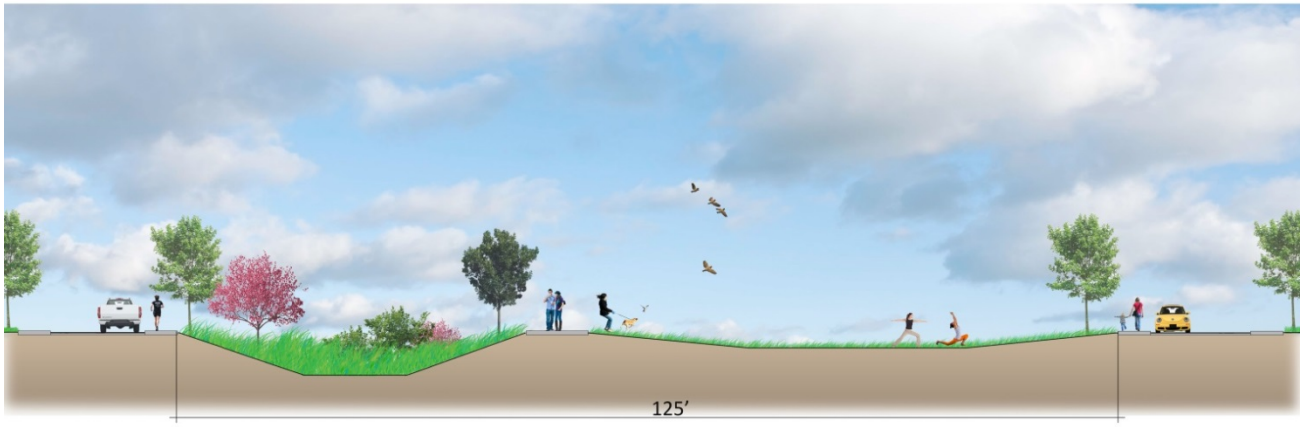


10:1 basin at left with turf, 3:1 basin at right with plants and trees for Stormwater Management (Section 6.2.6)

Figure 6-5: Section B

Level turf area for recreation at left, 3:1 basin at right with plants and trees for Stormwater Management (Section 6.2.6).

Figure 6-6: Section C



3:1 basin at left with plants and trees for Stormwater Management (see section 6.2.6), 10:1 basin at right with turf.

6.2.2 Streetscape Landscaping

Streetscape landscaping shall conform to the specifications and standards adopted by the City of Ceres City Council. Streetscape landscaping within the Whitmore Ranch Specific Plan Area shall create a unifying theme for each phase of development and contribute to beautification of the proposed residential developments.

Per the Municipal Code, provisions will be made to provide any required landscape easements along roadways. Landscape improvements along roadways will adhere to codes pertaining to maintaining clear lines of sight and shall not obstruct traffic visibility. Street trees shall conform to the City of Ceres Municipal Code, Title 12, Chapter 12.16 – Street Trees.

In order to meet the requirements of the State of California Model Water Efficient Landscape Ordinance (MWELO), trees, shrubs, and other landscape materials implemented in the Specific Plan Area shall be selected during improvement plan preparation and approved by the City of Ceres.

Large trees – those that would be 15 feet in height or more at maturity – should be minimum horizontal distance of 6 feet from the buried electrical conduit.

6.2.3 Lighting

Per the City of Ceres Municipal Code, Policy 7.D.4, "Street lighting shall be required in urban residential and in all commercial and industrial areas to discourage crime." Luminaires along roadways shall be installed per City of Ceres Improvement Standards and City of Ceres Municipal Code requirements.

Decorative lighting may be used along walking paths and activity areas within open spaces in order to enhance pedestrian comfort and safety. Refer also to guidance provided in Section 4.5 of the Specific Plan, "Community Design Guidelines."

All lighting improvements within the Specific Plan shall conform to the specifications and standards adopted by the City of Ceres.

6.2.4 Neighborhood Identification Monuments

If used, all signage and neighborhood identification monuments shall conform to the specifications and standards adopted by the City of Ceres. Refer also to guidance provided in Section 4.5 of the Specific Plan, "Neighborhood Design Guidelines."

Neighborhood Identification Monuments

Per the City of Ceres Municipal Code, section 18.42.200 "Tenant Identification Signs," monuments proposed as part of the Whitmore Ranch Specific Plan development shall conform to the policy appropriate for each type of development. For single-family residential subdivisions, for example, one non-illuminated project identification monument sign identifying the name of the development may be permitted adjacent to the main entrance. This sign or letter on a wall or fence may not exceed thirty (30) square feet in area or six feet (6') in height. The sign shall not obstruct traffic visibility and the owner shall make provisions for ongoing maintenance of the sign and associated landscaping.

Also per the City Code, the developer may pursue a discretionary permit or approval, or conditional use permit, from the City of Ceres Planning Commission in order to install more than one monument sign or illuminated monument sign(s).

The portion of the Whitmore Ranch Specific Plan that is designated High-Density Residential shall conform to City of Ceres Municipal Code section 18.42.200, Policy B. This policy states that for projects with between five (5) and twenty-nine (29) units, one project identification monument sign per street frontage is permitted, not to exceed twenty (20) square feet per face.

The Whitmore Ranch Specific Plan assumes that approximately 160 dwelling units could be developed within the High-Density Residential area. Therefore, there may be projects of thirty (30) or more may have one parallel, attached, ground or project identification monument sign per street frontage, not to exceed thirty (30) square feet per face. Additional project identification monument signs may be installed at the discretion of the City of Ceres Director of Community Development.

Masonry Walls

6.2.5 Walls and Fences

All fences and walls within the Whitmore Ranch Specific Plan Area shall conform to the specifications and standards adopted by the City of Ceres City Council. Refer also to guidance provided in Section 4.5 of the Specific Plan, "Community Design Guidelines."

Per the City of Ceres Municipal Code, section 18.44 – Fences, Hedges, Walls Standards, fences shall not exceed 3 feet in height when located in the front and exterior side-yard setbacks, as well as any fences located within the clear vision triangle at street intersections.

Fences within the remaining yard area shall be placed per setback requirements measured from the property line. Fences in the remaining yard area are not to exceed six feet in height from the ground or eight feet from the lowest elevation on the neighboring property immediately adjacent to the fence.

Wood Fences

Fence and wall materials may vary, and shall be selected at the time projects are proposed within the Specific Plan Area and considered for approval by the City. Fence and wall materials shall be constructed of materials appropriate for different locations within the Specific Plan Area. For example, masonry walls may be proposed along Whitmore Avenue. Masonry walls are typically constructed of decorative concrete masonry block or block clad in brick or stone.

Wood fences may be appropriate in side yards and backyards of developments in the Low-Density and Medium-Density Residential areas. Wood fences may be designed as spaced pickets, solid boards, board-on-board, or vertically-oriented shiplap style.

Decorative Metal 4' Trap Fence

The High-Density Residential area may require metal fencing at perimeter or gate areas. Metal fencing and gates will be decorative metal fencing in black or other finish treatment where possible. Chain link fencing is prohibited throughout the Specific Plan Area.

For playground areas within the central park, a minimum four-foot high decorative metal trap fencing shall be installed around the perimeter of the play area, as shown in the image to the left.

6.2.6 Plant Palette and Design

Planting Design

Planting design shall conform to the specifications and standards adopted by the City of Ceres. Planting areas within the Specific Plan Area shall create a unifying theme along the street and contribute to beautification of the proposed residential developments. Per the Municipal Code, provisions will be made to provide any required landscape easements along roadways.

Street Trees and Plantings

Plant Palette

In order to meet the requirements of the State of California Model Water Efficient Landscape Ordinance (MWELO), trees, shrubs, and other landscape materials implemented in the Specific Plan Area shall be selected at the time of improvement plan preparation and approved by the City of Ceres. For a palette of suggested plants, please see the plant palette (Figure 6-8).

Street Trees

Street trees will adhere to codes pertaining to maintaining clear lines of sight and shall not obstruct traffic visibility. Street trees shall conform to the City of Ceres Municipal Code, Title 12, Chapter 12.16 – Street Trees. Suggested street trees, selected from the City's Master Street Tree List, are included in the plant palette (Figure 6-8).

Accent Trees

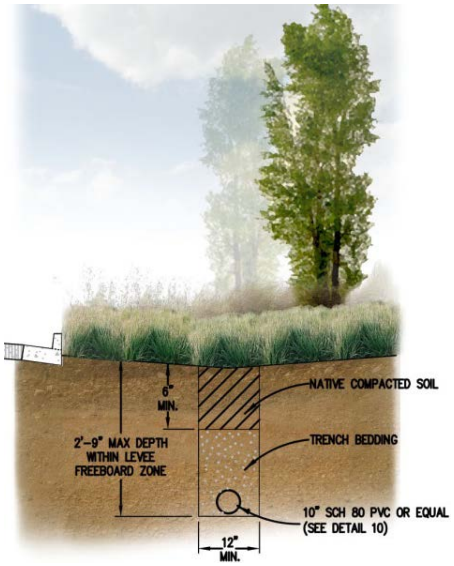
Accent trees are generally smaller than street tree varieties and will be used for aesthetic purposes. Typically, accent trees feature a distinctive characteristic, such as colorful foliage, multiple stems, or some type of seasonal interest. Accent trees will be included in the Whitmore Ranch Specific Plan project area to provide visual interest and shall conform to installation procedures required in the City of Ceres Municipal Code, Chapter 12.16. Suggested accent trees, selected from the City's Master Street Tree List, are included in the plant palette.

Plants and Trees for Stormwater Management

The presence of plant material in stormwater management is a well-recognized practice which encourages water filtration and purifies water prior to discharge into a larger stormwater system or prior to filtration back into the aquifer (Figure 6-7).

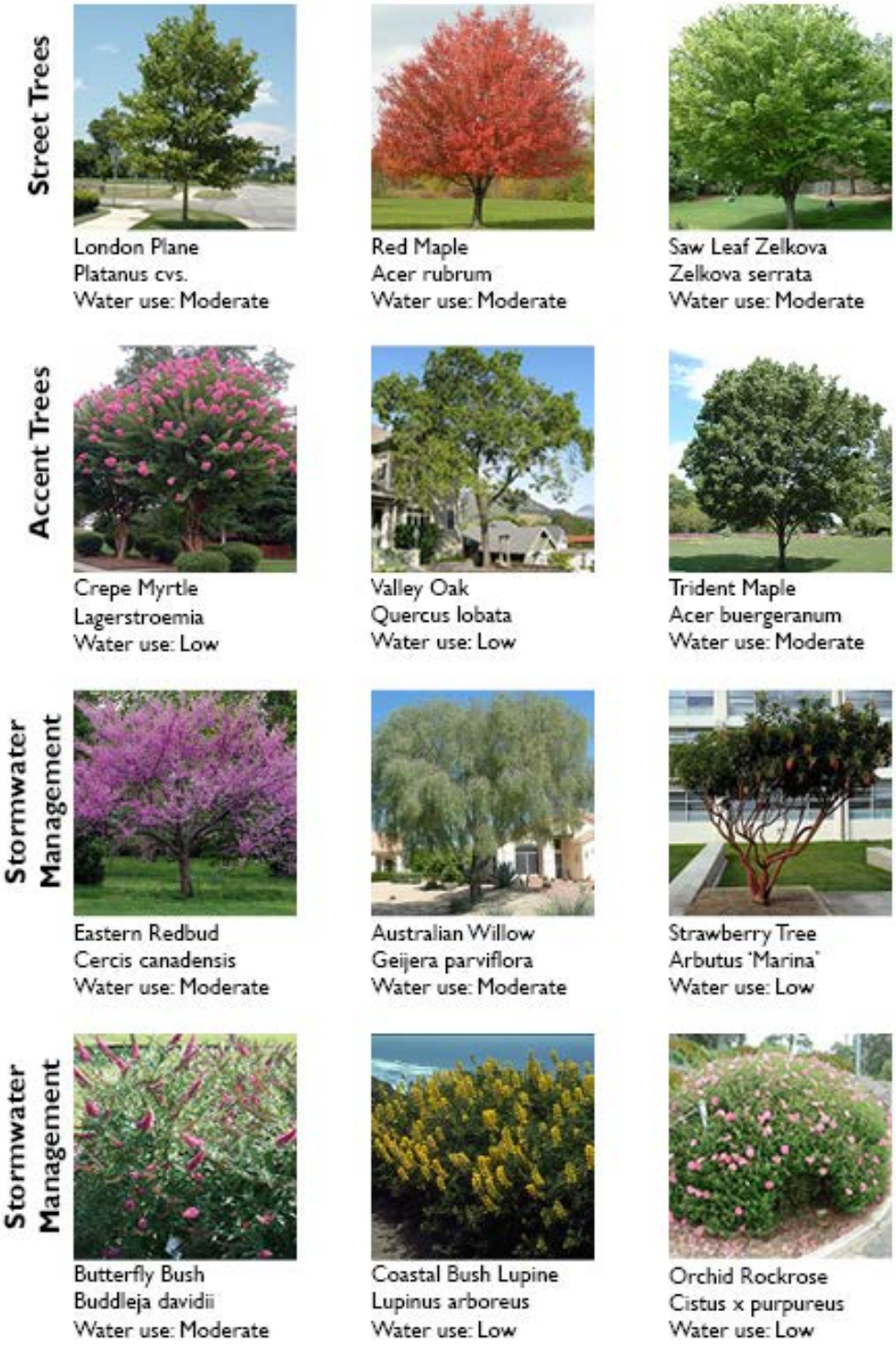
Plants and trees suitable for use in stormwater management areas typically have two particular strengths. First, they have a high evapotranspiration rate, meaning the roots absorb water out of the surrounding soil and the upper parts of the plants release that water into the air, thus "wicking" water from the soil to the environment. Second, they are able to tolerate the regionally generally dry conditions with periodic inundation of water upon the roots and other parts of the plant (see plant community example to the left).

Figure 6-7: Planting Areas and Stormwater Management



Example Plant Community

Figure 6-8: Plant Palette



Plant material used in stormwater management areas within the Whitmore Ranch Specific Plan Area shall conform to City of Ceres specifications and standards.

6.2.7 Irrigation and Water Conservation

Irrigation within the Whitmore Ranch Specific Plan shall be designed to State of California MWELO standards. Water conservation will be achieved using current best practices in planting and irrigation design, plant selection, and irrigation installation and operation.

Calculations and water usage information will be provided at the time of improvement plan preparation and approved by the City of Ceres.

Irrigation improvements within the Specific Plan Area will conform to the City of Ceres Municipal Code, Title 13 – Water and Sewer.

Section 13.04.130 – Rules and Regulations, pertaining to the City's water conservation regulations, is of particular relevance to future development.

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CHAPTER 7 | INFRASTRUCTURE AND PUBLIC SERVICES

7.1 Wastewater

7.1.1 Existing Conditions

Existing Adjacent Facilities

Sanitary sewer collection and treatment would be provided to the Specific Plan Area by the City of Ceres. There is an existing 8-inch sewer pipe in Whitmore Avenue, which runs from Eastgate Boulevard to just east of Boothe Road, where it becomes a 12-inch sewer pipe. This pipeline flows west and then, travels south along the 27-inch gravity sewer pipe in Mitchell Road to the Barbour's Lift Station located south of the intersection of Whitmore Avenue and Mitchell Road (see Figure 7-1). These lines serve the existing elementary and middle school in the Specific Plan Area.

The City of Ceres Sewer System Master Plan (SSMP), July 2013 indicated that these sewer lines in Whitmore Avenue are surcharged and the Barbour's Lift Station is undersized to accommodate the upstream peak flows. However, the City has recently upgraded the capacity of the lift station and its capacity is no longer an issue to serve upstream peak flows from existing and anticipated future development, including this Specific Plan Area. The City also recently installed a 27-inch gravity main on Mitchell Road from the Barbour's Lift Station south to Service Road, as well as a 36-inch gravity main on Service Road.

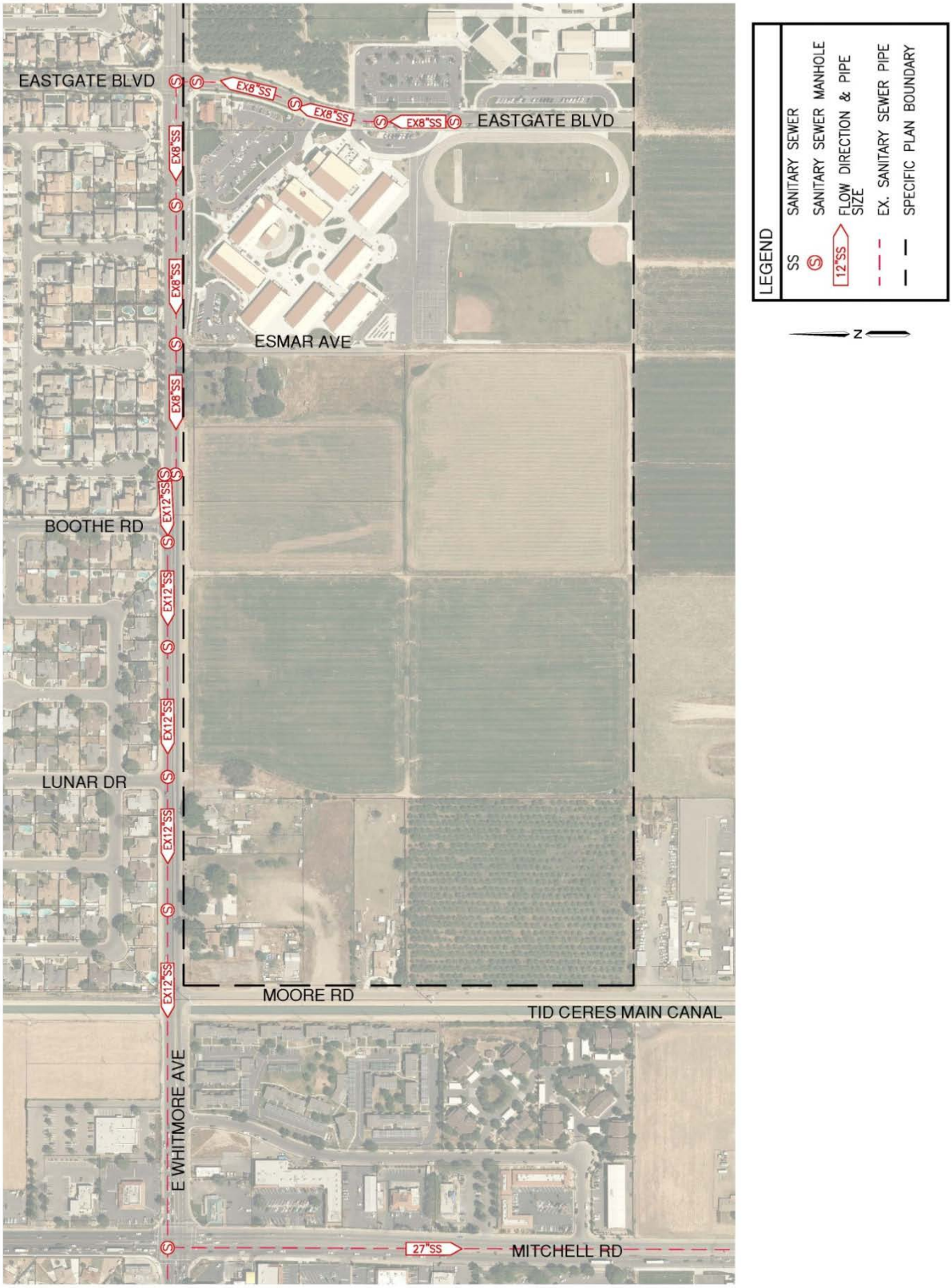
Treatment Capacity

According to the 2016 City of Ceres General Plan Update Existing Conditions Report, between the City's wastewater treatment plant (WWTP) disposal system and the allowable flow to Turlock's wastewater treatment plant, the combined total average dry weather flow (ADWF) capacity for the City is 4.8 million gallons per day (mgd); 2.8 mgd at the WWTP and 2.0 mgd permitted to be exported to the City of Turlock plant, under the city's current agreement. The current discharge permit limits on-site disposal at the WWTP to 2.5 mgd. The average estimated flows to the WWTP in 2015 were 2.4 mgd.

Planned Capacity Expansions

According to the 2016 City of Ceres General Plan Update Existing Conditions Report, the City is assessing future disposal options for wastewater. The City's SSMP evaluated three alternatives for wastewater disposal: increased export to the City of Turlock, increased export to the City of Modesto, and tertiary treatment and reuse. A revised discharge permit is needed to increase the disposal capacity to 2.8 mgd.

Figure 7-1: Existing Sanitary Sewer Facilities



7.1.2 Planned Facilities

Wastewater System Overview

The SSMP identified the possibility that sub-area 17 (which contains the Whitmore Ranch Specific Plan Area) could develop prior to downstream areas to the south. In this case, with the upgrade to the Barbour's lift station and downstream pipelines completed, the Specific Plan Area can construct a new gravity line westerly on Whitmore Avenue to the Barbour's Lift Station.[1] The Specific Plan Area's internal sewer lines would flow north and connect to this new main in Whitmore Avenue.

The two existing schools and the undeveloped parcel north of the elementary school would continue to use the existing eight-inch sewer lines in Whitmore Avenue and Eastgate Boulevard.

Flow Estimates by Land Use

The wastewater generation rate for new development is 260 gallons per day per Equivalent Dwelling Unit (gpd/EDU), as indicated in the SSMP. Because multi-family residential units often have lower demand than single-family residential units, the SSMP recommends an EDU factor of 0.87 for multi-family residential land use designations. The peaking factor is 1.5 and the inflow/infiltration (I/I) is 1,500 gallons per day per acre. Table 7-1 summarizes the calculated sewer flows based for the proposed Specific Plan.

Table 7-1: Wastewater Generation

Land Use	Area Served (Acres)	No. of Units	No. of Equivalent Dwelling Units (EDUs)	Wastewater Generation[1] (MGD)	Peak Flow[2] (MGD)	Inflow / Infiltration[2] (MGD)	Total Projected Wastewater Flow (MGD)
Schools (Existing)	36.0	0	1,728	0.133[3]	0.200	0.054	0.254
Low-Density Residential	28.0	196	196	0.050	0.076	0.042	0.118
Medium-Density Residential	6.6	85	85	0.022	0.033	0.010	0.043
High-Density Residential	6.4	160	139	0.036	0.054	0.010	0.064
Total	77.0	441		0.241	0.363	0.116	0.479

Notes:

[1] The wastewater generation rate for new development is 260 gallons per day per Equivalent Dwelling Unit as indicated in the City of Ceres Sewer System Master Plan, July 2013.

[2] The peaking factor is 1.5 and the inflow/infiltration is 1,500 gallons per day per acre, as indicated in the City of Ceres Sewer System Master Plan, July 2013.

[3] The wastewater generation rate for schools is 48 students per acre with an average per-capita wastewater flow of 77 gallons per day as indicated in the City of Ceres Sewer System Master Plan, July 2013.

[1] This is the scenario assumed for the Specific Plan – that the Specific Plan would contribute to the construction of a new gravity sewer line in Whitmore Avenue rather than constructing the new Esmar Road sewer trunkline.

Standards and Guidelines

All new sewer improvements shall be installed in accordance with the City of Ceres Improvement Standards and the City of Ceres Sewer System Master Plan.

Proposed Trunk Backbone Layout

The proposed sewer trunkline to serve the Specific Plan Area will include an 18-inch main in Roeding Road, which connects to the 27-inch sewer main in Mitchell Road and a 12-inch gravity main in Moore Road (Figures 7-1 and 7-2). This main will be approximately 2,100 feet in length. Depths will need to be sufficient to allow gravity flow. The 18-inch sewer main in Roeding Road will also ultimately serve planned development to the east of Moore Road.

Phasing

The proposed Moore Road and Roeding Road sewer mains and the connection to the sewer trunk line in Mitchell Road will need to be installed with the first phase of development. Future phases will need to continue to extend the 10-inch and 8-inch sewer mains easterly, as development occurs.

Plan-Level Costing

The preliminary estimated costs of the wastewater system improvements are summarized in Table 7-2.

Table 7-2: Wastewater Plan-Level Costing

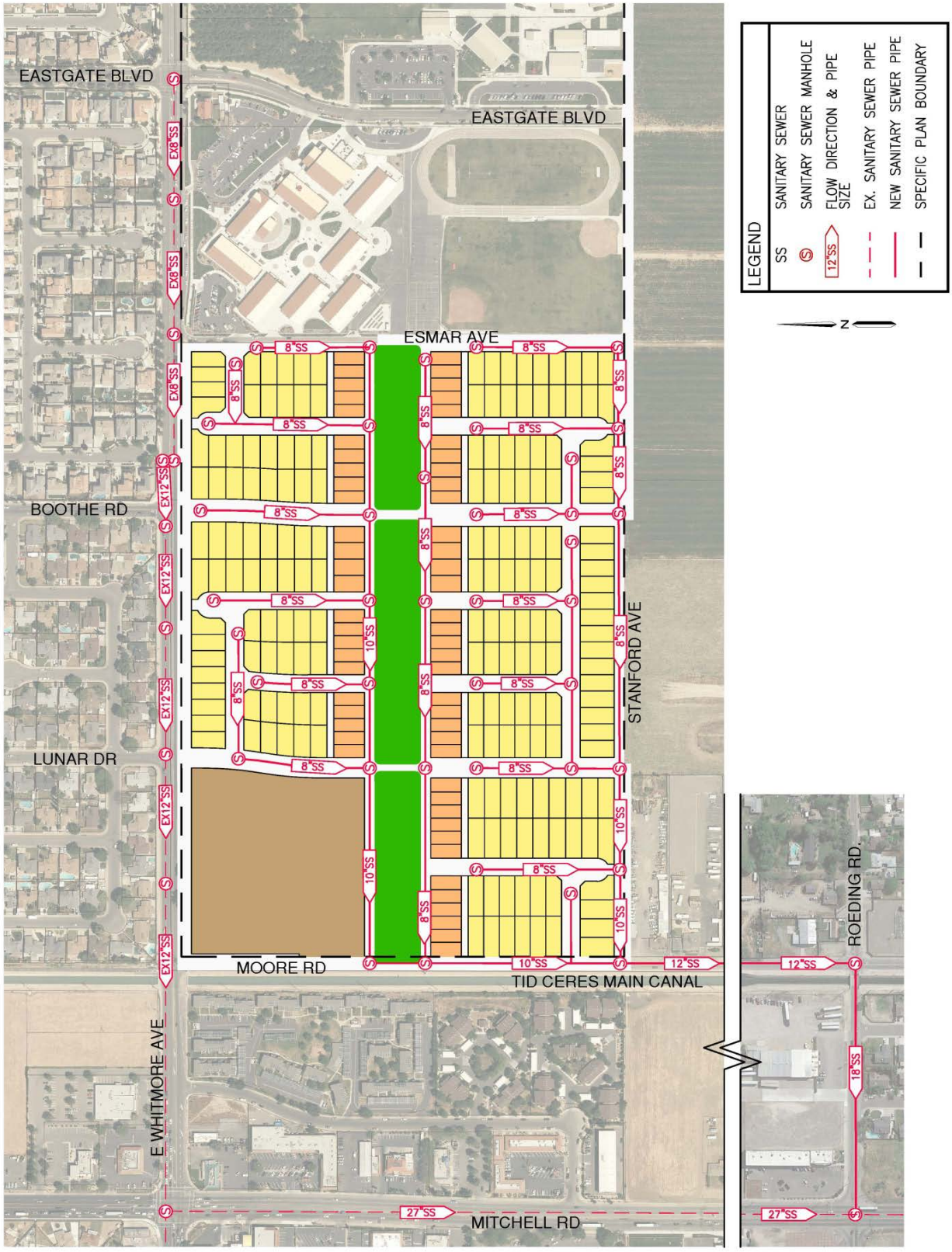
Description	Unit	Quantity	Unit Cost[1]	Total[1]
8" Sewer Pipeline	LF	9,950	$50	$497,500
10" Sewer Pipeline	LF	3,440	$60	$206,400
12" Sewer Pipeline	LF	1,320	$75	$99,000
18" Sewer Pipeline	LF	770	$100	$77,000
4" Sewer Laterals	EA	281	$1,000	$281,000
Total				**$1,160,900**

Notes:
[1] These are preliminary plan-level cost estimates only. Unit costs include items such as manholes.
LF = linear foot; EA = each

Operation and Maintenance

Sewer improvements will be public improvements, owned, operated, and maintained by the City of Ceres.

Figure 7-2: Proposed Sanitary Sewer Facilities



7.2 Water

7.2.1 Existing Conditions

Existing Adjacent Facilities

Domestic water would be provided to the Specific Plan Area by the City of Ceres water system. There is an existing eight-inch water pipeline in Whitmore Avenue west of Lunar Drive and a 12-inch water pipeline in Whitmore Avenue that runs from Lunar Drive to areas east of the Specific Plan Area. There is also a 12-inch water pipeline in Eastgate Boulevard that extends to its southern terminus (Figure 7-3). These lines currently serve the existing elementary and middle schools in the Specific Plan Area. There are no existing wells in the vicinity of the Specific Plan Area. There are currently fire hydrants at standard City intervals located along the north side of Whitmore Avenue east of Boothe Road, as well as on Eastgate Boulevard.

Water Supply Capacity

The City's average water demand from 2011 to 2015 was 2,409 million gallons per year (MG/year). Between 2001 through 2015, Ceres met all of its water demands by pumping groundwater from the active wells. Currently, the City's sole source of potable water is groundwater pumped from 15 active municipal supply wells. The current sustainable yield from the basin is unknown due to recent drops in groundwater levels in the sub-basin under the City and contamination in the groundwater, including arsenic, uranium, nitrate and trichloropropane. Several of the City's wells have water quality concerns and several wells are equipped with wellhead treatment systems to provide potable water supply, which meets applicable drinking water standards. Also, the increasingly stringent regulatory requirements raise concerns over the long-term reliability of the groundwater supply.

Planned Capacity Expansion

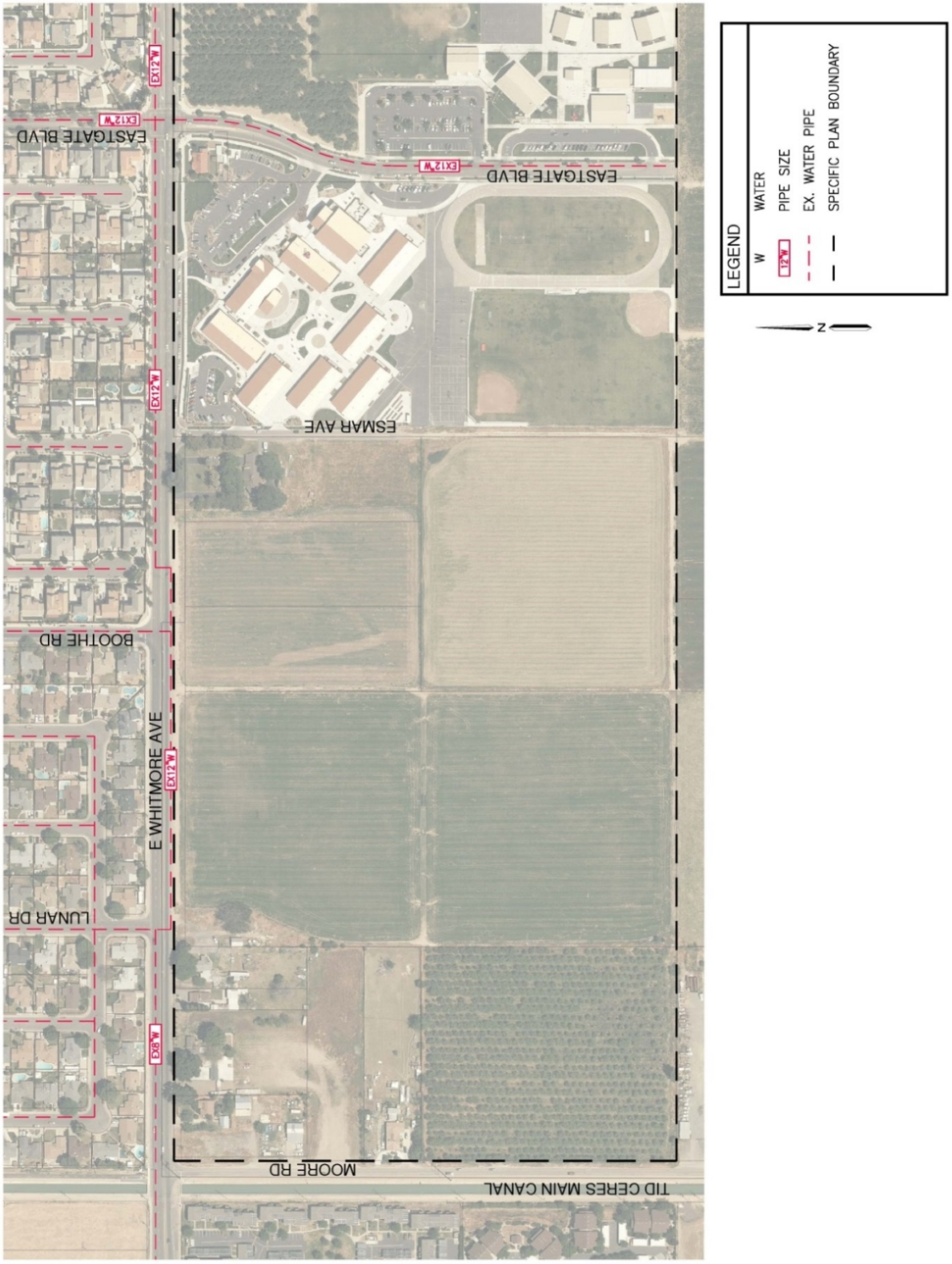
According to the 2016 City of Ceres General Plan Update Existing Conditions Report, by 2020 the city's water demands are projected to exceed the available groundwater supply. Consequently, Ceres is developing a surface water supply source in cooperation with other regional water suppliers. The City of Ceres Water Master Plan (WMP) indicates that a new well is planned just south of the Specific Plan Area, near the Roeding/Esmar intersection. The City currently has no timetable for the construction of this well.

Regulatory and Policy Framework

The City currently uses the City of Ceres Design Standards for the planning and design of its water distribution system facilities. All of the facilities within the Specific Plan Area shall be sized and constructed in accordance with the current City standards to provide the necessary water demand for domestic use, fire suppression, and irrigation. Fire hydrants shall be provided along the Specific Plan Area's frontages, in accordance with City Standards. As part of a public water system, any improvements will be required to comply with relevant criteria from the:

- City of Ceres Fire Department
- California Fire Code (CFC)
- American Water Works Association (AWWA)
- State Water Resources Control Board (SWRCB)

Figure 7-3: Existing Water Facilities



The design of this system shall operate to meet all of the criteria established by the City of Ceres. These criteria include:

- Minimal residual system pressure is 30 pounds per square inch (psi).
- Fire flows must be provided with a minimum residual pressure of 20 psi or greater under maximum day scenario.
- The maximum system pressure shall be 60 psi.
- Total head loss per 1,000 lineal feet (lf) of pipeline should not exceed 5.0 feet/second.

7.2.2 Planned Facilities

Water System Overview

The City of Ceres Water Master Plan, June 2011 indicates a new 16-inch water main along Whitmore Avenue and a 12-inch main on Eastgate Boulevard. The 12-inch main on Eastgate Boulevard was installed with the improvements for the schools. The 16-inch main in Whitmore Avenue still needs to be installed. Along streets within the Specific Plan Area, eight-inch mains will need to be installed, including along Stanford Avenue (Figure 7-4).

Potable and Non-Potable Demand by Land Use

The potable water demands for the Specific Plan were calculated using the water demand factors from the City of Ceres Water Master Plan (WMP). Also, in accordance with the WMP, the maximum day factor of 1.8 and peak hour factor of 2.9 were used. Table 7-3 summarizes the calculated potable water demands based for the proposed land use. The City currently has no plans for a non-potable water system.

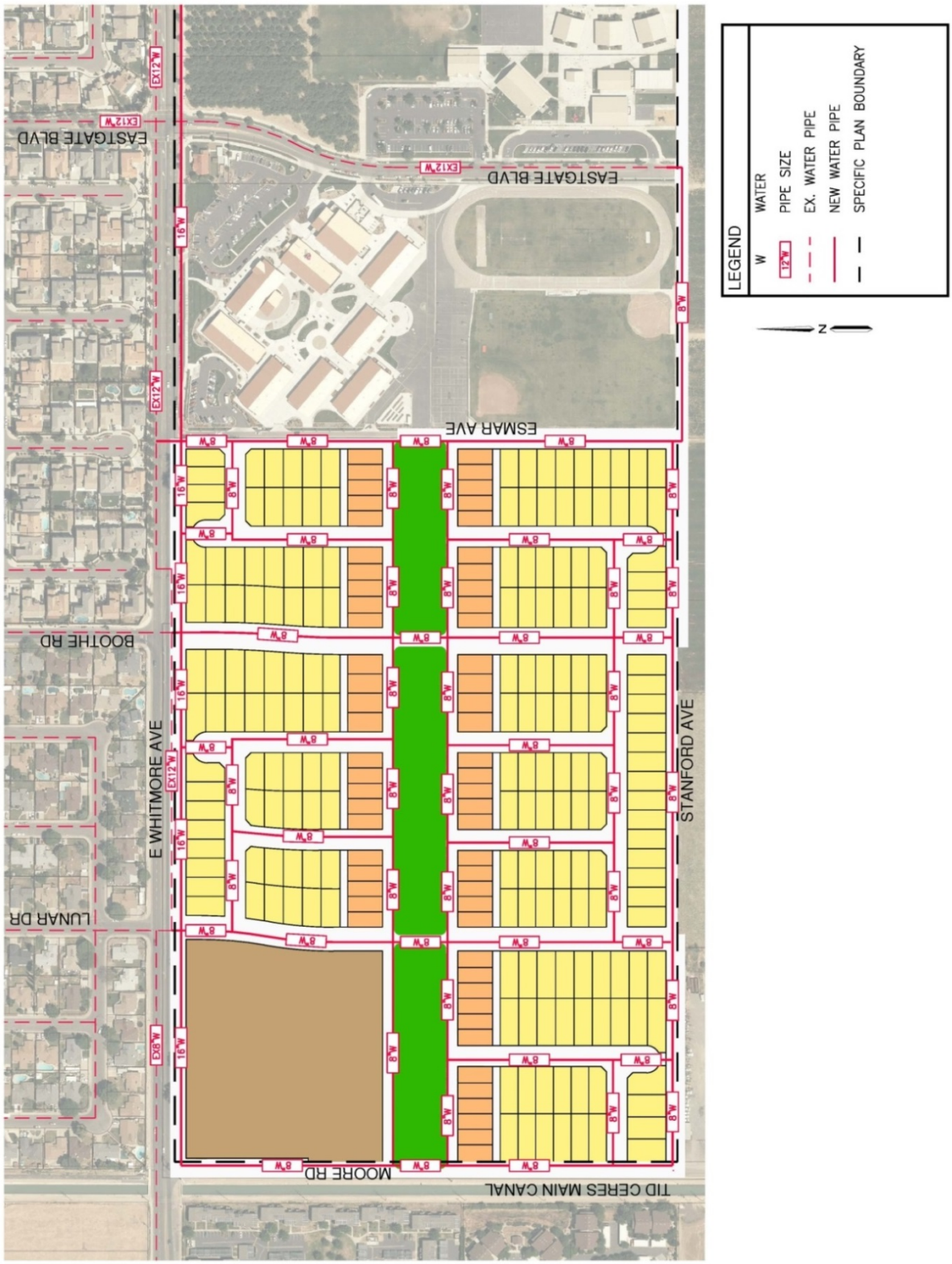
Table 7-3: Potable Water Demand

Land Use	Annual Water Use[1] (Acre Feet Per Acre Per Year)	Area Served (Acres)	Demand		
			Average Day (Million Gallons per Day)	Maximum Day (Million Gallons per Day)[2]	Peak Hour (Gallons Per Minute)[2]
Low-Density Residential	3.3	28.0	0.082	0.148	166.1
Medium-Density Residential	2.9	6.6	0.017	0.031	34.4
High-Density Residential	4.3	6.4	0.025	0.044	49.5
Existing Schools	1.5	36.0	0.048	0.087	97.1
Parks/Open Space	4.0	5.2	0.019	0.033	37.4
Total		**82.2**	**0.191**	**0.343**	**384.5**

Notes:

1. Unit demand values were extracted from Table 3-12 of the June 2011 City of Ceres Water Master Plan.
2. Demand peaking factors were extracted from the June 2011 Ceres Water Master Plan. The ratio of average day demand to maximum day demand is 1:1.8. The ratio of average day demand to peak hour demand is 1:2.9.

Figure 7-4: Proposed Water Facilities



Standards and Guidelines

All new water improvements should be installed in accordance with the City of Ceres Improvement Standards and the City of Ceres Water Master Plan. Fire hydrants shall be located within the street right-of-way at a maximum spacing of 300 feet.

Transmission Main Layout

The water system is served by a looped grid system of water mains constructed in the streets. Figure 7-4 shows the layout with connection points to existing water mains surrounding the Specific Plan Area, and a sub-network of looped water mains. This includes a new 16-inch transmission main on Whitmore Avenue, as identified in the City of Ceres Water Master Plan.

Recycled Water System

The City of Ceres does not currently have a recycled or non-potable water system to irrigate parks and other public landscaped areas. It is most likely not feasible to install a non-potable water system in this Specific Plan Area for landscape irrigation since no system or source currently exists in this area.

Phasing

The first phase of development within the Specific Plan Area will be required to install the new 16-inch transmission line in Whitmore Avenue adjacent to that phase of development and connect to the existing 12-inch line in Whitmore Avenue. Subsequent phases of development will extend the 16-inch pipe in Whitmore Avenue adjacent to each subject phase of development. In Lunar Drive and Boothe Road, 10-inch lines will be installed. If Stanford Avenue is developed, 10-inch lines would be installed, as well. The rest of the streets would have eight-inch water lines within each phase of development.

Plan-Level Costing

The preliminary estimated costs of the water system improvements are summarized in Table 7-4.

Table 7-4: Water Plan-Level Costing

Description	Unit	Quantity	Unit Cost[1]	Total[1]
8" Water Pipeline	LF	17,200	$60	$1,032,000
16" Water Pipeline	LF	3,200	$110	$352,000
1" Water Services	EA	281	$1,000	$281,000
				$1,665,000

Notes:
1 These are preliminary plan-level cost estimates only. Unit costs include items, such as valves, fire hydrants, etc.
LF = linear foot; EA = each

Operation and Maintenance

Water improvements will be public improvements, owned, operated, and maintained by the City of Ceres.

7.3 Storm Drainage

7.3.1 Existing Conditions

Topography and Drainage

In this area, the terrain is very flat with a gentle slope (approximately 0.15–0.20%), east to west. The two existing school sites have been graded and drainage facilities installed. La Rosa Elementary School, located east of Eastgate Boulevard, has an on-site retention basin and French drain that collects and percolates runoff water. Cesar Chavez Junior High School, located west of Eastgate Boulevard, has a system of on-site drain inlets and pipes that drain to the 30-inch storm drain pipe in Eastgate Boulevard.

Existing Adjacent Facilities and Remaining Capacity

In 2002, an Eastgate Storm Drain Benefit District was established to share the costs of the storm drain system among the properties using and benefitting from it. The first phase of this District was established for the area north of Whitmore Avenue (Area 1). The area south of Whitmore Avenue (which contains the Specific Plan Area), part of Area 2, was considered a future phase of development (Figure 7-5). A description developed for the Eastgate Storm Drain Benefit District established the drainage system for the area that includes the Specific Plan Area. A 30-inch pipeline exists in Eastgate Boulevard, which flows north, eventually discharging into the Tuolumne River. According to Exhibit C of the description of the Eastgate Storm Drain Benefit District, this pipe is sized to accept seven cubic foot per second (cfs) from the future development to the south and southwest (including the Specific Plan Area) and 3.7 cfs from the future development to the southeast.

7.3.2 Planned Facilities

Drainage System Overview

New catch basins on the south side of Whitmore Avenue will be connected to existing catch basins on the north side of the street, which drain into the existing storm drain system north of Whitmore Avenue. Areas south of Whitmore Avenue are to include detention facilities within the central park area and drain surrounding new development into these detention facilities. These detention facilities would then connect by gravity pipelines to the existing 30-inch pipe located on Eastgate Boulevard (Figure 7-6). The two existing schools have already constructed on-site detention facilities and have extended the 30-inch pipeline south on Eastgate Boulevard, approximately 800 feet.

Figure 7-5: Existing Storm Drainage Facilities

Figure 7-6: Proposed Storm Drainage Facilities

Based on the intent and design of the Eastgate Storm Drain Benefit District, the portion of the Specific Plan Area west of the schools would need to extend the 30-inch pipeline south on Eastgate Boulevard approximately 550 feet to future Stanford Avenue, then extend the pipe west on future Stanford Avenue to Esmar Road. This would require property acquisition or easements through School District property and/or property directly south of the Specific Plan Area. The park/detention facilities in the Specific Plan Area will need to drain to the manhole at this location. There will also need to be a pipe stubbed for connection by future development to the south. The existing 30-inch pipe in Eastgate Boulevard only has approximately 3.5 feet of cover, which is already close to the typical minimum amount of cover for a pipeline in a City street. Therefore, the extension of this pipe should be done at the minimal slope allowable and apply special design (stronger pipe, concrete cap, etc.) when cover is reduced to less than three feet.

Standards and Guidelines

All new storm drain improvements shall be installed in accordance with the City of Ceres Improvement Standards and the Stanislaus County Storm Drain Design Manual.

Design Storm Event

The City's stormwater system design criteria shall be in accordance with Stanislaus County's Storm Drain Design Manual. Detention facilities shall be designed using a 100-year, 24-hour storm event (R=2.88 inch) and shall be designed to empty within 48 hours. Pipelines shall be designed using a 10-year, 24-hour storm event (R=1.88 inch).

Hydrologic Analysis

The hydrologic calculations for the area west of the school sites produce a required detention volume of approximately 8.9 acre-feet (Table 7-5).

Table 7-5: Required Detention Volume

Land Use	Run-off Coefficient (C)	Area Served (Acres)	CAR[1]/12 (Acre-Feet)
Low-Density Residential	0.60	28.0	4.0
Medium-Density Residential	0.70	6.6	1.1
High-Density Residential	0.85	6.4	1.3
Parks/Open Space	0.30	5.2	0.4
Backbone Streets/ Hardscape	0.90	12.2	2.6
Total		**58.4**	**9.4**

Notes:

1 Detention facilities are designed using a 100-year, 24-hour storm event (R=2.88 inch) per Stanislaus County Storm Drain Design Manual.

Water Quality and Detention Facilities

The proposed central park blocks, which will run from Moore Road at the west end, to Esmar Road at the east end, will be used for storm water quality treatment and detention (Figure 7-6). A portion (roughly 1,800 feet long by 35 feet wide) of the central park blocks will be depressed an average of 6 feet to provide

the required detention volume. It will have a gentle slope to the east, with culverts under the roadways, in order for the facility to drain to the pipe outfall system. The depressed area of the park will be primarily planted with grasses, plants, and trees suitable for use in stormwater management areas which will provide filtration of the stormwater. See Chapter 6 for the recommended plant palette for the stormwater management areas.

Outfall Structures and Pump Stations

In order to empty the detention facility within 48 hours, the outlet pipe will need to be sized for approximately 2 cfs. This will be a 15 inch gravity pipeline with a slope of 0.15%, which connects to the 30-inch pipe at the Esmar/Stanford intersection (Figure 7-6).

Phasing

The first phase of development will need to construct a portion of the park/detention area large enough to meet the required detention volume for the area initially developed, as well as the 30-inch pipeline from Eastgate Boulevard to the outfall located on future Esmar Avenue at the east end of the park. As each phase develops, the segment of the central park blocks/detention facility within that phase will be constructed and drain to the outfall on Esmar Avenue.

Plan-Level Costing

The preliminary estimated costs of the storm drainage system improvements are summarized in Table 7-6.

Table 7-6: Storm Drainage Plan-Level Costing

Description	Unit	Quantity	Unit Cost[1]	Total[1]
Excavate Detention Area	CY	13,500	$6	$81,000
18" Storm Drain Pipeline	LF	2,400	$80	$192,000
30" Storm Drain Pipeline	LF	1,850	$120	$222,000
Roadway Culverts	EA	2	$40,000	$80,000
Inlet Structure	EA	1	$25,000	$25,000
Total				**$ 600,000**

Notes:
1 These are preliminary plan-level cost estimates only. Unit costs include items such as manholes, catch basins, etc.
CY = cubic yard; LF = linear feet; EA = each

Operation and Maintenance

The detention facilities (park) will be maintained by the City of Ceres. The 30-inch storm drain pipelines will be public improvements, and therefore they will be owned and maintained by the City of Ceres.

7.4 Dry Utilities

7.4.1 Electric Power

Existing Conditions

Electrical power is supplied by the Turlock Irrigation District (TID). Overhead electric lines currently exist along the west side of the TID Ceres Main Canal, which runs parallel to and westerly of Moore Road. TID electric facilities also exist on the north side of Whitmore Avenue. Coming from the west, electric facilities are overhead lines on poles that convert to underground lines, just west of the Boothe Road intersection at Whitmore Avenue. Underground electric facilities also are in place along Eastgate Boulevard, south of Whitmore Avenue. Figure 7-7 shows existing electric facilities owned by the TID.

Standards and Guidelines

Electric Distribution Facilities will be installed in accordance with established Turlock Irrigation District Electric Service Rules and Construction Standards (*http://www.tid.org/sites/default/files/documents/tidweb_content/Developer%20Information%20Book.pdf*).

Planned Improvements

The District has reviewed the Specific Plan Area map and confirmed that it has capacity to serve the Specific Plan. The District has issued a "Will Serve" letter to the City of Ceres confirming that the District can and will supply electric service to projects within the Specific Plan Area. The TID electric system improvements are designed and constructed on a per-project basis, adhering to the rules and standards referred to above. Figure 7-10 shows conceptual Joint Utility Trenching, which will contain electrical facilities owned by the TID.

7.4.2 Natural Gas

Existing Conditions

Natural gas service is provided by Pacific Gas & Electric (PG&E) Company. Figure 7-8 shows existing natural gas facilities owned by PG&E.

Standards and Guidelines

Natural gas facilities are to be installed in accordance with established Pacific Gas and Electric rules and construction standards, as required in the PG&E Greenbook (*www.pge.com/greenbook*).

Planned Improvements

PG&E reviewed the Whitmore Ranch Land Use Plan and has confirmed its capacity to serve the Specific Plan Area. PG&E has issued a "Will Serve" letter to the City of Ceres, confirming that PG&E can and will supply natural gas service to projects within the Specific Plan Area. Natural gas system improvements are designed and constructed on a per-project basis adhering to the rules and standards referred to above. Figure 7-10 shows conceptual Joint Utility Trenching, which will contain natural gas facilities owned by PG&E.

Figure 7-7: Existing Electric Lines

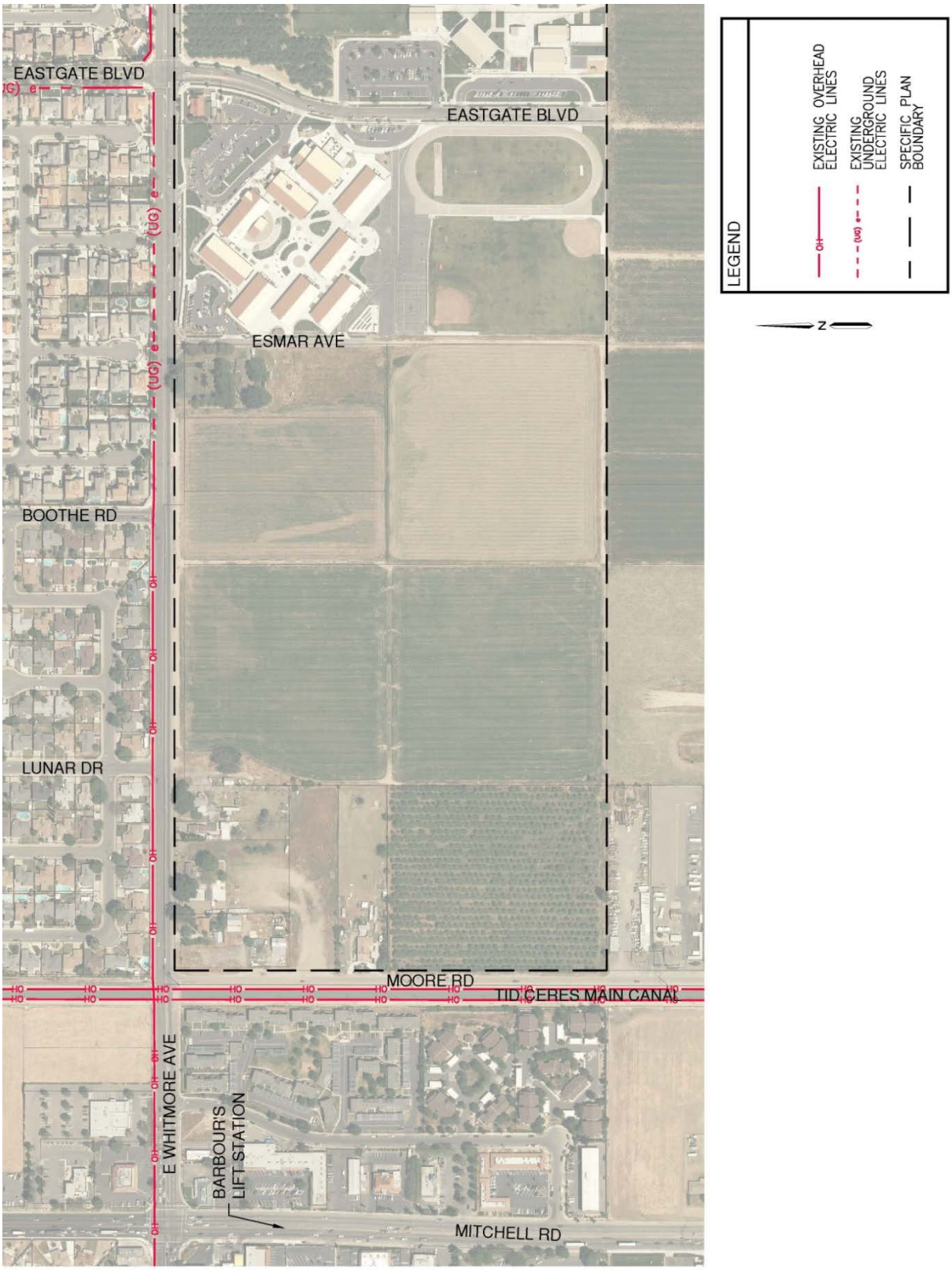
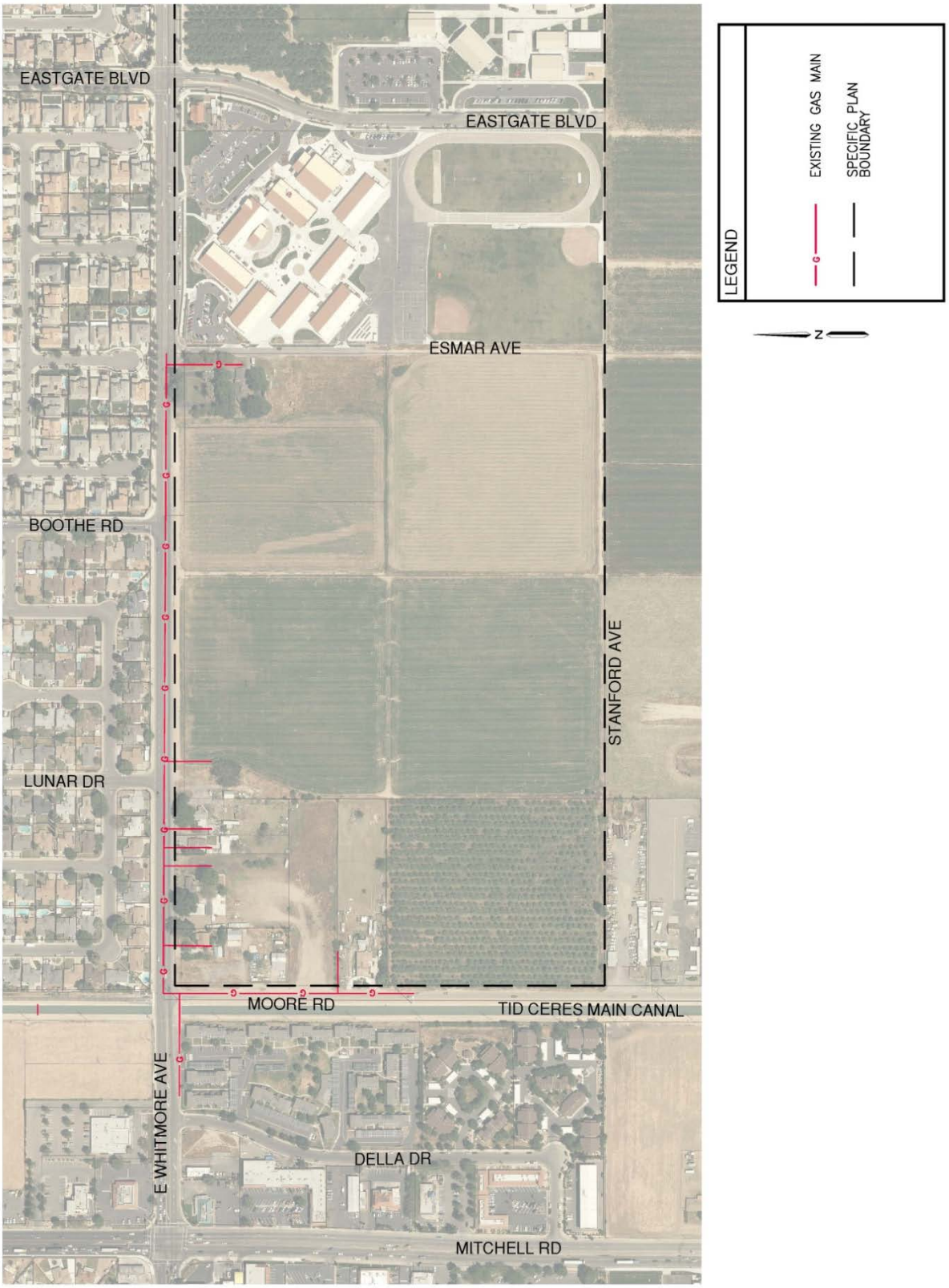


Figure 7-8: Existing Gas Lines



7.4.3 Telecommunications

Existing Conditions

Telecommunications services are provided by AT&T and Charter Communications. Each utility has provided the City of Ceres with "Will Serve" letters, expressing their ability to provide telecommunications, high speed internet, and cable television services to the Specific Plan Area. These facilities are typically constructed by each utility company and are subject to their respective rules and construction standards. Figure 7-9 shows existing telecommunications facilities owned by AT&T.

Standards and Guidelines

AT&T and Charter Communications have their own crews that install their respective facilities in trenches provided by development. All work is done to the utility company's respective standards and guidelines.

Planned Improvements

Both AT&T and Charter Communications provide engineering and material for development projects. Trenching for these facilities is provided by developers. Projects are designed and constructed on a project by project basis. Figure 7-10 shows conceptual Joint Utility Trenching, which will contain telecommunications facilities owned by AT&T and Charter Communications.

Figure 7-9: Existing Telecommunication Lines

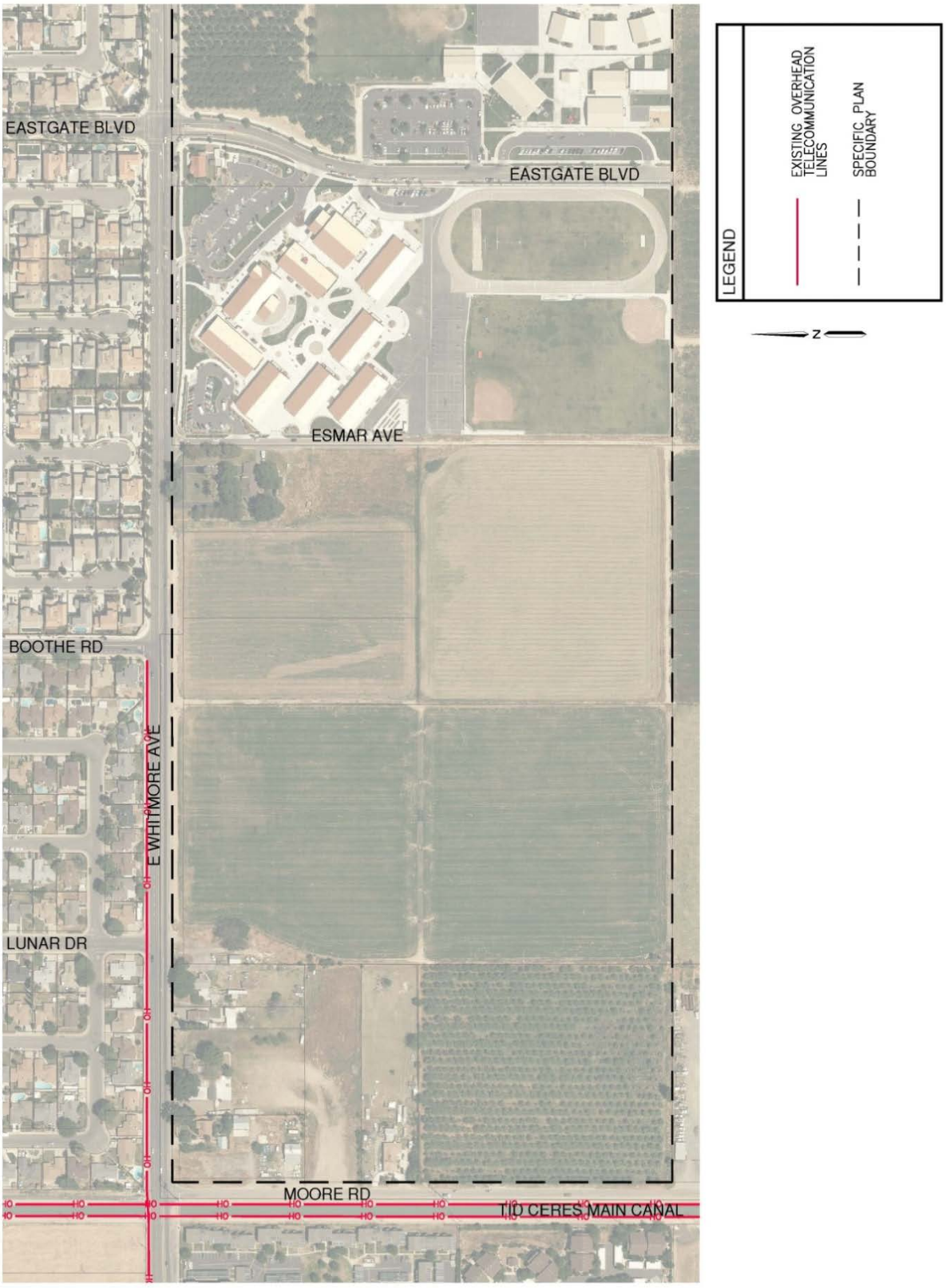
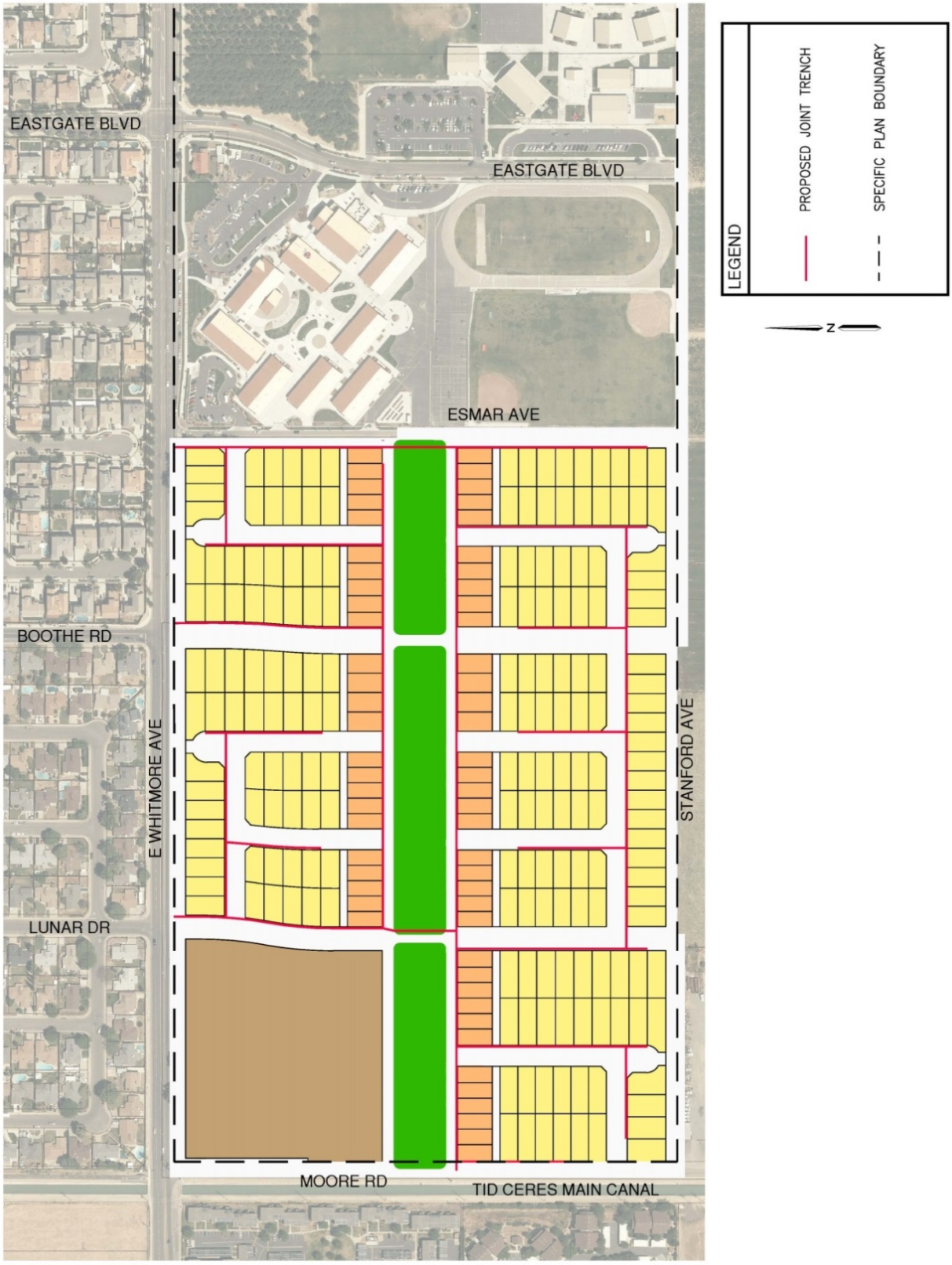


Figure 7-10: Proposed Joint Trench



7.5 Public Services

7.5.1 Fire Protection

After annexation to the City, fire protection facilities, equipment, and services for the Specific Plan Area would be provided by the City of Ceres, which has a contract with the Ceres Fire Protection District to provide fire services to the District. The Ceres Fire Department (CFD) provides fire protection and emergency medical services, as well as hazardous materials mitigation, technical rescue fire investigations, and public education to the City of Ceres. The CFD has a 14.5 square-mile service area, serving residents within the city of Ceres and its two contracted districts, including the unincorporated area southeast of the City's limits and the Industrial Fire Project district, which serves the northern portion of the city adjacent to the Tuolumne River.

The CFD operates four stations within the City limits. As of 2016, the CFD has a total of 38.5 paid positions, including a part-time secretary, one chief, three battalion chiefs, 13 fire captains, 12 engineers, and nine firefighters. However, it should be noted that six of these firefighters are on a grant that ended in March of 2018. Service for the Specific Plan Area would likely be served by Station 1, located at 2727 3rd Street (approximately 1.6 miles west of the Specific Plan Area) or Station 4, located at 3101 Fowler Road (approximately 0.9 miles north of the Specific Plan Area). Fire Station 1 is equipped with a Type III engine, one rescue engine, and one grass engine. Fire Station 4 is equipped with one ladder truck and one rescue boat.

The CFD aims to achieve the National Fire Protection Association's national response time standard of within nine minutes of the dispatch location, at least 90 percent of the time. In 2014, the CFD responded to approximately 4,758 calls with an average response time for fire and emergency calls of less than 5 minutes.

The Insurance Services Office (ISO) provides the recognized classification for a fire department or district's ability to defend against major fires. A rating of 10 generally indicates no protection, whereas an ISO rating of 1indicates the highest firefighting capability. The CFD's ISO rating for the City of Ceres Fire Protection District is 3.

The CFD maintains automatic aid agreements with the Modesto Fire Department and the Stanislaus Consolidated Fire Protection District for freeway rescues, swift water rescues, and second alarm structure fires. The City is a member of three joint powers agreements (JPAs): the Regional Fire Authority, the Fire Investigations Unit, and the Modesto/Ceres Fire JPA for Industrial Fire District. The CFD also participates with other agencies in the Stanislaus County Joint Hazardous Materials Response Team, Technical Rescue Response Team, and the Countywide Standardization of Fireground Operations.

The Ceres 2035 General Plan requires new development to fund new public facilities and services and/or the costs of upgrading all existing facilities that it uses, based on the demand for these facilities. Funding for fire facilities and services resulting from new construction is facilitated through a Public Facilities Fee, described in more detail in Chapter 8. This includes a one-time public facilities fee, required for any new residential, commercial, or industrial development, to fund required fire protection equipment or personnel. No new fire protection facilities are needed to serve the Specific Plan Area. However, development in the Specific Plan Area will be required to contribute to an annual community district facility fees that allows the CFD to maintain an adequate service level as new residential development occurs by funding to the development's prorate share of new firefighters and firefighting equipment. The City, in its Municipal Code, requires that all new development create or be annexed into a community facilities district as a condition of approval.

Project applicants within the Specific Plan Area would also be required to incorporate CFD and City requirements into project designs. These requirements address access road lengths, dimensions, and finished surfaces for firefighting; security gate design; fire hydrant placement; fire flow availability and requirements; and plan submittal requirements.

7.5.2 Law Enforcement

Currently, law enforcement to the Specific Plan Area is provided by the Stanislaus County Sheriff's Department. Once annexed, law enforcement services for Whitmore Ranch would fall in the service area of the Ceres Police Department.

Stanislaus County Sheriff's Department

The Stanislaus County Sheriff's Department provides police protection throughout the unincorporated areas of the county, including the project site, and provides contractual law enforcement services for the cities of Riverbank, Patterson, Waterford and Hughson. The Sheriff's Department is headquartered at 250 East Hackett Road in Modesto, approximately 4 miles southwest of the Specific Plan Area.

In addition to the Stanislaus Regional 911 operations, the department includes investigations, patrol operations, the coroner's division, public safety, the men's jail, inmate programs and jail alternatives, adult detention, and court services. The Sheriff's Department includes a K9 unit, a mounted unit, a bomb squad, and other special teams.

City of Ceres Police Department

After annexation into the City, law enforcement services for the Specific Plan Area would be provided by the Ceres Police Department (CPD), as development occurs. The CPD office is located at 2727 3rd Street, approximately 1.6 miles west of the Specific Plan Area. The CPD includes patrol operations, which include a patrol unit, a canine unit, SWAT, hostage negotiations team, neighborhood enhancement team, and communications, and special operations consisting of a traffic unit, detective bureau, and records section. The CPD also provides parking enforcement, assistance at City-sponsored special events, and serving of subpoenas.

The CPD's target for law enforcement is to provide 1.3 officers per 1,000 persons and an average response time of 5 minutes or less for Priority 1 emergency calls (those involving a violent crime in-progress or other life-threatening emergency). In 2015, the CPD provided a full range of police services with 52 sworn officers and 31.5 support personnel, at a service ratio of 1.08 sworn officers per 1,000 persons, slightly under the department's goals. Based on the Specific Plan's projected population of 1,258 persons, the Specific Plan Area would generate the need for approximately one new officer.

The Ceres 2035 General Plan requires new development to fund police protection facilities, personnel, and operations, to maintain minimum feasible response times. Funding for police services and other City public facilities resulting from new construction is facilitated through the Public Facilities Fee. The City requires payment of a one-time public facilities fee for new residential development to contribute on a fair-share basis to police protection facilities. No new police protection facilities are needed to serve the Specific Plan Area. However, development in the Specific Plan Area will be required to contribute to an annual community facilities district fees that allows the CPD to maintain an adequate service level as new residential development occurs by funding to the department's pro-rata share of new police officers and police protection facilities. The City, in its Municipal Code, requires that all new development create or be annexed into a community facilities district as a condition of approval.

The Specific Plan incorporates "Crime Prevention through Environmental Design" (CPTED) philosophies, with homes and streets designed to facilitate surveillance of common open space areas and providing direct access for emergency response. Future development in the Specific Plan Area shall also ensure streets and other facilities are adequately designed to accommodate emergency response equipment and access.

California Highway Patrol

The California Highway Patrol (CHP) provides traffic regulation enforcement, emergency management, and vice assistance on State highways, all Federal interstate highways, and other major roadways in unincorporated portions of Stanislaus County. The Specific Plan Area is located within the CHP Central Division, which is comprised of 15 area offices, one commercial vehicle enforcement facility, three Communications and Dispatch Centers, an Air Operations Unit, the El Protector Program and Safety and Farm Labor Vehicle Education, and Investigative Services Unit, and a Multidisciplinary Accident Investigation Team.

7.5.3 Public Schools

The Specific Plan Area is located within the Cere Unified School District (CUSD) boundaries. The CUSD provides educational services for students in elementary (grades K–6), junior high (grades 7–8), and high school (grades 9–12). Future student residents within the Specific Plan Area would attend the La Rosa Elementary School and Cesar Chavez Junior High School, located within the Specific Plan Area and Central Valley High School, located 2.5 miles southwest of the Specific Plan Area.

The La Rosa Elementary School, at 2800 Eastgate Boulevard, has 33 classrooms and is currently below capacity, but approaching design capacity. Cesar Chavez Junior High School, at 2701 Eastgate Boulevard, is currently substantially below capacity. Central Valley High School, at 4033 South Central Avenue, includes 60 classrooms and is currently exceeded in capacity, as identified in Table 7-7.

Based on the student-yield generation rates in Table 7.7, development of Whitmore Ranch with an assumed 281 single-family dwelling units in the LDR and MDR designations and 160 multi-family dwelling units in the HDR designation, would generate approximately 185 new elementary school students, 55 junior high school students, and 95 high school students. Student generation rates are only estimates. Actual student generation could be different, depending on housing type, as well as demographic and other influences.

Table 7-7: Student-Yield Generation Rates for the Ceres Unified School District

Grade Level	Single-Family (Students per Dwelling Unit)	Multi-Family (Students per Dwelling Unit)	Total Students[1]	Estimated Remaining Capacity for Specific Plan Area Serving Schools
Elementary (K–6)	0.421	0.414	185	181
Middle (7–8)	0.140	0.100	55	130
High (9–12)	0.298	0.071	95	-74
Total Students	--	--	**335**	

Note:

1 The total number of students is based on construction of 281 single-family dwelling units and 160 multi-family dwelling units.

Source: California Department of Education 2016, Dyett & Bhatia 2016:85, CUSD 2015:11

Cesar Chavez Junior High School appears to have sufficient capacity to accommodate all anticipated middle school students. La Rosa Elementary School and Central Valley High School would potentially have insufficient capacity to accommodate all anticipated elementary school students (185 new students) and high school students (95 new students) at buildout of the Specific Plan Area.

The CUSD is funded by the State School Facility Program, a General Obligation bond, and developer impact fees. Under the State School Facility Program, the State provides "regular grants," with an amount assumed to be 50% of the cost of housing one student who is unhoused. The CSUD is responsible for matching these State funds with 50% of district money. CUSD passed a $60 million General Obligation Bond in November 2008, to construct a new junior high school, replace portable classrooms, and to improve facilities[2]. Based on a *School Facilities Needs Analysis* prepared for the CUSD in 2015, there is the need to levy developer fees as a source of funding for the district, charged based on per square foot of residential construction, to pay for leased portable buildings, placing of new relocatable classrooms, repayment of debt for facilities, and matching funds for future projects.

To mitigate for the shortfall of elementary and high school services and facilities, future applicants within the Specific Plan Area would pay the State-mandated school impact fees to the CUSD being levied at the time of development.

[2] CUSD 2015. Ceres Unified School District. 2015 (July). *School Facility Needs Analysis for the Ceres Unified School District.* Available: https://boardmeetings.ceres.k12.ca.us/Meetings%202015-2016/10.01.15/. Accessed October 17, 2016.

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CHAPTER 8 | ADMINISTRATION AND FINANCING

This chapter outlines the steps needed to implement the development of Whitmore Ranch and includes a discussion administrative procedures and financing.

8.1 Administration

Whitmore Ranch is to be adopted according to the process for "planned communities" described in Title 18, Chapter 18.20 of the City's Municipal Code Zoning Ordinance. The Specific Plan is to serve as the "master plan" for Whitmore Ranch, required for developments using the City's planned community process to allow variations to the standards of the Zoning Ordinance in order to achieve unique and innovative community design that will result in an environment that is superior to normal application of the zoning standards.

8.1.1 Specific Plan Approvals and Subsequent Entitlements

The following actions are anticipated to occur concurrent with the adoption of this Specific Plan.

- **Whitmore Ranch Specific Plan.** Adoption of the Whitmore Ranch Specific Plan, including development standards and design guidelines.
- **Final Environmental Impact Report (FEIR).** Certification of the FEIR, adoption of California Environmental Quality Act (CEQA) Findings, approval of a Statement of Overriding Considerations for significant and unavoidable environmental effects, and adoption of a Mitigation Monitoring and Reporting Program.
- **Planned Community Zone and Zoning Map.** Revision of the City's Zoning Map, to replace existing zoning and identify Whitmore Ranch as a Planned Community (PC) zone.
- **Pre-zone and Annexation.** City Council approval to submit a pre-zoning and annexation application to the Stanislaus County Local Agency Formation Commission to annex the Specific Plan Area into the City of Ceres. The Whitmore Ranch Specific Plan Area is within the City's primary Sphere of Influence (SOI).

Development of the Specific Plan is subject to approval of subsequent entitlements, which include Use Permits, Development Plan Review, Tentative Maps, other permits; Development Agreements, if appropriate; and Specific Plan Amendments, as applicable. Future development projects in the Whitmore Ranch Specific Plan Area will be reviewed for consistency with the Specific Plan and other regulatory documents.

Once the Specific Plan is approved, individual projects may submit Tentative Maps or other Land Use and Development Plan applications, as necessary, in accordance with the regulations for type of entitlement, described in the following sections. Applications shall be made in writing on forms provided by the City and accompanied by applicable fees and other data or information as may be prescribed. Application and process requirements shall be in accordance with the City of Ceres Zoning Ordinance and other Municipal Code regulations, unless otherwise modified by this Specific Plan.

8.1.2 Use Permits

Conditional Use Permits

Uses listed or uses not listed that are subject to a conditional use permit shall comply with standards for conditional use permits, provided in Chapter 18.50 of the City Zoning Ordinance.

Temporary Use Permits

Temporary uses shall be subject to the provisions for Temporary Use Permits, provided in Section 18.50.050 of the City Zoning Ordinance.

8.1.3 Planned Community Development Plan Review Process

After establishment of the PC zone (with acceptance of the specific plan in this case), Planned Community Development Plan applications will be submitted to the City of Ceres Planning and Building Division in accordance with the procedures and standards in Chapter 18.20 of the City Zoning Ordinance. A Planned Community Development Plan may cover all or a portion of the area included in the P-C zone. Planned Community Development Plan applications will be reviewed to determine their consistency with the Specific Plan; Specific Plan Mitigation, Monitoring, and Reporting Program; Specific Plan conditions of approval; and other applicable City ordinances and standards.

An approved Planned Community Development Plan may be modified with approval of the Director of Community Development, when such modifications are deemed minor in nature, according to the definition for minor amendments provided in Section 8.1.5 of this chapter. Refer also to Section 8.1.5 for the process for major amendments. Applications not requiring Planning Commission or City Council consideration and deemed consistent with the Specific Plan and other regulatory documents, may be administratively approved by the Director of Community Development or designee.

8.1.4 Subdivision Standards and Review

Information on tentative parcel and subdivision maps, lot line adjustments, subdivision improvement standards, and other subdivision permit requirements shall be subject to the standards of Title 17, "Subdivisions" of the City's Municipal Code.

8.1.5 Environmental Review

The EIR for Whitmore Ranch addresses impacts and mitigation measures required for future projects within the Specific Plan Area. Future projects, subject to CEQA, must comply with applicable mitigation measures developed as a part of the Specific Plan EIR and detailed in the Mitigation Monitoring and Reporting Program.

CEQA Guidelines Section 15182 provides that residential projects, consistent with a Specific Plan and addressed by a Specific Plan CEQA document are exempt from further CEQA review. However, if the City determines there would be a new or substantially increased environmental impact beyond that disclosed in the Specific Plan EIR, additional information, studies, or further environmental review may be required.

Mitigation Monitoring

The Mitigation Monitoring and Reporting Program (MMRP) is used by City staff and project applicants to ensure compliance with adopted mitigation measures during project implementation. The Whitmore Ranch MMRP is kept on file with Community Development and incorporated as conditions of approval for projects implemented under the Specific Plan, as applicable.

8.1.6 Development Agreements

Subject to the provisions of the Specific Plan, property owners and the City may execute a development agreement or agreements, in accordance with Sections 65864-65869.5 of the California Government Code and applicable City Municipal Code requirements in Section 18.70, "Development Agreements." Development agreements clarify developer and City obligations related to the construction and financing of infrastructure improvements, public dedication requirements, landscape amenities, obligations for public infrastructure and facilities maintenance, the provision of urban services to the Specific Plan Area, and other commitments, as relevant.

8.1.7 Amendment Procedures

If the applicant or City believes that an Amendment to the Specific Plan is warranted, an amendment may be requested, in accordance with the following procedures. Private applications for Specific Plan Amendments shall be accompanied by a processing fee, to be determined by the City.

Amendments to an adopted Specific Plan shall be categoried as either minor or major, using the parameters provided below. The Director of Community Development or designee shall make a written determination as to whether

or not a requested amendment is major or minor within 10 working days of receipt of an application to amend the Specific Plan.

Minor Amendments

Minor amendments do not have a significant impact on the character of the Specific Plan Area and are consistent with the intent of the vision, goals, and policies of the Specific Plan. Minor amendments shall conform to the following criteria:

- Proposed changes to land use shapes and/or the alignment of roadways would not substantially alter the land use or circulation concepts presented in the Specific Plan or provides an improved circulation system, consistent with the goals and intent of the Specific Plan;
- A proposed new land use is introduced, which is substantially similar to a permitted use, with respect to characteristics and compatibility with existing and planned surrounding uses;
- Proposed adjustments to the development standards, parking standards, or design guidelines are offset by the merits of the proposed design and do not substantially change the physical characteristics, objectives, and intent of the Specific Plan;
- Proposed changes will not result in a new significant environmental effect and will not result in a substantial increase in the severity of previously identified significant effects beyond that considered in the Specific Plan EIR;
- Minor text revisions necessary to clarify the intent of the Specific Plan and remove ambiguities or maintain consistency with other adopted City planning and policy documents; and
- Other modifications of a similar nature to those listed above deemed minor by the Director of Community Development and consistent with the purpose, objectives, and intent of the Specific Plan.

Minor amendments may be reviewed and approved by the Director of Community Development and appealed to the Planning Commission.

Major Amendments

Major amendments involve issues of consistency with the original vision and intent of the Specific Plan, substantially alters one or more key elements of the Specific Plan, and/or results in a new or substantial increase in the severity of an environmental impact, or other changes determined to be significant by the Director of Community Development. A major amendment involves the following types of proposed changes:

- Major changes to the layout of land uses and/or proposed transportation system that substantially changes the transportation planning concepts, or multi-modal access described in the Specific Plan;

- Introduction of a new type of land use that is not similar to a land use allowed under the Specific Plan and that is inconsistent with the intent of the Specific Plan.
- Changes or additions to development standards or design guidelines that would substantially change the physical character of the Specific Plan Area, as envisioned by the Specific Plan;
- Proposed changes that would result in a new significant environmental effect or a substantial increase in the severity of previously identified significant effect beyond that considered in the Specific Plan EIR; and

Major amendment applications must be approved by the Planning Commission and may be appealed to the City Council.

Findings

The following findings are required for Specific Plan amendments:

- The proposed amendment would benefit the Specific Pan Area and/or the City.
- The proposed amendment is consistent with the General Plan.
- The proposed amendment would not adversely affect adjacent properties and can be properly serviced.

8.2 Timing of Development and Public Services

Whitmore Ranch is anticipated to be built out over a number of years and may evolve in a variety of ways, depending on shifts in market demand for certain housing types, changes in the development goals or financial capabilities of property owners, and other factors.

The proposed sequence of development is to invest and construct the initial backbone infrastructure with Phase 1 land use development. Thereafter, additional infrastructure and public service facilities will be extended to other developments in the Specific Plan area when individual developments are approved and ready to proceed to construction.

Phase 1 land uses are represented in Figure 8-1 and summarized in Table 8-1. Chapter 7, "Infrastructure and Public Services" defines the initial backbone and ultimate build-out infrastructure and public facilities and services needed to support initial and future development within the Specific Plan Area.

Table 8-1. Summary of Preliminary Land Uses by Phase

Land Use	Average Density	Initial Phase		Remaining Phases		Buildout	
		Acres	Units	Acres	Units	Acres	Units
Residential							
Single-Family Residential	*Units/Acre*						
Low Density (LDR)	7.0	11.6	81	16.4	115	28.0	196
Medium-Density (MDR)	12.9	2.8	36	3.8	49	6.6	85
Total Single-Family Residential		**14.4**	**117**	**20.2**	**164**	**34.6**	**281**
Multifamily Residential							
High Density I (HDR)	24.9	-	-	6.4	160	6.4	160
Total Multifamily Residential		**-**	**-**	**6.4**	**160**	**6.4**	**160**
Total Residential		**14.4**	**117**	**26.6**	**324**	**41.0**	**441**
Public/Quasi Public							
Existing Schools (S)	-	36.0	-	-	-	36.0	
Community Park (P)	-	1.8	-	3.4	-	5.2	
Major Roads	-	2.9	-	8.7	-	11.6	
Total Public/Quasi-Public	-	**40.7**	**-**	**12.1**	**-**	**52.8**	**-**
Total Land Uses		**55.1**	**117**	**38.7**	**324**	**93.9**	**441**

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Source: AECOM; City of Ceres; EPS.

8.3 Financing Strategy

The Whitmore Ranch Financing Plan provides a detailed analysis of the timing and costs for backbone infrastructure and public facilities required to support development of the Whitmore Ranch Specific Plan (Specific Plan). The Financing Plan does not include the costs of in-tract and other subdivision-specific improvements, which will be privately financed. The Financing Plan also provides information related to the service providers and funding sources for ongoing operations and maintenance of these public improvements.

Table 8-2 contains a summary of the potential capital funding sources, maintenance service providers, and maintenance funding sources for public improvements required for the Specific Plan. Actual mechanisms to fund capital facilities and ongoing maintenance will be determined as part of future project approvals. The following sections provide additional details regarding the proposed Financing Strategy and potential funding sources for operations and maintenance.

Table 8-2: Estimated Public Improvement Funding Summary

Public Improvement	Capital Funding Source	Maintenance Service Provider	Maintenance Funding Source
Backbone Roadways	Proposed New Specific Plan Fee Program; Private Financing	City of Ceres	State Gas Tax Revenue; Potential LLD; Potential additional Specific Plan-based funding
Other Roadway Improvements (Mitigation Measures)	City PFF Fee; Proposed New Specific Plan Fee Program; Private Financing	City of Ceres	State Gas Tax Revenue; Potential LLD; Potential additional Specific Plan-based funding
Drainage	Proposed New Specific Plan Fee Program; Private Financing	City of Ceres	Property Tax revenue
Sewer	Proposed New Specific Plan Fee Program; Private Financing	City of Ceres	User Fee Revenue
Water	Proposed New Specific Plan Fee Program; Private Financing	City of Ceres	User Fee Revenue
Streetscape Landscaping	Proposed New Specific Plan Fee Program; Private Financing	City of Ceres	CFD-3; City General Fund; Potential additional Specific Plan-based funding
Parkland	Proposed New Specific Plan Fee Program; Private Financing	City of Ceres	CFD-3; City General Fund; Potential additional Specific Plan-based funding
Fire Facilities	City Public Facilities Fee (PFF) Program	City of Ceres	CFD-3; City General Fund; Potential additional Specific Plan-based funding
Police Facilities	City Public Facilities Fee (PFF) Program	City of Ceres	CFD-3; City General Fund; Potential additional Specific Plan-based funding
Schools	Ceres USD Fees; State Funding	Ceres USD	Property Tax Revenue
Transit [1]	-	-	-
Other County Facilities	County PFF Program	Stanislaus County	County PFF Program, Property Tax Revenue

Source: City of Ceres; O'Dell Engineering; AECOM; EPS.

[1] No capital improvements have been identified at the time. Thus, no capital funding source has been identified. Future updates to this Financing Plan may include required improvements.

8.3.1 Financing Strategy Overview

The construction of backbone infrastructure and public facilities to serve the Whitmore Ranch Specific Plan (Specific Plan) is anticipated to be funded through a combination of public and private financing, including private capital; existing and planned City, County, and special district fees; and a potential Specific Plan fee.

The elements of the Financing Plan must work together to provide the optimal balance of fee, bond, and private financing so as not to overburden undeveloped land while assuring that necessary facilities are constructed when needed. The following financing strategies are recommended.

- Provide private financing, as needed, through debt, equity, or combination of both. Private capital may be needed to advance-fund public improvements or fund shortfalls if existing or proposed fee program monies are insufficient. Developers may be eligible for credits or reimbursements for advancing eligible projects, based on provisions set forth in a Development Agreement.
- Fund improvements through existing City, County, and special district fee programs. These existing fee programs are described below.
  - **City of Ceres Public Facilities Fee (PFF) Program.** The City PFF Program funds the following facilities in the City: police, fire protection, municipal facilities and equipment, wastewater, water, parks and recreation, community facilities, transportation, drainage, and information technology.
  - **Stanislaus County Public Facilities Fee (PFF) Program.** The County PFF Program funds the following countywide facilities: animal services, behavioral health, criminal justice, detention, emergency services, health, libraries, parks, sheriff, regional transportation, and countywide information technology.
  - **Ceres Unified School District (CUSD) Fee.** The CUSD fee funds school facilities in the district.
- Fund improvements not currently funded in existing fee programs through a proposed privately- or publicly-administered **Whitmore Ranch Specific Plan Area Fee Program** (Fee Program). A publicly-administered fee program would be established in accordance with the procedural guidelines set forth in California Government, sections 66000 - 66008. Specifically, Section 66001 requires a public agency that intends to impose a fee or condition of approval to: (1) determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed and (2) determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.
- Reimburse Specific Plan developers, as appropriate, for the construction of specific improvements through the Whitmore Ranch Specific Plan Fee Program.

- Allow for land secured debt financing to reimburse Specific Plan developers for facilities constructed in advance of availability of pay-as-you-go funding. Land secured debt financing, if used, will likely be provided through a Mello-Roos Community Facilities District (CFD).
- Make maximum use of "pay as you go" mechanisms.
- Seek regional, state, and federal grant funding sources, to the extent possible.
- Build in flexibility to respond to changing market conditions.

8.3.2 Maintenance Funding of Public Improvements

The Financing Plan addresses funding for the construction of public improvements, with the purpose of ensuring sufficient funding is available to cover the cost of facilities required to serve the Specific Plan. Similarly, the construction of public improvements also will require one or more sources of ongoing operations and maintenance funding.

The City has established the following mechanisms to fund ongoing operations and maintenance for public improvements in the Specific Plan, as described further below.

- The City established Community Facilities District No. 3 (CFD-3) for all new non-infill residential development, to fund ongoing operations and maintenance services for police, fire (including emergency), and parks. It is anticipated that Whitmore Ranch will annex into CFD-3.
- Upon annexation, fire protection services will be provided by the City through a contract with the Ceres Fire Department (Fire Department). The Project will also be annexed into a CFD for services established to fund ongoing, annual operations and maintenance for the Fire Department.
- The City also has a Lighting and Landscaping District (LLD), which funds ongoing operations and maintenance for landscape corridors and lighting along major roadways. The Whitmore Ranch Area may annex into the LLD.

A separate Fiscal Impact Analysis will be required to provide a framework for funding the annual, ongoing costs of operations and maintenance for General Fund and Street Fund-supported municipal services.

APPENDIX A
GENERAL PLAN CONSISTENCY SUMMARY

APPENDIX A | GENERAL PLAN CONSISTENCY SUMMARY

A.1 General Plan Consistency Summary Table

Table A-1 summarizes and demonstrates the Specific Plan's consistency with relevant Ceres 2035 General Plan goals and policies.

Table A-1: Ceres 2035 General Plan Consistency Summary

Relevant Ceres 2035 General Plan Goals and Policies		Specific Plan Consistency with General Plan Goals & Policies
Policy Number	**General Plan Policy**	
Chapter 2: Land Use & Community Design		
Goal 2.A Support growth that improves quality of life for all residents and enhances the qualities of Ceres that residents love.		
2.A.2	Prioritize Growth in SOI. Prioritize growth within the Ceres Sphere of Influence. Permit development outside of the Sphere of Influence only when there is a demonstrated need for additional land and there is less than a five-year supply of appropriately-designated land within the existing Sphere of Influence, in accordance with Stanislaus Local Agency Formation Commission (LAFCO).	The Specific Plan area is envisioned in the General Plan for residential development.
2.A.6	Range of Housing. Ensure that a range of residential densities and housing types, including small-lot single family, move-up, townhouses, apartments, accessory dwelling units, affordable housing, senior housing, and condominiums, is available to accommodate the housing needs of all residents.	The Specific Plan supports a wide range of housing types. Minimum densities for MDR and HDR uses established in the existing General Plan are 7.0 and 12.0 units per gross acre, respectively. MDR and HDR uses in the Specific Plan have an assumed average density of 13.0 units per acre and 25.0 units per acre, respectively.
2.A.12	Integrate Transportation and Land Use. Integrate transportation and land use to plan for well-connected neighborhoods with safe and convenient vehicle, pedestrian, bicycle, and transit accessibility.	The Specific Plan includes objectives and recommends improvements within Whitmore Ranch, to provide safe and appropriate bicycle and pedestrian connections and access to adjacent bicycle, pedestrian, and transit facilities. Non-vehicular circulation concepts for the Specific Plan Area are introduced in Chapter 2 and circulation objectives and recommendations are addressed in Chapter 5 of the Specific Plan.

Relevant Ceres 2035 General Plan Goals and Policies		Specific Plan Consistency with General Plan Goals & Policies
Policy Number	**General Plan Policy**	
Goal 2.B Foster a distinctive city identity to support civic pride and Ceres' appeal.		
2.B.2	Visual Distinction. Provide visual distinction for key entry points to the City.	The Specific Plan is located along a major corridor. Chapter 4, "Land Use, Development Standards, and Neighborhood Design," provides standard and guidance, governing the design of neighborhood features, including gateways. As described in the Specific Plan, if gateway features, such as entry signage and landscaping, are used, they should support the overall site and landscape character in the neighborhood and reinforce a unique sense of place. Entry and landscape features are allowed at major entrances to the neighborhood. A pedestrian and bike path is planned set back from Whitmore Avenue to provide a safer and more inviting pedestrian experience.
2.B.4	Gateways. Create gateways to provide distinctive entrances to Ceres, particularly at key access points along the SR 99 corridor, along the major entrances on Mitchell Road, and at transitions from Modesto and Ceres on Crows Landing Road.	
Goal 2.D Promote infill development to protect farmland; enhance community character; optimize city investment in infrastructure; provide pedestrian- and bicycle-friendly neighborhoods; and enhance economic vitality.		
2.D.2.	Strategic Subdivision. Oppose subdivision of properties, as well as commercial and industrial development, in the unincorporated Sphere of Influence where such development would compromise future City development.	The Specific Plan area is envisioned in the General Plan for residential development.
Goal 2.F Support Ceres' neighborly and family-friendly character with complete and well-designed neighborhoods.		
2.F.3.	Neighborhood Focal Point. Encourage each neighborhood to have a clear focal point, such as a park, school, or commercial activity center.	The Specific Plan contains the central park blocks, as described in Chapter 4, "Land Use, Development Standards, and Neighborhood Design," which serve as a clear focal point for Whitmore Ranch and supports neighborhood walkability and bike-ability. The central park blocks are designed as open space with multiple public benefits, including for recreation; stormwater runoff, infiltration, and groundwater

Relevant Ceres 2035 General Plan Goals and Policies		Specific Plan Consistency with General Plan Goals & Policies
Policy Number	**General Plan Policy**	
		recharge; and bicycle and pedestrian trail connections to the perpendicular north-south roadways, schools, and Class I multi-use path along Moore Road. Tree-lined streets and on-street parking that separate pedestrians from vehicular traffic, further support a pedestrian-friendly environment.
2.F.4	Multi-Modal Accessibility. Maximize accessibility for automobiles, cyclists, and pedestrians.	The Specific Plan includes objectives and recommends improvements within Whitmore Ranch, to provide safe and appropriate bicycle and pedestrian connections and access to adjacent bicycle, pedestrian, and transit facilities. Non-vehicular circulation concepts for the Specific Plan Area are introduced in Chapter 2 and circulation objectives and recommendations are addressed in Chapter 5 of the Specific Plan.
2.F.7	Street Trees. Support a robust system of street trees in order to increase shade, minimize runoff, and create a comfortable and visually attractive environment	Chapter 6, "Parks, Paths, Trails, and Trees," provides standards and guidance for the preservation of existing street trees and the design and planting of new trees and landscaping within the Specific Plan Area. Planted areas are required to create a unifying theme along the street and contribute to beautification of the proposed residential developments. Street trees are required to adhere to City requirements for maintaining clear lines of sight. Street trees must conform to the City of Ceres Municipal Code, Title 12, Chapter 12.16 – Street Trees. Suggested street trees, selected from the City's Master Street Tree List, are identified in the plant palette in this chapter.

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Goal 2.1 Ensure new growth areas contribute to Ceres' proud identity and promote community health.		
2.1.1.	Annexations. Approve annexations only after City approval of an appropriate area-wide plan (e.g., master plan, specific plan) that addresses land use, circulation, housing, infrastructure, and public facilities and services, based on the City's annexation policy, while also adhering to the policies of the General Plan. Exceptions to this requirement for area-wide plans include annexations of: • Existing developed areas; • Areas of less than five acres; and • Housing developments for very-low and low-income households.	The Specific Plan Area will require annexation into the City and is an area identified in Figure 1-3 requiring an area-wide plan. This Specific Plan fulfills this requirement and contains all the elements required of area-wide plans, as summarized in Chapter 1, Introduction.
2.1.2.	Area-wide Plans. Use area-wide plans (i.e., master plans or specific plans) to comprehensively plan for new neighborhood developments. Each residential area-wide plan should at minimum address the following: • The distribution, location, and extent of land uses, including standards for land use intensity. • Compatibility of new development with adjacent existing and proposed development. • Provision of a range of housing types to ensure socially and economically integrated neighborhoods based on the Housing Element projections of housing needs. • Distribution and location of roadways, including design standards for and the general alignment of arterial and collector streets. Specific provisions for local streets and bikeways should be shown, where necessary. • Provisions for the extension of the existing city roadway system into new development areas. New development shall be linked to adjacent existing neighborhoods and planned neighborhoods. • Distribution and location of and specifications for sewer, water, and drainage facilities needed to serve new development and future development areas consistent with the Sewer, Water, and Drainage Master Plans, including reservations for needed wells and storage areas.	The Specific Plan indicates the locations of residential uses at a variety of densities, parks, schools, streets, bikeways, walkways, and infrastructure and other adjacent community uses. The Specific Plan also incorporates the required elements for area-wide plans identified by Ceres 2035 General Plan Policy 1.D.2. Specific Plan roadways have been designed to extend the City's roadway system to connect this new neighborhood with existing neighborhoods, as well as provide connectivity to planned development areas to the south. Infrastructure has been designed to be consistent with Sewer, Water, and Drainage Master Plans. Refer to Chapter 4 of the Specific Plan for allowable land use and community design guidance, including compatibility (with adjacent residential and agricultural uses), parks, and design guidelines for public and private development, including landscaping. See Chapter 5 Plan for details on Specific Plan Area circulation facilities,

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	• Distribution and location of neighborhood commercial centers, parks, schools, and other public- and quasi-public facilities. • Provisions for linking residential neighborhoods, parks, schools, shopping areas, and employment centers through a system of pedestrian and bicycle pathways. • Design guidelines for all new public and private development, including landscaping, roadway frontage treatment, subdivision identification signs and monuments, and walls and fences. • Provisions for development phasing to ensure orderly and contiguous development consistent with infrastructure expansions and anticipated market demand. • Provisions for minimizing conflicts between new development and adjacent agricultural uses. • Implementation measures necessary to carry out the plan, including a program for financing public infrastructure improvements.	including pedestrian and bicycle pathways. See Chapter 7 for information of infrastructure and public services. See Chapter 8 for the administration, implementation, and financing of Specific Plan improvements, including phasing and financing of infrastructure and public services to serve development in the Specific Plan Area, consistent with anticipated market demand. Plan improvements, including phasing and financing of infrastructure and public services to serve development in the Specific Plan Area, consistent with anticipated market demand.
2.I.3	Fiscal Responsibility. Require new development to pay for its fair share portion of costs of impacts on infrastructure.	New development will construct or fund improvements necessary to serve project demands. Planned public facility improvements are addressed in Chapters 5 and 7 and funding of the fair share of improvements is addressed in Chapter 8.
Goal 2.L Ensure quality design that supports the goals of the General Plan.		
2.L.3	Pedestrian-Oriented Design. Promote architectural and landscape design features in new development that create more pedestrian-friendly neighborhoods, such as orientation to the street; rear, setback, or detached garages; front porches; tree-lined streets; and landscaped strips between streets and sidewalks.	The Specific Plan includes objectives and descriptions of circulation facilities, to provide safe and convenient bicycle and pedestrian connections and access to adjacent bicycle, pedestrian, and transit facilities in Chapter 5, "Circulation" of the Specific Plan and standards for landscaping and streetscape design in Chapter 6. Setbacks, landscaping, and other architectural features are covered in Chapter 4, "Land Use, Development Standards, and Neighborhood Design." The Specific Plan design guidelines address placement of garages and front porches.

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2.L.5	Single Family Residential Design. Ensure architecture and landscaping in single family residential projects contribute to a neighborhood identity with visual interest and variety. Encourage the following characteristics in single family residential development: • Architectural variety between residences to contribute to neighborhood identity. Discourage monotonous developments with repetitive residential design; • Development oriented to the street; • Reduced priority given to garages and parking; • Attractive architectural features such as front porches, articulated facades, formers, trim and moldings, and high-quality building materials; • Size, scale, proportion, color, placement, and detailing of architectural features that complement the overall massing and scale of the building.	Section 4.5, "Neighborhood Design" in Chapter 4 of the Specific Plan addresses design guidelines for single family and multi-family housing, including the features identified in Ceres 2035 General Plan Policy 1.C.6. Parking is encouraged on the interior of the site, which would reduce its visibility from the vantage point of public travel ways. The Specific Plan provides guidelines related to building massing and height relationships, including example site plans for the HDR area. The Specific Plan provides for centrally located park/open space – central to the entire Specific Plan Area, and not exclusively to the HDR area.
2.L.6	Multi-Family Residential Design. Ensure attractive architecture and design of multi-family buildings provide a variety of high-quality housing options with convenient facilities to foster a high quality of life. Encourage the following characteristics in multi-family developments: Variety of unit sizes including studios and three bedrooms; • Building mass broken into small units; • Sheltered and well-lit entrances to units and main entrances that are oriented to the street; • Sufficient private outdoor space for each unit, such as balconies or decks; • Functional and accessible interior site open space that may include a community garden; • Attractive landscaping, including larger trees; • Parking provided in rear of building or screened with landscaping; • Consolidated parking in higher density residential projects that shares one or two entrances/exits from the property in order to minimize curb cuts; • Good site and building management and maintenance; • Screened, secure, and accessible areas for waste disposal and recycling;	

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	• Building scale and mass transitions appropriate to adjacent single family neighborhoods, where applicable; and • Size, scale, proportion, color, placement, and detailing of architectural features that complement the overall massing and scale of the building.	
Chapter 3: Transportation and Circulation		
Goal 3.A Provide for the long-range planning, development, and maintenance of the city's roadway system to ensure the safe and efficient movement of people and goods through a variety of travel modes.		
3.A.2	Level of Service. Develop and manage the roadway system to maintain Level-of-Service ("LOS") C or better on secondary collectors and local streets and Level-of-Service D or better on primary collectors, arterials, expressways, and freeways. One service level deviation may be permitted at locations where land development or transportation improvement projects support other goals from the General Plan including transit, active transportation, and economic development. Exceptions may also be allowed in areas where the City finds that the improvements or other measures required to achieve the "LOS" standards are unacceptable because of right-of-way limitations, physical impacts on surrounding properties, adverse effects on other travel modes, and/or the visual aesthetics of the required improvement and its impact on community identity and character.	The Specific Plan EIR describes improvements necessary to achieve acceptable LOS. Development of the Specific Plan will be required to be consistent with City street improvement standards, as well, which are designed to address safety and access.
3.A.3	Transportation Impact Analysis. Require transportation analysis to determine the effects of traffic from major development projects (generally those that would generate 100 or more peak-hour trips). Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. Such improvements may include a fair share contribution towards improvements that provide benefits to others.	The Specific Plan EIR summarizes a traffic analysis, consistent with this policy. New development will construct or fund improvements necessary to mitigate the effects from the project. The proposed sequence of development is to construct the backbone infrastructure that will allow the developments in the Specific Plan Area to proceed. Thereafter, additional infrastructure and public service facilities will be extended when individual developments are approved and constructed. Chapter 8, "Administration and Financing," of the Specific Plan further describes the financing

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		mechanisms for fair-share improvements required for Specific Plan development. The EIR Mitigation Monitoring and Reporting Program further details project responsibilities.
3.A.5	Transportation Financing. Pursue financing in a timely manner from a variety of sources to maintain, enhance, and expand the roadway, sidewalk, bicycle, and transit networks to achieve and maintain a safe and efficient complete transportation network.	Chapter 5 of the Specific Plan describes the circulation framework, improvements, and standards for the Specific Plan Area road, transit, bicycle, and pedestrian facilities. A traffic study was prepared for Whitmore Ranch to examine the ability of the proposed circulation system to accommodate the anticipated traffic generated by development of Whitmore Ranch, as well as other existing and planned development outside of the Specific Plan Area. Refer to the traffic study in the appendix of the Whitmore Ranch Specific Plan EIR for details on existing and projected traffic volumes, cumulative impacts, and recommended improvements to Specific Plan Area roadways and intersections. New development will construct or fund improvements necessary to serve project demands, as addressed in Chapters 7 and 8 of the Specific Plan and described above under General Plan Policy 3.A.3. Chapter 8, "Administration and Financing," of the Specific Plan further describes the financing mechanisms for fair-share improvements required for Specific Plan development. The EIR Mitigation Monitoring and Reporting Program further details project responsibilities.
3.A.6.	Development Fees. Assess fees on new development sufficient to cover the fair share portion of that development's cumulative impacts on the local and regional transportation system, including transit, bicycle, and pedestrian systems.	

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Goal 3.B Maintain acceptable multi-modal travel flow along Ceres' major corridors.		
3.B.1.	Complete Streets Corridors. Maintain adequate travel flow along Ceres' major corridors while allowing for new development or redevelopment. To this end, the following shall be considered in site plan development for new development and redevelopment along Hatch Road, Mitchell Road, and Whitmore Avenue: • Require consolidation of driveway access to reduce the number of vehicle/pedestrian/bicycle conflicts areas; if necessary, driveway improvements should include relocation of driveway access points on existing sites; • Require combination of parking lots and access points with joint access and reciprocal parking agreements where possible; • Require medians within the existing cross-section to limit turning movements and to provide pedestrian refuges at mid-block crossing locations; • Require site plans to locate entrance and exits to avoid vehicle queue spillback to the public right-of-way; • Require a continuous, safe, and convenient walkway from the public right of way, including transit stops where appropriate, to building entrances that minimizes pedestrian/ vehicle conflicts; and • Limit or prohibit drive-up windows where peak vehicle queues cannot be accommodated on-site.	The Specific Plan Area serves as the site plan requirement referenced in this policy, as will future Development Plans. Chapter 5, "Circulation," analyzes traffic impacts and describes necessary roadway and other circulation improvements. Section I of Chapter 5 indicates that the number and width of driveways and curb cuts should be minimized, especially on high volume streets, which would limit cars queuing in streets. Regarding joint parking, this is addressed for guest parking within the HDR area, where on-street parking is allowed instead of additional off-street parking for guests.
Goal 3.C Protect residential areas from high-volume and high-speed traffic and its effects and promote bicycling and walking on residential streets.		
3.C.1.	Residential Neighborhood Streets. Consider the effects of new development on local streets in residential areas and require new development to mitigate significant impacts to existing residential neighborhoods.	Chapter 5, "Circulation," analyzes traffic impacts and describes necessary roadway and other circulation improvements. New development will construct or fund improvements necessary to serve project demands.

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3.C.2	Pedestrian and Bicycle Connectivity. Provide pedestrian and bicycle connectivity in residential street patterns. Where cul-de-sacs are permitted, pedestrian and bicycle connections to other streets or community facilities such as parks and schools is required, where feasible.	Specific Plan roadways are designed as a grid system that supports neighborhood connectivity. The Specific Plan requires that, if cul-de-sacs are used, they must provide pedestrian and bicycle connectivity.
3.C.3	Sidewalks. Require sidewalks for all new streets in residential developments.	Chapter 5, "Circulation," describes bike and pedestrian circulation. A continuous system of sidewalks is provided in the Specific Plan Area.
Goal 3.D Provide a sufficient amount of convenient, safe, and attractive vehicle and bicycle parking to serve existing and new development throughout the city.		
3.D.I	Off-Street Parking Requirements. Require new development and redevelopment to provide adequate off-street parking for vehicles and bicycles that considers urban design, economic development, and alternative travel modes, including secure long-term bicycle parking at employment centers and transit centers. Parking shall be landscaped, located convenient to new development, and easily accessible from the street system.	Chapter 4, "Land Use, Development Standards, and Neighborhood Design," provides standards for off-street parking. Exceptions to development standards and parking requirements may be evaluated during the Development Plan review process, as described in Chapter 8 of the Specific Plan.
3.D.4	Parking Lot Design. Promote parking lot design to minimize vehicle/pedestrian conflict points with appropriate lighting and landscaping provided.	Chapter 4, "Land Use, Development Standards, and Neighborhood Design," provides standards and design guidelines for parking lots, specifically for multi-family residential development. City improvement standards, which will be required for projects developed within the Specific Plan, are designed to address this policy, as well.
Goal 3.E Promote provision of safe and efficient transit service to reduce congestion, improve the environment, and provide viable non-automotive means of transportation within and connecting to Ceres.		
3.E.3	Transit Right-of-Way. Consider the need for future transit right-of-way in reviewing and approving plans for development. Rights-of-way may either be exclusive or shared with other vehicles. Require new development to reserve space for future public transit stops, with turnouts, where sufficient population or employment concentrations will warrant an existing or future route.	The Specific Plan calls for safe and appropriate bicycle and pedestrian connections and access to adjacent bicycle, pedestrian, and transit facilities in Chapter 5, "Circulation." Existing and proposed expansion of bus routes, bus facilities, and the

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		location of bus stops are subject to coordination with Ceres Area Transit and addressed in Section 5.3. The Specific Plan will reserve space for future transit stops, where needed, in coordination with the City and Ceres Area Transit.
Goal 3.F Provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation.		
3.F.3	New Development. Require developers to finance and install pedestrian pathways, bikeways, and multi-purpose paths within new development, as appropriate.	The Specific Plan addresses safe and appropriate bicycle and pedestrian connections and access to adjacent bicycle, pedestrian, and transit facilities. The Specific Plan establishes central park blocks, as described in Chapter 4, "Land Use, Development Standards, and Neighborhood Design," which serve as clear focal points for the new neighborhoods. The central park blocks are designed as open space with multiple benefits, including for recreation; stormwater runoff, infiltration, and groundwater recharge; aesthetic relief; and bicycle and pedestrian trail connections. These planned facilities are financed by Specific Plan development, as described in Chapter 8.
3.F.4.	Right-of-Way. Require new development to provide adequate rights-of-way to accommodate bikeways where identified on the bikeways map and as specified in the Bicycle and Pedestrian Master Plan, and to contribute to the development of planned bikeways.	New development will construct or fund improvements necessary to serve project travel demand. Separate, Class I bikeways are included on Whitmore Road and Moore Road. Secondary collector roads (Lunar Drive, Boothe Road, Stanford Avenue, and Esmar Avenue) will have Class II bike lanes. There are two options for local roads that allow for bike lanes, as appropriate. Figure 5-14 shows the bike and pedestrian circulation routes.

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3.F.5.	On-Site Bicycle Facilities. Require new multi-family residential, commercial and industrial developments to provide bicycle facilities, including bicycle parking. For employment locations with more than 50 employees, other amenities may be required, including showers and changing facilities.	Bicycle parking standards for multi-family developments and the central park blocks are provided in Chapter 4, "Land use, Development Standards, and Neighborhood Design." New development will be subject to the short-term and long-term bicycle parking requirements for multi-family housing.
3.F.8	Pedestrian Facility Design. Provide safe, continuous and pleasant pedestrian paths of travel, including sidewalk width appropriate for the land use context of the street, enhanced street crossings, landscape and/or parking buffers, and pedestrian scale lighting throughout the city.	Chapter 5, "Circulation," provides information on roadway design sections and existing and planned pedestrian circulation, including the design of separated sidewalks on all arterial and collector roadways.
Chapter 4: Agricultural and Natural Resources		
Goal 4.A Promote the productivity of agricultural lands surrounding Ceres and the continued viability of agriculture in Stanislaus County, and, recognizing the community's agricultural heritage and its contribution to the local economy, support the preservation of agricultural character where it has cultural or scenic significance.		
4.A.5	Land Use Compatibility. Ensure that new development adjacent to agricultural uses is compatible with the continuation of the agricultural uses by minimizing conflicts through appropriate design criteria, such as site layout, landscaping, and buffers to provide adequate separation between habitable structures and active farmland.	The EIR prepared for the Specific Plan includes information on temporary potential conflicts with adjacent agricultural uses.
Goal 4.F Protect and enhance the natural qualities of rivers, creeks, and groundwater.		
4.F.2	Groundwater Resources. Protect groundwater resources from overdraft by promoting conservation and groundwater recharge efforts	The Specific Plan promotes efficient water use and groundwater recharge by incorporating energy conservation design strategies and a system of on-site stormwater management, featuring the central park blocks. Refer to Chapter 4, "Land Use, Development Standards, and Neighborhood Design," and Chapter 6, "Parks, Paths, Trails, and Trees," for standards and guidelines for water-conserving design and Chapter 7, "Infrastructure and Public Services," for a description of the

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		stormwater management system for Whitmore Ranch.
4.F.6	Green Infrastructure. Require the use of feasible and practical best management practices (BMPs) and low-impact development (LID) strategies to protect receiving waters from the adverse effects of construction activities and urban runoff.	Chapter 7, "Infrastructure and Public Services," and the EIR prepared for the Specific Plan includes information on best management practices implemented to avoid water quality impacts. The EIR also provides regulatory background related to runoff during construction and mitigation measures.
Goal 4.G Protect and improve air quality in the Ceres area, and protect residents from harmful effects of air pollution.		
4.G.3	Air Quality Analysis. Require major new development projects (those exceeding the San Joaquin Valley Air Pollution District's small project analysis level) to submit an air quality analysis for review and approval, with mitigation measures to be required as determined by the City	The EIR prepared for the Specific Plan includes information on air quality impacts and feasible mitigation measures.
Chapter 5: Health and Safety		
Goal 5.L Protect the community from the harmful and annoying effect of exposure to excessive noise and vibration.		
5.L.4	Siting Noise Sensitive Uses. Prohibit the development of noise-sensitive uses where noise levels are "normally unacceptable" or higher as shown in Table 5-3: Community Noise Compatibility Matrix, unless effective noise mitigation measures have been incorporated into the development design to achieve the specified interior noise standards in Table 5-4: Maximum Allowable Noise Exposure for Transportation Noise Sources. For public schools, require acoustic analyses for any schools proposed in areas where noise levels would be considered "normally unacceptable" per Table 5-3: Community Noise Compatibility Matrix.	The EIR prepared for the Specific Plan includes information on noise impacts and appropriate and feasible mitigation measures. In addition, Chapter 4, "Land Use, Development Standards, and Neighborhood Design," provides strategies to help reduce noise impacts.

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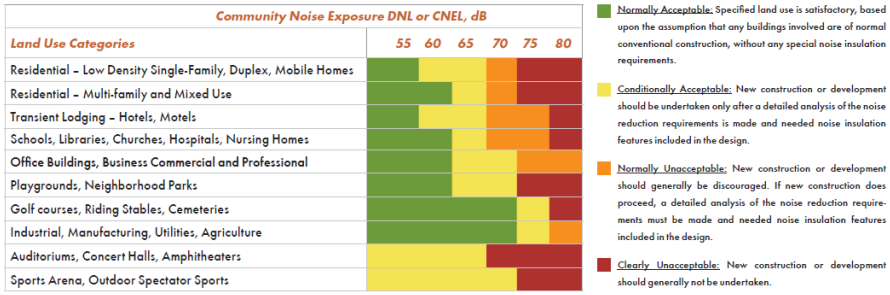
	Table 5-3: Community Noise Compatibility Matrix  *Community Noise Exposure DNL or CNEL, dB* *Land Use Categories* — 55 60 65 70 75 80 Residential – Low Density Single-Family, Duplex, Mobile Homes Residential – Multi-family and Mixed Use Transient Lodging – Hotels, Motels Schools, Libraries, Churches, Hospitals, Nursing Homes Office Buildings, Business Commercial and Professional Playgrounds, Neighborhood Parks Golf courses, Riding Stables, Cemeteries Industrial, Manufacturing, Utilities, Agriculture Auditoriums, Concert Halls, Amphitheaters Sports Arena, Outdoor Spectator Sports Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Normally Unacceptable: New construction or development should generally be discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Clearly Unacceptable: New construction or development should generally not be undertaken. Notes: DNL = Day-Night Average Level; CNEL = Community Noise Equivalent Level; dB = Decibel Noise levels refer to external ambient noise from permanent land uses. For mixed uses other than residential mixed use, refer to the most noise-sensitive use. **Table 5-4: Maximum Allowable Noise Exposure for Transportation Noise Sources** *Land Use* — *DNL Outdoor Activity Areas (DNL, CNEL, dB[1])* Residential 60 Transient Lodging 60 Hospitals, Nursing Homes 60 Theaters, Auditoriums, Music Halls – Churches, Meeting Halls 60 Office Buildings 65 Schools, Libraries, Museums 60 Playgrounds, Neighborhood Parks 65 Notes: DNL = Day-Night Average Level; CNEL = Community Noise Equivalent Level; dB = Decibel; Leq = Equivalent Noise Level 1. An outdoor activity area is a location outside of the immediate structure where formal or informal activities are likely to happen (such as a yard on a residential property, a playground or sports field at a school, or exterior patio or exercise area at a hospital). For non-residential uses where an outdoor activity area is not proposed, the standard does not apply. Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. For residential uses with front yards facing the identified noise source, an exterior noise level standard of DNL 65 dB shall be applied at the building façade, in addition to a DNL 60 dB standard at the outdoor activity area. 2. Where it is not possible to reduce noise in outdoor activity areas to the allowable maximum, levels up to 5 dB higher may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table. 3. CNEL is used for quantification of aircraft noise exposure. 4. As determined for a typical worst-case hour during periods of use.	
5.L.6	Compatibility with Noise Sensitive Uses. Require that noise created by new proposed non-transportation sources be mitigated so as not exceed the noise level standards of Table 5-4: Maximum Allowable Noise Exposure for Transportation Noise Sources as measured at the property line of lands designated on the General Plan Land Use Map for noise-sensitive uses.	
5.L.12	Noise Mitigation. Require, where noise mitigation measures are required to achieve the standards of Table 5-4: Maximum Allowable Noise Exposure for Transportation Noise Sources and Table 5-5: Performance Standards for Stationary Noise Sources, that the	

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	emphasis of such measures be placed upon site planning and project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project.	
Chapter 6: Public Facilities and Services		
Goal 6.A Provide for educational needs for all Ceres residents, ensuring that adequate school facilities are available and appropriately located.		
6.A.6	School Siting. Encourage siting school facilities so they serve as focal points within the neighborhoods and the community.	The Specific Plan incorporates the existing Cesar Chavez Junior High and La Rosa Elementary school facilities with existing and future circulation facilities and will include the central park blocks, as well as new sidewalk improvements along Whitmore Avenue, funded by the federal "Safe Routes to School" program. Chapter 5, "Circulation," provides details on existing and future circulation facilities.
6.A.7	Pedestrian and Bicycle Access to Schools. Locate schools in areas with safe and convenient pedestrian and bicycle access.	
Goal 6.B Ensure community and library facilities and services are available to all current and future Ceres residents.		
6.B.4	Development Fees. Continue to cooperate with the County in collecting County development fees on new development in Ceres to ensure that new development contributes its fair share to the development of additional library facilities, as long as the mutual agreement is in force.	New development will construct or fund improvements necessary to serve project demands. Planned public facility improvements are addressed in Chapters 5 and 7 and funding of the fair share of improvements is addressed in Chapter 8.
Goal 6.C Establish and maintain a public park system and recreational facilities to meet the exercise, social, and cultural enrichment needs of Ceres residents, employees, and visitors.		
6.C.3	Acres of Parkland. Provide a minimum of 4.0 acres of publicly accessible parkland per 1,000 residents.	The Specific Plan contains the central park blocks and satisfies the city's standards for neighborhood park by providing above the minimum total parkland per population on-site, as described in Chapter 6, "Parks, Paths, Trails, and Trees." The City coordinates with the school district on the potential joint use of school facilities.

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6.C.4	Parkland Dedication. Continue to require that new development provide dedicated parkland, in lieu fees, or both, in accordance with the Quimby Act, to meet the recreational needs of new residents. Prefer dedication of public parkland to in lieu fees, provided that the developed parkland is open to the greater Ceres community and not privatized by its design, operation, or location.	New development will construct or fund improvements necessary to serve project demands. Planned public facility improvements are addressed in Chapters 5 and 7 and funding of the fair share of improvements is addressed in Chapter 8.
6.C.9	Greenbelts and Recreation Corridors. Investigate the potential public use of canal rights-of-way and the reservation of selected adjacent sites for use as greenbelts or recreation corridors.	A Class I bike trail is provided along the TID Ceres main canal, adjacent to the Specific Plan Area.
6.C.11	Park Design. Consider the following factors in the design of new and upgraded parks and recreational facilities: • Safety; • Security; • Maintenance and staffing requirements; • Accessibility by various means of transportation; • Landscaping complementary to the surrounding environment; • Travel distance of users; • Passive vs. active use areas; • Restroom facilities (community and regional parks only); • Community input; • Cultural sensitivity; • Use of green technology in the construction and everyday use of facilities (i.e., solar panels, rainwater harvesting, rain gardens and bioswales, etc.); • Adequacy of off-street parking; • Flexibility for programming activities;	The central park blocks, as described in Chapter 4, "Land Use, Development Standards, and Neighborhood Design" and Chapter 6, "Parks, Paths, Trails, and Trees" have considered and are proposed to incorporate these factors through Specific Plan standards and design guidelines. The Specific Plan includes parking around the park. Refer to Chapter 5, "Circulation" for the street sections for the north and south park blocks. On-street parking is also incorporated on most of the internal roads in the development, running north-south through the Central Park blocks, including along Boothe, Esmar, and Lunar.

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	• Tree canopy/shade; and • Lighting.	
6.C.14	Joint Development of Parks and Recreation Facilities. Continue to cooperate with public and quasi-public agencies, including the Ceres Unified School District, in the joint development, maintenance, and use of parks and recreation facilities.	The City coordinates with the school district on the potential joint use of school facilities.
6.C.15	Sports Facilities. Promote the development of indoor and outdoor sports facilities, including soccer fields, basketball and tennis courts, and aquatics centers adjacent to schools and/or close to residential areas. Explore partnerships for development of regional youth and adult sports facilities and recreation programs.	
Goal 6.D Ensure a safe and reliable potable water supply and delivery system sufficient to meet the current and future needs of the city.		
6.D.1	6.D.1 Adequate Water Supply for New Development. Approve new development that relies on a public water system only where an adequate water supply and conveyance system already exists or will be provided.	Chapter 7, "Infrastructure and Public Services" provides information on the source of and availability of existing and proposed improvements to water supply and conveyance, required for Specific Plan development. The Specific Plan specifies that the design of the system will operate to meet all of the criteria established by the City of Ceres. These criteria include: • Minimal residual system pressure is 30 pounds per square inch (psi). • Fire flows must be provided with a minimum residual pressure of 20 psi or greater under maximum day scenario. • The maximum system pressure shall be 60 psi. • Total head loss per 1,000 lineal feet (lf) of pipeline should not exceed 5 feet per second.

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6.D.2	Efficient Water Use. Promote efficient water use and reduced water demand by: • Requiring water-conserving design and equipment in new construction, encouraging water-conserving landscaping and other conservation measures, and encouraging retrofitting existing development with water-conserving devices; • Developing public education programs targeted to residents of all ages; • Distributing outdoor lawn watering guidelines; • Continuing metering and conservation efforts and assessing the effectiveness of these programs; • Promoting water audit and leak detection programs; • Enforcing water conservation programs, including the City's Water Efficient Landscape Ordinance; and • Limiting a percentage of hardscape in favor of landscaping in front yard areas of residential lots.	The Specific Plan promotes efficient water use and reduced water demand and addresses standards for landscaping, irrigation, and water conservation in Chapter 6, "Parks, Paths, Trails, and Trees." In order to meet the requirements of the State of California Model Water Efficient Landscape Ordinance (MWELO), trees, shrubs, and other landscape materials implemented in the Specific Plan Area will be selected during improvement plan preparation and approved by the City of Ceres. Irrigation within the Whitmore Ranch Specific Plan will be designed to State of California MWELO standards. Water conservation will be achieved using current best practices in planting and irrigation design, plant selection, and irrigation installation and operation. Calculations and water usage information will be provided at the time of improvement plan preparation and subject to approval by the City of Ceres. Irrigation improvements within the Specific Plan Area will conform to the City of Ceres Municipal Code, Title 13 – Water and Sewer.
Goal 6.E Ensure adequate wastewater collection and treatment and the safe disposal of waste in a timely fashion to support the needs of current and future Ceres residents.		
6.E.1	Wastewater Treatment Facility Capacity. Ensure wastewater treatment facility capacity is available to serve planned urban development within Ceres.	New development will construct or fund improvements necessary to serve Specific Plan demands. Planned public facility improvements are addressed in Chapters 5 and 7 and funding of these improvements, in accordance with City plans for infrastructure and public facilities, is addressed in Chapter 8.

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6.E.2	6.E.2 Wastewater System Demand Reduction. Promote reduced wastewater system demand through efficient water use by: • Requiring water-conserving design and equipment in new construction; • Providing information about water-conserving devices to property owners and residents; and • Designing wastewater systems to minimize inflow and infiltration to the extent economically feasible.	The Specific Plan promotes efficient water use and reduced water demand and addresses standards for water conservation in Chapter 6, "Parks, Paths, Trails, and Trees." All sewer improvements shall be installed in accordance with the City of Ceres Improvement Standards and the City of Ceres Sewer System Master Plan. Sewer improvements will be public improvements, owned, operated, and maintained by the City of Ceres. Layout, phasing, and costing are summarized in Chapter 7, "Infrastructure and Public Services."
Goal 6.F Collect and dispose of stormwater in a manner that minimizes inconvenience to the public, reduces burden on existing stormwater facilities, encourages groundwater recharge, minimizes potential water related damage, and enhances the environment.		
6.F.2	Reducing Stormwater Runoff. Encourage project designs that minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.	Chapter 4, "Land Use, Development Standards, and Neighborhood Design," Chapter 5, "Circulation," and Chapter 6, "Parks, Paths, Trails, and Trees" provides standards to minimize drainage concentrations and impervious coverage. Examples include drought-tolerant landscaping, stormwater landscaping and detention facilities in the central park blocks, and ribbon driveways.
6.F.4	New Development Stormwater Mitigation. Require new development to mitigate increases in stormwater peak flows and/or volume. Mitigation measures, such as low impact development (LID) strategies, should take into consideration impacts on adjoining lands in the city and immediately adjacent to the city in unincorporated Stanislaus County.	Existing and planned improvements to stormwater facilities are described in Chapter 7, "Infrastructure and Public Services." New development will construct or fund improvements necessary to serve Specific Plan demands. As noted, the City's stormwater system design criteria shall be in accordance with Stanislaus County's Storm Drain Design Manual. Detention facilities shall be designed using a 100-year, 24-hour storm event (R=2.88 inch) and shall be designed to empty within 48 hours. Pipelines shall

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		be designed using a 10-year, 24-hour storm event (R=1.88 inch).
6.F.5	Drainage System Design. Design all drainage systems to be in accordance with the accepted principles of civil engineering, adopted Storm Drainage Master Plan, and adopted storm drainage design standards and specifications.	New development will comply with existing City and County regulations, as addressed in Chapter 7, "Infrastructure and Public Services." As noted, all new storm drain improvements shall be installed in accordance with the City of Ceres Improvement Standards and the Stanislaus County Storm Drain Design Manual.
6.F.6	Surface Drainage Disposal. Require that new development have surface drainage disposal accommodated in one of the following ways: • Positive drainage. Positive drainage to a river, stream, creek, or other natural water course; • Irrigation facility. Drainage into an irrigation district facility, either by gravity or pumping, pursuant to the City of Ceres – Turlock Irrigation District agreement; • Drainage ponds. Ponds, either in individual lots within a subdivision or in the case of larger developments, within a drainage basin; • Drainage unit. Use of French drains within depressed areas of the street right-of-way for those subdivisions or portions of subdivisions of such size that positive drainage, irrigation into a facility, or drainage ponds is not feasible, as determined by the City Engineer; or • On-site drainage. Drainage retained on-site within the development. • Commercial development must accommodate drainage on-site unless positive drainage or irrigation facility methods described above are available and the development participates in a system to address on-site drainage as approved by the City Engineer. All on-site industrial drainage must remain on-site and require full paving improvements. Encourage commercial and industrial development to integrate on-site storm drainage facilities with landscaping.	The Specific Plan incorporates a system of on-site drainage through the central park blocks park / stormwater detention facility, which will drain into existing City pipelines, as described in Chapter 7, "Infrastructure and Public Services."

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6.F.8	Surface Water Runoff. Require projects that have significant impacts on the quality of surface water runoff to incorporate mitigation measures as described in Municipal Code Chapter 13.18.120. 6.F.9 Pollutant Discharge	The EIR prepared for the Specific Plan includes information on best management practices implemented to avoid water quality impacts.
6.F.11	Stormwater Detention Facilities. Allow stormwater detention facilities to mitigate drainage impacts and reduce storm drainage system costs. To the extent practical, design stormwater detention facilities for multiple purposes, including recreational and/or stormwater quality improvement. See Policy 6.C.14.	The Specific Plan includes as a part of its design the central park blocks, as described in Chapter 4, "Land Use, Development Standards, and Neighborhood Design" and Chapter 6, "Parks, Paths, Trails, and Trees." The central park blocks are designed to provide multiple public benefits, including for recreation; stormwater runoff, infiltration, and groundwater recharge; flood control; aesthetic relief; and bicycle and pedestrian trail connections to the perpendicular north-south roadways, schools, and Class I multi-use path along Moore Road.
6.F.13	Meeting Federal stormwater quality requirements. When necessary to meet federal stormwater quality requirements, establish a storm drain utility to address these requirements on a citywide basis.	Existing facilities and planned improvements are described in Chapter 7, "Infrastructure and Public Services." New development will comply with existing State and federal regulations. The EIR prepared for the Specific Plan describes existing regulatory requirements pertaining to pollutant discharge.
Goal 6.G Ensure the safe and efficient disposal, composting, or recycling of solid waste generated in Ceres.		
6.G.1	Waste and Recycling at New Development. Require waste and recycling collection in all new development, and require that all new development complies with applicable provisions of the City of Ceres Source Reduction and Recycling Element and the Stanislaus County Integrated Waste Management Plan.	As required by the City, new development in Whitmore Ranch shall be provided with waste collection and pay for its fair share of public services. The Stanislaus County Integrated Waste Management Plan (IWMP) and City of Ceres Source Reduction and Recycling Element are designed to reduce the amount of solid waste that

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		is generated and/or requires disposal through a variety of programs, including source reduction, recycling, and composting, and safe transformation and land disposal of solid wastes. According to the IWMP and the City Element, 20 to 50 percent of waste must be recycled. Future projects developed within the Specific Plan will be required to comply with all applicable local and State regulations for waste management.
6.G.4	Screening of Waste, Composting, and Recycling Containers. Require screening of waste, composting and recycling containers in commercial, industrial, and multi-family residential areas from public rights-of-way.	Chapter 4, "Land Use, Development Standards, and Neighborhood Design," provides landscaping standards to screen utilities, service areas, and other unsightly or undesirable uses.
Goal 6.H Promote adequate levels of service for utilities provided by private companies and minimize negative effects on surrounding development during utility construction.		
6.H.1	Coordinate Utility Planning. Work closely with utility companies to coordinate on the planning of major development projects	Utility companies have been contacted and have provided the Specific Plan Area with "will serve" letters. Existing facilities and planned improvements are described in Chapter 7, "Infrastructure and Public Services."
6.H.2	Undergrounding of Utilities. Require the undergrounding of utilities for all new development.	Existing facilities and planned improvements are described in Chapter 7, "Infrastructure and Public Services."
Goal 6.J Provide adequate police services to ensure public safety, deter crime, and meet the growing demand for services associated with increasing population and nonresidential development in the Planning Area.		
6.J.5	Designing to Improve Public Safety. Consider public safety issues and Crime Prevention through Environmental Design (CPTED) principles in all aspects of public facility, commercial, and residential project design	Crime Prevention Through Environmental Design is addressed through the configuration of streets and open space in the Land Use Plan, supported by the Neighborhood Design Guidelines, and discussed Chapter 7, "Infrastructure and Public Services."

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6.J.7	New Development Funding of Police Services. Require new development to develop or fund police facilities, personnel, operations, equipment and maintenance that, at a minimum, maintain the response standards.	Chapter 7, "Infrastructure and Public Services" includes information on public services and potential improvements. Financing is addressed in Chapter 8, "Administration and Financing." New development will construct or fund improvements necessary to mitigate the effects from the project.
Goal 6.K Protect residents of and visitors to Ceres from injury and loss of life, and protect property from fires.		
6.K.6	New Development Funding of Fire Services. Require new development to develop or fund fire protection facilities, personnel, and operations and maintenance that, at a minimum, maintains the above service level standards.	Chapter 7, "Infrastructure and Public Services" includes information on public services and potential improvements. Financing is addressed in Chapter 8, "Administration." New development will construct or fund improvements necessary to serve project demands.
Chapter 7: Economic and Community Development		
Goal 7.E Achieve fiscal sustainability while providing core public services and maintaining public facilities and infrastructure.		
7.E.3	Fair Payments. Require new development to pay its fair share of needed public facilities and infrastructure improvements through impact fees, assessment districts, and other mechanisms.	New development will construct or fund improvements necessary to serve project demands, as addressed in Chapters 7 and 8 and described above under Ceres 2035 General Plan Policy3.A.3.

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