copper trails
SPECIFIC PLAN

DRAFT | November 6, 2024

Adopted _____

Ordinance No. _____

Prepared for

City of Ceres
Community Development Department
2220 Magnolia Street
Ceres, California 95307

WOOD RODGERS

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■ BaseCamp Environmental ■

Environmental Impact Report

■ Economic & Planning Systems ■

Public Facilities Financing Plan
Fiscal Impact Analysis

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Land Use Planning
Utility Master Plans

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1 Introduction

Inside this Chapter

1.1 OVERVIEW

The Copper Trails Specific Plan (CTSP) establishes the regulatory framework for the development of an approximately 535-acre land area near the southwestern edge of the City of Ceres, west of State Route 99 and south of Service Road. The Plan Area is included in the City's General Plan planning area and is located in its Sphere of Influence (SOI), and as such, is recognized as a logical growth extension for the City.

The CTSP establishes a vision for the development plan, addressing its ultimate urban form and development pattern. Its framework is shaped by the desire to create a series of residential neighborhoods and commercial centers, which are linked to one another by a clearly-defined network of parks and trails.

As an implementation tool, the CTSP includes plans for land uses, circulation systems, parks, trails, open space areas, public services, and utility systems. At full buildout, the development plan provides for approximately 2,400 housing units in a mix of densities that support all population segments and nearly 1.2-million square feet of commercial uses. The CTSP also incorporates design guidelines for streetscapes, community identity features, and other unique aspects of the planned development. Together, these elements provide the regulatory framework that the City can use to evaluate and implement individual projects within the CTSP, helping to ensure that its buildout is consistent with the overarching vision.

1.2 SPECIFIC PLAN TOOL

A Specific Plan is a planning and regulatory tool intended to implement a City or County General Plan through the development of policies, programs, and regulations that provide an intermediate level of detail between the General Plan, Zoning Ordinance, and individual development projects.

The authority to prepare and adopt specific plans is set forth in the California Government Code (Planning and Zoning Law). As a mechanism for the implementation of the goals and policies of the City General Plan, State law stipulates that specific plans can only be adopted or amended if they are consistent with the jurisdiction's adopted General Plan. This Specific Plan is consistent with the policies of the City of Ceres General Plan, as well as other applicable State and local regulations. Chapter 10, Implementation, provides additional details regarding the City's authority to adopt the Copper Trails Specific Plan (CTSP).

When the CTSP area was approved and subsequently annexed to the City of Ceres, the entire Plan Area was placed into a P-C (Planned Community Zone) zoning district. Consistent with the regulations for this district as outlined in Chapter 13 of the City's Zoning Ordinance (Title 18 of the Ceres Municipal Code), this allows the CTSP to function as the primary zoning tool and regulatory mechanism to implement the Specific Plan. As such, the CTSP establishes a comprehensive development plan to guide development activity in the Plan Area. It includes a development framework for land uses, circulation systems, parks and recreation, utilities, public services, and implementation. The intent is to promote the systematic and orderly development of the Plan Area, consistent with the overarching vision for the community. All subsequent development projects and related activities in the Plan Area are required to be consistent with the CTSP.

1.3 PROJECT OBJECTIVES

The CTSP's development plan, including its land use organization, roadway alignments, and resulting balance of residential and non-residential uses, has been designed to achieve the following Project Objectives:

- **General Plan Implementation:** Implement the General Plan by directing new development to the City's Sphere of Influence (SOI), consistent with City-adopted policies and regulations defined in the General Plan, Zoning Ordinance, Improvement Standards, and other applicable plans, documents, and programs.
- **Comprehensive Planning:** Prepare a Specific Plan and associated regulatory documents that create a comprehensive development plan for the orderly expansion of the City within its Sphere of Influence (SOI), consistent with the preliminary land uses identified on the adopted General Plan Land Use Diagram and as directed by General Plan policy that prioritizes growth in the City's SOI.
- **Balanced Land Use Mix:** Create a development plan with a mix of land uses that results in a balance of jobs and housing by accommodating approximately 2,400 residential units and 1.2-million square feet of non-residential, employment-generating uses, which is supported by neighborhood parks, open space areas, and public/quasi-public uses.
- **Housing Diversity:** Designate areas for construction of a diverse array of housing types that provide housing choices in varying densities for all market segments, including opportunities for single-family homes in conventional and compact development patterns, townhomes, apartments, as well as opportunities for rental units and affordable housing consistent with the City's General Plan.
- **Regional Housing Needs Allocation:** Aid the City in achieving its fair share obligation to accommodate a percentage of the region's forecasted population growth, as mandated by the California Department of Housing and Community Development and as directed by the Stanislaus Council of Governments (StanCOG).
- **Land Use and Transportation Integration:** Provide a mixture of land uses along the Service Road transportation corridor to take advantage of higher-intensity uses in proximity to State Route 99.
- **Regional Roadway Planning:** Establish a corridor for the future widening of Service Road, including land area for a planned interchange at State Route 99 and realignment of Lucas Road.
- **Bicycle and Pedestrian Facilities:** Develop a system of multi-use trails and Class II bikeway facilities that create alternative transportation modes within the Plan Area and allow for connections to existing/planned bicycle/pedestrian facilities in the City.
- **Backbone Infrastructure:** Create a development plan that can be implemented in a phased manner and provides utility services via existing and planned infrastructure, which facilitates the logical, orderly expansion of the City adjacent to existing, urbanized areas.
- **Economic Viability:** Implement a public facilities financing plan with logical development phases that enables the Plan Area to develop in an economically-feasible manner.
- **Fiscal Responsibility:** Create a development plan that can be implemented in a fiscally-responsible manner, with neutral or positive fiscal impacts to the City and with identified revenue sources for the long-term maintenance of park facilities, open space areas, trails, landscape corridors, public services, and infrastructure.

1.4 SPECIFIC PLAN ORGANIZATION

The Copper Trails Specific Plan is organized into the following chapters:

Chapter 1: Introduction

Provides an overview of the Specific Plan's regulatory framework, purpose as an implementation tool, and Copper Trail's project objectives.

Chapter 2: Setting & Context

Illustrates the project's location relative to the City of Ceres, and describes the project site's existing conditions and uses, opportunities and constraints, relationship with surrounding uses, and factors that influenced the development plan.

Chapter 3: Community Vision

Describes the overarching project vision, organizing principles, and community form elements that shape the development plan.

Chapter 4: Land Use

Provides a land use diagram illustrating location and distribution of land uses, including descriptions, development assumptions, permitted uses, and development standards for all land uses.

Chapter 5: Circulation

Outlines the Plan Area's automobile circulation system including roadway classifications, street hierarchy, and design sections for each street type with standards for automobile travel lanes, bike lanes, and sidewalks. Also addresses provisions for public transit.

Chapter 6: Parks, Trails & Trees

Describes all park & recreation facilities and open space areas identified on the development plan, including trail alignments for bicycle and pedestrian mobility through the Plan Area. Provides design guidance for the public realm, with provisions for streetscape landscaping, community identification monumentation, walls & fences, and lighting.

Chapter 7: Utilities

Provides preliminary designs for backbone infrastructure improvements, including plans for the CTSP's potable water, wastewater, and storm drainage utility systems. Also outlines plans for solid waste service and dry utilities, including energy, voice, and data communications.

Chapter 8: Public Services

Describes the approach and plans for various public services, including schools, library services, law enforcement, and fire and emergency services.

Chapter 9: Design Guidelines

Provides guidance for the design of the Plan Area's residential uses, including neighborhood design and home architecture, as well as guidance for commercial uses to address site design and building architecture.

Chapter 10: Implementation

Describes the components that implement long-term project build-out, including the Specific Plan's regulatory authority and relationship to City plans and policies, infrastructure phasing, financing and maintenance of public improvements, subsequent entitlements and approvals, and amendment procedures.

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Setting & Context

Inside this Chapter


CERES
El Camino Ave
Fourth St

2.1 PROJECT LOCATION

The Copper Trails Specific Plan (CTSP) area is a proposed project for annexation to the City of Ceres. Regionally, Ceres is located within the San Joaquin Valley in central Stanislaus County, approximately 35 miles south of the City of Stockton and 10 miles north of the City of Turlock, along State Route 99. The City is nearly 9.4 square miles in size and is immediately adjacent to the southern edge of the City of Modesto.

Locally, the CTSP is located to the southwest of the City of Ceres, approximately one mile south of downtown. The Plan Area's boundaries are generally formed by Lucas Road and Mitchell Road to the east, Service Road to the north, Blaker Road to the west, and Turlock Irrigation District (TID) Canal Lateral #2 to the south. At the time of Specific Plan approval, the entire Plan Area was located in unincorporated Stanislaus County and within the City of Ceres' Sphere of Influence (SOI) and General Plan planning area.

Figure 2-1 shows the project's regional location relative to surrounding communities and major roadway corridors. Additionally, Figure 2-2 shows the Plan Area locally relative to the City of Ceres.

FIGURE 2-1: REGIONAL VICINITY

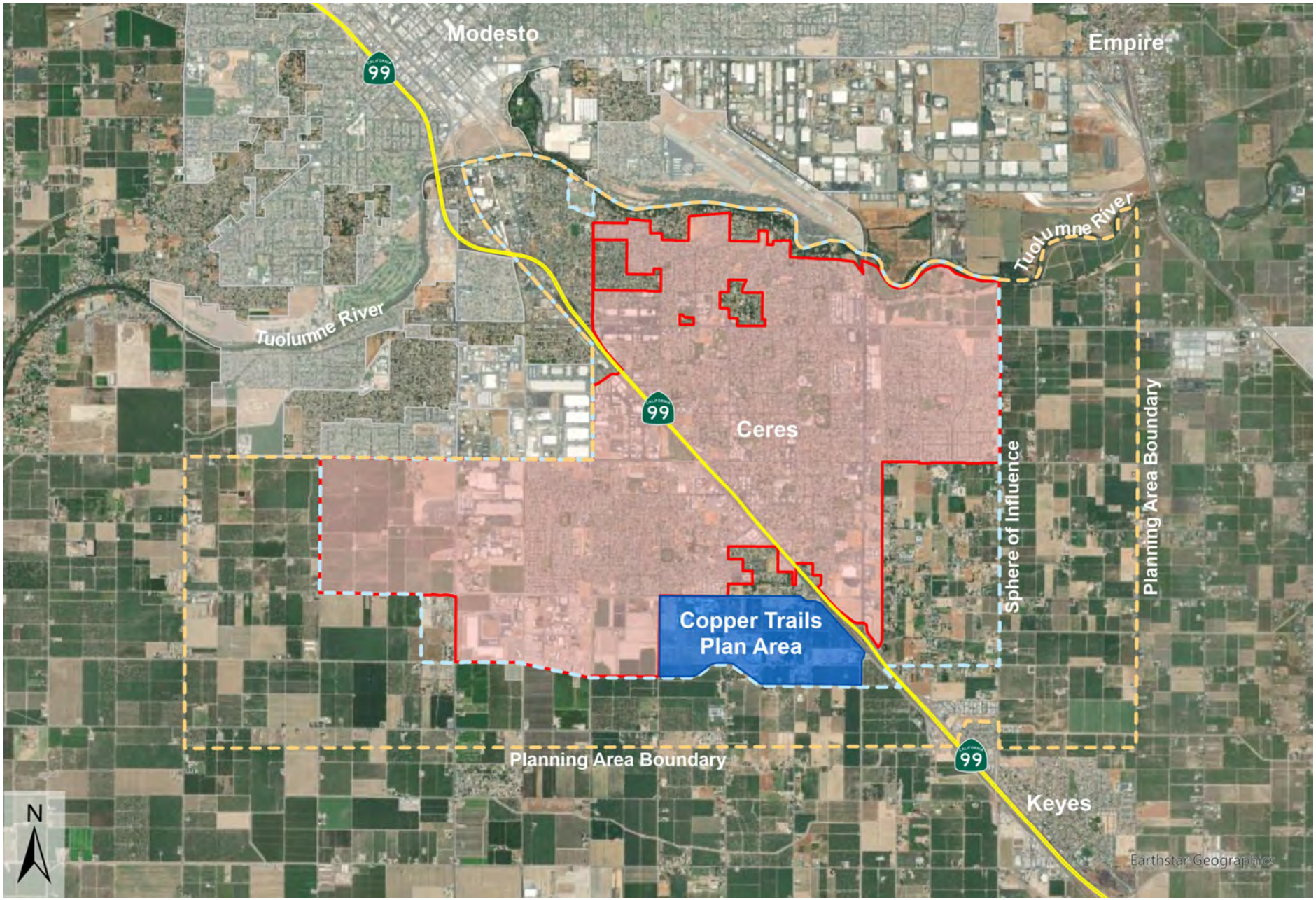

FIGURE 2-2: PLAN AREA LOCATION

2.2 SITE CONDITIONS & USES

At approximately 534.6 acres, the Plan Area is comprised of multiple properties ranging in size from approximately two to 35 acres. Land forms are characterized by relatively flat topography with elevations ranging from approximately 91 feet in the eastern area near SR-99, to 80 feet in the west area near Blaker Road. While mostly level, existing terrain includes gentle slopes and generally falls in an east-to-west direction.

The Plan Area is primarily comprised of agricultural uses, including row crops and orchards, with a mix of rural residential uses spread throughout. Most residential uses consist of ranchette housing, some of which are clustered along small segments of Central Avenue and E. Redwood Road. Two schools are sited within the Plan Area, which include Central Valley High School located at the southwestern corner of the intersection of Service Road and Central Avenue, and Hidahl Elementary School located along the north edge of E. Redwood Road, just east of Central Avenue. Additionally, the Ceres Sports Arena is located along the eastern edge of the Plan Area, at the intersection of Mitchell Road and Lucas Road.

Southwest view from intersection of Service Road and Moffett Road

Southeast view from intersection of Service Road and Blaker Road

Northeast view of Plan Area from Blaker Road and TID Lateral #2

Eastward view of Plan Area from intersection of Central Avenue and E. Redwood Road

Northwest view of TID Lateral #2 and powerline corridor from Mitchell Road

Northwest view from intersection of Lucas Road and Mitchell Road

2.3 RELATIONSHIP TO SURROUNDING USES

The Copper Trails Specific Plan area is situated immediately adjacent to the southern edge of the City of Ceres, west of SR-99. As illustrated in Figure 2-2, the Plan Area is located entirely within the City's SOI and General Plan planning area. The City's adopted General Plan Land Use Diagram provides preliminary land use designations for the Plan Area, which includes a mixture of residential, commercial, and public/quasi-public uses.

The Plan Area is surrounded by urbanized land uses to the north, west, and east, and agricultural uses to the south. Immediately north of the CTSP, existing development is comprised of a mixture of residential uses, with a limited number of commercial and quasi-public uses. The City's wastewater treatment plant is located to the west and existing/planned commercial uses are located to the east, across SR-99. Agricultural and rural residential uses are located to the south of the Plan Area, however the City's General Plan Land Use Diagram indicates that, within the City's SOI, future urbanization could accommodate a mixture of residential, park, and school uses.

Notable physical features, developed areas, and planned improvements in proximity to the CTSP area include:

- State Route 99 is located east of the Plan Area, adjacent to the eastern edge of the UPRR corridor.
- The Union Pacific Railroad (UPRR) corridor is located immediately east of the Plan Area, along the eastern edge of Lucas Road.
- A new highway interchange is planned at the intersection of SR-99 and Service Road, which will provide reconfigured roadway access to development within the CTSP.
- Central Avenue provides direct access from the Plan Area to downtown Ceres, which is located approximately one mile to the north.
- A small pocket of light industrial and commercial uses are located north of Service Road, adjacent to SR-99.
- TID's Lateral #2 canal extends along the Plan Area's southern edge, north of Gondring Road, and a portion of the Plan Area's eastern edge, along the eastern edge of Mitchell Road.
- A series of overhead high-tension powerlines and associated support poles are located along a portion of the Plan Area's southern boundary, adjacent to TID Lateral #2.
- An above-ground water storage tank and associated groundwater well are located near the northwestern corner of the Plan Area, southwest of the intersection of Service Road and Blaker Road.
- The Ceres Wastewater Treatment Plant (WWTP) is located immediately west of the Plan Area along the western edge of Blaker Road.

Existing and planned land uses, including on- and off-site features, are identified on the Site Opportunities and Constraints exhibit illustrated in Figure 2-3.

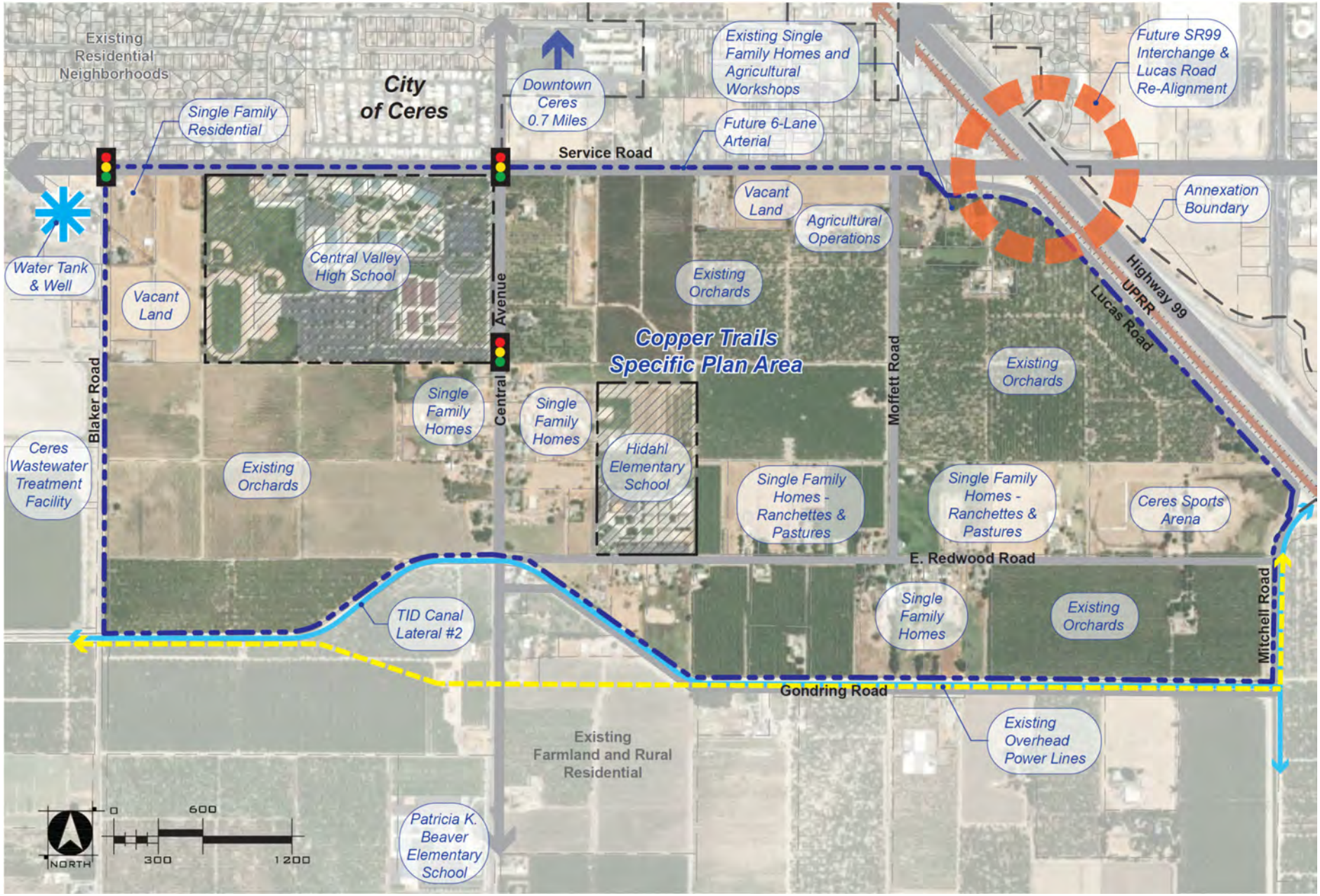

FIGURE 2-3: SITE OPPORTUNITY & CONSTRAINTS

2.4 FACTORS INFLUENCING THE DEVELOPMENT PLAN

Copper Trails' development plan was influenced by several factors, which are reflected in the organization and mix of land uses, and the roadway alignments on the land use plan. Some of these factors were physical, with the development plan influenced by existing features that created various site constraints or locational opportunities. Other factors that influenced the Specific Plan were reflective of City General Plan policies and property owner objectives. The key elements that bear importance to the final development plan include:

- **Planning Area/SOI Land Use Designations:** The City's adopted General Plan Land Use Diagram includes preliminary land use designations for areas outside the City limits, but within its SOI and Planning Area. The development plan was designed to be consistent with these preliminary designations, which includes Regional Commercial uses along SR-99, residential uses surrounding schools, a system of well-distributed parks, and a mix of supporting uses.
- **General Plan Goals & Policies:** The development plan was designed to implement applicable General Plan goals and policies that seek to prioritize growth in the City's SOI, to provide a range of housing types and densities, to utilize mechanisms such as a Specific Plan to comprehensively plan for new neighborhood developments, and to ensure that new development be implemented with fiscal responsibility.
- **Project Objectives:** The project objectives influenced the development plan in several manners, such as providing a balanced mix of land uses, establishing areas for new housing, creating opportunities for a diverse array of housing types, and developing corridors for an interconnected network of bicycle/pedestrian trails.
- **Interface with City of Ceres:** The northern edge of the Plan Area is contiguous with several residential neighborhoods in the City of Ceres. In addition, the alignments of Service Road, Central Avenue, and Blaker Road provide opportunities for street and utility connections between the CTSP and Ceres' existing roadway network. The CTSP's development plan incorporates low-density residential uses along its northern edge to create a compatible interface with existing uses in the City.
- **Physical Site Features:** The Plan Area includes several physical attributes that influenced the land use planning effort. Existing developed areas including single family homes and schools affected the siting of residential land uses. Additionally, features such as TID's Lateral #2 canal and powerline corridors influenced the location of parks and trail corridors. Collectively, these physical site constraints influenced how land uses throughout the site were placed.
- **SR-99/Service Road Highway Interchange:** A new roadway interchange is planned at the Service Road overcrossing of SR-99. This facility is planned to enhance automobile access to/from the City's southern-most highway access point. The development plan responds to this planned interchange by incorporating realigned roadway corridors where needed in proximity to SR-99 and Service Road.
- **Ceres Wastewater Treatment Plant:** The City's wastewater treatment plant (WWTP) is located to the west of Plan Area along Blaker Road. In response to this existing facility, parks and landscape corridors were included in the land use plan to create a spatial buffer between the WWTP and planned residential uses.
- **Regional Housing Needs Allocation:** The Stanislaus Council of Governments has adopted a Regional Housing Needs Plan that specifies the amount of housing that Stanislaus County must plan to provide. This includes an allocation that constitutes the City's "fair share" of the regional housing need. To help the City meet these requirements, the CTSP's development plan designates land areas for the construction of 2,392 new residential units, of which approximately 46% are allocated for housing at densities of 20 du/ac or greater.

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3

Community Vision

Inside this Chapter


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CHIPOTLE
menchie's
frozen yogurt
Jamba Juice
Mike's
140

3.1 VISION FOR COPPER TRAILS

The overarching vision for the Copper Trails Specific Plan (CTSP) area is to foster new development that upholds Ceres' small town character while complementing the more modern, conventional style of development patterns of the City's southern area. The CTSP's location functions as a logical expansion area for the City and its design builds upon the existing urban framework to create a visually-integrated master-planned community. This new development area is envisioned to enhance Ceres' sense of identity while providing a diversity of places for people to live, work, and shop. Several key elements define the vision for Copper Trails and its relationship to the City's existing core.

The most prominent element of the development plan is a regional commercial center at the southern gateway into the City. This is contemplated as a large-scale commercial destination point with "big-box" anchor retailers, restaurants, hotels, offices, and other use types that can benefit from exposure to high traffic volumes along the Highway 99 corridor. Further, the mix of non-residential uses creates employment opportunities, provides places to shop and dine, and expands the City's tax base.

In addition, Copper Trails establishes an area that will help the City achieve its housing goals by providing places for new residential neighborhoods. Consistent with the City's past practice of emphasizing high-quality neighborhood design, residential development is to have visually appealing streetscapes framed by homes that are contextually appropriate to the City's established development patterns and neighborhood design. The intent is for the Copper Trails area to build out over time and become one of the City's most desirable areas to live.

Finally, the development plan incorporates a "green" network of parks, trails, and trees that provide a "backbone" of interconnected landscaped corridors that link residential neighborhoods with recreational amenities and schools. This network is anticipated to visually define Copper Trails' distinct sense of place while providing a plan-wide amenity that benefits new residents in the Plan Aera.

Combined, these elements lay a framework for Copper Trails to become a balanced community, with a range of services, amenities, and residential areas that can help the City of Ceres achieve its General Plan goals of accommodating growth along its southern edge.

3.2 COMMUNITY FORM & DESIGN

Copper Trails' visual character is defined by several placemaking elements that include a regional commercial core, a series of diverse residential neighborhoods, and an interconnected network of parks and trails. The Plan Area's commercial core and residential neighborhoods are envisioned to have strong connectivity with one another, utilizing a comprehensive trail network that intentionally places new homes in walking and biking proximity to schools, parks, and neighborhood services.

The organizing principles for Copper Trails' development plan respond to several key influences described in Chapters 1 and 2. These include the Project Objectives in Section 1.3, as well as several factors outlined in Chapter 2, Setting & Context. These influential components shaped the foundation for the CTSP's overall form and development pattern. Factors influencing the community form elements include physical site features, adjacent development patterns, existing and planned roadways, and General Plan policy guidance for new growth areas in the City's Sphere of Influence.

For purposes of defining the organization of the community, the Copper Trails land use plan provides for several key community form elements:

- Regional Commercial Core
- Diverse Residential Neighborhoods
- Parks & Trails Network

These community form elements are reflected on Figure 3-1.

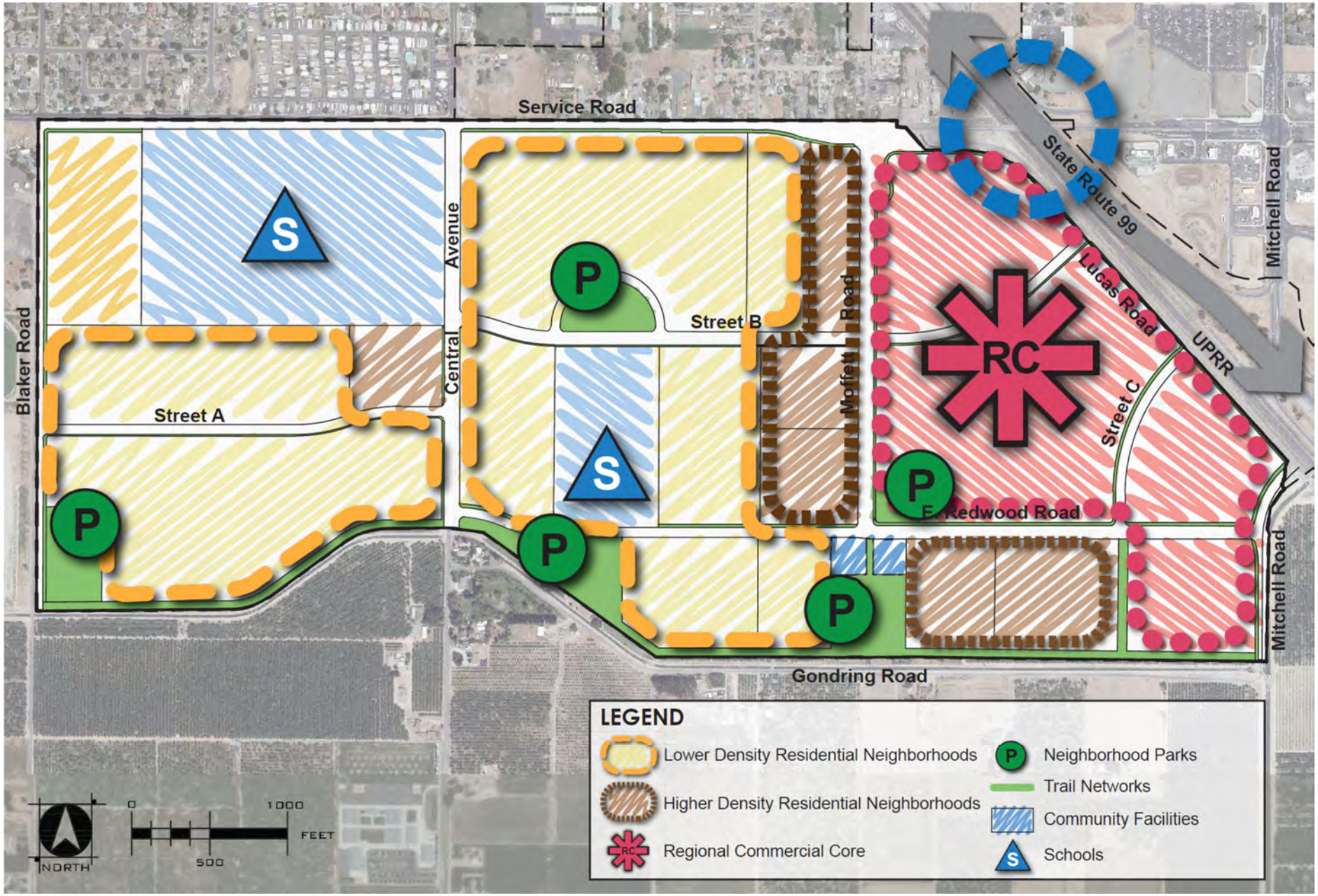

FIGURE 3-1: COMMUNITY FORM ELEMENTS

A. Regional Commercial Core

One of the predominant elements defining Copper Trails' urban form is a large-scale, regionally-serving commercial core sited at the crossroads of Highway 99 and Service Road. This location capitalizes on the Plan Area's significant visibility to the adjacent highway corridor and future access via a new interchange planned at intersection of SR-99 and Service Road.

The Regional Commercial Core functions as the CTSP's primary economic employment and commercial district by providing approximately 107 acres of land designated for non-residential uses. Specific Plan parcels are organized within the confines of SR-99, Service Road, and Moffett Road, with a network of internal streets to enhance mobility and access throughout. Combined, these sites support over 1.1-million square feet of non-residential uses. The intent is to capitalize on its exposure to the high volume of passing vehicular traffic and to provide commercial/employment uses that cater to both local residents and regional travelers.

When developed, Copper Trails' commercial core is contemplated to support a variety of large-scale, "big-box" retailers, neighborhood-serving commercial establishments and services, restaurants, and hotels. Depending on the ultimate demand for commercial uses at this location, the vision is that development regulations can be implemented with flexibility, allowing portions of the area to be developed with professional office uses and potentially mixed-use and/or higher-density residential uses. While the ultimate mix of uses is anticipated to vary, full buildout of the commercial core is envisioned to become a major retail anchor and destination point that defines the City's southern gateway.

Large format "big box" stores in aggregated commercial centers


Regional-serving hotels and hospitality


Professional office buildings


Neighborhood-serving shops and services

Restaurants and drive-through eateries

B. Diverse Residential Neighborhoods

A mixture of residential land uses is envisioned to allow Copper Trails' neighborhoods to develop with a wide array of housing types. The intent is to expand the City's available housing choices in a manner that supports the needs of all market segments. Residential densities, while varied through the Plan Area, are intentionally directed to key locations where they respond appropriately to existing and planned adjacent land uses.

In general, higher density residential uses are focused to the eastern portion of the Plan Area, where located in proximity to SR-99 and the Regional Commercial Core. Depending on the land use designation, these areas support a mixture of single and multi-family housing with options for apartments, condominiums, townhomes, and detached homes on compact lots. Lower density neighborhoods are generally sited in the central and western portions of the Plan Area, in proximity to existing school facilities. In all of these areas, single-family homes are likely expected as the predominant housing type, on a mixture of larger and conventionally-sized lots.

The architectural design of homes is intended to be dynamic, with harmonious, yet different styles that collectively evoke a "built over time" appearance. Design features such as porches, front doors, and living spaces are to be oriented to the street, fostering social interaction among residents and promoting "eyes on the street" neighborhood watch. In addition, "home forward" design approaches are contemplated, making garages less visually prominent elements along the streetscape.

To achieve this vision, the CTSP incorporates design criteria for residential neighborhoods that focus on the public realm, the street, and how it relates to the private realm, the home. This is ultimately accomplished with a combination of residential development standards, neighborhood design guidelines, and roadway design standards. Working in tandem with one another, these standards and guidelines seek to create a diverse array of residential neighborhoods throughout the Copper Trails Plan Area.

Conventional single-family detached homes in low-density residential neighborhoods

Small-lot single-family homes in medium-density residential neighborhoods

Multi-family attached dwelling units in high-density residential neighborhoods

C. Parks & Trails Network

A comprehensive network of parks, trails, and recreational amenities are planned throughout the Copper Trails Plan Area, which are intended to help establish a communal sense of neighborhood ownership. Five neighborhood parks are provided, ranging between approximately 2 and 6 acres in size. Parks are spaced throughout the residential neighborhoods in a manner that places them in walkable proximity to homes and schools. Parks are anticipated to include a combination of active and passive facilities, supporting multiple recreational needs of surrounding residential neighborhoods. Parks also provide spaces for stormwater detention and conveyance facilities.

As a means to connect Copper Trails' neighborhoods parks and enhance the community's recreational amenities, open space corridors are also planned throughout the Plan Area to link parks with residential neighborhoods and the Regional Commercial Core. Located along internal street corridors and the southern TID canal, these corridors are designed as linear parkways with landscaping, informal seating areas, and multi-use trails that can be shared by pedestrians and bicyclists. As a whole, the system of parks and trails is envisioned as highly-accessible and prominent green network that provides a visual backbone to Copper Trails' urban form and character.

Large open turf areas for field sports and active play

Tot lots and playgrounds in centrally-located neighborhood parks

Multi-use trail networks that link schools, parks, and residential neighborhoods

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Land Use

Inside this Chapter

4.1 OVERVIEW

The Copper Trails Specific Plan provides for a mix of land uses to achieve the community vision illustrated in Chapter 3 and the project objectives outlined in Chapter 1. Land uses consist of several residential designations including low-, medium-, and high-density residential uses, a commercial designation for regional commercial uses, and various public/quasi-public designations for school, park, open space, and public facility uses.

At full buildout, the CTSP Land Use Plan accommodates development of approximately 2,392 single- and multi-family dwelling units in densities ranging from 4 to 30 units per acre (du/ac), ultimately housing approximately 6,755 residents. In addition, the CTSP adds nearly 1.2-million square feet of retail and office uses, creating approximately 2,339 jobs, assuming one job for every 500 sq. ft. of commercial space developed in the Plan Area.

4.2 LAND USE PLAN & DEVELOPMENT ESTIMATIONS

The Copper Trails land use plan defines the parcel boundaries, acreages, land use designations, and development estimations for each use in the Plan Area. Because land use planning has been conducted at a Specific Plan level, it is anticipated that minor adjustments to parcel boundaries and associated acreages could occur as tentative subdivision maps are processed and improvement plans for roadways are approved. Provisions for these types of adjustments are outlined in Chapter 10, Implementation.

This section describes the CTSP's land uses, which are to be implemented with the permitted uses and development standards listed for each designation. The list of permitted uses and development standards for each land use designation function as the zoning regulations for development projects and contain details regarding allowable uses, yard setbacks, site coverage, building height, etc. In addition, the Design Guidelines in Chapter 9 provide supplemental information regarding the design expectations for development projects.

The development plan for Copper Trails consists of the following:

- **Land Use Plan (Figure 4-1):** Diagram showing roadway alignments, specific plan parcel boundaries, and land use designations.
- **Land Use Summary (Table 4-1):** Table summarizing total acreage for each land use, including residential and non-residential development assumptions for each.

Development Estimations & Assumptions

As shown in the Land Use Summary in Table 4-1, each land use designation includes an "estimated" density and/or FAR, which is used to derive the total residential unit allocation and square footage assumption for each use type. These density/FAR allocations are applied to the net area of individual Specific Plan parcels in order to generate their precise dwelling unit/sq. ft. allocation. For instance, a 10-acre MDR parcel, which has an assumed density of 9.0 du/ac, would have an allocation of 90 units. If the calculation for an individual parcel results in a fractional number, its development allocation is derived by rounding to the nearest whole unit/sq. ft. Development on any given Specific Plan parcel should not exceed the development allocation except as allowed by Section 10.10 (Residential Unit Transfers & Density Blending), by density bonuses allowed under State and local laws, or as approved by the Community Development Director.

Specific Plan Zoning

When the Copper Trails Specific Plan area was annexed to the City of Ceres, the entire Plan Area was placed into a P-C (Planned Community Zone) zoning district. Consistent with the regulations for this district as outlined in Chapter 13 of the City's Zoning Ordinance (Title 18 of the Ceres Municipal Code), this allows the CTSP to function as the primary zoning tool and regulatory mechanism to implement the Copper Trails development plan. As such, development activity is subject to the permitted uses and development standards contained in this chapter.

TABLE 4-1: LAND USE SUMMARY

Land Use Designation	Acres	% of Total	Estimated Density/FAR	Dwelling Units	Square Footage	% of Total Units
Residential Uses						
LDR - Low Density Residential (up to 7.0 du/ac)	177.6 ac	33.2%	±5.5 du/ac	988 du		41.3%
MDR - Medium Density Residential (7.1-12.0 du/ac)	37.6 ac	7.0%	±9.0 du/ac	338 du		14.1%
MHDR - Medium-High Density Residential (12.1-20.0 du/ac)	16.8 ac	3.1%	±20.0 du/ac	336 du		14.0%
HDR - High Density Residential (20.1-30.0 du/ac)	28.9 ac	5.4%	±25.0 du/ac	730 du		30.5%
Subtotal	*260.9 ac*	*48.8%*		*2,392 du*		*100.0%*
Commercial and Employment Uses						
RC - Regional Commercial (up to 0.5 FAR)	106.5 ac	19.9%	±0.25 FAR		1,169,586 sf	
Subtotal	*106.5 ac*	*19.9%*			*1,169,586 sf*	
Park, Open Space & Public Uses						
P/OS - Parks & Open Space	42.4 ac	7.9%				
CF - Community Facilities	3.4 ac	0.6%				
ES/HS - Schools	74.1 ac	13.9%				
Subtotal	*119.9 ac*	*22.4%*				
Other						
ROW/LS - Major Roadways / Landscape Corridors	47.3 ac	8.8%				
Subtotal	*47.3 ac*	*8.8%*				
Total	**534.6 ac**	**100.0%**		**2,392 du**	**1,169,586 sf**	**100.0%**

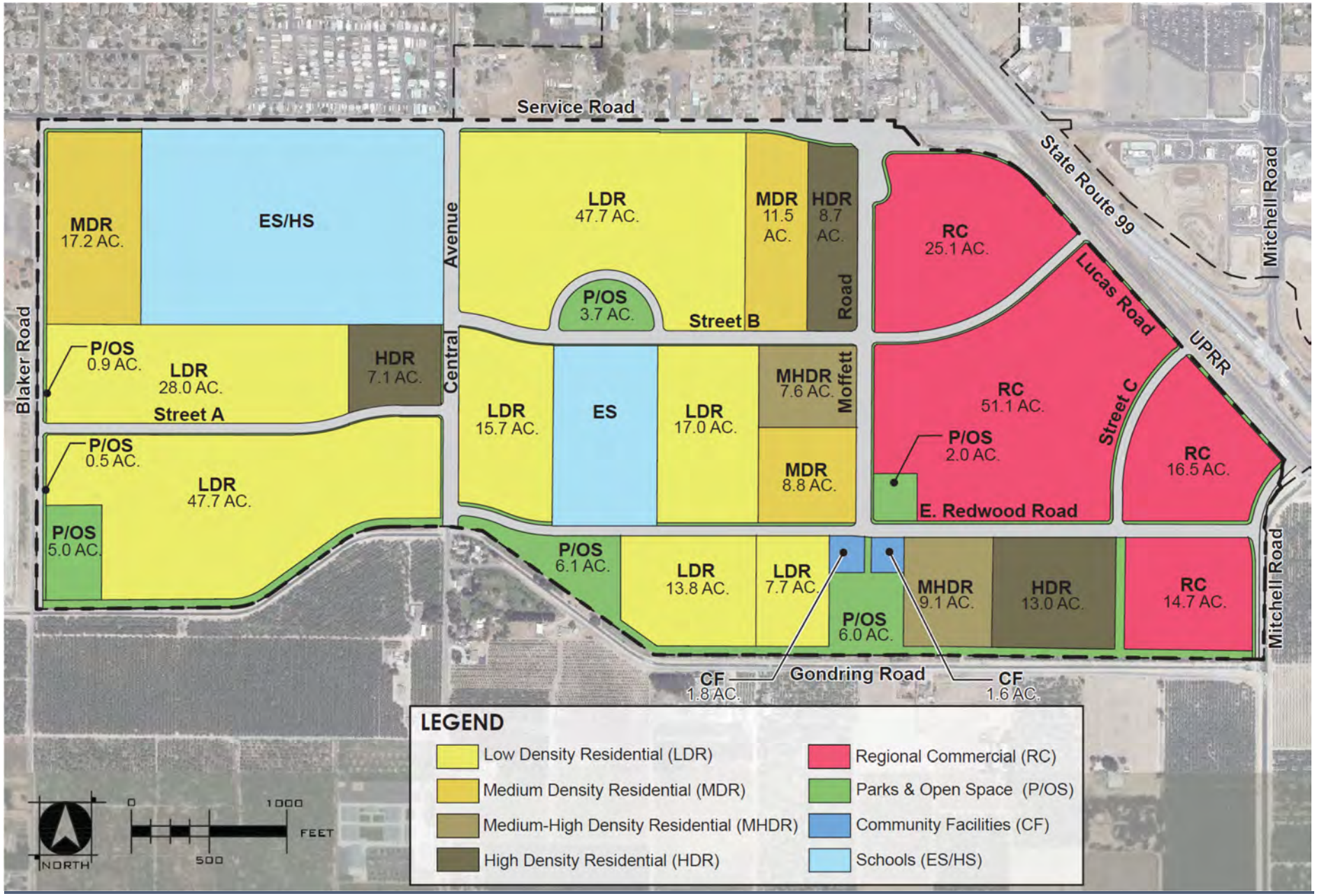


FIGURE 4-1: LAND USE PLAN

4.3 RESIDENTIAL USES & DEVELOPMENT REGULATIONS

The CTSP's residential uses support an array of housing types by utilizing several residential land use designations that collectively encourage a diverse mix. This is comprised of Low Density Residential (LDR), Medium Density Residential (MDR), Medium-High Density Residential (MHDR), and High Density Residential (HDR) land uses, each with a unique density range that allows for a mixture of lot sizes that can accommodate a variety of housing types. Coupled with the land use specifications and development regulations outlined in this section, the CTSP includes Design Guidelines that help ensure that neighborhoods and home architecture are designed in a manner that uphold the desired community vision.

Approximately 55% of Copper Trails residential units are designated for LDR and MDR uses, with the remaining 45% planned for MHDR and HDR uses. The majority of the residential neighborhoods are envisioned to consist of conventional-style detached housing units on both large and small lots. However, in proximity to planned regional commercial centers, higher-density residential uses are planned, which provides for units on smaller lots for detached cluster housing, attached and detached townhomes, and multi-family units.

Information about each residential land use, including allowable density ranges, permitted uses, and development standards, is outlined in this section.

A. Low Density Residential (LDR)


Density Range

- Permitted: Up to 7.0 du/ac

Description

The Low Density Residential (LDR) land use designation supports single-family detached homes on conventional lots within the density range noted above. Lot sizes typically range between 4,500 and 7,500 square feet, but could be smaller or larger depending on site slope, natural features, and neighborhood design. Typical housing product types include front-loaded, alley-loaded, or clustered, single-family detached units.

Development Regulations

All LDR parcels are subject to the development regulations noted below:

- **Permitted Uses:** See Table 4-2
- **Development Standards:** See Table 4-3

B. Medium Density Residential (MDR)


Density Range

- Permitted: 7.1 to 12.0 du/ac

Description

The Medium Density Residential (MDR) land use designation primarily accommodates single-family detached homes, but also attached homes. Lot sizes are typically smaller than those in LDR areas, which allows greater densities per the range outlined above. Single-family detached housing can be supported on standard or alley-loaded lots, courtyard lots, green court lots, auto courts, alley/pocket/courtyard clusters, zero-lot lines, or z-shaped lots. Attached single-family homes and multi-family units can be accommodated at the upper limits of the permitted density range, which could take the form of duet/half-plex homes, attached townhomes, row houses, and condominiums.

Development Regulations

All MDR parcels are subject to the development regulations noted below:

- **Permitted Uses:** See Table 4-2
- **Development Standards:** See Table 4-3

C. Medium-High Density Residential (MHDR)


Density Range

- Permitted: 12.1 to 20.0 du/ac

Description

The Medium-High Density Residential (MHDR) land use designation accommodates both single-family detached homes and attached homes. At the lower end of the density range, single-family detached homes can be accommodated on conventional and/or alley-loaded small lots, which may take the form of cluster housing such as homes that are accessed via l-courts or T-courts. At the upper end of the density range, housing likely consists of attached single-family and/or multi-family units such as multi-plex and live/work homes, townhomes, row houses, multi-level condominiums, and apartment buildings. In addition, multi-family housing in this land use designation can provide for both a mix of for-sale and for-rent units in support of the CTSP's housing strategies.

Development Regulations

All MHDR parcels are subject to the development regulations noted below:

- **Permitted Uses:** See Table 4-2
- **Development Standards:** See Table 4-3

D. High Density Residential (HDR)


Density Range

- Permitted: 20.1 to 30.0 du/ac

Description

The High Density Residential (HDR) land use designation accommodates attached housing within the density range noted above. The types of housing units that can be accommodated include attached courtyard/alley/pocket cluster homes, multi-plex and mid-rise buildings, live/work and loft units, townhomes, condominiums, garden-style apartments, and podium design apartments/condominiums. In addition, these types of multi-family housing can provide for both a mix of for-sale and for-rent units in support of the CTSP's housing strategies.

Development Regulations

All HDR parcels are subject to the development regulations noted below:

- **Permitted Uses:** See Table 4-2
- **Development Standards:** See Table 4-3

E. Residential Permitted Uses & Development Standards

Development of any Specific Plan parcel with a designation of LDR, MDR, MHDR, or HDR is subject to the permitted uses and development regulations outlined in this subsection. These regulations supersede those in the City's Zoning Ordinance, and where the CTSP's provisions differ from those in the Zoning Ordinance, such as building setbacks or landscape standards, the CTSP's standards prevail. However, where a standard is not addressed in the CTSP, the City's Zoning Ordinance shall apply.

Permitted Uses

Table 4-2 outlines the permitted and conditionally-permitted uses for residential parcels. None other than the uses listed in this table are permitted, subject to City review shown for each use, and any applicable standards and provisions in the Specific Plan. The Community Development Director shall have the discretion to permit land uses that are not listed if they are consistent with the intent of the Residential designations, pursuant to Section 18.04.080 of the Ceres Zoning Ordinance. The Community Development Director may also forward questions about equivalent uses to the Planning Commission for a determination.

Development Standards

For residential Specific Plan parcels, development standards are provided in Table 4-3 that are specific to each of the CTSP's residential land use designations. All buildings, structures, and accessory structures shall conform to these standards unless otherwise noted and/or allowed via an approved deviation permitted pursuant to Chapter 10, Implementation. For public/quasi-public use types that are permitted in residential land uses, refer to Sections 18.08.060, 18.11.060, or 18.12.060 of the City's Zoning Ordinance for applicable development standards.

TABLE 4-2: RESIDENTIAL PERMITTED USES

Use	LDR	MDR	MHDR	HDR
Residential Use Types				
Single-family detached dwellings	P	P	--	--
Single-family attached dwellings	--	C	P	P
Two-family dwellings	P	P	P	C
Multiple-family dwellings	--	C	P	P
Group and cluster dwellings, condominiums	C	P	P	P
Residential care facilities, State licensed	P	P	P	P
Supportive housing	C	C	C	P
Transitional housing	C	C	C	P
Boarding house or rooming house	C	C	C	C
Accessory or junior dwelling unit	Per CMC Section 18.28.060			
Public/Quasi-Public Use Types				
Child care facilities, State licensed	C	C	C	C
Churches (w/ 1-acre lot size min.)	C	C	P	P
Educational institution	C	C	C	C
Parks and playgrounds, public	P	P	P	P
Public buildings and utility substations	P	P	P	P
Schools, private	C	C	C	C
Schools, public	P	P	P	P

Use	LDR	MDR	MHDR	HDR
Accessory Use Types				
Garage, private	P	P	P	P
Accessory Structures (up to 120 sq. ft.)	P	P	P	P
Home occupations	Per CMC Section 18.02.010			
Kennels	Per CMC Section 18.28.080			
Outdoor storage units & shipping containers	Per CMC Section 18.28.110			
Signs	Per CMC Chapter 18.26			
Subdivision tract sales offices, signs, flags and temporary construction job site trailers	Per CMC Chapter 18.38			
Swimming pools	P	P	P	P
Other Uses				
Any other uses similar in nature, function, and operations to the permitted, conditionally permitted, and accessory uses listed above.	Subject to review and approval by Community Development Director			

Table Notes:

- "P" = Permitted Use; "C" = Conditionally Permitted Use; "--" = Not Permitted
- Some uses subject to Title 18, Zoning, of Ceres Municipal Code (CMC) as referenced.

TABLE 4-3: RESIDENTIAL DEVELOPMENT STANDARDS

	LDR	MDR	MHDR [4, 5]	HDR [5]
Lot Size and Building Intensity				
Lot Area (minimum)	3,500 sf	2,500 sf [9]	2,000 sf [9]	n/a
Lot Coverage (maximum)	60%	70%	n/a	n/a
Width, Interior Lot (minimum) [1]	45'	35'	35'	n/a
Width, Corner Lot (minimum)	55'	45'	45'	n/a
Front Setback [2]				
To living area	15'	15'	15'	40'
To porch or ground-level patio	10'	10'	10'	40'
To garage door (facing primary street)	20'	18'	18'	n/a
To street-facing wall of side-loaded garage	15'	15'	n/a	n/a
To accessory structure (facing street)	35'	35'	n/a	n/a
Side Setback [2]				
Interior side	5'	4'	4'	20' [3]
Street side to living area on corner lot	10'	10'	10'	50'
To porch or ground-level patio (facing street)	10'	10'	10'	45'
To accessory structure (interior lot)	5'	5'	5'	n/a
To accessory structure (facing street)	10'	10'	10'	50'
Rear Setback				
To living area: 1st floor	15'	10'	10'	20' [3]
To garage	10'	4'	4'	n/a
To accessory structure	5'	5'	5'	10' [3]
Building Height				
Height (maximum)	35'	35'	50'	50'
Parking Spaces (minimum)				
Resident	2 in garage	2 in garage	Varies [7]	Varies [7]
Guest [6]	n/a	Varies [7]	Varies [7]	Varies [7]
Bicycle	n/a	Varies [8]	Varies [8]	Varies [8]

Table Notes:

1. Lot width measured at front setback line for living area.
2. Setbacks are expressed as minimum requirements and are typically measured from property line. Along street frontages, LDR and MDR setbacks measured from back of sidewalk or from back of curb where no sidewalk exists. For MDR and MHDR, interior side setbacks may be reduced to 0' provided that 8' min. building separation is maintained. For multi-family MHDR and HDR developments along public street frontages, setbacks are measured from back of curb regardless of sidewalk location.
3. For multi-family buildings, side (interior) and rear setbacks are measured as the minimum distance between building facades. Ground-level patios are exempt from this requirement provided that adequate emergency access is provided along building edges.
4. Clustered housing developments may be approved by the City with concurrent processing of a Small Lot Tentative Map to establish project-specific development standards that deviate from the typical MHDR standards outlined herein.
5. Multi-family developments shall be approved by the City to establish project-specific site design and development standards, which shall be depicted with a site plan, building elevations, floor plans, a landscape plan, and associated information deemed necessary by the City.
6. The number of guest parking spaces listed is required of each detached dwelling unit, including clustered units (l-court, T-court) which may be provided on a driveway apron. On-street parking that is located adjacent to an individual residential lot or specific plan parcel may be counted towards meeting the off-street guest parking requirement, subject to review and approval by the Community Development Director.
7. Multi-family developments shall provide one covered, off-street parking space for each unit regardless of size, plus one additional off-street parking space for units with two bedrooms or more. In addition, one guest parking space shall be provided for every four units in a multi-family complex, rounded upward to the nearest whole number. Duet developments do not require guest parking.
8. For multi-family developments, 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.
9. Lot size may be reduced to 1,800 sf (30'x60') to provide for duet housing units.

4.4 COMMERCIAL USES & DEVELOPMENT REGULATIONS

The Copper Trails development plan allocates over 100 acres for the development of commercial uses. A single land use designation, Regional Commercial (RC), accommodates a great diversity of commercial and service uses. RC sites are generally sited along the State Route 99 corridor where they have superior visibility to vehicular traffic and access via the planned SR-99/Service Road interchange. At full buildout, the CTSP's commercial parcels support nearly 1.2 million sq. ft. of commercial development.

Regional Commercial (RC)

Floor Area Ratio (FAR)

- Permitted: Up to 0.5 FAR, and up to 3.0 FAR in select cases
- Estimated: 0.25 FAR

Description

The Regional Commercial (RC) land use designation provides for a broad range of retail goods and services, which is intended to serve both area residents and those from nearby communities. Development of RC sites can accommodate different types of commercial and service uses, including those that are oriented to highway travelers, those that serve as destination shopping centers, and those that provide goods for nearby residential neighborhoods. Development is estimated to accommodate a FAR of up to 0.5, however a FAR of up to 3.0 may be permitted in select cases of substantial community benefit, provided that adequate vehicular access and adequate public safety response is maintained.

The types of uses envisioned for development of these parcels include "big-box" stores, national retailers, hotels, office buildings, entertainment venues, grocery stores, drug stores, gas stations, dining establishments, and service-type uses. Neighborhood-serving professional uses are also appropriate, which could include facilities such as medical offices, veterinarians, child care facilities, fitness centers, and similar uses. Additionally, multi-family residential uses may be permitted if included as part of a mixed-use development project.

Development Regulations

All RC parcels are subject to the development regulations outlined this subsection. Individual development projects on RC-designated Specific Plan parcels shall obtain a Use Permit and/or other applicable discretionary entitlement(s), subject to review and approval by the City.

- **Permitted Uses:** Table 4-4 outlines the permitted and conditionally-permitted uses for regional commercial parcels. None other than the uses listed in this table are permitted, subject to City review shown for each use, and any applicable standards and provisions in the Specific Plan. The Community Development Director shall have the discretion to permit land uses that are not listed if they are consistent with the intent of the RC designation, pursuant to Section 18.04.080 of the Ceres Zoning Ordinance. The Community Development Director may also forward questions about equivalent uses to the Planning Commission for a determination.
- **Development Standards:** Table 4-5 outlines the development standards appliable to Specific Plan parcels with an RC designation. These regulations supersede those in the City's Zoning Ordinance, and where the CTSP's provisions differ from those in the Zoning Ordinance, such as lot coverage or building setbacks, the CTSP's standards prevail. However, where an applicable standard is not addressed in the CTSP, the City Zoning Ordinance shall apply.

TABLE 4-4: RC PERMITTED USES

Permitted Use Types	
Office Uses	
■ Bail Bond Offices ■ Banks, Financial Institutions ■ Business, Administrative, Professional ■ Editorial Offices ■ Employment Agencies ■ Insurance Brokers, Adjusters, Agents	■ Law Offices ■ Medical Offices (including dentists, opticians, chiropractors) ■ Notary Public ■ Real Estate Brokers ■ Tax Consulting Services
Commercial Uses	
■ Antique Stores ■ Apparel-Clothing, Millinery, etc. ■ Art Supplies ■ Automotive Retail/Sales (Auto parts, tires, batteries and accessories, tire installation, but no second-hand sales) ■ Bakeries ■ Bars (only) ■ Bar Restaurants ■ Bicycle Sales or Rentals ■ Book stores ■ Building Materials Sales Yard ■ Carpet Sales (Retail) ■ Computer Stores ■ Department Stores and Variety Stores (large scale) ■ Drug Stores ■ Electrical Fixture Supply Stores ■ Electronic Equipment Stores (radios, televisions, stereos, cameras, etc.) ■ Emergency Medical & Sickroom Sales and Service Facilities ■ Florists ■ Furniture Stores – New/Used (Retail) ■ Garden Supply/Patio Furniture, Masonry ■ Gifts ■ Grocery Stores (Supermarkets)	■ Gun Shops and Repair ■ Hardware Stores ■ Hobby Shops ■ Household Appliance Stores ■ Ice Cream/Candy Stores ■ Jewelry, Camera & Supply, Luggage Stores ■ Liquor Stores ■ Meat/Fish Markets ■ Music, Musical Instrument & Record Stores ■ Office Supply Stores ■ Paint Supply Stores ■ Pet Stores with Grooming ■ Plumbing Supplies ■ Pool & Spa Equipment (Retail) ■ Restaurants, Fast Food ■ Restaurants, Sit-Down, Quality ■ Shoe Store ■ Souvenirs ■ Sporting Goods, Toys ■ Stationary Stores ■ Video Rentals/Sales Stores ■ Wallpaper and Floor Covering Stores ■ Wholesale Outlets (big box uses, home supply, furniture, carpet, etc.)

TABLE 4-4: RC PERMITTED USES

Permitted Use Types	
Service Commercial Uses	
■ Automotive Service/Repair – Auto Club Offices with Repair; Car Washes; Rental Agencies; Repair Garages including oil and lube, muffler, & brake shops	
Education Uses	
■ Colleges, Modeling Schools ■ Libraries	■ Gym, Self Defense, Dance Schools ■ Vocational Colleges, Barber/Beauty
Health Service Uses	
■ Acute Care Offices ■ Ambulance Offices (Ambulance Parking and Overnight Sleeping)	■ Convalescent Hospitals/Nursing Homes ■ Pharmacy Shops
Personal Service Uses	
■ Barbershops, Beauty Salons ■ Dry Cleaning (Retail) ■ Laundromats	■ Shoe Repair, Tailor, Dressmaker Shops ■ Suntanning Booths (within exercise facilities and beauty salons)
Recreational Uses	
■ Archery Ranges, Batting Cages, Slot Car, Etc. ■ Billiards, Pool Parlors ■ Bowling Alleys	■ Entertainment ■ Health Clubs (Indoor & Outdoor) ■ Parks and Recreational Facilities ■ Skating Rinks
Social Service Uses	
■ Day Nursery and Nursery Schools (12 or less children)	
Other Service Uses	
■ Alarms, Sales and Services ■ Bicycle Repair Shops ■ Electricians (without outdoor storage) ■ Hotels, Motels, Motor Hotels ■ Locksmiths ■ Pest Control Services ■ Plumbers (without outdoor storage)	■ Printing, Graphic Arts, Copying Services ■ Studios – Art Studios; Art Galleries; Interior Decoration/Design; Costume Design; Arts & Crafts, Photography ■ Studios – Radio/Television ■ Studios – Music, Recording ■ Upholstery Shops (indoor)

TABLE 4-4: RC PERMITTED USES

Conditionally Permitted Use Types

Commercial Uses

- Automotive Retail/Sales (Auto, RV, Trailer, Truck, Motorcycle sales and service, new and uses, but not service stations)
- Boat Retail/Sales and Service
- Equipment/Sales-Agricultural, Industrial & Construction

Service Commercial Uses

- Automotive Service/Repair (Body Shops; Machinery Repair and Painting totally within enclosed buildings; Service Stations; and Towing Services)

Health Services

- Hospitals

Recreation

- Operation of Amusement Devices (coin operated)
- Night Clubs (with dancing and music)
- Social Halls (non-public banquets, bingo, bridge clubs, etc.)
- Stadiums/Arenas
- Theaters

Social Service Uses

- Churches
- Conference Centers
- Day Nursery and Nursery Schools (13 or more children)

Other Service Uses

- Auctions
- Equipment Rental (Agricultural, industrial and construction)
- Mini-Storage Facilities
- Mortuaries

Industrial Uses

- Outside Storage (ancillary to commercial uses)
- Technical and Industrial Training Schools

Residential Uses

- Multi-Family Housing (as part of a mixed-use development)

Accessory and Other Uses

Any other uses similar in nature, function, operation, to the permitted, conditionally permitted, and accessory uses listed above, including ancillary accessory uses as determined by the Community Development Director.

TABLE 4-4: RC PERMITTED USES

Restricted Use Types

Subject to review and interpretation by the Community Development Director, the following use types are prohibited:

- Smoke shops
- Cannabis retail
- Tobacco related uses
- Grub hubs
- Convenience store without accompanying fuel station
- Outdoor recycling facility

TABLE 4-5: RC DEVELOPMENT STANDARDS

Development Feature	Standard
Parcel Size	No minimum lot area or lot width required
Setbacks **Front/Primary Street:** **Side:** **Rear:** **Interior Separation:** **Parking Areas:**	 - 15' min. landscape setback along public streets - 15' min. from property line - 15' min. from property line - 20' min. between buildings - 50' min. from public streets
Building Placement	N/A
Site Coverage	50% max.
Height	65' max.
Parking	As required by Section 18.18.060.L (Off-Street Parking Standards for H-1 Zoning District) and Chapter 25 (Off-Street Parking and Loading Standards) of the Ceres Zoning Ordinance.

4.5 PARK, OPEN SPACE & PUBLIC USES

Approximately 22% of the Copper Trails Specific Plan is designated for parks, open space, schools, and public uses. As illustrated on the land use plan, this includes parcels designated for Parks and Open Space (P/OS), Community Facilities (CF), and School (ES/HS) land uses. These include several park sites that are incorporated throughout the Plan Area, which are augmented by a network of linear parks and open space corridors that link parks to planned residential neighborhoods. These uses also include two public/quasi-public (CF) sites near the intersections of E. Redwood Road and Moffett Road. Finally, a School land use designation is applied to properties where a High School and Elementary School were constructed prior to Specific Plan approval.

Parks & Open Space (P/OS)

Description

The Parks & Open Space (P/OS) designation is for development of active park facilities. The CTSP includes multiple parks, which are sized between approximately 2 and 6 acres each, plus several linear parkway corridors for multi-use trails, which are generally aligned along the southern and western edges of the Plan Area. These park spaces are sited throughout the Plan Area such that these recreational amenities are located within walking distance of residential neighborhoods. As neighborhood-serving amenities, park programming is anticipated to include active play facilities such as flat fields, ball fields, and hard courts, augmented by passive recreation features such as tot lots, sitting areas, and open turf areas for informal play. The ultimate design and programming for all parks is to be determined by the Ceres Recreation Department.

Development Regulations

All P/OS parcels are subject to the applicable regulations contained in both Chapter 6, Community Facilities Zone (C-F), of Title 18, Zoning, and Chapter 16, Parks, Public Property, and Public Facilities, of Title 9, Public Peace, Safety and Morals, of the Ceres Municipal Code.

Community Facilities (CF)

Description

The Community Facilities (CF) designation allows for several types of public-serving uses and facilities. Two CF sites are provided in the Plan Area, which are located south of the intersection of E. Redwood Road and Moffett Road. In proximity to the CTSP's most intensive residential and commercial uses, these sites can be utilized by the City to construct public safety facilities or other uses deemed necessary to augment public services for the Plan Area.

Development Regulations

All CF parcels are subject to the applicable regulations contained in both Chapter 6, Community Facilities Zone (C-F), of Title 18, Zoning, and Chapter 16, Parks, Public Property, and Public Facilities, of Title 9, Public Peace, Safety and Morals, of the Ceres Municipal Code.

Schools (ES/HS)

Description

Two schools are located within the Plan Area. These include Central Valley High School, located southwest of the intersection of Service Road and Central Avenue, and Hidahl Elementary School located on the northern edge of E. Redwood Road, immediately east of Central Avenue. Because these schools were constructed prior to Specific Plan approval, the CTSP designates these parcels with a School land use designation for consistency with their existing uses.

Development Regulations

Except where preempted by State law, all ES/HS parcels are subject to the applicable regulations contained in Chapter 6, Community Facilities Zone (C-F), of Title 18, Zoning, of the Ceres Municipal Code.

copper trails
SPECIFIC PLAN

5 Circulation

Inside this Chapter

5.1 OVERVIEW

The circulation system for the Copper Trails Specific Plan is comprised of a roadway hierarchy that is designed to improve upon the existing local roadway network and provide efficient travel options within the Plan Area. This chapter focuses on the roadway facilities required for automobile travel and public transit. The CTSP also incorporates plans and standards for pedestrian and bicycle mobility options, which are outlined in Chapter 6, Parks, Trails & Trees. Together, a comprehensive circulation system is planned for the entire Plan Area, emphasizing connectivity between uses, transportation choices, and efficient travel modes for drivers, bicyclists, and pedestrians.

Because this chapter focuses on the roadway system design that primarily serves automobiles and public transit, the following related components should be referenced for additional information regarding the CTSP's planned circulation system design:

- **Roadway Design Standards:** Section 5.3 includes street sections illustrating the design of the CTSP's various roadways, including on-street bike lanes.
- **Bicycle & Pedestrian Mobility:** Section 6.3 illustrates the planned alignment for off-street sidewalks and multi-use trails, including design sections for each.
- **Public Realm Design:** Section 6.4 outlines the requirements for streetscape landscaping, including a plant palette to create a unified appearance, plus entry features, walls and fences, and street lighting.

5.2 EXISTING CIRCULATION SYSTEM

At the time of Specific Plan approval, several roadways provided access to the Plan Area, which informed the ultimate design of the planned roadway system. These include:

- **State Route 99:** Located adjacent to the Plan Area's eastern edge, SR-99 consists of a six-lane facility in the City of Ceres. It provides access to the Plan Area via Mitchell Road and Service Road, located north and east of the CTSP. A new interchange is planned at Service Road, and when complete, direct access to the Plan Area will be provided from SR-99 via Service Road.
- **Service Road:** This east/west roadway is aligned along the northern edge of the Plan Area and extends from SR-99 in Ceres westward for approximately 3.5 miles where it terminates at S. Carpenter Road in Stanislaus County. Along the CTSP's edge, this facility has differing levels of improvement. East of Central Avenue, it provides two travel lanes and has no frontage improvements. West of Central Avenue, it provides three or four travel lanes and a center turn lane, with completed frontage improvements on its northern edge and some frontage improvements on its southern edge, adjacent to the existing high school.
- **Blaker Road:** This two-lane, north/south roadway is located along the western edge of the Plan Area and provides access between E. Whitmore Avenue in Ceres and E. Keyes Road in Stanislaus County. Along the CTSP's edge, this facility has no frontage improvements.
- **Central Avenue:** This north/south roadway transects the center of the Plan Area and extends from SR-99 in Ceres southward to agricultural areas in Stanislaus County. Within the CTSP, this facility has differing levels of improvement. Adjacent to the High School, it provides four travel lanes and includes frontage improvements on its western edge. South of the High School, this facility provides two travel lanes and has no frontage improvements.
- **Lucas Road & Mitchell Road:** These roadways are located adjacent to SR-99 and form the eastern edge of the Plan Area. Both roadways provide two travel lanes and have no frontage improvements.
- **Moffett Road:** This two-lane, north/south roadway transects the eastern portion of the Plan Area and extends from SR-99 southward to E. Redwood Road in Stanislaus County. Within the CTSP edge, this facility has no frontage improvements.
- **E. Redwood Road:** This two-lane, east/west roadway is located entirely within the Plan Area and provides access between Mitchell Road and Central Avenue. Except where adjacent to an existing elementary school, this facility has no frontage improvements.

5.3 PLANNED ROADWAYS

Copper Trails' planned roadway system is comprised of arterial and collector streets, which form a network that provides access to all Specific Plan parcels. As illustrated herein, improvements are planned for all existing roadways within, and adjacent to, the Plan Area in order to accommodate buildout of the Development Plan. Additionally, several new roadways are planned to enhance the efficiency of the CTSP's circulation system.

The type and locations of all roadways are shown on Figure 5-1, Roadway Key Map. Information regarding each roadway's size, lane capacity, right-of-way, and other requirements are summarized in Table 5-1, Roadway Classifications.

TABLE 5-1: ROADWAY CLASSIFICATIONS

Roadway Type/Name	Right-of-Way	Auto Lanes	Bike Lanes	Median/ Turn Lane	Curbside Parking	Sidewalk / Path	Fig. #
Arterial & Collector Roads							
Service Road (West of High School Site)	99'	4	0' / 6'	12' Turn Lane	None	12' / 12'	5-2
Service Road (Along High School Frontage)	103'-116'	4	8' / 6'	12' Turn Lane	None	12' / 5'-12'	5-3
Service Road (East of Central Avenue)	85'	4	None	14' Turn Lane	None	12' / None	5-4
Central Avenue & Moffett Road	100'	4	7' / 7'	14' Median	None	5' / 5'	5-5
Blaker Road	58'	2	7' / 0'	None	East Side	0' / 12'	5-6
E. Redwood Road (West of Moffett Rd.)	84'	2	5' / 5'	12' Median	Both Sides	5' / 5'	5-7
E. Redwood Road (East of Moffett Rd.)	90'	2	5' / 5'	12' Median	Both Sides	8' / 8'	5-8
Interior Collector Road (Residential Frontage)	62'	2	None	None	Both Sides	5' / 5'	5-9
Interior Collector Road (Commercial Frontage)	70'	2	None	12' Turn Lane	None	8' / 8'	5-10
Interior Collector Road (Park Frontage)	44'	2	None	None	Both Sides	5' / 0'	5-11
Local Streets							
Interior Street (Typical)	50'	2	None	None	Both Sides	6' / 6'	5-12

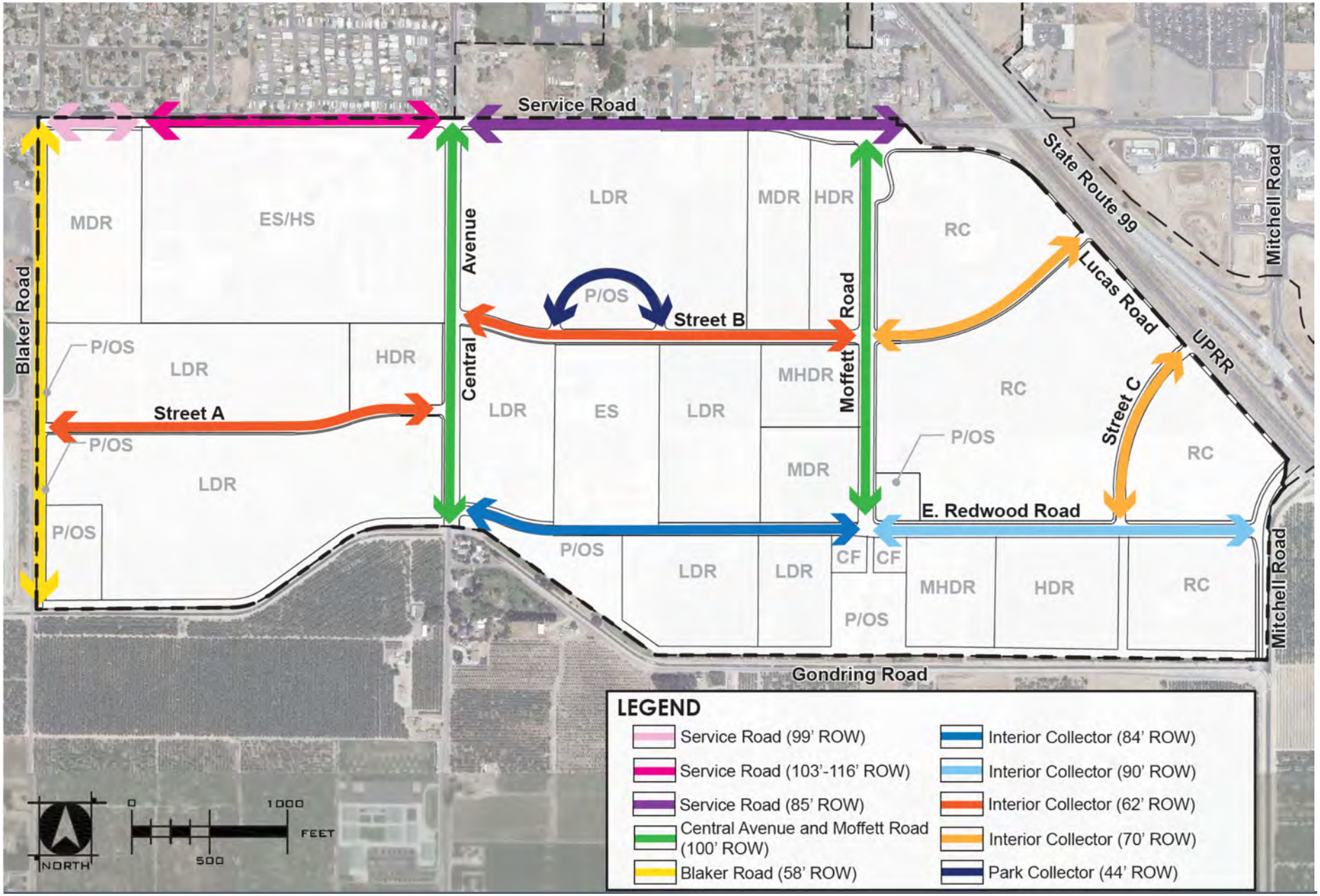


FIGURE 5-1: ROADWAY KEY MAP

A. Arterial & Collector Design Standards

Arterial roadways are designed for the movement of high traffic volumes and function as the primary circulation routes within the Plan Area. These facilities provide connections among collector and local streets to regional-serving roadways and typically have restricted and/or consolidated access. Collector streets are secondary circulation routes that generally distribute trips from the arterial street system to the local street system.

As illustrated in the street sections, arterials are designed with 4 travel lanes and collectors with 2 lanes, and both typically include on-street bike lanes and parking lanes. For some roadway segments, street design also incorporates a landscape median. Frontage improvements vary by roadway type and include a combination of landscaping and attached/street-separated sidewalks. An overview of each type of planned arterial and collector roads is summarized below:

Service Road

- **Reference:** Figures 5-2, 5-3 & 5-4

This existing roadway is planned to be improved in its current alignment along the northern edge of the Plan Area. When fully improved, Service Road is designed to accommodate 4 travel lanes, a center turn lane, bike lanes, and a combination of sidewalks and multi-use paths. Because portions of this road have previously been partially improved, the degree of roadway widening varies depending on its location adjacent to the Plan Area.

Central Avenue & Moffett Road

- **Reference:** Figure 5-5

These existing roadways are planned to be improved in their current alignments within the Plan Area. When fully improved, these roads are designed to accommodate 4 travel lanes, a center median, bike lanes, and detached sidewalks. Because portions of these roads have been previously improved, the degree of roadway widening and associated improvements varies depending on their location in the Plan Area. For instance, adjacent to the high school, Central Avenue's roadway improvements are primarily needed along its eastern edge. For other segments, full roadway improvements are needed to upgrade these facilities from their current condition as 2-lane roads.

Blaker Road

- **Reference:** Figure 5-6

This existing roadway is planned to be improved in its current alignment along the western edge of the Plan Area. When fully improved, Blaker Road is designed to accommodate 2 travel lanes, a bike lane, and a parking lane along its eastern edge. Additionally, a landscape corridor with a detached multi-use path is incorporated along this road's eastern edge.

East Redwood Road

- **Reference:** Figures 5-7 & 5-8

This existing roadway is planned to be improved in its current alignment within the Plan Area. When fully improved, East Redwood Road is designed to accommodate 2 travel lanes, a center median, bike lanes, parking lanes, and detached sidewalks. Because this road has previously been partially improved, the degree of roadway widening and associated improvements varies depending on its location in the Plan Area.

Interior Collector Roads

- **Reference:** Figures 5-9, 5-10 & 5-11

These street sections apply to several planned roadways within the Plan Area, as identified on the Roadway Key Map in Figure 5-1. Depending on the intended application, these sections provide for 2 travel lanes and sidewalks, along with a center turn lane and on-street curbside parking in some instances.

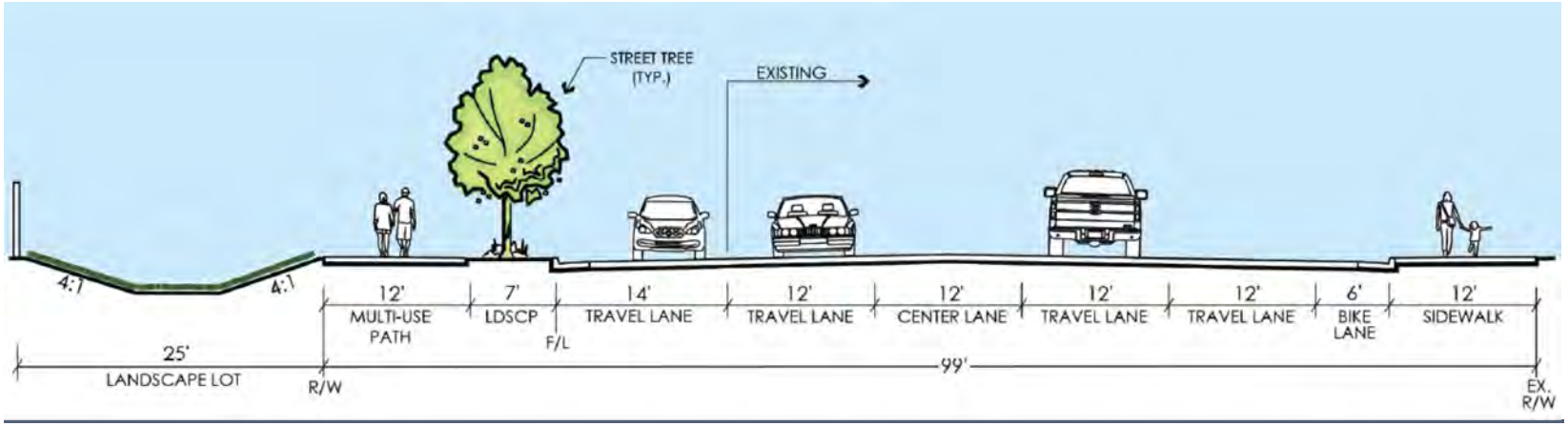


FIGURE 5-2: SERVICE ROAD (WEST OF HIGH SCHOOL SITE)

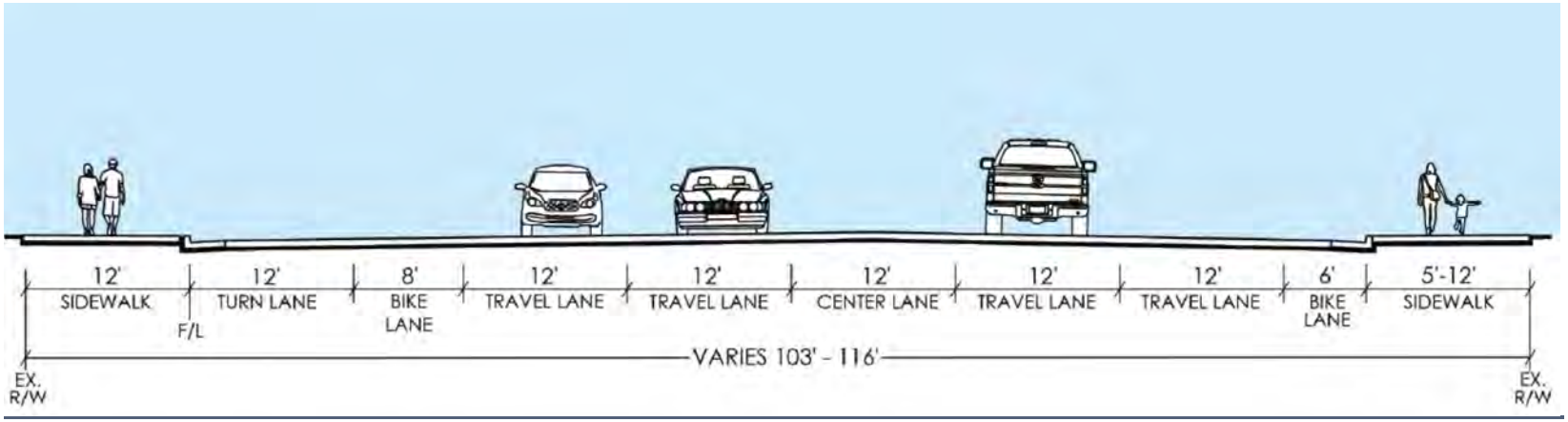


FIGURE 5-3: SERVICE ROAD (ALONG HIGH SCHOOL FRONTAGE)

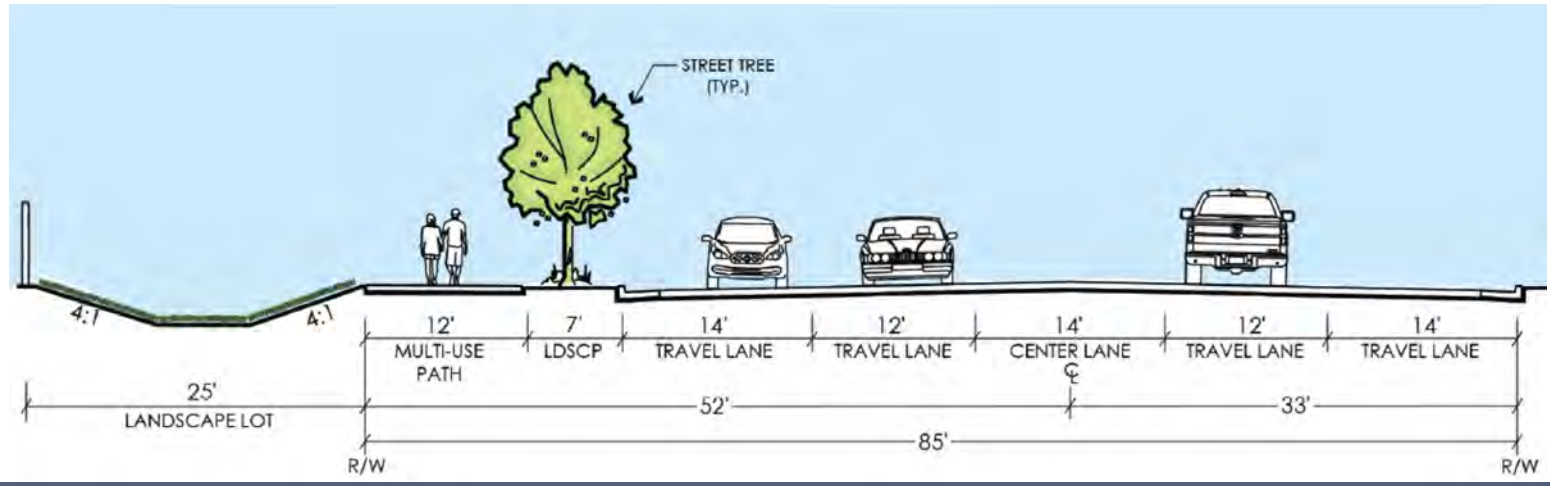


FIGURE 5-4: SERVICE ROAD (EAST OF CENTRAL AVENUE)

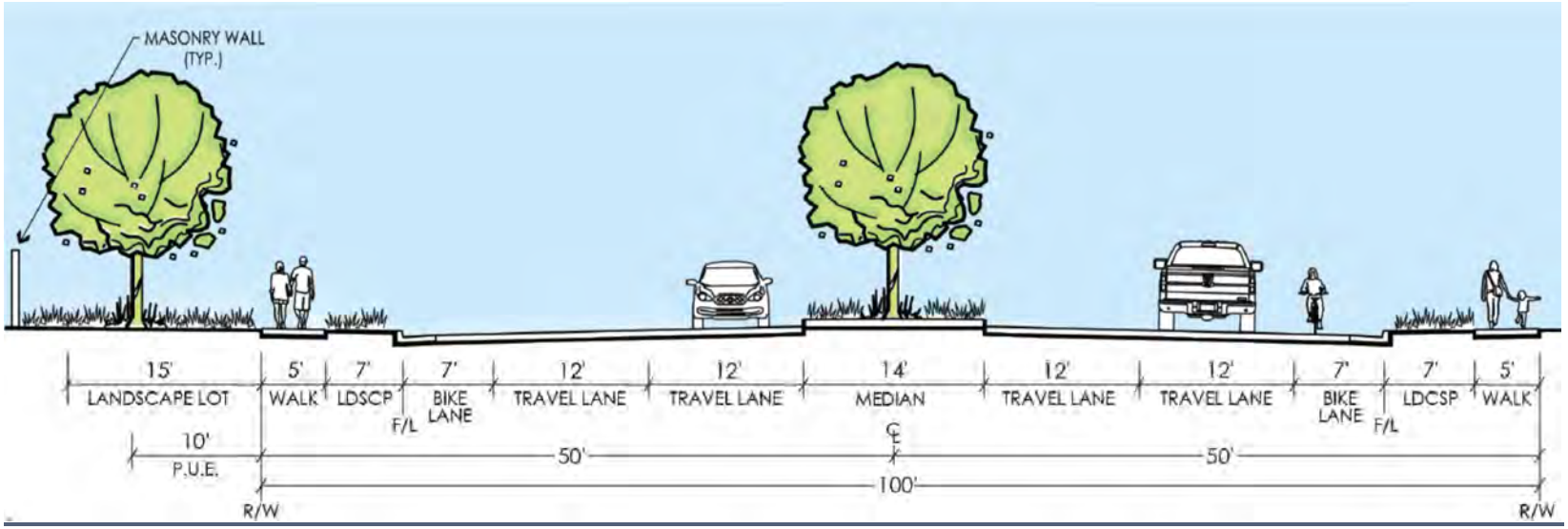


FIGURE 5-5: CENTRAL AVENUE & MOFFETT ROAD

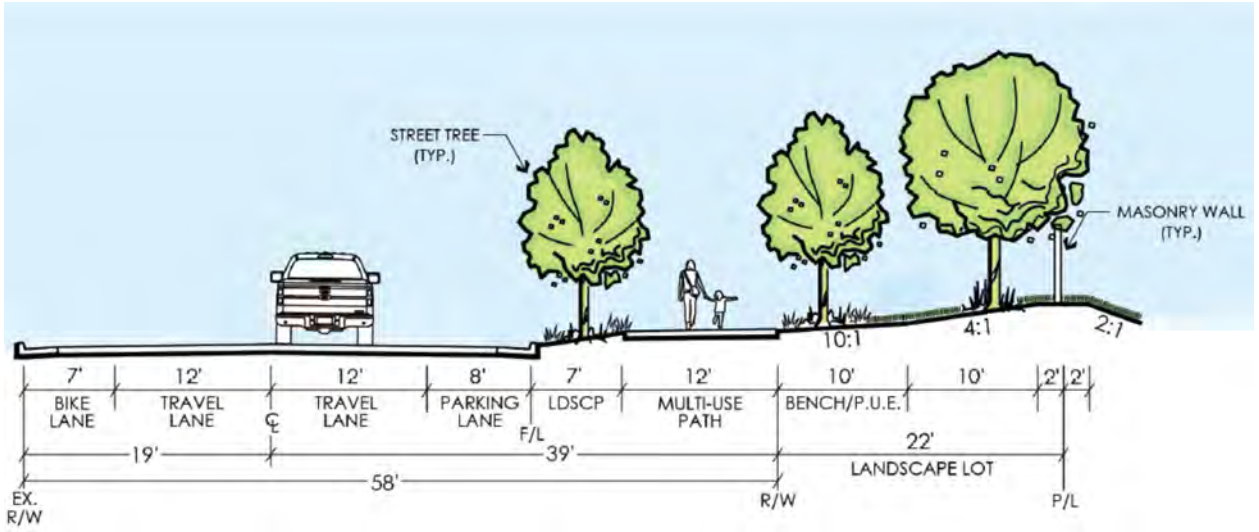


FIGURE 5-6: BLAKER ROAD

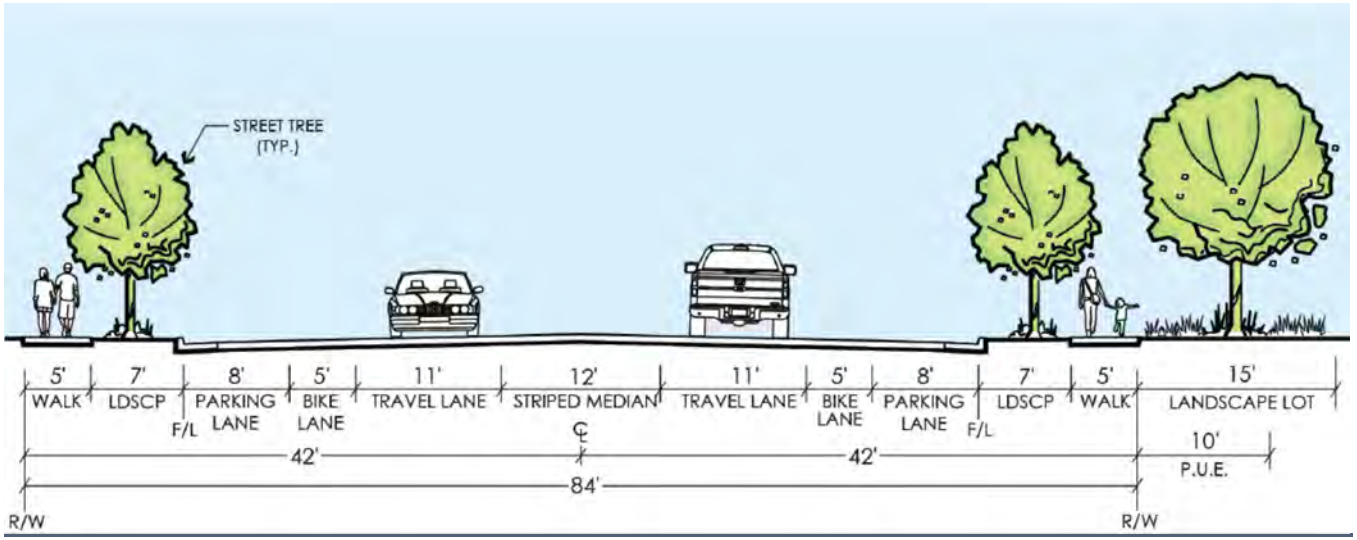


FIGURE 5-7: E. REDWOOD ROAD (WEST OF MOFFETT ROAD)

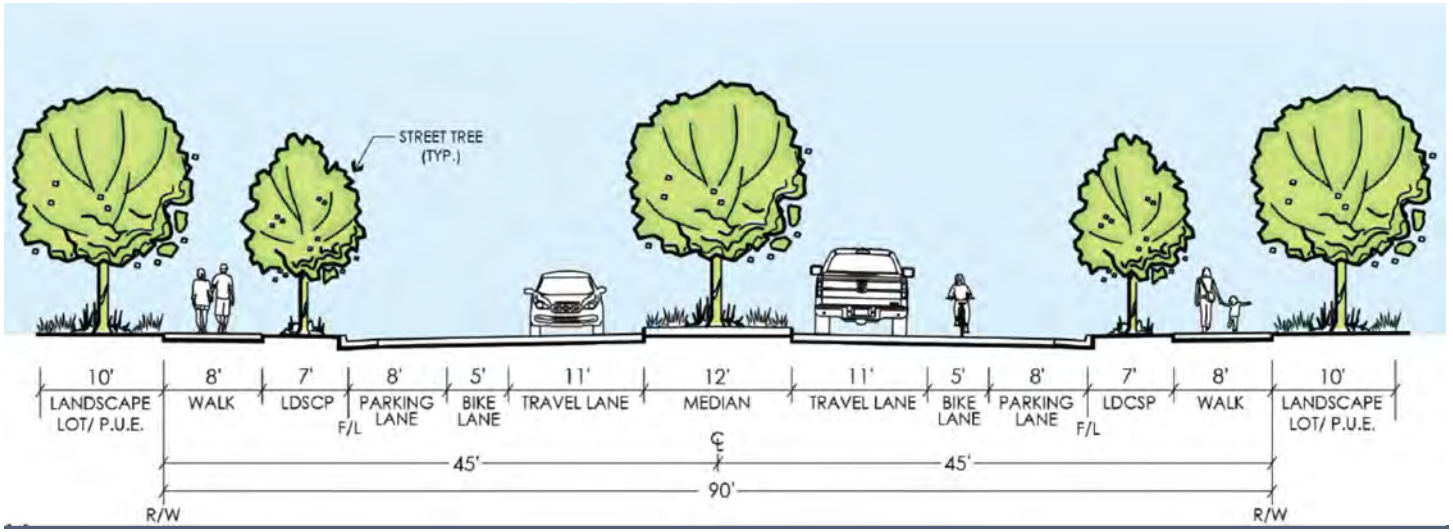


FIGURE 5-8: E. REDWOOD ROAD (EAST OF MOFFETT ROAD)

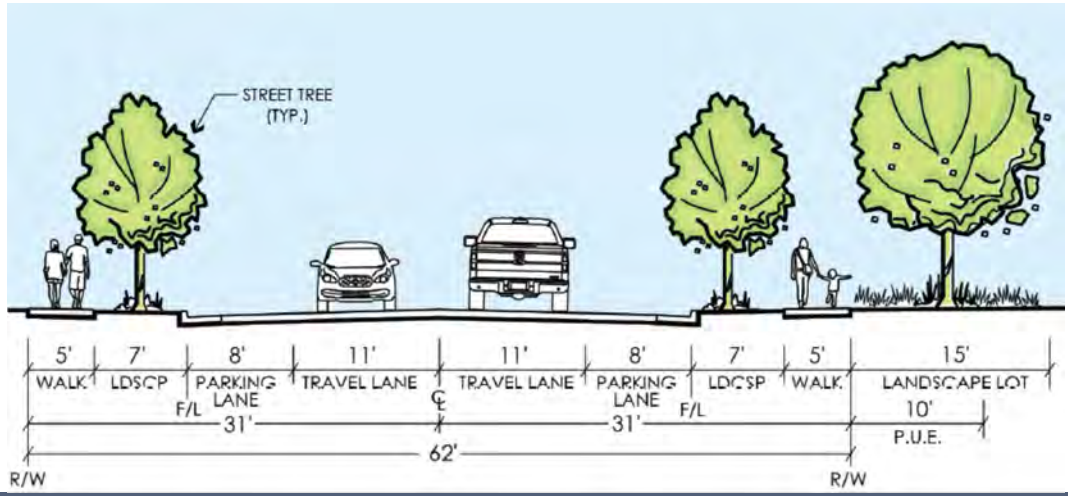


FIGURE 5-9: INTERIOR COLLECTOR ROAD (RESIDENTIAL FRONTAGE)

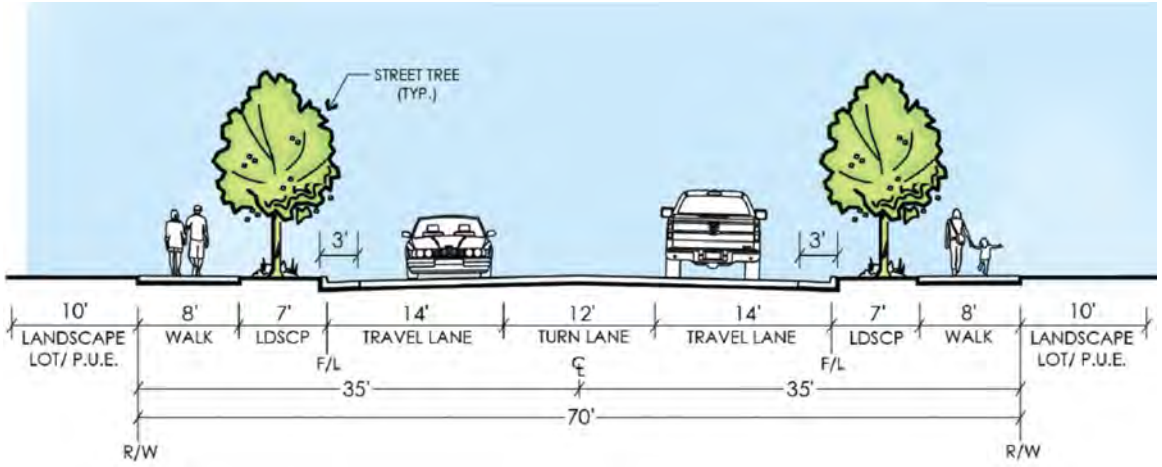


FIGURE 5-10: INTERIOR COLLECTOR ROAD (COMMERCIAL FRONTAGE)

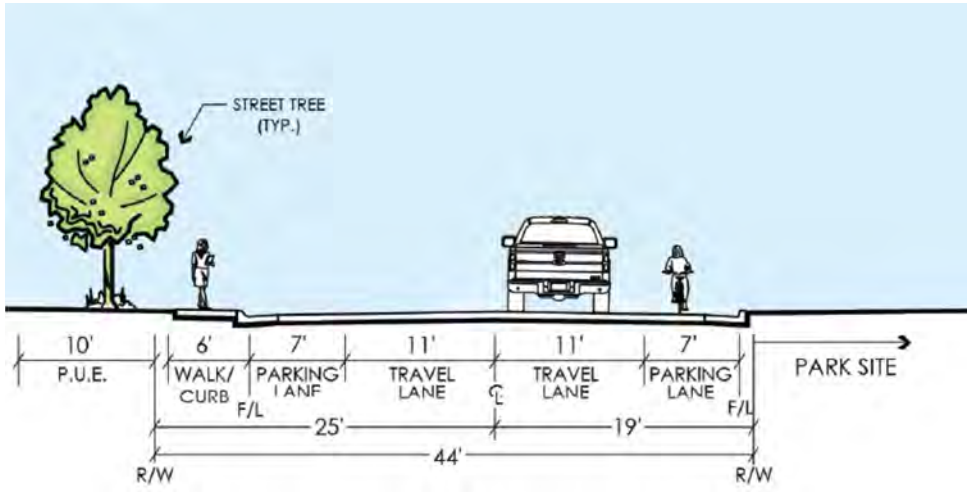


FIGURE 5-11: INTERIOR COLLECTOR ROAD (PARK FRONTAGE)

B. Local Street Design Standards

Compared to the other road types in Copper Trails, local streets have the lowest traffic volumes and are designed to provide direct access to homes and businesses. Typically, these street types include two travel lanes with space for on-street parking and an adjacent sidewalk. One design standard for local streets is included in the CTSP, as noted below.

Interior Street (Typical)

- **Reference:** Figure 5-12

Although locations are not specified on the Roadway Key Map in Figure 5-1, the Interior Street design section is planned as the primary "in-tract" street design section within all residential subdivisions in the Plan Area. The typical Interior Street design section provides for 2 travel lanes, on-street parking lanes, and attached sidewalks.

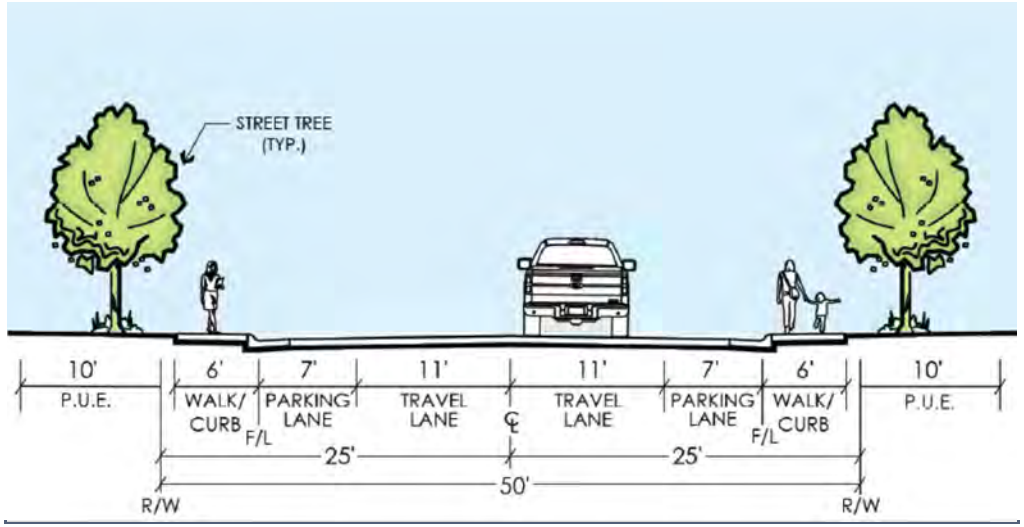


FIGURE 5-12: INTERIOR STREET

5.4 PUBLIC TRANSIT

The Stanislaus Regional Transit Authority (StanRTA) is the primary public transit provider for Stanislaus County. With a service area covering the cities of Ceres, Crows Landing, Grayson, Hickman, Hughson, Modesto, Oakdale, Patterson, Riverbank, Turlock, Waterford, and Westley, StanRTA offers several public transit options in both rural and urbanized areas.

The system's primary transit option consists of a fixed-route bus service with over 20 different routes throughout the County, all of which provide a connection to a Transit Center in downtown Modesto. Two of StanRTA's routes provide service to the City of Ceres. StanRTA also provides a commuter service to the Amtrak station in Modesto, ACE station in Lathrop, Manteca Transit Center, Stockton Transit Center, and Dublin/Pleasanton BART station. Together, these scheduled, fixed-route public transit services provide public transit options throughout the County, including neighboring counties and destinations in the San Francisco Bay Area.

In addition to the fixed-route services noted above, StanRTA offers several demand response services. These include ADA Paratransit, Dial-A-Ride and Medivan. Within Ceres, Dial-A-Ride provides a curb-to-curb service that is available for riders with disabilities that prevent them from riding the StanRTA fixed route bus service.

To facilitate the expansion and use of transit, the CTSP's highest intensity land uses are located in proximity to major transportation corridors and potential transit stops. These uses include regional commercial, employment, and high density residential uses that are planned within the confines of SR-99, Service Road, and Moffett Road, which maximizes transit accessibility to a regional service area. This provides an opportunity to link these uses to the CTSP's residential neighborhoods and schools, while also connecting with other regional-serving routes including downtown Modesto. A conceptual alignment for the extension of StanRTA's fixed-route bus service is illustrated on Figure 5-13, Public Transit.

As the Plan Area's roadway improvements are constructed and public transit services are expanded, bus turnouts and shelters will be located and constructed in accordance with applicable City and StanRTA design standards.

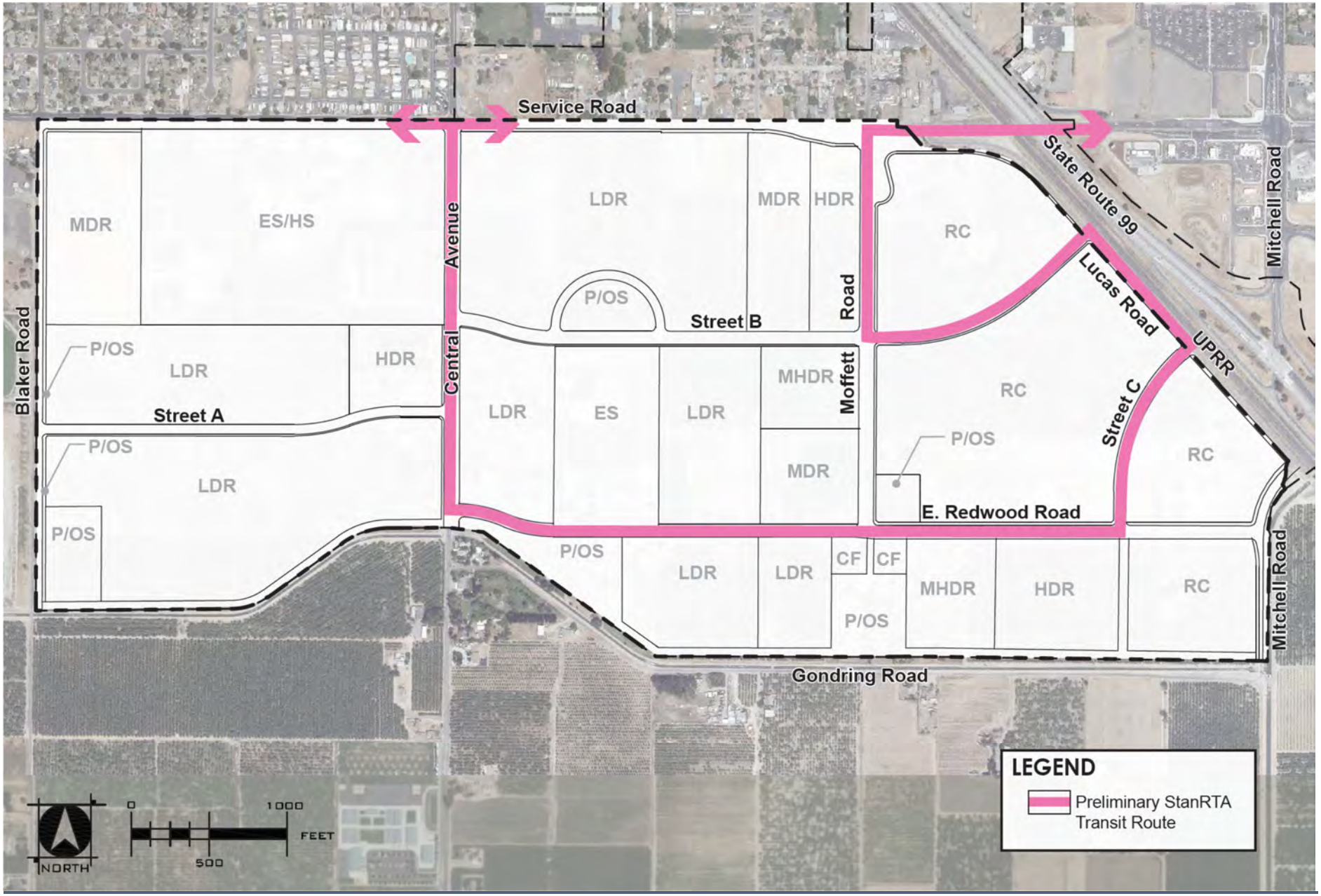


FIGURE 5-13: PUBLIC TRANSIT

copper trails
SPECIFIC PLAN

6

Parks, Trails & Trees

Inside this Chapter

6.1 OVERVIEW

A unifying element of the Copper Trails Specific Plan is its planned system of parks, green spaces, multi-use trails, and streetscapes. The CTSP establishes the framework to ensure that as these types of facilities are constructed over time, they will collectively have a cohesive appearance that visually defines Copper Trails as a distinctive place within the City.

This chapter provides an overview of the key public spaces and facilities that are to be developed as the Plan Area builds out over time. This includes plans for:

- **Parks & Recreation Facilities** to identify the location and function of parks and green spaces throughout the Plan Area.
- **Bicycle & Pedestrian Mobility** plans to highlight the multi-use trail network that links the CTSP's residential neighborhoods, schools, and commercial/employment centers.
- **Public Realm Design** elements to create visually-cohesive streetscapes by using a consistent palette of landscaping, entry and identification features, walls and fencing, and street lighting.

6.2 PARKS & RECREATION FACILITIES

The CTSP includes several planned parks and linear parkway/open space greenbelts that provide active and passive recreation opportunities for residents. The intent is to develop a network of "green" spaces with a diverse mix of recreational amenities and public gathering spaces that serve the anticipated needs of local residents. Parks range in size from approximately two (2) to six (6) acres and are distributed throughout the Plan Area such that they are in walkable proximity to all residential neighborhoods. Most parks are designed for dual functionality, providing space for both recreational amenities and stormwater storage. In several instances, parks are sited adjacent to linear parkway features that include multi-use trails, thereby enhancing the park system's recreational value and accessibility throughout the Plan Area.

A. Neighborhood Park Facilities

A total of five (5) neighborhood park spaces are planned throughout the CTSP, as shown in Figure 6-1. Several parks are sited along the southern edge of the Plan Area adjacent to the Turlock Irrigation District (TID) canal and associated linear park/greenbelt corridor, which create a strong "green" linkage between these neighborhood amenities. Similarly, small, linear parkways are sited along the northern and western edges of the Plan Area, where they provide passive recreation opportunities for adjacent neighborhoods, while also functioning as a visual buffer to the City's wastewater treatment plant and major roadways.

Two centrally-located parks are included in the Plan Area, each envisioned to serve a different purpose. One park is located immediately north of Hidahl Elementary School and provides a recreational anchor for adjacent residential neighborhoods. At approximately 3.7 acres, this park space is sized to provide active and passive recreational features and a dual-use stormwater basin. Additionally, a small park space is planned at the northeast corner of East Redwood Road and Moffett Road, where it can serve the CTSP's most intensive residential and commercial/employment uses. This park space is envisioned to include "urban" programming, which could include a large pedestrian gathering space and food truck plaza, designed to support nearby multi-family and commercial developments.

All public parks are envisioned to be programmed with a mix of active and passive recreational amenities, plus dual-use stormwater basins. Ultimate programming and design of each park varies depending on site size, location, and adjacent uses. Larger park spaces can support active recreation, with amenities such as multi-sport ball fields (soccer, lacrosse, rugby, baseball), hard courts (basketball, tennis), and other amenities. Smaller parks can support some limited active play facilities while emphasizing passive recreation. Typical amenities in smaller parks could include features such as tot-lots, sitting/picnic areas, shade structures, water quality features, and small turf areas for informal play. The City may use its authority to regulate park design, facilities and programming to ensure that potential noise impacts to nearby residential uses are mitigated.

Additionally, all parks are intended to provide some level of function for the CTSP's drainage and flood control system, which includes dual-use detention/retention basins for the temporary storage of stormwater during rain events. The design and programming of all park facilities is to be determined by the Ceres Recreation Department.

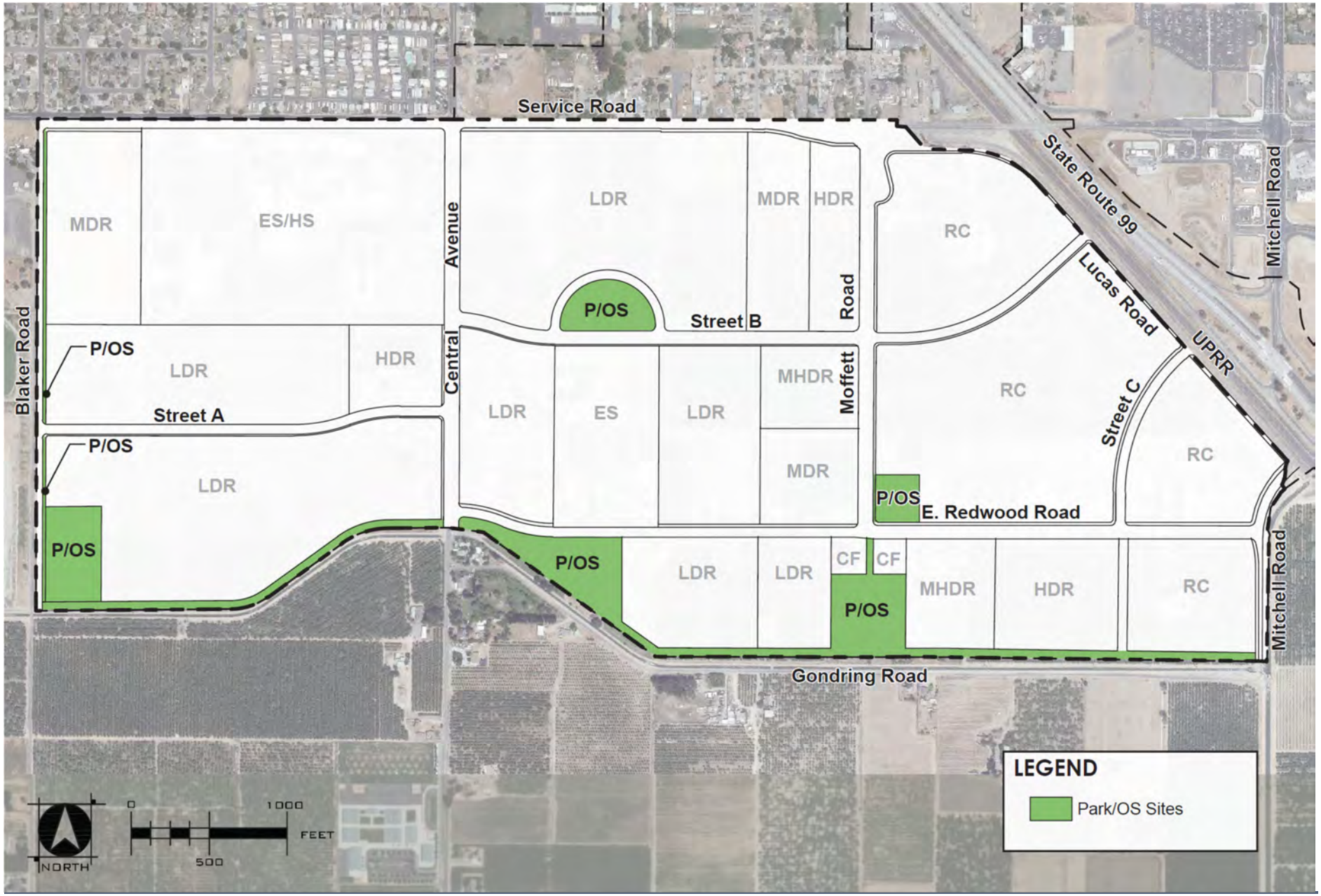


FIGURE 6-1: PARK & OPEN SPACE SITES

B. Linear Parkways & Greenbelt Corridors

A comprehensive network of linear parkways and greenbelt corridors are planned throughout the CTSP. This network is comprised of the following elements:

- **TID Lateral Greenbelt:** This feature consists of a 50'-wide landscaped greenbelt located along the southern edge of the Plan Area, adjacent to an existing TID canal. It includes an 8'-wide multi-use path for pedestrians and bicyclists that provides east/west linkages to several planned park spaces and residential neighborhoods. The greenbelt also provides space for stormwater storage and treatment.
- **Linear Parkways:** These features consists of a 22' to 25'-wide landscaped parkway located at the edge of right-of-way along two roadway corridors. These are provided along the southern edge of Service Road (except along High School frontage), and along the eastern edge of Blaker Road. Linear Parkways are also sited alongside a 12'-wide multi-use path for pedestrians and bicyclists that provides linkages to nearby parks.
- **Landscape Corridors:** These features consist of 15'-wide landscape lots adjacent to major roadways, which are aligned along the right-of-way edge of the adjacent street's sidewalk. These features are intended to enhance the visual quality of the streetscape network while providing pedestrian access between residential neighborhoods and the linear parks/greenbelts located along Plan Area edges.

The CTSP's network of linear parkways and greenbelts collectively support creation of a comprehensive network of multi-use paths throughout the Plan Area while also providing an enhanced aesthetic value to the streetscapes. Planned improvements typically include water conserving landscaping, efficient low water use irrigation systems and controls, stormwater quality (LID) features, security lighting, and 8' to 12'-wide paved pathways. Their primary purpose is to encourage walking and biking by providing linkages for pedestrians and bicyclists between the residential neighborhoods, parks, schools, and commercial/employment centers.

C. Parkland Dedication & Credits

General Plan & Municipal Code Park Requirements

The Ceres General Plan requires 4.0 acres of parkland per 1,000 residents. Based on the persons per household factors specified in Table 6-1, which vary by dwelling unit type, full residential buildout of the CTSP is estimated to generate a population of 6,755 people. Based on this population, the City's requirement of 4.0 acres per 1,000 residents generates the need for approximately 27.0 acres of credited parkland.

TABLE 6-1: POPULATION ESTIMATES

Residential Unit Type	Dwelling Units	PPH Factor	Population
LDR - Low Density Residential	988 du	3.2	3,161
MDR - Medium Density Residential	338 du	2.75	930
MHDR - Medium-High Density Residential	336 du	2.5	840
HDR - High Density Residential	730 du	2.5	1,825
Total	**2,392 du**		**6,755**

The City's Municipal Code also includes parkland dedication requirements, with unique factors applied to different household types. By applying these factors to the planned distribution of residential uses within the Plan Area, development of the CTSP generates the need for approximately 33.8 acres of credited parkland. The Municipal Code's parkland generation factors are summarized in Table 6-2.

TABLE 6-2: MUNICIPAL CODE PARK REQUIREMENTS

Residential Unit Type	Dwelling Units	Muni Code Park Factor	Acreage Required
LDR - Low Density Residential	988 du	0.0151	14.9 ac
MDR - Medium Density Residential	338 du	0.0151	5.1 ac
MHDR - Medium-High Density Residential	336 du	0.0129	4.3 ac
HDR - High Density Residential	730 du	0.0129	9.4 ac
Total	**2,392 du**		**33.8 ac**

Parkland Provided & Credit Received

The CTSP development plan includes a total of 42.4 acres of parks and open space areas to be dedicated and developed with recreational uses, which is eligible for 100% credit. This exceeds both the City's General Plan and Municipal Code requirements noted above. Additionally, full development of planned facilities results in nearly 6.3 acres of parks and greenbelts per 1,000 residents.

6.3 BICYCLE & PEDESTRIAN MOBILITY

A comprehensive network of multi-use trails and paths, and on-street Class II bikeways is planned to provide non-vehicular connectivity for bicyclists and pedestrians throughout Copper Trails. As planned, this system provides both off-street and on-street facilities throughout the Plan Area, connecting with existing facilities in the City of Ceres to the north and east. Copper Trails bicycle and pedestrian mobility network consists of three key components:

- Multi-Use Trails and Paths
- Class II Bikeways
- Sidewalks

These facilities are identified on Figure 6-4, Bicycle & Pedestrian Mobility Network.

Multi-Use Trails and Paths

Multi-use paths and trails are the widest, street-separated bicycle and pedestrian facilities provided in the Plan Area. Two key corridors are identified for construction of these features:

- **Service Road & Blaker Road Multi-Use Paths:** Along the southern edge of Service Road and the eastern edge of Blaker Road, as illustrated in the street sections in Chapter 5, the landscape corridors include a 12'-wide, street separated, multi-use path. These facilities augment the bicycle and pedestrian mobility system in the Plan Area. This feature is illustrated in Figure 6-2.
- **TID Greenbelt Multi-Use Path:** Along the southern edge of the Plan Area, an 8'-wide, street-separated multi-use path is planned within the greenbelt adjacent to the TID canal. This facility provides an east/west linkage between several residential neighborhoods, parks, and the regional commercial center. It also includes two northward spurs providing connections to East Redwood Road at Moffett Road and at the regional commercial center. This feature is shown in Figure 6-3.

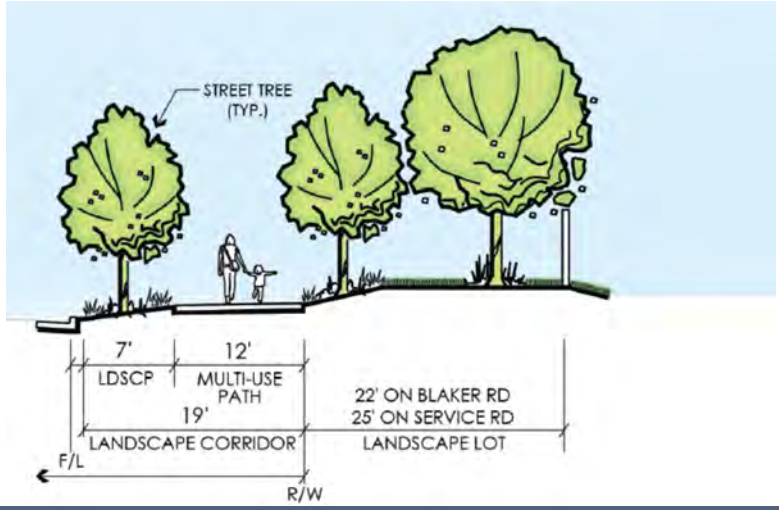


FIGURE 6-2: MULTI-USE PATH DESIGN SECTION

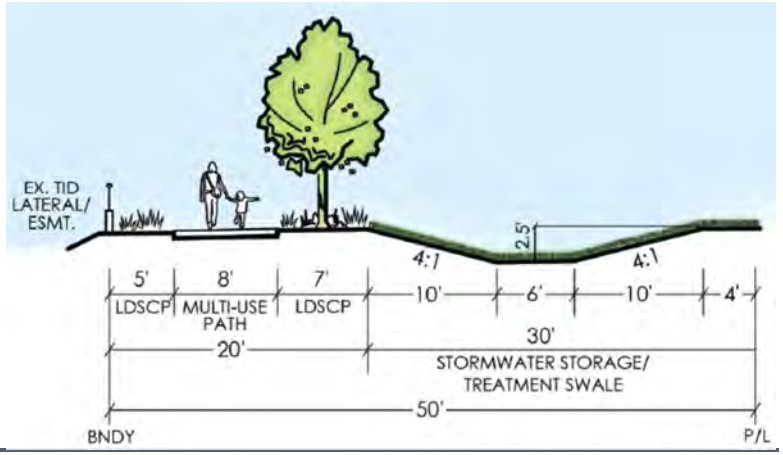


FIGURE 6-3: TID LATERAL TRAIL DESIGN SECTION

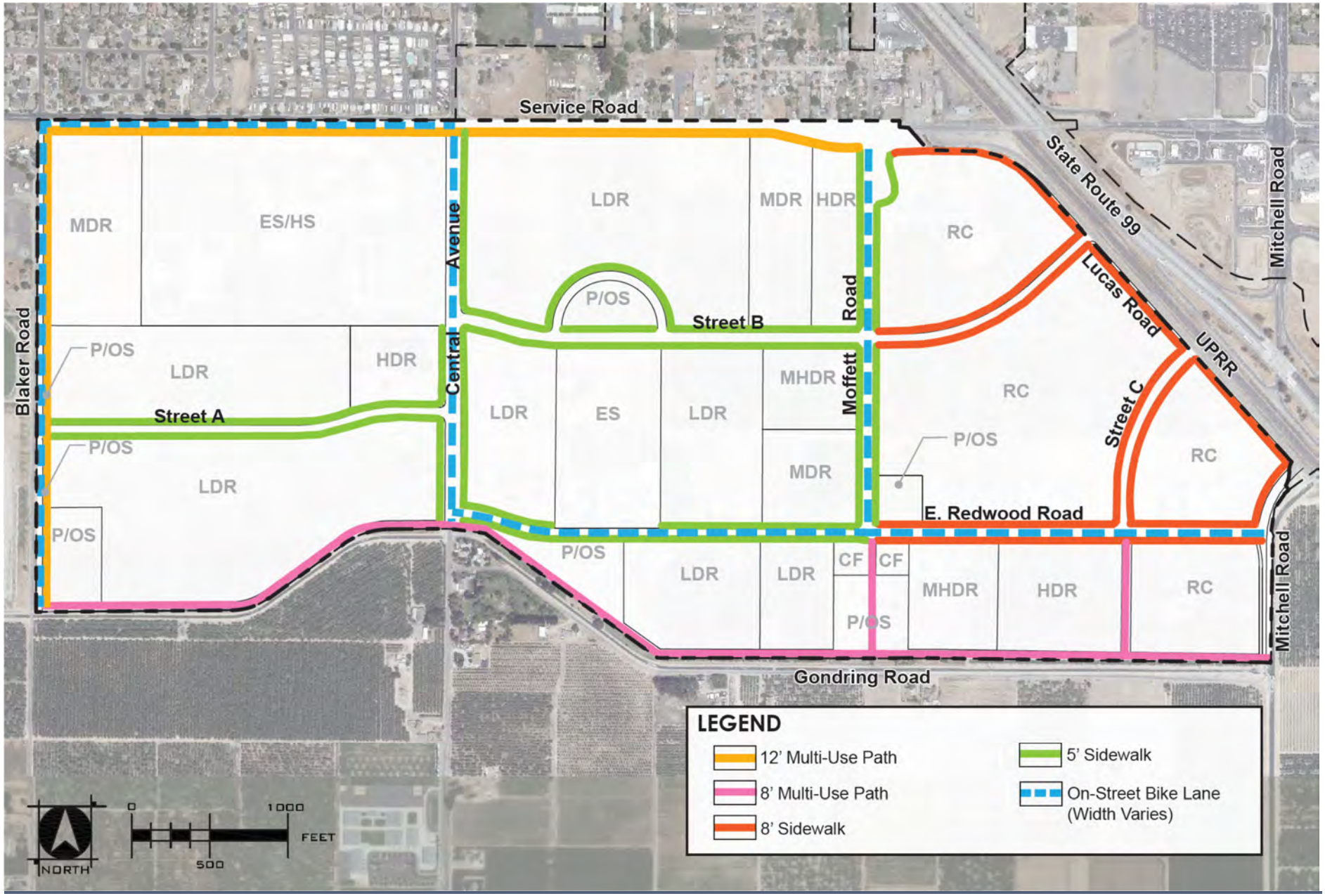


FIGURE 6-4: BICYCLE & PEDESTRIAN MOBILITY NETWORK

Class II Bikeways

Class II bikeways are designated on-street bike lanes located along the edge of arterial roadways and collector streets. The width of these lanes varies depending on the roadway type and planned vehicle volumes. The widest facility consists of an 8'-wide on-street bike lane along the High School's frontage on Service Road, with 6'-wide lanes planned on other segments as depicted in the roadway design sections on Figures 5-2 through 5-4. On-street bike lanes are also planned on Central Avenue, Moffett Road, and East Redwood Road, with lane widths ranging between 5' and 7'-wide. Roadway design sections for these streets are illustrated on Figures 5-5 through 5-8. All Class II bike lanes are delineated with signage and painted stripes.

Sidewalks

Sidewalks are required along all public roadways and are a key component of the pedestrian mobility system at the neighborhood level. Combined with the multi-use paths and trails, the overall sidewalk network provides pedestrian access to all planned uses in the Plan Area.

The width of sidewalks varies depending on a roadway's classification and function. The widest facility consists of a 12'-wide attached sidewalk along Service Road, as depicted on Figures 5-2 and 5-3. Otherwise, sidewalks on all other streets in the Plan Area range between 8' and 5'-wide, and are provided in both a detached and attached condition depending on the roadway classification. Sidewalks are typically 5' to 6'-wide along residential street frontages and are typically 8'-wide along commercial street frontages, but actual width may vary depending on location within the Plan Area. The design sections in Chapter 5 (Figures 5-2 through 5-12) provide details regarding each roadway's planned sidewalk width and location. Additionally, Figure 6-4 depicts the typical sidewalk and/or multi-use trail width along the Plan Area's major roadways.

6.4 PUBLIC REALM DESIGN

The design concept for Copper Trails' public realm is intended to evoke a high-quality community, with cohesive streetscapes that utilize a consistent application of landscaping, community identification features, walls and fencing, and street lighting. The overarching goal is to create a design framework for the public realm that establishes a clear identity for Copper Trails within the City of Ceres.

This section provides design guidance for several key elements of Copper Trails public realm:

- Streetscape Landscaping
- Street Tree Plan
- Entry Features & Project Identification
- Walls & Fences
- Street Lighting

This section primarily applies to major roadway corridors, but should also be used to guide design of high-visibility features of the CTSP's public realm, such as neighborhood entries, parks, trail corridors, and areas that warrant an enhanced landscape treatment. Adherence to these guidelines is required to ensure that buildout of the Plan Area is visually cohesive and maintains a uniquely-identifiable theme.

A. Streetscape Landscaping

Street trees are envisioned to function as a key defining element of the Copper Trails community. Large-scale trees are to dominate the sight lines of all major roadways, creating a distinctive backdrop to the built environment. To complete the streetscape design, a cohesive palette of shrubs and groundcovers should augment the selection of street trees, which harmonizes the landscape architecture throughout the public realm.

Along major roadways such as Service Road, Blaker Road, Central Avenue, Moffett Road, and E. Redwood Road, landscape corridors are purposefully large in scale in order to provide space for large trees and extensive landscaping.

All streets are to be landscaped with a combination of trees, shrubs, and groundcover consistent with the planting concepts outlined in this subsection. In addition, landscape irrigation must comply with the State of California Model Water Efficient Landscape Ordinance (MWELO), as approved by the City of Ceres. All streetscape landscaping shall conform to applicable City-adopted standards and specifications, including requirements in Title 12, Chapter 12.05, Street Trees, of the Ceres Municipal Code.

Primary Street Trees

Primary street trees are those designated for landscape planters along roadway edges and in medians. Generally, primary trees are of a deciduous variety, with bright leaf coloring that has high contrast with "backdrop" trees. Primary trees are also intended to have vibrant flowering characteristics during the Spring season and/or distinctive color in the Fall. Where a significant tree backdrop is desired, evergreen tree species may also be suitable.

Consistent application of primary street trees is intended provide scale along various street sections, helping define form and visual character. Special consideration should be given to tree types in high-visibility or special areas, such as the eastern entrance gateway to Copper Trails along Service Road.

Primary street trees shall be consistent with the criteria below:

- Trees should be provided along all public roadways, to create a continuous, shaded canopy along the street, as well as to shade homes.
- Large-scale, single-trunk trees with high canopies that grow over the roadway.
- Selected from the master plant palette, provided later in this section.
- Spaced 30 to 40-feet on center depending upon species, or a minimum of one per lot along residential streets.
- Planted from a minimum 15-gallon container.
- Planted in a regular linear fashion, set back from the curb far enough to accommodate ultimate growth. Root barriers should be installed on trees that are planted within 5-feet of a curb or paved surface.
- Drought-resistant when established.
- Where feasible, trees should be placed on separate irrigation valves from shrubs, groundcovers, and turf to facilitate the appropriate level of irrigation.
- Plants shall be planted in hydro zones.

Backdrop & Accent Trees

To supplement primary street trees within landscape corridors, backdrop trees should be incorporated into streetscape design to enhance the landscape architectural theme and to provide a visual transition between roadway corridors and developed areas. Backdrop trees are those located in landscape corridors along roadway edges, but behind the sidewalk, and in the background of the primary trees. Species identified for backdrop trees are selected based on their height, scale, color, and texture in order to provide the envisioned juxtaposition with the primary trees. Typically, backdrop trees are to be an evergreen variety in order to provide a dark backdrop to primary trees, which have a brighter color and leaving characteristics. Backdrop trees also help screen sound walls and create a year-round transition between residential neighborhoods and roadway corridors.

Accent Trees should be utilized to provide color and visual interest at key transition points, such as at street intersections and at entry features. Accent trees are selected from the same palette of backdrop trees and should be used to provide color and accents at the intersection of major roadways, at project and neighborhood entries, and at points of interest along the streetscape. Medians may also incorporate accent trees, particularly at major roadway intersections.

Application of backdrop and accent trees should be:

- Planted in informal fashion as determined by space and tree species.
- Selected from the master plant palette, provided later in this section.
- Complementary to the form and color of the primary street tree.
- Planted from a minimum 15-gallon container.
- Spaced an average of 20 to 30-feet on center depending upon species, or in equivalent quantities if planted in clusters.
- Have a root zone character that does not prohibit adjacent plants.

Shrubs

Shrubs should be used in landscape corridors and medians to provide a visual barrier to fences, walls, and utility equipment, to soften the ground plane, and to visually link all landscape materials.

Application of shrubs should be:

- Planted from a minimum 1 to 5-gallon container.
- Selected according to size, color, texture, and seasonal interest.
- Placed to avoid obstructing important pedestrian or vehicular sight lines.
- Selected to minimize food sources for other animals.

Groundcover

Groundcover should be planted in all portions of landscape corridors and medians that are not planted with shrubs or otherwise occupied by landscape bark or hardscape. Selection of plant material should consider the pedestrian use of a particular area. High-activity areas, such as parks and sports fields, should utilize turf to the extent feasible while complying with applicable water efficient landscape ordinance requirements. Low-activity areas, such as landscape corridors along major roadways, should use a combination of drought-tolerant groundcovers and bark.

Use of groundcover should consider the following:

- To the extent permitted by the MWELO, landscape planters (between a street edge and sidewalk) should utilize turf for a groundcover. Where turf is not feasible, these planters should be landscaped with a low, creeping groundcover that mimics the green appearance of turf and can be irrigated in compliance with the MWELO.
- Non-turf groundcover (or a combination of non-turf groundcover and bark) should be utilized in landscape corridors behind the back of sidewalk.
- Turf and groundcover areas should be defined with concrete mow strips. Mow strips should also be used at the edges of formal landscape areas, or where needed, to delineate the limits of formal maintenance or to designate property limits.
- Drought-resistant groundcover species, including turf that requires low-water usage.

B. Street Tree Plan

The CTSP includes a palette for primary street trees to ensure that plantings help create a visually-cohesive streetscape theme. This notion is intended to reinforce Copper Trail's sense of place by using landscape architecture to establish a tangible identity for primary roadway corridors that define the public realm. Because development of the Plan Area is expected to occur over several years, the intent is to establish a design framework that ensures that, at buildout, the Plan Area is unified through its landscaping and creates a clearly-identifiable place within the City. To that end, tree selection should retain enough similarity in color, texture, and appearance to ensure that the entire Plan Area retains a common landscape theme.

The primary street tree palette is listed in Table 6-3, which specifies a visually unified variety of primary, backdrop, and accent trees to be used along Copper Trail's roadway corridors. Tree selection and application is also subject to requirements outlined in Chapter 12.05, Street Trees, of the Ceres Municipal Code.

TABLE 6-3: PRIMARY STREET TREE PALETTE

Tree Type/Application	Species
Primary Street Trees	■ Red Sunset Maple ■ London Plane Columbia ■ Scarlet/Red Oak
Backdrop Trees	■ Evergreen Elm ■ Deodar Cedar ■ Raywood Ash ■ Chanticleer Pear
Accent Trees	■ Ginko Biloba ■ Crape Myrtle ■ Flowering Plum ■ Dogwood


Deodar Cedar


Raywood Ash


Crape Myrtle


Red Sunset Maple


Chanticleer Pear


Dogwood

C. Entry Features & Project Identification

Entry features and associated project identification signage are an integral component for the visual character of Copper Trail's public realm design. Working in tandem with the streetscape design elements outlined in this section, entry features utilize a single design approach that is repeated throughout the Plan Area to reinforce its sense of place. By utilizing a consistent palette of hardscape elements, materials and finishes, signage style, and accent features, the public realm will have a unified streetscape theme. Furthermore, these features can be utilized to create visual transition points into and out of the Copper Trails Plan Area to strengthen the streetscape's cohesive appearance.

Two types of entry features are planned for Copper Trails: Project Entries and Neighborhood Entries. Project Entries consist of large-scale monuments and/or walls that announce arrival to a project area, such as the Regional Commercial center planned to the east of Moffett Road. Neighborhood Entries consist of smaller-scale monuments and/or walls that announce arrival to a residential neighborhood or multi-family development. Both types of features are intended to incorporate limited signage to identify the name of a project or neighborhood. The design concept and guidelines for entry features and associated identification signage is outlined below.

Examples of Project Entries into Large Commercial Centers & Neighborhoods

Project Entries

Project Entries consist of large-scale monuments and/or walls that visually reinforce the streetscape theme and announce arrival to project areas. These features are located at major roadway intersections to identify larger project or neighborhood areas. The application of landscape and hardscape materials should be consistent throughout the Plan Area to ensure that a cohesive theme is maintained for Copper Trails' public realm.

The design characteristics for Project Entries should adhere to the following guidelines:

- Large-scale hardscape elements, such as masonry walls, pilasters, or obelisks, may be used in intersection corner clips or in landscape easements along roadway edges to visually denote entry into a project area or large neighborhood unit. Walls should be no greater than 6'-high, and pilasters no greater than 8'-high, unless determined by the City to be warranted by its high-quality design appearance.
- Low walls with decorative caps, used in conjunction with pilasters at street edges, may be utilized to reinforce a sense of arrival.
- Hardscape elements should be accented with stone or other natural materials, which complement the streetscape design theme and reinforce the character of the landscape.
- Identification signage may be incorporated into entry feature design, consistent with the signage provisions in the sub-section below.
- Energy efficient, indirect lighting may be incorporated with concealed fixtures that provide a subtle lighting wash across hardscape and landscape elements during nighttime hours (subject to Planning Commission approval).
- Accent trees and layering groupings of colorful shrubs and groundcovers should be incorporated to further define the physical form of an entry feature, with a scale that complements hardscape elements and reinforces the sense of arrival.
- Trees, shrubs, and landscape materials should consist of native and local vegetation that is drought tolerant and is compliant with the MWELO.

Neighborhood Entries

Neighborhood Entries are features that identify a formal entrance into a residential neighborhood or a multi-family development. These features may be located in a small center median at a neighborhood entrance, or may flank the edges of a neighborhood's entry roadway and/or drive aisle. The design of Neighborhood Entries should utilize a visually-compatible palette of materials, colors, and exterior finishes and should be consistent with the design palette utilized for Project Entries in keeping with the overarching streetscape theme. Additionally, its design should be smaller in scale than a Project Entry and in scale with the surrounding built environment.

The design characteristics for Neighborhood Entries should adhere to the following guidelines:

- Entry features should be located at an entrance to a residential neighborhood or multi-family development, either in an entrance median or along each street/drive aisle edge, at the primary access point from an arterial or collector street.
- Thematic walls or other hardscape features (such as trellises, raised planters, pilasters, etc.) that are consistent with the overall streetscape design theme for Copper Trails' public realm may be incorporated into entry features.
- Identification signage may be incorporated into entry feature design, consistent with the signage provisions in the sub-section below.
- Iconic emblems, logos, or symbols may be used to identify the neighborhood/project, which reinforces the streetscape theme.
- Entry features should be sited and designed in a manner that does not impact site distance requirements for automobiles.
- Energy efficient, indirect lighting may be incorporated with concealed fixtures that provide a subtle lighting wash across hardscape and landscape elements during nighttime hours (subject to Planning Commission approval).
- The number, height, and size of all entry feature signage is subject to the requirements outlined in Chapter 18.26, Signing Standards, of the Ceres Municipal Code.

Examples of Neighborhood Entries into Residential Neighborhoods

Signage on Entry Features

Identification signage is permitted on entrance features and should be utilized in a limited manner. Entrance feature signage and permitting requirements are subject to the regulations outlined in Chapter 18.26, Signing Standards, of the Ceres Municipal Code. All signs, including those related to commercial, office, and multi-family use, as well as temporary construction, marketing, and sales signs, are also regulated by the Ceres Municipal Code.

Entry features signage should adhere to the following guidelines:

- Sign text should be used to identify the City of Ceres at an entrance gateway, the name of a project or neighborhood area, or the name of an individual residential neighborhood or multi-family development.
- Signage should consist of high-quality materials that are capable of enduring seasonal, outdoor conditions and that are resistant to vandalism.
- Signs and sign lettering are encouraged to be monolithic or panels/plaques, versus individual letters, such as flush-mount channel letters, flush-mount masonry or metal wall plaques, or cast in concrete.
- All sign elements on pilasters or walls should use mounting hardware securely embedded into the surface onto which it is affixed. No epoxy-mounted elements are permitted.
- Where signs and entry features are to be up-lit, such lighting equipment is subject to review and approval by the Planning Commission.

D. Walls & Fences

The use of walls and fences throughout Copper Trails is intended to provide screening between differing land uses, create a transition between developed and undeveloped areas, secure utility facilities from public access, and provide privacy and security for private property. The design and material for walls and fencing varies throughout the Plan Area, depending on the specific purpose. The use of walls and fencing is subject to the regulations outlined in Chapter 18.27, Fences, Hedges, Walls Standards, of the Ceres Municipal Code, except as modified herein.

Several wall and fence types are specified, with the general design characteristics for each specified below.

Masonry Walls

Masonry walls are intended to provide security, screening, privacy, and/or sound attenuation where appropriate along roadways or between differing land uses. The typical application of masonry walls is on high-traffic volume roadways, such as Service Road, Central Avenue, and Blaker Road, located along the back edge of the landscape lot where needed for sound attenuation adjacent to single-family residential uses. Additionally, masonry walls are required along the interface between differing land uses, such as where a LDR land use adjoins a HDR, MHDR, School, or CF land use. Additional locations for the use of masonry walls may be required if deemed necessary by the City, such as along the interface between a residential use and a public park.

Masonry wall examples, some with decorative pilasters and top caps, that reflect the streetscape theming of a Specific Plan area. Actual design to be determined with landscape improvement plans for roadway construction.

The guidelines below outline the key design requirements and common applications for masonry walls:

- Masonry walls along public streets should be placed to avoid obstructing important pedestrian or vehicular sight lines and should not conflict with underground or above-ground electric, telephone, cable, water, or sewer services or equipment.
- Walls should be a minimum of 6'-high along high-traffic volume roadways and located at the back edge of a landscape lot where adjoining a single-family residential land use. Higher walls may be permitted if deemed necessary to meet the requirements of a site-specific noise analysis.
- Opportunities for wall openings between land uses should be included where appropriate to encourage and facilitate pedestrian connection/access between residential neighborhoods and adjacent roadways.
- A consistent wall design should be utilized throughout the Plan Area to ensure continuity in the public realm's design and streetscape theme.
- Wall materials shall have a textured face such as cast patterns, split-faced, or stucco-finished on the side facing the street or public view and include a trim cap which adds color and texture change and visual interest.
- Pilasters shall be incorporated into wall design and used at edges of neighborhood vehicular and pedestrian entrances to define openings, and at angle points or directional changes to enhance its aesthetics.
- Landscaping in front of the wall shall include shrubs close to the wall to break up any stretches of wall not interrupted by columns.
- Where walls are located adjacent to neighborhood entrances, pilasters should be incorporated into wall design and be coordinated with any neighborhood entry features.
- Pilasters may include embellishments such as graphic logos or emblems, subject to applicable regulatory requirements outlined in Chapter 18.26, Signing Standards, of the Ceres Municipal Code.

Residential Wood Fencing

Wood fencing is permitted to provide privacy and security in single-family residential areas. Two types of wood fencing are specified, which are intended to be used for different interfaces. The application of residential wood fencing depends on several factors, such as adjacent uses, visibility from public streets, and placement within a residential neighborhood. The application of each wood fencing design type should be guided by the following parameters:

- **Enhanced Wood Fence:** This fence type is required where residential lot edges face (or adjoin) a residential street. Enhanced wood fences incorporate a base and decorative top rail, with encased fence boards between posts, to create an identical appearance on both sides.
- **Standard Wood Fence:** This fence type is required on shared property lines between residential lots. Fence design is simpler than the Enhanced Wood Fence, with alternating fence boards and/or panels and an optional decorative top rail.

The application of residential wood fencing should adhere to the following requirements:

- Fences located along side yard or rear yard lot lines shall not exceed 6'-high. In addition, pilasters and decorative caps may extend higher than the height limitation of the fence.
- Constructed in module widths between 6-feet and 8-feet and supported by 4-by-4 posts.
- Wood fencing shall consist of redwood or cedar construction and may be stained in an earth tone color.
- Side yard fences and walls shall be permitted on a shared property line, but not within a front setback.
- Front yard fences shall not exceed 3½'-high except if located outside the setback at the front of the building, where the maximum is 6'-high.

Enhanced wood fence examples that incorporate a base, decorative top rail, and colorized stain, some with decorative pilasters, that reflect the streetscape theming of a Specific Plan area. Actual design to be determined with landscape improvement plans for roadway construction.

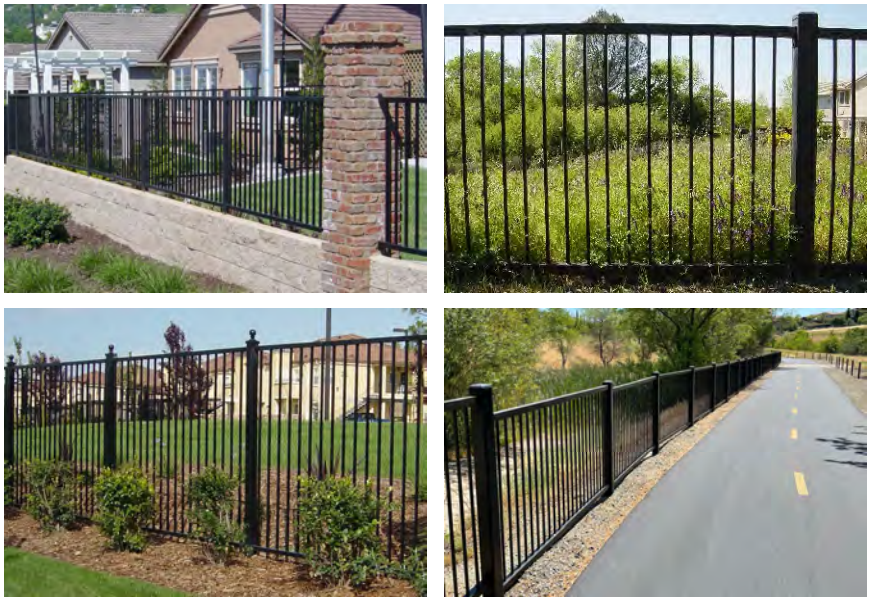
Standard wood fence examples with alternating fence panels and/or boards and optional decorative top rail.

Open View Fencing

Open view fences are intended to provide a visually transparent barrier at land use interfaces and unique locations where security and access prevention is warranted, but through-visibility is desired. Depending on the interface, open view fencing may be used between residential uses and greenbelts and/or linear parks, along the street-side adjacent to a multi-family development, or at other miscellaneous locations within the Plan Area where conditions warrant.

The following guidelines should be used to direct the design and application of open fencing throughout the Plan Area, as appropriate for each location:

- Open fencing should be 4'-6'-high and constructed of tubular steel or wrought iron.
- Fencing should have a durable finish designed to withstand outdoor seasonal conditions and should consist of a dark black or green color.
- Brick or other masonry pilasters or columns may be used as an optional detail with tubular steel or wrought iron fences.
- Both sides of fencing are to be addressed aesthetically if they are visible from public streets.
- Where residential lots back up to a greenbelt or linear park parcel, knee walls with or without a tubular steel fence on top may be used. If tubular steel fencing is required on top of the knee wall, the top of the fence/wall combination shall not exceed 6-feet.
- Chain link fencing shall not be permitted.



Open view fencing examples, some with decorative pilasters and/or knee walls. Actual design and application to be determined with improvement plans.

E. Street Lighting

Street lighting is required along all roadways and may vary in design and height based on a roadway's size. Light fixture design, luminaries, specification, and installation are subject to the City's adopted Improvement Standards and are subject to applicable regulations in the City of Ceres Municipal Code. As permitted by City standards, consistently-themed decorative street lighting may be used on public streets in residential neighborhoods to maintain a cohesive design for the public realm. Where utilized, decorative fixtures are permitted on collector and residential streets. Decorative light fixtures are also encouraged on private streets within medium-high and high-density residential developments.

Examples of decorative lighting standards for public streets and/or private developments. Actual design of public street lighting to be determined with roadway improvement plans, subject to City approval.

copper trails
SPECIFIC PLAN

7 Utilities

Inside this Chapter

7.1 OVERVIEW

The development plan for Copper Trails includes provisions for the construction of all backbone utility systems needed to support buildout of the Plan Area. This section describes the approach for constructing potable water, wastewater, stormwater drainage, and energy utility systems within the Plan Area. Additionally, water conservation, stormwater management, solid waste, and voice/data communications are addressed in this section.

Infrastructure phasing and funding obligations are detailed in Chapter 10 Implementation. Utility infrastructure is to be constructed, dedicated, and easements provided consistent with this Specific Plan, project development agreements, and the applicable requirements of the City of Ceres, Stanislaus County, and relevant utility providers.

The utility providers for Copper Trails are identified in Table 7-1.

TABLE 7-1: UTILITY PROVIDERS

Utility	Provider
Potable Water	City of Ceres, Stanislaus Regional Water Authority (SRWA)
Wastewater	City of Ceres
Drainage and Flood Control	City of Ceres, Turlock Irrigation District
Electric Services	Turlock Irrigation District
Gas	Pacific Gas & Electric (PG&E)
Communications	AT&T, Spectrum
Solid Waste	Bertolotti Disposal

7.2 POTABLE WATER

Within City limits, potable water is provided by the City of Ceres. Outside of City limits, potable water is provided by private wells or small water systems with wells. The City's Urban Water Management Plan (UWMP) describes the City's water system in detail. It was last adopted in 2021 and is updated every five years. The City of Ceres Water Master Plan dated June 2011 delineates a primary sphere of influence, which includes the CTSP area. Infrastructure improvements for the CTSP are to be constructed per applicable City standards.

Potable Water Supply Sources

The City of Ceres relies extensively on groundwater from the Turlock Groundwater Subbasin of the San Joaquin Valley Groundwater Basin for potable water. Raw water from non-potable, shallow park wells are utilized for some irrigation uses. As of 2020, the City operated a total of 13 groundwater wells with a total well capacity of 11,120 gallons per minute (GPM). In 2022, the City's water division supplied an average of 5.9 million gallons of water daily. There is a planned groundwater well just south of the Plan Area at the southeast intersection of E. Redwood Road and Central Avenue.

Due to constraints on groundwater consumption, such as treatment costs and supply limits, the City of Ceres and City of Turlock partnered with the Stanislaus Regional Water Authority (SRWA) for the Regional Surface Water Supply project. This partnership included the construction of a new water treatment plant (WTP) designed to utilize surface water from the Tuolumne River. This treatment plant began operating in late 2023 and its surface water supplements the City's groundwater supply. The WTP is located east of Ceres and bordered by Geer Road to the east and the Tuolumne River to the north. The SRWA project pipeline has the capacity to provide the City of Ceres with 5 million gallons per day (mgd) and this water supply is expected to meet demand through the year 2035.

Planned Potable Water Infrastructure Improvements

At the time of Specific Plan approval, existing potable water infrastructure in proximity to the Plan Area included a large groundwater well, storage tank, and booster pump. These facilities are located at the Ceres Wastewater Treatment Plant (WWTP) site to the west of the Plan Area along Blaker Road. This infrastructure serves a 24-inch trunk line located in E. Service Road and extends past the boundaries of the Copper Trails Specific Plan. An additional 8-inch line is within E. Service Road and used for local transmission to existing residential neighborhoods north of the Plan Area. Additionally, a 12-inch main line is located in Central Avenue, which supplies both school sites in the Plan Area. Finally, a short run of 24-inch trunk line connects Service Road to the existing tank at the Ceres WWTP.

The CTSP's potable water distribution system consists of looping pipelines located in arterial and collector roads to form a transmission main grid consisting of 12-inch to 24-inch diameter mains through the Plan Area. This system includes a planned connection to the 24-inch trunk line in Service Road, and additional connections are planned at Moffett Road and Lucas Road.

The construction of an additional domestic well, storage tank, and booster pump is planned to meet the flow demand for buildout of the Plan Area. A domestic well and tank site are planned at the south terminus of Moffett Road. The key components of the potable water infrastructure system are shown in Figure 7-1.

All water infrastructure improvements are to be constructed to the City of Ceres and/or SRWA standards using a phased approach. Detailed information regarding the CTSP's potable water facilities is available in the Preliminary Master Plan for the CTSP's utilities, which is included as an appendix to the Copper Trails EIR on file with the City.

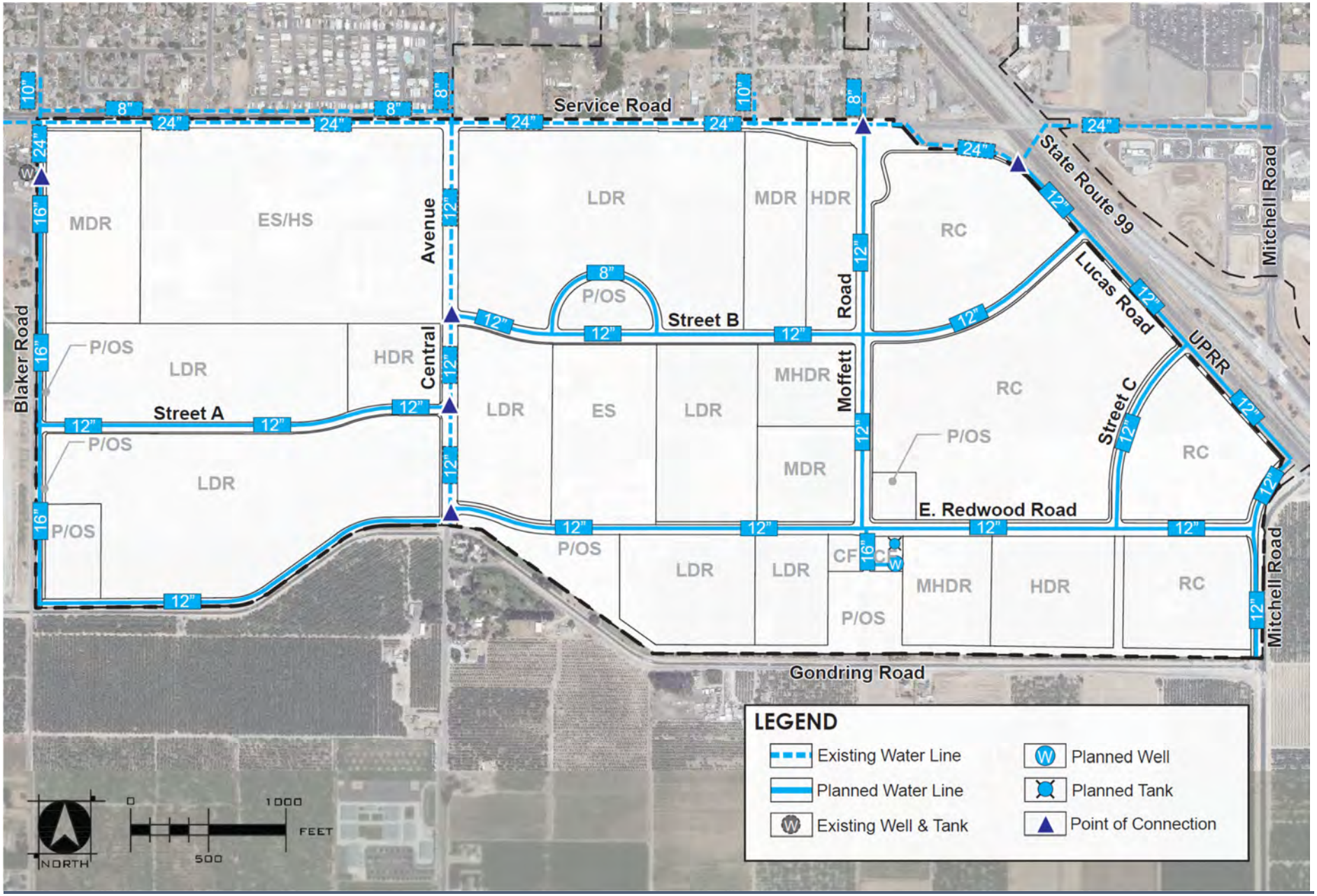


FIGURE 7-1: POTABLE WATER INFRASTRUCTURE

7.3 WASTEWATER

City Wastewater Infrastructure System

The City of Ceres is the planned sanitary sewer service provider for Copper Trails. Wastewater from the Plan Area is collected and conveyed to the Ceres Wastewater Treatment Plant (WWTP) for treatment. The Ceres WWTP is located adjacent to the western boundary of the Plan Area. In 2020, the WWTP treated an average flow of 2.5 million gallons per day. Due to capacity constraints at the WWTP at the time of Specific Plan approval, a significant portion of existing wastewater flows were partially treated in Ceres and then pumped to the City of Turlock's Wastewater Treatment Plant for remaining processing.

Planned Backbone Wastewater Infrastructure

Backbone wastewater infrastructure facilities in, and adjacent to, the Plan Area consist of a network of existing and planned pipes ranging in size from eight inches to 42 inches in diameter. Wastewater generated by the CTSP will be directed into existing infrastructure located in Service Road where it will flow to the Ceres WWTP for treatment.

The backbone wastewater collection system is shown in Figure 7-2.

A Preliminary Master Plan for the CTSP's utilities has been prepared to support the development of Copper Trails, which divides the Plan Area into four subareas: south, east, west, and north. Each subarea is described briefly below, with additional information and design detail provided in the Preliminary Master Plan for the CTSP's utilities, which is included as an appendix to the Copper Trails EIR on file with the City.

- **South Area:** Flows from the south area are to be conveyed by trunk lines to a planned regional sewer lift station located along Central Avenue, south of Redwood Road. From there, flows are to be discharged via a forced main into an existing line in Central Avenue. Various 10-inch, 12-inch, and 15-inch lines feed the trunk line for the regional lift station.
- **East Area:** In the east area, the majority of flows are to be conveyed to the south in Moffett Road and Redwood Road, with discharge to the regional sewer lift station. This includes a large portion of the regional commercial parcels. In the northeast portion of this subarea, some flows are to be conveyed via trunk main lines directly to the a 42-inch line in Service Road.
- **West Area:** The west area is to be served by a trunk line in Blaker Road, which allows for gravity flow to an existing trunk line in Service Road. To the extent feasible, the trunk line in Blaker Road is to be fed by smaller main lines for the construction of planned residential development in this subarea. Portions of this subarea may need to gravity flow toward Central Avenue, which conveys flows to the regional sewer lift station.
- **North Area:** Main lines are planned to serve the north area via gravity, discharging to an existing 42-inch trunk line in Service Road. As planned, this subarea does not contribute flows to the regional sewer lift station.

All sewer improvements are to be constructed to the City of Ceres standards and be consistent with the Ceres Sewer System Master Plan. Improvements are to be constructed using a phased approach. Detailed information about the CTSP's sanitary sewer system is contained in the Preliminary Master Plan for the CTSP's utilities.

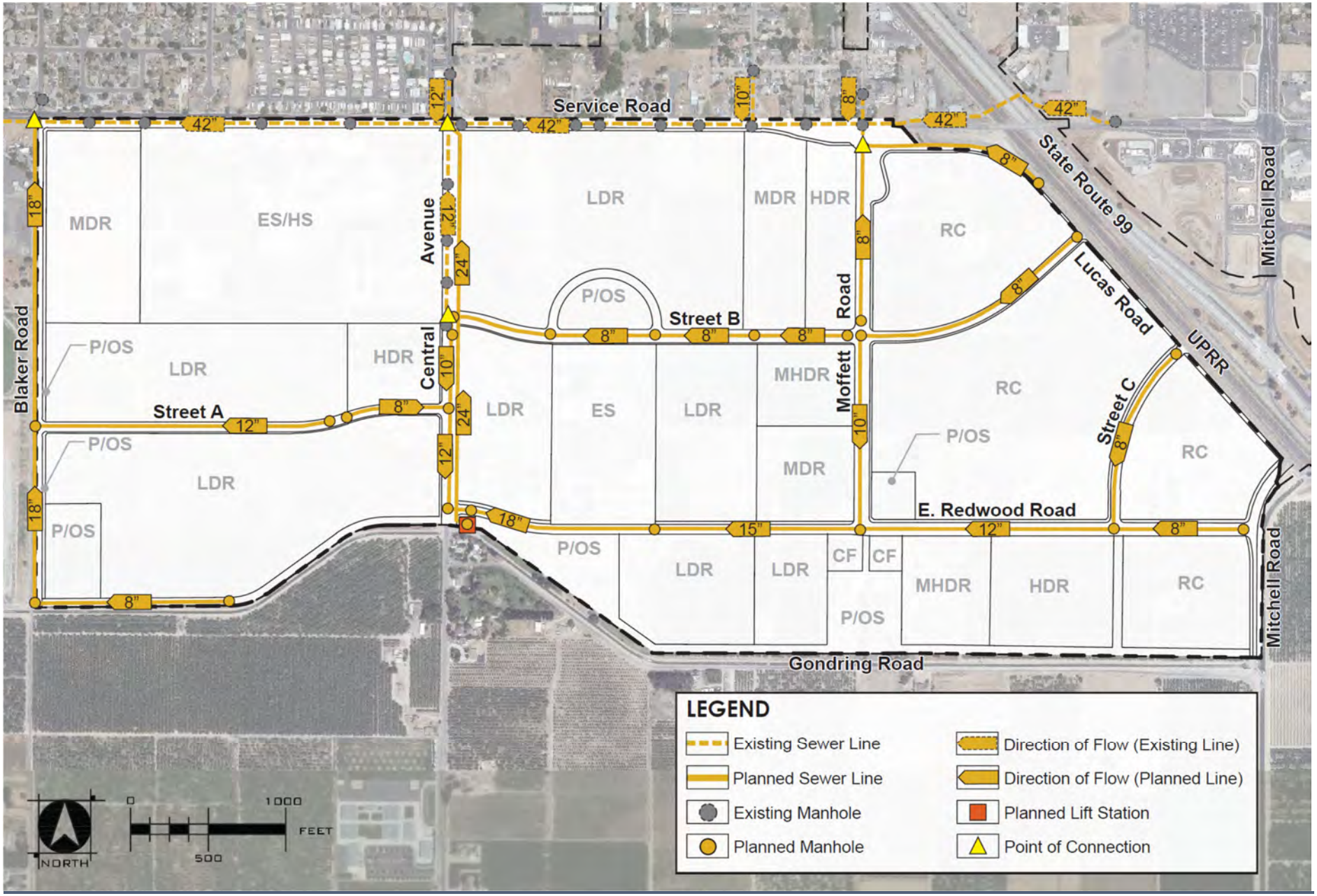


FIGURE 7-2: WASTEWATER INFRASTRUCTURE

7.4 NON-POTABLE WATER

Overview

At the time of Specific Plan approval, there were no non-potable water systems in or near the Plan Area. However, at that same time, the City of Ceres was examining the feasibility of upgrades to the Ceres Wastewater Treatment Plant (WWTP) for tertiary treatment. This type of treatment is intended to create the opportunity to distribute raw water to the Plan Area and other areas of the City. This would provide a source of irrigation water that augments the City's potable water supply portfolio.

Planned Non-Potable Water Infrastructure

The CTSP includes plans for construction of a non-potable water system, which has been designed to be self-contained and includes the opportunity for expansion with a connection to the Ceres WWTP if a raw water supply becomes available. With or without a raw water supply from the WWTP, the CTSP's planned non-potable water system provides a source of irrigation water for the Plan Area's landscape corridors and park spaces.

The non-potable water backbone infrastructure system consists of a distribution network with a combination of groundwater wells and distribution lines. This network includes three groundwater wells that are dispersed through the Plan Area and located in park spaces. These groundwater wells are linked by a network of 8-inch and 12-inch distribution lines located in Central Avenue, E. Redwood Road, Street A, and Street B. Additionally, a potential point of connection to the Ceres WWTP is provided the western terminus of a planned 12-inch line in Street A, at the intersection with Blaker Road.

The planned backbone non-potable water infrastructure system is illustrated in Figure 7-3.

Detailed information about the CTSP's non-potable water facilities and supplies is provided in Preliminary Master Plan for the CTSP's utilities, which is included as an appendix to the Copper Trails EIR on file with the City.

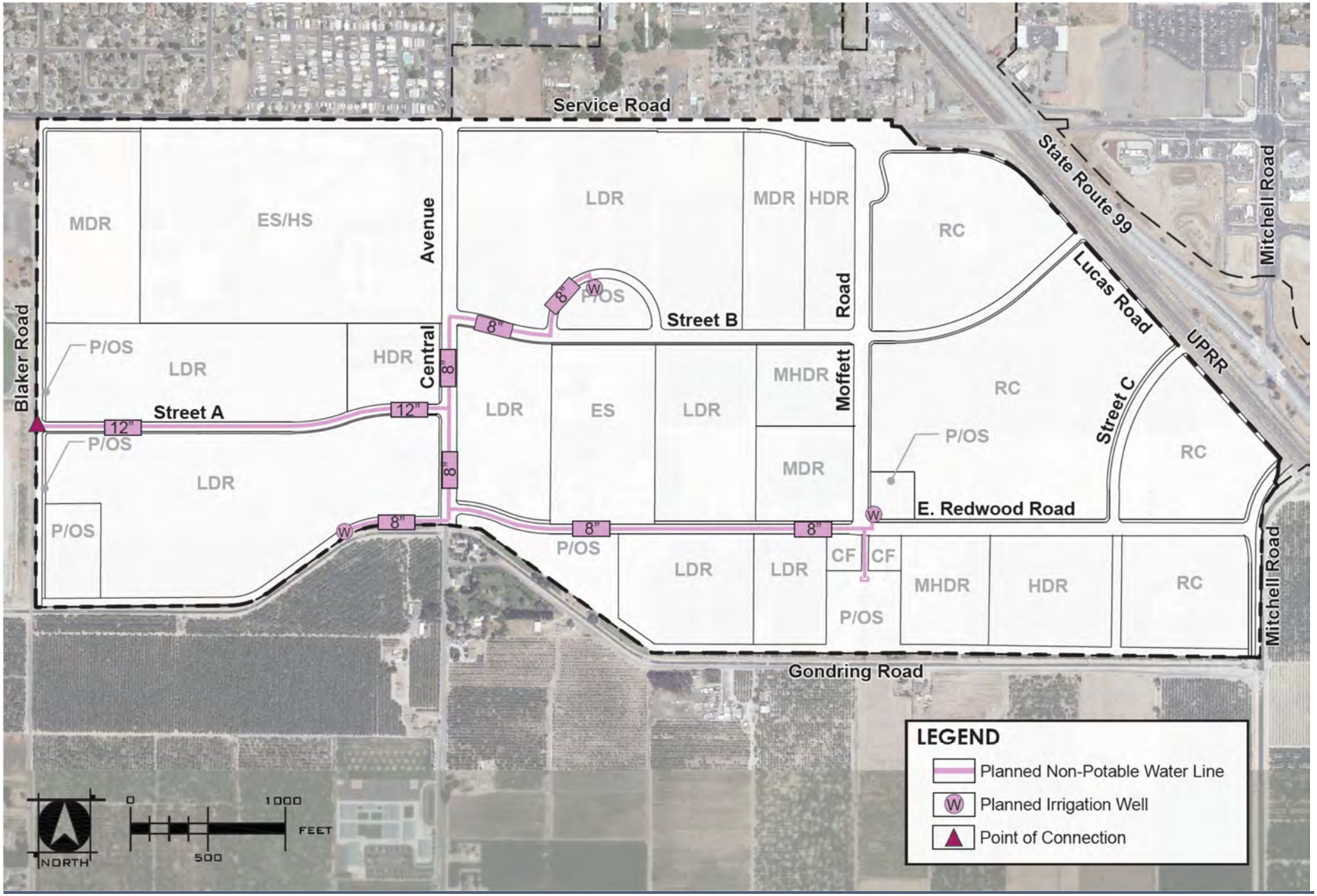


FIGURE 7-3: NON-POTABLE WATER INFRASTRUCTURE

7.5 DRAINAGE & FLOOD CONTROL

Pre-Development Conditions

The CTSP is located within the Middle San Joaquin-Lower Merced-Lower Stanislaus Watershed, which encompasses over 1,700 square miles and extends across the Central Valley from the foot of the Sierra Nevada in the east to the Coast Range and Interstate 5 in the west.

Several existing stormwater facilities are located adjacent to the CTSP. There is a stormwater pump station and basin located directly west of the Plan Area at the Ceres Wastewater Treatment Plant. Additionally, the Turlock Irrigation District Lateral #2 canal is located along the southern boundary of the Plan Area. The City utilizes a collection of smaller, individual storm drainage systems, with design based on a 100-year, 24-hour storm to manage stormwater. Runoff flows into a detention pond at the Ceres WWTP before being discharged into the Turlock Irrigation District Lateral #2 Canal. The majority of stormwater drainage flows into detention basins.

Drainage & Flood Control Improvements

The CTSP's planned drainage improvements consist of a combination of conventional subsurface and surface drainage systems including construction of pipe conveyance systems and storm drainage basins. Development of the CTSP includes construction of all necessary storm water collection and disposal facilities to serve the Plan Area, as well as appropriate financing mechanisms to generate funding that the City can use to maintain the system. After storm water basins are constructed by developers, they are to be dedicated to the City.

The storm drainage infrastructure system is designed to create four major drainage sheds within the Plan Area that serve separate north, south, east and west areas, each with its own stormwater basin. System design does not account for school sites in the Plan Area, which were developed prior to Specific Plan approval and include storm drainage facilities that "self-serve" each school site's needs. For the balance of the Plan Area, planned basins have been sized and located based on several factors including pre-development topography and site drainage patterns, development phasing and construction feasibility, and earthwork and pipeline efficiencies. Additionally, each basin is located in a park area and is designed for dual function, serving both for recreation and stormwater detention/retention.

Basin design allows stormwater to be discharged via infiltration into the groundwater basin, with treatment occurring at the bottom of each basin and within bio-swales located in park strips surrounding the Plan Area. Through the use of bio-swales, infiltration, inlets and conduits, storm water will be managed efficiently while adhering to adopted City standards.

Each of the four major drainage sheds include minor tributaries to allow stormwater to be conveyed through a network of pipes via gravity for discharge to each basin. The storage within the conveyance system can be utilized for attenuation to the basins and additional storage.

The ultimate design and construction of the CTSP's stormwater drainage and flood control system are to be guided by the following measures:

- To handle and properly store a NOAA 100-year storm event.
- To design dual-use basins that function both during storm events and during non-storm timeframes.
- To limit basin depth to a maximum depth of 8-feet, with a maximum water depth of 9-feet with 1-foot of freeboard.
- To creates a network of linear parks that encircle and interconnect the Plan Area and to provide underground conveyance pipelines.
- To utilize on-site retention as a means of stormwater storage and attenuation.
- To implement and comply with all applicable standards and guidelines of the LID Manual and Specifications, adopted by the City of Ceres in November 2021.
- To comply with regulatory requirements of the City of Ceres MS4 Permit.

Because buildout of the Plan Area is planned to occur in a phased approach over time, construction of stormwater facilities within each drainage shed is anticipated to be directed by project demand and need. Because of this, temporary basins may be needed to handle stormwater flows until the permanent facilities in each shed area are constructed.

FIGURE 7-4: STORM DRAINAGE INFRASTRUCTURE

Stormwater Quality

The planned storm drainage and flood control system for the CTSP utilizes Best Management Practices (BMPs), Low Impact Development (LID) measures, and other specifications to ensure better water quality, and recharging of ground water supplies where feasible to reduce community infrastructure costs. Additionally, the Ceres Municipal Code requires BMPs to be used consistent with the California Storm Water Quality Association (CASQA) Best Management Practice Handbooks or equivalent guidelines to prevent stormwater pollution or contamination due to discharge during construction.

A Storm Water Pollution Prevention Plan (SWPPP) is required for active construction projects to manage the release of on-site runoff. Stormwater management measures in the CTSP are to be implemented in a manner that cumulatively fulfill the requirements of the National Pollutant Discharge Elimination System (NPDES) Phase II General Permit, as issued by the State Water Resources Control Board. Stanislaus County's approved Storm Water Management Program (SWMP) meets the terms of the General Permit through six control measures that contain BMPs. BMPs generally include erosion and sediment controls such as applying straw mulch to disturbed areas, the use of fiber rolls and silt fences, sedimentation basins, drain inlet protection, stabilized construction access, and material management.

To manage stormwater quality and reduce post-development stormwater flows, development in the CTSP is planned to utilize various Low Impact Development (LID) strategies. LID strategies remove pollutants from runoff, attenuate peak flows, and reduce runoff volume. Example LID measures include the use of canopy trees and shrubs to absorb rainwater, permeable paving, bioswales and bioretention basins, and other techniques.

The use of BMPs and LID measures work in tandem with one another to address stormwater quality issues and hydrologic issues that newly-developing areas can generate. In light of this, the CTSP is responsible for implementing the following stormwater quality guidelines:

- To conserve natural areas and drainages;
- To minimize impervious surfaces, drain to pervious area;
- To minimize soil compaction;
- To mitigate peak runoff and associated erosion; and
- To treat runoff in storm water BMP

7.6 ENERGY

Electric Service

Turlock Irrigation District (TID), the City's electric utility, is the service provider to provide electric service to the Copper Trails Specific Plan Area. TID utilizes a diverse mix of generation facilities to meet electricity demand, including solar, hydroelectric, wind, geothermal, and natural gas.

The Ceres General Plan encourages the use of renewable energy, including solar, hydroelectric, wind, and geothermal power. Additionally, the TID has an Energy Efficiency Rebate program to incentivize energy efficiency in the community.

The CTSP's electric facilities consist of main-line backbone feeder circuits that are planned for extension throughout the Plan Area. These facilities are planned in major roadways, with smaller feeder circuits to be extended and/or improved throughout the Plan Area as individual development projects are constructed.

Natural Gas

PG&E provides natural gas service to the City of Ceres, including the CTSP. As backbone infrastructure facilities are constructed, natural gas service lines area to be extended throughout the Plan Area as needed to service individual development projects. PG&E's long-range plans provide for the accommodation of increased demand for gas services. Delivery of gas service to individual projects in the CTSP are to be reviewed by PG&E at the time service is requested.

7.7 VOICE & DATA COMMUNICATIONS

The CTSP is located in the service areas of AT&T and Spectrum for voice and data communication services, including telecommunications, high speed internet, and cable television services. Distribution lines to individual parcels are to be extended from existing infrastructure adjacent to the Plan Area in accordance with the phasing plan for dry utilities. As individual development projects are constructed, the appropriate service providers are responsible for reviewing delivery requirements of their respective facilities at such time that service is requested.

7.8 SOLID WASTE

Solid waste disposal services for the Plan Area are provided by Bertolotti Disposal, a franchised garbage collection company contracted with the City of Ceres. Bertolotti Disposal collects and delivers solid waste to the Fink Road Sanitary Landfill and Stanislaus Resource Recovery Facility (SRRF), which are located in Crows Landing, approximately 20 miles southwest of Ceres.

The Fink Road Landfill is owned by Stanislaus County and operated by the Department of Environmental Resources. The landfill is open to private citizens, businesses, school districts, and local government agencies and serves the cities and unincorporated areas of Stanislaus County.

The SRRF is a waste to energy facility located on the same site as the Fink Road Sanitary Landfill. The SRRF is operated by Covanta and reduces the amount of waste in landfills by converting it to electricity. Metal is also recovered and recycled. The landfill facility serves the entire County, and based on the Stanislaus Department of Environmental Resources 2019 Annual Report, is expected to have capacity to operate until the year 2052.

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copper trails
SPECIFIC PLAN

8

Public Services

Inside this Chapter


CITY OF CERES
FIRE STATION
No. 1

8.1 OVERVIEW

This chapter provides an overview of the key public services and facilities required to meet the needs of CTSP residents, in accordance with the City's General Plan. Services addressed include schools, libraries, police/law enforcement, and fire protection/emergency services. Phasing and financing obligations relating to public services are outlined in Chapter 10 Implementation. Public service providers for the CTSP are summarized in Table 8-1.

TABLE 8-1: PUBLIC SERVICE PROVIDERS

Public Service	Provider
Schools	Ceres Unified School District
Library Services	Stanislaus County
Law Enforcement	Ceres Police Department Stanislaus County Sheriff's Department California Highway Patrol
Fire & Emergency Services	Ceres Fire Department Modesto Fire Department

8.2 SCHOOLS

The Copper Trails Specific Plan area is located within the Ceres Unified School District (CUSD). The CUSD serves students in kindergarten through 12th grade. Two elementary schools and one high school were located within the Plan Area at the time of Specific Plan approval. These include Joe Hidahl Elementary School, located near the center of the Plan Area, and Walt Hanline Elementary School and Central Valley High School (CVHS), located in the northwest portion of the Plan Area. Additionally, Blaker-Kinser Junior High School is located approximately 1 mile northwest of the Plan Area. These facilities are identified on Figure 8-1.

Assumed student enrollment capacities for the CUSD's elementary, middle, and high schools are summarized in Table 8-2, below. Additionally, at the time of Specific Plan approval, Walt Hanline Elementary School was being utilized by the Ceres Adult School for adult education, but can be converted to an elementary school if the need arises. It has capacity for 600 students.

Based on the assumed student generation factors outlined in Table 8-2, full residential buildout of the CTSP generates approximately 1,287 elementary, 339 middle, and 583 high school students. These students have the opportunity to attend Joe Hidahl Elementary School and Central Valley High School, both located within the Plan Area, as well as Blaker-Kinser Junior High School located just outside the Plan Area.

While some of the students generated by the CTSP can be accommodated at schools within the Plan Area, others may need to attend nearby schools elsewhere in the District that have reserve capacity. The CUSD is responsible for determining each school's service boundaries and what schools CTSP students will ultimately attend.

TABLE 8-2: STUDENT GENERATION ESTIMATES

	Single-Family Factor [1]	Multi-Family Factor [1]	Students Generated [2]	School Capacity [1]	Schools Required
Ceres Unified School District					
Elementary School (Grades K-6)	0.506	0.611	1,287	500	2.57
Middle School (Grades 7-8)	0.135	0.157	339	900	0.38
High School (Grades 9-12)	0.258	0.211	583	1,500	0.39
Total Students			**2,209**		

Notes:
1 Factors and school capacities per Ceres Unified School District School Facility Needs Analysis, dated August 2019
2 Student generation estimates assume 1,662 single-family units (LDR, MDR & MHDR) and 730 multi-family units (HDR)

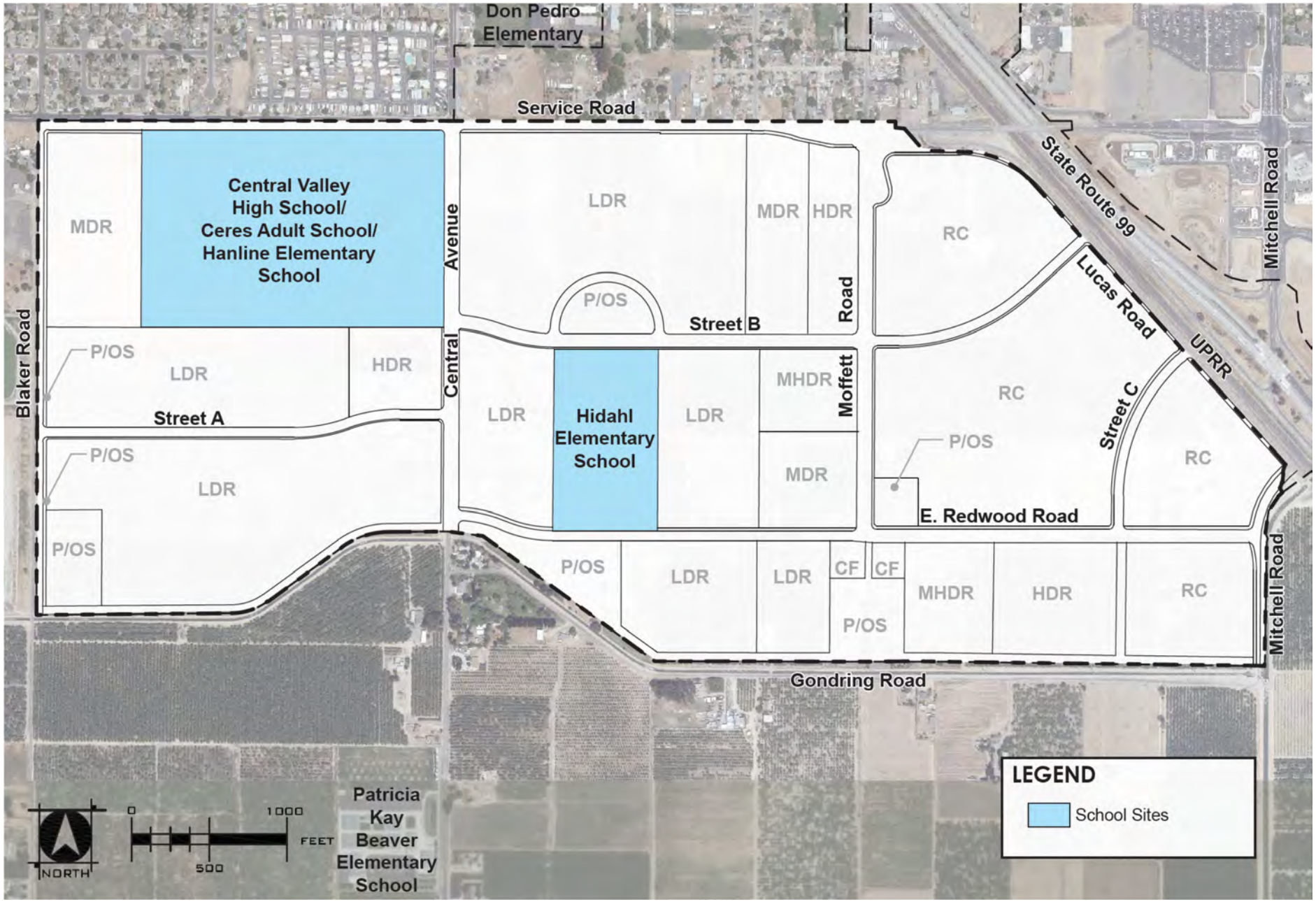

FIGURE 8-1: SCHOOL FACILITIES

8.3 LIBRARY SERVICES

Library Services are provided by Stanislaus County, which operates 13 libraries throughout the County. Ceres Public Library, located in downtown Ceres, is approximately 1 mile north of the Plan Area. The Ceres Public Library provides both print and online services for the community. It is anticipated that library services for Copper Trails will be provided by this facility, however Plan Area residents have the opportunity to use libraries throughout the County's system.

8.4 LAW ENFORCEMENT

At the time of Specific Plan approval, the Stanislaus County Sheriff's Department provided law enforcement services for the Plan Area. However, upon annexation of the Plan Area into the City's boundaries, this service was shifted to the Ceres Police Department.

City of Ceres Police Department

The City of Ceres Police Department (CPD) is responsible for law enforcement services within the Plan Area. The nearest police station is located approximately 1 mile north of the Plan Area in Downtown Ceres. The CPD is composed of several departments and units, including patrol, code enforcement, school resources, a K-9 unit, S.W.A.T. team, traffic enforcement, detective services, and animal services.

The CPD has a service ratio goal of 1.3 officers for every 1,000 residents. In 2015, there were 1.0 officers for every 1,000 residents, slightly below the department's service ratio goal. Based on the CTSP's estimated population of 6,755 people, full residential buildout of the CTSP generates the need for nearly 9 new officers.

Stanislaus County Sheriff's Department

Prior to annexation of the CTSP into the City of Ceres, the Stanislaus County Sheriff's Department provided police protection to the Plan Area as part of its service throughout the County's unincorporated areas. This service is provided in addition to contractual law enforcement services for the cities of Riverbank, Patterson, Waterford, and Hughson. The Sheriff's Department is headquartered at 250 E. Hacket Road in Modesto, which is located approximately 1.5 miles northwest of the Plan Area. In addition to 911 operations, the Sheriff's Department includes a patrol division with a K-9 and mounted unit, an investigations division, property and evidence unit, detention facilities, and other specialized teams.

California Highway Patrol

The California Highway Patrol (CHP) is responsible for the patrol of State highways, Federal interstate highways, and other major roadways in unincorporated areas of Stanislaus County. The CTSP Plan Area is located within the CHP Central Division, with State Route 99 and Interstate 5 the two most prominent freeways in the Division. In support of traffic-related enforcement, the CHP provides patrol services, an Air Operations Unit, the El Protector Program and Safety and Farm Labor Vehicle Education, an Investigative Services Unit, and a Multidisciplinary Accident Investigation Team (MAIT). The CHP's Modesto Area Office located at 4030 Kiernan Avenue is the nearest Central Division CHP office to the Plan Area.

8.5 FIRE & EMERGENCY SERVICES

The Plan Area is within the Ceres Fire Protection District and served by the Ceres Fire Department through a joint services agreement with the Modesto Fire Department. In 2021 the Ceres City Council approved a contract with Modesto for fire services within Ceres' jurisdictional boundaries. Services provided by Modesto include fire protection, prevention and suppression, emergency medical response, emergency preparedness, mitigation of incidents with hazardous materials, and special operations, such as water rescue. Within Ceres' jurisdiction, the fire staff operates out of the City's fire stations and uses the Ceres logo. The agreement between Ceres and Modesto is effective through June 30, 2026, with the option of a two-year extension.

There are four fire stations in Ceres. The nearest fire station to the Plan Area is Fire Station 15 (formerly #1), located approximately 1 mile north of the CTSP at 2755 3rd Street in downtown Ceres. Additionally, Fire Station 17 (formerly #3), is located approximately 1 mile west of the Plan Area at 420 Service Road, but functioned as a training facility and was not staffed at the time of Specific Plan approval.

The CTSP Land Use Plan includes a Community Facilities site at the southeast of the intersection of E. Redwood Road and Moffett Road. This site can be used by the fire department for construction of an additional station should the development of the Plan Area result in the need for a new facility.

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9

Design Guidelines

Inside this Chapter

9.1 OVERVIEW & APPLICATION

This chapter provides design direction for physical form and visual character of Copper Trails' residential neighborhoods and commercial centers. The goal is that the application of these guidelines results in development that has a high-quality, enduring design with a built-over-time appearance. While imaginative design that incorporates these guidelines is encouraged, it is expected that architectural variation will occur. Regardless of any building's individual architectural style, several important elements should be considered when composing the design for residential neighborhoods and commercial centers.

The guidelines and images in this chapter should be interpreted with flexibility and not as strict standards, recognizing that modern adaptation of traditional design elements is expected. Merchant home builders and commercial developers should use these guidelines as inspiration for high-quality design that will result in attractive, livable neighborhoods and lively commercial centers. The intent is to achieve the community vision described in Chapter 3.

9.2 RESIDENTIAL NEIGHBORHOODS

The purpose of this section is to provide design direction for residential subdivisions and homes in Copper Trails. The intent is to provide clear objectives to developers, home builders, and City staff regarding the level of design quality expected as the Plan Area builds out. Although the guidelines do not identify specific architectural styles, they provide sufficient design guidance to ensure that residential neighborhoods are well-connected, and that home design is architecturally harmonious in and of itself. By using the guidelines to orient living spaces towards the street, de-emphasize the appearance of garages, and encourage a variety of architectural details with a broad range of materials and colors, development of Copper Trails' residential neighborhoods will result in a distinguishable community as envisioned.

A. Neighborhood Design

Copper Trails residential areas are envisioned to build out as a collection of neighborhoods that are walkable and well-connected. As such, they should be designed to ensure that subdivisions have cross connectivity for automobiles, bicyclists, and pedestrians. Design for street patterns and connectivity, lot orientation and block design, and interface with park/open space features is to be determined through the City's small lot tentative subdivision map process. To achieve the intended neighborhood design throughout Copper Trails, the following provisions should be used to guide the physical design and layout of single-family residential neighborhoods.

Street Patterns & Connectivity

- Street networks shall provide a high degree of multi-directional connectivity within neighborhoods, which limit long, circuitous roads and provide drivers, bicyclists, and pedestrians with multiple choices for transportation routes.
- Within a subdivision, the layout of in-tract streets and blocks shall form a grid or modified grid development pattern that allows for an efficient dispersal of traffic, offers a high degree of pedestrian connectivity, and provides roadway/sidewalk connections between adjacent Specific Plan parcels.
- The design and layout of individual tentative subdivision maps shall be consistent with the street hierarchy depicted in the Roadway Key Map illustrated in Chapter 5 with street design utilizing its associated street sections.
- To enhance connectivity on a community-wide level and facilitate walking and bicycling, street patterns within individual neighborhood units shall be designed to provide both on and off-street connections to adjacent neighborhoods, as well as non-residential areas such as schools, parks, and commercial centers.
- Street patterns shall be encouraged that allow for connection points between neighboring subdivisions in order to minimize barriers between neighborhoods and to enhance connectivity.

Visible Edges

Homes located along the outer edges of the Plan Area and individual CTSP neighborhoods, along major roads, and around parks have an impact on how residents and visitors view the community. Homes in these locations shall be designed to provide the following:

- Main roof span shall have a variety between plans (front-to-rear, side-to-side, gables, and hipped roofs), as appropriate to a home's architectural style.
- Single-story alternative massing and other massing offsets.
- Color and material variety consistent with architectural style.
- All visible edge windows shall have trim and/or other architecturally appropriate window enhancements.

Residential neighborhoods buffered from arterial roadways with landscape corridors while providing a high level of inter-connectivity from homes to parks, schools, and trails.

Lot Orientation & Block Design

- Subdivision design shall incorporate block lengths that are appropriate for a neighborhood's lot size while maintaining pedestrian and bicycle connectivity to schools, parks, and open space corridors. Excessively long, linear blocks shall be avoided.
- The design of residential blocks shall incorporate breaks at regular intervals, either via streets, pedestrian paseos, or multi-use pathways, in an effort to enhance cross-connectivity between, and create access to, adjacent neighborhoods, parks, and open space features.
- Blocks shall have a rhythm and cadence, created by regular cross-connections along a street, which provide visual relief to the streetscape edge, calm traffic, and enhance pedestrian walkability through neighborhoods.
- As illustrated on the Land Use Plan in Chapter 4, local parks shall be centrally located within neighborhoods to provide a highly visible and accessible focal point and gathering space.

Homes oriented to public streets and sited on blocks with breaks at regular intervals

Park/Open Space Interfaces

- Where applicable, neighborhood design shall incorporate pedestrian/bicycle access to parks and open space parcels located adjacent to a subdivision.
- A subdivision's internal street system shall be designed to allow residents to walk easily to nearby parks.
- Residential units shall be oriented toward (facing) parks, rather than backing up to them, with some exceptions as outlined herein.
- Neighborhood parks shall have frontage on a minimum of two streets to provide visibility, create open access for residents, and incorporate the amenity into the surrounding neighborhood.
- Residential streets shall provide views into open space corridors at regular intervals by providing opportunities for homes to front or side on to these features. This can be achieved through design techniques such as single-loaded streets, loop streets, or live end cul-de-sacs.

Residential units oriented to park spaces to enhance their visibility and access to residents

B. Home Design Elements

General Architectural Guidelines

Home design is an important element of a neighborhood's character. To create neighborhoods with well-composed residential streetscapes, the following general guidelines shall be followed:

- Home design shall incorporate design features that are true to the selected architectural style, with doors, windows, and other design elements that appropriately reinforce its character.
- Home design shall incorporate architecturally harmonious variations in building form and massing, roof forms, colors, and materials.
- Materials used for siding, trim, decorative accents, and other exterior features shall be comprised of high-quality products that appropriately reflect a home's architectural style.
- Visually confusing or disordered facades, including a mixture of architecturally incompatible roof forms, window/door shapes, styles and sizes, shall be avoided.

Collection of homes along a streetscape comprised of architecturally harmonious variations in building form and massing, roof forms, colors, and materials

Architectural Style Requirements

These guidelines are intended to provide flexibility to create a variety of architectural styles and design characteristics throughout Copper Trails' residential neighborhoods. To ensure that sufficient architectural diversity is created, and for consistency with the community vision described in Chapter 3, a minimum number of architectural home styles is required within each subdivision as noted below:

- Up to 100 homes: Three (3) architectural styles
- 100-240 homes: Four (4) architectural styles
- 241- 600 homes: Six (6) architectural styles
- 601+ homes: Eight (8) architectural styles

Building Form, Scale & Massing

Form, scale, and massing are important elements in creating harmonious architectural design. To facilitate a proper balance of these elements, several design approaches should be employed to ensure that the overall form, scale, and appearance of homes collectively create visually desirable residential neighborhoods. To meet this intent, the following guidelines shall be encouraged:

- The form and massing of homes shall be articulated with variations in building height, bulk, shape, and footprint. Two-story homes shall incorporate one-story elements to break up massing and provide visual relief.
- A combination of single and multiple-story elements shall be incorporated into each neighborhood to create a varied streetscape skyline.
- A variety of exterior home styles shall be encouraged in each neighborhood to help visually differentiate homes along a streetscape.

Building form and massing articulated into smaller modules via changes in height, bulk, shape, with one-story elements incorporated into design of two-story homes

Garage Orientation & Design

Garages should be well-integrated into home design and cohesive with its architectural style to help create an attractive streetscape appearance. The following guidelines shall be considered in the design and orientation of garages:

- Garages shall be well-integrated into building massing to enhance the neighborhood streetscape.
- Garage placement should be recessed from front elevations to reduce the visual prominence of garage doors in relation to the streetscape.
- The prominence of three-car garage configurations shall be reduced by utilizing off-set and/or separated bays, or tandem garage designs.
- Garage doors shall have an exterior finish, appearance, and/or color scheme that is appropriate to a home's architectural style.
- Decorative trellises, brackets, architectural headers, or lights should be incorporated into garage design where appropriate to a home's style.

Garages incorporated into home design to reduce prominence along streetscape with exterior design that complements the overall architectural style

Roofs Forms & Materials

In order to provide visual interest along the streetscape, home design should incorporate varying roof forms that are appropriate to its architectural style. This includes variations in roof lines, forms, ridge heights, materials, and the direction of gables. To help ensure that roof forms and materials are architecturally appropriate for a home's design, the following guidelines shall be encouraged:

- Roof forms shall be varied within neighborhoods, specific to each home's architectural style, with changes in roof plane orientation, pitch, and direction.
- Roof materials shall have a substantial, three-dimensional definition that creates deep shadow lines along roof planes.
- Roof colors shall be specified that are harmonious to each home's color palette.
- Distinctive colors and materials shall be used on each home to collectively create variety along a neighborhood's streetscape.

Roof forms designed to reinforce a home's architectural style, with materials and colors that complement its visual character

Front Entries

A home's primary entrance is an important visual element along a neighborhood streetscape. Entryways should be a defining feature and focal element of a front elevation, a design technique that can be achieved through the appropriate use of several types of architectural elements. The following guidelines shall be considered in in the design of entries:

- Home design shall incorporate architectural features that give visual prominence to a home's primary entrance, consistent with its style.
- Design features such as roof elements, columns, porticos, recesses or projections, windows, or other architectural features shall be incorporated to visually "announce" a home's primary entrance.
- Entryways shall be enhanced with landscaping, walkways, stairs, porches, or courtyards, as appropriate to a home's architectural style.
- A primary entrance shall be oriented to the front/street side of a home for visibility, or to a park/paseo/open space feature in instances where homes do not front a street (i.e. i-court & t-court lots).

Entries designed as prominent, focal elements that face public streets

Window Treatments

Window forms are an important component of a home's architectural style. Typically the location of windows is determined by practical considerations such as room layout, views, and privacy. However their form and placement on a home's exterior is an important consideration in creating high-quality design that reinforces a home's architectural integrity. To ensure that windows create an appropriate, high-quality architectural appearance on the exterior of homes, the following guidelines shall be followed:

- Windows shall include trim elements that are appropriate to each home's architecture, which enhance their appearance and provide shadow relief along each building elevation.
- Where appropriate to an architectural style, windows shall incorporate decorative or bracketed window heads, full trim surrounds, decorative shutters, or other features.
- Groupings of smaller windows shall be unified into a single unit by incorporating a common trim surround, window heads, and/or sills.
- Window glass shall be clear with no glazing. If glazing is used, it shall consist of a lightly-tinted, non-reflective material that reduces glare.
- Transom or clerestory windows shall be considered as an element to break up large wall planes, if appropriate to a home's architecture.
- Windows frames shall consist of a color and finish that is harmonious to a home's architectural style.
- Windows facing public streets, parks, and other public spaces shall be enhanced with trim elements or other features appropriate to the home's architectural style.


Groupings of smaller windows clustered together with a common trim surround


Ornamental shutters that complement a home's architectural style


Decorative awnings and window forms that reinforce building form and design

Porches & Balconies

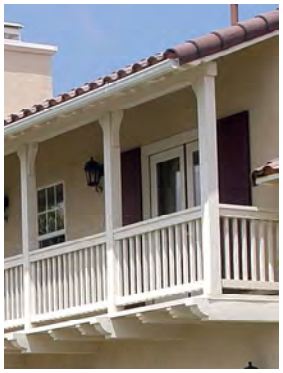
Porches and balconies create opportunities to add semi-private outdoor living spaces to homes, which facilitate "eyes-on-the-street" neighborhood monitoring and encourage social interaction among homeowners. To ensure that porches and balconies are appropriately integrated into home design, the following guidelines shall be followed:

- Front porches or balconies shall be designed as an integral element of a building's form, with details, eaves, supports, and railings that are harmonious with a home's architectural style.
- Porches shall have a 6-foot minimum depth to allow space for an entry door, seating, side tables, potted plants, or other decorations.
- A porch area shall incorporate a distinct roof form(s) that articulates a home's massing.
- Wrap-around porches shall be encouraged on homes located on corner lots.
- Where feasible, porches shall be raised from the elevation of an adjacent sidewalk to visually distinguish between the public and private realm.
- Front-yard living spaces, such as patios, courtyards, and/or second floor balconies, shall be integrated into home design or be designed as visually compatible independent spaces.
- Low walls, fences, or hedges may be utilized to demarcate an outdoor living space to create a visual separation between the public and private realm. These spaces may have open or gated entries.



Porches defined with distinct roof forms and designed as integral element of a home


Width and depth of porch area sized to accommodate outdoor furniture and plants




Balconies incorporated into a home's form and massing to complement its architecture

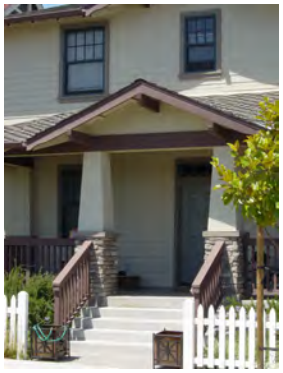
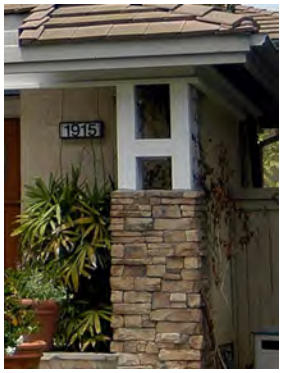
Colors, Materials & Exterior Finishes

Exterior building materials and finishes affect the perception of quality housing. An appropriate composition of material types, accents, and colors in home design enhances the visual character of neighborhoods and helps create a built-over-time appearance. The following guidelines shall be considered in home design:

- If appropriate to its architectural style, homes shall incorporate accent materials such as natural/synthetic brick, stone, shingles, wood siding, and/or trim that enhance important architectural forms.
- Exterior color palettes shall be selected that visually articulate a home's exterior form and that highlight architectural features such as porches, support posts, fascia, trim, and other design details.
- Material changes shall be utilized in a logical and aesthetically-pleasing manner such as at reverse corners or a return on a side-wall towards the privacy fence. Unless a material is being used to create a column effect, side-wall returns shall be no less than 3-feet.
- Exterior materials, windows, and finishes shall not be reflective.
- Exposed metals used for doors, windows, screens, roofs, and other detail elements shall be anodized in a color or consist of a factory finished color.


Siding materials and decorative finishes, such as stone or board & batten, added to reinforce a home's architectural style


Color palettes designed to visually define a home's architectural features and details

Accent details such as columns, pilasters, arches, decorative brackets, fascia, trim, and other design features incorporated to strengthen a home's visual character

9.3 COMMERCIAL DEVELOPMENT

Several parcels in the eastern portion of the Plan Area are designated for non-residential uses, which comprise the Regional Commercial Core described in Chapter 3, Community Vision. In order to ensure that the development of these sites is appropriately designed to fit harmoniously with the context and identity of Ceres' established character, the CTSP incorporates design guidelines for commercial development. These are intended to provide guidance for physical form and visual characteristics of all Regional Commercial (RC) Specific Plan parcels.

To achieve the desired vision, the placement and orientation of buildings on each parcel, along with the design of buildings and structures, should be considered as part of a greater whole. The design guidelines in this section shall be applied to all RC parcels and shall be used in tandem with the permitted uses and development standards provided in Section 4.4, Commercial Uses & Development Regulations.

A. Site Planning Principles

Site design is important element to ensure that the location and orientation of buildings, parking areas, drive aisles, pedestrian routes, and service areas properly function on a site and have appropriate relationships with adjacent uses. To address these elements, the following guidelines shall direct the site layout and design of RC parcels:

- Buildings shall be oriented to and aligned along public streets where feasible, helping frame the public realm, create a pedestrian-friendly street edge, and allow parking areas to be sited on a site's interior.
- Appropriately-sized landscape planters shall be provided along parcel edges and street interfaces, capable of supporting shade trees, in order to enhance street edges and to create visual transitions between differing land uses.
- Commercial centers shall provide clear pedestrian access routes throughout a site to enhance pedestrian walkability and facilitate a "park once" concept. Additionally, pedestrian routes shall have well-defined linkages between public sidewalks and building entrances.
- Building siting shall provide view corridors into a commercial center's interior, enhancing retailers' visibility to passing automobile traffic.
- Courtyards, patios, covered walkways, trellises, and outdoor rooms shall be encouraged in site design in order to create spaces for seating, eating, and casual gathering.
- Large parking fields shall be located on a site's interior, allowing buildings to front along public streets where possible. Where parking areas are located adjacent to public streets, they shall incorporate a landscaped planter that functions as a visual buffer.
- Buildings, parking lots, service areas, and other site features shall be arranged in a manner that provide opportunities for automobile and pedestrian connectivity to adjacent land uses, strengthening internal linkages between commercial and residential areas.
- Where non-residential buildings are located adjacent to residential uses, buildings shall be oriented in a manner that protect the privacy of residents, while not inhibiting connectivity between each use.

B. General Architectural Character and Style

To ensure that the visual appearance of commercial projects provides an appropriate character envisioned for Copper Trails' Commercial Core, the following guidelines shall be employed:

- The overall design of any commercial/office center shall function as a destination point with a clearly-identifiable style that is harmonious with the architectural context and visual character of Ceres.
- Building features shall include design cues that evoke a modern, contemporary expression of Ceres' heritage in the Central Valley. Architecture that is extremely unique and that appears "out of place" relative to the City's established character shall be avoided.
- The height, scale, fenestration, and architectural detailing of building design shall respond contextually to all non-residential development in the Commercial Core.
- Building facades that are visible to the public realm shall be designed with sufficient architectural detail and features to create a visually-interesting streetscape and skyline.
- The application of exterior colors, materials, and finishes shall be coordinated to achieve integral architectural harmony and design continuity.
- Building forms, design elements, and other features shall clearly define both automobile and pedestrian entrance points to a commercial/office center.
- Buildings shall be sited to provide functional outdoor spaces that create opportunities for informal gathering, seating, and eating.
- Sign programs for retail/office developments shall create a uniform and attractive approach for identifying businesses, with sign materials, types, colors, and finishes that complement building architecture and that are appropriately scaled to the overall size, form, and massing of buildings.

Large building facades are articulated into smaller modules to define individual storefronts and businesses, with a coordinated palette of exterior colors, and finishes that create a cohesive, harmonious architectural appearance

C. Building Scale and Massing

To ensure that buildings have an appropriate scale for both pedestrians and drivers, and also have interesting forms as viewed from within a commercial center and public streets, the following guidelines shall be employed:

- Building frontages that are oriented to public streets and/or spaces shall incorporate a combination of roof lines, building projections and recesses, arcades, display windows, and trim or belt courses.
- The wall height, cornice, or parapet line between buildings shall be coordinated.
- Buildings with walls over 50 feet in length shall be visually divided into smaller architectural modules to reduce visual bulk by employing design techniques such as variations in roof forms and parapet heights, changes in wall planes, ground level arcades, recessed entries, vertical accents, pronounced projections, changes in wall textures and colors, and landscape planter areas.
- Buildings shall incorporate design techniques that reduce their perceived height by dividing building mass into smaller scale components and/or by creating a well-defined base, middle and top into its design, via the following:
  - Utilizing design treatments that create a visually "heavy" building base by incorporating elements such as low planters and walls, base planting, or a base architectural veneer banding and treatments defined by a different material, texture, or color (i.e. stone or brick).
  - Creating a well-defined building top by using features such as distinct and multiple architectural roof forms, clearly pronounced eaves, distinct parapet designs, and cornice treatments.
- Towers, tall/rounded/chamfered building forms, plazas, or other architectural features shall be used at prominent building corners, particularly when building edges are aligned along public streets or are used to define important spaces within a commercial center.
- Large buildings that have flat roofs shall incorporate pitched roof forms or other architectural elements, such as extended parapets or projecting cornices, integrated along facade edges in order to break up building mass and create visual interest.
- Architectural projections such as overhangs, detail elements, columns, awnings, or other architectural features that create a change in wall plane shall be provided for large wall expanses, especially along public streets.
- Rear and side facades that are visible from public streets or adjacent land uses shall be carefully designed with detailing similar to the front facade. Although the architectural treatment may be simplified and vary according to function, all elevations shall have a consistent architectural design and application of materials, details, and exterior finishes.
- All site walls and screen walls shall be architecturally integrated with a building. Blank or unarticulated walls greater than 50 feet long shall be avoided or buffered with trees and landscaping.


Varied roof forms and facade articulation create pedestrian-scaled frontages


Street-facing building facades maintain a cohesive architectural design

D. Colors, Materials & Exterior Finishes

The exterior finish of commercial/office buildings should complement the overall character of Ceres by utilizing the following techniques:

- A complimentary palette of materials and colors shall be used on wall planes, roof forms, and the ground plane to help visually articulate a building's bulk and massing.
- Material or color changes shall occur at inside corners of a building or with different building forms/architectural elements.
- Building colors shall utilize an architecturally appropriate color palette with a flat finish. High gloss paints, vibrant, high-contrast or primary colors, or other materials that are highly reflective shall not be permitted.
- Variations of compatible color hues and exterior finishes shall be used to reduce the apparent scale and mass of larger buildings.
- Exterior finish materials shall utilize a natural-appearing palette of materials, such as masonry (brick and stone), siding (wood, synthetic wood composites), metal (reflective of an agrarian style), or plaster/stucco, which is visually harmonious with a building's overall color palette.
- Details and ornamentation may consist of pre-cast stone, concrete or synthetic materials, metal, wood, masonry, tile or glass, which incorporate material choices that are integral to a chosen architectural style.
- Roof materials shall consist of a built-up or membrane type at parapet conditions, or shall consist of concrete tile or metal (flat, standing seam, or corrugated) on roof forms having a 3:12 or greater pitch.
- Vents, gutters, downspouts, flashing, and similar shall be painted to match the color of the adjacent surface.
- Commercial buildings shall incorporate clear, transparent windows on ground floor elevations. Reflective, colored, or tinted glass shall be limited to buildings supporting office/hotel uses.

Building design comprised of a coordinated, complimentary palette of exterior materials, colors, finishes, and accent features that create a consistent architectural expression

E. Service, Storage & Refuse Areas

The following techniques shall be utilized to screen the visual prominence of service, storage, and refuse areas from off-site view:

- Storage areas, trash facilities, and refuse bins shall be located away and/or screened from off-site view to the extent practical, including public streets, pedestrian routes, and outdoor gathering spaces. Such areas and facilities shall be positioned in low-profile locations and surrounded by landscape planters while preserving access for maintenance vehicles.
- Loading docks and service/maintenance areas shall be screened from off-site view through a combination of building design, masonry walls, grade separations, and/or landscaping. Screen walls for these areas shall be integral of a building's design such that these features do not appear "tacked on" to a building's form.
- Noise generating equipment shall be sited and screened in a manner that considers adjacent uses, particularly where adjacent to residential uses.
- Commercial/office complexes shall incorporate clustered service and refuse areas into site design.
- If applicable, shopping cart storage areas shall be incorporated within a building footprint or provided in a screened enclosure, with walls that are integral to the architectural design of an adjoining building.
- Trash enclosures shall not be located near pedestrian routes and gathering areas such as project entries and plazas. Common use refuse and recycling containers shall be fully enclosed by a solid wall with gate that matches the architectural style, color, material, and exterior finish of an adjacent building. These elements shall incorporate landscape screening planting such as shrubs and vines.


Trash enclosures incorporate durable gates and are clad with exterior materials/finishes that match adjacent buildings


Loading docks and service/storage areas screened with walls and landscaping


Utility access rooms designed as integral components of buildings

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Implementation

Inside this Chapter

10.1 OVERVIEW

The Copper Trails Specific Plan (CTSP) is a regulatory document that helps implement the Ceres General Plan by establishing a framework to guide development activity within an identified planning area. It contains an overarching development program and regulatory structure to provide an intermediate level of detail between the General Plan and individual development projects. The CTSP is the primary land use, policy, and regulatory document used to guide long-term development in the Plan Area.

Implementation of the CTSP is intended to result in the systematic and orderly development of the Plan Area, consistent with the community vision outlined in Chapter 3. To achieve this intent, this Specific Plan establishes a development framework for land use and circulation, with plans for public utilities, public services, and project implementation. This Implementation chapter embeds the "nuts and bolts" of Specific Plan administration. In addition to establishing the CTSP's regulatory relationship with the Zoning Ordinance, it includes a conceptual infrastructure phasing program for development activity, a financing plan for construction and maintenance of public improvements, provisions for a Specific Plan Fee, and a process for Specific Plan amendments. All subsequent development projects and related activities within the Plan Area are required to be consistent with the CTSP.

10.2 REGULATORY AUTHORITY, ZONING & SEVERABILITY

A. Regulatory Authority

The City of Ceres is authorized to adopt this Specific Plan pursuant to the provisions of California Planning and Land Use Law (Title 7, Chapter 3, Article 8 [Sections 65450 – 65457], Planning and Zoning Law) of the California Government Code. More specifically, Government Code Section 65451 requires that a Specific Plan include a program of implementation measures necessary to carry out its proposed land uses, infrastructure, development standards, and criteria. Additionally, the City's adoption of this Specific Plan is consistent with the process for "planned communities" described in Chapter 18.13, Planned Community Zone, of the Ceres Municipal Code. The CTSP serves as the "master plan" for Copper Trails, required for developments using the City's planned community process.

Implementation of the CTSP is to be administered by the City of Ceres. As a mechanism to implement the goals and policies of the Ceres General Plan, State law stipulates that a Specific Plan can only be adopted or amended if it is consistent with the jurisdiction's adopted General Plan. This Specific Plan is consistent with the policies of the Ceres General Plan, as well as other applicable State and local regulations.

B. Specific Plan Area Zoning

Upon annexation of the CTSP area to the City of Ceres, the Planned Community (P-C) zoning district was applied to all properties within the Plan Area. As outlined in Chapter 18.13 of the Ceres Municipal Code, the purpose of the P-C zone district is to allow projects such as Copper Trails to be master-planned and to allow variations to the Zoning Ordinance's typical standards. The intent is to custom-tailor the development plan's regulatory structure in a manner that achieves the community vision and results in a built environment that is superior to what could be created under the application of the Zoning Ordinance's typical regulations. As such, the CTSP functions as the Plan Area's primary implementation and regulatory tool, as outlined in Sub-Section 10.3.B herein.

C. Severability

If any regulation, condition, program, or portion of the CTSP is held invalid by a California State or Federal court of competent jurisdiction, such provisions shall be deemed separate, distinct, and independent provisions and the invalidity of such provisions shall not affect the validity of the remaining provisions.

In accordance with Government Code Section 65457, subsequent residential development proposals within the Copper Trails Specific Plan area, if consistent with the Specific Plan and the mitigation measures contained in its associated EIR, may be exempt from further environmental review pursuant to CEQA.

Any property owner within the CTSP Plan Area may elect to pursue a Specific Plan Amendment subject to the requirements of this chapter.

10.3 RELATIONSHIP TO CITY PLANS & POLICIES

A. General Plan

The City of Ceres General Plan serves as the long-term policy guide for the physical and economic development of the City. The City's core values are the foundation of the General Plan and the underlying basis for its vision and direction.

Through its development plan and regulatory framework, the CTSP implements the goals and policies of the City's General Plan by providing specific direction for development activity in the Plan Area. At the time of Specific Plan approval, the City's General Plan and incorporated documents were amended to reflect Copper Trails land use plan and associated development program. The CTSP is consistent with the City's General Plan and incorporated documents as amended.

B. Municipal Code

The Ceres Municipal Code is one of the primary tools for implementing the General Plan. For new development areas, the Municipal Code's key components are Title 18 (Zoning) and Title 17 (Subdivisions), which are used in tandem with this Specific Plan to implement the development plan.

Because the entire Plan Area was rezoned to a P-C (Planned Community Zone) district upon effectuation of its annexation to the City, this Specific Plan functions as the primary Zoning tool for development activity in the CTSP. As such, it embeds the permitted uses, development standards, and associated regulations for each land use designation, which have been custom-tailored for consistency with Copper Trail's vision. For this reason, the zoning-type regulations provided in this Specific Plan supersede the City's Zoning Ordinance. However, where this Specific Plan is silent, the Zoning Ordinance's regulations prevail.

10.4 SPECIFIC PLAN RELATED DOCUMENTS

The Copper Trails Specific Plan is to be implemented by the City of Ceres with several supporting documents. These include a Public Facilities Financing Plan and an Environmental Impact Report, which includes an associated Mitigation Monitoring and Reporting Plan. These documents are used to help implement the Specific Plan to ensure full implementation of the General Plan's goals and policies.

A. Environmental Impact Report

The Copper Trails Specific Plan Environmental Impact Report (EIR) was certified concurrently with approval of the CTSP. The EIR, prepared in accordance with the California Environmental Quality Act (CEQA), examines the potential direct and indirect environmental effects associated with development of the CTSP. It also identifies appropriate mitigation measures to reduce impacts determined to be significant, which are administered through the EIR's Mitigation Monitoring and Reporting Plan (MMRP). The Copper Trails EIR serves as the base environmental document for purposes of evaluating subsequent entitlements and development projects within the Plan Area.

B. Public Facilities Financing Plan

A Public Facilities Financing Plan (PFFP) has been prepared for the Copper Trails Specific Plan and it is hereby incorporated by reference. The CTSP PFFP outlines the cost for all planned backbone infrastructure needed to serve development of the Plan Area. It also incorporates a plan and associated funding mechanisms to construct public facilities. For specific details on the financing strategy, refer to the Copper Trails Public Facilities Financing Plan, on file with the City of Ceres.

10.5 PUBLIC FACILITIES FINANCING

Construction and maintenance of backbone infrastructure and public facilities needed to serve Copper Trails is to be funded by a variety of mechanisms including, City and County Impact Fees, School Impact Fees, developer financing, Community Facilities District(s), Homeowners' Association(s), and other methods. A Public Facilities Financing Plan (PFFP) has been prepared for the CTSP, hereby incorporated by reference, which identifies the funding mechanisms that can be used to construct and maintain the Plan Area's public facilities. These various financing mechanisms are summarized in general terms below. For specific details on the funding strategy, please refer to the Copper Trails PFFP, available at the City of Ceres Finance Department.

- **City Impact Fees:** The City of Ceres has adopted various development impact fees to finance capital improvements and fund ongoing public services. The fee structure requires the payment of fees prior to issuance of a building permit. The City collects fees for services including police, fire protection, municipal facilities and equipment, wastewater, water, parks and recreation, community facilities, transportation, drainage, and information technology.
- **County Impact Fees:** Stanislaus County has adopted various development impact fees to fund countywide public facilities and services including animal services, behavioral health, criminal justice, detention, emergency services, health, libraries, parks, sheriff, regional transportation, and countywide information technology. The City collects fees at time of Building Permit on behalf of the County.
- **School Impact Fees:** The Ceres Unified School District serves the entire CTSP area and has established fees in accordance with Section 17620 of the California Education Code, to be used to construct, expand, and/or maintain school facilities. Pursuant to Section 65995 of the California Government Code, these school impact fees will be collected by the school district prior to issuance of a building permit.
- **Developer Financing:** Direct developer/merchant builder financing may be used to contribute towards backbone improvements and facilities, shortfall financing, and for in-tract subdivision improvements.

- **Community Facilities District:** Establishment and/or annexation into a Community Facilities District(s) may be utilized to help fund the construction, acquisition, or maintenance of backbone infrastructure and public facilities that have a direct public benefit to the CTSP area. The 1982 Mello-Roos Community Facilities Act enables cities and other entities to establish a CFD to fund various facilities and services. The proceeds of the Mello-Roos special tax can be used for direct funding of facilities and/or to service debt. Additionally, a separate Community Facilities District for Services can be established for maintenance of certain public facilities or services that benefit Copper Trails. Such facilities may include public landscape corridors and medians, parks and open space areas, trail corridors and multi-use paths, detention facilities, and similar facilities. In addition, a CFD for Services may be used to fund governmental services that directly benefit residents of Copper Trails, including police, fire, library, and other governmental services.
- **Homeowners' Association:** Homeowners' Associations (HOAs) can be utilized to fund the maintenance of private facilities that provide a focused benefit to a particular project or neighborhood. Additionally, a Master HOA can be created to maintain larger shared common areas. They can fund maintenance and operations of private pools and clubhouses, in-tract landscaped common areas, residential front yards, landscape corridors, bikeways, or other facilities that benefit a private development. HOAs are established as non-profit public benefit corporations 501(c)(4) and have tax exempt status. They are generally funded by a monthly assessment fees charged to home owners, and are subject to certain limitations.

As noted, other financing mechanisms may be utilized, including creation of private districts or associations to fund maintenance of certain public facilities within Copper Trails. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other financing and improvement-related obligations are detailed in applicable Development Agreements for the Plan Area.

10.6 INFRASTRUCTURE PHASING

The CTSP provides for a comprehensively planned infrastructure system with coordinated construction of backbone facilities necessary to incrementally serve new development. A series of infrastructure construction phases are anticipated as the community builds out over time, which is intended to be implemented with flexibility to serve different areas of the CTSP based on market demand. A conceptual plan for infrastructure phasing boundaries is depicted on Figure 10-1.

The preliminary phasing plan is structured such that infrastructure improvements in each phase can be constructed incrementally and with flexibility, subject to City review and approval. Phases are not required to proceed in any prescribed order, however improvements in each phase are required to support corresponding development projects and are required to comply with applicable City policies and standards. This includes the potential for the construction of off-site improvements needed to initiate development in a phase area. Additionally, infrastructure phases identified on the preliminary phasing plan may be modified at the discretion of the City, subject to any applicable criteria in approved Development Agreements.

The infrastructure requirements for each phase of development include all on-site backbone infrastructure and off-site facilities necessary for the build out of each phase. These include roadways, water, sewer, non-potable water, storm drainage, dry utilities, parks and open spaces, and other public facilities and improvements. All in-tract water, sewer, storm drain, and dry utilities are to be installed as part of local project improvements.

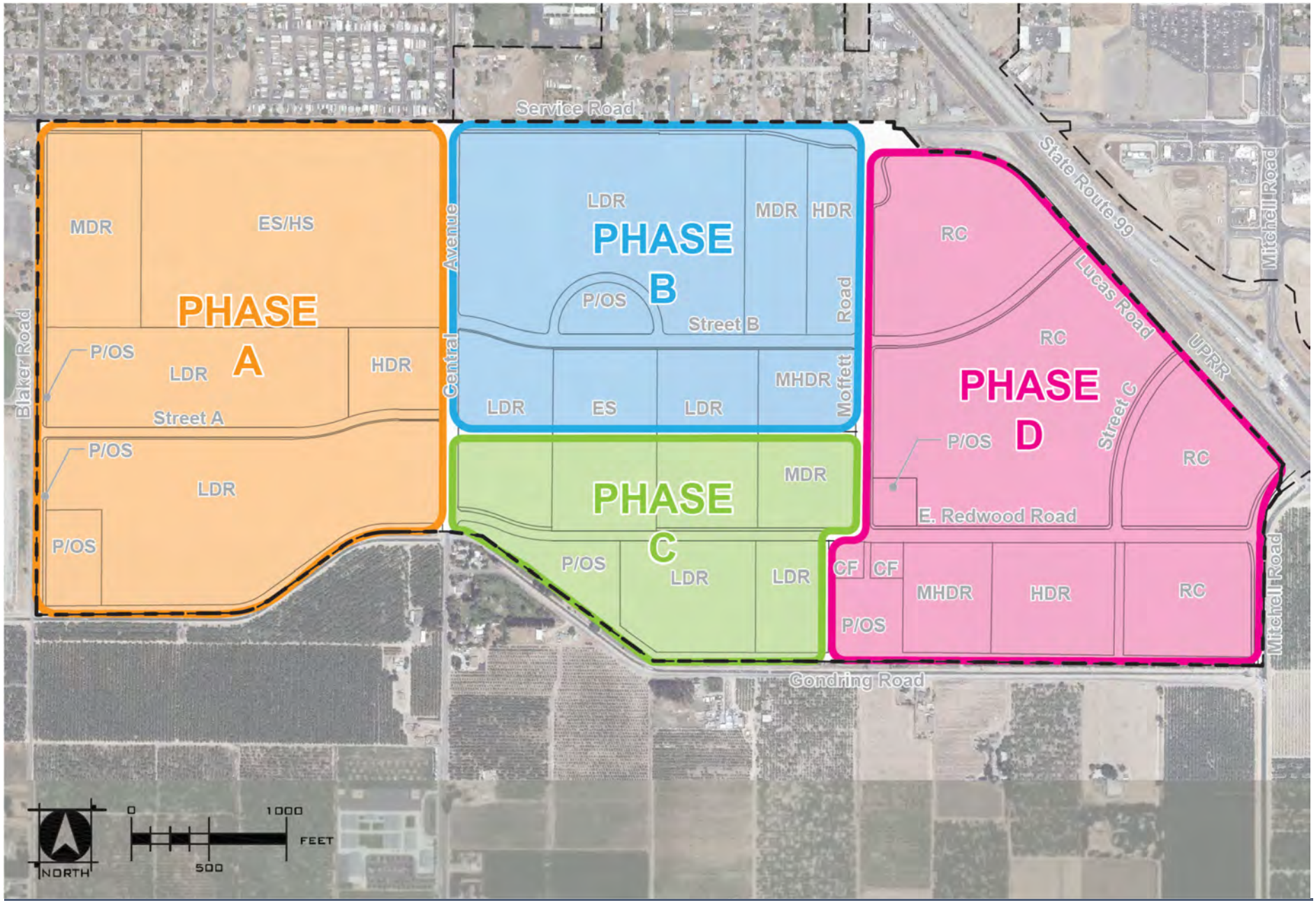

FIGURE 10-1: PRELIMINARY INFRASTRUCTURE PHASING

10.7 ENTITLEMENTS & APPROVALS

A. Initial Entitlements Granted

The City of Ceres took the following actions concurrent with the initial suite of entitlement approvals necessary to allow development activity in the Plan Area:

- **Copper Trails Specific Plan:** Adopted the Copper Trails Specific Plan that provides the regulatory structure for development activity in the CTSP area, which included a Public Facilities Financing Plan as described herein.
- **Environmental Impact Report (EIR):** Certified the Copper Trails Specific Plan EIR, which included 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 (MMRP).
- **Pre-Zone and Annexation:** Submitted an application to the Stanislaus County Local Agency Formation Commission (LAFCO) to pre-zone the Copper Trails Plan Area (including the "pocket area" located north of Service Road) and annex it into the City of Ceres. At the time of Specific Plan approval, the entire CTSP area was located within the City's Sphere of Influence (SOI) and General Plan planning area.
- **Planned Community Zone and Zoning Map:** Following LAFCO's approval of the annexation application, revised the City's Zoning Map, to replace existing zoning and establish the Planned Community (P-C) zone district over the entire Copper Trails Specific Plan area.

B. Effectuation of Development Entitlements

As noted in Section 10.8, Specific Plan Fee, the initial effort to secure approval of the Copper Trails Specific Plan and its associated suite of entitlements was financially sponsored by several participating property owners within the Plan Area. Upon annexation of the CTSP area into the City, the development entitlements for these participating property owners were immediately effectuated, allowing these properties to develop consistent with the provisions of this Specific Plan. However, many property owners in the Plan Area elected to not financially participate in this initial effort and did not receive this same benefit upon annexation. To ensure that non-participating property owners financially contribute their fair-share towards the cost of the CTSP's initial entitlement effort, they shall be required to effectuate their development entitlements by conducting the actions listed below prior to development as allowed by the CTSP.

1. **Apply for Development Permit:** Submit an application to the Community Development Department for a development permit. This may consist of an entitlement(s) such as Architectural and Site Approval, Conditional Use Permit, Tentative Subdivision/Parcel Map, or other City-required permit to allow development of property per the CTSP.
2. **Prepare CEQA Analysis:** Conduct additional environmental analysis in accordance with California Environmental Quality Act (CEQA) Guidelines and as required by provisions in the Copper Trails EIR and MMRP. This may include, but is not limited to, additional technical studies (biological, traffic, etc.) that were not prepared for non-participating properties during the initial entitlement effort.
3. **Pay Specific Plan Fee:** Prior to approval of a development permit by the Community Development Director, Planning Commission, and/or City Council, a non-participating property owner shall pay a Specific Plan Fee to the City, as outlined in Section 10.8 herein.
4. **Secure Other Approvals :** Subsequent approvals may be required by the City prior to commencement of individual development projects. These may include, but are not limited to, subsequent infrastructure or traffic studies, participation in financing programs outlined in the PFFP, and/or subsequent entitlements as outlined in Sub-Section 10.7.C.

C. Subsequent Entitlements & Approvals

Applications for individual development projects are subject to review and approval by City of Ceres. Development entitlements for non-participating properties in the Plan Area are required to effectuate their development entitlements pursuant to Sub-Section 10.7.B herein, including payment of a Specific Plan Fee in addition to all other applicable development application/impact fees that are collected by the City.

City Processing

Individual development projects within the CTSP are subject to review and approval of subsequent permits applications by the City of Ceres. This includes permits for Architectural and Site Approval, Conditional Use Permits, Tentative Subdivision/Parcel Maps, Variances, and/or other permits as required by the Ceres Municipal Code. Approval of such permits shall not be granted until such time that a property owner has effectuated its development entitlements for a Specific Plan parcel, as outlined in Sub-Section 10.7.B herein. Application and processing requirements for subsequent development permits shall be in accordance with the City's Zoning Ordinance and other regulations, unless otherwise modified by this Specific Plan.

All subsequent development projects, public improvements, and other activities shall be consistent with this Specific Plan, pertinent Development Agreements, and all applicable City of Ceres policies, requirements, and standards. In acting to approve a subsequent project or permit, the City may impose conditions as are reasonably necessary to ensure that the project is in compliance with the Specific Plan, the EIR and MMRP, and all then applicable plans and regulations.

Environmental Review

Each subsequent development project shall be reviewed to ensure compliance with the California Environmental Quality Act (CEQA). The Copper Trails EIR, which was certified concurrent with the CTSP's adoption, serves as the base environmental document for subsequent entitlements within the Plan Area. The EIR includes a Mitigation and Monitoring Reporting Plan (MMRP), which was adopted with the EIR in accordance with Public Resources Code 21081.6 to ensure implementation of any required mitigation measures. Subsequent development applications are to be reviewed on a project-by-project basis to determine consistency with the EIR and to impose required mitigation measures identified in the MMRP.

In general, if it is determined that a subsequent project is consistent with the Specific Plan and within the scope of the EIR, further environmental review may not be necessary. Section 65457(a) of the California Government Code and Section 15182(a) of CEQA provide that no EIR or negative declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. If it is determined that a development application is inconsistent with the Specific Plan and/or substantial evidence exists that supports the occurrence of any of the events set forth in CEQA Guidelines Section 15183, the City shall determine the appropriate subsequent environmental clearance required.

Approvals from Other Agencies

Appropriate Local Agency Formation Commission (LAFCO), State, and Federal approvals and permits are required prior to any development activity within the Plan Area.

Development Agreement(s)

Subject to the provisions of the Specific Plan, a property owner and the City may enter into a Development Agreement in order to vest development rights. The purpose of a Development Agreement is to outline specific development rights, establish obligations for infrastructure improvements and land dedications, secure the timing and methods for financing improvements, determine funding mechanisms for long-term maintenance of public facilities, and specify other performance obligations.

City approval of a Development Agreement is subject to Sections 65864-65869.5 of the California Government Code and Chapter 18.37, Development Agreements, of the Ceres Municipal Code. Once approved, a Development Agreement functions as a legal and binding contract between the City of Ceres, a property owner(s), and any successors-in-interest.

10.8 SPECIFIC PLAN FEE

The initial effort to secure approval of the Copper Trails Specific Plan and its associated suite of entitlements involved preparation of multiple technical studies, reports, a Specific Plan, and an Environmental Impact Report. The CTSP's initial approval benefitted all property owners in the Plan Area by establishing new, developable land uses and by providing a process to effectuate individual development rights. However, not all property owners receiving this benefit participated in the initial approval process with the City. The costs of this effort were funded by several sponsoring property owners within the Plan Area, but not all property owners elected not to financially participate in this effort.

In order to spread the up-front cost of securing project approval to all Plan Area properties on a fair-share basis, the City has established a Specific Plan Fee to account for the initial entitlement costs. The City is authorized to impose this fee pursuant to California Government Code Section 65456, which can be used to recover the costs of preparing and approving the CTSP, EIR, technical studies, and PFFP, including related work efforts such as the annexation. The basis for this fee shall be derived from the direct costs incurred by the project sponsors/applicants and approved as reimbursable expenses by the City. These expenses can then be reimbursed to the CTSP's sponsoring property owners by collecting the Specific Plan Fees from non-participating property owners as the non-participants effectuate their entitlements and secure subsequent development permits. Reimbursement to sponsoring property owners may also be provided as fee credits. Details for administration of the Specific Plan Fee are to be outlined in a City-approved reimbursement agreement with the sponsoring property owners.

After effectuation of development entitlements as outlined in Sub-Section 10.7.B, non-participating property owners are required to pay the Specific Plan Fee upon submittal of an application requesting a subsequent entitlement/development permit, prior to the issuance of building permit, based on the number of acres included in the application or the size of the parcel, whichever is greater. This "fair-share" fee shall be calculated based on the following formula:

Specific Plan Fee = (Total Specific Plan Cost ÷ Total Acres) x Parcel Acreage

The items to be included in the Total Specific Plan Cost have been determined in coordination with the City of Ceres and may include, but are not limited to, the following:

- Costs expended by the City to review or hire consultants to prepare and/or review the Specific Plan, EIR, technical studies, financing plans and district formation, project specific agreements, environmental studies, and/or any work associated with the annexation effort.
- The Total Specific Plan Costs may be adjusted by a yearly interest rate or inflation factor, to fairly account for the passage of time.

Parcels owned by sponsoring property owners that financially participated in the preparation of the CTSP and all associated work efforts are not required to pay the Specific Plan Fee and are granted zoning or land use designations as illustrated and discussed in Chapter 4. Specific Plan Fees collected by the City shall be utilized to reimburse sponsoring property owners. Reimbursement to the sponsoring property owners shall be conducted in accordance with the City-approved reimbursement agreement.

10.9 MINOR MODIFICATIONS & MAJOR AMENDMENTS

Development of the Plan Area is anticipated to occur over several years and adjustments to the CTSP may be requested in order to accommodate evolving market conditions during the course of buildout. To provide a degree of flexibility to respond to changing conditions, the CTSP includes parameters to secure City approval of minor modifications and major amendments to the development plan. For the purposes of this section, a residential development utilizing a City-granted residential density bonus does not constitute a modification or amendment to this Specific Plan. Furthermore, amendments to the General Plan are not required for amendments that are consistent with the goals and policies of the City's General Plan.

All requests to amend the CTSP shall be made using the appropriate application forms, required documentation, and applicable fees as determined by the City. Any or all of the following information may be required:

- Detailed justification statement explaining why an amendment to the Specific Plan is warranted, and any exhibits deemed necessary by the Community Development Director;
- A statement of consistency with General Plan policies and Specific Plan land use designations;
- Analysis as required by CEQA; and
- Identification of any required modifications of the public infrastructure improvements that are not currently mandated by the Specific Plan (description, location, timing, funding source, etc.).

Requested amendments to the Copper Trails Specific Plan shall be categorized as either minor modifications or major amendments, pursuant to the parameters below.

A. Minor Modifications

Minor modifications to the CTSP are those that do not have a significant material effect on the project vision or expected character resulting from implementation of the development plan. Further, minor modifications are found to be consistent with the spirit and intent of the Specific Plan and are consistent with adopted General Plan goals and policies. Minor modifications shall be consistent with the following criteria:

- Modifications do not have a significant impact on the overall intent, character or project vision described in Chapter 3 and/or consist of "administrative updates" such as correcting document typos, grammar or phrasing, adjusting exhibits, or updating acreage calculations resulting from more detailed mapping;
- Alterations to the size/shape of Specific Plan parcels, or to the alignment of planned roadways, continue to maintain the land use pattern and/or provide an improved circulation system consistent with the Specific Plan's intent and vision;
- The addition of a new permitted use to any land use designation is found to respect the Specific Plan's intent and is compatible with existing and planned surrounding uses;
- Adjustments to the development standards, parking standards, or design guidelines are offset by the merits of the resulting design and do not substantially change the physical characteristics, objectives, and intent of the Specific Plan;
- Changes do not result in any new or exacerbated environmental effects/impacts beyond what is identified in the Copper Trails EIR;
- Modifications do not adversely impact the ability to construct planned infrastructure, roadways, or other public facilities;
- Minor text revisions that clarify the intent of the Specific Plan, remove ambiguities, and/or maintain consistency with other City-adopted planning and policy documents; and
- Other modifications of a similar nature to those listed above that are deemed minor by the Community Development Director and are consistent with the purpose, objectives, and intent of the Specific Plan.

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

B. Major Amendments

A major amendment is any proposed change to the Specific Plan that could substantially alter one or more key elements of the development plan, increase environmental impacts beyond those contemplated in the EIR, or create other changes that the Community Development Director determines to be significant. A requested amendment is considered major if one or more of the following criteria are met:

- Introduction of a new land use that is not specifically intended for the Specific Plan or identified on the Land Use Plan;
- Changes that increase the overall residential density or number of dwelling units allocated to the Plan Area;
- Alterations to the size/shape of a Specific Plan parcel that results in a substantial and significant change in the land use plan, circulation system, utility systems, or community vision;
- Significant changes to the distribution of land uses or elimination of a major land use on the development plan, which would substantially alter the overall mix of land uses set forth in the CTSP's Land Use chapter;
- Changes or additions to development standards or design guidelines that would substantially change the physical or visual character expected with initial approval of the Specific Plan;
- Proposed changes that would result in a new significant environmental effect, or a substantial increase in the severity of a previously identified significant effect, beyond that considered in the EIR; or
- Other modifications of a similar nature to those listed above that are deemed major by the Community Development Director and are deemed inconsistent with the purpose, objectives, and intent of the Specific Plan.

A major amendment shall be processed in the same manner as the Specific Plan's original adoption and may be approved without amending the City's General Plan, provided that the amended CTSP remains consistent with the General Plan's applicable goals and policies. Approval of a major amendment shall be consistent with the following findings:

- 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.

10.10 RESIDENTIAL UNIT TRANSFERS & DENSITY BLENDING

As subdivision maps are processed for residential Specific Plan parcels, it is expected that minor adjustments to assumed residential unit allocations and parcel densities may be needed to enhance housing product diversity. It is anticipated that this process may result in the need to reduce or increase the assumed unit allocation for parcels where residential development is permitted. It may also result in the need to "blend" densities between adjacent residential parcels. In order to streamline the City's evaluation of minor adjustments during the subdivision map review process, the Specific Plan allows administrative approval of residential unit transfers and density blending as outlined below.

A. Residential Unit Transfers

The CTSP permits the ability to adjust the assumed residential unit allocation on parcels throughout the Plan Area. The Land Use Summary (Table 4-1) indicates an assumed unit allocation for each land use designation that permits residential uses. This cumulative unit allocation for each residential designation was derived by applying each Specific Plan parcel's assumed density (expressed in units per acre for each land use) to its size (in acres). Individually, this generates an "assumed" unit allocation for each parcel, which forms the baseline for each parcel's ability to increase or decrease its allocation.

Minor residential unit transfers are allowed between specific plan parcels with a residential land use designation. This includes the ability to transfer units from a parcel that does not utilize its entire unit allocation to another parcel, provided that the affected Specific Plan parcels fall within the allowable density range permitted by their land use designations and the transfers meet the Approval Criteria outlined in this section. These types of transfers shall be processed concurrently with (or subsequently to approval of) a Tentative Subdivision Map (TSM) and may be approved administratively if consistent with the approval criteria outlined in this section. Additionally, property owners of parcels subject to a unit transfer shall provide written concurrence of the transfer, even if their property is not subject to an associated TSM.

B. Density Blending

The CTSP permits the ability to blend the assumed densities of some residential parcels in the Plan Area. This type of adjustment allows up to three adjacent LDR, MDR, and/or MHDR parcels totaling a maximum of 20.0 acres to be combined into a single parcel and their respective densities "blended" with no increase in their total shared unit allocation. The intent is to create neighborhood units with an allocation of approximately 100 similarly-sized lots to make their development economically viable. For instance, two adjacent parcels that have land use designations of LDR and MHDR, which have anticipated unit allocations of 50 units and 100 units respectively (150 units total), could be combined into a single parcel with a MDR designation while maintaining an allocation of 150 units. The resulting MDR parcel could accommodate different residential lot sizes allowed under its new density range while remaining consistent with the parcels' original development assumptions. Density blending is allowed between specific plan parcels with a LDR, MDR, or MHDR land use designation, if consistent with the approval criteria outlined in this section.

C. Approval Criteria

The Community Development Director may administratively approve residential unit transfers and density blending adjustments between the CTSP's residential parcels provided the following conditions are satisfied:

1. That the affected Specific Plan parcels are owned by a single property owner or are located adjacent to one another in the case of multiple ownerships. For this provision, "adjacent" includes parcels that are separated by a street, greenbelt, or park.
2. That residential units transfers and density blending do not result in an increase in the total maximum number of approved dwelling units allocated to the Plan Area, as outlined in Chapter 4, Land Use;
3. That the transfer does not constitute an increase or decrease in the parcel's estimated unit allocation by more than 20%. Transfers greater than 20% may be granted but must be processed as an amendment;
4. For unit transfers on parcels with a combined size greater than 20.0 acres, the resulting density does not change the original land use designation and the transfer does not: (a) reduce the number of units from the transfer parcel below the minimum number of units allowed by its assigned density range; or (b) increase the number of units to the receiving parcel above the maximum number of units allowed by its assigned density range;
5. For parcels subject to density blending, their cumulative size is no greater than 20.0 acres and the resulting parcel design and configuration substantially conforms to the Land Use Plan in Chapter 4.
6. That unit transfers or density blending are completed concurrent with, or subsequent to, approval of a Tentative Subdivision/Parcel Map or development permit, and prior to recordation of affected Final Map(s) or issuance of Building Permits for a development project; and
7. That the change does not result in increased impacts beyond those identified in the EIR or significantly affect planned infrastructure, roadways, schools or other public facilities, or financing districts.

Requests for residential unit transfers or density blending, if consistent with the above criteria, is consistent with the Specific Plan's intent and may be processed as a Minor Modification as outlined in Section 10.9 herein. Requests that do not comply with the above criteria may be referred to the Planning Commission for consideration or may be processed as a Major Amendment as outlined in Section 10.9.

10.11 PARCEL MODIFICATIONS & HOUSING DIVERSITY

As the CTSP builds out over time and subdivision maps are processed, it is expected that minor adjustments to boundaries of Specific Plan parcels and/or tentative subdivision maps may be needed to accommodate the final neighborhood design. To provide streamlined review of subsequent entitlements/ subdivision maps, the CTSP incorporates a level of flexibility to allow parcel boundaries, land use designations, and development allocations/densities to be adjusted with administrative approval.

The purpose of these provisions is to provide a mechanism for minor modifications that are consistent with the CTSP's design intent and that do not increase the development allocations for the Plan Area. To achieve this intent, the types of revisions illustrated within this section may be permitted, if deemed consistent with the approval criteria for Minor Modifications as outlined in Section 10.9.

A. Specific Plan Parcel Reconfiguration

This type of revision allows the shape of up to three Specific Plan parcels totaling a maximum of 25.0 acres to be reconfigured within the confines of their combined outer boundary, while maintaining existing land use designations and parcel sizes. As tentative subdivision maps are processed, the intent of this provision is to allow flexibility in the design of neighborhoods that exhibit consistency with the Specific Plan's intent, thereby creating opportunities to incorporate a mix of housing types within a single neighborhood. For instance, two adjacent Specific Plan parcels could "flip" their land use designations while maintaining their original acreage. Alternatively, two adjacent Specific Plan parcels could be reconfigured such that one land use is aligned along the "box's" outer edge and another land use is concentrated in the "box's" center, while maintaining the original acreage of each designation. The conceptual application of these provisions is illustrated in Figure 10-2 below, however other reconfiguration designs may be permitted subject to City review.

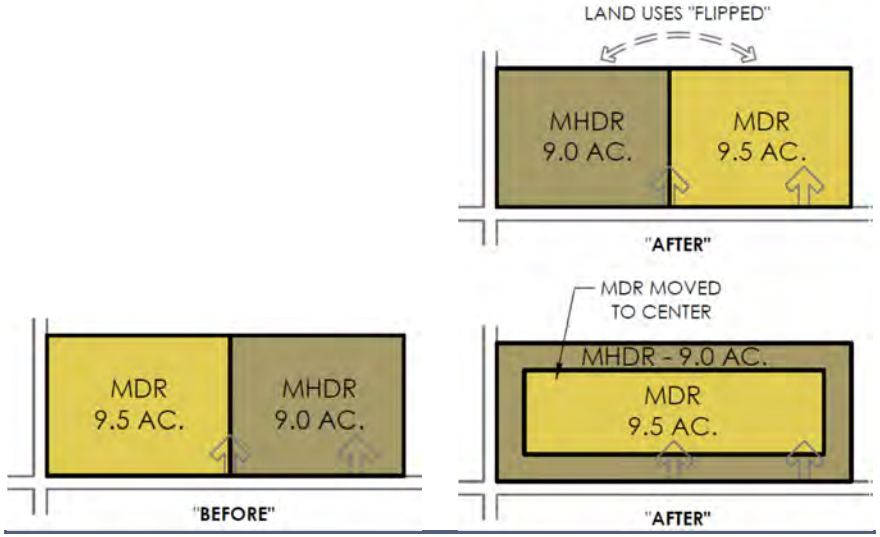

FIGURE 10-2: PARCEL RECONFIGURATION

B. Specific Plan Parcel Realignment

This type of revision allows a Specific Plan parcel's boundaries to be realigned in response to a neighborhood's street and lotting layout, provided that the resulting development pattern is maintained. As tentative subdivision maps are processed, the intent is to allow Specific Plan parcel boundaries to be modified in response to neighborhood design versus neighborhood design to be forced into pre-established "boxes." This type of flexibility allows for thoughtful, creative design solutions that result in livable neighborhoods. For instance, the boundaries of a park and several residential Specific Plan parcels with different land use designations could be realigned in order to accommodate a certain mix of lot sizes, enhance park frontage, and/or improve local circulation patterns. In instances where a Large Lot Tentative Map (LLTM) has previously been approved and a Small Lot Tentative Map seeks to use these provisions to realign LLTM parcel boundaries, the City may require a substantial compliance determination to confirm consistency with the CTSP's provisions. A conceptual example of parcel realignment is illustrated in Figure 10-3, below.

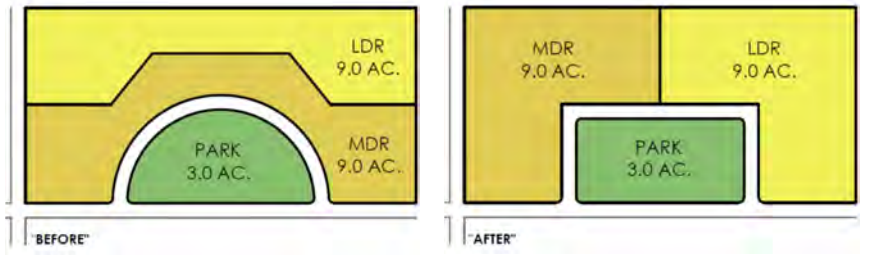

FIGURE 10-3: PARCEL REALIGNMENT

C. Housing Product Diversity

This type of revision allows different lot sizes/housing types to be included within a single Specific Plan/Large Lot parcel provided that the resulting unit allocation falls within the density permitted for the parcel's land use designation. The intent is to facilitate the development of multiple housing types within single-family residential neighborhoods. For instance, on a MDR parcel designed to accommodate single-family housing, all or some of the neighborhood's block ends could be designed to accommodate attached housing units, such as duets or four-plexes, provided that the total unit allocation falls within the density range permitted for MDR uses. A conceptual example illustrating how multiple housing types can be accommodated within a single Specific Plan/Large Lot parcel is provided in Figure 10-4, below.

FIGURE 10-4: HOUSING PRODUCT DIVERSITY