

6 City Design

One of the main reasons a community commits an exceptional amount of time, energy and dollars to planning is to create a more beautiful and desirable place to live. Turlock residents hold their city to high standards of design aesthetics in both existing and new development.

While a City can establish specific building standards to enhance its attractiveness, the “visual quality” and the physical well-being of a community is made up of much more than the specific design of individual buildings. It requires the City to examine its geographical setting, recognizing those things that contribute to its visual interest, and develop strategies to encourage their preservation and enhancement. It also includes a serious commitment by the City for public and private improvements that will enhance the image of Turlock in the eyes of both residents and visitors.

The City Design Element addresses the design, use and management of the physical elements that shape Turlock. It seeks to promote visual quality and a fit between residents’ needs and city form. While the focus is on issues of citywide concern, critical issues at a more local or area-specific scale are also examined.

6.1 OVERALL CITY FORM AND EDGE CONDITIONS

OVERALL FORM

Turlock’s form is compact. The City has steadily grown outward since its inception, but the edges of growth have not reached neighboring communities, and will not do so under General Plan policies. Growth has taken place in all parts of the City, though the thrust of recent expansion in recent decades has been to the north and northeast. The Plan seeks to maintain Turlock, Keyes, and Denair as free-standing communities, surrounded by farms and orchards, over the next 20 years.

Historically, the establishment of affluent neighborhoods on the town’s northeast side and demarcation of a major portion of the southwest for industrial use was influenced by the southward flow of prevailing winds. Though differences between the north and the south parts of the City



Turlock’s compact urban form has maintained a firm northern boundary at Taylor Road and preserved agricultural land between the city and other nearby communities.

have persisted, conscious efforts have been made to avoid a division. For example, sustained community efforts in the early 1960s led to the present alignment of Highway 99 where it skirts the City to the south, unlike in some other parts of the Valley where the Highway traverses through many communities. Nonetheless, the Union Pacific Railroad, with its infrequent street crossings, and the adjacent Golden State Boulevard continue to represent a barrier to closer integration of the north and southwest parts of the City.

CHARACTER AND MIX OF USES

Turlock's historic areas are characterized by a diverse mix of uses within short distances. Smaller shops, restaurants, offices, single-family residences, apartments, automobile dealers, repair shops and civic offices can all be found within a one-quarter mile walking distance of the City's center. Small blocks limit development to a fine-grain, and a continuous street network with frequent intersections keeps visual interest at a high level.

In contrast to this, a diversity of uses and housing types is the exception in most newer parts of the City. Growth has led to increased distances between Downtown and new residential areas, creating a need for convenience shopping and services closer to new residences. Strip-retail along arterials emanating from Downtown (principally Golden State Boulevard and Geer Road and Lander Avenue, but also West Main Street Street and East Avenue) and new freeway-oriented regional commercial centers (Countryside Plaza at Freeway 99 and Fulkerth Road, and Monte Vista Crossing at Freeway 99 and Monte Vista Avenue) somewhat fulfill this role. However, the large distances between these retail areas and some recent residential developments points to the need for alternative growth patterns. Particularly in the north, commercial development is concentrated along Geer Road. The predominance of "strip"-oriented retail and commercial uses means that some residents must drive as far as two miles for everyday necessities.

URBAN-AGRICULTURAL EDGE

Turlock's existing well-defined urban edge reinforces its image as a town close to the country, a value cherished by many residents. But the proximity of agricultural operations to urban uses also creates conflicts affecting both farmers and urban residents.

The impacts of urban encroachment on farm production include increased farmland theft and vandalism, farmers' liability for personal injury, spread of crop pests, restrictions on use of

pesticides, and noise, odor and burning restrictions. Although Stanislaus County has had a right-to-farm ordinance since 1981, which was replaced by a new right-to-farm ordinance in 1992, State and local restrictions and complaints by urban residents often compel modification of farming practices. Increased costs and conflicts at the urban edge can make conversion of agricultural land to urban uses not just an attractive proposition, but a necessity.

As with many cities surrounded by agriculture, some of these conflicts already exist in Turlock. With growth, some of the established edges between agriculture and urban areas are likely to change, increasing the number of new households in close proximity to farming activities, though the Plan calls for maintaining a defined urban-agricultural edge.

Conflicts relating to farming at the urban-agriculture interface can be minimized by using organic farming practices, or switching to crops that produce fewer conflicts, maintaining on-farm buffer zones or by designing suitable edge conditions that transition well from urban to rural development patterns. Also, a city form that minimizes the perimeter is likely to result in fewer conflicts, while an enlarged perimeter would likely bring more residents into direct contact with agricultural operations.

In 1992, Stanislaus County adopted an Agricultural Element for the General Plan that calls for buffers between agricultural and non-agricultural uses, with a standard minimum width of 150 feet. The width may extend to 300 feet or more when the adjacent use requires significant drainage or involves “people-intensive outdoor activities,” such as playing fields. According to the County, buffers must incorporate a solid wall as well as a vegetative screen. Permitted uses within the buffer area include public roadways, utilities, drainage areas, landscaping, parking lots, and walking and biking trails without rest areas (to discourage higher intensity use of the space).

POLICIES

Guiding Policies

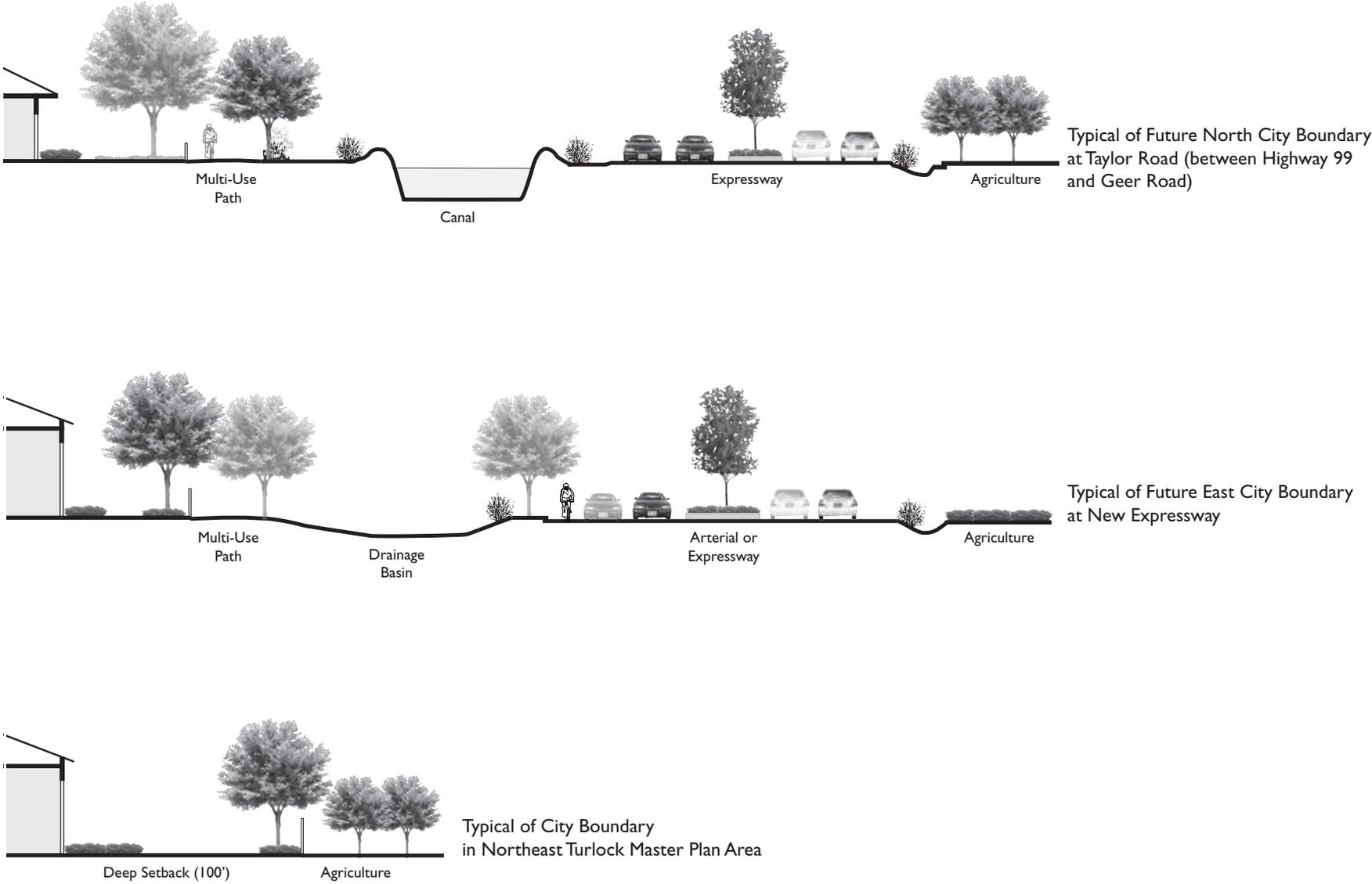
- 6.1-a Maintain free-standing communities.** Continue to maintain Turlock, Keyes and Denair as free-standing communities by establishing definitive urban edges around Turlock.
- 6.1-b Limit annexation.** Allow annexation to the City of Turlock only for land that has an urban land use designation. The City of Turlock shall not annex land designated Urban Reserve (until such time as the General Plan is updated).

See also policies in Chapter 3, New Growth Areas and Infrastructure.



Greenbelt buffers between urban and agricultural uses can include walking/biking paths, landscaping, and drainage areas.

Figure 6-1: Urban/Agricultural Edge Conditions



Note: Drawings not to scale.

- 6.1-c Promote compact growth.** Maintain a compact growth pattern to avoid sprawl and preserve agricultural land and open space.
- 6.1-d Minimize conflict.** Minimize conflict between urban and agricultural uses.
- 6.1-e Enable mixed use development.** Provide a mix of uses and activities in various parts of the City.

See also policies in Section 6.3: Neighborhood Design.

A mix of uses is likely to result in more even development of the different parts of the City and provide facilities and services closer to where people live.

Implementing Policies

Compact Form and Phased Growth

- 6.1-f Contiguous growth.** Continue present policies of requiring growth to be contiguous to existing urban development.

These policies have worked well to ensure a compact and contiguous pattern of growth and efficient provision of services to new developments.
- 6.1-g Sphere of Influence.** Work with LAFCO to modify the sphere of influence to conform to the growth pattern depicted on the Plan Diagram and restrict development outside the depicted sphere.

See Figure 2-2.
- 6.1-h Promote infill.** Encourage infill development on vacant parcels through incentives and streamlined approval process for projects.
- 6.1-i Phased growth.** Ensure that growth in the areas and directions depicted on the Plan Diagram is achieved through the phased master planning process, described in Chapter 3.

Urban-Agricultural Buffer

6.1-j Minimize urban-agricultural conflicts. Continue urban expansion in a form that minimizes the potential for urban-agricultural conflicts.

A square or a circular city form, with minimal jags, creates a shorter edge of potential conflict than other forms. Also, it prevents creation of finger-like protrusions of urban development into agricultural territory which tend to exacerbate conflicts.

6.1-k Agricultural Buffer Design. Implement an “agricultural – urban buffer design” to minimize the impact of urban development near active agricultural operations. Typically, roadways and irrigation canals are used to demarcate boundaries between urban and agricultural uses. Some general characteristics for the “agricultural – urban buffer design” are outlined below. These design characteristics of the urban edge are guidelines. The establishment of an urban edge that creates permanent buffers between residential and long-term agricultural uses shall be established in the master plan.

- Require significantly deeper lots and enhanced rear-yard setbacks to help ensure adequate separation between habitable structures and active farm land.
- Utilize linear parks with multiuse paths and drainage basins to separate urban development from agricultural uses while simultaneously providing a recreation corridor and storm drain capacity.
- On the eastern and southern sides of the study area boundary, ultimately establish an arterial or expressway that creates a new bypass loop around the city with agricultural buffers on the outside. Set aside the land for the right of way as part of the master planning process.
- Do not allow housing to front onto agricultural properties.

6.2 NEIGHBORHOOD FORM

Turlock has a rich variety of neighborhoods and housing types, ranging from older, established ones with traditional layouts and mature landscapes, to emerging ones at the edge of the City.

EARLY NEIGHBORHOODS

Turlock’s older areas are close to Downtown. Most are within one-half mile or about 10 minutes on foot. These areas are marked by a continuous fine-grained orthogonal street pattern, with houses fronting on east-west streets.

Early residential development in the City is typified by the area between Berkeley Avenue, Canal Drive, Minaret Avenue and East Avenue. Streets are lined with tall large-canopy trees providing shade and a sense of enclosure. A typical block is about 400 feet x 320 feet, and the average lot is narrow and long — 50-foot wide and 150-foot deep (about 7,500 square foot lots). Residential densities in the area generally range from 4 to 5.5 units per gross acre, with streets and public rights-of-way accounting for about 12 percent of the total area. Parking access is provided from the rear via alleys that run through the block, which effectively provide a pedestrian/bicycle connection every 175 feet or so.

The overall block pattern in the older residential areas of the southwest part of the City is very similar, but densities are somewhat higher. Variation in lot size and housing type is also greater.

CONTEMPORARY NEIGHBORHOODS

The historic pattern of continuous and shaded streets, mid-block alleys and rear-accessed garages was gradually replaced, initially by “front-accessed” garages in the late 1950s and 1960s, and later by developments in the 1970s that did without the alleys altogether. Townhomes and apartments were first introduced around 1970; the two largest developments were built in the early 1990s.

In the 1980s and early 1990s, subdivisions and residential projects in Turlock were generally unsuccessful in addressing the relationships between adjoining residences and of dwellings to public spaces. Many have perimeters defined by sound walls or parking drives and introverted streets terminating in cul-de-sacs. Streets, both internal and public, are often lined with garages or parking, both in single-family and apartment developments. This pattern of development is most evident in the areas north and east of the Emanuel Hospital, but can also be found in many



Turlock’s early neighborhoods are characterized by mature trees, architectural variety, short blocks, and rear-accessed parking.



Characteristics of many newer neighborhoods in Turlock include front-accessed garages, cul-de-sacs, and curvilinear street systems.

other parts of the City. Many new neighborhoods also lack proximity to convenience shopping, neighborhood services and parks.

As a result of the introverted nature of some of the newer residential neighborhoods, use of public spaces is often virtually limited to adjoining residences; an example is Bristol Park on Castlevue Drive. Streets lined with garages lack the visual engagement and security provided when living areas directly face yards, sidewalks and streets. Wide and unshaded streets with few interconnections are likely to discourage pedestrians and bicyclists.

Density of Recent Subdivisions and Apartment Complexes

The average density for subdivisions approved in the 1990s ranges from 3.8 to 4.7 lots per gross acre. Variation in density and the resultant diversity in housing type and size among recent subdivisions has been relatively small. However, a number of more compact housing types (townhomes, duplexes, and small-lot single family homes) have been developed in recent years under the Low-Medium Density Residential and Medium Density designations and with densities around 7 to 10 units per acre. Average gross density for recent apartment developments is about 22 units per acre.

HISTORIC AND CONTEMPORARY PATTERNS COMPARED

The resurgent interest in the traditional development pattern of deep and narrow lots with rear garages, and the current demand for small-lot residences (for details see Housing Element) call for an examination of their relative benefits. This historic pattern offers distinct advantages over typical contemporary subdivisions:

- A more public orientation. Streets are fronted by living spaces instead of garages, providing greater visual interest, better sense of community, safer sidewalks, and larger viewing distances from living spaces.
- The absence of curb-cuts allows uninterrupted tree-planting and more space for on-street parking.
- The lack of driveways results in larger front yards.
- Deep lots allow location of quieter indoor spaces at a greater distance from through traffic than is achievable in shallower lots.
- Narrow lots can be serviced more efficiently resulting in lower improvement costs.

Gross residential densities achieved in the historic and contemporary subdivisions tend to be quite comparable. However, the advantages of narrow lots, especially small ones, are quickly lost if they are fronted by two- or three-car garages that occupy almost the entire street-frontage.

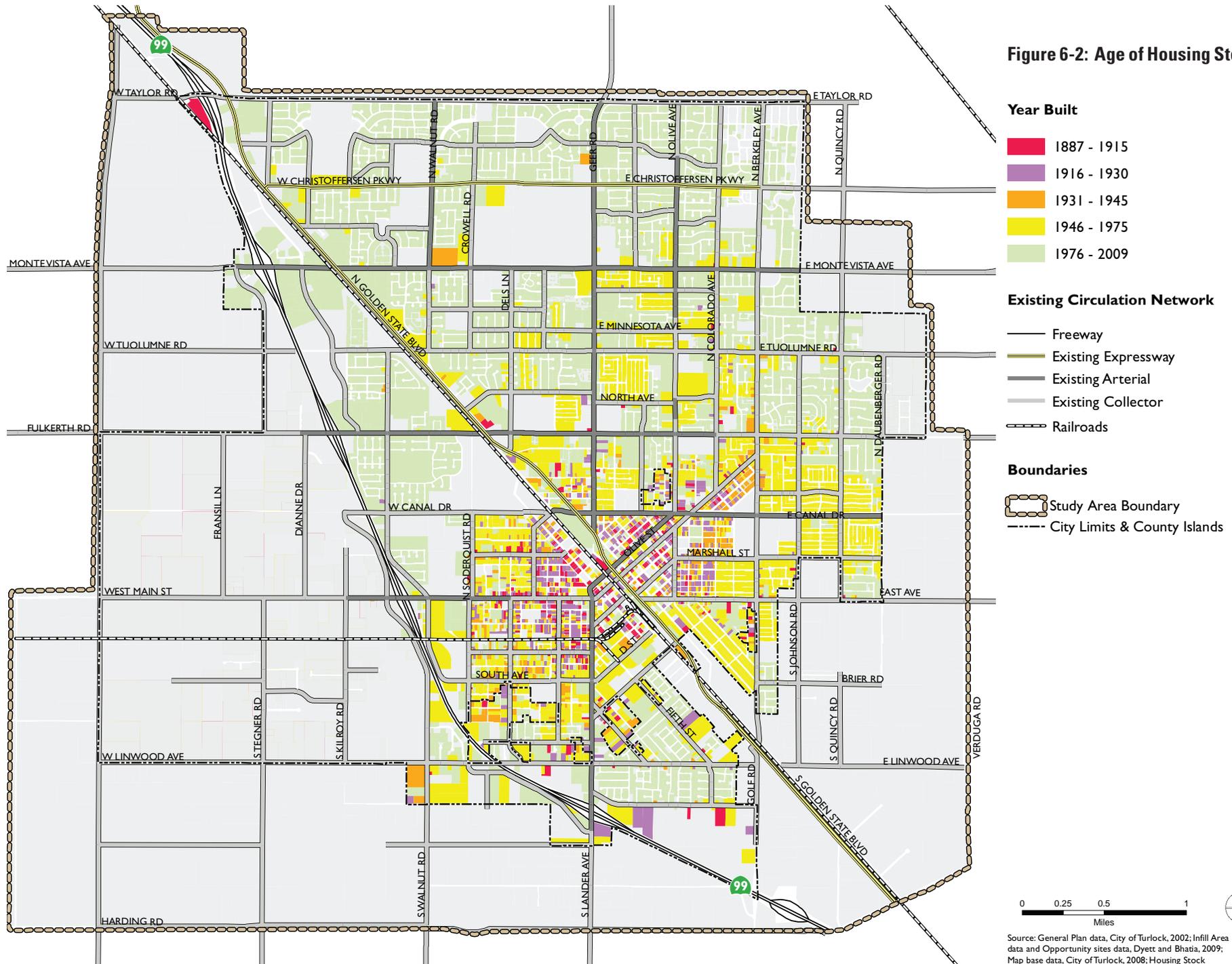
Figure 6-2 shows the age of Turlock’s housing stock. Homes built before 1960 are concentrated in Downtown, and to the east, south, and west of Downtown. It is the City’s intention to preserve the unique visual character and identity of its older neighborhoods, which are often compromised when property owners, in making changes to their homes or redeveloping, must comply with contemporary zoning requirements. In particular, parking and setback requirements written for more contemporary subdivision patterns may result in lower aesthetic quality on smaller lots, or may be physically impossible to comply with.

Two new policies in the Land Use element (2.5-l and 2.5-m) address these issues by calling for changes in the zoning ordinance, establishing graduated density requirements and traditional neighborhood overlay zones. The graduated density requirement acknowledges that in some older parts of the city, narrow lots are designated for medium and high density development; however, if these lots were to be individually developed at those densities—and according to today’s development standards—the quality of design suffers and developments are less able to meet the needs of residents and businesses. Therefore, the new standard would tie allowable residential density to lot dimensions, ensuring that the maximum residential density is only permitted on single lots over a certain minimum size, or on adjacent lots being developed as a single site. The Traditional Neighborhood overlay zones are to be established, using Figure 6-2 as a guide, to provide exceptions to the modern standards for older neighborhoods where compliance would negatively impact the historic quality and cohesiveness of the neighborhood.

NEIGHBORHOOD DEVELOPMENT

The General Plan depicts residential growth in the form of neighborhoods, designed and developed through the master planning process in new growth areas (see Chapter 3). The neighborhoods are planned to contain a mix of uses and housing types and to provide convenient access to commercial and service functions used on a frequent basis. They will be integrated with the existing urban development and provide a continuity of street network, bicycle lanes, and multi-use bike and pedestrian paths. Rather than establishing a “rubber stamp” for neighborhood development, general parameters for land use mix, street design and connectivity, open/public space, and other urban design principles are defined. By adhering to this policy direction,

Figure 6-2: Age of Housing Stock



Source: General Plan data, City of Turlock, 2002; Infill Area data and Opportunity sites data, Dyett and Bhatia, 2009; Map base data, City of Turlock, 2008; Housing Stock

new neighborhoods will achieve a high basic standard of design while still developing an individual character and identity.

Neighborhood Centers

Neighborhoods should have an identifiable center, characterized by a school, park, or similar public use; and/or local-serving shops and services. Commercial development in neighborhood centers may have a retail or an office focus. The centers will contain a mix of uses and intensities that will provide focus and a sense of community to the neighborhoods. They are designed to encourage walking but are located to be easily accessible from arterial or major collector streets. Development will be required to have a public orientation and facilitate pedestrian access, with storefronts facing the street and parking visually minimized. A horizontal mix of uses is permitted and a vertical mix is encouraged.

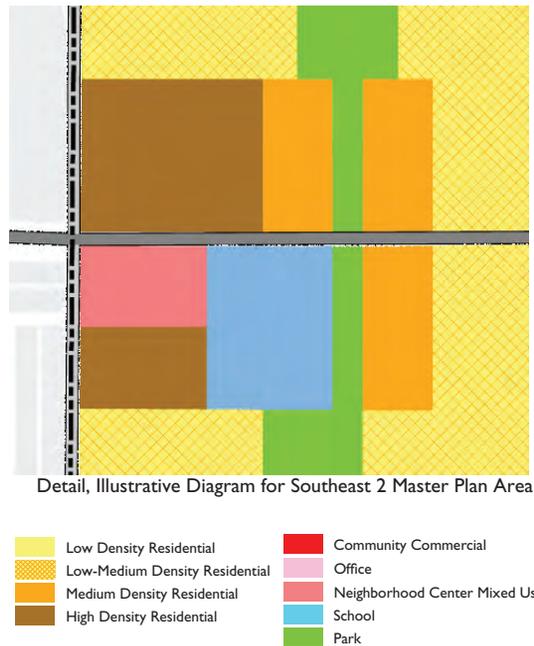
For larger neighborhoods (with at least 4,000 households), the neighborhood center may be a true community commercial area, characterized by an average 10-acre (approximately 110,000 square feet of building area at 0.25 F.A.R.) size retail center will be anchored by a supermarket and/or a drugstore and will contain a variety of other smaller tenants. Neighborhood service functions may include medical, dental and real estate offices, and the like.

Smaller neighborhoods, or those that are developed in close proximity to an existing community commercial area (with a grocery store), would not have a large retail development at their core. Instead, these neighborhood centers would be anchored by a school and park, possibly with small convenience shops as part of a horizontal mixed use development. Figure 6-3 shows a typical neighborhood center design and land use distribution.



Easily accessible shops, parks, and other amenities are important components of new neighborhood design.

Figure 6-3: Typical Neighborhood Center Land Uses



Housing Type and Mix

Housing types and densities are arranged to locate the greatest number of residents close to the center. In a typical neighborhood, about 40 percent of the residences, including almost all of the high density residences, will be within a 1/4-mile distance of the neighborhood center or existing retail core. The 1/4-mile distance represents an average five-minute walking trip. The remaining medium and high density residences will be located around neighborhood and community parks. In comparison, if the different housing types were to be evenly distributed throughout the neighborhood, only about 18 percent of the residences would be within the 1/4 mile walking radius. Figure 6-4 illustrates examples of housing types that meet the density stipulations of the different General Plan residential designations.

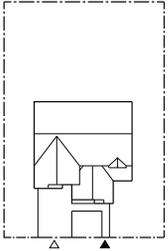
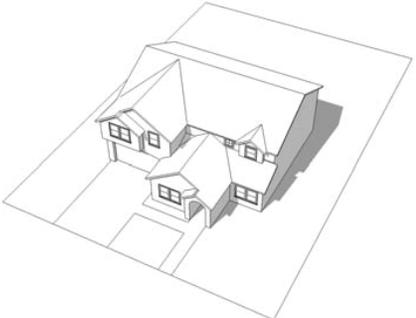
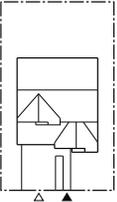
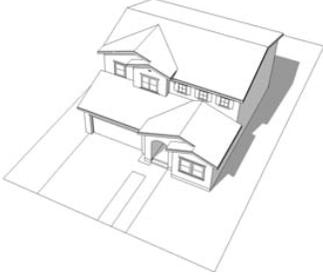
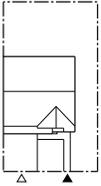
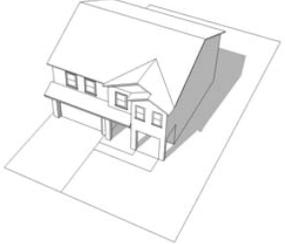
Parks

Each neighborhood will have an appropriate number of neighborhood parks, or a combination of neighborhood and linear parks, to serve the local population and meet the city's overall park standards (see size and distribution standards in Section 4.I, Parks and Recreational Open Space). To the extent possible, neighborhood parks and schools shall be co-located. Large community parks will be shared between the different neighborhoods and will be linked to surrounding neighborhoods by a system of bike lanes (on city streets) and multi-use trails in linear parks.

Reduction of Automobile Dependence

The proximity of residences to shops and services reduces the number of shopping-related automobile trips as well as decreases the average trip length. Buildings with a street orientation enrich the pedestrian experience, and limited drive-through commercial developments encourage pedestrian access to stores. Though some residents of one neighborhood will choose to shop and use services in another, higher intensity development closer to the centers will provide residents with the choice of walking to shops and services. This should especially be helpful to those who do not own or drive automobiles, such as the youth and many of the elderly. Also, policies in Section 6.4: Street Design and Connectivity will help reduce the length of intra-neighborhood trips. Design principles to guide development in the neighborhood centers are elucidated in Section 6.7.

Figure 6-4: Housing Types Matrix

		Low-Medium Density	Medium Density
	Low Density	(3 - 7)	(5 - 10)
Housing Type	Large Detached	Detached	Detached Zero Lot Line
Density (as illustrated)	4 hu/acre	7 hu/acre	10 hu/acre
Typical Lot Size	8,000 to 10,000 sf	5,000 to 7,000 sf	3,000 to 5,000 sf
Number of Floors	2	2	2
Typical Density Range	3-5	5-7	7-10
	   	   	   

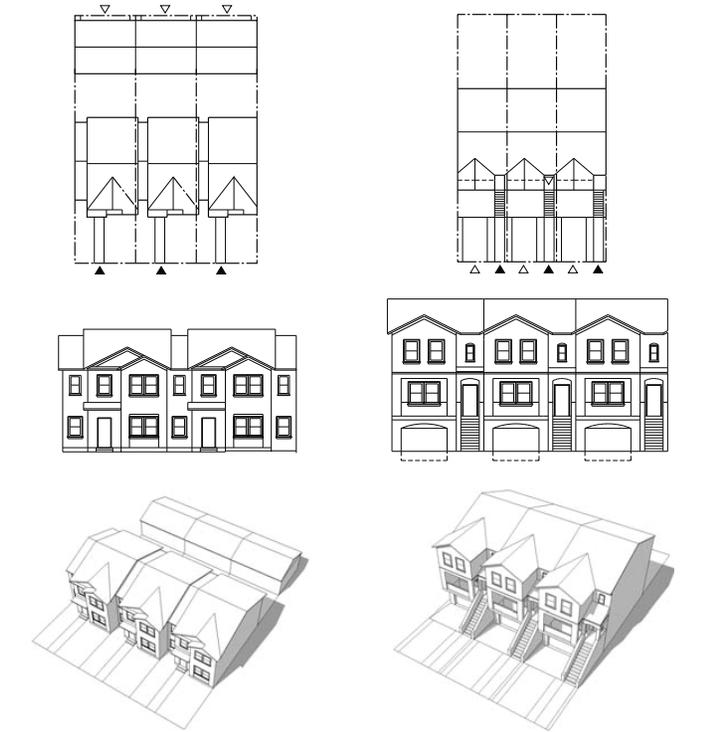
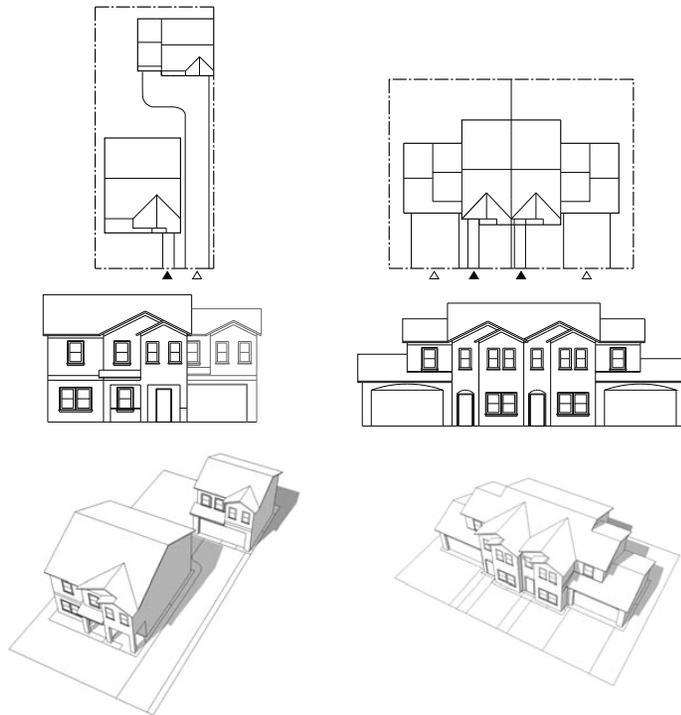
Medium Density

High Density

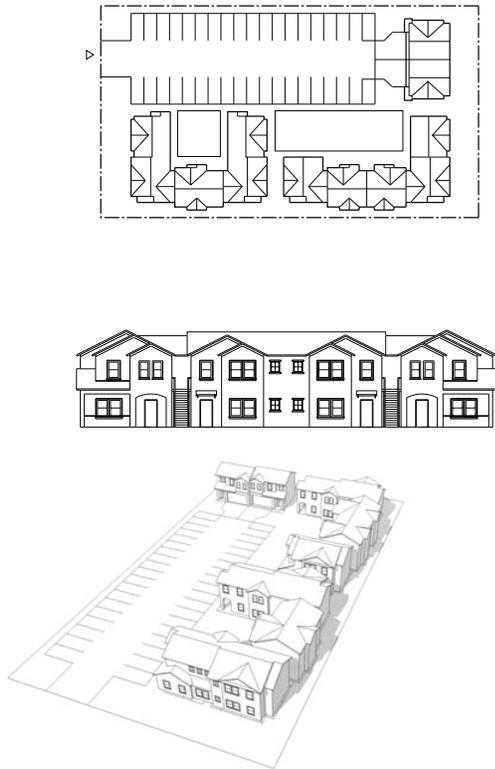
(7 - 15)

Housing Type	Duplex	Townhouse
Density (as illustrated)	13 hu/acre	14 and 16 hu/acre
Typical Lot Size	4,500 to 7,000 sf	2,000 to 2,900 sf
Number of Floors	2	2
Typical Density Range	10-15	12-17

▲ Front Door Entrance
△ Garage Entrance



Housing Type	Multifamily Dwelling (2-Story)	Multifamily Dwelling (3-Story)
Density (as illustrated)	20 hu/acre	28 hu/acre
Typical Lot Size	1,500 to 2,000 sf per unit	1,200 to 1,500 sf per unit
Number of Floors	2	2-3
Typical Density Range	18-24	24-30



POLICIES

Guiding Policies

- 6.2-a Develop complete neighborhoods.** Encourage new residential growth in the form of neighborhoods, characterized by a mix of housing types and a well-defined neighborhood center.

The Plan proposes a major portion of residential growth in neighborhoods — areas that share a common identity — designed and developed through the master planning process, with a well-defined core or center.

- 6.2-b Promote housing type diversity and land use mix.** Require diversity of housing types in each neighborhood and a mix of uses in the neighborhood centers.

Figure 6-4, Illustrative Housing Types, illustrates the range of possible housing types for the different residential designations in the Plan. While the location, land uses, and size of centers is motivated by considerations of proximity and walking distances, the principal purpose is to provide focus and a sense of community to the neighborhoods.

- 6.2-c Preserve existing neighborhoods.** Preserve the scale and character of established neighborhoods.

With ample room for expansion, there is a need to preserve established neighborhoods that have historic value or contribute to the character of the City.

- 6.2-d Encourage community orientation.** Improve the community orientation of new residential developments.

A community orientation calls for greater attention to the relationship between residences and shared spaces and does not require sacrifice of privacy or amenities.

Implementing Policies

6.2-e Master plans for mixed use neighborhoods. Through the process of master planning and project approval, ensure that a mix of uses, as described and illustrated in the Section 3.2: Land Use and Design of New Growth Areas, is maintained in the neighborhood centers. Development of a neighborhood center, or part thereof, consistent with the uses, mix and intensities described in the Plan, will be required as a condition of subdivision approval.

The intent is to ensure both the provision of non-residential uses as well as phasing of uses.

The illustrative diagrams represent a schematic arrangement of land uses in the neighborhood centers.

6.2-f Mixed use in neighborhood centers. Within neighborhood centers, permit a mix of uses on individual properties in the form of horizontal or vertical multi-use developments as depicted on the Plan and described in Section 2.2 (Land Use Classifications).

6.2-g Use of specific plans/master plans. Require individuals or groups of property owners to develop detailed specific plans and master plans for the neighborhood centers to meet the objectives of the Plan.

Detailed policies on the requirements and process of master planning are found in Chapter 3.

6.2-h Design Principles. Ensure that development in the new neighborhoods is in accordance with the design principles established in Section 6.8, the policies specific to each master plan area established in Section 3.3, and any subsequent guidelines that may be established.

6.2-i Development standards for housing types. Review the Zoning Ordinance to ensure that development standards in residential zones allow for all housing types of the appropriate densities to be constructed. For instance, standards in the R-M zone (medium density residential) should enable the design of both single family and multi-family housing types.

6.2-j Areas for Traditional Neighborhood overlay zones. Using Figure 6-2 as a guide to the age of housing stock, establish Traditional Neighborhood Overlay Zones in the zoning code, focusing on those built before 1950. These zones would demarcate and regulate



Well-designed streets contribute to an active environment, accessibility, and beauty in the public realm.

areas where compliance with contemporary zoning restrictions would threaten the visual integrity and cohesion of older neighborhoods, and define alternative standards that are sensitive to the neighborhoods' traditional design and lot sizes. See also Policy 2.5-m.

6.3 STREET DESIGN AND CONNECTIVITY

The grid pattern of streets and short blocks in the older parts of Turlock permit freedom of movement, ease of access and a sharing of through-traffic between many routes. In contrast, while the superblock and cul-de-sac nature of development in many newer parts of the city creates quiet enclaves and smoother traffic flow along the arterials, it also creates inward-looking neighborhoods, limits movement choice and results in increased traffic volumes on a limited number of streets, requiring mitigation measures such as sound walls. Development is needed that balances the efficiency and traffic flow capabilities found in the newer parts of the town with the sense of proximity and ease of access that result from the older pattern.

Well-designed and landscaped streets are not only an aesthetic delight, but in a Valley town like Turlock, they are essential to shade streets, sidewalks and yards during the hot summer periods. Trees and shrubs can also help break winds, filter pollutants, buffer sidewalks and bikeways from traffic, screen noise walls and parking, storage, and service areas, and reduce the perceived intensity of development. Thoughtfully designed city entrances and gateway zones can help evoke a sense of arrival for both residents and visitors.

POLICIES

Guiding Policies

6.3-a Continue gridded street network. Continue expansion of the present street network in an orthogonal grid for all arterial and collector streets.

The grid pattern allows for ease of future expansion, flexibility in street layout and adequate variation in lot-size and is well-suited for Turlock's flat topography.

6.3-b Encourage public and pedestrian orientation. Through circulation network and street design, reduce the perceived separation and introverted nature of projects.

6.3-c Beautify “gateway” roads. Through streetscape improvements, make the entryways to Turlock, as defined in the Beautification Master Plan, shaded, tree-lined spines of the community.

6.3-d Provide attractive, landscaped streetscapes. Enhance the visual attractiveness of the community by providing attractive streetscapes, particularly along major expressways, arterials and collector streets. Utilize landscaping that is native and drought-tolerant, and that minimizes upkeep and maintenance.

Implementing Policies

Street Connectivity

See also Section 5.2, Roadway Network, Standards, and Improvements.

6.3-e Block size and maximum street spacing. Streets in neighborhoods should be designed to maximize connectivity for automobiles, cyclists, and pedestrians. Maximum spacing between local streets, or intersections of local streets with larger roads, shall be 660 feet. The preferable, typical block size in a residential neighborhood is in the range of 200 by 600 feet. As a condition of project approval, require circulation patterns of all residential and neighborhood centers to conform to maximum spacing between through-streets (exclusive of alleys), as depicted in Figure 6-5 and Section 5.2, unless access conditions and standards prevent their attainment. Cul-de-sacs are generally discouraged.

The intent of these standards is to prevent development of introverted neighborhoods, provide flexibility in circulation, and promote access for bicyclists and pedestrians.

Figure 6–5 illustrates typical and maximum block sizes, and preferred and discouraged street connectivity configurations.

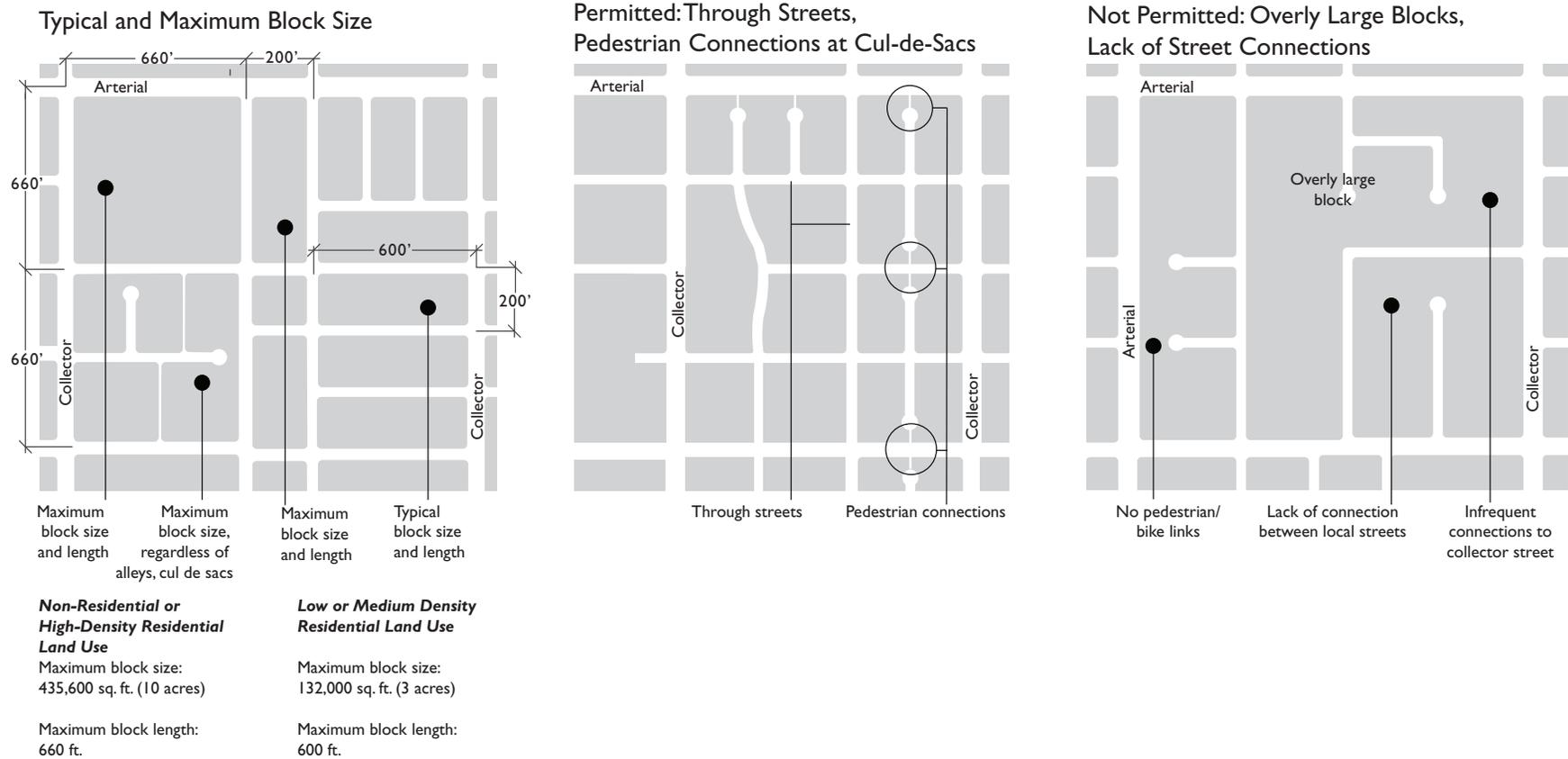
Gateway Zones

6.3-f Implement the Turlock Beautification Master Plan as it pertains to the “Gateway Zones.” These entrances, including West Monte Vista Avenue, Golden State Boulevard, West Main Street, Fulkerth Road, and Lander Avenue, can provide important “gateway” functions as distinct visual entryways. The road segments should receive special landscape treatments to create impressionable and coordinated entries.



North Golden State Boulevard is one of the main entryways into Turlock. Its ample right of way provides opportunity for beautification.

Figure 6-5: Block Size and Street Connectivity for Residential Areas and Neighborhood Centers



See also street spacing standards in Chapter 5.

6.3-g Overlay zoning for streetscape and landscaping. Use overlay zoning to implement specific entranceway design and landscaping goals along designated Gateway Routes.

Streetscape Design and Pedestrian Orientation

6.3-h Street Tree Master Plan. As part of the comprehensive tree-planting and maintenance program:

- Periodically update the Street Tree Master Plan. (Resolution 88-130 of the City Council).

See also energy conservation policies in Section 8.2.

The Master Plan should be reviewed and updated to include the new streets and improvements proposed by the General Plan. It should also consider planting along the median for all streets where medians are required. Planting plans should ensure adequate shade for bicyclists and pedestrians, especially during the summer months.

- Prepare planting plans conforming to the Master Plan for all new streets and major improvements before undertaking construction.
- Adopt a program to plant and maintain trees along streets that lack them.
- Continue to implement the tree-preservation ordinance to allow removal of mature trees within public rights-of-way only when they become a safety hazard.
- Establish maintenance districts for the upkeep of trees and landscape buffer areas required along public rights-of-way.
- Prepare planting plans and implementation programs for designated “Gateway Zones.”
- Use changes in tree species, scale, color and spacing to define neighborhoods and articulate the designated hierarchy of expressway, arterial, collector, and local streets.

6.3-i Improvements to Major Corridors. Prepare and implement a landscape and signage plan for major corridors through Turlock, including Golden State Boulevard and others recommended in the Beautification Master Plan, balancing design considerations with the need for these roads to remain functional as major circulation routes.

The design challenge will be to give the strip shade, character, and a sense of enclosure without sacrificing the ease of access.

- 6.3-j Undergrounding of utility wires.** Continue to require undergrounding of utility lines in new developments.
- 6.3-k Street landscaping.** Encourage the use of water-conserving landscaping, emphasizing plants that are native to Turlock’s environment and are largely drought-tolerant. Landscaping that requires low maintenance and upkeep is also preferred, to keep costs low.
- 6.3-l Create “Pedestrian Priority Areas.”** Improve the experience of major commercial streets for pedestrians by designating Pedestrian Priority Areas. Areas to be included correspond to where vehicle trips may be reduced because of the orientation and relationship of land uses and street design, such as in Downtown, along existing pedestrian corridors, and in the mixed use centers of forthcoming master plan areas. They are shown on Figure 5-4: Properties located within Pedestrian Priority Areas will have lower Capital Facilities Fees in recognition of their lower contribution to vehicle trips and impacts on roadway infrastructure.

The Pedestrian Priority Area shall extend approximately one-eighth of a mile (660 feet – one long block or two short blocks) on either side of the corridor, creating a quarter-mile-wide zone. These areas should have enhanced facilities to improve the pedestrian experience, such as:

- Adequately wide sidewalks
- Benches and shade structures and/or trees located at bus stops
- Intersection “bump-outs” to reduce walking distances across streets that are four lanes or wider
- Striped and lit crosswalks, signage, and walk signals at all signalized intersections and non-signalized intersections with high pedestrian activity
- Pedestrian-scale street lighting along sidewalks (maximum height of streetlamps: 12 feet)
- Clearly demarcated pedestrian walkways through surface parking lots when these are located in between the sidewalk and store entrances
- ADA-compliant curb ramps for universal access

6.3-m Traffic calming devices. Traffic calming devices may be used to control speeding and improve traffic management in areas where increased traffic is negatively affecting level of service and/or quality of life, but where street widening is impossible or undesirable. Acceptable traffic calming strategies include, but are not limited to:

- Striped, lighted, and/or raised pedestrian crossings
- Curb extensions or intersection “bulb-outs”
- Pedestrian “refuges” or islands
- Changes of paving material or texture

6.4 SUSTAINABLE SITE PLANNING

An environmentally sustainable approach to site planning and building construction can have positive impacts on both the natural and the built environment, from resource conservation and reduced greenhouse gas emissions to savings on energy bills. Many components of sustainable site planning are touched on in other areas of the General Plan, but this section aims to bring these concepts together and define a comprehensive approach to minimizing impact on the environment during new construction. Policies related to energy and water conservation that can be achieved through green building are found in sections 3.3 (Infrastructure) and 8.2 (Energy and Climate Change).

POLICIES

Guiding Policies

- 6.4-a Protect existing resources.** To the extent possible, minimize disruption to or loss of natural resources in construction of new development.
- 6.4-b Retain natural processes.** Enable natural processes to occur on developed sites, and utilize these processes to enhance the built environment and users’ experiences of it.
- 6.4-c Conserve energy and water.** Reduce demand for and consumption of energy and water through site planning techniques.



Techniques such as proper solar orientation and use of drought-resistant landscaping minimize the impacts of new development on the natural environment.



Permeable paving materials help manage stormwater runoff by allowing water to filter into the ground on site.



Native and drought-tolerant plantings reduce water consumption and City maintenance costs.

Implementing Policies

6.4-d Minimize site disturbance. In design and construction, preserve existing natural resources such as soil, noninvasive trees, native plants, and permeable surfaces.

- Priority should be placed on development on previously impacted sites (i.e. infill).
- For non-infill sites, the portion of the site without buildings shall not unnecessarily remove healthy trees, native plants, or cover permeable surfaces.
- Identify construction impact zones that minimize site disturbance.

6.4-e Impervious surfaces. Enable natural drainage by reducing the amount of impervious surfaces on a development site. Techniques include:

- Designing medium and high density residential projects that can share driveways and parking access;
- Placing parking lots under buildings when financially feasible; and
- Using permeable paving materials on walkways and driveways whenever possible.

The Zoning Ordinance should be updated as necessary to ensure that these techniques may be implemented. For instance, the ordinance does not currently allow shared driveways for all residential types.

6.4-f On-site stormwater management. Facilitate groundwater recharge and natural hydrological processes by allowing stormwater to infiltrate the ground on-site and/or be collected for reuse in landscaping. Any on-site stormwater drainage facilities must be designed to drain fully within 72 hours. Update the standards, specifications, and drawings, as well as the development review process as needed to reduce peak-hour stormwater flow and increase groundwater recharge. These may include provisions for best practices including:

- “Rain gardens” or bioretention areas in yards, parks, and parking lots
- Landscaped drainage swales along roadways
- Green roofs
- Permeable pavers for walkways and parking areas; and using porous materials such as porous asphalt, modular paving, gravel, and lattice concrete blocks with soil and grass in the interstices in place of impervious surfaces. (see also Policy 6.4-e above)
- Rain barrels for harvesting runoff from rooftops

- Tree box filters for on-street filtration
- Constructing parking areas and parking islands to allow stormwater flow into vegetated areas
- Grading that lengthens flow paths and increases runoff travel time to reduce the peak flow rate
- Installing cisterns or sub-surface retention facilities to capture rainwater for use in irrigation and non-potable uses

6.4-g Heat island reduction. Require new commercial development of more than 25,000 square feet, industrial development of more than 100,000 square feet, and commercial or industrial additions or modifications of more than 25 percent of existing floor area and more than 25,000 square feet to minimize the “urban heat island effect,” in which developed areas contribute to higher surface temperatures and warmer microclimates than their undeveloped counterparts and necessitate greater energy consumption for cooling. Heat island reduction techniques include:

- Providing tree canopy and vegetation to shade a minimum of 50 percent of paved surface areas within 5 years
- Utilizing high reflectance materials (materials with a Solar Reflective Index of at least 29) in roofs and hardscaped areas

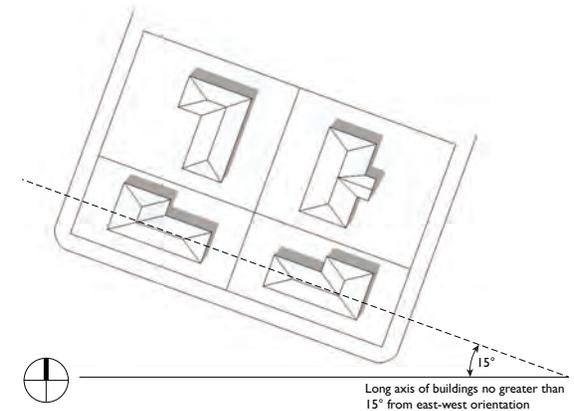
6.4-h Solar orientation. When possible, buildings should be oriented such that the use of passive and active solar strategies is maximized, in order to promote energy efficiency. To achieve ideal solar orientation conditions, the long axis of the building should be oriented east-west, within 15 degrees (see Figure 6-6).

6.4-i Reduce water demand for landscaping in public and private areas. In order to reduce water demand, drought-tolerant, drought-resistant, and native plants, as well as artificial turf, should be used for landscaping. Use of natural turf in public areas should be restricted to playfields and other high-activity locations.

6.4-j Bicycle and pedestrian network. Design sites to facilitate access to parks and other community facilities via non-automobile transportation (walking and biking).

See also policies in Section 6.3 (Street Design and Connectivity) and 5.3 (Pedestrian and Bicycle Circulation).

Figure 6-6: Diagramming Solar Orientation





Public art contributes to a city's character, enlivens public spaces, and contributes to a unique sense of place.

6.5 ART IN PUBLIC PLACES

Art has outlined the progress, vision and values of cultures and communities through time. It is a tangible record of people's interaction with their surroundings.

Historically, Public Art gives identity and dimension, revitalizes communities both psychologically and economically, and makes cities more human. Providing for art in public places assures that the city recognizes its commitment to the physical image of the community and the dignity of life.

The realm of Public Art is broad and can cover the gamut from objects such as sculptures, paintings and murals, to exterior treatment of walls or amendments to landscape design such as fountains, benches or lights. Provision will be made for attention to already constructed sites in need of qualitative improvements, and of support for the performing and musical arts.

The City establishes policies ensuring the provision and incorporation for art in all public building plans. These programs are intended to enhance the environment, provide aesthetic and creative solutions to spaces accessible to the public, and enrich the lives of Turlock citizens through the stimulating ideas of contemporary artists.

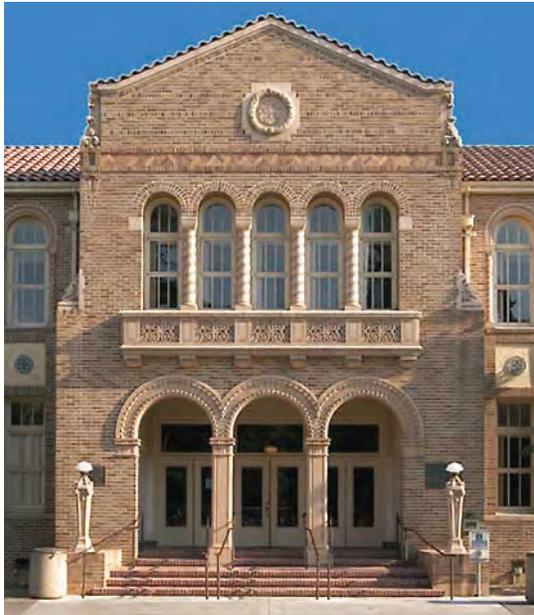
POLICIES

Guiding Policies

- 6.5-a Promote arts awareness.** Increase public access to works of art to promote understanding and awareness of the visual arts in the public environment.
- 6.5-b Provide guidance on public art projects.** Provide guidance to municipal agencies, developers, and community members and organizations regarding the incorporation of art within the City.
- 6.5-c Generate arts appreciation.** Generate appreciation for the arts and promote involvement of community members through public art programs.

Implementing Policies

- 6.5-d Role of Arts Commission and City Council.** Continue the role of the Turlock City Arts Commission of outlining and overseeing arts selection committees, procedures, guidelines, and evaluation, with approval of the City Council.
- 6.5-e City support for the arts.** Support and encourage art-related events and productions within the community.
- 6.5-f Involvement of professional artists.** Ensure the highest quality art and support the concept of fine art by selecting qualified professional artists to participate in our community arts programs.
- 6.5-g Citywide fine arts program.** Support a diverse fine arts program that involves community members in a broad range of art-related programs and activities. Such programs could include: interaction between artists and community members; effective use of the media; artist-in-residence programs; and special events including but not limited to exhibitions, public art tours, school programs, and publications.



Turlock's historic resources include the Turlock High School Auditorium and Gymnasium, which is on the National Register of Historic Places.

6.6 HISTORIC PRESERVATION

With its roots as a small town that grew up with the Southern Pacific Railroad, Turlock is home to a collection of historic structures. Most structures with historic significance are located in Downtown, and many of these are residential. Three properties are listed on the National Register of Historic Places and the California Register of Historic Places, while many more contribute to Downtown's unique architectural palette and general ambiance. Turlock's historic resources are documented, promoted, and celebrated by the Turlock Historical Society, a nonprofit organization founded in the mid-1990s. In 1999, with the help of a property donation and a State grant, the Turlock Museum was founded. While Turlock does not have a specially designated "historic district" per se, the general location of the city's historic structures is within the bounds of the Downtown Master Plan area. Therefore, from a planning perspective, historic preservation is best and most efficiently addressed through this document. The Downtown Master Plan directly informs the Downtown Design Guidelines and Zoning Overlay, which may treat architecturally notable historic structures as design inspiration for the surrounding area. It is also possible that as part of the next phase of the Downtown Master Plan, establishment of a historic district within the Master Plan boundaries will be considered. The older, historic buildings in the "historic district" would be certified for tax breaks if owners will take responsibility for rehabilitating the buildings.

POLICIES

Guiding Policy

6.6-a Recognize the value of historic preservation. Integrate historic preservation into planning for Downtown and other areas with historic significance.

Implementing Policies

6.6-b Formalize historic preservation planning. Continue to implement programs to preserve, highlight, and renovate (as necessary) historic structures as part of the next phase of the Downtown Master Plan, and evaluate the necessity and benefits of establishing a formal Historic District.

See also policies in Section 7.5, Cultural Resources.

6.6-c Continue to engage the Turlock Historical Society. Continue to support the Turlock Historical Society in their informal role as Turlock's historic preservationists.

6.7 URBAN DESIGN

Thoughtful design, community orientation, and consideration of issues broader than the immediate are essential to creating pleasant and successful communities. Shared objectives and agreed-upon design principles can help direct individual efforts towards a larger whole — public spaces and sidewalks that are delightful to be in, buildings that respect neighbors, streets that are shaded and safe to use, and development integrated with the surroundings rather than cut-off from them. Urban design principles and policies are interspersed throughout this and several other elements; this section supplements them and provides an overall reference point for project design and review. Policies outlined below also form the framework for the city’s Design Guidelines.

POLICIES

Guiding Policies

- 6.7-a Use of Design and Site Plan review.** Continue to subject all projects, except single units on existing parcels, to a design and site plan review that may be conducted by City staff in accordance with the Design Guidelines updated in 2003.
- 6.7-b Community orientation.** Provide a community and public orientation for all development to improve public safety.
- 6.7-c Universal access.** Accommodate the needs of all pedestrians, bicyclists and mobility-challenged persons.
- 6.7-d Neighborhood centers.** Establish new neighborhood centers as high-quality mixed-use pedestrian-friendly environments, without excluding the automobile. These will be required in new growth areas.
Design emphasis should be on providing a fine-grained environment accommodating transit and pedestrian comfort and convenience.
- 6.7-e Pedestrian scale and neighborhood character.** Require buildings and signs to be scaled to a neighborhood character and designed to encourage pedestrian activity and comfort.



Attention to urban design considerations helps create pleasant, inviting, environments for residents and visitors alike.



Development should be designed so that entrances face outward, toward the street, to improve access, visibility, and pedestrian orientation.

- 6.7-f Support transit.** Ensure that neighborhoods are designed to support transit stops in proximity to neighborhood centers and/or clusters of higher density residences.
- 6.7-g Safety through design.** Ensure that new development is designed in such a way that public safety is preserved and enhanced.
- 6.7-h High quality business park.** Require all development in the designated Business Park to be of a standard associated with a high-quality office complex. Development in this area shall comply with the Westside Industrial Specific Plan (WISP) Design Guidelines.

Implementing Policies

Neighborhood Design: All Uses

- 6.7-i Public orientation of development.** Ensure that new development facilitates access, is oriented to streets and public spaces and is integrated with the surroundings.
 - Where connections to other roads are feasible, use of dead-end streets is discouraged.
 - Gated projects restricting public access should not be permitted, unless designed in accordance with adopted standards for private residential communities.

Design standards for gated communities are found at the end of this section, beginning on page 6-40.

 - Project edges should be designed to facilitate integration with the surroundings.
 - Sound walls should be used only along designated freeways, expressways and arterials if needed, and should be completely screened from the outside by shrubs and trees located within the project property. Alternatives to sound walls, such as landscaped frontage roads, are encouraged where feasible.
 - “Dead” uses, such as storage, parking lots, garages, and service areas should be located away from public streets and off-site view. In commercial areas, alleys should be used to access parking and service uses where feasible.
 - Corner lots should locate access driveways on the street with the least traffic volume.
 - Buildings should be oriented to streets and public spaces; inward looking developments are discouraged.

6.7-j Multi-modal access and movement. Require new projects to facilitate pedestrian and bicycle movement and aid transit.

- Planning should anticipate and provide for future local and regional transit service even if the service is not feasible at the time of project plan preparation.
- Development may not be at intensities below the density ranges stipulated in the General Plan.
- Bikeways should be provided as designated in Figure 5-3.
- Pedestrian and bicycle connections to through-streets should be provided at the end of cul-de-sacs. (See Figure 6-7.)
- Trees and shrubs along streets should buffer sidewalks and bicycle lanes from automobiles and be selected and spaced to provide uninterrupted shade to pedestrians and bicyclists.
- Large-size projects in neighborhoods should be broken down by providing through-streets and designing smaller units to provide individuality and distinction.

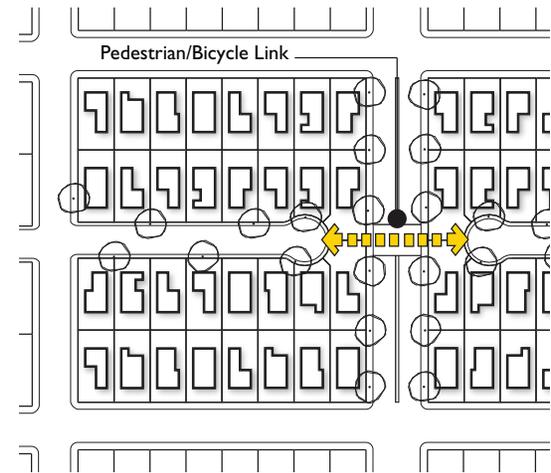
6.7-k Design for public safety. Promote public safety and welfare through urban design. New development should be designed in such a way that emphasizes access and connectivity, minimizes dead-end streets, provides ample visibility and lighting in public spaces, and encourages social interactions.

Neighborhood Centers: Streets and Access

6.7-l Fine grain of development. Provide a fine-grained urban environment with streets and sidewalks sized and designed to promote outdoor use and walking.

- Provide a network of closely spaced streets in neighborhood centers. Maximum spacing between local streets is 660 feet apart; in neighborhood centers, spacing closer to 400 feet is preferable. Intersections should be consistent with the access standards established in Table 5-6 of the Plan.
- Provide sidewalks along all streets, public and private, except along alleys. Sidewalk width, including a curbside planting area for street trees, should be at least 15 feet along retail/professional office areas and 10 feet elsewhere in the neighborhood centers. Street trees should be planted at a maximum interval of 30 feet.
- Keep the number of private driveways and curbcuts along principal streets to a minimum.
- Cul-de-sacs, where connection to other streets is feasible, are not permitted.
- No sound walls shall be used in the neighborhood centers.

Figure 6-7: Cul-De-Sac Connections



Neighborhood Centers: Parking

6.7-m Design and placement of parking areas. Ensure that parking areas do not impede pedestrian access and are adequately shaded and screened.

- Parking or service areas, screened or otherwise, should not be located between sidewalks and buildings. Pedestrians should not have to walk through or along a parking lot to access any building in a neighborhood center, but should be provided with independent sidewalk access.
- Screen all off-street parking, surface or structured, from pedestrian view by trees and shrubs. Walls should not be used as screening devices.
- Provide at least one large-canopy tree per five parking spaces and/or other paved area to shade cars, reduce glare and screen barren lots.
- Provide bicycle parking in neighborhood center parking lots, at an approximate ratio of one bicycle parking space per 10 automobile parking spaces.

Neighborhood Centers: Retail Location

6.7-n Retail center location and design. Ensure that all retail in a neighborhood center is contiguous and along streets pedestrians can cross safely and without unduly impeding traffic.

- Neighborhood retail, shown as Community Commercial (or Neighborhood Center in master plan areas) on the General Plan Diagram at the intersection of two principal streets, should be oriented to front along the street expected to carry the lesser amount of traffic.
- When neighborhood retail abuts lands designated as Low Density Residential, special consideration should be given to techniques that properly buffer each use from the other.

Neighborhood Centers: Design of Structures

6.7-o Building to street relationship. Require buildings to define street and sidewalk edges, provide scale to streets, engage pedestrians and promote active use of sidewalks and outdoor space.

- All structures with non-residential uses at the ground level should be built to provide a continuous frontage along public rights-of-way.
- Buildings should be set back from sidewalks only if a pedestrian plaza or patio, not separated from a sidewalk by a wall, fence, shrubs, etc., is provided.

- Frequent entrances to buildings are desirable. Entrances to the rear of buildings from parking courts should not substitute for entrance(s) from a street.
- Blank walls, reflective glass and other opaque surfaces at the ground level along street frontages should be avoided. Store interiors should be visible from the outside.
- Overhangs, awnings or other devices to shade the sidewalks of building frontage are to be provided. Colonnaded walkways, where provided, should be at least 8-foot wide clear, and run the entire length of a block, or store front.
- Buildings should be fine-grained and not appear to be large and monolithic. Individual buildings should generally be no larger than 50,000 square feet in size, both to provide a small-scale appearance and to prevent location of activities that would more appropriately belong in Downtown or elsewhere.
- Diversity in scale, material, color and use is encouraged.

Neighborhood Centers: Uses and Intensities

6.7-p Neighborhood center uses. Ensure that uses in neighborhood centers provide for residents' daily needs for goods and services, and are compatible with surrounding neighborhood uses, design, and scale. Examples of uses appropriate in neighborhood centers are found in Policy 3.2-h. Additionally:

- Mixed-use (horizontal and vertical) developments are encouraged in neighborhood centers.
- Automobile-oriented commercial facilities, such as drive-through restaurants and gas stations should not be located in neighborhood centers. However, limited drive-through facilities may be permitted for financial institutions, pharmacies, dry cleaners, and other similar personal service facilities. The appropriate location for automobile-oriented facilities is in areas designated Heavy Commercial on the General Plan Diagram, not in neighborhood centers.

Figure 6-8 illustrates the development pattern of a neighborhood center that could result from application of design principles established in this section.

Housing Outside Neighborhood Centers: Design Principles

6.7-q Visual interest and compatibility in residential design. Residential projects, single family or multifamily, should include visual interest and variety. The size, scale, proportion, color, placement, and detailing of architectural features should be carefully considered to complement the overall massing and scale of the single-family or



Top: Clear and safe walkways should be provided for pedestrian travel through parking areas.

Bottom: Buildings with commercial uses in neighborhood centers should have consistent setbacks, frequent doors and windows, and create an engaging pedestrian environment.



Appropriate uses in neighborhood centers include establishments that serve nearby residents' daily needs, such as small offices, cafes, shops, and other services. Horizontal and vertical mixed use developments are allowed and encouraged.

multi-family building. Multifamily projects should be designed and detailed to be compatible with neighboring single family homes and commercial centers. Single family projects should include architecture and landscaping that is complimentary and creates a neighborhood identity with visual interest and variety.

Housing Outside Neighborhood Centers: Streets and Access

6.7-r Housing fronting collector streets. To maximize public orientation of streets and neighborhoods, housing is encouraged to front onto collector streets. The following provisions shall apply:

- Driveway designs that allow for turn-around space (to minimize cars backing out onto collector streets) are encouraged.
- Driveways shared by more than one residence are encouraged, to limit the number of driveway entrances to the street.

6.7-s Street standard adherence. Ensure that streets are provided consistent with the provisions of the Plan.

Arterial and collector streets are depicted on the General Plan Diagram. Local streets should meet spacing requirements for through-streets stipulated in Section 6.3 and Section 5.2. (See Table 5-6) Intersections design should be in accordance with access standards established in Table 5.6. Requirements for dedicated through-streets apply to all multifamily and single-family projects.

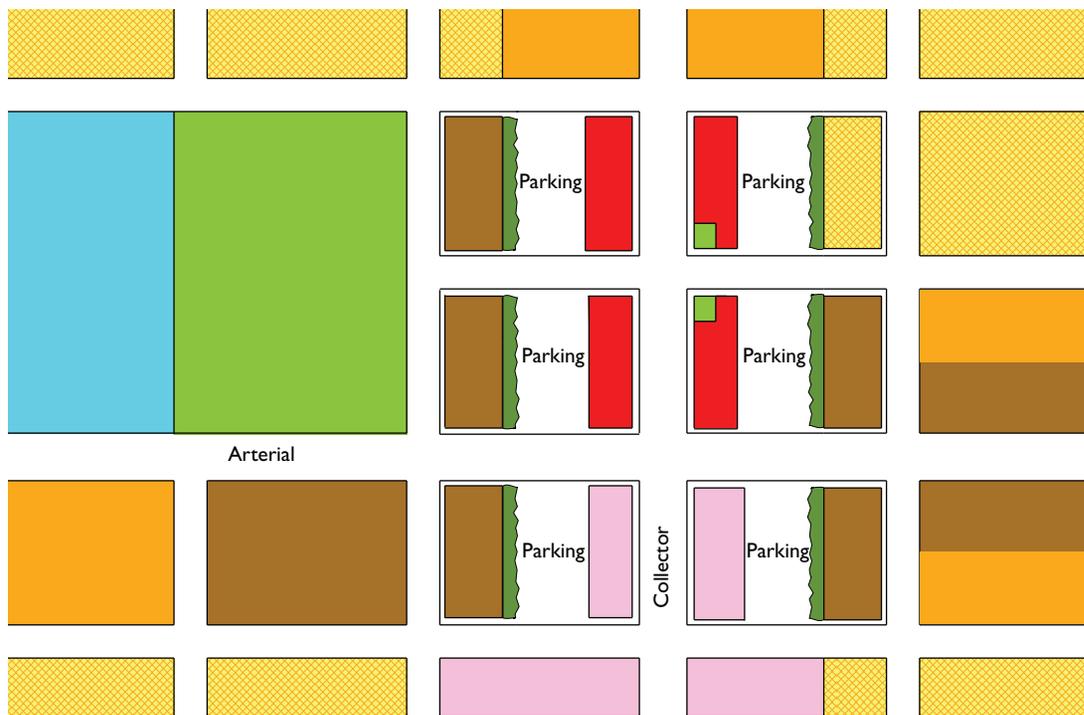
6.7-t Pedestrian linkages. Develop clear pedestrian linkages between and within neighborhoods.

Each project application should demonstrate connections from the project to the bikeways system depicted in Figure 5-2 and the linear park network depicted in Figure 4-1.

6.7-u Sidewalks and the pedestrian environment. Provide sidewalks consistent with intended use, and trees to shade streets and pedestrians.

- Sidewalks should be provided on both sides of all streets, public and private. Sidewalk width shall be a minimum of 5 feet in residential areas and 8 feet in

Figure 6-8: Illustrative Development Plan for Neighborhood Center



-  Low-Medium Density Residential
-  Medium Density Residential
-  High Density Residential
-  Community Commercial
-  Office
-  School
-  Park or Plaza/Open Space
-  Landscaped Buffer (between commercial/parking and residential uses)



Residential development should be designed to maximize visual interest and compatibility with surroundings.

commercial and industrial areas (see Tables 5-4 and 5-5). In residential areas, parkway strips in between the street and sidewalk shall be provided to provide greater distance between pedestrians and the roadway.

- In areas designated Very Low Density Residential, consider establishment of a more rural residential style of street-side public improvements.
- Street trees should be planted curb-adjacent and be consistent with the species stipulated in the Street Tree Master Plan and be no greater than 30 feet apart. Trees along local streets should be appropriately selected and planted no greater than 30 feet apart.

Housing Outside Neighborhood Centers: Open Space

6.7-v Relationship of parks and surrounding uses. Provide parks and open spaces consistent with the Plan.

- Parks should be sized and designed in accordance with criteria established in Chapter 4: Parks, Schools, and Community Facilities.
- Provide urban-agricultural buffers in areas when required by Policy 6.1-k and policies found in Section 3.2.

Housing Outside Neighborhood Centers: Parking and Garages

6.7-w Residential parking design. Reduce the visual dominance of garages and parking.

- Garage width openings facing public streets will normally be limited to no more than 20 feet or one-third the lot width, whichever is less; recessed garages can be wider so long as the visible width from the front does not exceed the maximum. Alternatives to front garages, such as access from alleys, side drives with parking in the rear, and tandem parking are also permitted.
- Consolidated parking in higher density residential projects should be located away from the streets and should share one or two entrances/exits from the property in order to minimize curb cuts.

Additional Design Principles for Medium and High Density Residential: Public Orientation

6.7-x Public orientation of medium and high density development. Development should be oriented to streets, sidewalks and public spaces; introverted projects are discouraged.

- Site planning and architectural design should ensure that developments provide street frontages with interest for both pedestrians and neighboring residents.

- Sites should not be fenced or walled off with a solid barrier; at least 50 percent shall have an open fencing design.
- Buildings should be oriented to public streets and each dwelling must have direct visual access to either a public sidewalk, landscaped courtyard or a garden space.
- Some dwellings on each site must front and face the adjoining public street and sidewalk.
- If entrance to individual buildings or dwellings is through a courtyard, the courtyard should open directly to a public street or sidewalk.

Additional Design Principles for Medium and High Density Residential: Fine-grained Development

6.7-y Visual variety. Promote fine-grained development that provides individuality and distinction. Projects should be integrated with surroundings, not closed off from them.

- Developments should generally be broken down into small clusters, independently accessible and integrated with the surroundings with direct circulation and visual connection between buildings, streets, sidewalks and open space. Superblock-style developments with large-scale internal circulation systems are discouraged.
- The number of units sharing a directly accessible building entrance or stairway should be limited to eight, except for high density housing and assisted living facilities.

Business Park Design Principles

6.7-z High quality business park design. Ensure that the Business Park is developed to high architectural and landscape standards and limited to non-polluting uses consistent with a Business Park setting, as enumerated in the Westside Industrial Specific Plan (WISP).

- The primary intended use in Business Park is offices consistent with a light industrial nature (i.e., research and development). Light manufacturing, wholesaling, retailing and other uses should be permitted as ancillary uses only and should generally be limited to no more than 40 percent of the total building area of a development.
- Sidewalks with street-trees should be provided along all public and private streets. Sidewalk width, including a curbside planting area for street trees should be at least 10 feet. Street trees should be provided at a maximum 30-foot interval and



Top: Wide sidewalks, especially in commercial areas, accommodate pedestrian travel, street trees, and outdoor seating areas.

Bottom: Housing may be designed with garages at the rear of homes.



A portion of the TRIP is intended to develop as a Business Park, with high quality design.

- placed to provide shade to pedestrians and bicyclists. Trees along median strips should also be provided for all streets 50 feet or wider.
- Planted building setbacks of 10 to 20 feet should be provided along public streets. No setback is required of structures that provide uses of pedestrian interest, such as a shop or a restaurant.
- Storage yards, parking areas, service areas, and other paved areas should be screened from off-site view by perimeter and tree-canopy planting.
- Large, flat-roofed areas and rooftop equipment should be screened from off-site views.
- Bicycle connections to designated routes should be provided from each development.
- Bicycle parking should be provided in Business Park parking lots at a ratio of one bicycle parking space per 10 automobile parking spaces.

6.7-aa Mix of supporting uses in business park. Require large employment-generating developments to provide services such as restaurants, child care and business support that reduce the need for trips out of the Business Park.

Site Design Standards for Single Family Gated Communities

6.7-ab Single family gated communities discouraged. In general, gated communities of single family detached homes are discouraged, as they do not further the City’s goals of improving access and connectivity amongst residents and neighborhoods. Single family gated communities may be permitted upon approval of a planned development in areas of Turlock where access is already limited and/or where sound walls are already required, resulting in built-in constraints to connectivity.

6.7-ac Public orientation of homes. Housing units backing onto local or collector streets, separated from the right-of-way with a fence or wall, are strongly discouraged.

6.7-ad Use of sound walls. Sound walls shall only be permitted when a noise study, prepared by a certified noise consultant under contract to the City of Turlock, specifically requires such a barrier as a mitigation measure.

6.7-ae Gated community size. A single-family detached residential gated community, if approved, should not be larger than 20 acres. At the average density permitted in the LDR designation, this corresponds to 100 homes or fewer.

Site Design Standards for Multifamily Attached Gated Communities

- 6.7-af Multifamily gated community location.** Multifamily attached gated communities are discouraged along local and collector streets; arterial streets are more appropriate locations for these developments.
- 6.7-ag Pedestrian and bicycle access.** Access for pedestrians and cyclists, separate from automobile access, shall be provided.
- 6.7-ah Use of walls.** Solid perimeter walls are prohibited unless specifically required for noise mitigation by a noise study, prepared by a certified noise consultant under contract to the City of Turlock.
- 6.7-ai Edge conditions.** In all multifamily developments, perimeter units shall front the adjoining local or collector street. Such units may only be separated from the public street by a wrought iron fence or similar open security barrier.
- 6.7-aj Barrier style.** Perimeter housing may front onto a private frontage street which is separated from the public street by a wrought iron fence or similar open barrier (at least 50 percent open).
- 6.7-ak Gated community size.** A multifamily attached residential gated community shall not be larger than one standard city block. Block size shall be determined by the classification of the adjoining through streets, in accordance with General Plan policy 6.4-e.

General Development Standard – Applicable to All Gated Communities

- 6.7-al Gated community location.** Gated communities shall not be located where they would impede a current or future development of a collector, arterial, or expressway. Similarly, gated communities shall not be located where they disrupt an existing or future planned public pedestrian pathway, multiuse path or trail, or park.
- 6.7-am Parks and community facilities.** No credit shall be given for provision of park space that is not accessible to the general public. The developer of the gated community shall pay an in-lieu fee for park provision, or provide park space that is accessible to the public.
- 6.7-an Private streets and street maintenance.** All gated communities shall have private streets, maintained by an approved Homeowners Association and/or Assessment District.



In general, gated communities are discouraged in Turlock. When they are permitted, good design is critical to ensure their integration into the rest of the built environment.

- 6.7-ao Access gates.** Controlled access gates shall be equipped with a “Knox Box” or similar system, approved by the Police and Fire chiefs, or their designees.
- 6.7-ap Entrance design.** Curbs shall be painted red in vehicle stacking areas and shall be posted as no parking areas.
- 6.7-aq Emergency access.** There shall be at least two entrances accessible to emergency vehicles.
- 6.7-ar City services’ access.** Access shall be provided to the City’s designated waste hauler for on-site refuse collection.
- 6.7-as Vehicle stacking at entrance.** Where access to the development is provided from a local street, at least 40 feet of vehicle stacking room shall be provided between the gate and the public right of way.
- 6.7-at Vehicle stacking from collector or arterial.** Where access to the gated community is provided from a collector or arterial street, at least 60 feet of vehicle stacking room shall be provided between the gate and the public right of way.
- 6.7-au Deceleration pockets.** When access to the gated community is provided from a four-lane collector, arterial, or expressway, a deceleration pocket shall be designed and constructed to the satisfaction of City Traffic Engineer.
- 6.7-av Guest access.** A separate “guest” turn-out lane, with room for at least one vehicle (20 feet) shall be provided for guests to await admission. This guest turn-out lane shall be located immediately adjacent to the main vehicle stacking area.
- 6.7-aw Entry device.** An entry telephone, or similar communications device, shall be provided in the guest turn-out area for visitors to contact their host for admission to the gated community.

The entrance and exit lanes shall be clearly marked and separated by a landscaped median with a minimum width of 6 feet. This median shall contain the entry control device. Drivers should not be forced out of their vehicles to use the entry control device.
- 6.7-ax Driveway design.** The driveway approach shall be constructed of stamped concrete or a similarly textured material.
- 6.7-ay Gate operation.** No gate shall swing outward into the vehicle stacking area.

- 6.7-az Vehicle turn-around area.** A vehicle turn-around shall be provided in front of the gate. Under no circumstances should a vehicle be forced to back out of a vehicle stacking area.
- 6.7-ba Fence height.** No fence shall exceed seven feet in height, unless a documented noise study dictates otherwise.
- 6.7-bb Vision hazards.** No wall, fence, gate, or other related appurtenance shall constitute a vision hazard as determined by the City Engineer or designee.

Standards for Walls in Gated Communities

- 6.7-bc Planting strips.** A 15 foot minimum planter strip should be provided in front of any wall. The wall shall be sufficiently landscaped to minimize graffiti.
- 6.7-bd Fence type and design.** All walls that face public streets shall incorporate a combination of solid walls with pillars and decorative view ports, or short masonry wall segments with wrought iron grill work. Chain-link or cyclone fences, barbed wire, razor wire, and the like are prohibited. At least 50 percent of a fence/wall should be designed to be open/visually permeable.
- 6.7-be Visual variety.** Walls shall incorporate offsets in plane and variety in design. Landscape pockets should be provided.
- 6.7-bf Use of solid walls.** Where specific concerns of land use intensity, traffic circulation, or other compatibility issues arise, the use of solid perimeter walls facing onto local public streets may be considered. Solid walls are only allowed when deemed necessary by the noise study (see policy 6.7-ah).



Opaque walls shall include segments of more open design, as well as landscaping.

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