JUNE 30, 2015

GATES +ASSOCIATES

RASMUSSEN PLANNING, INC.
ENVIRONMENTAL PLANNING & DESIGN

NORTH POINTE SPECIFIC PLAN

CITY OF RIPON

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

June 30, 2015

For more information about this document, please contact the
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CITY OF RIPON

ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

The North Pointe Specific Plan (NPSP) provides a vision and guidance for the future development of a 310-acre area located in northern Ripon, California. The vision draws upon Specific Plan guidance focusing primarily on economic development, land use, character, circulation, infrastructure and financing. The excellent site visibility, access from SR-99 and presence of Mistlin Sports Park all combine to allow for the planning of a vital mixed-use community.

The NPSP calls for a mix of neighborhood and regional serving commercial, technology, office, recreation, entertainment and residential uses. Through the planned arrangement of these, the Plan provides a major opportunity for implementing land use and transportation planning measures that increase the use of alternate modes of transportation, such as walking, bicycling and transit, while minimizing vehicle-miles traveled. Land uses and densities are also intended to coordinate with surrounding neighborhoods and Downtown Ripon.

Significant planning features include a commercial core that serves as the primary gathering place for both the NPSP Area, as well as the greater North Ripon area. The Core is to consist of a mix of retail, office, and multifamily housing with a coordinated village-like character. In addition, a "Central Paseo" (landscaped corridor) is planned as a visual and social amenity extending through the Plan Area, connecting the Core to Mistlin Sports Park. This will provide a major pedestrian and bicycle route through the middle of the Plan Area, also connecting outward to the surrounding neighborhoods. Finally, a major family recreation/ entertainment center is planned next to Mistlin Sports Park to the north, and a regional commercial, office and technology center is planned for the southern portion of the Plan Area.

The character of future development is a major focus of the Plan. A series of design guidelines and illustrative site planning concepts are included to ensure that the architecture, site planning and landscape plans for future projects are attractively and efficiently designed.

Vehicular circulation to and through the Plan Area is provided through the future extension/expansion of Jack Tone Road, Fulton Avenue, River Road, Santos Avenue, and Arc Way. These arterial and collector streets will also be served by a network of future in-tract collector and local streets. These are to be designed as "Complete Streets" to support walkability and to enable safe and convenient access for all users. They are also planned to create a sense of place and improve social interaction.

New public potable water, non-potable water, sanitary sewer, storm drainage, and utilities are to be extended throughout the Plan Area in accordance with the City's Infrastructure Master Plans.

1 - INTRODUCTION

1.1 SPECIFIC PLAN OVERVIEW

This document constitutes the Specific Plan for a 310-acre area of northern Ripon, and serves as a detailed extension of the City of Ripon's General Plan for this site. The purpose of the Plan is to guide and coordinate the basic land use pattern, development design and character, roadways and other public infrastructure, environmental protection, financing, and implementation requirements for future development. Due to the historically limited rate of development in Ripon, the North Pointe Specific Plan (NPSP) is expected to be implemented over an approximately 25-year time frame.

1.2 SPECIFIC PLAN AREA LOCATION

The NPSP Area is located in Ripon, California (Figure 1-1). The Plan Area is generally bounded by the Mistlin Sports Park to the north, Fulton Avenue to the east, State Route 99 (SR-99) and frontage road to the south, and Jack Tone Road to the west (Figure 1-2). Existing development includes: the Mistlin Sports Park, agricultural uses,

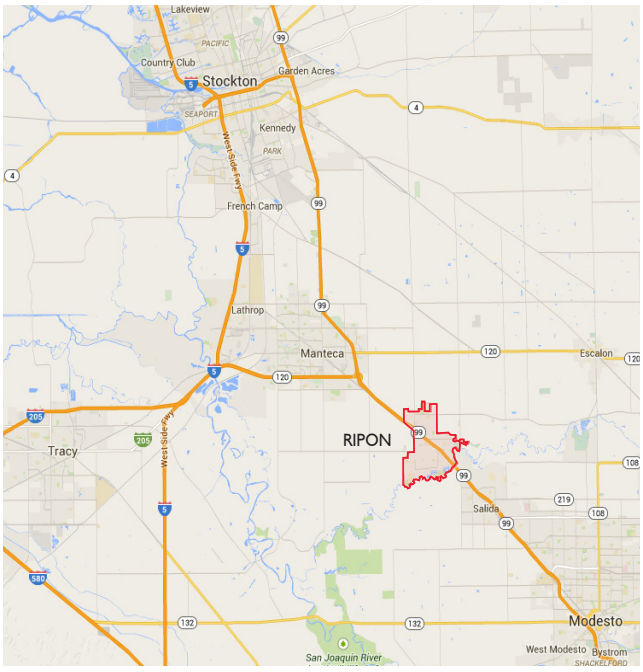

Figure 1-1: Location Map

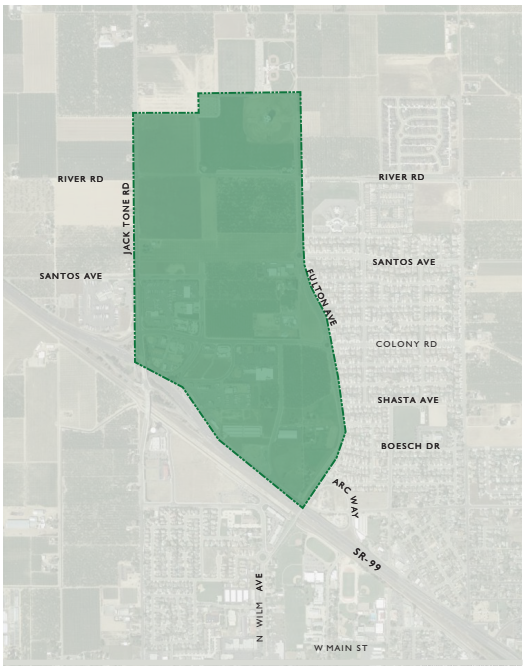

Figure 1-2: Specific Plan Area Map

trucking facilities, highway service commercial, storage and vacant land. Much of the Plan Area generally consists of underutilized or undeveloped land.

1.3 PLANNING STEPS

In June 2014 the Ripon City Council provided direction to City staff and planning consultants to coordinate and prepare a specific plan for a 310-acre portion of the North Pointe area. Staff worked with Plan Area property owners, other interested community members and groups, City decision makers and outside governmental agencies to jointly evolve the Plan.

Community Outreach

The planning process consisted of the following milestone steps:

- Background information gathering
- Analysis of planning assumptions and issues, and site opportunities and constraints
- Development of planning objectives
- Preparation of conceptual land use diagrams
- Preparation of the Draft North Pointe Specific Plan document in coordination with the Draft EIR (Environmental Impact Report)
- Formal public hearings and adoption of the final planning documents by the City Council.

COMMUNITY OUTREACH

Community outreach was key to the NPSP planning process. Public involvement consisted of: (1) property owner participation in three planning questionnaires distributed by City staff at critical points in the process; (2) three community workshops for discussing the Specific Plan progress and receiving community input; (3) provision of Plan related information and public input at a local community event booth; and (4) public hearings before the Planning Commission and City Council. In addition, all significant Plan related documents were posted on the City's website, allowing interested groups and individuals to follow the planning process as it proceeded from start to finish.

Main Street Day

1.4 REGULATORY PROVISIONS

This Specific Plan serves as the primary regulatory guide for future development of the NPSP Area. It is intended for use in the planning, review and approval of Plan related projects by the City of Ripon staff and other decision making bodies, and regulatory agencies. It is also intended to assist property owners, designers and developers in the preparation of development plans for their project sites consistent with the objectives of the City. Development projects will be evaluated for consistency with the Specific Plan policies, standards and guidelines. Plan policies and standards will take precedence over the more generalized standards applied throughout the remainder of the City.

STATUTORY AUTHORITY

Specific plans are intended to provide a bridge between the broad goals and policies of the General Plan and specific development proposals, and to incorporate detailed land use development standards.

In accordance with California State law, the contents of specific plans must include a text and diagrams that specify the following:

- The distribution, location, and extent of land uses, including open space within the plan area
- The distribution, location, extent, and intensity of major components of public and private transportation, water, wastewater, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the plan area and needed to support the land uses described in the plan
- Standards and criteria by which development will proceed, and standards for conservation, development, and utilization of natural resources, where applicable
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the above items.

CEQA COMPLIANCE

Adoption of the NPSP constitutes a "project" under the California Environmental Quality Act (CEQA). An EIR was therefore prepared by the City in accordance with CEQA to analyze the potentially significant environmental impacts of the project and project

alternatives, and to provide measures for mitigating potentially significant environmental impacts. The project-related environmental analysis for the NPSP is contained in a separate companion document entitled: "North Pointe Specific Plan Environmental Impact Report."

The Specific Plan and EIR documents were prepared concurrently. This process provided the opportunity for the environmental consultants to recommend mitigations for otherwise potentially significant adverse effects that were then incorporated directly into the Specific Plan. The result of this is called a "mitigated plan," or a specific plan that contains environmental mitigations within its text and regulatory scope.

ACTIONS AND ENTITLEMENTS

Various governmental actions and entitlements are associated with the adoption of this Specific Plan. These include the following:

- Project-level EIR certification
- City of Ripon General Plan amendments to ensure consistency with the Specific Plan
- Financing/implementation program
- City/property owner development agreements
- Rezonings
- Development plans for the various Plan Area development projects
- Tentative subdivision maps for the various projects
- Improvement plans for infrastructure and utilities
- Local, state, and federal permits as may be needed to construct development projects.

DEVELOPMENT APPLICATION PROCESS

Adoption of the NPSP involves three primary City actions that are fundamental to the future development of the Plan Area. These include certification of the Specific Plan EIR and related environmental documents, approval of amendments to the Ripon General Plan necessary to achieve consistency with the Specific Plan, and adoption of the NPSP document.

Infrastructure Financing and Implementation Program – Following adoption of the Specific Plan, the City will prepare a financing and implementation program to establish the projected public infrastructure costs and funding mechanisms. Development plan applications

may be submitted by developers for City staff review at any time following Specific Plan adoption.

Rezoning – Land where the existing zoning is inconsistent with the NPSP shall be rezoned to either a standard zoning district, or a planned unit development (PUD) district that is consistent with the General Plan and NPSP land use designations. This shall occur prior to or at the same time as either: (1) development plans are approved by the City for individual properties; or (2) the City conducts and adopts a comprehensive zoning update for the entire NPSP Area.

Development Plan – All new development projects are subject to review and approval through either the City's development plan review process or the PUD rezoning/development plan process prior to the issuance of project building permits.

Environmental Review – The NPSP EIR addresses the potentially significant negative environmental impacts associated with the Plan. However, future Plan Area development applications will be much more detailed in scope and will require additional City action in accordance with the CEQA Guidelines. The analysis for further CEQA actions may "tier" off of (or reference) applicable portions of the previous Ripon Comprehensive General Plan Update EIR and the NPSP EIR, thus providing most of the environmental analysis required to comply with CEQA.

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2 - PLANNING AREA CONTEXT

2.1 REGIONAL AND LOCAL SETTING

The City of Ripon is located in the California Central Valley, approximately 20 miles south of Stockton, (Figure 1.1). State Route 99 extends through the center of Ripon, providing access to the San Francisco Bay Area (one-hour) and Los Angeles (five hours).

Ripon is fast becoming recognized as having a regionally strategic location for attracting business and services. Its economic base has long been tied to agriculture and related businesses. However, while these uses continue to play a major role in the City's economy, Ripon along with much of San Joaquin County is transitioning toward other non-agricultural industries as well.

As of the year 2015, the City had a population of approximately 15,000 citizens and a work force of approximately 4,000 employees. General Plan build-out projections call for an ultimate population of around 40,000 and a work force of approximately 13,000 employees.

The North Pointe Specific Plan (NPSP) Area is situated within the 480-acre North Point Planning District as identified in the Ripon General Plan. This District has historically been designated by the General Plan for a variety of mainly non-residential uses, including: Mixed Use, Highway Service, Public Park, Regional Commercial, and Professional Office.

The NPSP Area is further situated adjacent to the northernmost urbanized portion of Ripon, and entirely within the city-limits. It is generally bounded by the Mistlin Sports Park to the north, Fulton Avenue to the east, State Route 99 (SR-99) and a frontage road to the south, and Jack Tone Road to the west (Figure 1.2). The Plan Area is composed of a total of approximately 310 acres.

The NPSP is presently divided into approximately 40 different land-holdings. Existing Plan Area development includes the Mistlin Sports Park, almond orchards, horse stables, food-processing plants, trucking facilities, service commercial uses, storage and vacant land. Much of the Plan Area generally consists of underutilized or undeveloped land.

Existing uses that surround the NPSP Area include:

- North – Mistlin Sports Park
- East – South San Joaquin Irrigation District canal, Fulton Avenue, Park View Elementary School, and single-family residential neighborhoods
- South – SR-99 and frontage road
- West – Jack Tone Road, trucking facilities and orchards.

Major public roadway access to the Plan Area is provided by the SR-99/Jack Tone Road and SR-99/Fulton Avenue Interchanges, Jack Tone Road, Fulton Avenue, Wilma Avenue, River Road, Santos Avenue, Colony Road and Milgeo Road.

2.2 GENERAL SITE CHARACTERISTICS

The NPSP Area is presently utilized by a mix of land uses. This includes Mistlin Sports Park to the north, and mostly orchards and other row crops throughout the center of the Plan Area. The southern portion includes a mix of uses, including commercial, trucking, light industrial and agriculture.

Commercial uses in the south include highway serving businesses such as fast-food and other sit-down restaurants, service stations, a hotel, etc. Neighborhood commercial uses include a grocery market and personal services. Light industrial uses are primarily located in the recently constructed Goodwin Business Park. Two large trucking service and parking facilities are situated near the SR-99/Jack Tone Road Interchange. An approximately 800-foot long at-grade concrete section of the South San Joaquin Irrigation District (SSJID) Canal extends through the southeastern most portion of the Plan Area along Fulton Avenue.

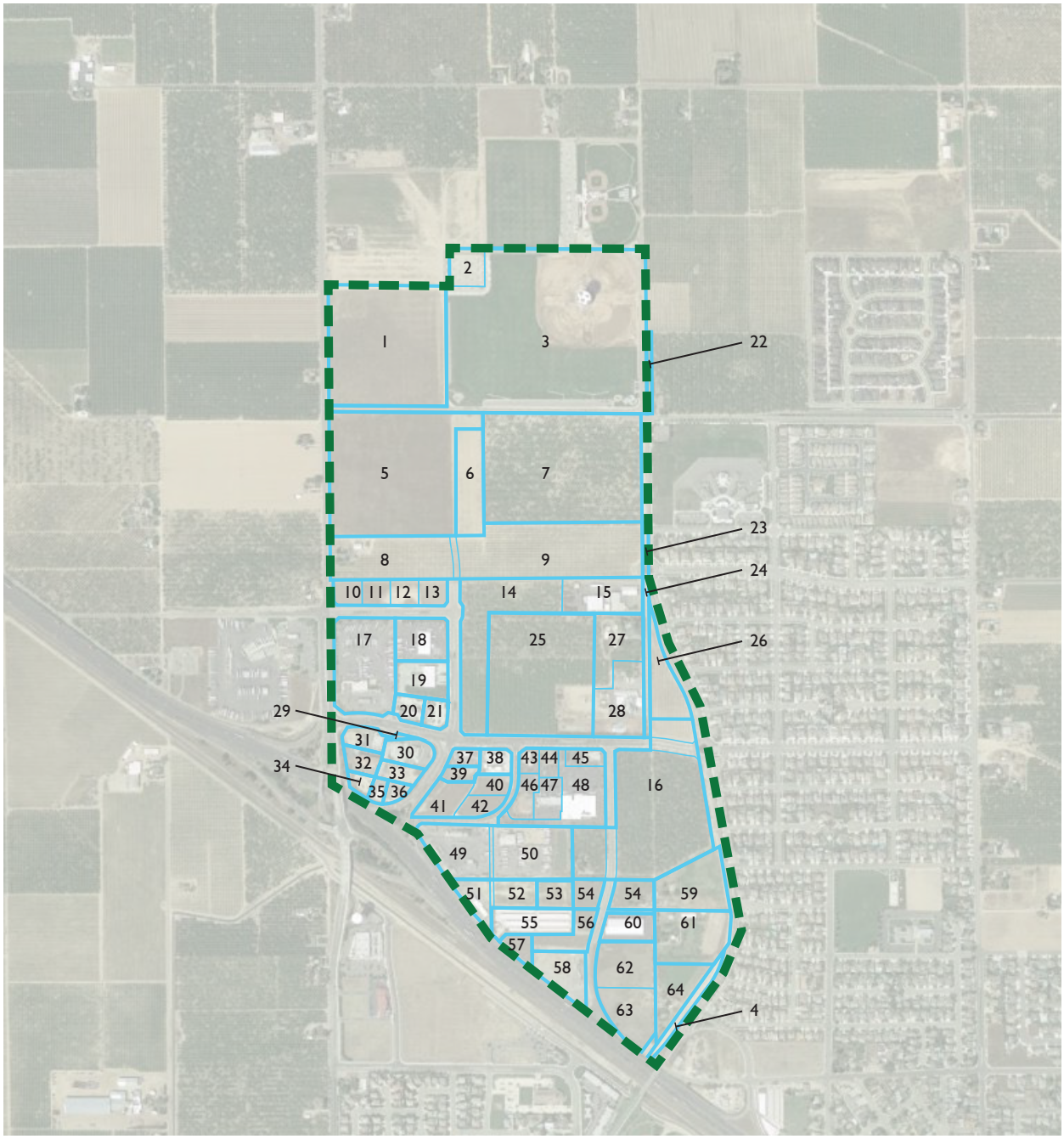
Major north/south segments of the existing and planned roadways within the Plan Area include Jack Tone Road, Hoff Drive, Goodwin Drive and Fulton Avenue. Major east/west roadways include River Road, Santos Avenue, Colony Road and the SR-99 frontage road.

2.3 PARCELIZATION AND PROPERTY OWNERSHIP

The 310-acre NPSP Area is presently divided into 40 landholdings. Excluding the City owned Mistlin Sports Park, private parcels range in size from 0.43-acre to 26.41 acres. The present parcelization of the NPSP Area is illustrated on Figure 2-1. This consists of a total of 64 Assessor's Parcels. Each Plan Area lot number, assessor's parcel number (APN), property owner name, and parcel acreage are identified in Table 2-1.

Parcel	APN	Owner	Acreage	Parcel	APN	Owner	Acreage
1	24564011	Olga Silva Gil	18.05	33	26158006	Emmanuel & Joanne Bouzeneris	1.148
2	24534005	City of Ripon	18.66	34	26158010	Emmanuel & Joanne Bouzeneris	0.63
3	24534012	City of Ripon	48.39	35	26158015	Two Sips Investments LLC	0.496
4	26164040	City of Ripon	1.34	36	26158013	Thomas and Stella Thompson	0.434
5	24534014	Wal Mart Stores, Inc.	24	37	26159010	Randy & Michelle Kelley	0.786
6	24534015	Claire Oneto	5.2	38	26159011	JPH LLC	1.162
7	24534016	Helen Landreth	26.41	39	26159009	Harman Management Corp	3844
8	24534017	Audrey Weststeyn	7.99	40	26159012	Delta Bank	1.091
9	24534022	Audrey Weststeyn	16.48	41	26159008	Delta Bank	2
10	24534018	G & A Hayer	1.02	42	26159013	Delta Bank	1.321
11	24534019	G & A Hayer	1.02	43	26160012	DS Ripon LLC	0.73
12	24534020	G & A Hayer	1.02	44	26160013	DS Ripon LLC	0.8
13	24534021	G & A Hayer	1.02	45	26160014	DS Ripon LLC	1.01
14	24534039	Montpelier Farming Corp.	10.27	46	26160016	DS Ripon LLC	1.38
15	24534040	Montpelier Farming Corp.	3.91	47	26160017	DS Ripon LLC	1.61
16	26102003	Montpelier Farming Corp.	21.95	48	26160015	DS Ripon LLC	4.82
17	24534024	Loves Country Stores of California, Inc.	8.68	49	26102012	Olympian Oil Company	4.695
18	24534025	Mark & Norma Burns	3.26	50	26102004	Olympian Oil Company	6.264
19	24534026	Speedco, Inc.	2.83	51	26102011	Ripon Farm Service Inc.	1.541
20	24534027	Jiri & Lai Ying Stepan	1.179	52	26102007	Ripon Farm Service Inc.	1.715
21	24534028	Kamps Properties LP	0.952	53	26102006	RF Land Inc.	1.529
22	24534013	South San Joaquin Irrigation District	1	54	26102005	Theodore & Kerry Madzey	3.16
23	24534023	South San Joaquin Irrigation District	0.317	55	26102034	Donald & Phoebe Payne	3.07
24	24534030	South San Joaquin Irrigation District	1.46	56	26102036	Steve & Nancy Widhalm	2.31
25	24534044	Jay and Linda Hoff	18.17	57	26102035	Muggs LP	1.02
26	26103027	Jay and Linda Hoff	3.54	58	26102010	Robert & Maria Valk	2.98
27	24534045	Lucas Ag Holdings	4.18	59	26104002	Ripon LLC	5.19
28	24534043	Lucas Ag Holdings	5	60	26102020	Goodwin Business Park LLC	2.32
29	26102027	Chevron USA, Inc.	142	61	26165024	Mangelos Brothers Inc.	5.84
30	26102028	Chevron USA, Inc.	0.952	62	26102021	Ruben Allmendinger	4
31	26158012	Sung Yun & Young Ju Hong	0.759	63	26102022	Ruben Allmendinger	3.5
32	26158011	Bakerao LLC	0.923	64	26164056	Ralph Riemersma	3.84

Table 2-1: Property Ownership Key



LEGEND

North Pointe Specific Plan Area

Property Lines

Figure 2-1: Property Ownership Map

2.4 OPPORTUNITIES AND CONSTRAINTS

An analysis of the Plan Area's developmental potential was conducted at the beginning of the NPSP process. This involved an assessment of the site's developmental opportunities and constraints caused mostly by its physical and environmental conditions. Following is a summary of the opportunities and constraints. These were used throughout the planning process to help determine land uses, intensities of uses, and development standards and guidelines appropriate for the NPSP.

OPPORTUNITIES

The following opportunities are considered to be of potential benefit to future development. A map illustrating the general locations of these is provided in Figure 2-2.

Value based

Strategic Location

The NPSP Area is situated adjacent to SR-99, with direct highway access at the Jack Tone Road Interchange. SR-99 is the most heavily traveled north/south route through the Central Valley, connecting Northern California and Southern California. The Plan Area is also located in close proximity to the Union Pacific Railroad tracks, and a possible future ACE Train station near Downtown Ripon.

Jobs Creation

Given the economically strategic location of the Plan Area, it is able to take full advantage of future mixed-use development opportunities. This is expected to result in the creation of more jobs for residents, and increased revenues for the well-being of the entire community.

Downtown Benefit

Careful attention to land use planning in the NPSP Area could provide a major benefit to existing Downtown businesses. For example, activities and businesses that support the Downtown by bringing more visitors into Ripon could increase sales at Downtown stores and restaurants. These might include visitors for Mistlin Sports Park tournaments, family entertainment businesses, exposition center, recreational vehicle park, regional shoppers, hotels, and new employees generated by a variety of new uses.

Mistlin Sports Park

Topography

The Plan Area is flat and does not contain any major natural constraints. This creates ideal conditions for a wide-range of desirable uses.

Mistlin Sports Park

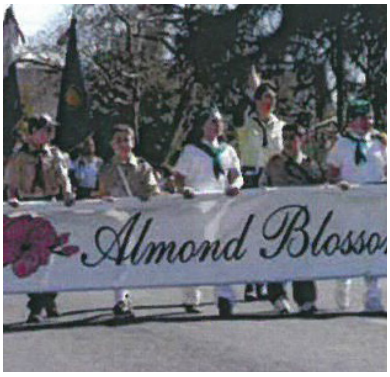
The Sports Park has the potential synergy for attracting the kinds of uses that could create a regional family recreation and entertainment center for the Central Valley. Outdoor and indoor recreation facilities that attract both local and regional users could be appropriate for this area.

Agricultural Services

Being located in the heart of the Central Valley, the City of Ripon is ideally suited for the development of agricultural related uses such as agricultural product processing, agricultural technology, farm equipment manufacturing, etc.

Offices and Technology Uses

As Ripon continues to grow, greater demand for office and technology uses is also expected to grow. This could bring more jobs into the community, thus producing additional retail sales, services and City revenues. Office space to house the growing medical service industry would be of particular benefit to the community.



Community Festivities

Regional Commercial

As urban areas in and around Ripon grow, the central location of the NPSP Area within the region will provide a highly visible and accessible site for the development of regional shopping.

Highway Service Commercial

Since the southern portion of the Plan Area is situated next to SR-99, with a major interchange at Jack Tone Road, it is well suited for development with highway service uses. These might include motels and hotels, sit-down and fast-food restaurants, service stations, and similar uses that serve the traveling public, truck drivers and recreation vehicle motorists.

Housing Needs

The flat and accessible NPSP Area provides suitable conditions for the development of housing to help the City meet its housing needs, with special attention to the needs of young families and seniors.

Traffic Circulation

The City currently experiences relatively limited traffic congestion throughout its roadway system.

Bicycle Circulation

Plan Area development could result in major improvements to the City's trail system, as identified on the City's Bicycle Route Master Plan. This includes safe and convenient access to various destinations within and beyond the Plan Area, including the Downtown, civic facilities, schools, Mistlin Sports Park and other parks, residential neighborhoods, employment centers, shopping, regional trails, etc.

Neighborhood Community Focus

Existing residential neighborhoods to the east of the NPSP Area are currently somewhat isolated from neighborhood-serving uses. An opportunity exists for portions of the Plan Area to be developed with uses that could help support these neighborhoods and create a stronger sense of community for the residents.

Residential Buffer

The opportunity exists to create a strong land use/landscape buffer between the existing residential neighborhoods east of Fulton Avenue and the existing and future uses within the Plan Area.

Proximity to Urban Development

Since the undeveloped portion of the Plan Area is situated adjacent to the urban edge of Ripon, it can be efficiently served by public infrastructure in a timely manner.

Storm Water Drainage

An existing regional storm water detention basin with a service area capacity of approximately 1,000 acres (including all of the NPSP Area) is located at Mistlin Sports Park.

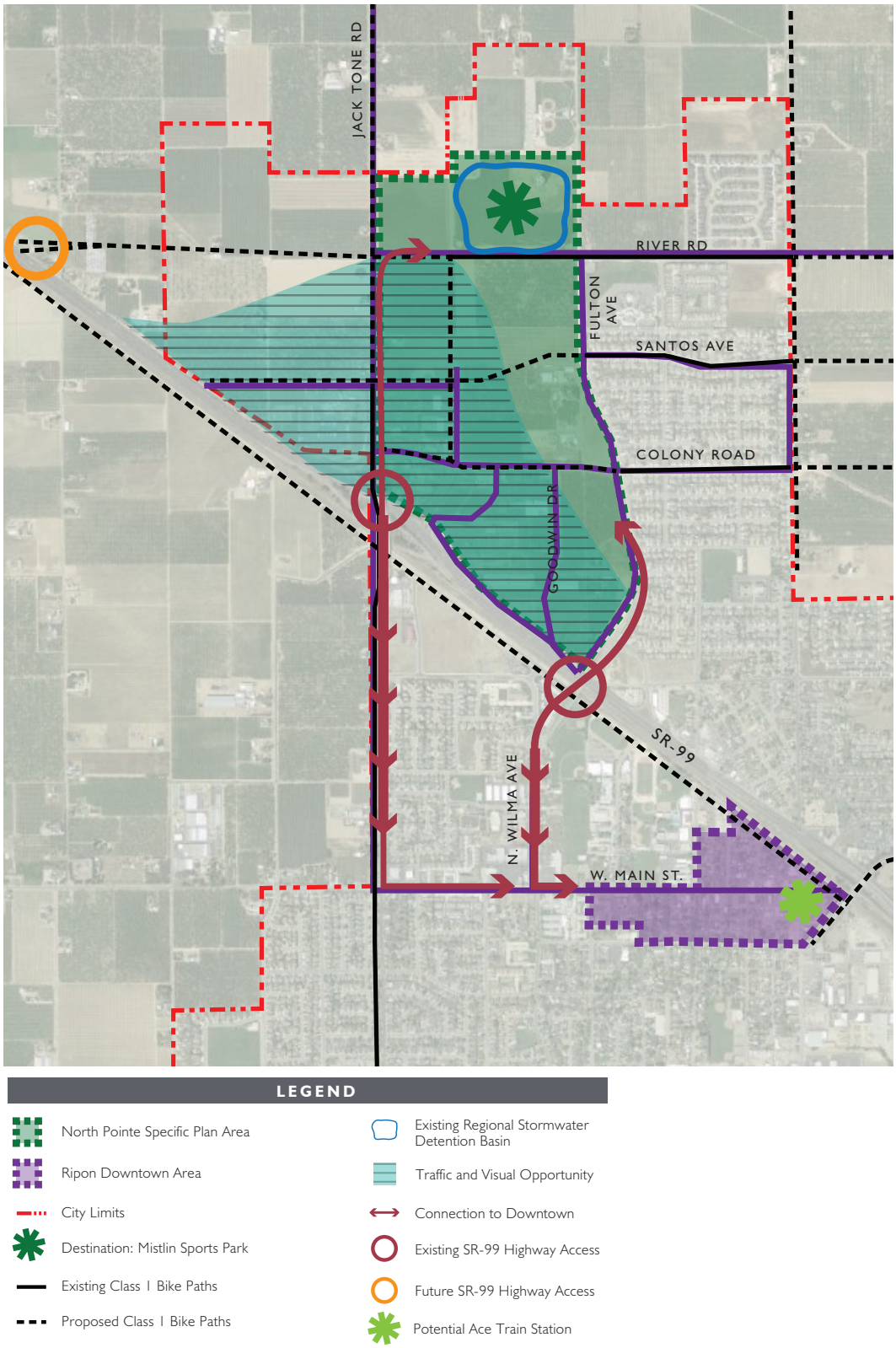


Figure 2-2: Opportunities Diagram

CONSTRAINTS

In addition to the above opportunities for development of the NPSP Area, there are also a variety of constraints. The following constraints are considered to be of particular significance to future development. A map illustrating the general locations of these is provided in Figure 2-3.

Off-Site Land Use Compatibility

Non-residential uses and traffic circulation related to the Plan Area could negatively impact existing residential neighborhoods and the Park View Elementary School to the east, if not property planned.

On-Site Land Use Compatibility

The Plan Area presently contains trucking facilities that create noise, and vehicular safety and hazardous materials risks. The concentrated diesel truck traffic and exhaust emissions are a human health concern that needs to be considered. This places potential limitations on future uses that may otherwise be developable on or adjacent to these properties.

Multiple Property Ownership

The planning of future development is made more difficult by the fact that the Plan Area is currently owned by multiple parties and occupied by various uses. This makes the coordination of area-wide infrastructure, urban design and entitlement activities more complex.

SR-99/Railroad Barrier

SR-99 and the Union Pacific Railroad tracks bisect the City diagonally from the northwest to the southeast. This creates physical limitations to travel between the north side of Ripon where the NPSP Area is located and the south where the Downtown and some schools are located.

Highway and Train Noise and Air Quality

SR-99 and the railroad tracks border the southern boundary of the Plan Area, thus creating noise and air quality impacts on existing and future development in the vicinity.

Truck Traffic

Some existing businesses within the Plan Area involve the use and maintenance of large trucks. In addition, Jack Tone Road and River Road are recognized by the City as official "truck routes." Maintaining adequate truck access to existing businesses while minimizing conflicts with automobiles, bicycles and pedestrian circulation creates some planning limitations.

Existing Roadways and Utilities

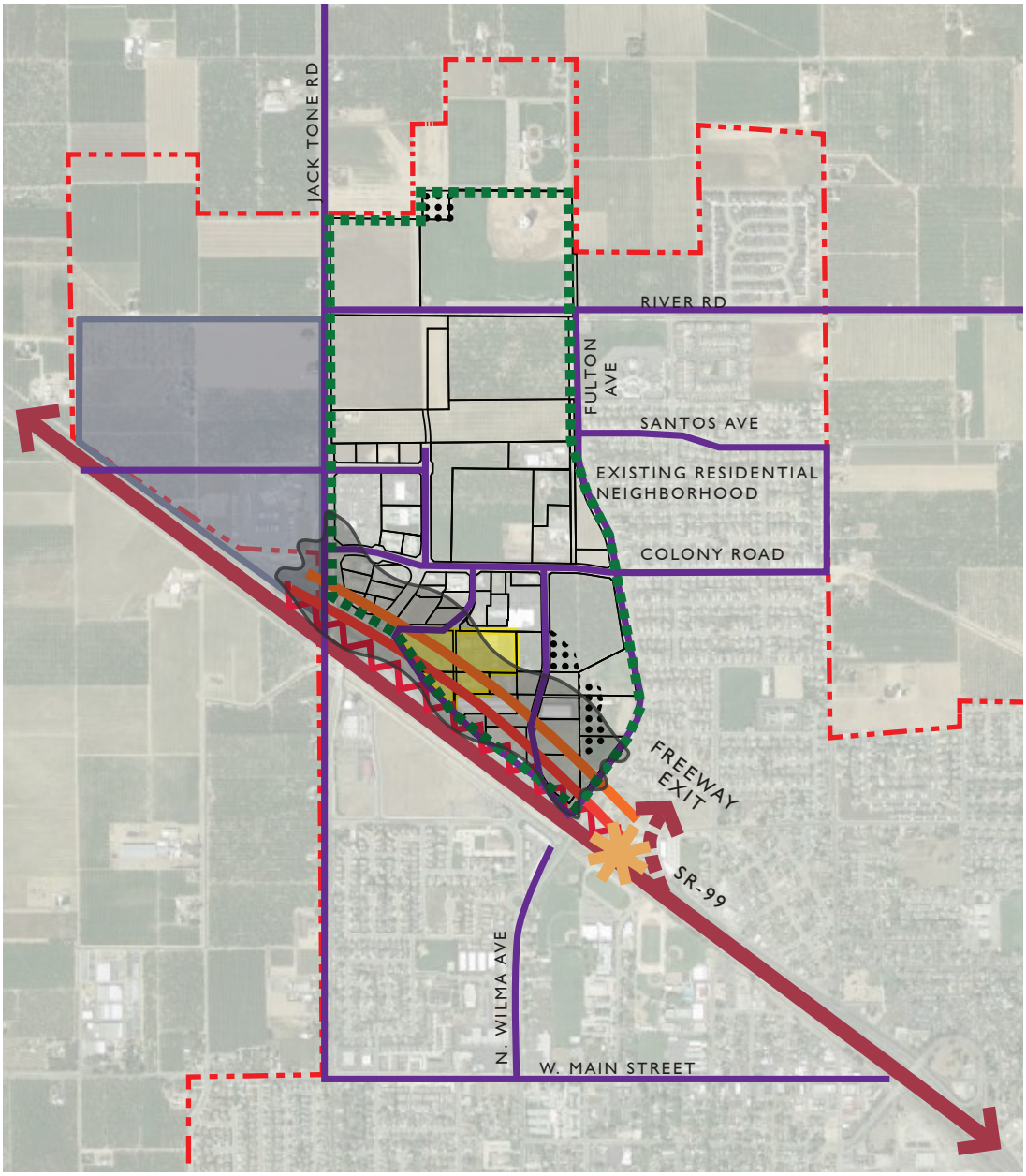
The Plan Area is partially developed with primary roadways and utility systems already in place. This places limitations on how future development can be organized.

Easements

A series of easements exist throughout the Plan Area. Major easements are used to accommodate the SSJID Canal, and the Pacific Gas & Electric Company/ Modesto Irrigation District high voltage electrical lines near Fulton Avenue and Frontage Road. These significant easements will not likely be subject to relocation. Smaller easements may need to be realigned consistent with the future Specific Plan land use and circulation systems.

Hazardous Waste Materials

The NPSP Area includes at least two sites that could contain hazardous waste materials: (1) the former Jimco Truck Stop on Lots 49 and 50; and (2) the former Ripon Farm Service site located on Lots 51, 52 and 53. These and other potential sites could require hazardous materials remediation prior to redevelopment.



LEGEND

- North Pointe Specific Plan Area
- City Limits
- North Pointe Specific Plan Area Property Lines
- San Joaquin County Prime Farmland
- Air Quality
- Existing Streets
- SR-99 Barrier
- Noise From SR-99
- Hazardous Waste Site
- Potential Future Trucking Impacts
- Northbound-only Freeway Access

Figure 2-3: Constraints Diagram

2.5 PLANNING AND DESIGN PROCESS

The NPSP process began with the City's desire to plan for a vibrant mix of primarily revenue generating uses. These uses were further intended to be complementary to the Downtown Ripon business district, and compatible with the adjacent residential neighborhoods to the east. The planning analysis ensued with the collection of technical background information and the early identification of matters that would influence future development of the Plan Area. This included an evaluation of the unique site opportunities presented for development, and the constraints that could otherwise potentially limit or preclude certain kinds of development (Figures 2-2 and 2-3).

PRIMARY PLANNING OBJECTIVES

This initial work was followed by the development of the primary Specific Plan objectives. These provided the framework for developing the land use, character, circulation, infrastructure and financing components of the NPSP. The objectives were based upon General Plan guidance, site opportunities and constraints, environmental considerations, and the results of a series of questionnaires, community workshops, City Council meetings and other community outreach programs. The primary objectives of the NPSP included the following:

- Promote the future development of revenue generating uses in the Plan Area that benefit the entire community.
- Establish Mistlin Sports Park as a primary anchor for evolving a family recreation and entertainment center in the northern part of the Plan Area. The draw of regional visitors for sports tournaments and other recreational activities should be a major contributor to Plan Area and Downtown businesses.
- Coordinate land uses and circulation connections between the Plan Area and Downtown Ripon to create mutual benefits between these two areas.
- Safely and attractively buffer the existing residential neighborhoods to the immediate east of the Plan Area from the existing and future development within the Plan Area.
- Provide housing affordable to young families and seniors at all housing densities, and disperse affordable housing throughout developments rather than confining it to limited areas.
- Provide sites for higher-density residential uses that can be used to assist implementation of the General Plan Housing Element.
- Ensure that future land developments integrate with surrounding

neighborhoods, compensate for public infrastructure costs, and are flexible in order to allow for the changing community needs over time.

- Minimize the impacts of vehicular traffic generated by future development within and beyond the Plan Area.
- Take advantage of development that benefits from Highway vehicular access and visibility.
- Respond to the existing environmental impacts on the Plan Area, such as Highway air quality and noise impacts that are created by Plan Area development.
- Provide alternatives to vehicular travel that encourage pedestrian and bicycle travel within an attractive community environment.
- Effectively coordinate the development, phasing and financing of future Plan Area infrastructure improvements.

PRELIMINARY PLANS

The City then studied the "Zones of Influence" (Figure 2-4) for the Plan Area. This included the major planning "givens" when exploring land uses and physical site planning layout potential. Some of the major elements involved the existing developed areas to be retained, potential developable areas (vacant and underutilized land), existing and planned circulation systems, truck routes, existing property lines, areas needed for land use buffers, existing on- and off-site public infrastructure facilities and connections, etc.

Next, the City studied the "Community Components" (Figure 2-5) that were of potential importance to the Plan Area. These involved land planning features such as the "Core" community focus area of the Plan Area, desirable land use district areas, pedestrian corridor need areas, focal areas, major Plan Area roadway entries, special roadway intersections, etc. The desired community components were then overlaid on the Zones of Influence Map, and used to start defining the eventual land use concept for the NPSP.

Following the above planning process, the draft NPSP document was prepared and circulated for public comments. Input was received through a variety of public questionnaires and community meetings, and the Plan evolved through an iterative process. Also during this time, the project environmental experts were in continuous contact with the planners to mitigate potentially significant environmental impacts as the Plan evolved. The resulting Land Use Plan is presented in Figure 3.1.

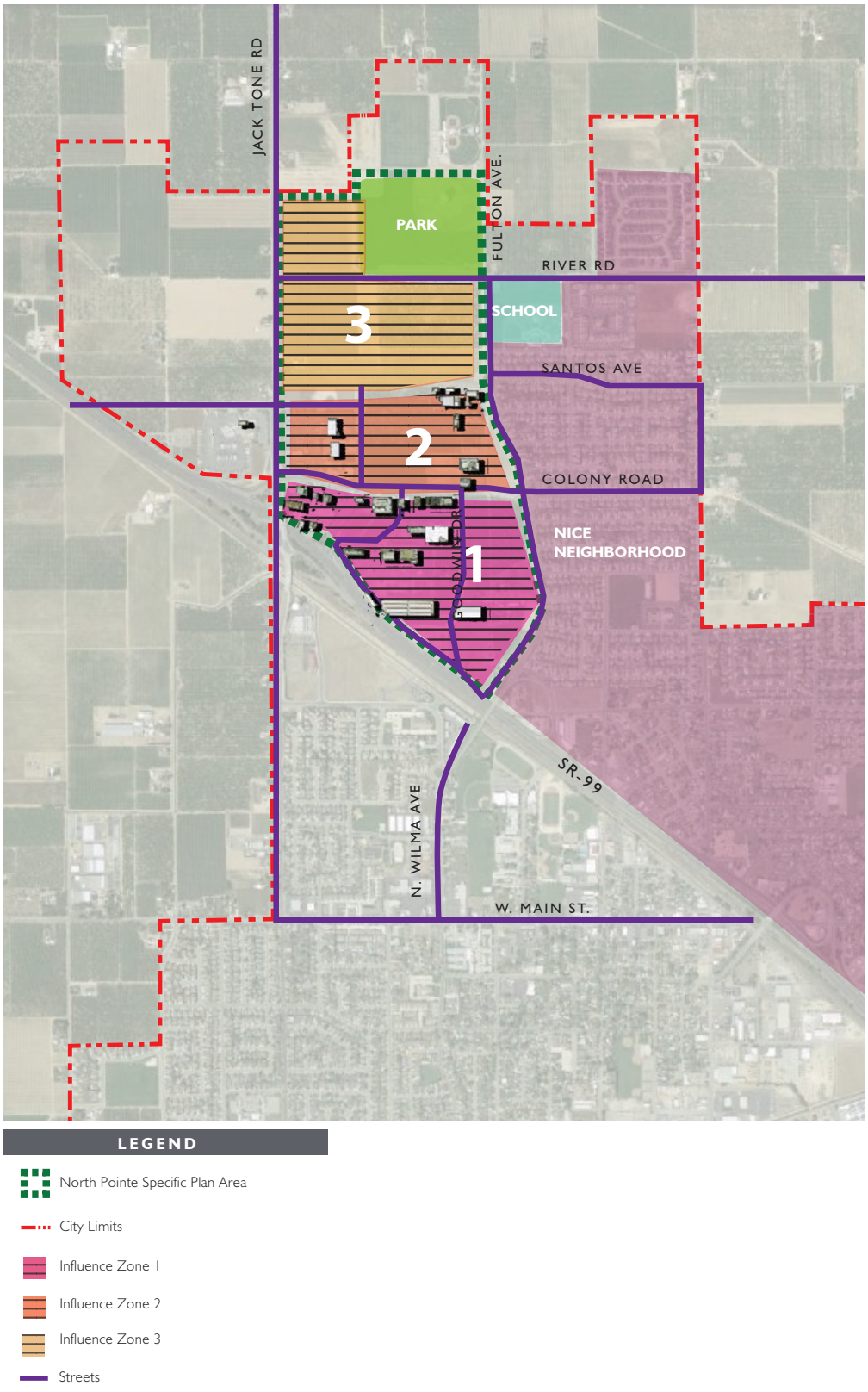


Figure 2-4: Zones of Influence Diagram

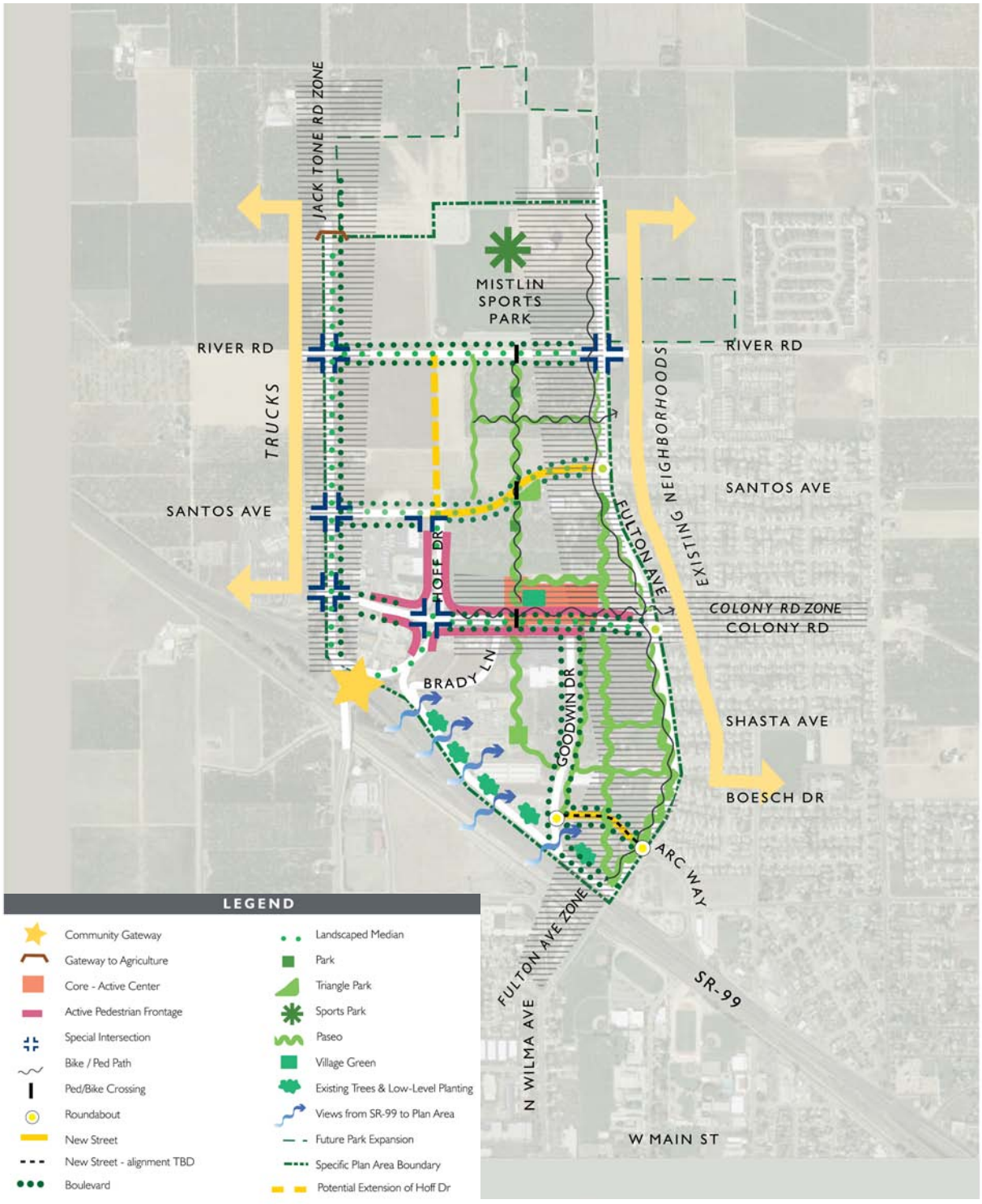


Figure 2-5: Community Components Diagram

2.6 PLAN DESCRIPTION

The NPSP land use concept (Figure 3-1) provides for a mix of both employment generating uses and residential neighborhoods surrounding a central community "Core" area. Colony Road serves as the primary east/west axis through the center of the Plan Area, and a planned "Central Paseo" (open space corridor) connects the Core with Mistlin Sports Park to the north. Plan Area commercial uses, residential neighborhoods and parks will be interconnected with pedestrian/bicycle paths and greenways.

The Core is to be the central gathering place for Plan Area residents and employees, as well as for the residential neighborhoods to the east. It is to consist of ground floor neighborhood serving retail and service shops, and second floor offices and/or multifamily housing. It is also to be bordered by a two-acre "Village Green" and connected to the Central Paseo. Similarly, the Colony Road corridor frontage is to be enhanced, thus providing a more pedestrian and bicycle friendly connection to the Core.

Mistlin Park is to be utilized as an "anchor" for attracting recreation, entertainment and related commercial uses to be developed nearby. This area is ultimately planned to become a regional family recreation and entertainment center. Primary activities might include year-round sports tournaments, expositions, indoor and outdoor sports, theatre, recreational vehicle park, retail, restaurants, hotels, etc.

Land to the west of Hoff Drive is planned for heavier commercial uses that can utilize Jack Tone Road for direct access to SR-99. Land situated to the south of Colony Road is mainly a mix of retail, office and campus technology uses with adjacent SR-99 access and visibility. Development in the eastern Plan Area is to be housing and limited office. The overall mix of uses is intended to support the Downtown Ripon commercial district, as well as to help the City transition from a community that exports workers to other cities to one that imports workers to Ripon.

The Plan provides design guidance for future development to create a vibrant, attractive, pedestrian friendly urban environment with a distinct character. Guidelines are intended to ensure attractive and effective site layouts, architecture, landscaping and signage.

Major non-residential development is generally to consist of commercial, office, technology, recreation and open space uses. The future development of the uses is projected to ultimately result in a total of approximately 1.7 million square feet of new non-residential building floor area. Planned residential development consists of single-family housing with a density range of 5 to 11 units per acre, and multifamily housing of 28 units per acre. This is projected to result in approximately 360 new single-family homes and 690 multifamily units, for a total of 1,050 units at the time of NPSP Area build-out.

All arterial and collector streets identified in the City's Transportation Master Plan for the NPSP Area have been integrated into the Plan. The rights of way for these roadways will also include the installation of all other public infrastructure called for by the City's master plans for bicycle routes, water, sewer and storm drainage. The construction of shared infrastructure is to be funded through payment of the City's development impact fees and other fair-share financing mechanisms to be determined through a future NPSP finance program.

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3 - LAND USE

The following chapter presents the land use concept, development standards and design guidelines for the NPSP Area. The Plan draws from the General Plan vision for North Pointe District to provide the majority of new jobs in Ripon at General Plan build-out. This in turn is anticipated to assist the City in meeting the economic needs of the overall community. Other major factors that influenced the Plan involved the opportunities presented by Mistlin Sports Park, along with Downtown and existing neighborhood compatibility needs. The Land Use Plan concept is illustrated in Figure 3-1.

3.1 LAND USE OBJECTIVES

The land use objectives for the NPSP were determined mainly by way of the General Plan policy guidance, community workshops, City staff and technical consultant input, and ideas that emerged through the environmental review and public hearing processes. The primary land use objectives consist of the following:

- Create a mixed-use employment center to serve the greater community and outlying region.
- Plan for the coordinated development of retail, service, research, technology, office and agricultural service uses within a pedestrian friendly and inviting environment.
- Plan for a mix of land uses that will attract employees, customers and visitors to Ripon for the benefit of both the overall community and the Downtown Ripon business district.
- Utilize the Mistlin Sports Park as an "anchor" to attract future recreation, entertainment and commercial uses that collectively create a regional family activity center in the northern portion of the Plan Area.
- Provide housing opportunities to accommodate a share of the City's housing needs, particularly for young families and seniors, including sites that meet the needs of the City of Ripon's Housing Element.
- Disperse rather than consolidate the location of affordable housing throughout residential neighborhoods and multifamily complexes.
- Establish a safe system of public parks and open space, private recreation, and inter-connected bikeways and pedestrian trails throughout the Plan Area.
- Create a substantial land use buffer between the existing low-density residential neighborhoods to the east and future Plan Area development.
- Create a major north/south open space corridor ("Central Paseo") through the Plan Area connecting Colony Road to Mistlin Sports Park.
- Create a vibrant community "core" area consisting of coordinated neighborhood shopping, multifamily housing, offices, village green, and a connection to the Central Paseo.
- Implement land use planning principals that increase bicycle and pedestrian movement and transit use, while reducing energy usage and the emission of air pollutants.
- Create a land use character that focuses on attractive urban parks and open space, landscaping, architecture and an overall "livable" environment.
- Ensure that all future signs are designed to relate to and enhance the architectural and landscape designs of the sites on which they are located.

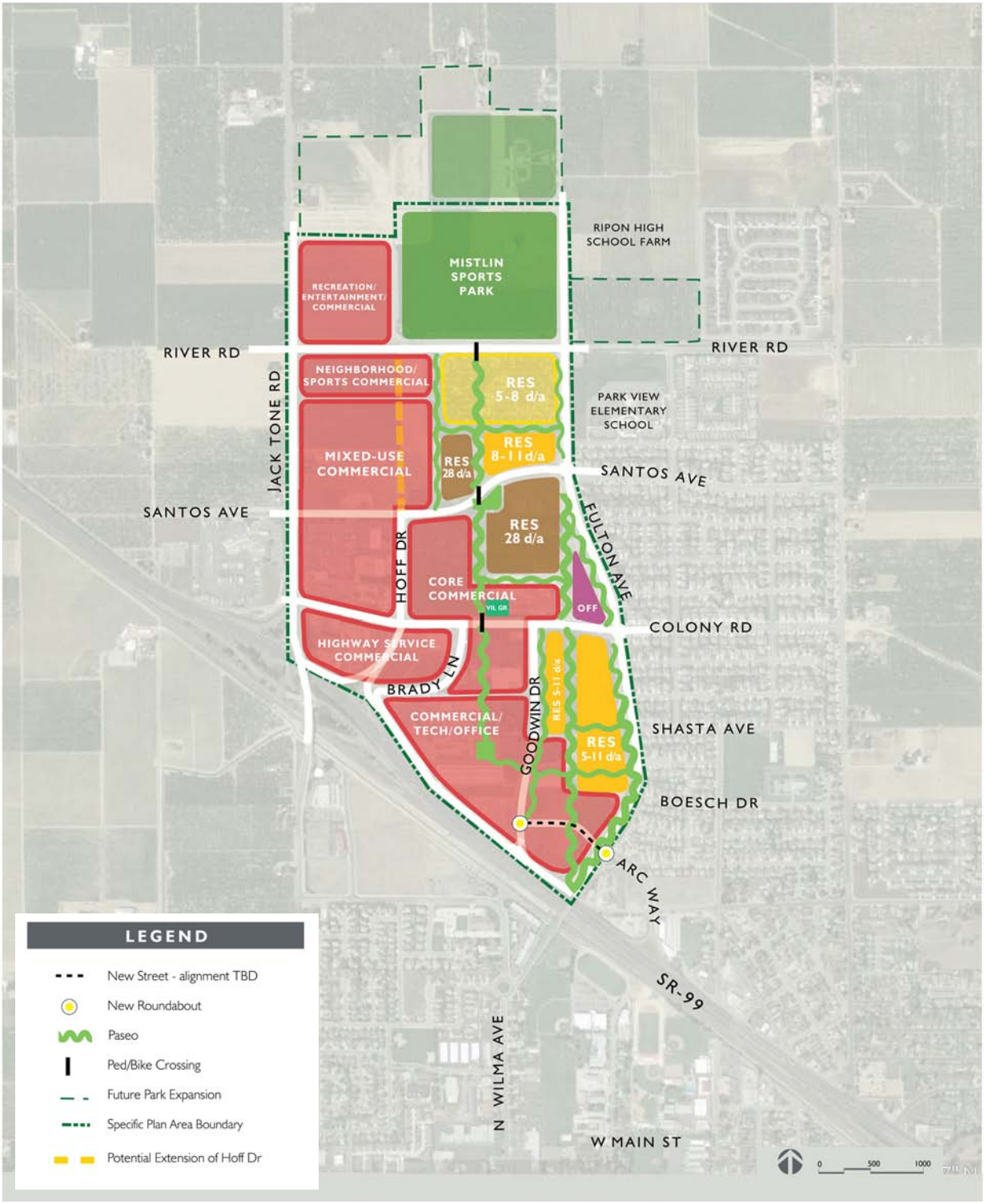


Figure 3-1: Land Use Plan

3.2 LAND USE DESIGNATIONS

Future land uses planned for the NPSP Area include a mix of commercial, recreational and residential uses These are expected to develop over at least the next 25 years. Commercial uses consist of retail, service, office, technology, sports and entertainment and office related businesses that serve both the Plan Area development as well as the outlying region. Recreational uses include the Mistlin Sports Park and other future in- and outdoor sports facilities. Residential development includes a range of single-family and multifamily densities to provide needed housing for young families and seniors.

The Land Use Plan (Figure 3-1) identifies the planned land uses and their locations. Permitted and ancillary uses in Planned Unit Developments (PUDs) are to be determined at the time PUD application submission. All development plans are to be consistent with the land use category designated by the NPSP for the project sites.

COMMERCIAL

Commercial uses consist of the following:

Core Commercial

This designation is located along Colony Road in the center of the Plan Area. The portion of it bordered by Colony Road to the south, the Village Green to the west, and the paseo/Office District to the east is specifically intended to provide ground floor retail sales and services for nearby residents and employees. This designation also allows for office use and multifamily housing on the second floor. Typical ground floor uses include markets, restaurants with in- and outdoor dining, other food establishments, local serving retail, personal services and public art. Typical above ground floor uses include professional and administrative offices, art studios, multifamily housing, public and quasi-public uses, etc.

The remainder of the Core Commercial District is planned for local and regional servicing shopping centers, retail and office uses. Residential development is not permitted in the remainder area.

Neighborhood/Sports Commercial

Land designated for these uses is planned along River Road near Mistlin Sports Park. Permitted uses include retail sales and services for future development in the northern portion of the Plan Area and Mistlin Sports Park. Typical uses include: markets, restaurants, other food establishments, local serving retail, personal services, offices, sports related retail and services, indoor sports activities, bicycle rental/repair shops, hotel, motel, public and quasi-public uses, etc.

Commercial/Technology/Office

This designation is generally located in the vicinity of SR-99 to take advantage of excellent highway vehicular access and visibility. Permitted uses include a range of regional serving retail, technology related businesses, and administrative and medical offices. Typical uses include corporate offices, college extension campus, electronic device manufacturing, medical facilities, large regional retail serving businesses, public and quasi-public uses, public art, etc.

Mixed-Use Commercial

Land designated for these uses is planned primarily adjacent to the east side of Jack Tone Road, north of Colony Road, including the Loves trucking facility. It allows for a mix of heavy commercial uses intended to benefit from the convenient truck access to SR-99 at the Jack Tone Road Interchange. Typical uses include large regional retail serving businesses, agriculture related equipment sales and services, recreation vehicles sales, public and quasi-public uses, etc. Future truck maintenance and parking facilities are not permitted east of Jack Tone Road.

Highway Service Commercial

This designation is planned along the south side of Colony Road at the Jack Tone Road entry to the NPSP Area. It allows for commercial uses intended to serve the travelling public on SR-99. Typical uses include sit-down and fast-food restaurants, hotel, motel, personal services, specialty shops, service station, car wash and other tourist oriented service businesses.

Recreation / Entertainment Commercial

Land designated for these uses is planned to benefit from and supplement the adjacent Mistlin Sports Park. This includes the land located on the west side of the Park. The intention of this designation is to expand the recreational and entertainment draw to Ripon created by the Park, and to help create a synergy between the Park and the adjacent retail development on the south side of River Road, thus creating a regional family recreation and entertainment center. Typical uses include indoor and outdoor sporting facilities, youth and community clubs, roller and ice-skating, exposition center, water park, miniature golf, equestrian center and related equestrian activities, RV park, BMX track, aquatic park, movie theatre, hotel, motel, public and quasi-public uses, etc.

OFFICE

This designation pertains to the triangular shaped site located at the intersection of Colony Road and Fulton Avenue. Permitted uses include medical, dental and other professional offices. Due to the limited size and triangular shaped configuration of the site, future development is planned to take place in a coordinated campus-like setting with shared access, parking and open space facilities.

PUBLIC PARKS

In addition to the Mistlin Sports Park, two additional small public parks and one public open space corridor are planned. New parks include the "Village Green" located on the north side of Colony Road by the Central Paseo, and the triangular shaped neighborhood park located at the intersection of Santos Avenue and the Central Paseo.

Village Green

The two-acre Village Green is intended to serve as the central public gathering place for the Plan Area and the residential neighborhoods to the east of the Plan Area. With its central location and adjacency to shopping, high density housing and the Central Paseo, the Village Green is planned to become the "social heart" of north Ripon. Future uses here might include open green spaces, gardens, public art, memorials, cultural and outdoor entertainment facilities, picnic and other eating areas, and play areas for children.

Neighborhood Park

The two-acre triangular shaped neighborhood park located along the south side of Santos Avenue is centrally located to serve the residential development planned to surround it. Park uses might include informal play fields, play areas for children, small dog parks, and picnic areas.

Central Paseo

The Central Paseo is to be a minimum 38 to 50-foot wide landscaped open space corridor extending through the center of the Plan Area, connecting the Village Green to Mistlin Sports Park. It is planned to include a multi-use trail to serve pedestrian and bicycle movement between the two parks, as well as the surrounding neighborhoods. This trail is to also be designed to serve as an emergency vehicle access (EVA) road to help ensure that proper police security and fire safety are provided at all times. Commercial buildings and housing located along the Paseo are to be oriented so as to have direct visual access to further enhance security.

The Central Paseo is to contain a variety of small informal recreational amenities and public art, as may be beneficial to the adjacent residential developments. The alignment of the Paseo shown on the Land Use Plan (Figure 3-1) is for illustrative purposes. The actual alignment is intended to be flexible, subject to guidance presented in the Design Guidelines section of this Chapter, and developer input.

PRIVATE OPEN SPACE

This designation relates to the privately owned open space corridors. These include: (1) the corridor that connects the Village Green southward through the commercial area; (2) the north/south utility corridor through the eastern portion of the Plan Area; and (3) the landscape buffers that separate major land uses. These are generally planned to provide for pedestrian and bicycle movement between the surrounding neighborhoods, and to contain a variety of small informal recreational facilities, as may be beneficial to the residential developments along the way.

Minimum twenty-foot wide land use buffers are planned for the land adjoining the northern and eastern borders of the Goodwin Business Park (Lot 60). These are intended to screen this recently constructed facility from future neighboring residential development.

RESIDENTIAL

Planned residential consists of four subcategories of development densities presented below.

Single-Family (5-8 Units per Acre)

This is the lowest of the Single-Family Residential density ranges. It permits both attached (duet units) and detached single-family homes on approximately 3,500 to 6,000 square foot size lots. Vehicular access is generally provided by fronting streets, or rear yard access alleys at the higher end of this density range. Open space/recreational amenities such as green space, play areas for children, swimming pools, trails, etc. are encouraged.

This land use designation also permits public and quasi-public uses and religious facilities, subject to the granting of a conditional land use permit by the City.

Single-Family (5-11 Units per Acre)

This density range permits both attached and detached single-family homes on approximately 2,500 to 6,000 square foot lots. Vehicular access is generally provided by fronting streets or rear yard access alleys at the higher end of this density range. Paseos that provide front entry building access are also common for this density range. Common visitor parking is required. Open space/recreation amenities such as green space, play areas for children, swimming pools, trails, etc. are encouraged.

This land use designation also permits public and quasi-public uses and religious facilities, subject to the granting of a conditional land use permit by the City.

Single-Family (8-11 Units per Acre)

This is the highest of the Single-Family Residential density ranges. It permits both attached and detached single-family homes on approximately 2,500 to 3,500 square foot lots. Vehicular access is generally provided by rear yard access alleys. Paseos that provide front entry building access are also common. Common visitor parking is required. Open space/recreation amenities such as green space, play areas for children, swimming pools, trails, etc. are encouraged.

This land use designation also permits public and quasi-public uses and religious facilities, subject to the granting of a conditional land use permit by the City.

Multifamily (28 Units per Acre)

This density permits attached condominiums and apartment units. Vehicular access is provided by private roadways. Both surface and subsurface parking are permitted. On-site visitor parking along with covered parking for residents are required. Common open space and recreational amenities are required.

Lot 54 Residential Land Use Alternative

Lot 54 is a 3.16-acre site located on both the east and west sides of Goodwin Drive, with approximately 1.86

acres located directly north of Lot 60. The Land Use Plan (Figure 3.1) designates the future use of this entire site as Commercial/Technology/Office. Since the eastern portion of Lot 54 (the 1.86 acres) is bordered by land zoned for Single-Family Residential (5-11 units per acre) to the north and east, this Specific Plan will also permit an alternate use of the eastern portion only of this site as Single-Family Residential (5–11 Units per Acre). However, development with residential use would require that Lot 54: (1) be accessible to vehicular traffic only by way of Lot 16 to the north and/or Lot 59 to the east; and (2) provide a twenty-foot landscaped buffer with an eight-foot high block wall along its border with Lot 60.

NON-CONFORMING USES

All existing legal land uses that do not otherwise conform with the NPSP land use designation (Figure 3-1) for the sites where they are located, are deemed to be legally non-conforming. These uses may continue in operation in accordance with the City's non-conforming use regulations.

The Goodwin Business Park located on Lot 60 may continue to be used for all permitted and conditionally permitted uses allowed by the City at the time the development was originally approved by the City. It may also be used for all uses allowed under the Commercial/Technology/Office Designation.

In 2005, a 20-year Development Agreement was approved by the City for a community shopping center on the land designated for Recreation/Entertainment Commercial uses. This agreement remains in effect, thus allowing this land to be developed as originally approved, subject to the provisions of the Agreement. If not, this land shall be developed in accordance with the uses allowed under the Recreation/Entertainment Commercial designation.

3.3 SIGNAGE

Signage is essential to achieving economic viability in a commercial center such as that planned for the NPSP Area. Adequate business identification is necessary for customers and clients to become aware of and find individual businesses. The overuse of signage, however can create a cluttered and unsightly appearance. This is of particular concern for the portion of the Plan Area that is viewed by over 100,000 motorists daily on SR-99. It is therefore important that Plan Area signs be properly designed, sized and located so as to protect and enhance visual quality.

Billboards

Several billboards (off-site advertising signs) presently exist in the Plan Area that are directly visible from SR-99. Because of their large size and location, they create major aesthetic impacts. In addition, these signs do not directly benefit businesses in the Plan Area. In the future, as the NPSP Area develops with the high level of quality anticipated, these billboards would draw attention away from the architecture and landscaping of the new development, thus creating adverse aesthetic and economic impacts on future businesses.

Due to above concerns, future billboards are not be permitted in the NPSP Area. In addition, the City will explore the opportunities for achieving the removal of the existing billboards.

Shared Use Sign Structures

Unlike billboards, shared use sign structures identify specific businesses in the immediate vicinity. For example, a single structure might identify eight or more adjacent businesses, thus precluding the need for eight or more signs. Two such signs will be permitted in the NPSP Area in order to achieve more attractive and less costly business identification along SR-99. These signs may not exceed 40 feet in height, and shall be designed as attractive focal elements of the Plan Area. No other free-standing identification or advertising signs are permitted for visibility from SR-99.

Sign Programs

The design, size and placement of individual business signs are important to the visual quality of the sites where they are located. One of the NPSP objectives is to ensure that all future signs are designed to relate to and enhance the architectural and landscape designs. Sign design programs for individual development projects are therefore required to be submitted to the City at the time of development plan submission to ensure future signs will accomplish this.

City Sign Ordinance

The design of all new signs is required to conform to the specifications of the City Development Code.

3.4 COMMERCIAL LAND USE INTENSITY

The maximum allowable land use intensities for the development of commercial uses are determined by way of the Floor Area Ratio (FAR) formula. The FAR of a site is calculated by dividing the total gross indoor floor area of all on-site buildings by the net site area. For example, the FAR of a 25,000 square foot group of buildings on a 100,000 square foot site is equal to 0.25.

With the exception of the Regional/Technology/Office designation, the maximum FAR permitted for commercial uses in the NPSP Area is 0.25. The FAR for Regional/Technology/Office uses is 0.35. The maximum FAR for Office uses is 0.35.

3.5 POTENTIAL COMMERCIAL LAND USE CONVERSION

One of the primary objectives of the NPSP is to "create a mixed-use employment center to serve the greater community and outlying region." The reservation and future development of commercially designated land within Ripon is of paramount importance to the City in its desire to establish Ripon as a significant regional economic development attraction. The reduction or loss of this opportunity through the potential future conversion of job and revenue generating land use acreage (rezoning) within the NPSP Area without replacement elsewhere would be inconsistent with the purposes of this Plan. The potential future rezoning of non-residential land within the NPSP Area to residential use is not desired. Such designation may only be considered by the City, if other economically viable land within the City of the same or greater acreage is concurrently rezoned from residential to commercial use.

3.6 HOUSING DENSITIES

Approximately ninety percent of the existing housing stock in Ripon consists of single-family homes, with the balance of lot sizes ranging from 3,500 square feet to greater than 12,000 square feet. About fifty percent of Ripon's single-family homes have been built in the last 20 years, with the last 10 years consisting predominantly of large lot single-family homes. There is, however, a community desire to maintain a balance of housing densities so young families and seniors can continue to live in Ripon. Since the predominance of development over the last 10 years has been large lot single-family homes, one of the key objectives of the NPSP is to recalibrate the balance of housing densities throughout the community and plan for ranges of housing densities in appropriate locations. The Specific Plan therefore allows for a greater diversity of single-family housing densities, as well as some multifamily housing with proximity to essential services.

Single-Family Housing

Three single-family housing density ranges are planned for the NPSP Area. These include 5 to 8 units per acre, 5 to 11 units per acre, and 8 to 11 units per acre.

The number of permitted single-family dwelling units per acre is based upon "net acreage." Net acreage does not include land devoted to public and private streets. On average, approximately 18 percent land coverage is required for streets. Therefore, net acreage is considered to be 0.82 of a parcel's total acreage.

A five-unit per acre minimum density (6,000 square foot maximum-sized lots) is established to ensure that large lot developments are not constructed in areas intended for more affordable higher density single-family housing.

The density ranges are varied to encourage housing variety, while precluding the potential for over-development of individual project sites. Similarly, housing caps are to be applied to each of the three single-family density ranges as follows:

- The 5 to 8 unit per acre density range may not exceed a maximum overall density of 6 units per net acre.
- The 5 to 11 unit per acre density range may not exceed a maximum overall density of 8 units per net acre.
- The 8 to 11 unit per acre density range may not exceed a maximum overall density of 9 units per net acre.

The maximum housing yield for each residential lot is determined by multiplying the lot area, times the 0.82 net acreage conversion factor, times the housing cap for the residential density designation in which the lot is located.

Developers are strongly encouraged to vary and disperse densities and product types throughout their project sites, without exceeding the housing cap limit for the site.

The housing cap for all of the above three Single-Family Residential density ranges may be increased to no higher than the top of the density range for which the site is designated, provided that additional housing beyond the cap limit shall be subject to the CEQA environmental review process and the adoption of a development agreement between the project developer and the City of Ripon.

Multifamily Housing

Multifamily housing is planned for three locations in the NPSP Area to provide further opportunities for housing variety and affordability. The sites include: (1) the area located on the north side of the planned Santos Avenue extension; (2) the site immediately north of the Core Area; and (3) the second-floor level of the Core retail area located on the north side of Colony Road. The density for individual housing projects within these areas is 28 units per acre. Senior housing is encouraged for some of this development.

3.7 HOUSING AFFORDABILITY

An important objective of the NPSP is to provide housing opportunities to accommodate a share of the City's affordable housing needs, in accordance with the General Plan Housing Element, particularly for young families and seniors. It is a priority of the Plan to disperse the development of affordable housing throughout the single-family residential neighborhoods and multifamily housing complexes. For example, affordable "duet" units might be constructed on street corners in single-family housing developments, with the driveway of each unit connecting to opposite streets. Similarly, small lot, single-story senior housing is encouraged to be dispersed through developments.

3.8 LAND USE INVENTORY

Inventories of the various land uses planned for the NPSP are presented below in Table 3-1. This table identifies the proposed acreages and building square footages of all non-residential uses, and the acreage and number of housing units of each residential density.

Land Use / Density	*Acres*	*Dwelling Units*	*Building Square Feet*	*Comments*
SF Residential (5-8 Units/Acre)	26	130[1, 2]		Assuming 6 DU/AC
SF Residential (5-11 Units/Acre)	27	177[1, 2]		Assuming 8 DU/AC
SF Residential (8-11 Units/Acre)	7	54[1, 2]		Assuming 9 DU/AC
MF Residential (28 Units/Acre)	24	662		Assuming 28 DU/AC
Retail/Residential Mix	4	27	41,760	.25 FAR & 7 DU/AC
Office	5		72,821	.35 FAR
Sports Related	26		285,741	.25 FAR
Retail Mixed Use	31		156,285	.25 FAR
Retail General	57		458,460	.25 FAR
Retail Campus Tech	45		679,187	.35 FAR
Parks & Open Space	51			
TOTAL	**303**	**1,050**	**1,694,254**	

[1] *Includes housing cap limit (see previous page for description).*
[2] *Calculated by use of "net acreage' which excludes 18 percent for public and private streets.*

Table 3-1: Land Use Inventory

EMPLOYMENT, POPULATION AND STUDENT GENERATION PROJECTIONS

Given the above types and acreages of non-residential uses, the maximum total number of future NPSP Area employees is estimated to be 4,236. This estimate is based upon the ratio of 1 employee per 400 square feet of building floor area for non-residential land uses.

Similarly, given the permitted residential densities and acreages, the maximum total population for the NPSP Area is estimated to be 2,533 persons. This is based upon 2010 United States Census average for Ripon of 3.01 persons per single-family household, and 2.10 persons per multifamily household.

The permitted residential densities and acreages are anticipated to generate 368 new elementary school students, 161 new middle school students, and 403 new high school students. This is based upon student generation rates of 0.41 per single-family and 0.32 per multifamily unit for elementary school, 0.122 per single-family and 0.17 per multifamily unit for middle school, 0.182 per single-family and 0.49 per multifamily unit for senior high school.

3.9 LAND USE STANDARDS AND DESIGN GUIDELINES

The NPSP was prepared to serve as a more detailed expression of the Ripon General Plan for the NPSP Area. The Specific Plan is consistent with the General Plan and carries the same regulatory authority as the General Plan. Potential areas of conflict between the two plans were resolved through a series of General Plan Amendments approved by the City Council concurrent with adoption of the Specific Plan.

All development project proposals within the Plan Area will be subject to the City's development plan review and approval process. This is an important planning process that allows for a detailed implementation of the Specific Plan for each individual project. The process includes the review of site-specific planning matters such as land use, circulation, site layout, architectural design, landscaping, signage, etc. Pertinent provisions of the City's General Plan, NPSP and EIR documents, along with other City and agency regulations are to be incorporated into each development plan.

The NPSP development standards and design guidelines are presented below. Development standards include such items as building setbacks and height limits, parking requirements, etc., similar to the City's Development Code. Exceptions to specific standards may be granted by the City for unusual site conditions (similar to the City's variance procedure), so long as exceptions are otherwise consistent with the objectives of the Specific Plan.

The design guidelines are used to assist developers in preparing their development plans in a manner that is consistent with the unique character of Ripon in terms of its setting, history and small town feel. They are also to be used by the City in its review of project plans for consistency with the Specific Plan. These guidelines are intended to be flexible. Individual guidelines may be waived in specific cases where the City finds that the implementation of a superior design solution can be achieved.

3.10 DEVELOPMENT STANDARDS

LAND USE	SETBACKS			USABLE OPEN SPACE PER DWELLING UNIT	PARKING	MAXIMUM BUILDING HEIGHT
	Front / Street Side [1]	One Side/ Both Sides [2, 3]	Rear [2]			
Single Family Residential Lot Size 5,000 – 6,000 s.f.	20 ft / 15 ft	5 ft / 13 ft [4]	20 ft [5]	NA	Minimum 2 car garage (non-tandem) /1 on- or off-street space per unit	35 ft (2-story)
Single Family Residential Lot Size 4,000 – 4,999 s.f.	- 15 ft / 10 ft - 20 ft to garage door - porches, balconies and bay windows may encroach 3 ft into setback	4 ft / 8 ft [4]	13 ft [5]	300 sf [6]	Minimum 2 car garage (non-tandem) /1 on- or off-street space per unit	35 ft (2-story)
Single Family Residential Lot Size 2,500 – 3,999 s.f.	- 10 ft / 10 ft - 20 ft to garage door - porches, balconies and bay windows may encroach 3 ft into setback	3 ft / 8 ft [4]	5 ft [5]	200 sf [6]	Minimum 2 car garage (non-tandem) /1 on- or off-street space per unit	35 ft (2-story)
Multifamily (28 DU/AC)	25 ft	20 ft / 40 ft	20 ft	200 sf	1.5 spaces per unit / 1 visitor space per 10 units	45 ft (3-story)
RETAIL	15 ft	10 ft / 20 ft	15 ft	N/A	1:250 sf	35 ft
OFFICE	30 ft	15 ft / 30 ft	15 ft	N/A	1:300 sf	45 ft (3-story)
TECHNOLOGY	30 ft	20 ft / 40 ft	15 ft	N/A	1:500 sf	45 ft (3-story)
RECREATION / ENTERTAINMENT	25 ft	20 ft / 40 ft	15 ft	N/A	To be determined based upon actual use.	40 ft (2-story)

[1] On public streets and private roads, front and street side yard setbacks are measured from back of sidewalk or back of curb if no sidewalk.
[2] Single-story garages set back at least 50 feet from the fronting street may be permitted a zero-foot interior side yard setback and a 5-foot rear yard setback.
[3] Lots that side onto paseos and buffers will be considered an interior lot for determining side yard setback requirements.
[4] Exceptions may be made for zero lot line plans which maximize useable open space.
[5] For houses backing onto alleys, the minimum rear yard setback is 4 feet.
[6] Open space may be provided as private open space or group open space. No dimension of a rectangle inscribed within private open space shall be less than 6 ft.

Table 3-2: Development Standards

3.11 LAND USE REQUIREMENTS AND MITIGATIONS

NPSP Land Use Conformity

All applicable development plans, subdivision maps, land use permit applications, and all other pertinent City land use entitlements shall be consistent with the NPSP objectives, plans, standards, design guidelines, requirements and mitigations contained throughout the Plan.

Core Area

The "Core area" consists of ground floor shopping and possible second floor office uses and multifamily housing, Village Green, and a connection to the Central Paseo. Coordinated site planning for this area is particularly important to ensure that necessary pedestrian, bicycle and landscape linkages are made. In addition, the relationships between uses, buildings and parking are critical. A concept plan for the coordinated layout of the Core area uses and facilities shall be submitted to the City for review and approval prior to the approval of any development plans for projects within the Core area.

Architectural and Landscape Character

The architectural and landscape design character of the NPSP Area is not intended to be defined by a particular design style, such as a Mediterranean or Spanish style. Nor is it intended to simply consist of an array of unrelated styles. Instead, the future architectural and landscape design character of each development is to reflect the unique and livable qualities of Ripon. The project applicants for each development plan shall submit a detailed overview describing how their proposed architectural and landscape design character reflects the unique quality of the City in terms of its physical setting, history and/or small town feel. Franchise corporation commercial building design styles are not permitted.

Oak Tree Preservation

All existing Oak trees exceeding a trunk diameter of six-inches at 42 inches above grade shall be shown on project level development plans. These trees shall be integrated into site and landscape design plans and preserved in healthy growing condition, whenever possible.

Sign Design

Sign design, size and location shall conform to all applicable provisions of the NPSP design guidelines and the City Development Code. All development plan applicants shall submit a sign design program to the City in conjunction with their development plan application for approval. The program shall identify the design, size and location concept to be used for all planned outdoor signs. All signs shall be consistent with the architectural and landscape design character of the building/site they serve.

Acoustic Walls

Acoustic walls (sound walls) are permitted only along the River Road frontage of residential development. Where acoustic walls are found to be necessary in this area, berming should be used to ensure that walls have a visual height appearance from River Road of no greater that 4 feet.

Light and Glare

The negative impacts of light and glare shall be minimized by angling exterior light sources downward and placing landscape materials to shield the surrounding areas from light and glare. Security lighting shall be provided as needed, subject to approval by the Ripon Police Department.

3.12 DESIGN GUIDELINES

INTRODUCTION

The NPSP provides a mixture of residential, commercial, technology, office, and park uses, all accessible by safe and inviting bicycle and pedestrian circulation networks. The Core Area is comprised of a mix of generally higher intensity uses allowing nearby residents and employees to accomplish many daily activities. "Complete Streets" are planned to accommodate multiple modes of transportation, including pedestrian, bicycle and transit as well as automobiles. An integrated open space system allows residential neighborhoods to connect to shopping, parks, schools and regional transit.

The design vision for the NPSP Area is that of a high quality, liveable, walkable community. It is intended to reflect the traditional character of Ripon while maintaining a diverse mix of uses. The following guidelines are provided to support this vision, while allowing for innovation and creativity in design.

Sense of place

GENERAL DESIGN

1. Residential neighborhoods and commercial districts should be physically interconnected with adjacent neighborhoods, retail and public use, by way of Complete Streets and ample and comfortable multi-use paths.
2. High quality architectural and landscape design principles and best practices should be used to optimize the visual and social quality of the NPSP Area.
3. Development should reflect a visual richness, with a variety of setbacks, forms, colors, textures and materials, while fostering a "sense of place" by achieving harmony in design elements.
4. High quality and durable materials should be used in the construction of buildings and landscaping.

3.13 RESIDENTIAL DESIGN GUIDELINES

RESIDENTIAL NEIGHBORHOODS

1. Neighborhood street entries should be enhanced with signage, monumentation and landscaping to create a sense of arrival and place.
2. A hierarchy of streets should be created within neighborhoods, to orient motorists and improve wayfinding.
3. Social spaces, focal points and visual and functional linkages should be integrated into all neighborhoods.
4. Bicycle and pedestrian routes should connect to shopping, parks and existing and planned future adjacent neighborhoods.
5. Internal loop streets are generally preferred to cul-de-sacs. Where cul-de-sacs are necessary, bicycle and pedestrian connections should be created to provide connectivity between neighborhoods.
6. Transitions between residential densities and uses should be carefully planned and where appropriate, improved with landscaping or other aesthetically appropriate buffers.

Emphasize entries

ACOUSTIC WALLS

Acoustic walls are permitted only along the south side residential frontage of River Road, consistent with the following guidelines.

1. Enhanced planting and wall articulation should be used to create visual variety and avoid monotony of the streetscape.
2. The wall should incorporate frequent breaks for pedestrian connections to multi-use trails and sidewalks, particularly at the ends of streets, alleys and cul-de-sacs. Connections should be a minimum of 15 feet wide, including planting on both sides.
3. Berming should be used wherever feasible to ensure that the wall has a visual appearance of no greater than 4 feet in height.
4. The wall may be integrated into the "Special Intersection" design at the southwest corner of the River Road/Fulton Avenue intersection. In such case, the wall may extend a maximum of 250 feet south along Fulton Avenue for the privacy of residents and to enhance the aesthetic quality of the intersection.

Usable front porch

RESIDENTIAL DESIGN - SINGLE FAMILY DENSITIES

Architectural design should focus on building bulk, massing, proportions, roof forms, facade articulation, porches, windows, railings and colors.

1. Building front elevations should emphasize entries, porches and other living areas and de-emphasize the view of garages.
2. Usable front porches with a minimum 6-foot depth are encouraged. Decorative but unusable porch facades are not permitted.
3. All building elevations should be aesthetically designed. Homes located on corner lots should be designed to provide enhanced architecture on both street facing facades.
4. Garage and porch setbacks and facade articulation should be used to create visual variety and avoid a monotonous street appearance.
5. Housing densities should be varied throughout single-family residential neighborhoods located south of Santos Avenue. The maximum area for a single density south of Colony Road is 7 acres, but greater density variation is encouraged.
6. Building models and architectural elevations should be varied within each development. A minimum of 3 plans with 3 elevations (9 different variations) should be generally provided for developments with up to 35 lots. A minimum of 4 plans with 4 elevations (16 different variations) should be provided for developments with more than 35 lots.
7. No two of the same plans or architectural elevations may be used adjacent to another.
8. At least 3 different elevations should be provided for each block containing 6 or more units.
9. Roof materials should be varied in terms of type and color.
10. Window trim should consist of durable, high quality materials. Window treatments should convey depth and interest.
11. Exterior building materials should be varied and of high quality.
12. Roof pitches should vary within project developments.

Varied building models

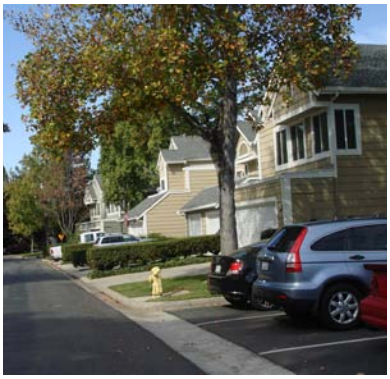
Varied building heights

RESIDENTIAL - 5,000 - 6,000 SQUARE FOOT LOTS

1. Garage type diversity should be emphasized. This may include attached side facing, semi-attached street facing, and detached side yard garages.
2. A minimum of 25 percent of homes should be single-story.
3. An additional 25 percent of homes should allow single-story living. This includes first floor master bedroom, bathroom, living room, kitchen and dining room.
4. Homes with a single-story character, e.g. where the second-story is set back, are encouraged.

RESIDENTIAL - 4,000 - 4,999 SQUARE FOOT LOTS

1. Building heights should be varied. More than two adjacent housing units having the same building height are generally not permitted.
2. Side yard setbacks should be varied.
3. Homes fronting on streets and common green spaces are encouraged.
4. Consideration should be given to solar orientation and access.
5. The use of common parking areas is encouraged to meet the parking standard of one guest space per unit.
6. Where common driveways access several homes, they should be a minimum width of 32 feet.



Common parking

RESIDENTIAL - 2,500 - 3,999 SQUARE FOOT LOTS

1. Building heights should be varied. More than two adjacent housing units having the same building height are generally not permitted.
2. Side yard setbacks should be varied.
3. Homes fronting on streets and common green spaces are encouraged.
4. Consideration should be given to solar orientation and access.
5. The use of common parking areas is encouraged to meet the parking standard of one guest space per unit.
6. Where common driveways access several homes, they should be a minimum width of 32 feet.

MULTI-FAMILY - 28 UNITS PER ACRE

Site Plan

1. A distinct hierarchy of circulation routes should be included in site plans, including public streets, driveways, pedestrian walks/paseos and alley/parking areas. Alleys and parking areas should not be designed for primary circulation to the building entries and through the site. Where possible, primary entries should orient to public streets, internal streets, and paseos/open spaces.
2. Internal streets should be designed to resemble public streets. They should include sidewalks, street trees, pedestrian-scaled lighting, landscaping and provide a setting for social interaction and neighborhood activities.
3. Internal streets should provide through or loop circulation wherever possible rather than dead end cul-de-sacs. They should also connect to landmarks or amenity features such as open spaces, parks or community buildings.

Paseo connection

4. Streets, alleys and paseos should not only connect internally but also be publicly accessible and connect to adjacent streets and neighboring development. Future connections to adjacent parcels should be anticipated to provide future connectivity.
5. Pedestrian walkways should be separate and distinct from parking areas and driveways and include landscaping, lighting and decorative paving at crossings. Pedestrian connections should be provided between buildings where appropriate.
6. Street trees, separated sidewalks, benches, street lamps and special paving should be provided at intersections to promote residential scaled, aesthetic streetscapes and reinforce pedestrian activity.
7. Paseos should supplement the role of streets and drives in the circulation network, providing easy and direct access to building entries, common open space amenities and visitor parking areas.
8. Parking should be located behind buildings, or where this is not feasible, screened by low walls and landscaping.
9. For buildings with parking accessed from the front, the amount of frontage used for parking access should be minimized. No more than 25 percent of the site frontage facing a street, driveway, or pedestrian walk/paseo should be devoted to garage openings, carports, or open/surface parking.

Centralized open space

Building Orientation

1. Large open spaces should be the primary organizing element of each site plan. Publicly accessible open spaces are encouraged for all developments greater than five acres.
2. Common open space should be centralized and directly accessible, and linked to adjacent parks and paths with streets or pedestrian ways.
3. Buildings should face streets, open space and paths to provide attractive views for both residents and the traveling public.
4. Parking lots should not be situated between buildings and fronting streets.
5. Building fronts should include door entries that face streets and open spaces. Street setbacks should include landscaping, or low walls delineating public versus private space and building foundation planting.
6. The design of private open space should emphasize usability, with convenient access so it can be used as part of everyday living.
7. Common amenity areas should be proportionate to the size of the development.

Buildings facing open space

8. Tot-lots should be located in safe, convenient and highly visible areas to ensure informal surveillance by residents.

Architecture

1. Buildings should be constructed of high quality materials that create architectural character and visual interest. The use of high quality materials and articulation should be integrated throughout all sides of buildings and appear integral to the building's architectural design.
2. Building entries should be the predominant feature of front facades.
3. Porches and other architectural detailing should be emphasized for visual relief. Porches and balconies should be constructed of materials and designed to be consistent with the building architecture.
4. Windows should be placed to create a rhythm or pattern on the building facade. The proportion of window openings should be consistent with the wall areas on which they are situated. Windows should be inset or trimmed to create shadows and detailed for visual interest.
5. Windows should be placed to allow for privacy of neighborhing units.
6. Rooflines should be varied and include elements such as dormers, parapets or eaves to minimize the appearance of mass and bulk.
7. Trash enclosures should be screened with building materials that are compatible with the building materials and design.

Attractive street view

INTERNAL LOCAL STREET AND ALLEY DESIGN

1. Internal local streets should be of an intimate scale, with two 12-foot travel lanes and parking provided on both sides of the street.
2. The use of alleys is strongly encouraged to eliminate garage-dominant building facades and to create more pedestrian-oriented streetscapes. Alleys allow homes to directly face streets, parks, paseos and other open spaces.
3. Alley width should be a minimum of 30 feet as measured between garage doors on opposing sides of the alley. If parking is provided on one side of the alley, the minimum width should be 38 feet. Parking is not permitted on both sides of an alley.
4. Alleys should include at least one 4 by 5-foot wide landscape area and 1 tree per lot.

Alleys eliminate front yard parking

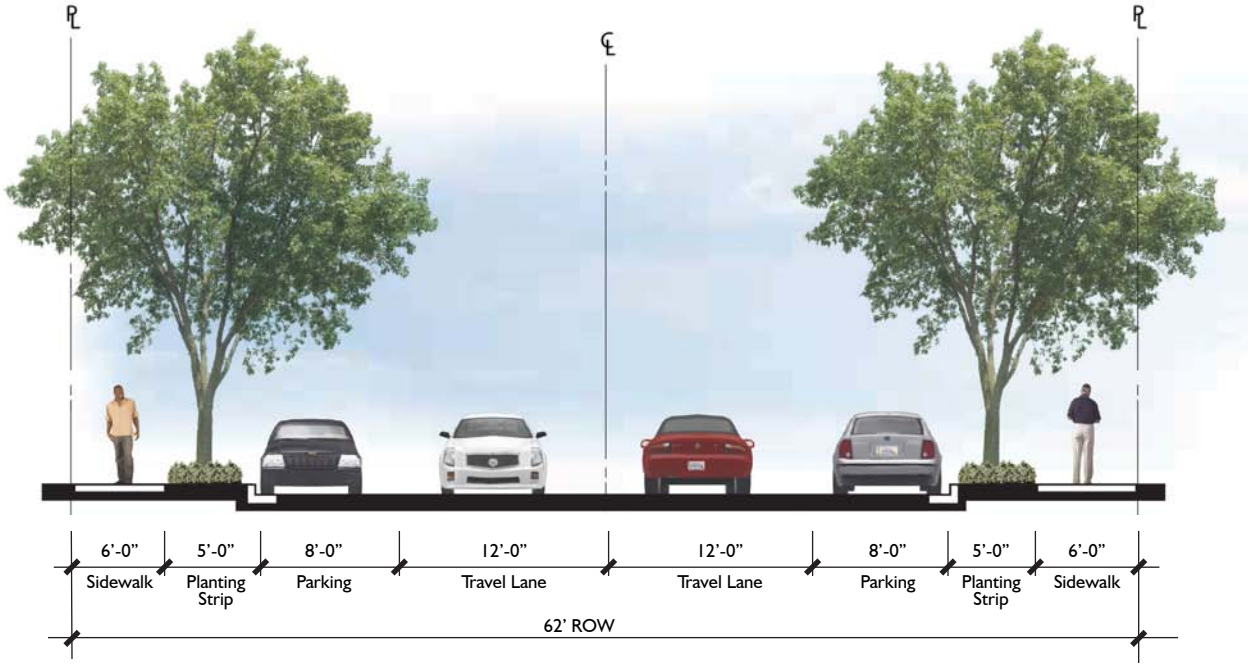


Figure 3-2: Internal Local Street for 5-8 Residential Units per Acre (Minimum Allowable)

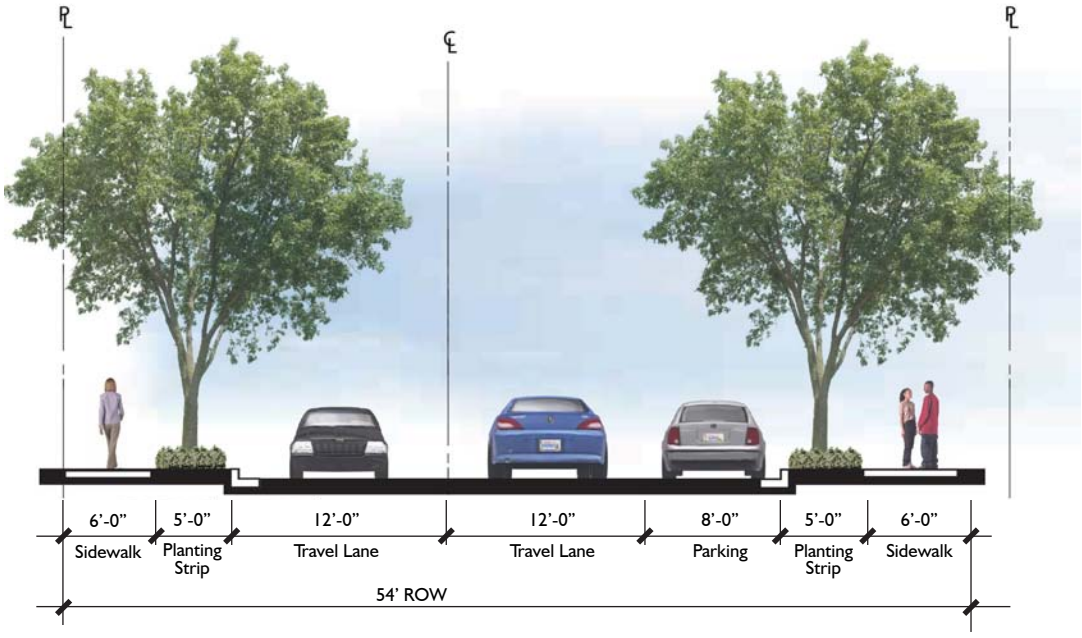


Figure 3-3: Internal Local Street for 5-11 Residential Units per Acre. Parking on one side (Minimum Allowable)

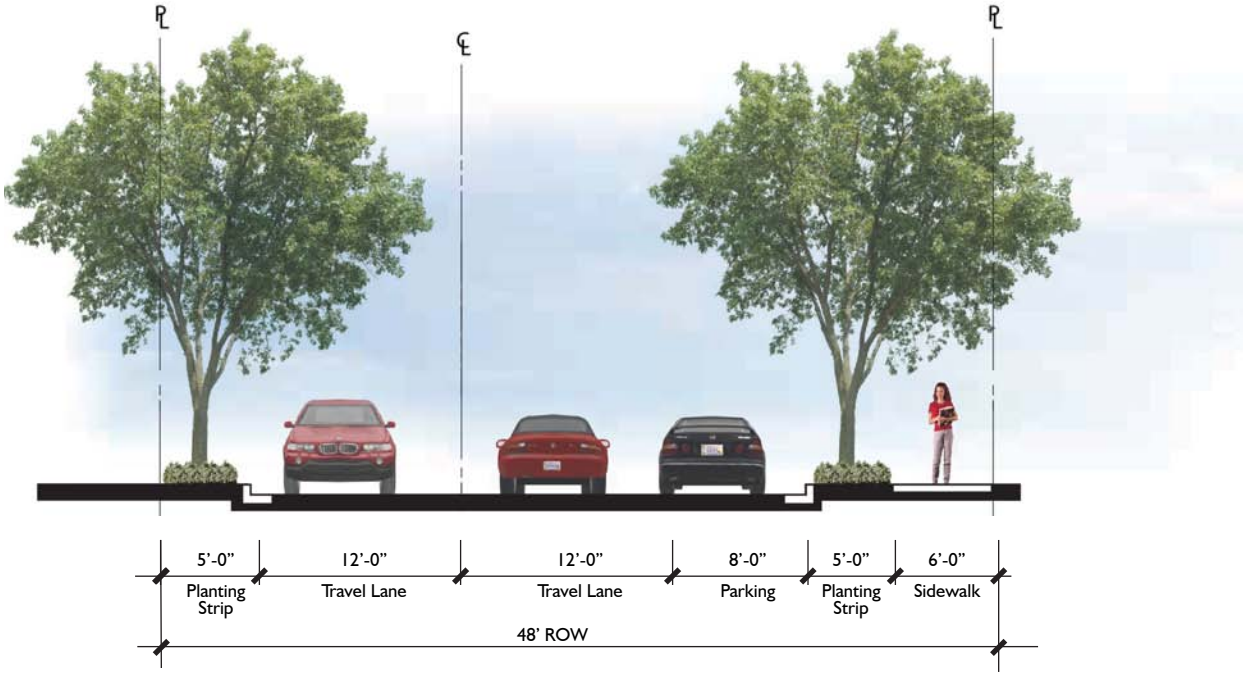


Figure 3-4: Internal Local Street for 8-11 Residential Units per Acre. Parking on one side. (Minimum Allowable)

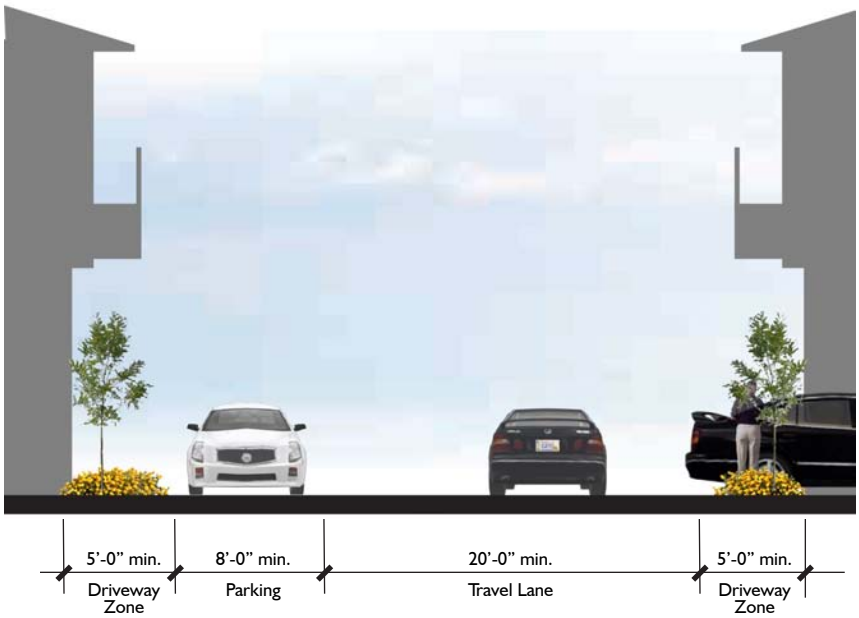


Figure 3-5: Residential Alley with Parking on One Side

5. Minor variations in garage setbacks and garage and building façade colors are encouraged to minimize a potentially monotonous appearance. Garage doors should be recessed at least 1-foot from the building façade.
6. Lighting should be provided on each lot that backs onto an alley.

Alley parking in rear

LANDSCAPE DESIGN

1. All open areas not enclosed by a private fence are required to be landscaped.
2. Planting around the building foundation is required for all building elevations facing public street.
3. Planting is required along the base of all fencing and walls facing a public street.
4. The use of acoustic walls is discouraged, but where they are necessary for noise attenuation, berming should be used wherever feasible to ensure that walls have a visual appearance of no greater than 4 feet in height.
5. Landscape plans should incorporate seasonal plant varieties and colors to the extent feasible. Tall deciduous trees should be utilized where summer shade is needed and winter solar access is desired.
6. The use of turf outside of common areas should be minimized to conserve water.
7. Sustainable landscape design principles should be applied. High efficiency irrigation, native and climate-adapted plants, use of recycled landscape materials and integrated pest management, are strongly encouraged.
8. Landscape design and plant materials shall be suitable for the use of recycled irrigation water in non-single-family residential areas.

Limit use of turf

LANDSCAPE TRANSITIONS AND BUFFERS

Transitions between Residential Densities

1. Where single-family and multifamily housing densities are situated adjacent to each other, a multi-use paseo should be provided with a minimum width of 32 feet.
2. Buildings and landscaping should be designed to avoid windows of multi-story structures directly overlooking private yards.

3.14 NON-RESIDENTIAL LAND USE DESIGN GUIDELINES

COMMERCIAL

A range of commercial districts are planned for the NPSP Area. Accessibility, street presence and outdoor space for public gathering are important features for these districts.

GENERAL DESIGN GUIDELINES FOR ALL COMMERCIAL DISTRICTS

Orient toward public spaces

Site Planning

1. Building fronts and entries should be oriented towards public spaces. Retail buildings should provide visual interest for views from streets, between buildings and from the sidewalks and multi-use trails.
2. Buildings should be grouped to encourage pedestrian movement within the site and between adjacent parcels. Buildings should be clustered to create "outdoor rooms" with seating, shade and protection from the wind, sun and traffic. Outdoor use spaces (e.g. plaza, cafe seating, fountain area, etc.) should be visible from streets.
3. Storm water treatment should be incorporated into parking lot and landscaping design.
4. Trash enclosures, storage, service areas and mechanical equipment should be screened with walls or fences of high quality materials that are compatible with the architecture of the building.
5. Adequate lighting for pedestrian safety shall be provided. Lighting should be designed to direct illumination downward and screened on top to minimize glare impacts on surrounding residential areas.

Locate parking behind buildings

Parking and Circulation

1. Parking lot vehicular entries should be highly visible and legible. Entries should be clearly marked with signage and/or landmark elements or landscaping. Sight lines shall be maintained for traffic safety.
2. Driveway vehicle stacking length should be adequate to accommodate peak use times.
3. Parking should generally be located behind buildings. Large parking areas should be divided into smaller areas through building siting and/or landscaping.

4. Vehicular and pedestrian circulation should be clearly delineated. Pedestrian circulation should be distinguished through the use of paving material features and colors. Clearly delineated crosswalks should be provided where pedestrian paths cross driveways, and where practical, the pedestrian paving surface should be raised for more visual differentiation.
5. Convenient bicycle parking areas should be provided with bicycle racks near building entries.

Landscaping

1. A minimum 5-foot wide planting strip should be provided along all building walls visible from adjacent roadways. This area may be reduced or eliminated to allow for pedestrian plazas, storefront uses, or arcades.
2. Tree planting in parking areas should create an "orchard" visual affect to shade and soften the appearance of parking and reduce heat gain. At least 40 percent of paved parking areas should be shaded at the time of tree maturity.
3. Landscape buffers should be provided along property lines, incorporating bioswales where possible. Parking areas abutting public rights-of-way should provide a minimum 15-foot wide landscape strip with trees, shrubs and live ground cover to separate parking from the sidewalks.
4. The use of turf should be minimized to conserve water.

Visual interest

Pedestrian scale

Architecture

1. Plan Area commercial buildings should be distinguished through visual interest, pedestrian scale, and high quality materials. Standard franchise architecture is not permitted.
2. All visible building sides should be articulated with an integral and interesting appearance.
3. Each building should have a discernible base, a clear pattern of openings and surface features, a well defined entry and an interesting roof line. Building entries should be highlighted with architectural detail, landscaping, and pedestrian amenities.
4. Visual interest should be created through the use of horizontal and vertical articulation, such as wall plane changes, varying roof heights, recessed entries and windows, score lines, awnings, and varied materials, textures and colors.
5. Building facades should be designed with a creative mix of ele-

High quality materials

ments such as awnings, arcades, columns, signage, displays, overhangs and fenestration. These articulated elements should appear integral to the building and not appear as an "add-on."

6. Continuous surface treatments of a single building material should be minimized. Monolithic blank walls are not permitted.
7. Building colors should be compatible, subdued and not garish. The darkest colors should generally be used at the base of buildings to establish a perceived 'anchor' for the building.

CORE COMMERCIAL

The Core Commercial Area is planned along the central portion of Colony Road. It is intended to bring together a mix of uses to create an enhanced activity area. Containing the Village Green, this area is intended to become a vibrant and active center of North Ripon. Easily and safely accessible to pedestrians and bicyclists as well as centrally located at the NPSP Area's major crossroad, this area will support social interaction and community gatherings, as well as local serving retail. It will be an inviting area for a morning stroll, or a cup of coffee at a café or in the Village Green.

Emphasize urban activities

Create pedestrian entries

The Core Area should be designed to:

1. Emphasize pedestrian and bicycle access by the use of enhanced street crossings, special paving, and pedestrian/bicycle links to the surrounding neighborhoods and commercial districts.
2. Emphasize urban activity through the use of architectural features, inviting plazas, and active street frontages.
3. Create a Village Green appropriate for uses such as an art fair, movie night in the park, and other community events.
4. Create interrelationships between adjoining uses by providing direct pedestrian access between them.
5. Create pedestrian entries into the site that are prominent and inviting from the sidewalks. Buildings should be oriented to enliven the sidewalks.
6. Special focal elements should be created to allow views into the outdoor use spaces and to highlight building entries with an architectural treatment.
7. Service, loading and trash areas should be located to allow for effective screening, and as far from adjacent residential uses and streets as feasible.

Figure 3-6: Central Core Area Example

NEIGHBORHOOD/SPORTS COMMERCIAL

Land designated for Neighborhood Sports Commercial uses is located along River Road, just south of Mistlin Sports Park and the Recreation/Entertainment Commercial District. Future development within this District is primarily intended to provide retail and personal services for the nearby residential neighborhoods, and for visitors to the adjacent Sports Park and sports/entertainment area. Although smaller in scale than the Core Commercial area, this portion of the NPSP is also intended to bring together a mix of uses that create an enhanced activity area.

Development within this District should be designed as follows:

1. Vehicular, pedestrian and bicycle safety should be emphasized between this commercial area and the sports/entertainment area on the north side of River Road.

Pedestrian safety

Vibrant commercial district

Active street frontage

2. A vibrant and active commercial environment should be emphasized through the use of architectural design features, inviting plazas and active street frontages.
3. Pedestrian entries to the District should be prominent and inviting from the sidewalks.
4. Special focal elements should be created to allow for views into outdoor spaces and to highlight building entry treatments.
5. Service, loading and trash areas should be located to allow for effective screening, and as far from adjacent residences and streets as feasible.

Figure 3-7: Neighborhood Sports/Commercial Example

COMMERCIAL / TECHNOLOGY / OFFICE

Future Commercial / Technology Office uses are planned for the southern portion of the NPSP Area. The design intent is to develop architecturally unified and aesthetically pleasing buildings in a campus-like environment. The landscape is to include well designed common areas and amenities, central green spaces and substantial landscaping. Development within this area should incorporate the following:

Site Planning

1. A clear site entry with a generous setback should be provided to accommodate gateway elements such as sign walls, water features and colorful planting.
2. Building complexes should be separated with landscape setbacks, and organized around a central green space.
3. The use of generous landscape setbacks, outdoor common areas, highlighted entries and well-linked circulation should contribute to a campus-like feel.
4. Buildings and landscaping should be designed to present attractive views from SR-99.
5. Storm water treatment features should be incorporated into the design of parking areas and landscaping.
6. Trash enclosures, storage, service areas and mechanical equipment should be screened with walls or fences of high quality materials that are compatible with the architecture of the buildings.
7. Adequate lighting for pedestrian safety shall be provided. Lighting should be designed to direct illumination downward and screened on top to minimize glare.

Central green area

Parking and Circulation

1. Parking for large numbers of cars should be divided into smaller areas through the siting of buildings and/or landscaping. Parking areas should be oriented to the buildings they serve.
2. Pedestrian circulation should be linked with leisure amenities including trails, paseos and open spaces. Wind and sun protected outdoor use spaces should be provided for employees and visitors, such as plazas with seating, recreational amenities or lawn areas.
3. Curb cuts should be minimized to improve pedestrian and traffic safety.
4. Clear pedestrian and vehicular circulation should be provided throughout each site. Pedestrian and vehicle circulation should be

Front planting

separated wherever possible.

5. Bicycle parking should be provided in prominent site locations.

Landscaping

1. Front facades of buildings should maintain a minimum 10-foot wide landscape zone, including sidewalks and planting. Average landscape zone depth at fronts of buildings should be a minimum 20 feet.
2. Side facades of buildings should maintain a minimum 10-foot wide landscape zone.
3. A minimum 15-foot wide landscape buffer shall be developed between SR-99 and site development areas to enhance views from the Highway. Large evergreen trees should be clustered within this area to allow periodic views through to attractive areas of development.
4. Large-scale trees should be used to create canopied drives and pathways, as well as to scale larger buildings.

Architecture

1. Buildings should be designed with consistent architectural themes. Individual projects need not be of identical style, but should relate architecturally to the other buildings to comprise a unified appearance.
2. Building entries should be gracious in scale, with recesses or projections, and highlighted by roof-line variations and detailing.

Consistent architectural themes

Figure 3-8: Office Example

MIXED-USE COMMERCIAL

The Mixed-Use Commercial District is located along the east side of Jack Tone Road, north of the SR-99 Interchange. This site is ideally situated for trucking related uses due to its direct access to the Jack Tone Road truck route. Unlike other commercial designations in the NPSP Area, this district is intended for heavy commercial uses and development. Safe and convenient vehicle access is important. Attractive architectural design and effective landscape screening are also essential. Attention will need to be carefully given to ensuring that adequate landscaping softens the site edges and that sales, office and public areas present attractive facades to the traveling public on fronting streets.

Design of development within the Mixed-Use Commercial District should incorporate the following:

Site Planning

1. Uses presenting higher potential for truck traffic, noise, glare or other impacts should not be located in the eastern portion of this District near housing.
2. Buildings should be oriented with sales, office and administrative functions fronting the street, to add human scale, and to create visual interest and a sense of entry.
3. Site entries should be clearly marked with signage and significant landscaping.
4. Pedestrian amenities for employees should be provided, such as seating areas or recreational opportunities.
5. Service, loading, storage and trash areas should be located to allow for effective screening with walls and landscaping.

Parking and Circulation

1. Circulation that separates large trucks from automobile circulation should be provided where possible.
2. Trucks should be able to conveniently access the site without blocking a public street, multi-use trail or sidewalk. Circulation should be designed to accommodate truck turning radii, as applicable. Sufficient stacking room for truck circulation should be provided.
3. Parking should be screened with landscaping. Large-scale canopy trees should be used to provide shade and reduce heat gain.

4. Loading functions should take place at the rear or sides of buildings. Loading docks, truck trailer parking, and service doors should be screened from public street views. Landscape, screen walls, fencing or berming may be used to screen these areas.
5. Parking and outdoor storage areas shall be paved.

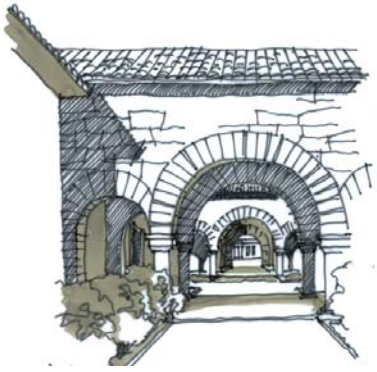
Landscaping

1. A minimum 15-foot wide landscape strip with trees, shrubs and live ground cover should be provided adjacent to the public rights-of-ways to separate sidewalks from parking.
2. A minimum 5-foot wide landscape strip with trees, shrubs and live ground cover should be provided along interior property lines except where there is shared circulation between adjacent properties.
3. A minimum 10-foot wide landscape strip with trees, shrubs and live ground cover should generally be provided along building walls visible from the public right-of-way. Walkways may be included in this area.
4. Bioswales should be incorporated into landscape areas to enhance storm water management.
5. The use of turf should be minimized to help conserve water.

Minimize use of turf

Architecture

1. Large building facades should include variations in massing, materials, form and texture where visible to the public. Recessed window treatment and other articulation help to improve an otherwise planar surface, add visual appeal, and take advantage of passive solar control.
2. Buildings should be designed with visual variety to avoid long, straight building facades. Score lines, varying roof heights and/or color variations may provide such visual interest without interfering with the functionality of the buildings.
3. Customer related services and administrative office areas should be oriented toward the street, and located at the point most visible from the public street. Architectural enhancements should highlight these areas, giving them a human-scale and creating attractive entries.
4. Vehicle access doors should be recessed and integrated into building elevation design.
5. Walls and fences should be designed to be compatible with the materials, design character and style of the building they serve.



Human-scale

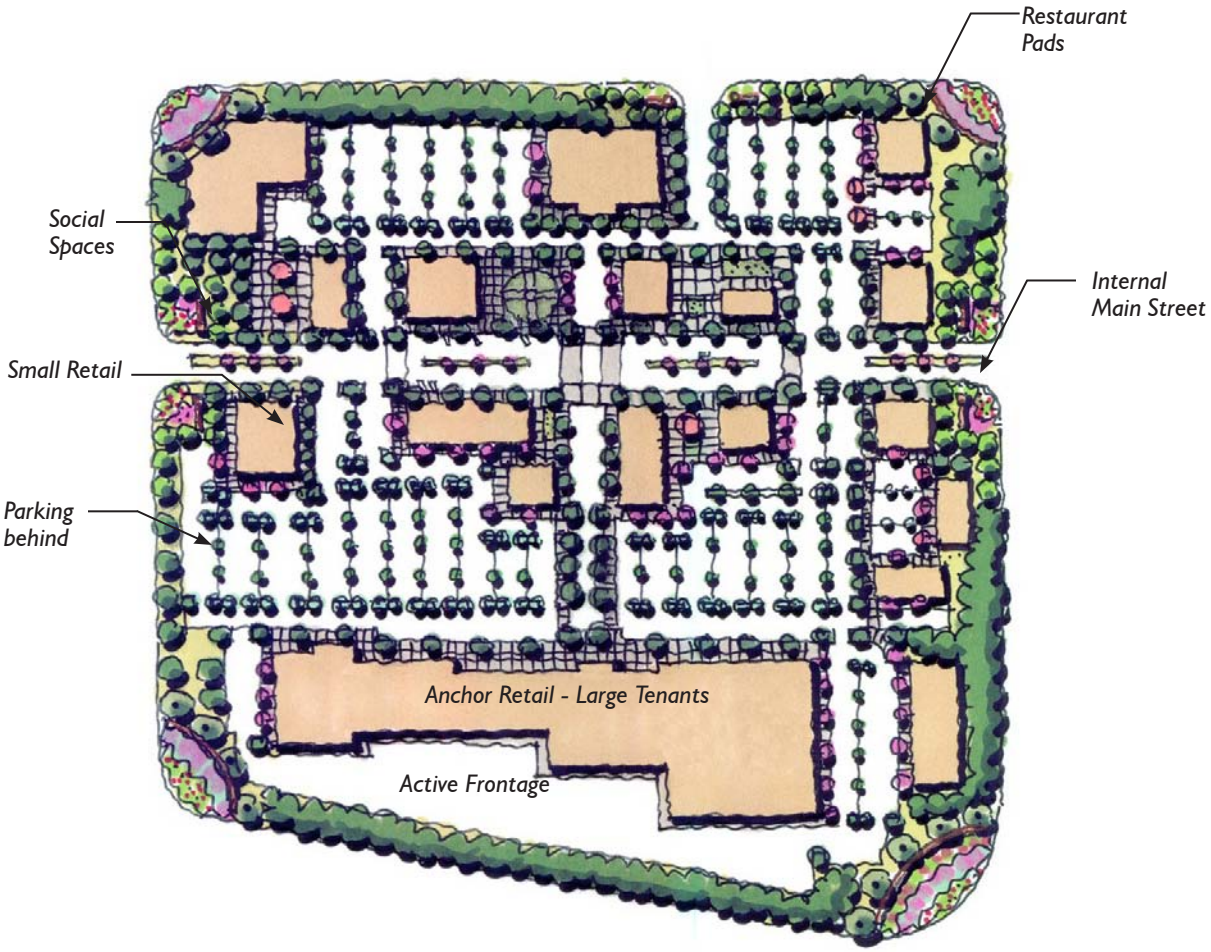


Figure 3-9: Mixed Use Commercial Example

HIGHWAY SERVICE COMMERCIAL

This designation includes the two existing commercial blocks located at the SR-99/Jack Tone Road Interchange, northwest of Brady lane. This area is strategically located to serve highway motorists. Some of the existing lots are either underutilized or vacant. This provides an excellent opportunity to further evolve this district into a welcoming retail and service center for visitors. Vehicular safety, views to and from the Highway, and inviting aesthetics are all essential for future development.

Development within this designation should incorporate the following:

1. Vehicular and pedestrian safety should be emphasized at all driveway entries and parking lots.
2. Parking lot driveway connections are encouraged to allow convenient circulation between adjacent developments. As an example, driveways connecting motels with nearby restaurants will allow direct access without having to use public streets for this purpose.
3. High quality architectural design of buildings facing the Interchange should be emphasized to attract motorists to stop in Ripon and shop, spend the night in a motel, eat at a restaurant or receive other roadside services.
4. Quality landscape design should also be emphasized along the Interchange frontage and throughout the Highway Service Commercial District to help attract visitors.
5. Direct views from SR-99 to development in this District should be utilized. This should be done by exposing attractive views of the architectural and landscape elements, and by screening out less attractive views of parking, etc.
6. Unattractive low-level views of the Interchange should be screened from development with landscaping.
7. The height, size and location of signage should be limited to the extent feasible. Too much signage creates a cluttered and unattractive appearance that detracts from the visual quality potential for this important entry into Ripon.

Vehicle and pedestrian safety

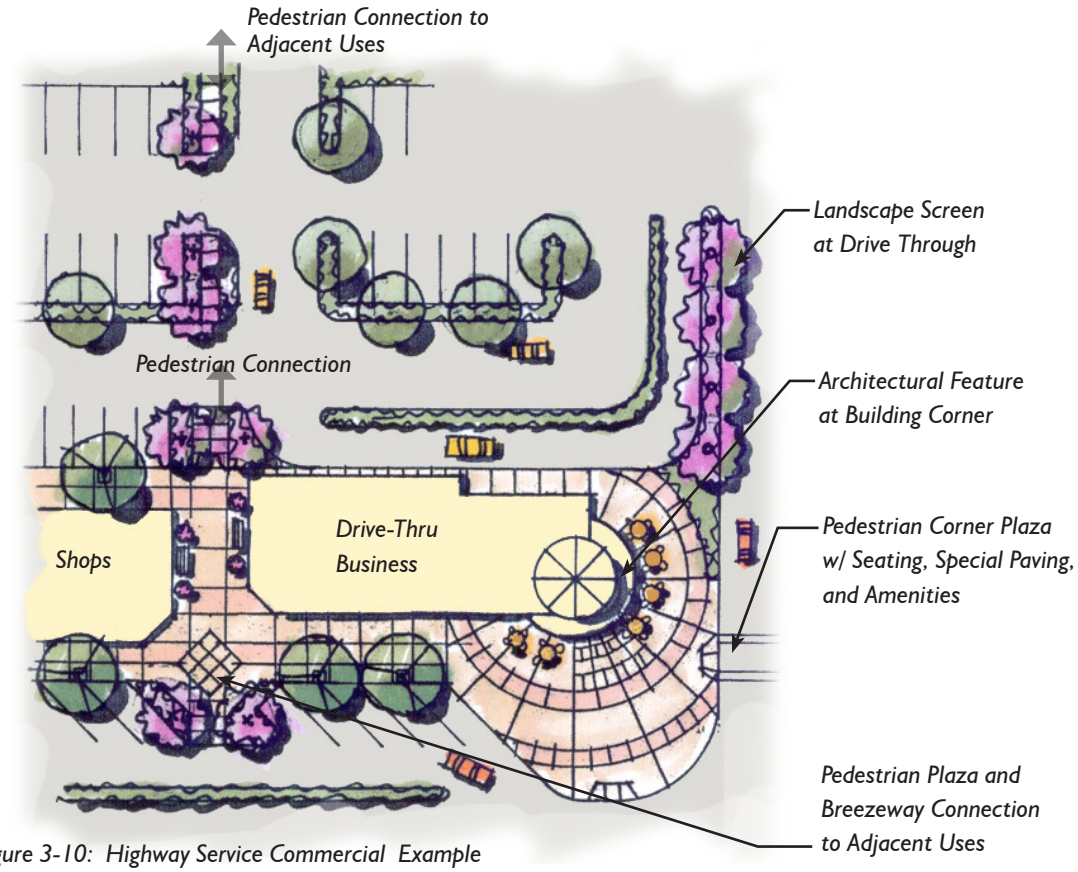


Figure 3-10: Highway Service Commercial Example

Entertainment area

Outdoor recreation

RECREATION/ENTERTAINMENT COMMERCIAL

This commercial district is located along the northern side of River Road, immediately west of Mistlin Sports Park. Future development is planned to have a strong relationship to the Neighborhood/Sports Commercial District south of River Road and to the adjacent Sports Park. Large entertainment and recreation buildings and outdoor use areas are anticipated to add to the recreation and commercial draw of the area. The arrangement of buildings and pedestrian connections in this district and to the adjacent districts are crucial to the future success of this area.

Future development in this District should incorporate the following:

1. Strongly coordinated vehicular, pedestrian and land use relationships should be planned between future on-site uses and the adjacent retail areas and Sports Park.
2. Vehicular, pedestrian and bicycle safety should be emphasized between this district and the Neighborhood/Sports Commercial District on the opposite side of River Road.

3. Large buildings along Jack Tone Road and River Road should be situated to create attractive street frontages and combine to serve as a strong visual attraction to the northern NPSP recreation/entertainment center concept.
4. A significant plaza with focal elements should be developed at the intersection of Jack Tone Road and River Road.
5. A "village" of buildings and outdoor use areas should be organized within this district, as opposed to an unrelated collection of individual projects.
6. Driveway access to the District should be limited by way of: (1) one connection to River Road along the eastern border of the District; and (2) two driveway connections to Jack Tone Road, subject to approval by the City Engineer.

Outdoor recreation

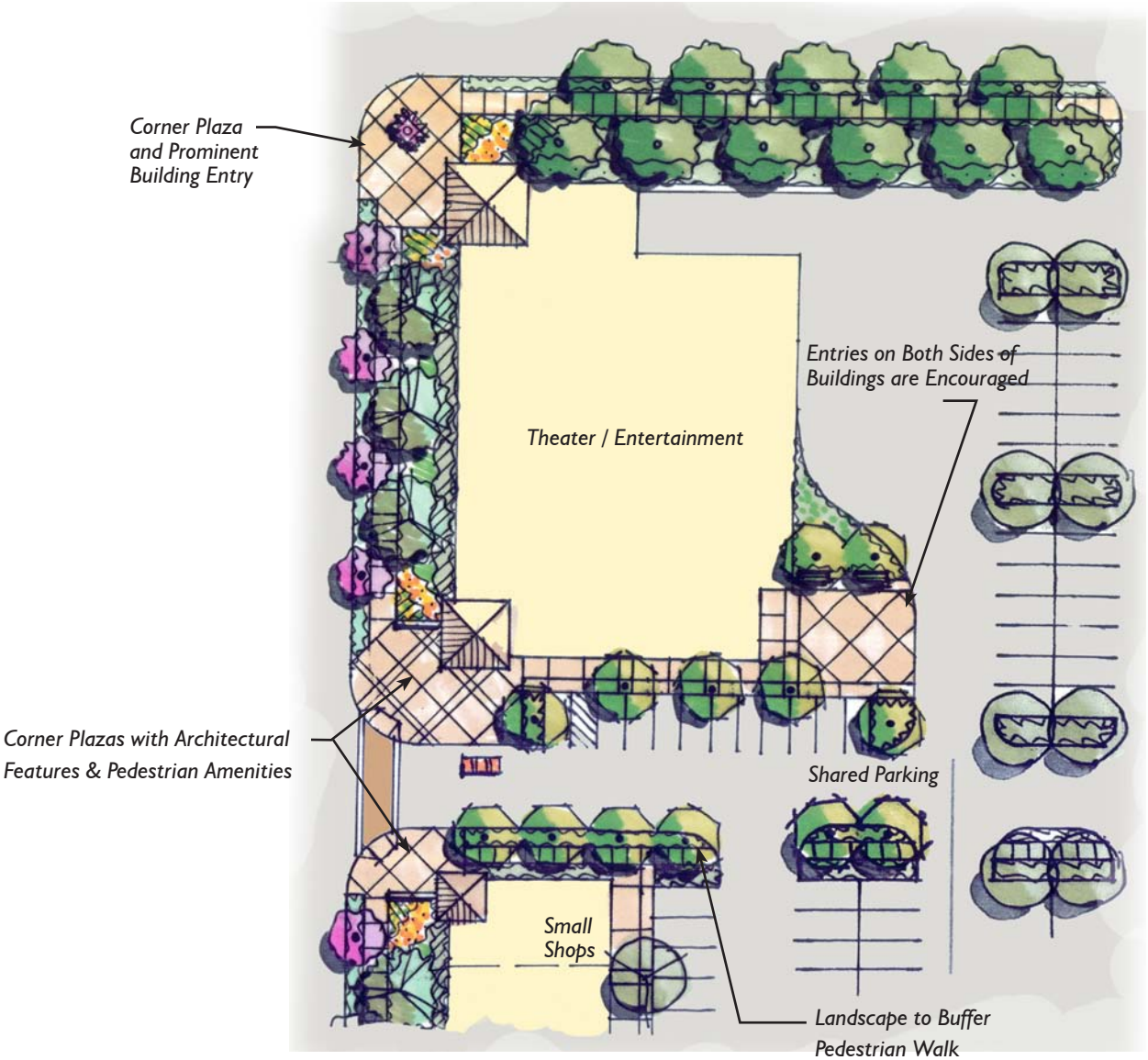


Figure 3-11: Recreation/Entertainment Commercial Example

OFFICE

The Office District consists of an approximately 5-acre site located at the corner of Colony Road and Fulton Avenue. It is bordered by open space paseos along its east and west borders. This presents a major opportunity for the development of a unique campus-like office complex. Due to the current shortage of medical office space in Ripon, this is an ideal site for medical office and related uses. The coordinated design of vehicular access, building locations, parking and shared landscape amenities will be crucial to the development of this irregularly shaped site.

Office District development should be designed to incorporate the following:

1. A coordinated campus-like setting should be created through the careful arrangement of buildings, parking, common open space amenities, and pedestrian paths.
2. Buildings should be organized around a central open space or plaza.
3. The central open space/plaza should be connected to the future west side paseo.
4. Site vehicular access drives should be located with careful consideration for safety relative to the Colony Road/Fulton Avenue Roundabout, and so as not to negatively impact the planned west side paseo.
5. An architectural design style(s) should be utilized that mimics traditional residential design, such as hip and/or gable roof forms (not flat roofs), substantial use of wood or simulated wood siding, masonry or rock accents, limited building sizes (instead of large institutionally sized buildings), residentially detailed doors and windows, etc.
6. Sign visibility along the Fulton Avenue site frontage shall be limited to one low-profile monument sign.
7. The design of future development in this District should also generally conform to the design guidelines outlined in the Commercial/Technology/Office designation, above.

Hip and gable roof forms

Traditional architecture

PARKS AND OPEN SPACE

Much of the character of the NPSP Area is related to its signature Mistlin Sports Park, and to its planned network of parks and paseos. The parks, interconnected by pedestrian and multi-use trails, provide social gathering places, focal points for neighborhoods, and community identity. The "Central Paseo" through the center of the community is a recreational amenity and focal element. In addition, residential developments will provide a significant amount of sub-neighborhood open space, in the form of recreation areas and pedestrian connections. The park and open space components of the NPSP are discussed in the following sections.

Park with shade trellis

Park with amphitheater

Village green

Neighborhood park

Public Parks

Mistlin Sports Park

This major 120-acre facility is expected to become an economic driver as well as a recreational amenity for both Ripon and the outlying community. Off-street pedestrian and bicycle access to the Park from much of the NPSP Area is planned via the Central Paseo as well as the open space corridors that connect to the Paseo.

Village Green

The 2-acre Village Green is planned at the corner of Colony Road and the Central Paseo and is intended to be the primary social and focal center of the Core Commercial area. As the social center, it should be designed to accommodate events such as concerts and art shows. Decorative gardens, public art, or a water feature are elements that can make the Village Green a community-wide destination.

Neighborhood Park

This 2-acre facility is planned to be situated within the highest density residential portion of the NPSP Area. This provides an excellent opportunity for future use by young families with small children and seniors. Design should emphasize playgrounds with play equipment, water fountains, trails, benches, picnic areas and clear visability for security.

Private Open Space

All residential neighborhoods and some commecial districts in the NPSP Area are planned to include private open space and recreation amenities. In residential neighborhoods, this may take the form of

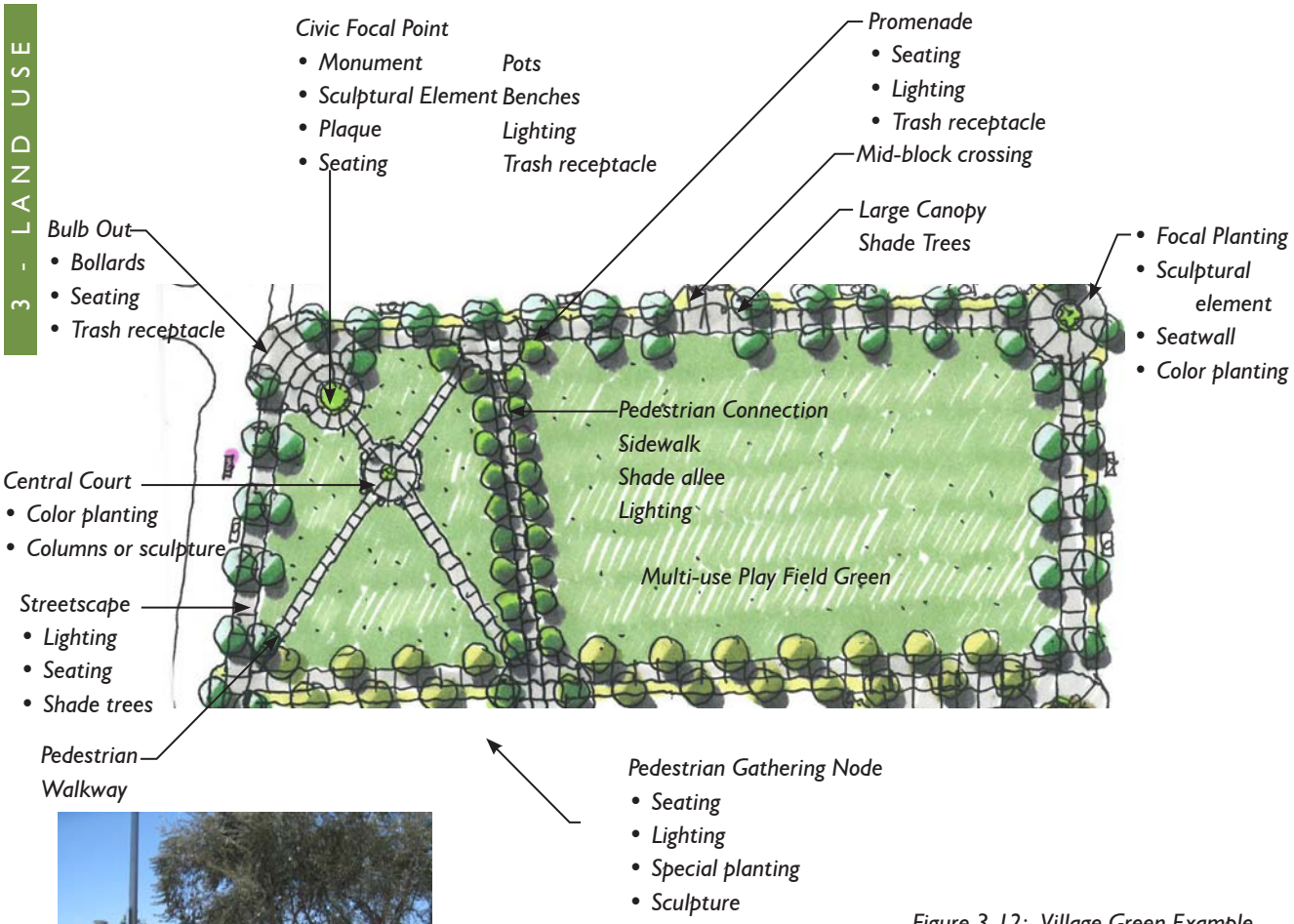


Figure 3-12: Village Green Example

Private open space

Pocket park

neighborhood or pocket parks, the Central Paseo and other smaller paseos and open space corridors. In retail areas, this may include plazas, courtyards and widened sidewalks with seating and protection from wind and sun. Cafe tables, art elements, and planting should enhance these areas. In office areas, courtyards, plazas and outdoor turf should provide places for employees and visitors to relax.

Private Neighborhood and Pocket Parks

Private neighborhood and pocket parks are intended to become the focal element and identifying feature of each neighborhood. In higher density areas where private yards are limited in size, these parks should be designed and programmed with uses for all age groups. Space should be provided for social gatherings and relaxation. They should also provide recreational and other amenities such as benches and tables, bar-be-cues, play areas, tot lots, pathways, open turf areas for informal recreational use, and pedestrian security lighting.

Urban Plazas

Urban plazas provide a social gathering space and place to relax and enjoy a cup of coffee or an ice cream. They are appropriate for various commercial areas.

Urban Plaza

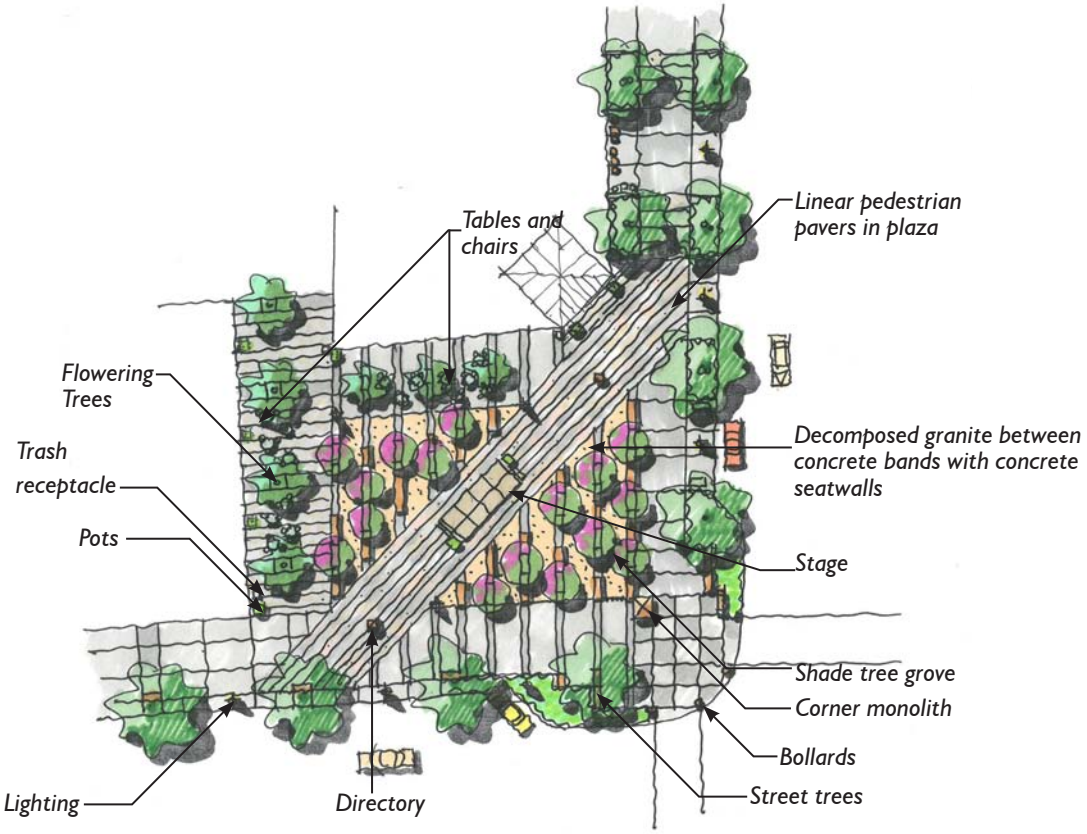


Figure 3-13: Urban Plaza Example

PEDESTRIAN AND BICYCLE NETWORK

Much of the planned character of the NPSP Area is related to its network of paseos and pathways. The Central Paseo through the center of the community is a recreational amenity and focal element. Residential sub-neighborhoods will also provide a significant amount of open space, in the form of pedestrian connections. The pedestrian and bicycle network components are discussed in the following sections.

Paseos/Pedestrian Connections

Central paseo

Central Paseo

The Central Paseo is an open space corridor that extends in a north/south direction through the center of the NPSP Area from Mistlin Sports Park in the north to the Commercial Core Area at Colony Road in the south. This public amenity is to be a gracious, park-like corridor with a multi-use trail connecting to all parts of the NPSP Area via the open space buffers and other components of the pedestrian and bicycle network. It is generally planned to have a straight alignment for security surveillance, and clear visibility from all access points.

Landscaping and/or other strong focal elements will visually anchor the Central Paseo at the northernmost and southernmost ends. The Paseo is to contain park-like amenities, including benches and picnic tables, and recreational amenities such as open turf areas for informal play, or other features. Activity nodes, such as tot-lots, fitness equip-

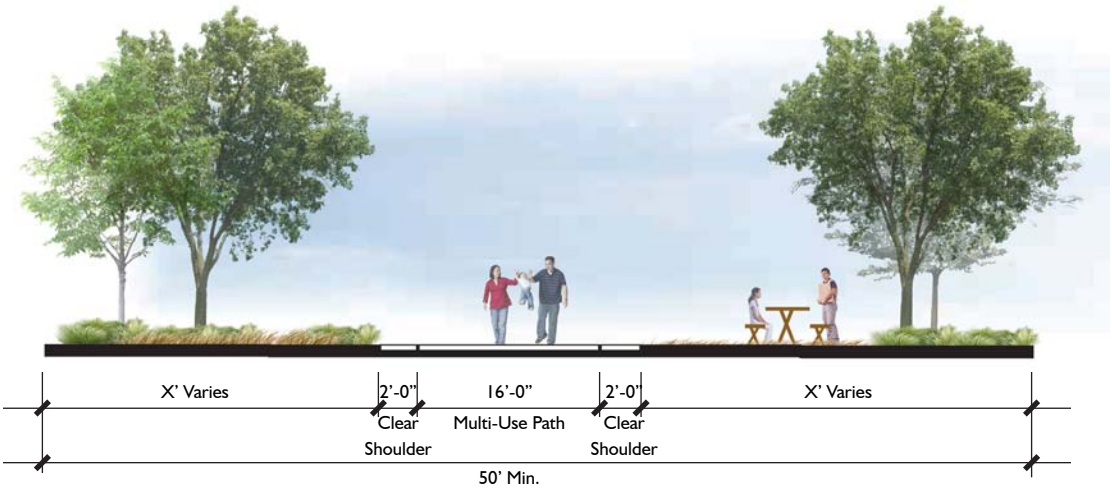


Figure 3-14: 50' Wide Central Paseo Section

ment and public art are encouraged. Amenities, such as drinking fountains, trash receptacles and shade trees are also appropriate.

The Central Paseo is planned to be composed of two coordinated cross-sections intended to enhance visual variety, maximize surveillance opportunities and provide site planning options for the developers. The first cross-section (Figures 3-14 and 3-15) provides for a minimum 50-foot wide corridor with housing fronting along both sides of the Paseo for surveillance. It also includes an emergency vehicle access (EVA) road for both safety and multi-use trail access.

Figure 3-15: 50' Wide Central Paseo Example

The second cross-section (Figures 3-16 and 3-17) calls for a minimum 38-foot wide corridor with a street adjoining one side. It includes a 12-foot wide multi-use trail instead of a wider EVA road, and the abutting street would not require a sidewalk and planting strip on the Paseo side.

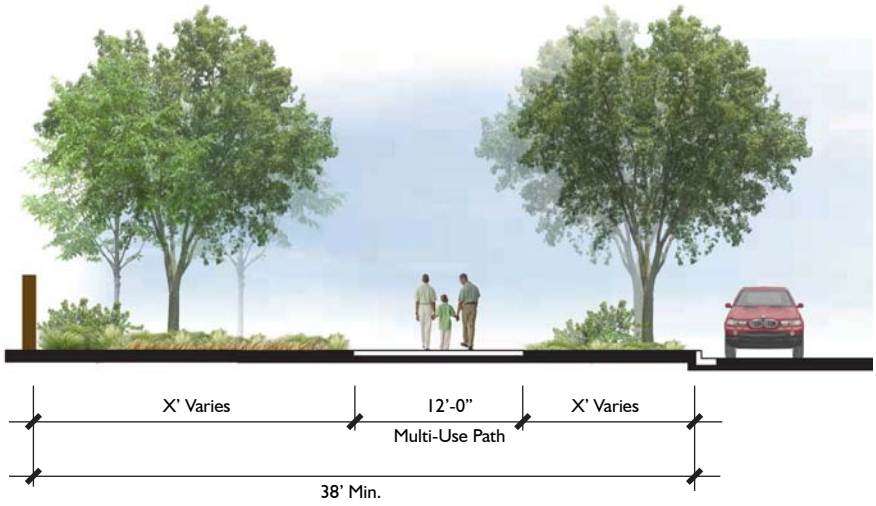


Figure 3-16: 38' Wide Central Paseo Section

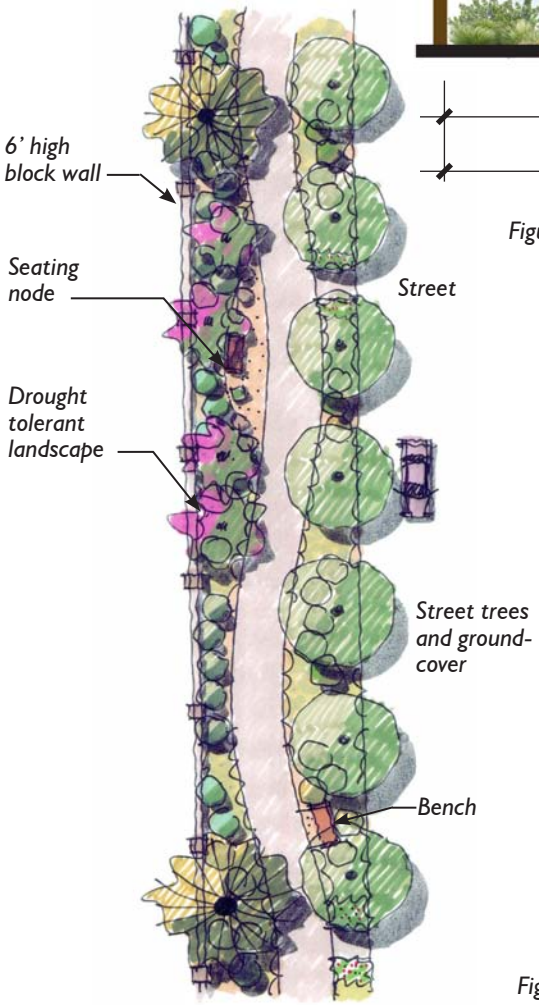


Figure 3-17: 38' Wide Central Paseo Example

Residential Paseos

Residential paseos are provided where front entries to homes face one another or face a park. Paseos are richly landscaped since they also serve as front yards and are likely to be areas where neighbors stop and chat. Their widths should range between 18 and 25 feet, and include ornamental planting and low fencing to delineate private from public use. A minimum 6-foot wide sidewalk provides for comfortable circulation.

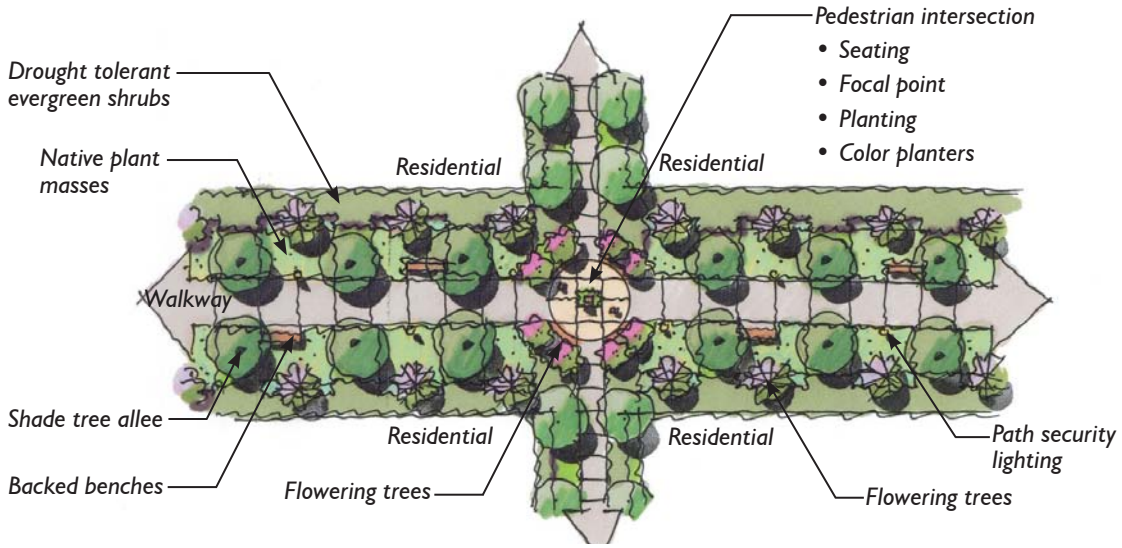


Figure 3-18: Residential Paseo Example

Paseo Street Crossings

Where paseos cross streets, parking is to be replaced with bulb-outs to narrow the street and slow traffic. Special paving, portal elements and directional kiosks can be used to enhance these areas and improve pedestrian safety by making crossings distinct and highly visible.

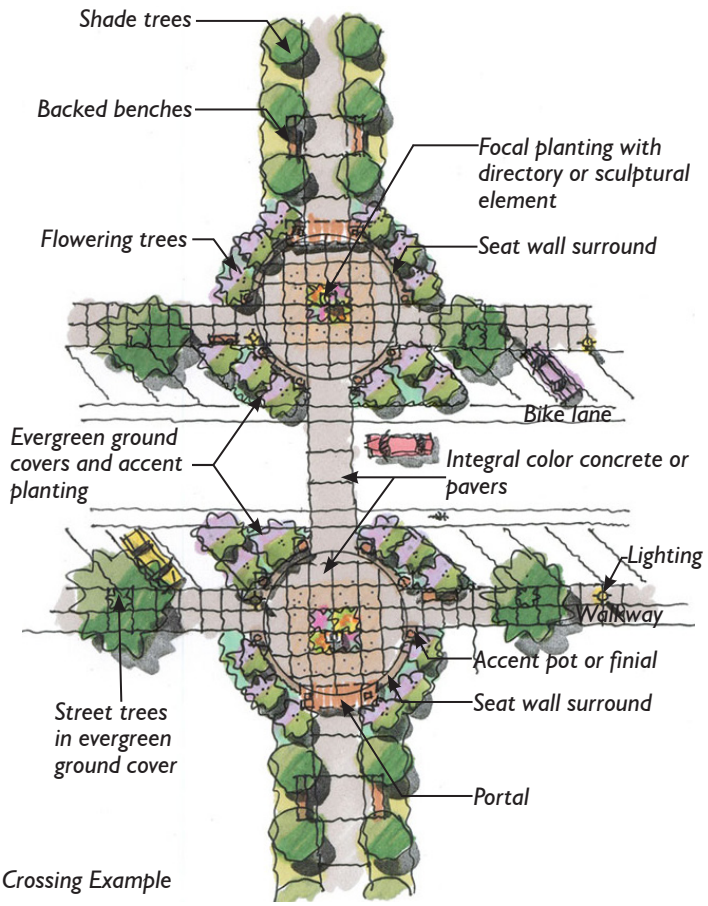


Figure 3-19: Paseo Street Crossing Example

Retail Paseo

Where paseos transition to retail uses, site elements such as benches, lighting, paving and architectural portals communicate a change in land uses. Paseos widen to thirty feet to allow storefronts to face the paseo and provide elements such as outdoor seating and dining, which activate the space and enhance vitality.

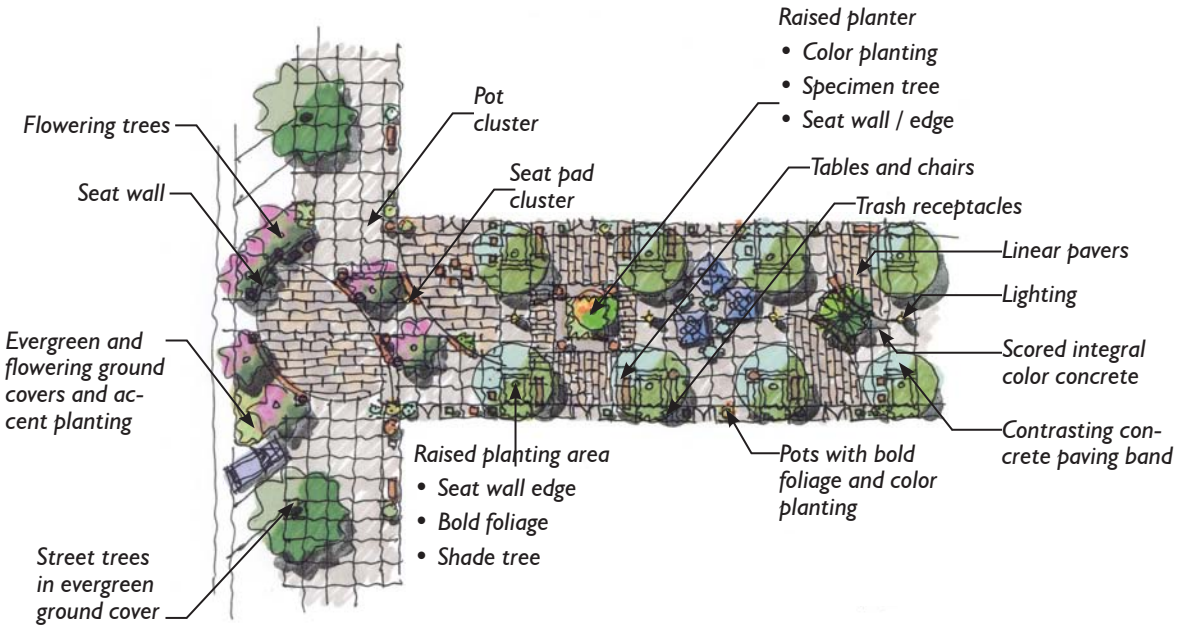


Figure 3- 20: Retail Paseo Example

Retail paseo

Active Retail Corner

Retail corners on major streets, such as Santos Avenue and Colony Road, are highlighted by a break in the street tree planting and the use of specimen or identity trees. Bulb-outs and special paving at cross-walks should be used to calm traffic and enhance pedestrian safety. Store fronts should orient to the corner with gathering plazas, seat-walls, planting and a fountain or art elements to activate the space and promote use and social vitality.

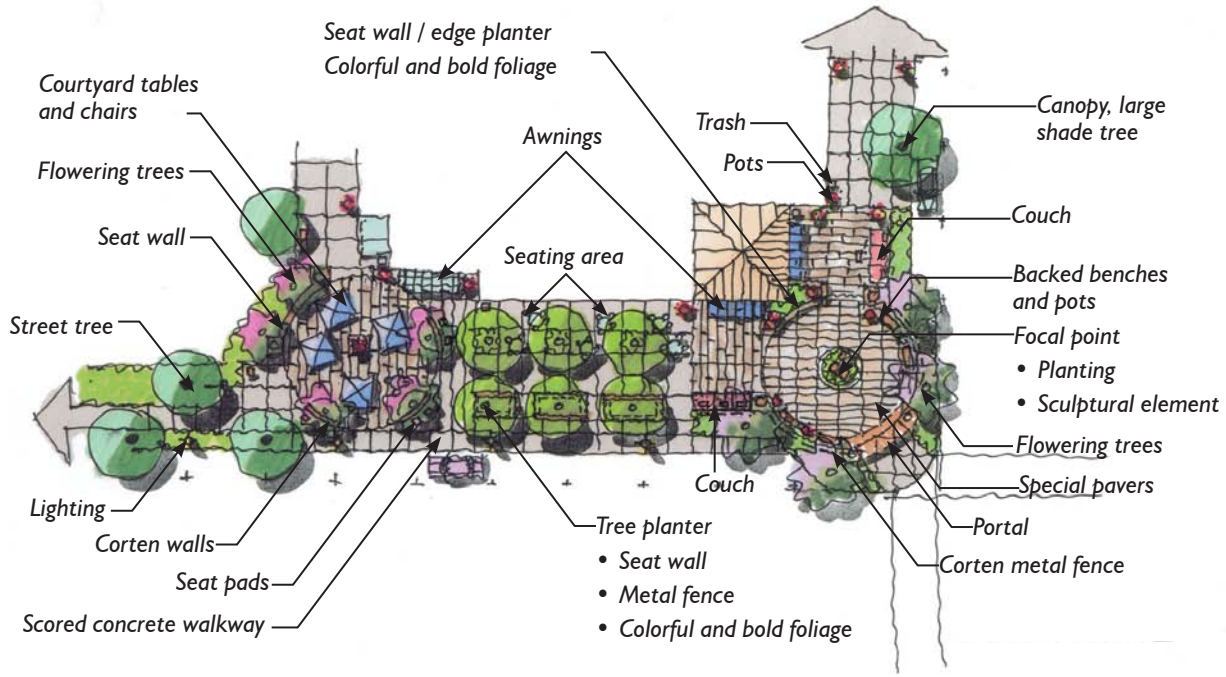


Figure 3-21: Active Corner Example

Active retail corner

Paseos through Parking Lots

Paseos extending through parking lots should incorporate special paving and planting at crossings to alert vehicles to their presence. They should be screened from parking with planting, where appropriate.

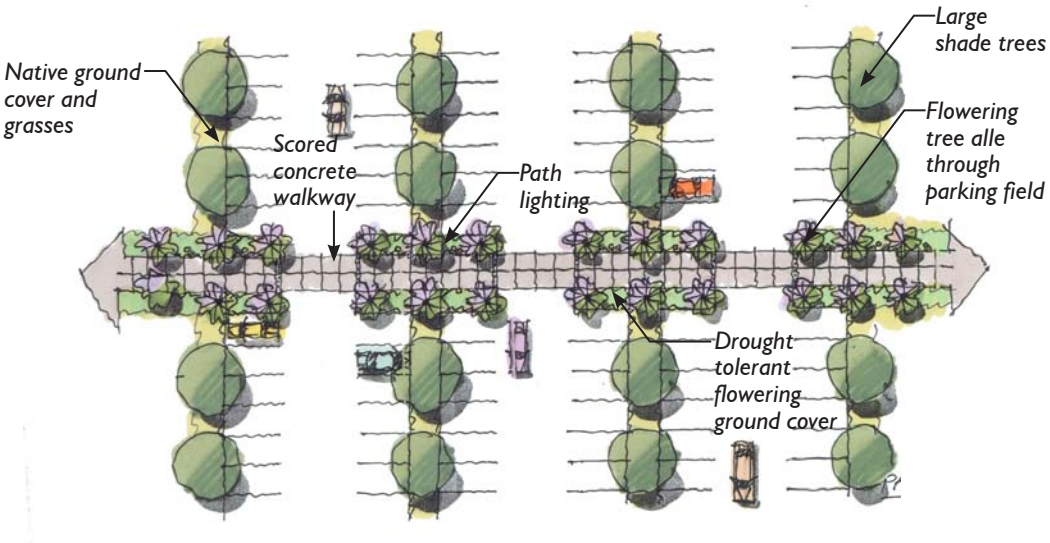


Figure 3-22: Paseo Through Parking Lot Example

Parking lot paseo

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4 - TRANSPORTATION PLANNING AND STREETSCAPE DESIGN

Development of the NPSP Area will require the expansion and extension of some existing roadways to accommodate both on-site and off-site vehicular traffic. Similarly, improvements will be necessary to accommodate pedestrian, bicycle and transit movement. The following chapter presents the transportation plan for the NPSP Area. Included are the transportation planning objectives, background relating to the existing circulation, planned future circulation system, standards, and development requirements and mitigations. Also included in this Chapter are streetscape design guidelines to help create attractive future roadway and trail facilities.

4.1 TRANSPORTATION PLANNING OBJECTIVES

- Integrate pedestrian, bicycle, transit and open space features into the Plan to encourage reduced automobile use and vehicle miles traveled.
- Create a safe and convenient vehicular circulation system to accommodate the needs of the future NPSP Area development and the outlying impacted areas.
- Ensure that vehicular traffic generated by Plan Area development meets the City's Traffic Level of Service (LOS) standards as construction takes place. This includes both streets located within the Plan Area, as well as roadways in outlying areas of Ripon impacted by Plan Area development.
- Carefully plan for the safe and convenient integration of truck, automobile, bicycle and pedestrian traffic.
- Provide alternatives to vehicular travel through use of the "Complete Streets" concept that encourages pedestrian and bicycle travel within an attractive community environment.
- Ensure that traffic generated by NPSP Area development is planned to minimize impacts on the existing residential neighborhoods and elementary school east of Fulton Avenue.
- Provide for the safe and convenient movement of pedestrians and bicyclists.
- Plan for the potential future expansion of transit service in the Plan Area.
- Phase circulation improvements to serve development as it occurs.
- Ensure that adequate on-site parking is provided for all future development.

4.2 EXISTING CIRCULATION SYSTEM

Regional Traffic Circulation

Regional vehicular access to Ripon is provided mainly by way of State Route 99 (SR-99). This is the most heavily traveled north/south freeway through the Central Valley, connecting Northern and Southern California. SR-99 is presently six-lanes and carries an average of over 100,000 vehicles per day. A widening to eight lanes through Ripon is anticipated in the foreseeable future. SR-99 provides access for many Ripon commuters to jobs in Modesto, Stockton, Sacramento and the San Francisco Bay Area.

Regional roadway access to Ripon is further provided by Jack Tone Road, North Ripon Road, River Road and West Ripon Road.

Local Traffic Circulation

The local traffic circulation system in Ripon (Figure 4-1) is heavily impacted by SR-99 as it bisects the City in a northwest/southeast direction. This places significant limitations on providing vehicular access between the two bisected halves of the City. Traffic has to be funneled through three existing freeway interchanges. This condition also creates somewhat of a barrier between the NPSP Area and Downtown Ripon, and schools located in the Downtown area.

Freeway interchanges at Jack Tone Road and Fulton Avenue provide immediate access to the Plan Area. The Jack Tone Road interchange is designed to carry large volumes of automobile and truck traffic. It provides both north and southbound freeway access, and includes a four-lane bridge over the Highway. The Fulton Avenue interchange provides northbound freeway access. The interchange overcrossing presently includes two lanes and one sidewalk with two additional lanes and one more sidewalk planned for the future.

Existing major City roadways that connect to and serve the NPSP Area (Figure 4-2) include the following:

- Jack Tone Road is a two- and four-lane divided major arterial street serving north/south traffic from unincorporated County areas north of Ripon to Doak Boulevard in the southern part of the City. It also intersects with SR-99 to create the largest highway interchange in Ripon.
- Hoff Drive is a minor four-lane divided arterial that currently serves traffic between Colony Road and Santos Avenue.
- Goodwin Drive is a two- and four-lane collector street that connects Colony Road in the north to the SR-99 frontage road in the south.
- Fulton Avenue is presently a two- and four-lane divided minor arterial street that provides north/south access to the Plan Area, connecting River Road in the north to SR-99 in the south. The south end of Fulton Avenue bridges over SR-99 and connects to North Wilma Avenue which then extends further south to Downtown Ripon and several schools.
- River Road is to be a six-lane divided expressway from County areas in the east through the NPSP Area and eventually connecting to a new interchange at SR-99 to the west.
- Santos Avenue is a two- and four-lane divided minor arterial. It currently serves traffic from County areas in the east of Ripon to Fulton Avenue, and from Hoff Drive to a point near SR-99 in the west where it then connects to a freeway frontage road.
- Colony Road is a two- and four-lane divided minor arterial street serving traffic from County areas in the east to Jack Tone Road in the west.
- Brady Lane is a two-lane collector street that extends southwesterly from Colony Road into the Highway Service Commercial portion of the NPSP Area.
- A frontage road along SR-99 extends through the southern border of the NPSP Area. However, due to the indirect alignment of this roadway, it presently serves only a limited amount of traffic.

Traffic congestion in Ripon is generally limited. The highest level of congestion presently exists on SR-99 during peak commute times. Traffic delays also occur at the SR-99/Jack Tone Road Interchange, and intersections along Jack Tone Road at Colony Road, and again at Santos Avenue where heavy truck traffic can lead to delays.

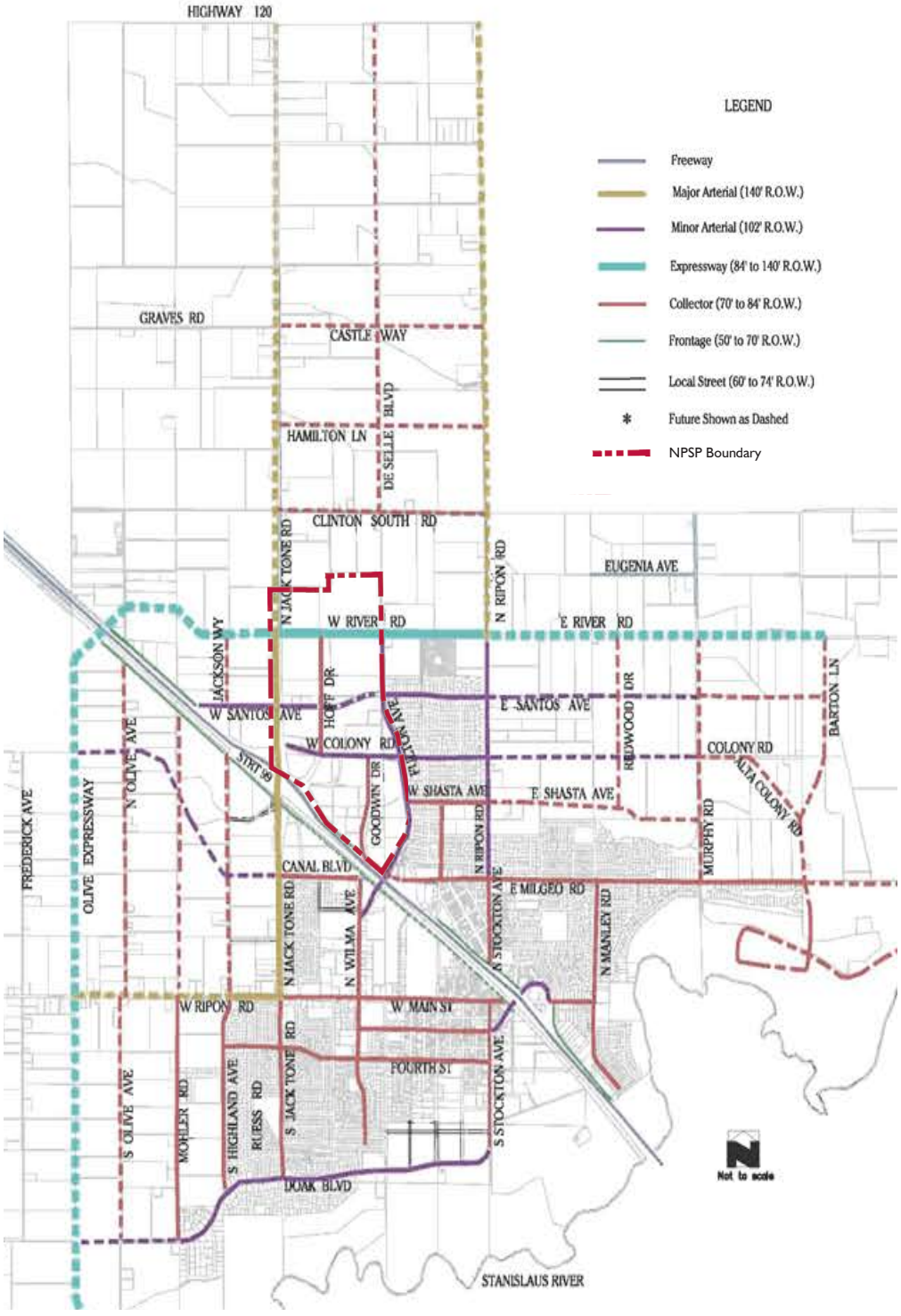


Figure 4-1: Traffic Circulation

Truck Routes within the NPSP Area (Figure 4-2) are designated by the City for Jack Tone Road and River Road.

Figure 4-2: Plan Area Roadways and Truck Routes

Pedestrian and Bicycle Circulation

Pedestrian circulation facilities in Ripon consist of sidewalks, pedestrian signals, crosswalks, pathways and trails. Sidewalks in the NPSP Area are found along many existing streets. Roundabouts along Fulton Avenue at Santos Avenue and Colony Road provide crosswalks to help protect pedestrian movement without signalization for traffic. Pathways and trails within the Plan Area presently exist only within the Mistlin Sports Park.

The generally low-level of traffic in Ripon provides an excellent opportunity for bicycle riding throughout the City. In 1994, the City adopted a Bicycle Route Master Plan to guide the development of bicycle lanes, paths and routes throughout Ripon (Figure 4-3). The Master Plan identifies the following three categories of bicycle facilities in the City:

- **Class 1 Bikeway** – This includes bike paths and multi-use trails that are separated from roadways. They are often shared with pedestrians, and bicyclists must yield to pedestrians. These are paved facilities that are typically 12 feet in width.
- **Class 2 Bikeway** – These bikeways include bike lanes on roadways, and are designated for bike use by way of striping, signage, and pavement legends. Street parking may or may not be allowed along the roadways in which bike lanes are situated. These facilities typically measure five feet in width.
- **Class 3 Bikeway** – These include roadway travel lanes designated by signage for shared bicycle use.

The NPSP Area currently includes Class 1 bikeways along portions of Jack Tone Road, Hoff Drive, Fulton Avenue, River Road, Santos Avenue and Colony Road.

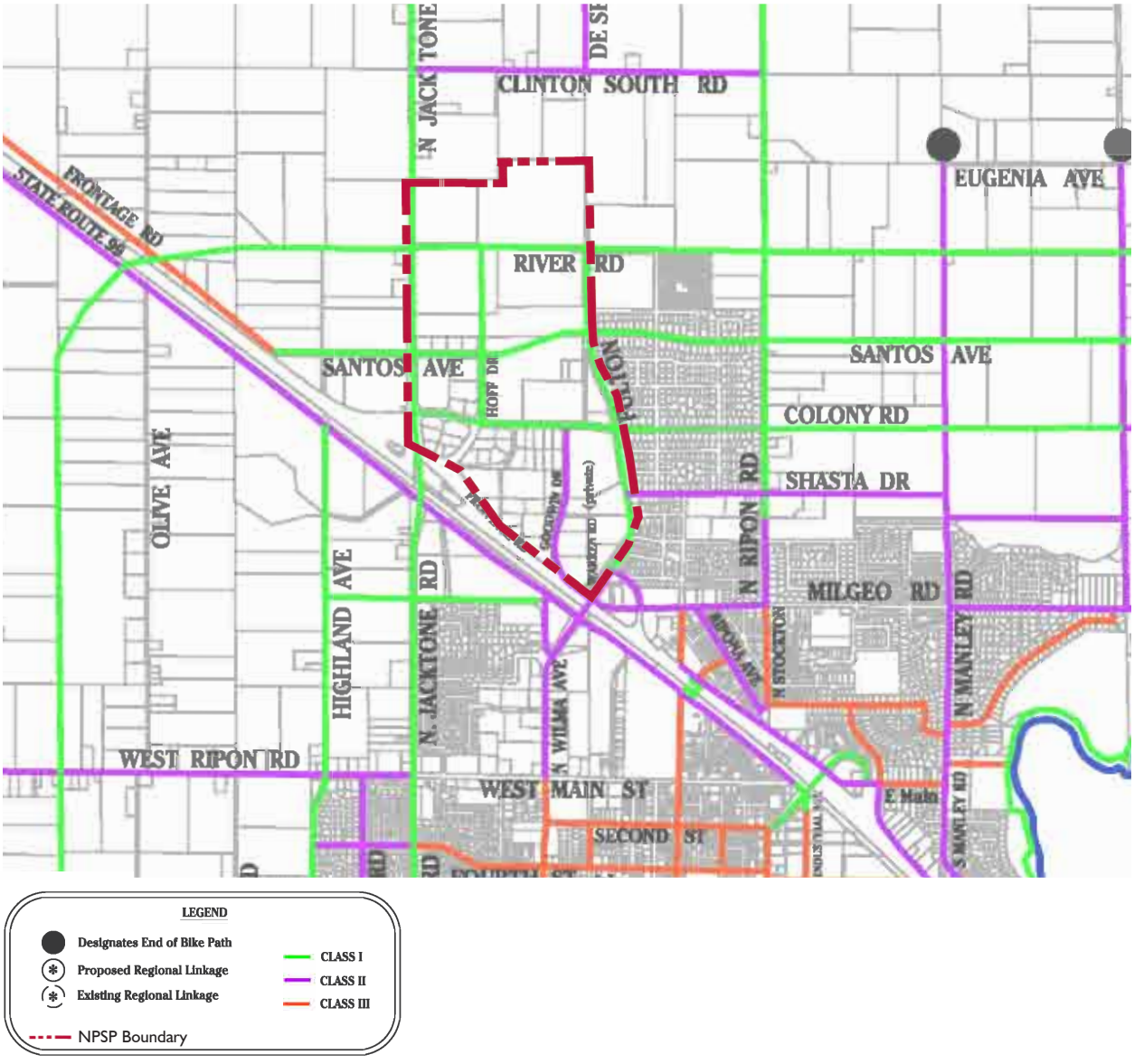


Figure 4-3: Bicycle Master Plan

Air Transportation

There are no airports within the City of Ripon. Limited air facilities are located in the nearby cities of Stockton and Modesto. International airports are located approximately 60 to 70 miles to the west in San Francisco, Oakland and San Jose, as well as approximately 75 miles to the north in Sacramento. The City of Ripon supports a regional airport within the Stockton-Modesto area to help improve passenger service.

Freight Train Service

Freight train service to Ripon is provided along the Union Pacific Railroad tracks (Figure 4-4) located parallel and adjacent to the southwest side of SR-99. No direct freight service is available to land within the NPSP Area.

Transit Service

Transit service providers in the vicinity of Ripon consist of Amtrak, Altamont Commute Express (ACE), San Joaquin Regional Transit District (RTD), and a City transit system, referred to as the Blossom Express. Each is described below.

Amtrak operates passenger train service through Ripon (Figure 4-4) along the Union Pacific Railroad tracks, with the nearest stops located in Stockton to the north and Modesto to the south. No stops in Ripon are planned for the foreseeable future.

ACE provides commuter rail service four times daily between Stockton and San Jose. ACE is currently proposing to extend service between its station in Stockton southward to Modesto by the year 2018, and to Merced as early as 2022. The Modesto extension could include a station in Downtown Ripon (Figure 4-4).

RTD operates fixed-route bus service (Figure 4-4) between Ripon and various other cities in San Joaquin County. RTD presently has two stops in Ripon, including one in the NPSP Area at the intersection of Colony Road and Goodwin Drive. Transfers to outlying metropolitan areas beyond San Joaquin County are also available via other transit services. RTD provides four weekday stops in Ripon during the morning hours and three in the afternoon.

The City of Ripon provides a fixed and deviated route bus service. The Blossom Express operates Tuesdays and Thursdays with service throughout Ripon and Modesto including, the Save Mart shopping center, Historic Downtown Ripon, the Ripon Library, Kaiser Hospital, the Vintage Faire Mall, Target and Best Buy shopping centers on Sisk Road in Modesto. City Staff monitors the route and makes adjustments to the route, as necessary and as needs arise.

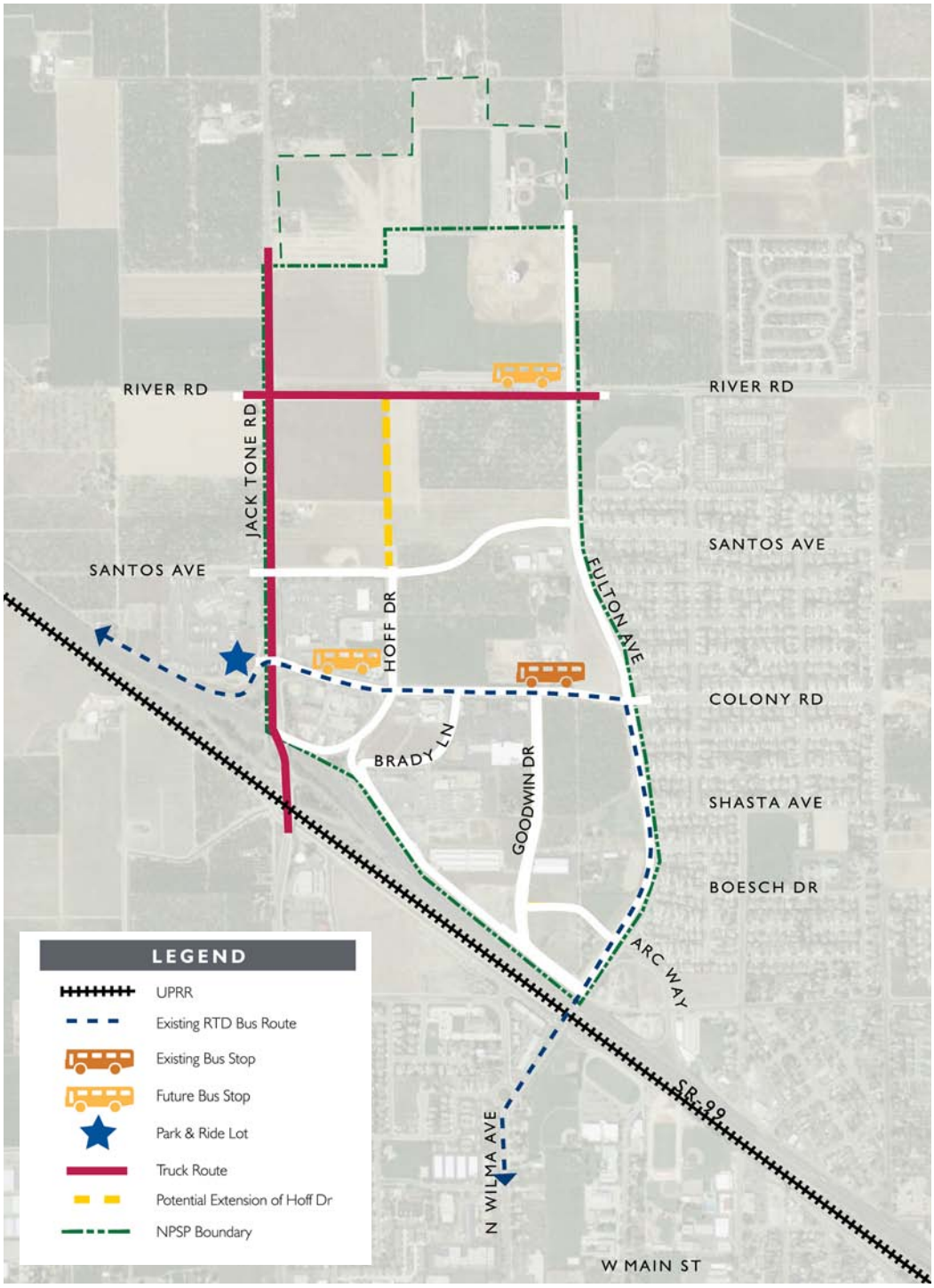


Figure 4-4: Transit, Rail and Truck

4.3 PLANNED CIRCULATION SYSTEM

The planned NPSP circulation system consists of the transportation improvements necessary to accommodate the phased and ultimate build-out of the Plan Area. This includes primarily the on- and off-site roadway improvements that facilitate vehicular, pedestrian and bicycle movement. Roadway improvements include extensions and/or widening of key roadway segments through the Plan Area, as well as participation in the funding of off-site improvements to help construct future SR-99 interchange improvements. These comprise the "shared roadway improvements" required for the Plan Area. The circulation network will eventually include these, as well as a series of in-tract facilities to be constructed as part of the individual developments on a project-by-project basis.

Some of the existing roadway improvements in the Plan Area were constructed as part of the "Frontage Road Realignment – State Route 99 at Jack Tone Road" project in the mid-1990's. This project was partially funded by the City, as well as a benefit district that had been established.

New roadways in the Plan Area (except for Jack Tone Road and the River Road truck routes) are to be developed in accordance with the "complete streets" concept. Complete Streets are designed and operated to enable safe, attractive and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transit users of all ages and abilities are able to safely and comfortably move throughout the network of complete streets.

The planned NPSP circulation system is presented below. This includes all roadways, pedestrian, bicycle, transit, park-and-ride and parking facilities.

ROADWAYS

The City categorizes its roadways according to a classification system based upon expected use and function. Arterial streets feed through traffic to SR-99, provide access to adjacent land uses, and control traffic at major intersections by way of roundabouts and traffic signals. Collector streets provide access to adjacent land uses and feed local traffic to the arterials. Traffic control measures for collector streets consist of roundabouts, traffic signals and stop signs. Local streets are minor roadways that serve only adjacent land uses in both residential and non-residential areas, providing direct vehicular access to these areas.

The planned roadways for the NPSP Area are discussed below. Roadway locations are illustrated in Figure 4-5 and design specifications for each are presented in Table 4-1. Street sections are illustrated in Figure 4-6.

Arterial and Collector Streets:

- Jack Tone Road is planned to be further improved as a six-lane divided major arterial between the southern boundary of the NPSP Area at SR-99 and the northern border of the Plan Area. In addition to the existing traffic signals at Colony Road and Santos Avenue, a new signal and turn-pocket lanes will be necessary at its intersection with River Road. Jack Tone Road will also serve as a truck route (Figure 4-4) for the City.

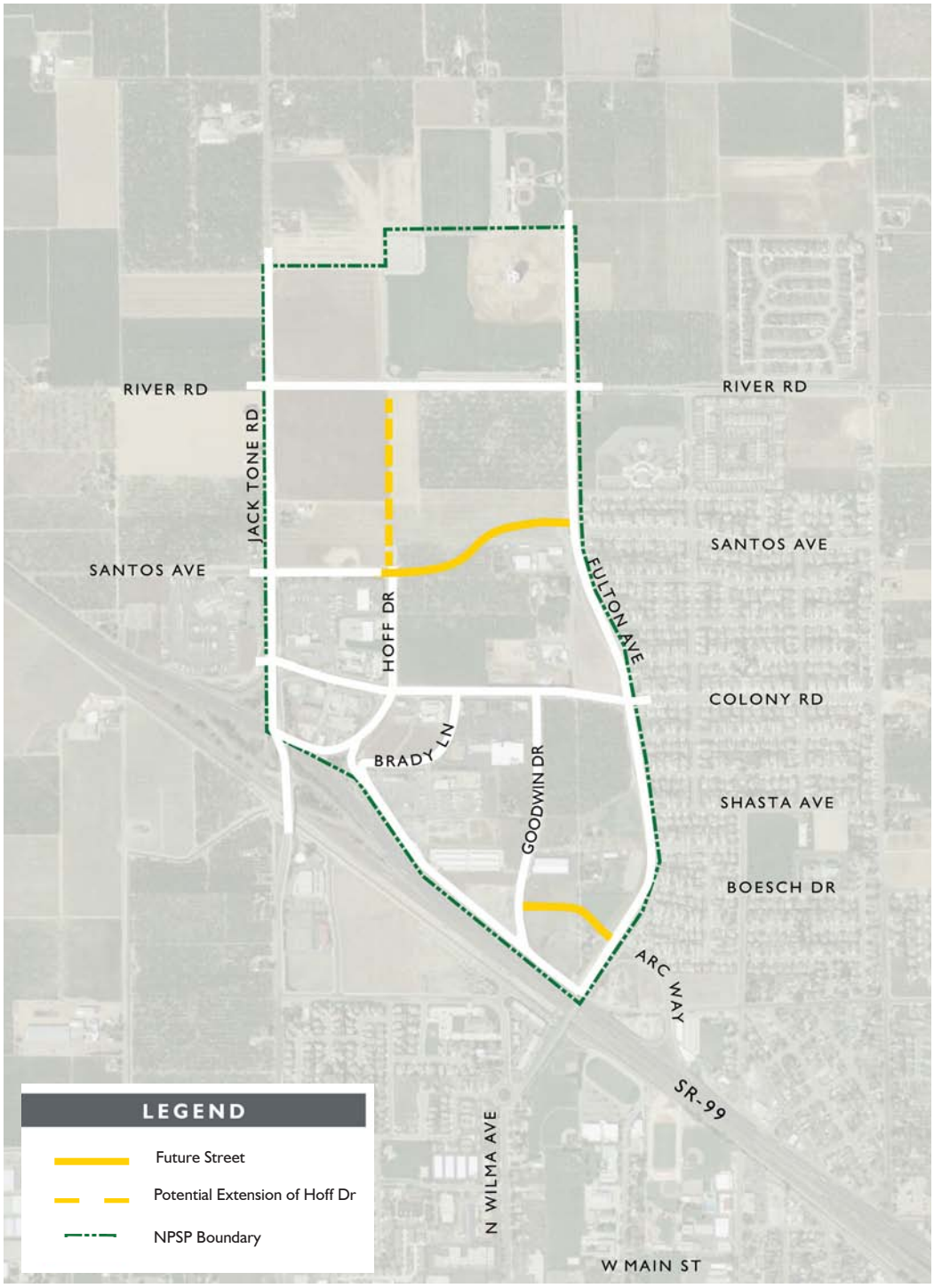


Figure 4-5: Planned Roadway System

Street Characteristics	Jack Tone Road	Hoff Drive	Goodwin Drive	Fulton Avenue and Santos Avenue Extension	River Road	Existing Santos Avenue between Hoff Drive and Jack Tone Road	Colony Road	Arc Way	Brady Lane	Collector Street	Local Street
Right-of-Way Width	140'	102'	84'	102'	140'	100'	100'	82'	60'	82'	74'
Number of Travel Lanes	6	4	4	4	6	4	4	4	2	4	2
Width of Travel Lanes	12' & 14'	12' & 13'	12'	12' & 13'	12' & 14'	12' & 13'	12' & 13'	12'	14'	12'	12'
Median	16'	14'	13'	14'	16'	13'	13'	No	15' *	No	No
Bicycle Lanes	No	No	2 / 5'	No	No	No	No	No	No	No	No
Landscape Buffers	1/12' 1/18'	2/10'	No	2/10'	1/12' 1/18'	No	No	2 / 11'	No	2 / 11'	2 / 11'
Sidewalks	1 / 6'	1 / 6'	2 / 6'	1 / 6'	1 / 6'	2 / 6'6"	2 / 6'6"	2 / 6'	2 / 6'	2 / 6'	6'
Multi-Use Trail or Bikeway	1 / 12'	1 / 12'	No	1 / 12'	1 / 12'	2 / 10'	2 / 10'	No	No	No	No
Parking Lanes	No	No	No	No	No	No	No	No	No	No	2 / 8'
Street Lights	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

- Striped turn lane

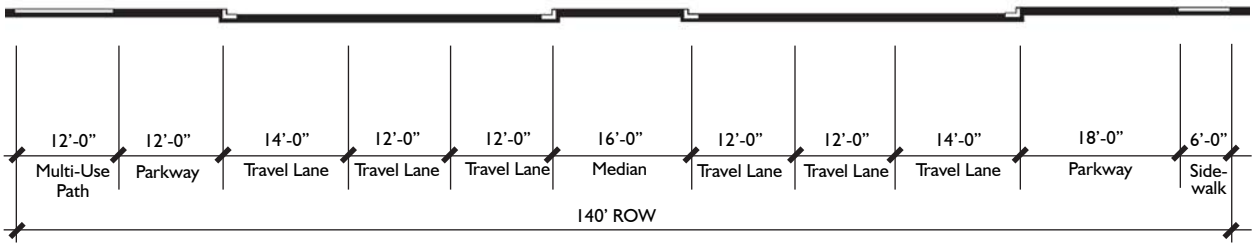
Table 4-1: Street Design Specifications

- Hoff Drive may potentially be extended from its existing terminus at Santos Road north to River Road, depending upon the commercial development opportunities that may become available for this area in the future. This would be a four-lane divided collector street with future signals and turn-pocket lanes at Colony Road, as well as at Santos Avenue.
- Goodwin Drive is to be completed as a four-lane divided collector. Its planned future connection to the Arc Way extension will be by way of a roundabout. It will continue to connect to Colony Road in the north as a signed intersection.
- Fulton Avenue will be widened to four lanes with a divided median from the south Plan Area boundary north to River Road. A new traffic signal and turn-pocket lanes will be needed at its intersection with River Road. The planned Arc Way extension into the Plan Area at Fulton Avenue will be by way of a new roundabout.
- River Road will extend as a six-lane east/west divided expressway through the Plan Area. This will include traffic signals and turn-pocket lanes at its intersections with Fulton Avenue and Jack Tone Road. It will also serve as a truck route (Figure 4-4).
- Santos Avenue will extend through the Plan Area as a four-lane divided arterial. It will continue westerly from its existing roundabout intersection at Fulton Avenue with future traffic signals and turn-pocket lanes at Hoff Drive and Jack Tone Road.
- Colony Road will not require either extension or widening. It currently intersects with Fulton Avenue to the east by way of a roundabout. Its intersection at Goodwin Drive and Hoff Drive are signed, and a traffic signal exists at its intersection with Jack Tone Road. A future traffic signal is planned for the intersection of Colony Road and Hoff Drive.
- Brady Lane will not require extension or widening.
- Arc Way is to be extended as a four-lane undivided collector street westerly from Fulton Avenue to

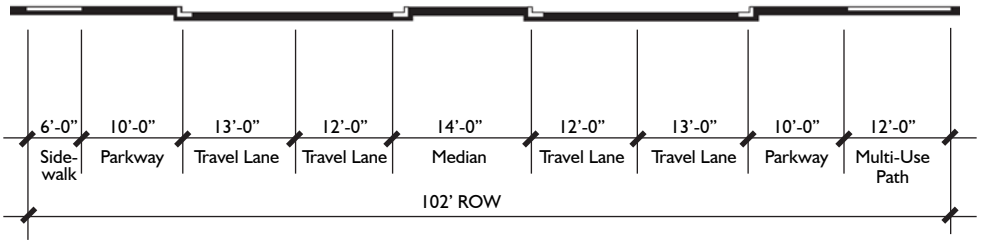
Goodwin Drive. Its intersections with both Fulton Avenue and Goodwin Drive are to be by way of roundabouts.

- The SR-99 frontage road is planned to potentially be removed and replaced with a new roadway or system of roadways that will more efficiently serve future commercial development in this area. The precise alignment of this road(s) is to be determined through the development plan process, at such time as these properties develop/redevelop.

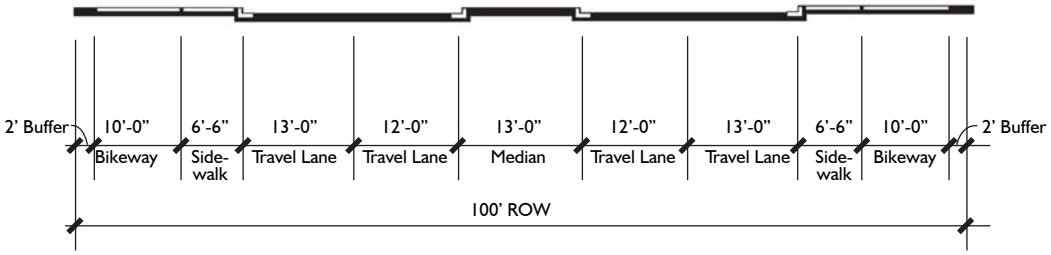
Local streets will be constructed throughout the Plan Area to serve individual development sites. These are intended to accommodate generally low volume traffic of less than 1,000 vehicle trips per day. Local streets typically include two travel lanes, on-street parking, landscape strips and sidewalks on both sides of the street. Bicycles are accommodated within the travel lanes. Local streets are to be planned at the time of development plan application submission to the City.



JACK TONE ROAD and RIVER ROAD



HOFF DRIVE, FULTON AVENUE and SANTOS AVENUE Extension



Existing SANTOS AVENUE and COLONY ROAD

Figure 4-6: Street Sections

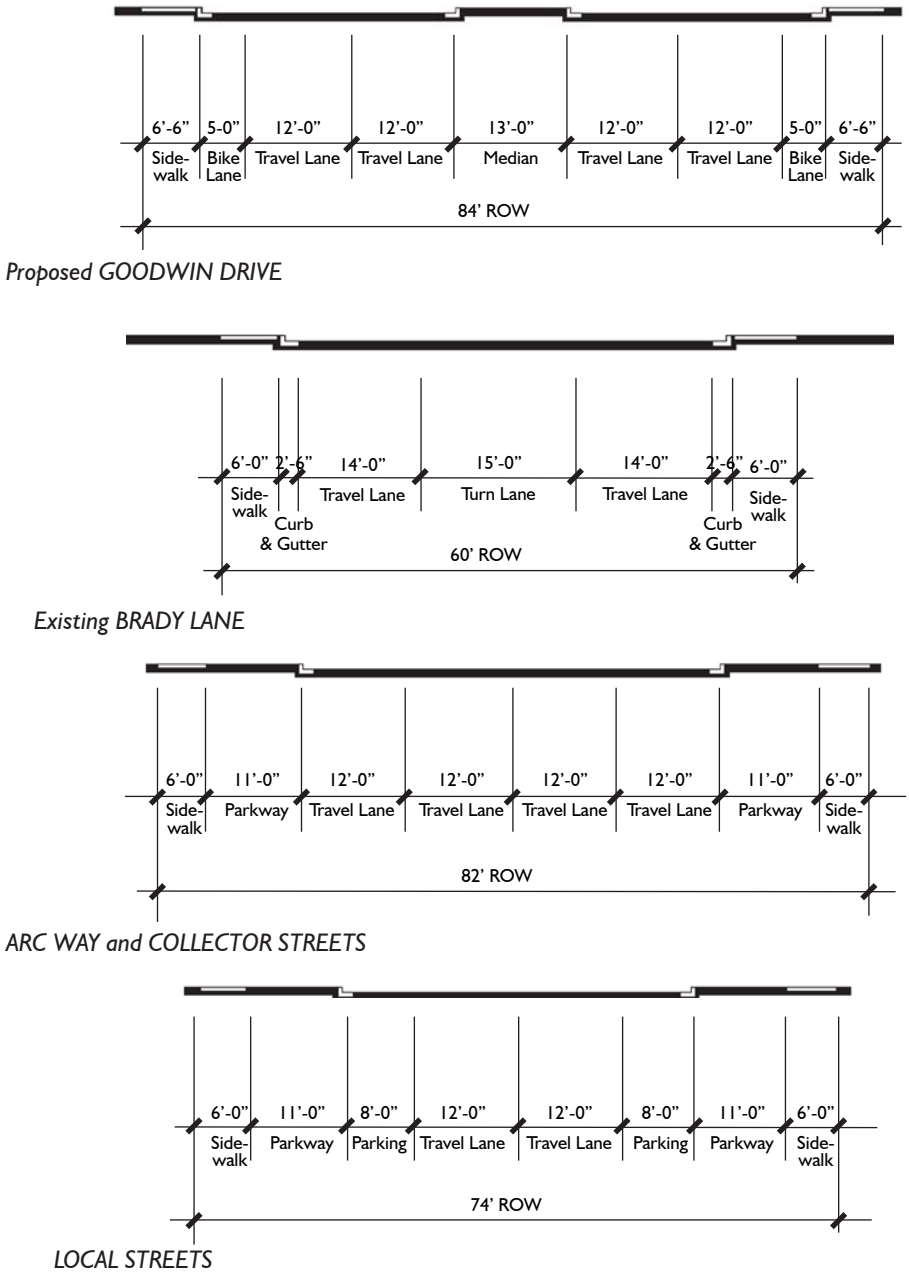


Figure 4-6: Street Sections (Cont.)

FRONTAGE ROAD

The existing frontage road that extends along SR-99 through the NPSP Area is minimally utilized by motorists. Its present alignment further creates an inefficient condition for the future development and redevelopment of outlying parcels. The City therefore encourages a future realignment of this roadway. In order for this to proceed in an efficient and timely manner, a private consolidation of surrounding parcels may be appropriate.

The frontage road realignment would necessitate the preparation of a coordinated roadway realignment and land use concept plan for the involved properties. This would need to be submitted to the City for review and approval, either before or in conjunction with the submission of any development plans for the affected properties. A realignment cost-sharing program may also be necessary at this time to demonstrate how the proposed right of way and roadway improvement costs would be allocated among the private developers. The timing and construction of the new roadway would need to ensure that vehicular access to the existing surrounding properties would remain available at all times and would not be unreasonably impacted.

HOFF DRIVE

Hoff Drive currently extends between Colony Road and Santos Avenue. The Ripon General Plan calls for a future northerly, straight-line extension of Hoff Drive from Santos Avenue to River Road. Here it would T-intersect with right-turns only at River Road.

The NPSP provides for a potential option to this planned alignment in the event that the adjoining Lots 5 and 6 are developed concurrently. Should the owners of these lots propose a coordinated development plan that results in a superior alignment of Hoff Drive between Santos Avenue and River Road, the City may approve such alignment. Existing and future public infrastructure lines would need to be aligned accordingly.

DEXTER WAY

Dexter Way is a partially improved local street that intersects with Goodwin Drive between Lots 54 and 60. This street was originally designed and partially constructed in conjunction with the development of the Goodwin Business Park (Lot 60). The City originally planned for Dexter Way to eventually connect Goodwin Drive to Fulton Avenue through land that was zoned exclusively for future commercial/industrial uses. However, the land located east of Lot 60 is now planned for single-family residential use. Since truck and other vehicular traffic accommodated by a through extension of Dexter Way to Fulton Avenue would be unsafe and incompatible with the planned residential neighborhood, the extension is no longer planned.

The NPSP provides two options for the resolution of the resulting Dexter Way extension matter:

1. Complete the construction of Dexter Way only to the eastern boundaries of Lots 54 and 60 where it would terminate as a cul-de-sac street. The construction of this improvement would be the responsibility of the future developer of Lot 54.
2. Revert fee title of the existing partially dedicated Dexter Way right of way back to the owner of Lot 60. As a shared Plan Area infrastructure improvement cost, the owner of Lot 60 would be subject to reimbursement for the cost to remove the existing street improvements and for landscaping this area. The owner of Lot 60 could also connect the existing northern driveway on Lot 60 to Goodwin Drive, and replace the existing driveways to Dexter Way with parking through financial reimbursement from the shared Plan Area infrastructure cost sharing mechanism.

ARC WAY

Traffic modeling conducted in conjunction with the NPSP EIR indicated that long-term LOS concerns needed to be addressed for Arc Way as part of the Specific Plan. Pertinent issues involve the short length of this roadway, nearby intersections at Milgeo Road and Fulton Avenue, traffic operations along Fulton Avenue and Goodwin Drive, and planned improvements to these facilities, including the Fulton Avenue overcrossing of SR 99. Planning and engineering for this area will need to be comprehensive and address all of these issues.

In order to mitigate the potential long-term LOS impact on Arc Way, the NPSP fee project improvement list has been expanded to include the costs of planning and engineering for this area, as well as rough costs of potential future improvements, in addition to PFFP and NPSP improvements already programmed for the area. These provisions will reduce projected traffic impacts and resolve otherwise potential long-term unacceptable traffic LOS at this location.

OFF-SITE TRAFFIC CIRCULATION IMPROVEMENTS

The considerable level of development planned for the NPSP Area will substantially impact traffic flow, not only within the Plan Area but beyond its boundaries as well. In order to help mitigate the off-site conditions, City development impact fees paid by Plan Area developers will be allocated by the City to assist in the construction of: (1) the SR-99 Interchange improvements in conjunction with the future extension of River Road to SR-99, and; (2) additional travel lanes and a pedestrian sidewalk on the Fulton Avenue Bridge over SR-99.

In addition, vehicular, pedestrian and bicycle connectivity between the Plan Area and Downtown Ripon is limited due to the location of SR-99. This creates a barrier that requires improvement in order to help reduce the isolation created between these two major Ripon commercial areas. The anticipated future extension of Garrison Way to West Pine Street along the southwest border of SR-99 in the Downtown would enhance the NPSP Area's connectivity to the Downtown.

PEDESTRIAN AND BICYCLE FACILITIES

Sidewalks will be constructed along both sides of all public streets in the NPSP Area. The potential need to construct sidewalks along private roads will be determined at the time of development plan review on a project-by-project basis. Pathways are also planned in the open space paseos throughout the Plan Area (Figure 4-7). Public trail easements for these pathways are required to allow public access.

Multi-use trail and bicycle lane locations (Figure 4-7) are planned along Jack Tone Road, Hoff Drive, Goodwin Drive, Fulton Avenue, River Road, Santos Avenue, Colony Road, and Arc Way.

TRANSIT FACILITIES

There are two existing fixed-route bus services to the NPSP Area. One is operated by RTD, with a single-stop on Colony Road near Goodwin Drive, and the other is operated by the City of Ripon with a single-stop

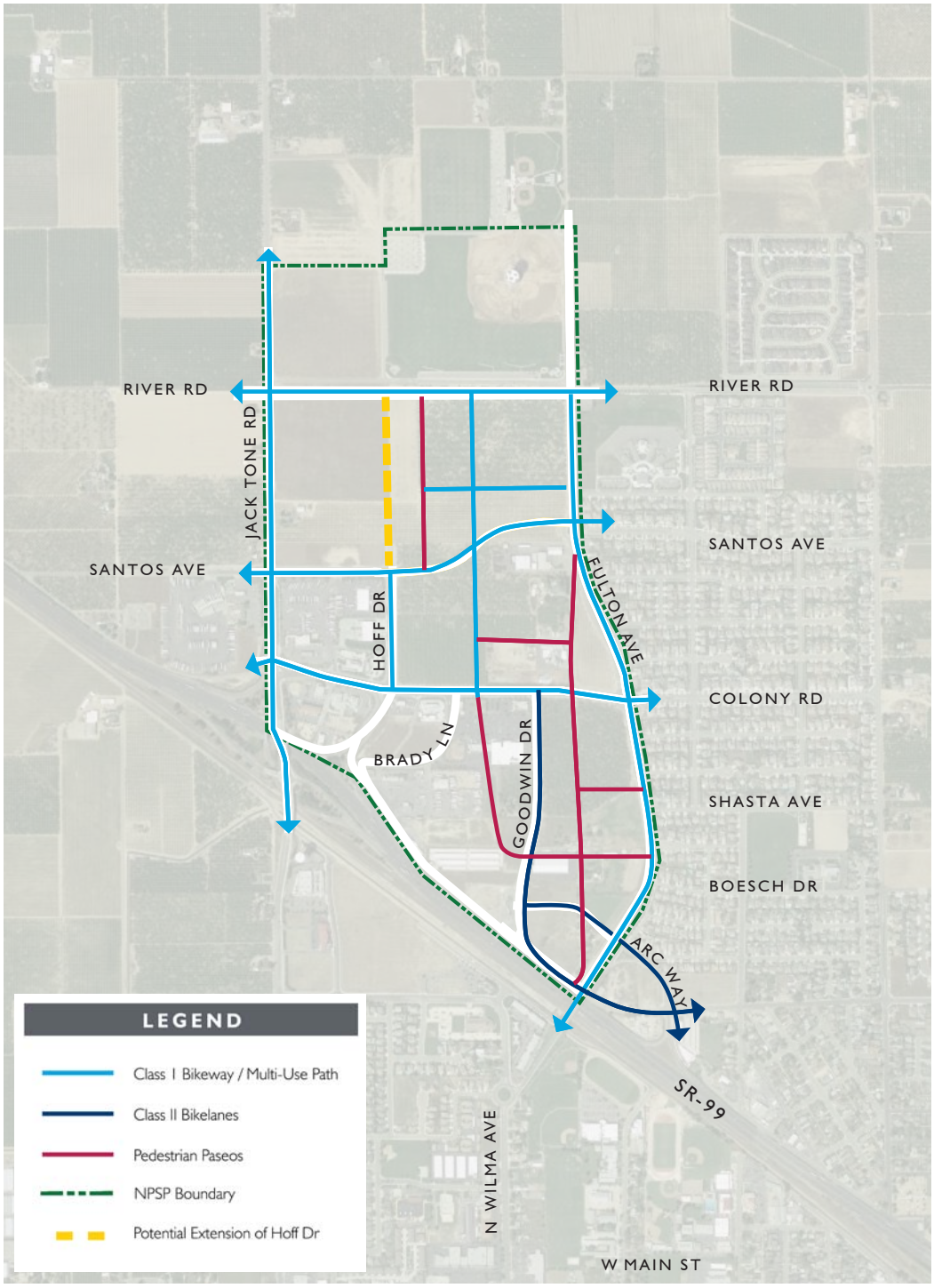


Figure 4-7: Bicycle & Pedestrian Circulation

at the same location. However, it is reasonable to anticipate that as the NPSP Area develops, the need for expanded transit service will substantially increase. Therefore, potential additional future bus stop locations are planned as illustrated on Figure 4-4.

PARK-AND-RIDE

A Park-and-Ride parking lot (Figure 4-4) is currently under construction immediately outside of the NPSP Area at the northwest corner of the SR-99/ Jack Tone Road Interchange. Plans call for this 0.95-acre site to be developed with an approximately 60-space parking lot. Construction is being funded through the Congestion Mitigation and Air Quality Improvement Program.

PARKING

Parking layout, design and quantity for all future development within the NPSP Area are to comply with the parking provisions contained in this Plan and the Ripon Development Code.

4.4 TRANSPORTATION REQUIREMENTS AND MITIGATIONS

The planned NPSP transportation system is intended to accomplish a variety of objectives. In addition, the following requirements and mitigations are intended to help guide the transportation strategies for future development of the Plan Area.

VEHICULAR CIRCULATION

- Locate, design and improve major roadways within the NPSP Area in general conformance with the Vehicular Circulation Plan (Figure 4-5), Street Characteristics Table (Table 4-1) and the Street Sections Diagrams (Figure 4-6). These standards may be reduced for local streets at the time of development plan review by the City for residential projects proposing densities greater than five units per acre, subject to conformance with Figures 3-2, 3-3 and 3-4 of the Design Guidelines contained in this Specific Plan.
- Ensure that the provision and phasing of street improvements are sufficient for the City to maintain its Level of Service (LOS) standards for all interchanges, intersections and roadway segments impacted by Plan Area development.
- Future developments within the NPSP Area that are likely to generate significant daily or peak hour traffic on local streets shall be required to have a traffic analysis conducted by a qualified traffic engineer. Such studies shall identify potential project related traffic impacts and specify mitigation measures needed to be implemented to assure an acceptable LOS on affected streets.
- The City shall continue to implement all applicable transportation plans and programs, and take necessary actions to accommodate future on and off-site Plan Area related traffic at acceptable levels of service.
- Future development within the Plan Area shall comply with all applicable traffic impact and benefit assessment fee requirements. These include the: (1) "Frontage Road Realignment – State Route 99 at Jack Tone Road Interchange" benefit district fee; (2) Ripon Public Facilities Financing Plan" fee; and (3) the Regional Transportation Impact Fee.

- Plan Area street designs shall conform to the "Complete Streets" design principles to the extent feasible, with the exception of Jack Tone Road and River Road which are designated truck routes.
- Phase new Plan Area development to ensure adequate ingress, egress and emergency vehicle access are maintained throughout the Plan Area as it develops over time.

PEDESTRIAN AND BICYCLE FACILITIES

- Locate, design and construct pedestrian and bicycle facilities within the Plan Area in general conformance with the NPSP Vehicular Circulation Plan (Figure 4-5), Street Section Diagrams (Figure 4-6), and the Pedestrian and Bicycle Circulation Plan (Figure 4-7).
- Implement the standards contained in the City's Bicycle Route Master Plan for the design and construction of bicycle facilities.
- Where major pedestrian crossings are planned for the Central Paseo crossings of Colony Road, Santos Avenue and River Road, enhanced crossings shall be installed, including but not limited to pedestrian traffic signals and decorative road surface paving.
- Public trail easements shall be recorded for all major private open space paseos (Figure 4-7) to allow permanent public access.

TRANSIT FACILITIES

Future bus stops shall be provided in the area near the future Park-and-Ride lot, and at the intersections of Colony Road/Goodwin Drive and River Road/Fulton Avenue, as indicated on Figure 4-4, to accommodate future potential fixed route bus service to the central NPSP Area and Mistlin Sports Park. Bus stop pull-outs and shelters shall be designed in conformance with all applicable City and Transit District specifications, and provide a well-designed shelter, security lighting and trash receptacles.

4.5 STREETSCAPE DESIGN GUIDELINES

INTRODUCTION

This section addresses the landscape design along public streets in the NPSP Area. The street system creates the first impression of the Plan Area since the gateways, entries and transitions to development areas occur within these public rights-of-way. The provision of safe, comfortable and inviting pedestrian and bicycle paths, as well as easily accessible and comfortable transit stops, are also key design elements of the Plan. The following Guidelines address the design relationship of various land uses to the streets. Design Guidelines for the actual land uses are contained in the Land Use Chapter.

GENERAL GUIDELINES

1. The street landscape design is to reflect the special small-town feel of Ripon, with a canopy-shaded, pedestrian friendly character.
2. The landscape character of setback areas along street corridors are to provide buffering for residential uses from the street, protect sight lines, highlight entry driveways and create frequent pedestrian connections to the sidewalk and trail system.

Gateway entry

Gateway decorative wall

3. The use of low maintenance, water conserving plant material is encouraged.
4. Trees planted in the public right-of-way are to be a minimum 24-inch box container size and double-staked.
5. Landscaped areas are to be irrigated with water efficient systems, including "smart controllers."
6. Canopy-type trees are to be used as the principal tree along street corridors to provide climate control, shade and character.
7. Trees should be spaced to create a full street canopy.
8. Curb extension bulbouts are encouraged at intersections containing parking or shoulder lanes, consistent with City Engineering and maintenance requirements. Bulbouts help to lessen the perceived width of streets and also facilitate shorter crossing distances for pedestrians.

GATEWAYS

Gateway features provide the opportunity to identify and enjoy entries to the community and special districts. The natural and built environment of Ripon, the City's cultural, economic and development history, the surrounding agrarian setting and the community's vision of its future can all be key design determinants for gateway features.

1. Gateways should enhance the sense of arrival to Ripon by upgrading the design and development character at major entry points to the City. They should also create identifiable entrance points into distinct neighborhoods and the Core Area.
2. The freeway interchange at Jack Tone Road, as well as the overcrossing at Fulton Avenue are appropriate locations for gateway treatments.
3. Landscape design should include elements such as special plant materials, earth berms, low decorative walls or fences, lighting, special paving, sculptures and signage to create a distinctive, high quality gateway.
4. Plantings should be dense enough and distinctive enough to clearly distinguish the entry from surrounding landscaping.
5. Tall trees, color, flowers and foliage, should be used to highlight the entry treatment.
6. Plant species that have low maintenance and water consumption characteristics should be incorporated to reduce water usage and long-term maintenance costs.

EXISTING AND PROPOSED ROADWAYS

Road Interface / Site Frontages

Core Commercial Frontage

1. Locate buildings at the setback edge to activate the streetscape in the Core Area.
2. Increase the sidewalk width to create more active area for pedestrians.
3. Plazas, site furniture and special planting should be developed between buildings and sidewalks.
4. Where parking is located adjacent to the setback, 3-foot high architectural screens and/or hedges should be used to define the edge of corridor.

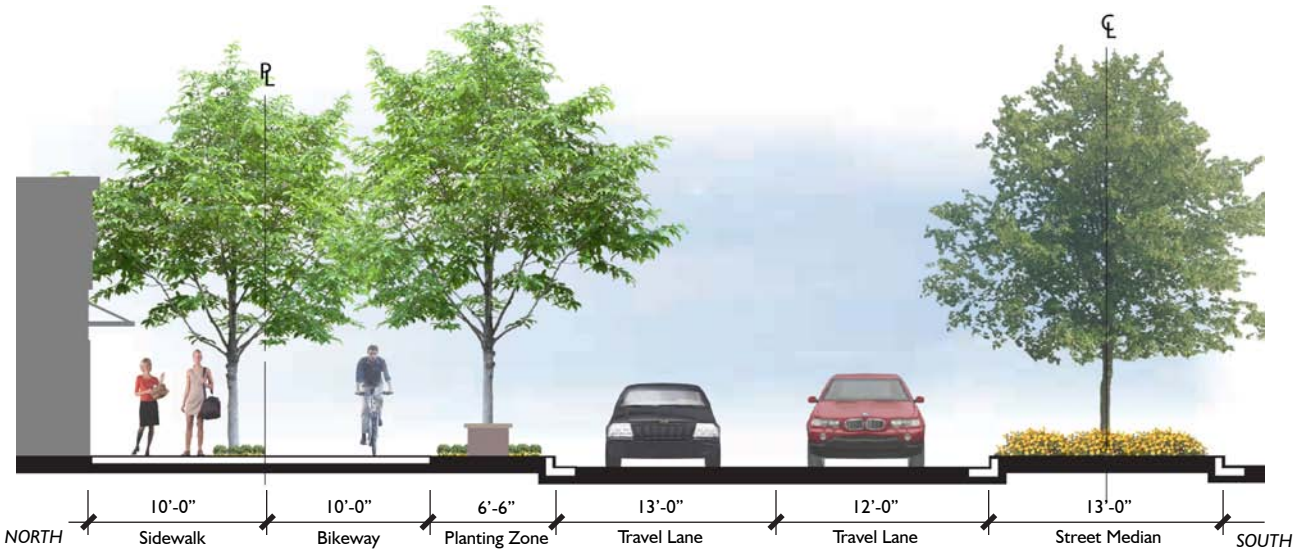


Figure 4-8: Core Commercial Area at Colony Road

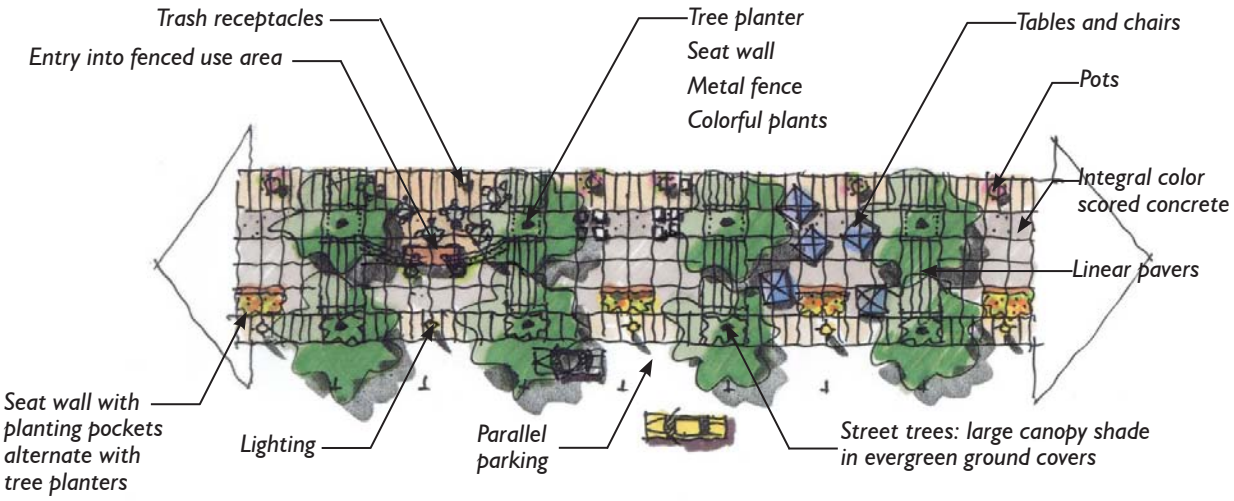


Figure 4-9: Widened Sidewalk at Core Commercial Area

Activate the streetscape

Neighborhood / Sports Commercial Frontage

1. Locate buildings at the setback edge to activate the streetscape.
2. Increase the sidewalk width to create more active area for pedestrians.
3. Plazas, site furniture and special planting should be developed between buildings and sidewalks.
4. Where parking is located adjacent to the setback, 3-foot high architectural screens and/or hedges should be used to define the edge of corridor.

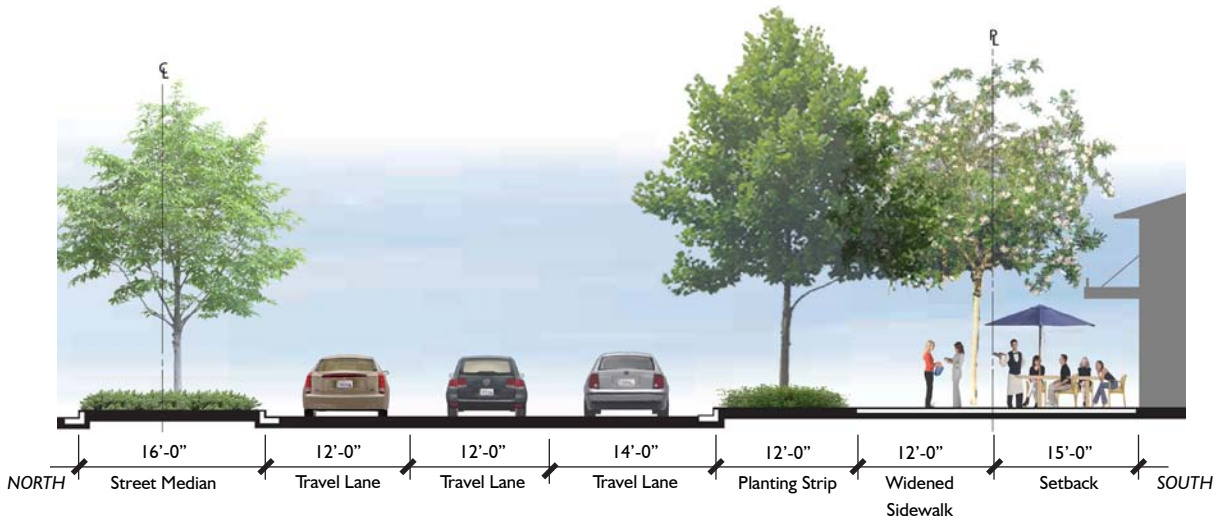


Figure 4-10: Neighborhood / Sports Commercial at River Road

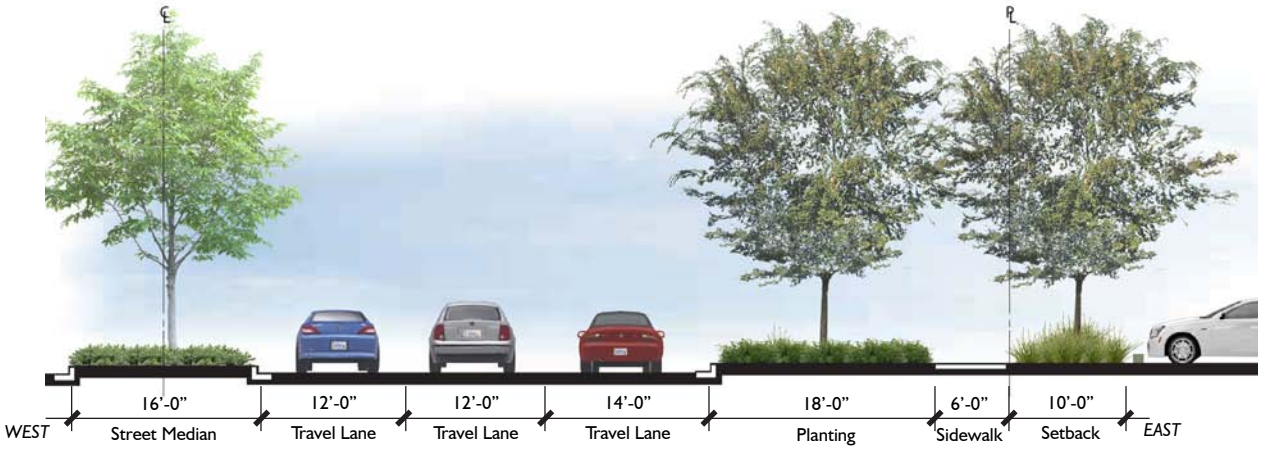


Figure 4-11: Neighborhood / Sports and Mixed Use Commercial at Jack Tone Road

Mixed-Use Commercial Frontages

1. Where buildings are located adjacent to front setbacks, plazas and hardscaping are encouraged in the setback area to provide pedestrian connections to the sidewalk.
2. Where parking is located adjacent to the street setback, a combination of berms and shrubs should be used to screen views of the parking areas.
3. Trees should be planted in the front setback at a ratio of at least one tree per 500 square feet of landscape area. Trees may be clustered to highlight driveways and provide sight lines to signage and architecture.
4. A minimum of one tree per 1,000 square feet should be provided in paved setback areas. Trees may be clustered to highlight driveways and pedestrian connectors.

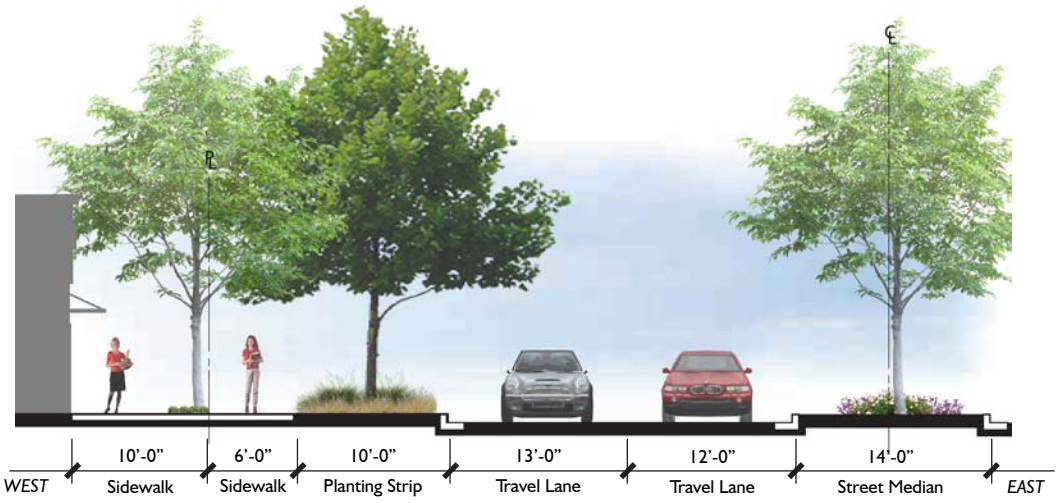


Figure 4-12: Neighborhood / Sports and Mixed Use Commercial at Hoff Drive

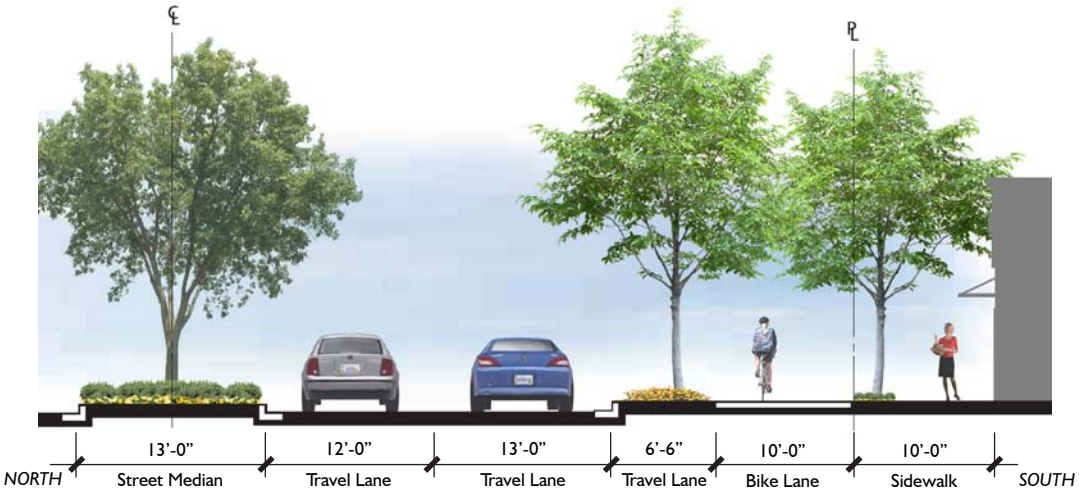


Figure 4-13: Mixed Use Commercial at Santos Avenue

Pedestrian connections between buildings

Highway Service Commercial Frontages

1. Where buildings are located adjacent to front setbacks, plazas and hardscaping are encouraged in the setback area to provide pedestrian connections to the sidewalk.
2. Where parking is located adjacent to the street setback, a combination of berms and shrubs should be used to screen views of the parking areas.
3. Trees should be planted in the front setback at a ratio of at least one tree per 500 square feet of landscape area. Trees may be clustered to highlight driveways and provide sight lines to signage and architecture.
4. A minimum of one tree per 1,000 square feet should be provided in paved setback areas. Trees may be clustered to highlight driveways and pedestrian connectors.

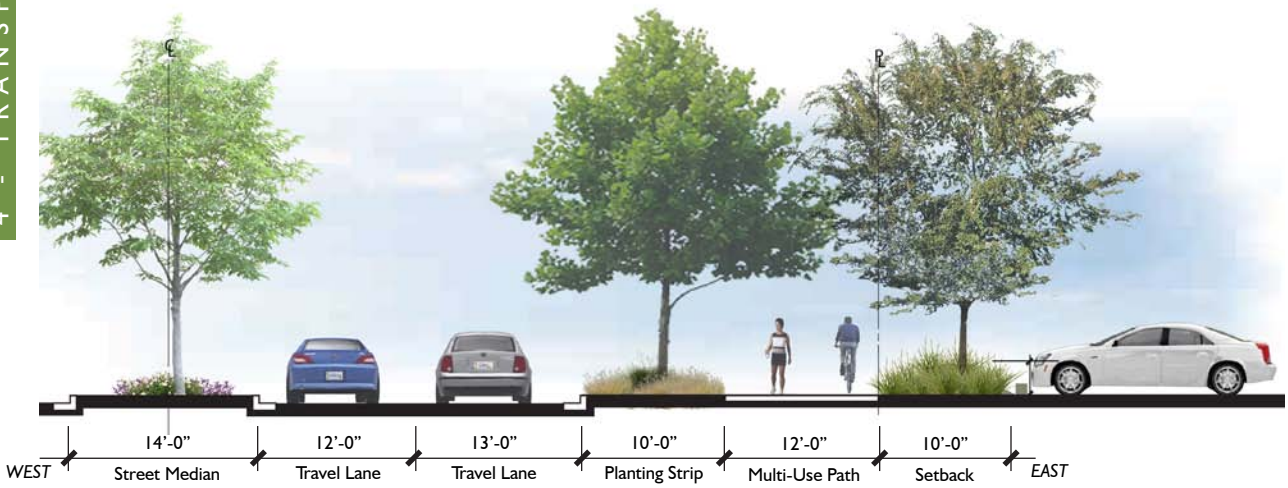


Figure 4-14: Highway Commercial at Hoff Drive

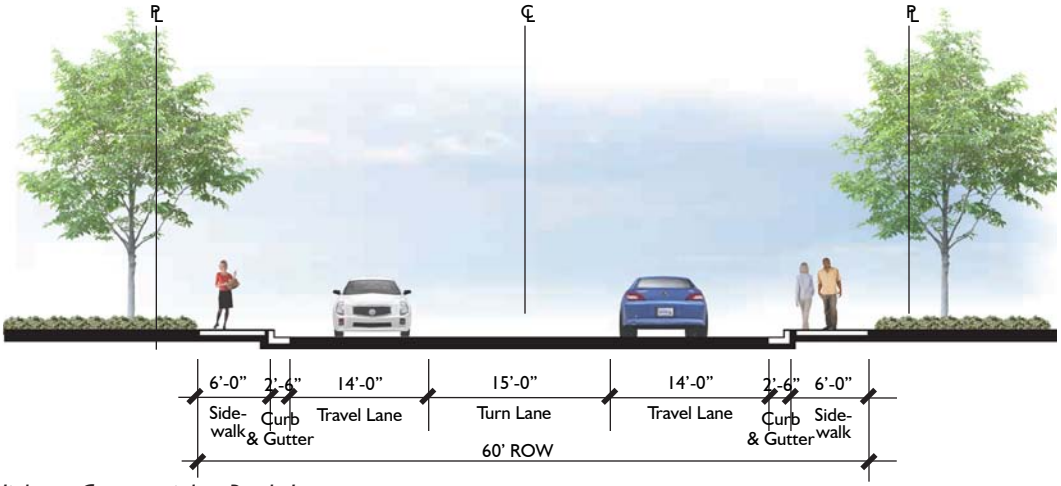


Figure 4-15: Highway Commercial at Brady Lane

Commercial/Technology/Office Frontages

1. In order to convey high quality design, a minimum 30-foot wide landscape setback shall be provided along Goodwin Drive.
2. Where buildings are located adjacent to street setbacks, plazas and hardscaping are encouraged in the setback area to provide pedestrian connections to the sidewalk.
3. Where parking is located adjacent to street setback, a combination of berms and shrubs should screen views of the parking areas.
4. Several pedestrian connections should be provided to the multi-use trail along Fulton Avenue.
5. A mixture of deciduous and evergreen trees should be provided at a minimum ratio of one tree per 1,000 square feet of the front setback area.

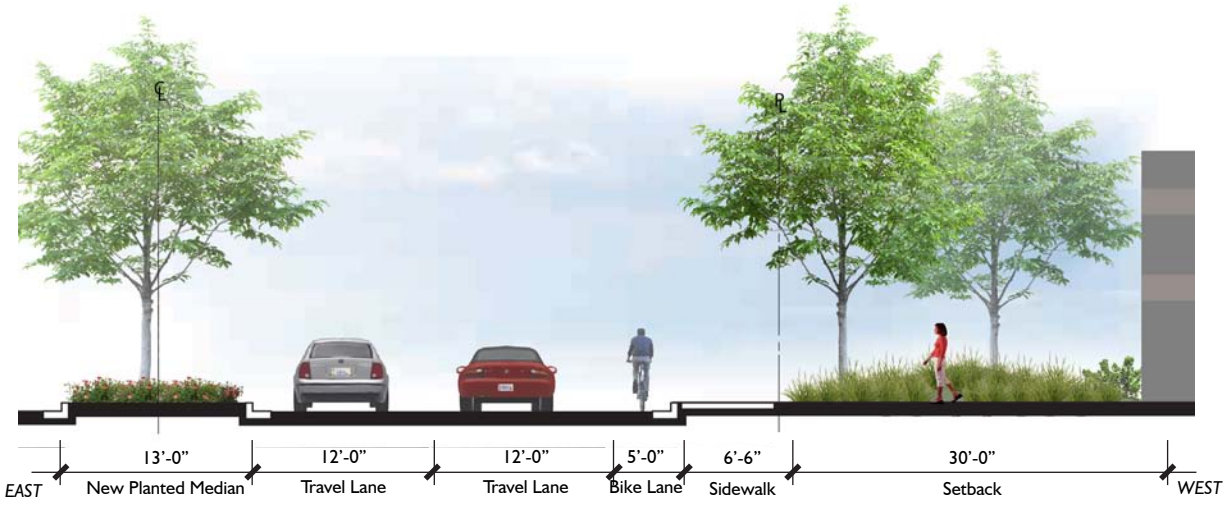


Figure 4-16: Commercial/Technology/Office at Goodwin Drive

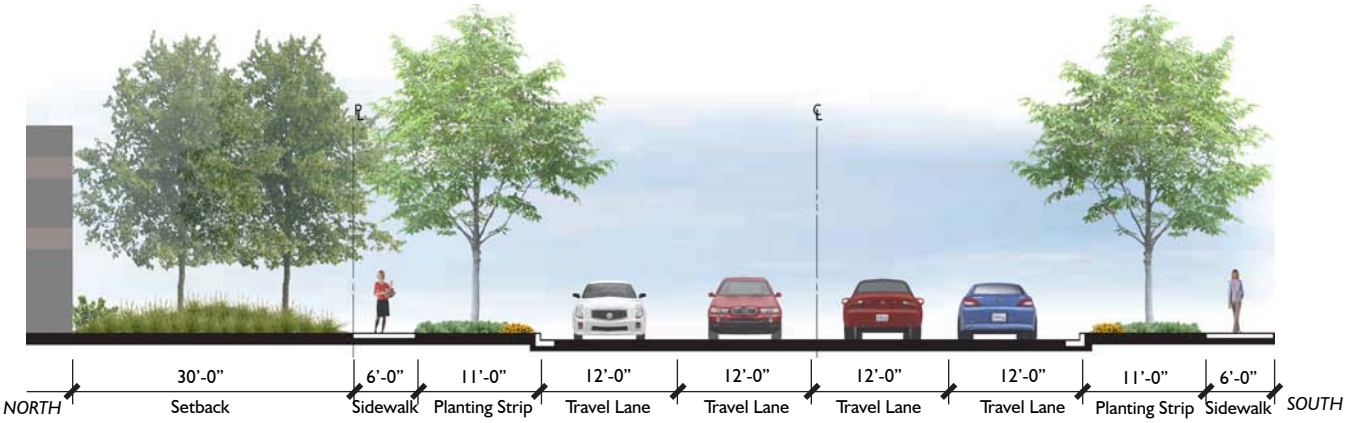


Figure 4-17: Commercial/Technology/Office at Arc Way

Recreation / Entertainment / Commercial Frontages

1. Where buildings are located adjacent to front setbacks, plazas and hardscaping are encouraged in the setback area to provide pedestrian connections to the sidewalk.
2. Where parking is located adjacent to street setback, a combination of berms and shrubs should be used to screen views of parking areas.
3. Trees should be planted within the front setback at a ratio of at least one tree per 1,000 square feet of landscape area. Trees may be clustered to highlight driveways and provide sight lines to signage and architecture.
4. Monument signage, not exceeding 8 feet in height, is permitted within the street setback area.

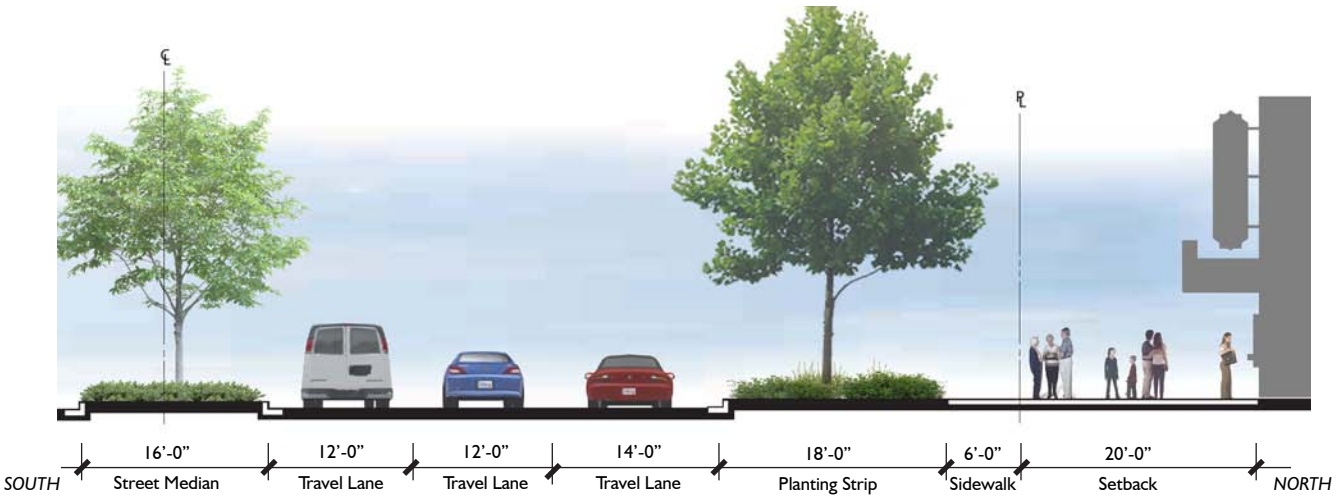


Figure 4-18: Recreation / Entertainment at River Road

Single-Family Residential

Single-family residential land use designations are situated adjacent to River Road, Fulton Avenue, Santos Avenue, Colony Road and Goodwin Drive. The following guidelines apply to these areas:

1. Homes located along Goodwin Drive, Fulton Avenue, Santos Avenue and Colony Road shall be oriented to face toward these streets and not back toward them.
2. Private driveways from individual homes are not permitted to connect to fronting collector and arterial streets.
3. Porches and balconies may extend up to 3 feet into front and street or side yard setbacks.
4. Decorative landscaping should be used to highlight pedestrian connections.
5. Landscaping should be used to minimize the appearance of acoustic walls.
6. At least one tree per 500 square feet of front setback areas should be provided.
7. Enhanced planting and wall articulation should be used to create visual variety and avoid monotony of the streetscape.

Orient homes toward street

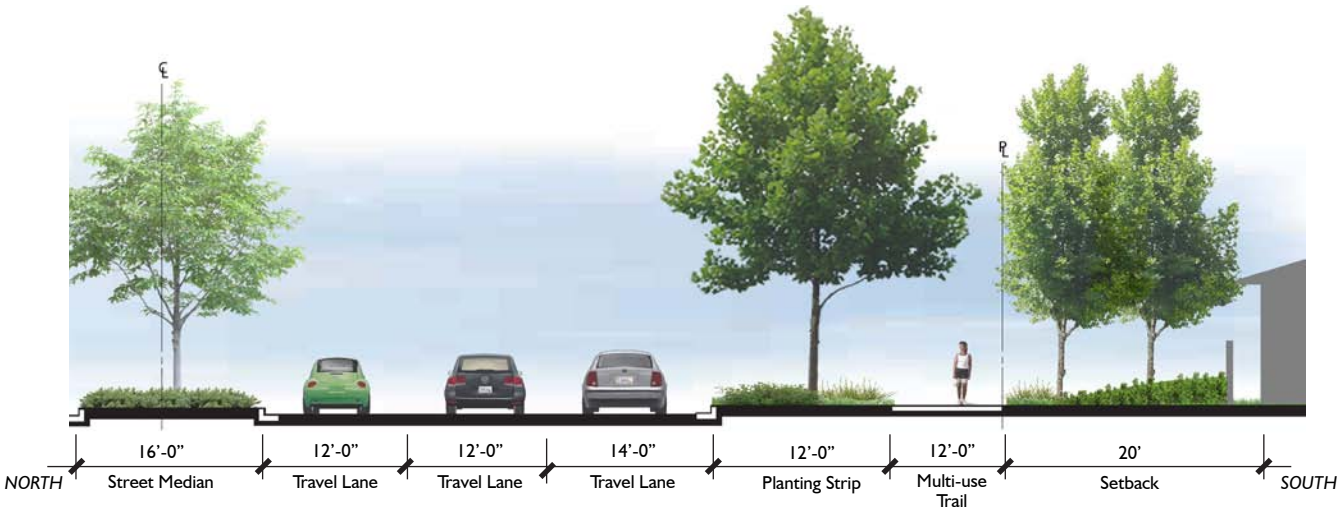


Figure 4-19: Single-Family Residential at River Road

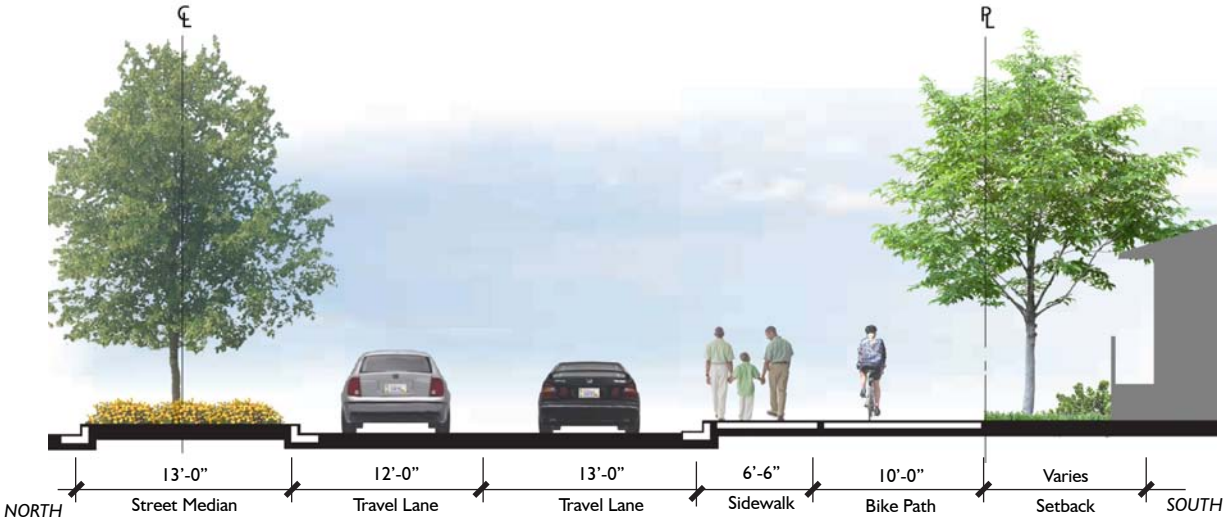


Figure 4-20: Single-Family Residential at Colony Road

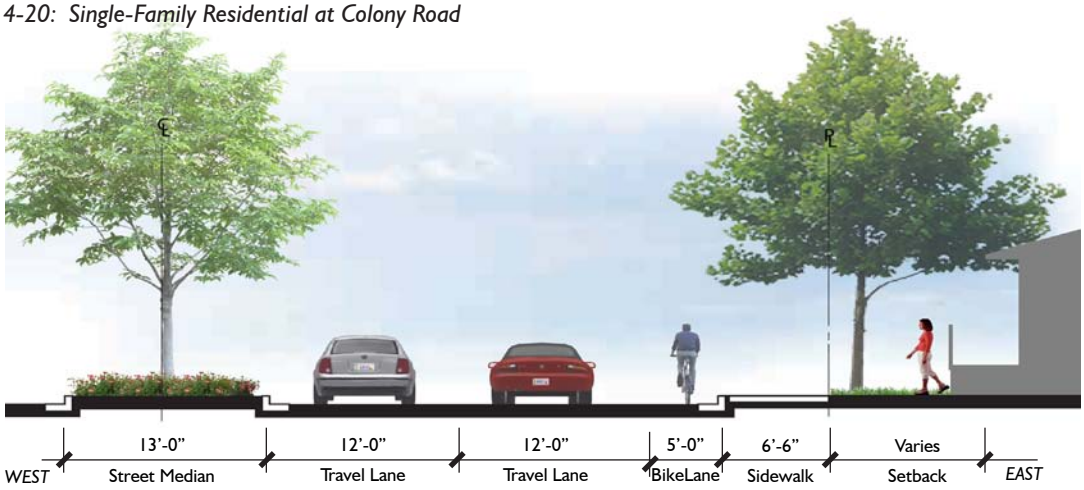


Figure 4-21: Single-Family Residential at Goodwin Drive

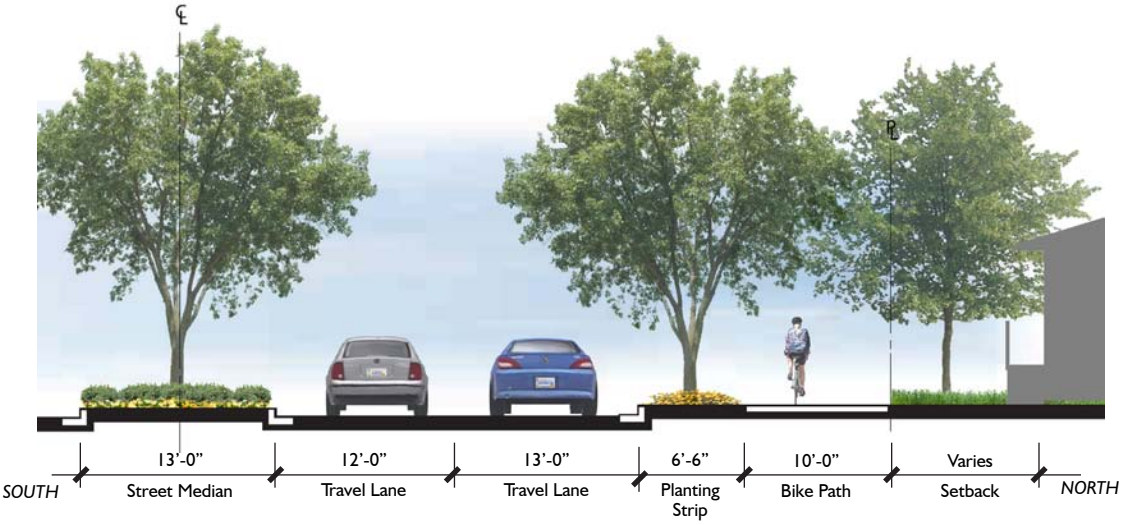


Figure 4-22: Single-Family Residential at Santos Avenue

Fulton Avenue / Residential

1. Single-family housing should front or side onto Fulton Avenue, and the adjacent greenway.
2. If homes side onto Fulton Avenue, frequent pedestrian connections to the Fulton Avenue multi-use trail should be provided. Connections from paseos and alleys should be a minimum of 15 feet wide, including planting on both sides.
3. The use of privacy fencing and walls in front and street corner side yard setback areas are not permitted.
4. A mixture of deciduous and evergreen trees shall be provided in front yard setback areas at minimum of one tree per 1,000 square feet.

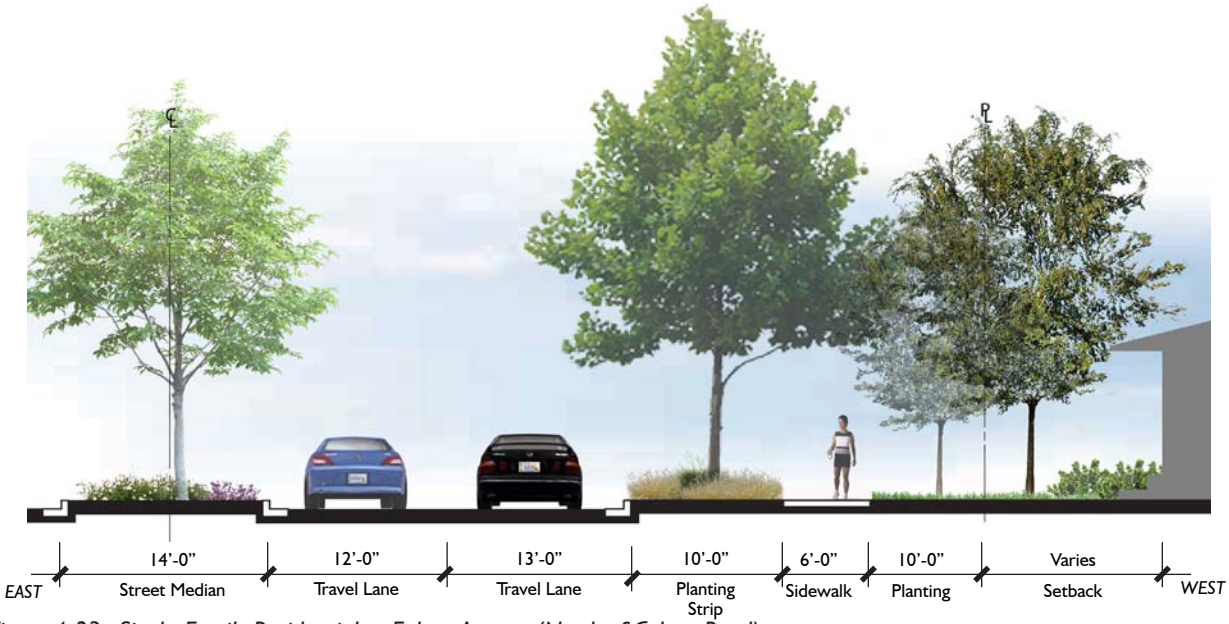


Figure 4-23: Single-Family Residential at Fulton Avenue (North of Colony Road)

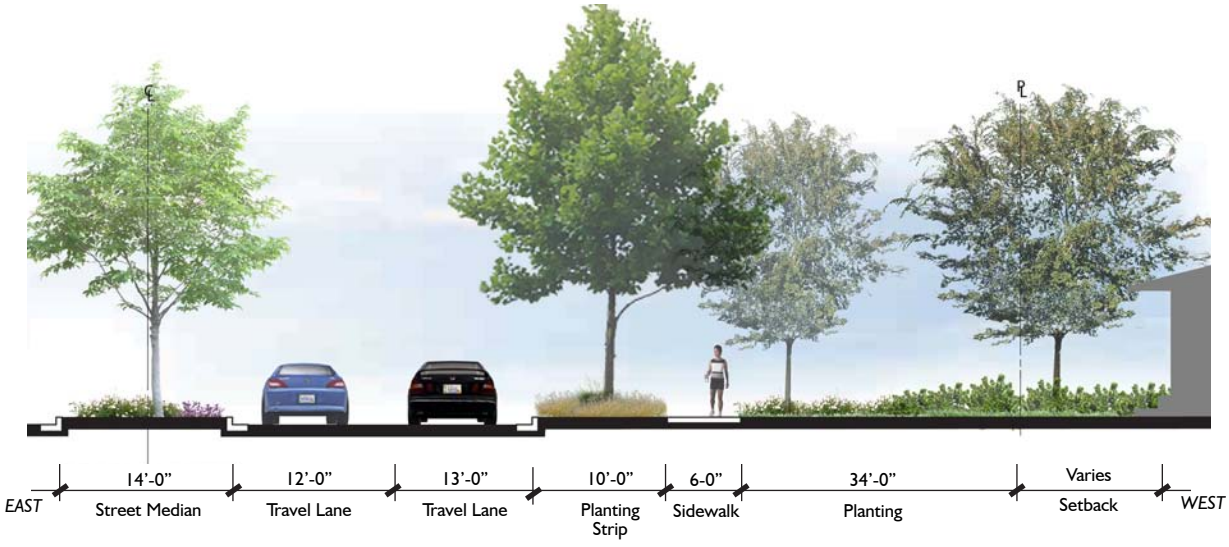


Figure 4-24: Single-Family Residential at Fulton Avenue (South of Colony Road)

Multifamily Residential

1. Setbacks should be developed to visually expand to common open space areas within the development.
2. Where feasible, architecture, rather than parking, should be located adjacent to the setback to provide a visual edge to the street.
3. Frequent pedestrian pathway connections should be provided between homes and the fronting multi-use trail.
4. The use of privacy fencing and walls in front and street corner side yard setback areas are not permitted.
5. A mixture of deciduous and evergreen trees should be provided in street setback areas, at minimum of one tree per 1,000 square feet of landscaped area.
6. Higher density housing should front onto Santos Avenue to promote an active streetscape.
7. Parking lots should not be situated between buildings and the street.
8. Where parking is located adjacent to the setback, 3-foot high screening should be provided through a combination of berms and planting.

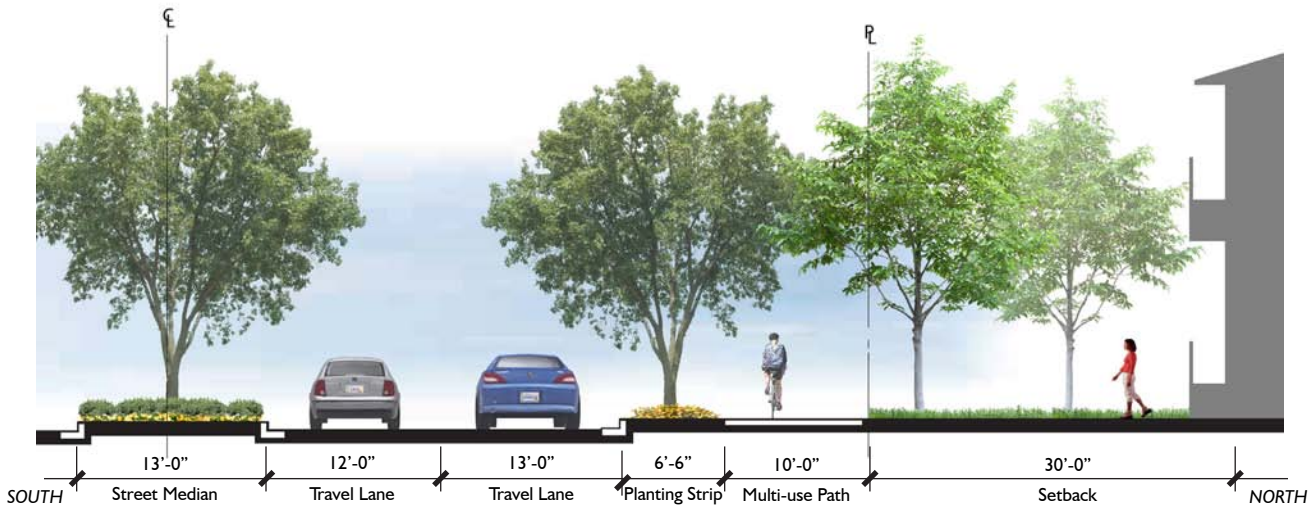


Figure 4-25: Multifamily Residential at Santos Avenue

STREET TREES

Street tree species for existing and proposed streets.

Street	Street Edge		Median	
	Botanical Name	Common Name	Botanical Name	Common Name
Jack Tone Road	*Ulmus parvifolia 'Allee'*	Allee Chinese Elm	*Carpinus betulus 'Fastigiata'*	European Hornbeam
Fulton Avenue	*Platanus x acerifolia 'Columbia'*	Columbia Sycamore	*Lagerstroemia indica 'Twilight Purple'*	Crape Myrtle
Hoff Drive	*Acer fremanii 'October Glory'*	Freeman Maple	*Lagerstroemia indica 'Pink Velour'*	Crape Myrtle
Goodwin Drive	*Pyrus calleryana 'Aristocrat'*	Aristocrat Flowering Pear	*Chitalpa tashkentis 'Pink Dawn'*	Chitalpa
River Road	*Platanus x acerifolia*	London Plane Tree	*Acer nigrum 'Green Column'*	Green Column Black Maple
Santos Avenue	*Fraxinus pennsylvanica 'Marshall'*	Green Ash	*Tillia cordata*	Little Leaf Linden
Colony Road	*Koelreutia paniculata*	Goldenrain Tree	*Pyrus calleryana 'Capital'*	Capital Flowering Pear
Arc Way	*Ulmus parvifolia 'Athena'*	Athena Chinese Elm		
Brady Lane	*Acer fremonii 'October Glory'*	Red Maple		

Table 4-2: Street Tree Species for Existing and Proposed Streets

Street trees to be used within development projects and on private streets.

	Botanical Name	Common Name
Street Trees	*Acer freemanii 'October Glory', 'Autumn Blaze'*	Red Maple
	Acer nigrum 'Green Column'	Green Column Black Maple
	Carpinus betulus 'Fastigiata'	European Hornbeam
	Catalpa speciosa	Catalpa
	Chitalpa tashkentis	Pink Dawn
	Crategeus laevigata 'Paul's Scarlet'	Paul's Scarlet Hawthorn
	Fagus sylvatica 'Purpurea Tricolor'	European Beech
	Fraxinus pennsylvanica 'Marshall', 'Crimson', 'Urbanite'	Marshall Seedless Green Ash
	Koelreutera panniculata	Goldenrain Tree
	Lagerstroemia indica 'Natchez'	Crape Mrytle
	Nyssa sylvatica	Black Gum
	Pistacia chinensis	Chinese Pistache
	Platanus x acerifolia	London Plane Tree
	Pyrus calleryana	Callery Pear
	Quercus ilex	Evergreen Oak
	Quercus suber	Cork Oak
	Tillia cordata	Little Leaf Linden
	Tilia tomentosa 'Green Mountain', 'Sterling'	Silver Linden;
	Ulmus 'Frontier', 'Liberty'	Frontier Elm, Liberty Elm
	Ulmus parvifolia 'Allee', 'Anthem'	Alle Chinese Elm; Anthem Chinese Elm
	Zelkova serrata	Sawleaf Zelkova
Accent Trees	*Arbutus 'Marina'*	Strawberry Tree
	Cerocarpus betuloides var blanchea	California Mountain Mahogany
	Chionanthus retusus	Chinese Fringe Tree
	Crinodendron patagua	Lily of the Valley Tree
	Koelreuteria formosa	Henry Flame Tree
	Tipuana tipu	Pride of Bolivia

Table 4-3: Street Tree Species for Development Projects and Private Streets

Allee Chinese Elm

Columbia Sycamore

Freeman Maple

Aristocrat Flowering Pear

London Plane Tree

Green Ash

Golden Rain Tree

Athena Chinese Elm

Red Maple

Figure 4-26: Street Tree Examples

GROUNDCOVERS

Table 4-4 lists a variety of groundcovers for use in the NPSP area's medians, parkways and planting strips. The plants listed are generally drought tolerant and low maintenance. Other suitable groundcovers may be suggested, but should be drought tolerant and low maintenance, and if planted where foot traffic is expected, should be appropriate for such use.

Botanical Name	Common Name	Water Use	Notes
Bouteloua gracilis	Blue Gramma Grass	L	To 1 ½ - 2' high. Drought tolerant. Can be mowed, takes foot traffic.
Carex pansa	Meadow Sedge	M	6" – 12" high. Drought tolerant. Takes foot traffic.
Chamaemelum nobile	Chamomile	M	3"– 12". Excellent dry shade groundcover. Takes light foot traffic.
Cistus salvifolius	Sageleaf Rockrose	L	Wide spreading to 2' high
Coleonema pulchrum 'Sunset Gold'	Sunset Gold Breath of Heaven	M	To 1 ½' high
Festuca glauca 'Elijah Blue'	Blue Fescue	L	To 8" high
Gazania species and hybrids	Gazania	M	Sturdy and attractive groundcover for areas without foot traffic
Myoporum parvifolium	Prostrate Myoporum	L	Spreads quickly. Will not tolerate foot traffic
Phyla nodiflora	Lippia	L-M	Drought tolerant ground cover. New, sterile variety is called Kurapia.
Rosa spp. 'Carpet Rose'	Flowering Carpet Rose	L	To 2' high
Teucrium cossonii	Fruity Germander	L	Low, non-invasive flowering. Does not take foot traffic.
Thymus pseudolanuginosus	Woolly Thyme	M	To 3" high. Takes light foot traffic.
Thymus serpyllum	Creeping Thyme	M	To 3" high. Takes light foot traffic.

Table 4-4: Groundcovers for Medians, Parkways and Planting Strips

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5 - PUBLIC INFRASTRUCTURE AND SERVICES CHAPTER

The adequacy and timing of public infrastructure and the provision of public services are crucial to the success of future development in the NPSP Area. The following chapter presents the planned infrastructure systems in the Plan Area including potable water, non-potable water, sanitary sewer, storm drainage and utilities. Also included are City plans for public services including fire protection, police protection and solid waste disposal. Planned roadway system improvements are described above in the Transportation Planning Chapter (Chapter 4). The methodology for allocating the costs of funding the shared public infrastructure and service facilities will be on a "fair-share" basis, as outlined in the Financing and Implementation Chapter (Chapter 6).

The shared public infrastructure needed to serve the NPSP Area is identified in Table 5-1, illustrated on Figures 5-1 through 5-4, and described below.

5.1 PUBLIC INFRASTRUCTURE AND SERVICES OBJECTIVES

- Efficiently utilize the City's potable and non-potable water supply systems to minimize the overall consumption of water within the Plan Area.
- Promote water conservation through: (1) conservation design and practices; (2) use of non-potable water for landscape irrigation of future non-single-family residential development; and (3) use of non-potable water for industrial/commercial needs, such as cooling water.
- Efficiently utilize sewage treatment and disposal facilities.
- Effectively utilize the City's storm water drainage system to protect NPSP Area inhabitants, and to prevent an increase in flooding of downstream properties during major storm events.
- Protect underground water resources from degradation caused by pollutants, and minimize the effects of storm water runoff pollution from Plan Area development.
- Ensure all infrastructure systems are designed to maximize public maintenance efficiency over the long-term, and to minimize potentially negative impacts on the existing public infrastructure.
- Ensure that public service needs created by Plan Area development for fire and police protection, solid waste disposal and other services for residents, employees and visitors are met.
- Ensure public infrastructure and services are provided in a timely manner that keep pace with the needs of the Plan Area, and protects the outlying community from potential shortages and other negative impacts.

5.2 WATER SUPPLY

The City of Ripon provides water to all users within the city-limits via its own water distribution system. Potable water is supplied by City groundwater resources. Non-potable water is provided by non-potable City wells. The Ripon Water Master Plan provides guidance for planning the City's water system to meet the present and future demands of the community.

The SSJID Water Management Plan (October 2001) identifies the Eastern San Joaquin County Groundwater Basin, which includes Ripon, as "critically over drafted in some parts." Overdraft areas primarily include the central part of the Basin near Stockton. Ripon is located in the southernmost area of the Basin and has not experienced overdraft, partially because it is situated adjacent to the Stanislaus River where substantial surface water infiltration occurs. In addition, Ripon's use of water is relatively small when compared to the much larger cities, such as Stockton where the critical overdraft areas exist. Finally, overdraft has not historically been a problem in the Ripon. This is partly because irrigation districts have provided sufficient water supplies for farming operations that have not had to rely on groundwater in the Ripon area for irrigation purposes.

The Ripon Ground Water Preservation Plan provides the framework for monitoring and planning for ground water recharge basin use within the general vicinity of the City. The Plan proactively addresses the stabilization and enhancement of groundwater levels as future development occurs.

POTABLE WATER

The City's potable water system consists of wells, elevated water storage tanks and distribution pipelines. Guidance for planning potable water system extensions to future development areas, including the NPSP Area, is provided by the City's Water Master Plan. The planned system plan for the NPSP Area is illustrated below on Figure 5-1.

Potable Groundwater Wells

Ripon's potable water is currently supplied by seven groundwater wells. These are dispersed throughout the City, including one located near the NPSP Area at the southeast corner of Fulton Avenue and River Road. These wells tap underground aquifers. The aquifers are in turn replenished primarily by rainfall, the Stanislaus River, and agricultural irrigation water.

Ripon's well capacity currently exceeds the average daily demand. In the future, the City will construct additional wells, as necessary, to meet increased water demands created by new development. The City is also exploring the feasibility of connecting to the SSJID surface water project to receive supplemental potable water.

Potable Water Storage Tanks

Water storage tanks are used to help meet peak water needs and fire protection water pressure. Storage for the NPSP Area is currently provided by the 2.5 million gallon elevated water tank located at Mistlin Sports Park and the 1.5 million gallon elevated water tank located at Jack Tone Road and Garrison Way. This facility is sized to accommodate build-out of the Plan Area, as well as other nearby development areas of the City. No additional water storage capacity will be required for future development within the Plan Area.

Potable Water Distribution System

The potable water distribution system for the NPSP Area consists of a series of 12- to 24-inch diameter City mains. Most of these are already constructed within existing Plan Area street rights of way. Future 20-inch main expansions will be needed in Jack Tone Road, and 12-inch mains will be needed in the SR-99 frontage road (or frontage road replacement street), and within the future extension of Santos Avenue and potentially Hoff Drive.

All future water mains are to be located within the street rights of way for the areas they serve. Water lines are to be installed as the roadways are constructed whether or not they are needed to support a particular phase of development.

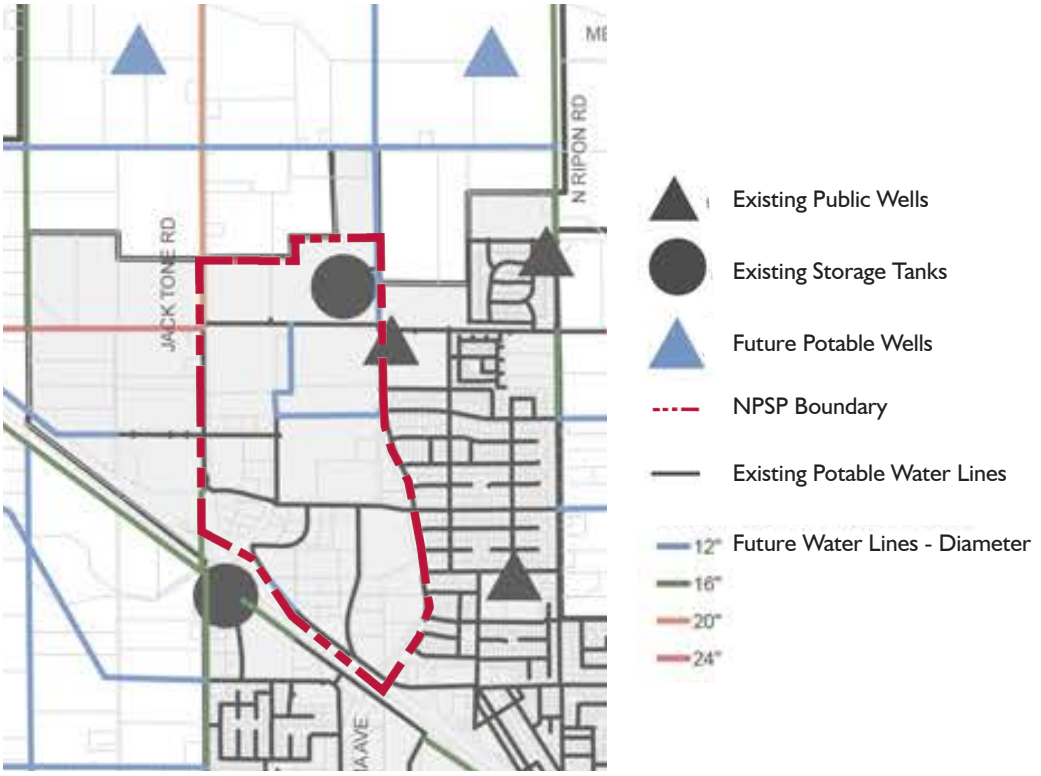

Figure 5-1: Potable Water System

NON-POTABLE WATER

The City's non-potable water sources consist of three ground water wells. The purpose of the non-potable water system is to supplement and help conserve the City's potable groundwater supply. The City distributes non-potable water in a pipeline system (Figure 5-2) that is entirely separate from the City's potable water.

Water used in the non-potable system is not required to meet potable water standards. This water consists of ground water that is not suitable for domestic use (and other potential future sources). Non-potable water is used for landscape irrigation, as well as for industrial/commercial needs, such as cooling water.

Non-Potable Water Sources

Ripon has three non-potable wells. The water quality of these wells in not suitable for potable use, but can be used for irrigation and other applicable uses.

The SSJID provides water for agricultural irrigation in the Ripon area. In 1999, the City entered into an agreement with SSJID to acquire surface water that can be used for groundwater recharge and municipal and industrial use. SSJID has an extensive distribution system in and around Ripon allowing for the delivery of water to locations favorable to groundwater recharge. In the future, the City will distribute this water between groundwater recharge and the City's non-potable water system.

Non-Potable Water Distribution

The non-potable water distribution system for the NPSP Area consists of a series of 12-inch diameter City mains. Most of these are already constructed within existing street rights of way, including Hoff Drive and Goodwin Drive, portions of Fulton Avenue, the SR-99 frontage road, Colony Road, Santos Avenue and River Road. Future 12-inch main extensions are also planned for portions of the SR-99 frontage road (or replacement road) and River Road.

All future non-potable water mains are to be located within the street rights of way for the areas they serve. Mains are to be installed as the roadways are constructed whether or not they are needed to support a particular phase of development.

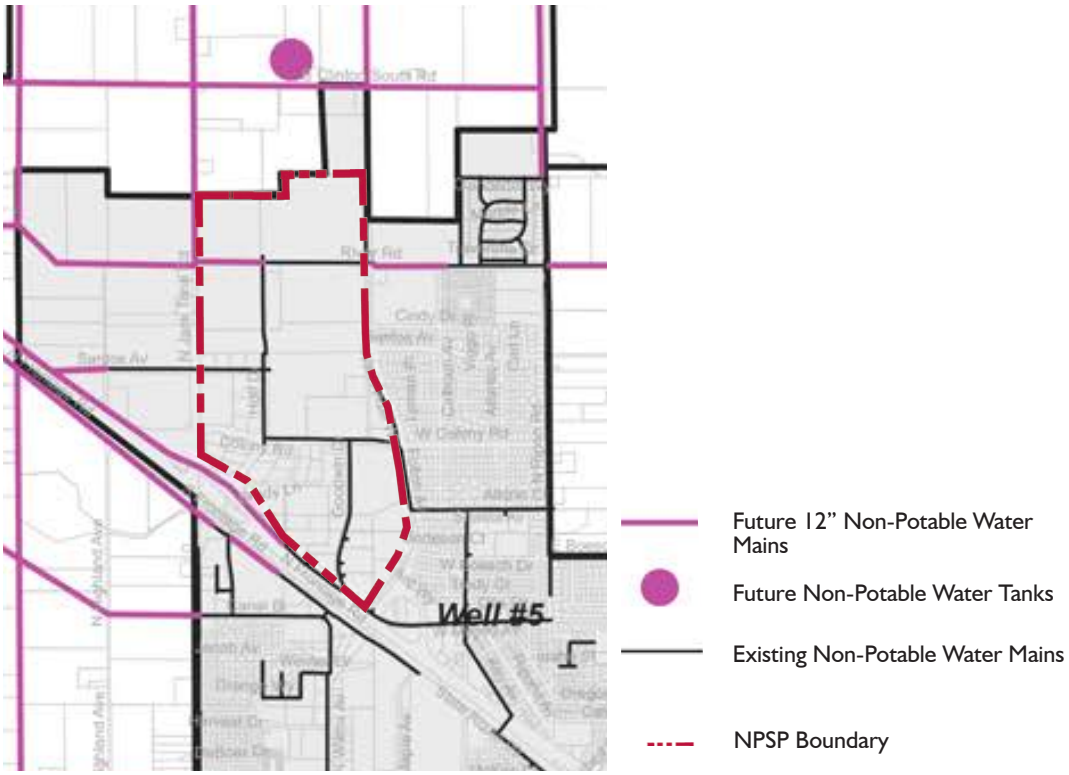

Figure 5-2: Non-Potable Water System

5.3 SANITARY SEWER

Ripon provides domestic sewage disposal for all development in Ripon. The City's sewage disposal methods include a combination of ponding, aeration, and land disposal.

The City is currently conducting a study for expanding its sewage treatment plant in order to increase capacity to serve future city-wide development, including the NPSP Area. This study is scheduled to be completed in 2015.

The NPSP sewage disposal plan is consistent with the Ripon Sewer Master Plan. It consists of a series of lift stations, force mains and gravity transmission pipelines of various diameters, as illustrated in Figure 5-3.

Pump Stations

Ripon currently operates seven sanitary sewer pump stations situated around the City. One of the stations is located within the NPSP Area near the Jack Tone Road/SR-99 Interchange. Two additional City pump stations are planned, but none within the Specific Plan Area.

Sewer Lines

The major sewer line system for the NPSP Area consists of a series of existing and planned City mains. Most are already constructed within existing street rights of way, including Jack Tone Road, Hoff Drive, Goodwin Drive, Fulton Avenue, Colony Road and Santos Avenue. Future 12- and 10-inch main extensions are planned for portions of Jack Tone Road and River Road.

All future sewer lines are to be located within the street rights of way for the areas they serve. Sewer lines are to be installed as the roadways are constructed whether or not they are needed to support a particular phase of development.

Figure 5-3: Sanitary Sewer System

5.4 STORM DRAINAGE

Ripon operates its own storm drainage system. The system consists of four primary components: (1) limited flow to the industrial sewage lines in the industrial area of the City southwest of SR-99; (2) the South San Joaquin Irrigation District (SSJID) lines and canals; (3) facilities that gravity drain runoff directly to the Stanislaus River; and (4) facilities that drain to storm water detention ponds, one located at Mistlin Sports Park, where it can then be pumped into gravity drainage lines that flow to the Stanislaus River. This municipal drainage system is coordinated by the City through its Storm Drainage Master Plan.

Runoff from the NPSP Area and other nearby commercial lands north of SR-99 is collected and conveyed to the storm water detention basin at Mistlin Sports Park. This 60-acre facility is intended to serve approximately 1,000 acres of future development in the general vicinity, including the entire NPSP Area.

An SSJID underground irrigation lateral presently extends along the west side of Fulton Avenue within the NPSP Area, flowing in a southerly direction. It then transitions into an above ground concrete canal several hundred yards south of Colony Road, where the City operates a storm drain pump station that utilizes the irrigation canal for overflow storm water purposes. After that, the canal continues further south through the Plan Area, under SR-99 and beyond. The section of the canal located within the NPSP Area is considered by the City to be a potential future safety hazard and attractive nuisance for children in the developing Plan Area. It is therefore planned to be undergrounded as a shared facility improvement requirement of the Plan Area developers.

The NPSP Storm Drainage Plan was designed consistent with the Ripon Storm Drainage Master Plan. It consists of a series of drainage lines of varying diameters located primarily within the existing Plan Area street rights of way, as illustrated on Figure 5-4.

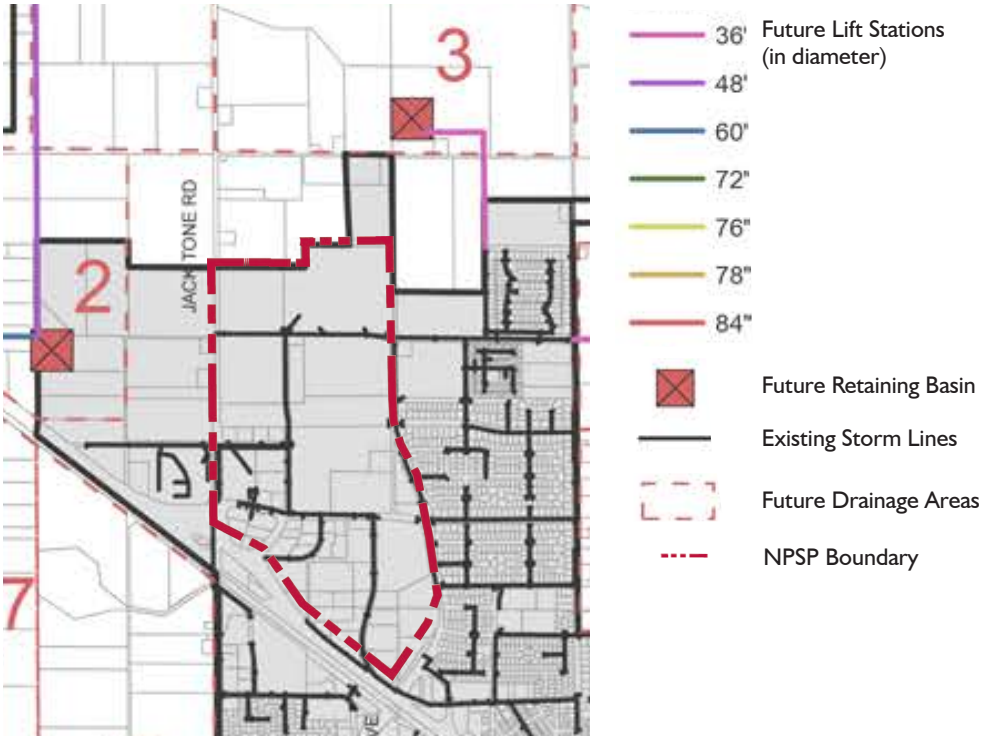

Figure 5-4: Storm Drainage System

5.5 PUBLIC UTILITIES

Public utilities generally include the distribution of electricity and natural gas, and telecommunications facilities. These are commonly known as "dry" utilities and are typically located in joint trenches within public utility easements along roadways.

Both the Pacific Gas and Electric Company (PG&E) and the Modesto Irrigation District (MID) provide electrical service to Ripon, including the NPSP Area. Natural gas is supplied by PG&E. Telephone service is provided by Verizon and cable television by Charter Communications.

Two existing overhead high voltage electrical lines currently extend through the NPSP Area. One facility, a 60KV power line, is located along the SR-99 frontage road and is owned and utilized by PG&E. The other facility, a 69KV power line, is located just west of Fulton Avenue, and is owned and utilized by MID. Due to the substantial cost of retroactively undergrounding existing high voltage lines, this NPSP does not require the existing lines to be undergrounded as a requirement of future development.

Future development within the Plan Area will need to conform to the applicable standards of the various utility servers. All new utility lines are to be installed underground.

Installation of on-site electric and gas distribution facilities will be the responsibility of each individual developer. Telephone and cable extension costs are generally shared between the service provider and the developer.

5.6 FIRE PROTECTION

The Ripon Consolidated Fire District (RCFD) is responsible for providing fire protection, basic emergency medical services, and other emergency services for the City of Ripon. The District also provides contractual services for unincorporated areas outlying the City, covering a combined total area of 55 square miles. In addition to fire protection, the District responds to medical emergencies with its "Advanced Life Support" paramedic team. It also works with the surrounding fire agencies to provide joint hazardous materials accident response services.

Ripon has three fire stations. The station nearest to the NPSP Area is Station 3, located at the intersection of River Road and North Ripon Road. It has a response time of approximately three minutes, depending on the destination in the Plan Area. Station 1 is located at 142 South Stockton Avenue, near Downtown Ripon, and Station 2 is at 18800 South Murphy Road. No future fire stations are planned within the NPSP Area at this time.

The RCFD has established an average response travel time standard of five minutes or less for emergency calls, thus maintaining an Insurance Services Office (ISO) Class 4 status within the City limits.

Existing streets in the Plan Area contain water mains with adequate capacity, pressure and fire hydrants to serve the fire protection needs of surrounding land and improvements. Future water main extensions (including hydrants) are planned for Jack Tone Road and the SR-99 frontage road (or frontage road replacement street), and within the future extension of Santos Avenue and potential extension of Hoff Drive. These will be shared Plan Area development improvements. In addition, Plan Area developers will be required to provide local fire protection facilities within their individual projects.

5.7 POLICE PROTECTION

Police services in Ripon are provided by the City's Police Department. Mutual assistance agreements between the City, San Joaquin County and other agencies throughout the County are also in place to assure aid during certain emergencies. The City's Police Station is located at 259 North Wilma Avenue. The NPSP area is situated within Patrol Beat 1.

Actual police response times vary, however the average response time is three to five minutes for all calls.

No police substations are planned within the City at this time.

5.8 SOLID WASTE

Solid waste from residential, institutional and light commercial uses in Ripon is collected by the City and delivered to the San Joaquin County Lovelace Transfer Station. It is then combined with other required waste and trucked to the Foothill Land Disposal Site. Solid waste from heavy commercial uses and industrial plants is disposed of by way of private operators.

No new solid waste facilities are planned for the NPSP Area.

5.9 PUBLIC INFRASTRUCTURE AND SERVICE REQUIREMENTS AND MITIGATIONS

The public infrastructure and service plans outlined in this chapter are intended to implement many City policies and programs for the NPSP Area. The following requirements and mitigation measures are further intended to guide the numerous implementation strategies for the anticipated development of the Plan Area.

General

- Future public potable water, non-potable water, sewer and storm drainage pipelines shall be located within the street rights of way for the areas they serve. Lines shall be installed as the streets are constructed whether or not they are needed to support a particular phase of development.
- All NPSP Area infrastructure plans and construction shall comply with all applicable City regulations and standards, including the City's master plans for transportation, bicycle routes, water, sewer and storm drainage.

Water Supply

- NPSP Area water supply needs are to be met through both the City's potable and non-potable water systems.
- Water needs for: (1) landscape irrigation water for all but single-family residential development and (2) industrial/commercial operational use such as cooling water shall be met through use of the City's non-potable water supply system.

Potable Water

- Future Plan Area development projects shall connect to the City's potable water system as illustrated on Figure 5-1, and in accordance with the City's Water Master Plan, and all other applicable City and agency standards.
- Development project water usage shall be conserved by incorporating water conservation measures into construction plans in accordance with the California Green Building Code.

Non-Potable Water

- Future Plan Area development projects shall connect to the City's non-potable water system, as applicable. Connections shall be in accordance with the planned NPSP facilities illustrated on Figure 5-2, and in accordance with the City's Water Master Plan, and all other applicable City and agency standards.

- Landscape irrigation water demands of individual development projects shall be reduced by incorporating the provisions contained in the State Conservation Landscaping Act (AB 1881).

Sanitary Sewer

- Future Plan Area development projects shall connect to the City's sanitary sewer system as illustrated in Figure 5-3, and in accordance with the City's Sewer Master Plan and all other applicable City and agency standards.
- Future Plan Area development shall minimize sewage flows by incorporating water conserving fixtures into building design and using best available control technology to minimize inflow and infiltration into the public sewer system.

Storm Water Drainage

- Future Plan Area development projects shall connect to the City's storm water drainage system as illustrated in Figure 5-4, and in accordance with the City's Storm Drainage Master Plan, and all other applicable City and agency standards.
- All storm water leaving individual development sites shall be in conformance with applicable City, regional and state clean water standards.
- The existing SSJID concrete canal located south of Colony Road along Fulton Avenue shall be undergrounded for safety purposes as a shared public facility improvement requirement of Plan Area development.

Water Quality

- Best Management Practices shall be implemented in all development projects for the control of non-point source water pollutants.
- Detention facilities that filter runoff pollutants before entering the off-site drainage system shall be incorporated into all project development plans.

Public Utilities

- Electrical, natural gas, and telecommunication systems shall be provided for new development in accordance with all applicable City and service provider standards.
- All new utility lines shall be placed underground by individual project developers at the time of project development.

Fire Protection

- New Plan Area development shall be designed and constructed in accordance with all applicable standards and regulations of the Ripon Consolidated Fire District.

Solid Waste

- Promote the reduction of solid waste in the NPSP Area through re-use, recycling, composting and other transformation of waste.
- Plan non-residential development to facilitate opportunities for solid waste recovery and centralized collection, as feasible.

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6 - FINANCING AND IMPLEMENTATION CHAPTER

The provision of the various public infrastructure and service facilities outlined in previous chapters for future NPSP Area development will require a coordinated system of financing and implementation. This chapter outlines in general terms the City's plans for ensuring that necessary infrastructure and public services are provided within the NPSP Area. The City's overall approach for apportioning the costs of these various facilities and services will be to allocate the costs on a "fair share" basis among benefiting properties.

6.1 FINANCING POLICY

The fundamental policy associated with the financing and implementation of the NPSP is that development of the NPSP should result in a net fiscal benefit, or at a minimum, be "revenue neutral" to the City, meaning that the overall costs associated with providing public services and facilities to a given project shall not exceed the anticipated revenue to be generated by the project from property taxes, sales and use taxes or other sources. New development projects within the NPSP shall demonstrate that they are at least revenue neutral as part of the land use entitlement process. This may require, at the discretion of the City, a Fiscal Impact Study for individual development projects.

6.2 FINANCING AND IMPLEMENTATION CRITERIA

- Ensure the City's long-term fiscal sustainability is enhanced by the planned development of the NPSP Area.
- Require new development within the NPSP area to fund and/or install infrastructure necessary for planned development.
- Establish mechanisms for funding infrastructure and providing reimbursement where appropriate, including the formation of one or more "Local Benefit Districts" to facilitate reimbursement of developers and landowners for improvements which benefit subsequent developers and landowners.
- Establish a Community Facilities District to impose an assessment on new development within the NPSP for expanded law enforcement and public safety services, as well as landscape maintenance.
- Consistent with City Council Resolution 08-22, the City will not utilize Community Facilities Districts for the provision of infrastructure for residential development projects.
- Implement a fair-share approach to spreading the costs of funding the construction of the shared public facilities.
- In order to ensure that public improvements take place in an orderly and timely manner, the City Council shall take all actions necessary to adopt the North Pointe Sub-Regional Impact Fee (the "Sub-Regional Fee") and shall require all development projects to be subject to the Sub-Regional Fee. No development application shall be deemed or determined complete until after the effective date of the Sub-Regional Fee.

6.3 INFRASTRUCTURE CATEGORIES

Some of the NPSP Area infrastructure has already been constructed. However, significant additional facilities will also be needed prior to build-out of the Plan Area. These generally involve infrastructure extensions needed to serve new development, including roadways, water and sewer lines, and other on- and off-site facilities. Most of these facilities are delineated in the City's master infrastructure plans ("Master Plan Infrastructure"), and funding is provided within the Public Facilities Financing Plan and corresponding impact fees previously adopted by the City Council. In addition to Master Planned Infrastructure, a series of shared benefit infrastructure and amenities ("Specific Plan Infrastructure") is planned for the NPSP Area. Specific Plan Infrastructure will require its own, separate financing mechanism(s), as discussed below.

Along with the Master Plan Infrastructure and Specific Plan Infrastructure, developers will need to construct various in-tract facilities to serve their own individual projects. The costs of these improvements are to be borne by the individual developers. The costs of these facilities are independent from and not included in the shared public facility costs.

6.4 SUMMARY OF MASTER PLAN INFRASTRUCTURE AND SPECIFIC PLAN INFRASTRUCTURE

Master Plan Infrastructure

As discussed above, the majority of the land within the NPSP Area is undeveloped. In anticipation of development, the City's existing Master Plans set forth certain "backbone infrastructure" which is necessary for development to occur. This category includes infrastructure improvements called for by the City's infrastructure master plans for facilities located both inside and outside of the NPSP Area. Most notably, included are the future construction of the SR-99/River Road Interchange, and widening of the SR99/Fulton Avenue Interchange Bridge. Such improvements are to be primarily funded through the City's Public Facility Financing Plan and accompanying impact fee program.

Table 6-1 outlines the "Master Plan Infrastructure" which must be installed prior to any development, or when certain identified "trigger points," as listed in Table 6-2, are achieved. Accordingly, Plan Area developers may be obligated to construct the necessary improvements needed to serve their properties concurrently with their development projects. In some situations, this may require up front financing of capital improvements by individual developers with infrastructure improvement needs that exceed the fair-share cost for their projects. Developers who advance funds for this purpose will be eligible for reimbursement from subsequent benefiting developers pursuant to the City's newly adopted Local Benefit District ordinance and/or through PFFP fee credits, as determined by the City.

Specific Plan Infrastructure

This category of infrastructure also includes Plan Area infrastructure improvements that are not currently included in the master plans, but are called for by the NPSP. The planned extension of Arc Way into the southeastern portion of the Plan Area, for example, is an additional backbone infrastructure component that will be a substantial benefit to the Plan Area property owners, but not necessarily to the greater community. This category also includes on-site public amenity improvements that are not required by the City's infrastructure master plans, but are called for by the NPSP. They are intended primarily for the aesthetic and recreational benefit of the Plan Area properties, and include such improvements as the Village Green, intersection enhancements, and the Central Paseo open space corridor.

The Specific Plan Infrastructure is also described in Table 6-1, while Table 6-2 also includes the timing and/or trigger point for each infrastructure component. Specific Plan Infrastructure will be funded through a "sub-regional" fee program known as the North Pointe Sub-Regional Impact Fee. In some cases, Plan Area developers may be required to construct Specific Plan Infrastructure needed to serve their properties concurrently with their development projects, in lieu of paying development impact fees. This may require up front financing of capital improvements by individual developers with infrastructure improvement needs that exceed the fair-share cost for their projects. Developers who advance funds for this purpose will be eligible for reimbursement from subsequent benefiting developers pursuant to the City's newly adopted Local Benefit District ordinance and/or through PFFP fee credits, as determined by the City.

SHARED INFRASTRUCTURE IMPROVEMENTS

	Improvements	Master Planned Infrastructure covered by the PFFP Fee*	NPSP Infrastructure covered by the NPSP Fee**
1	Widening of Jack Tone Road between Santos Avenue and the northern boundary of the plan area	X	
2	Landscaped median on Jack Tone Road between Santos Avenue and the northern boundary of the plan area	X	
3	Special intersection enhancements at Jack Tone Road and Colony Road intersection		X
4	Special intersection enhancements at Jack Tone Road and Santos Avenue		X
5	Special intersection enhancements at Jack Tone Road and River Road intersection		X
6	Traffic signal at Jack Tone Road and River Road	X	
7	Gateway to agriculture at northern boundary of Plan Area on Jack Tone Road		X
8	Special intersection enhancements at Colony Road and Hoff Drive intersection		X
9	Special intersection enhancements at Santos Avenue and Hoff Drive intersection		X
10	Traffic signal at Colony Road and Hoff Drive	X	
11	Traffic signal at Santos Avenue and Hoff Drive	X	
12	Potential extension of Hoff Drive from Santos Avenue to River Road	X	
13	Potential special intersection enhancements at Hoff Drive and River Road		X
14	Potential landscaped median on Hoff Drive between Santos Avenue and River Road	X	
15	Central Paseo from Colony Road to River Road		X
16	Widening of River Road between Fulton Avenue and Jack Tone Road	X	
17	Landscaped median on River Road between Fulton Avenue and Jack Tone Road	X	
18	Traffic signal at Fulton Avenue and River Road	X	
19	Special pedestrian crossing at River Road for the Central Paseo		X
20	Widening of Fulton Avenue from River Road to Santos Avenue	X	
21	Landscaped median on Fulton Avenue between River Road and Santos Avenue	X	
22	Special intersection enhancements at Fulton Avenue and River Road		X
23	Widening of Fulton Avenue from Colony Road to Boesch Drive	X	
24	Landscaped median on Fulton Avenue between Colony Road and Boesch Drive	X	
25	Extension of Santos Avenue from Fulton Avenue to Hoff Drive	X	
26	Landscaped median on Santos Avenue between Fulton Avenue and Hoff Drive	X	

Table 6-1: Shared Infrastructure Improvements

	Improvements	Master Planned Infrastructure covered by the PFFP Fee*	NPSP Infrastructure covered by the NPSP Fee**
27	Special pedestrian crossing at Santos Avenue for the Central Paseo		X
28	Installation of Triangle Park adjacent to the Central Paseo along Santos Avenue		X
29	Installation of the Village Green Park adjacent to the Central Paseo along Colony Road		X
30	Special pedestrian crossing at Colony Road for the Central Paseo		X
31	Landscaped median along Goodwin Drive		X
32	Extension of Arc Way from Fulton Avenue to Goodwin Drive including the roundabouts and associated traffic analysis		X
33	Lighted crosswalks at all roundabouts		X
34	Undergrounding of canal along Fulton Avenue		X
35	Widening of the Fulton Avenue over-crossing with associated sidewalk on both sides as well as pedestrian/bike access to Garrison Way	X	
36	Bus stops/turnouts with shelters		X
37	Installation of 20" water line on Jack Tone Road from River Road north to the northern boundary of the plan area	X	
38	Installation of 12" water line in Santos Avenue between Fulton Avenue and Hoff Drive	X	
39	Installation of 12" water line in Hoff Drive between Santos Avenue and River Road	X	
40	Installation of 12" water line in a portion of Frontage Road	X	
41	Installation of 12" non-potable water line in River Road between Hoff Drive and Jack Tone Road	X	
42	Installation of 12" non-potable water line in Jack Tone Road from River Road north to northern boundary of plan area	X	
43	Installation of 12" non-potable water line in portions of Frontage Road	X	
44	Installation of 12" sewer line in Jack Tone Road between Santos Avenue and River Road	X	
45	Installation of 10'' sewer line in River Road between Jack Tone Road and Hoff Drive	X	
46	Payment of NPSP Planning Document Preparation Fee		X
47	Modifications/construction/removal of Dexter Way		X
48	Widening of Goodwin Drive	X	
49	Community gateway entry		X

* Public Facilities Financing Plan Fee

** North Pointe Sub-Regional Fee

Table 6-1 (cont.): Shared Infrastructure Improvements

TIMING OF INFRASTRUCTURE IMPROVEMENTS

Parcel Number (see Figure 2-1)	Expected or Potential Improvements from Table 6-1 when the parcel develops
1	1,2,5,6,37 and 42
5	1,2,5,6,12,13,14,16,17,39,41,44 and 45
6	12,13,14 and 39
7	15,16,17,18,19,20,21,22 and 33
8	1,2,12,14 and 44
9	15,20,21,25,26,27,33 and 38
10	1,2 and 44
14	8,9,10,11,15,25,26,27,28,29 and 30
15	15,25,26,27,28,33 and 38
16	23,24,31,33 and 36
25	8,9,10,11,15,27,28,29 and 30
26	33
27	8,9,10,11,15,27,28,29 and 30
28	8,9,10,11,15,27,28,29 and 30
49	32 and 43
50	32 and 43
51	32,40 and 43
52	32,40 and 43
53	32,40 and 43
54	31, 32 and 47
56	31 and 32
57	32
58	31 and 32
59	23 and 24
61	23,24 and 34
62	31,32,33,34 and 48
63	31,32,33,34 and 48
64	32, 33 and 34

Table 6-2: Timing of Infrastructure Improvements

6.5 INFRASTRUCTURE FINANCING MECHANISMS

Master Plan Infrastructure

The primary funding mechanism for Master Plan Infrastructure is the City's development impact fee ordinance ("PFFP Fees"). Revenue generated from PFFP Fees will be used to provide for the systematic and timely construction of Master Plan Infrastructure. In some situations, the need for infrastructure may require up front financing of capital improvements by individual developers with infrastructure improvement needs that exceed the fair-share cost for their projects. Developers who advance funds for this purpose will be eligible for reimbursement from subsequent benefiting developers pursuant to the City's newly adopted Local Benefit District ordinance and/or through PFFP fee credits, as determined by the City.

Specific Plan Infrastructure

The primary funding mechanism for Specific Plan Infrastructure will be the North Pointe Sub-Regional Impact Fee. This fee is a supplemental development impact fee, adopted under the Mitigation Fee Act (Government Code 66000, et seq) for the purpose of generating revenue to provide the Specific Plan Infrastructure defined in Figure 2-5 and specifically delineated in Table 6-1. As with the PFFP fee program, it is anticipated that the need for Specific Plan Infrastructure may require up front financing of capital improvements by developers, with a combination of Sub-Regional fee credits and/or reimbursement under a Local Benefit District. In implementing the Plan, the City will prioritize the timing of installation of Specific Plan Infrastructure to ensure that necessary infrastructure is installed. Such prioritization may delay the installation of some aesthetic or recreational amenities which have been characterized as Specific Plan Infrastructure.

Local Benefit Districts

The City has adopted an ordinance providing for the creation of "local benefit districts" to provide a mechanism for developers to receive reimbursement and/or development impact fee credits for the installation of infrastructure and public facilities which benefit subsequent developers within a specified area of the City. Under the enabling ordinance, the City Engineer will determine the boundaries of the District, the eligible improvements for which reimbursement is appropriate, the proportional benefit to properties within the District, and the rate, timing and priority of reimbursement due to the original developer. Given the large number of individual owners and parcels within the Specific Plan, and the potential difficulties associated with coordinating development projects, the City envisions the creation of one or more LBD's within the Plan Area to facilitate timely installation of infrastructure and equitable allocation of costs.

6.6 INFRASTRUCTURE AND SERVICES TIMING

The NPSP calls for the development of a substantial amount of commercial, residential and recreational development over many years. This will impact the existing public infrastructure and the provision of services beyond the Plan Area. For example, vehicular access to and over SR-99 will be impacted by the additional traffic generated by Plan Area development. The City's development impact fee ordinance is ultimately intended to mitigate city-wide development impacts for these as well as other public facilities. Depending upon the rate at which Plan Area development occurs over time however, development could at some point out-pace the construction of off-site infrastructure and services needed to support the overall community.

The City will actively monitor the rate of development, and may act to delay or limit the rate of development within the Plan Area if necessary infrastructure and/or services cannot be provided in a timely manner. In the alternative, the City and individual developers may enter into Development Agreements in order to contractually agree upon terms and conditions under which developers would advance the cost of providing necessary infrastructure in return for credits against other impact fees, or through the formation of one or more Local Benefit Districts.

6.7 PLANNING DOCUMENT PREPARATION FEE

Each project developer within the NPSP Area will be subject to payment of a NPSP document preparation fee. The purpose of the fee is to help defray the City's costs for preparing the Specific Plan and the EIR, including but not limited to professional planning, environmental and legal fees. The preparation of these documents by the City will ultimately result in savings to developers by reducing the costs of land planning and environmental analysis for their own individual projects.

Fee payments are to be based on the relative benefit derived from the Specific Plan and EIR documents by each individual developer. The fee shall be determined by the number of acres developed per project versus the total 227-acres of undeveloped Plan Area.

This fee is to be paid prior to final subdivision map recordation for each project, or, in cases where no subdivision map is needed, at the time of issuance of building permits. It is to be collected for a period not to exceed 25 years following City Council adoption of the NPSP. Unless extended by the City Council, any property owner who has not recorded a final subdivision map within this 25-year period will not be obligated to pay this fee.

7 - ENVIRONMENTAL PROTECTION

The North Pointe Specific Plan and its companion North Pointe Specific Plan EIR were prepared concurrently and in coordination with one another. This provided the opportunity for the technical environmental experts to recommend measures for mitigating potentially significant Plan-related environmental impacts. These measures were then incorporated directly into the Specific Plan. The result of this is commonly known as a "mitigated plan." This approach allowed for a more interactive exchange of information and ideas between the City staff/consultants who prepared the Plan and the environmental team who evaluated the environmental consequences of the Plan.

Along with the mitigation measures that were incorporated directly into the actual Specific Plan document, additional more detailed mitigation measures also apply. These measures are required by CEQA in order to ensure that potentially significant environmental effects are reduced to a less than significant level. They have the added benefit of helping to ensure that NPSP Area development is sensitive to the environmental setting in which it is located. Various federal, state, regional and local agencies are responsible for regulating a range of development related activities relating to the Plan Area. Examples of these include regional vehicular traffic, biology, air quality, hazardous materials, etc. Where applicable, regulatory agency requirements are identified primarily in the Mitigation Monitoring and Reporting Plan (MMRP) of the EIR. Each of the mitigation measures listed in the MMRP are considered to be requirements for implementing the NPSP, and are hereby incorporated by reference into the Plan as such.

ENVIRONMENTAL PROTECTION OBJECTIVES

- Ensure that vehicular traffic generated by Plan Area development does not exceed the capacity of the local and regional roadway systems to accommodate it.
- Minimize the impacts of truck traffic on Plan Area development and circulation in terms of traffic congestion, safety and noise.
- Minimize the impacts of noise on Plan Area development created by vehicular traffic on SR-99 and other high traffic volume roadways.
- Ensure that existing sites containing hazardous waste materials are properly remediated prior to redevelopment with a new use.
- Avoid or reduce human health risks associated with exposure to any environmental contamination or air pollution emissions.
- Minimize air quality effects of development by ensuring that projects obtain necessary permits from the San Joaquin Valley Air Pollution Control District.
- Plan for the environmental sustainability of NPSP Area development through the use of techniques that minimize energy usage, facilitate the emission of fewer air pollutants, and protect and conserve natural resources.
- Protect special status plant and wildlife species by participation in the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP), or by providing equivalent mitigation.

- Protect existing oak trees, wherever possible.
- Protect any potentially significant archaeological and/or historical resources that may be found during future development within the Plan Area.
- Minimize the negative impacts of Plan Area construction activities on residents, employees and visitors within and surrounding the Plan Area.
- Protect surface and groundwater quality by ensuring development project conformance with City storm water permit requirements.

8 - GLOSSARY OF TERMS

Active Pedestrian Frontage

This refers to the area situated between the travel-lanes/parking spaces of a roadway and adjacent commercial buildings. It generally includes generous area for shoppers to gather and travel between shops, street furniture, restaurant tables and chairs, patio areas, landscaping, decorative lighting, awnings, informational signage, etc.

Boulevard

A wide, multi-lane arterial street with generous landscaping along both sides, a landscaped median in the center, parking lanes, and pedestrian and bicycle facilities designed for high level usage.

Central Paseo

A landscaped open space corridor that extends through the NPSP Area providing for pedestrian and bicycle movement and containing a variety of small informal recreational facilities as may be beneficial to the developments it serves.

Community Gateway

A primary roadway entry into a significant development area. These are generally characterized as having special landscaping, monumentation, and signage that provide an attractive and welcoming entrance to the area.

Core

A central gathering place for residents and employees to shop, eat, relax, and play within an urban setting. These areas might include restaurants, retail shops, personal services, public art, and open green and paved spaces on the ground level. Above ground floor uses might include offices, housing and studios.

Environmental Impact Report

The public document used by governmental agencies in California to analyze the potentially significant negative environmental impacts of a proposed project, identify alternatives, and disclose possible ways to avoid, mitigate or reduce potential environmental impacts.

Development Impact Fees

A governmental financing mechanism used to exact fees from land developers in conjunction with the approval of development projects. Impact fees are levied for the purpose of defraying some of the costs of providing off-site public facilities that benefit both the development and the greater community. Fees are used to cover the cost of improvements called for in the jurisdiction's infrastructure master plans, and elsewhere.

General Plan
The official city or county document used by local decision makers and citizens to guide the long-range development and conservation of resources in the jurisdiction.

Hazardous Waste
A substance that contains properties such as toxicity, ignitability, corrosivity, or reactivity. Substances are identified as being hazardous if they appear on a list of hazardous materials prepared by a federal, state or local regulatory agency, or if they have characteristics defined as hazardous by such agencies. Hazardous waste is a substance that remains a hazardous material after use or processing.

Housing Element
A chapter of a jurisdiction's general plan that provides a comprehensive statement of the community's existing and future housing needs, and its proposed actions to facilitate the provision of housing to meet the needs of all income levels. Policies contained in the housing element are an expression of the statewide housing goal of "attaining decent housing and a suitable living environment for every California family," as well as a reflection of the unique needs of the community.

Land Use Buffer
A landscaped open space strip of land used to separate and screen properties with potentially conflicting land use activities or densities from one another.

Level of Service (LOS)
This refers to a method of evaluating and grading the operational characteristics of a roadway. It does this by comparing the traffic volume carried by a road with the capacity of the road. The ratio of volume to capacity (volume/capacity) is an indicator of traffic conditions, speeds, and driver maneuverability.

Neighborhood Park
Generally a two- to five-acre public recreation/open space area serving surrounding neighborhoods. Park uses typically include informal play fields, play areas for children, and picnic facilities.

Planned Unit Development (PUD)
A planning and zoning methodology applied for the grouping of varied land uses within one contained development. PUDs are appropriate for hard to develop sites, and in cases where design flexibility results in a superior project than can be developed under standard zoning.

Special Status Species
Plant or animals that have been given special recognition by federal or state resource agencies, or by private conservation organizations and interest groups. In general, the main reason that a species or sub-species is given recognition is due to the documented or expected decline of its population size or geographical range that results from habitat loss.

Special Intersection

A major street intersection located at an important area of a development project, such as gateway, crossing of major roadways, neighborhood entry, or important pedestrian crossing area.

Specific Plan

A legal planning document authorized by state law to provide a" bridge" between the goals and policies of the general plan and development proposals for a defined area. Specific plans incorporate diagrams, objectives, standards and guidelines for land use, public infrastructure and services, financing and implementation.

Village Green

A park-like gathering place containing areas that may include open green space, gardens, memorials, cultural and outdoor entertainment facilities, picnic and other eating areas, and play areas for children.

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9 - PHOTO APPENDIX

GATEWAY / SPECIAL INTERSECTION EXAMPLES

Gateway with focal element

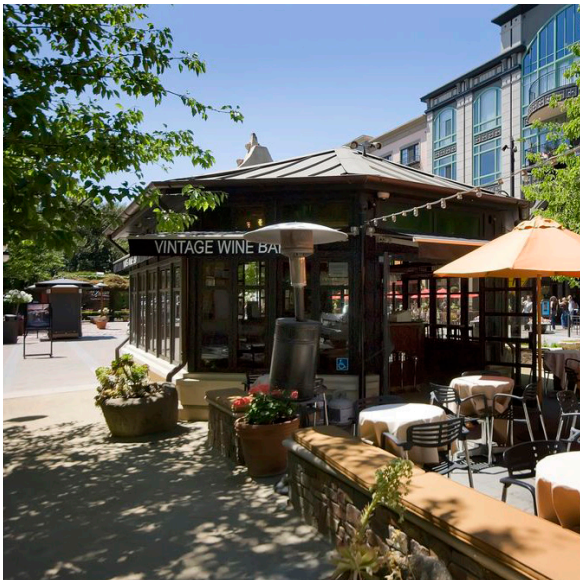
Entry portal and bulb-out

CORE COMMERCIAL EXAMPLES

Emphasize urban activities

Create pedestrian entries

Flexible areas for public uses



Outdoor amenities

CORE COMMERCIAL EXAMPLES

Expanded use areas

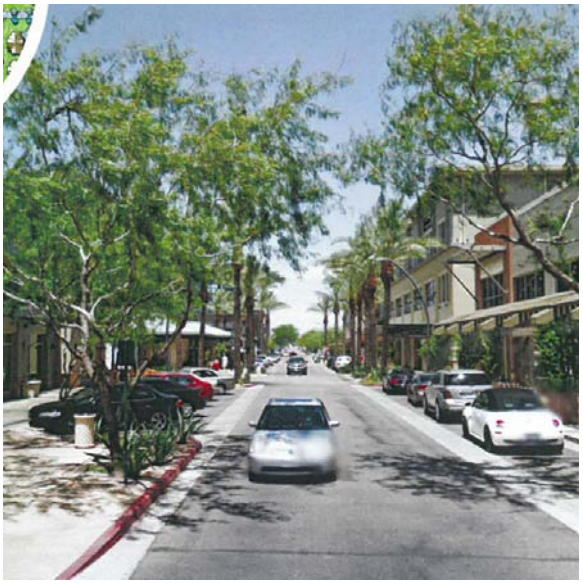
Outdoor rooms

Green relief

NEIGHBORHOOD COMMERCIAL EXAMPLES

Pedestrian safety

Vibrant commercial district



Active street frontage

Retail paseo

NEIGHBORHOOD COMMERCIAL EXAMPLES

Active retail corner

Visual interest

Small plazas

Active spaces

COMMERCIAL / TECH / OFFICE EXAMPLES

Central green area

Frontage planting

Consistent architectural themes

MIXED-USE COMMERCIAL EXAMPLES

Minimize use of turf

Orient toward public spaces

Entries and pedestrian zones

HIGHWAY SERVICE EXAMPLE

Easy access

Hotel uses

Architectural consistency

RECREATION / ENTERTAINMENT COMMERCIAL EXAMPLES

Entertainment area

Outdoor recreation

Outdoor recreation

OFFICE EXAMPLES

Locate parking behind buildings

Traditional architecture

Hip and gable roof forms

RESIDENTIAL EXAMPLES: 5-8 DU/AC

Emphasize entries

Usable front porch

Garage set back to rear of lot

Minimize garage presence

RESIDENTIAL EXAMPLES: 8-11 DU/AC

Common parking

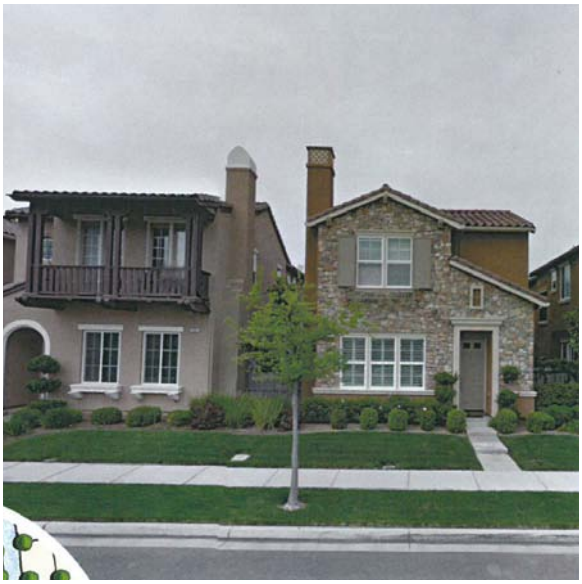
Shared drive

Centralized open space

Buildings facing open space

RESIDENTIAL EXAMPLES: 8-11 DU/AC

Varied building models



Alleys eliminate front yard parking

Alley parking in rear

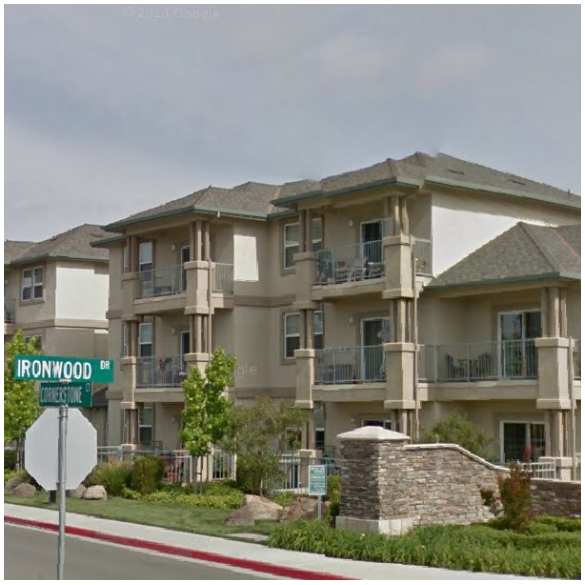
Limit use of turf

RESIDENTIAL EXAMPLES: 28 DU/AC

Common parking

Paseo connection

Centralized open space



Articulate building facades

VILLAGE GREEN EXAMPLES

Subareas for different users

Urban plaza

Active space

NEIGHBORHOOD PARK EXAMPLES

Park with shade trellis

Spaces for multiple user groups

Seating and passive spaces

Play structures for children

CENTRAL PASEO EXAMPLES

Multi-use path with special crossings

Low planting to maintain visibility

Paseo at residential area

Paseo at commercial area

MISCELLANEOUS

Parking lot paseo

Focal elements

Safe crossings

Bulb-out and special paving