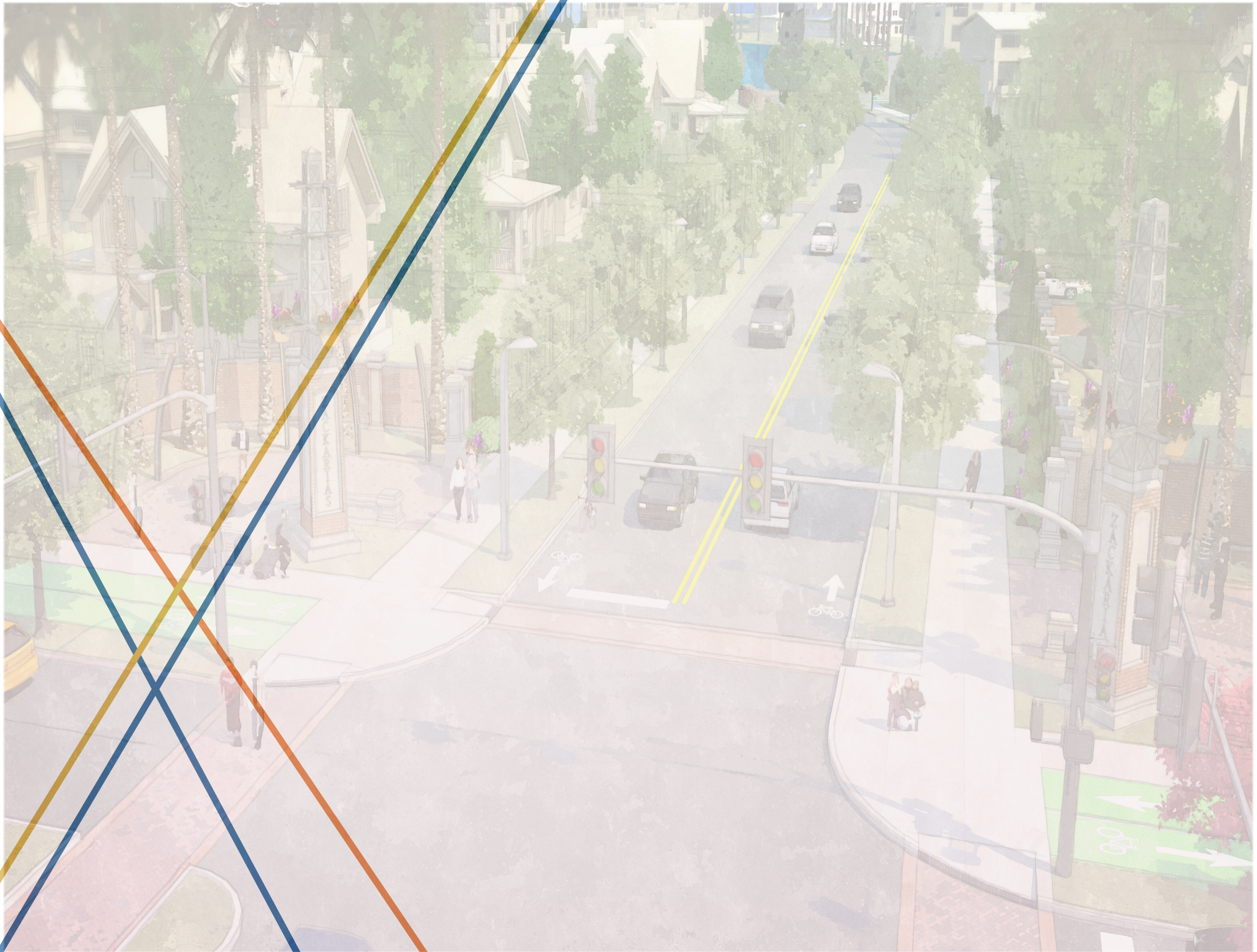




ZACHARIAS & BALDWIN RANCH MASTER PLAN

Adopted [XXXXX] 2021





Zacharias & Baldwin Ranch MASTER PLAN

2021

City of Patterson

MIG, INC.

ACKNOWLEDGEMENTS

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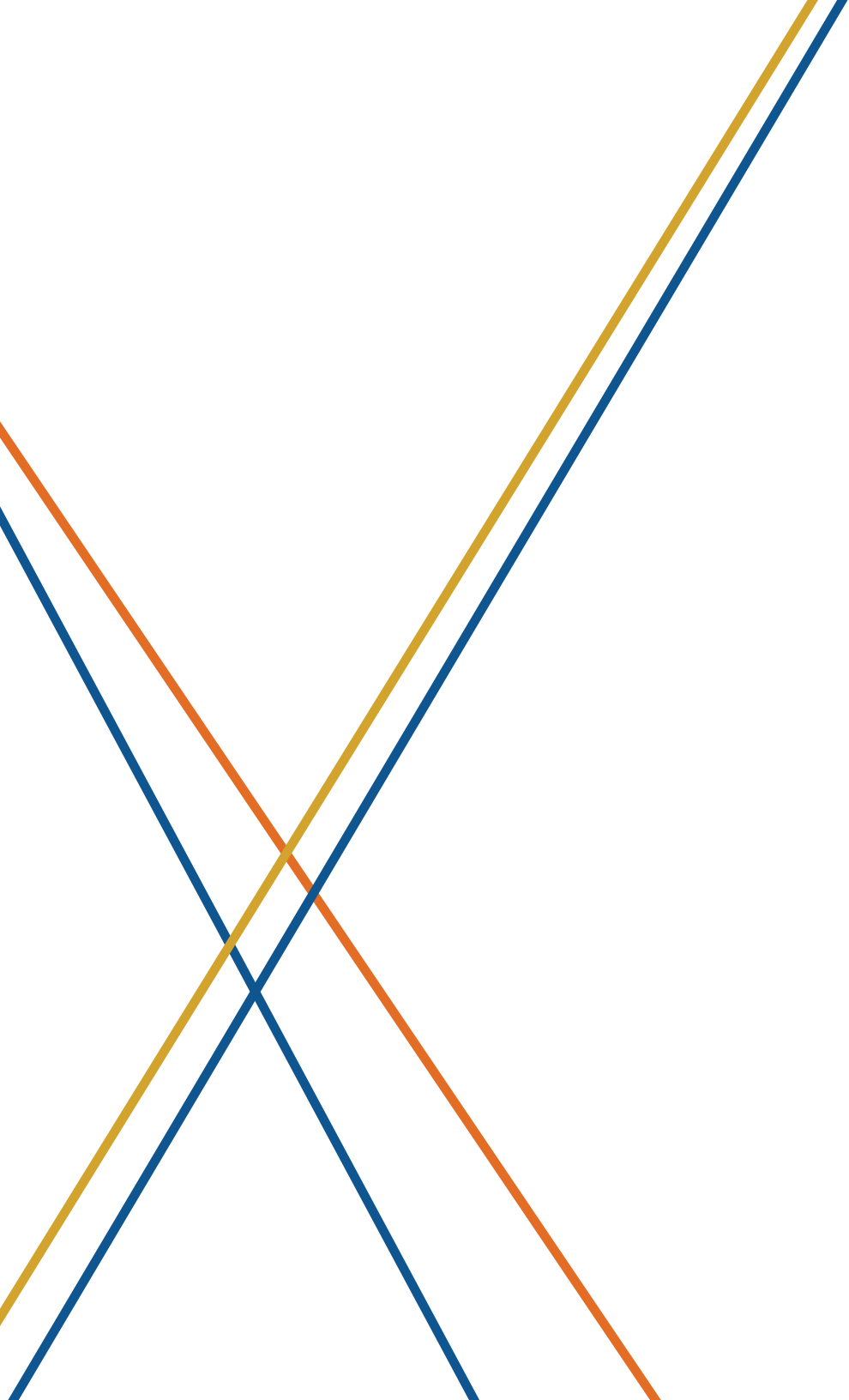
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ZACHARIAS & BALDWIN RANCH

MASTER PLAN

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An aerial architectural rendering of a city plaza. The central area is a large green lawn with a curved wooden walkway and a stone wall. To the left, there are colorful play structures. To the right, there are outdoor seating areas with red umbrellas and tables. The plaza is surrounded by multi-story buildings with various rooflines and balconies. The scene is set in a city environment with trees and a street visible in the background.

CHAPTER 1

INTRODUCTION

CHAPTER ONE

INTRODUCTION

1.1 Purpose

The purpose of the Zacharias and Baldwin Ranch Master Plan (hereinafter the Master Plan) is to establish a policy and regulatory document to guide development of the project area. The Master Plan implements the vision, goals, and policies of the Patterson General Plan by creating communities with complete neighborhoods, complete streets, and employment opportunities. The Master Plan provides land use regulations, development standards and implementation measures to develop a master planned community. The Master Plan also provides guidelines and standards for infrastructure, amenities and services needed to serve the development. The Master Plan ensures that the area develops in a comprehensive and coordinated manner using “smart growth” principles of mix of land uses, range of housing opportunities and choices, walkable neighborhoods, a sense of place, preservation of open space, and transportation choices.

The project objectives are to:

1. Promote positive contribution to the local and regional economy through new capital investment, creation of new employment and housing opportunities, and expansion of the tax base.
2. Develop a mix of new residential uses in proximity to a regional job center.
3. Continue to attract new businesses to the City of Patterson by providing adequate, available land and infrastructure.
4. Facilitate buildout of the City of Patterson General Plan.
5. Maintain a high quality of life in the City of Patterson through the provision of schools, parks, open spaces, and trails in residential areas.
6. Facilitate the development of the South County Corridor by reserving land for the future alignment of this transportation

corridor and limiting new connections from the Master Plan area.

7. Promote land use compatibility with the Ranchette area by appropriately siting roadway connections and affording property owners the option of maintaining their existing land use activities or developing low density residential uses.
8. Ensure that the Patterson city limits are expanded in an orderly and logical manner.
9. Avoid the premature conversion of viable agricultural land by affording property owners the ability to continue to farm their land until conditions are right for development.
10. Provide groundwater recharge facilities to protect groundwater resources consistent with City and State groundwater recharge policies.

The entitlements necessary to approve and implement the Master Plan are:

- Certification of the EIR
- Annexation
- Master Services Review
- General Plan Amendments
- Pre-Zone Master Plan Area
- Master Plan
- Public Facilities Financing Plan
- Development Agreement

1.2 Overall Vision and Guiding Principles

The vision for the Master Plan is to create master-planned communities that provide a quality environment for work, play, and living as a harmonious and logical extension of the Patterson community. The Master Plan provides a place for people that work in Patterson to live near their jobs, with diverse housing types and places to recreate. By minimizing commute times, the Master Plan will free up residents to spend more time relaxing, shopping, and spending time with their families and friends. The Master Plan will have regional benefits to the community by providing flood and stormwater facilities that extend beyond its boundaries. The project will maintain sustainable groundwater levels. To further this vision, the following Guiding Principles will apply:

- A. **Complete Streets.** Create a well-connected network that supports multimodal transportation within and outside of the Plan Area. Provide a system of bicycle/pedestrian only pathways largely separated from streets to enhance walkability and reduce vehicle miles traveled. Create human-scaled, experiential streets and paths that meet multiple needs and serve multiple modes.
- B. **Open space.** Provide an accessible, high-quality network of multipurpose open spaces that are connected with a system of bicycle/pedestrian pathways with a goal of every house be located within 0.25 mile of open space.
- C. **Land use.** Promote land uses that support economic development and City growth. Help facilitate new business park development and expand on the City's existing supply of business park uses. In addition, help facilitate new residential development that allows the City to continue to grow and house employees working in Patterson and surrounding areas, as well as families wishing to live in Patterson.
- D. **Flexibility.** Provide flexibility in land uses and housing densities when suitable. The Preliminary Land Plan shows only primary roads. This provides landowners in the residential portion of the project flexibility in designing streets, blocks, and parcels so long as consistency with the intent of the Preliminary Land Plan remains. Additionally, the land plan provides flexibility in the following areas:
 - 1. **Residential.** For the portion of residential designated as Medium Density, there is flexibility to provide different densities and housing types throughout the project, site, as long as housing unit numbers do not exceed the amount shown in Table 1 for Medium Density Residential.
 - 2. **Mixed use.** For the Mixed-Use designation, there is flexibility to provide commercial and/or high-density residential uses, as long as active ground-floor uses are provided in key mixed use core areas.
- E. **Housing types.** Provide a diversity of housing types for different lifestyles, household sizes, ages, and income levels. The diversity of housing types include, but are not limited to, single family residences, townhomes, alley-loaded products, green court and motor court development, and apartments.
- F. **Neighborhood hub.** Establish a neighborhood hub with a mix of active uses including commercial, high density residential, schools, parks, and trails.
- G. **Place.** Create a distinct sense of place that builds on Patterson's built and natural heritage. This includes selection of tree species, iconic roundabouts at key intersections, and use of agricultural irrigation canals as community assets.



H. **Transition area.** Create context-sensitive transition areas that preserve existing and proposed uses. This includes the following transition areas:

1. Proposed residential to proposed and existing industrial areas. Methods for providing appropriate transitions include the use of drainage basins, trails, berms, and/or fencing.
 2. Proposed residential to existing single-family residences to the south. The proposed land use east of Baldwin Road, on the southern edge of the project is proposed to accommodate single-family residences similar to the existing single-family residences south of the project site.
 3. Proposed residential to existing ranchettes to the east. The existing 40-foot-wide canal easement with the proposed parkway, along with open land uses adjacent to the parkway, provides an appropriate interface to the ranchette area as the area transitions to residential uses.
 4. Proposed development to existing agricultural uses to the north.
 5. Proposed residential and commercial development to the potential future South County Corridor to the north
 6. Options for transition areas include:
 - Buffer. Examples of buffers include open space (e.g. drainage areas, trails, parks)
 - Land use
 - Major streets
- I. **Infrastructure.** Integrate cost-efficient infrastructure systems. Design open space, trails, and buffers consistent with natural drainage areas to capture and direct drainage in a more cost-efficient and sustainable manner. Infrastructure will comply with the Infrastructure Master Plans developed by the City.
- J. **Maintenance.** Establish long-term maintenance requirements, in particular for the design of open spaces.

1.3 Project Setting

The Master Plan project areas are comprised of two areas. The Zacharias project area is 1,158.4 acres located on the north end of the City of Patterson bounded by Rogers Road (west), Zacharias Road (north), the California Northern Railroad tracks and Ward Avenue (east), and existing residential and business park uses (south). The Baldwin Ranch project area is 68.7 acres located at the south end of Baldwin Road and is contiguous to the Delta-Mendota Canal (west), the City of Patterson Corporation Yard (north), and agricultural uses (east and south).

Figure 1: Regional Context

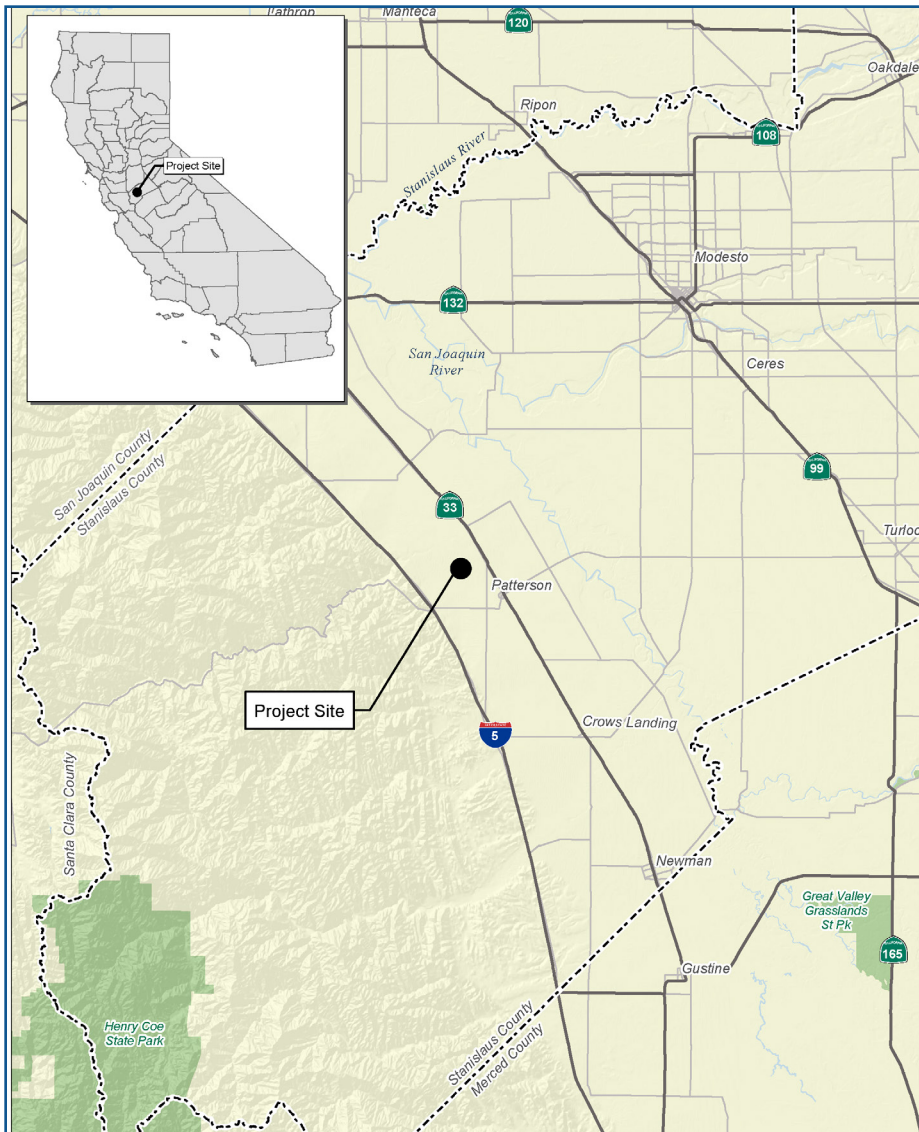


Figure 4: Aerial Map

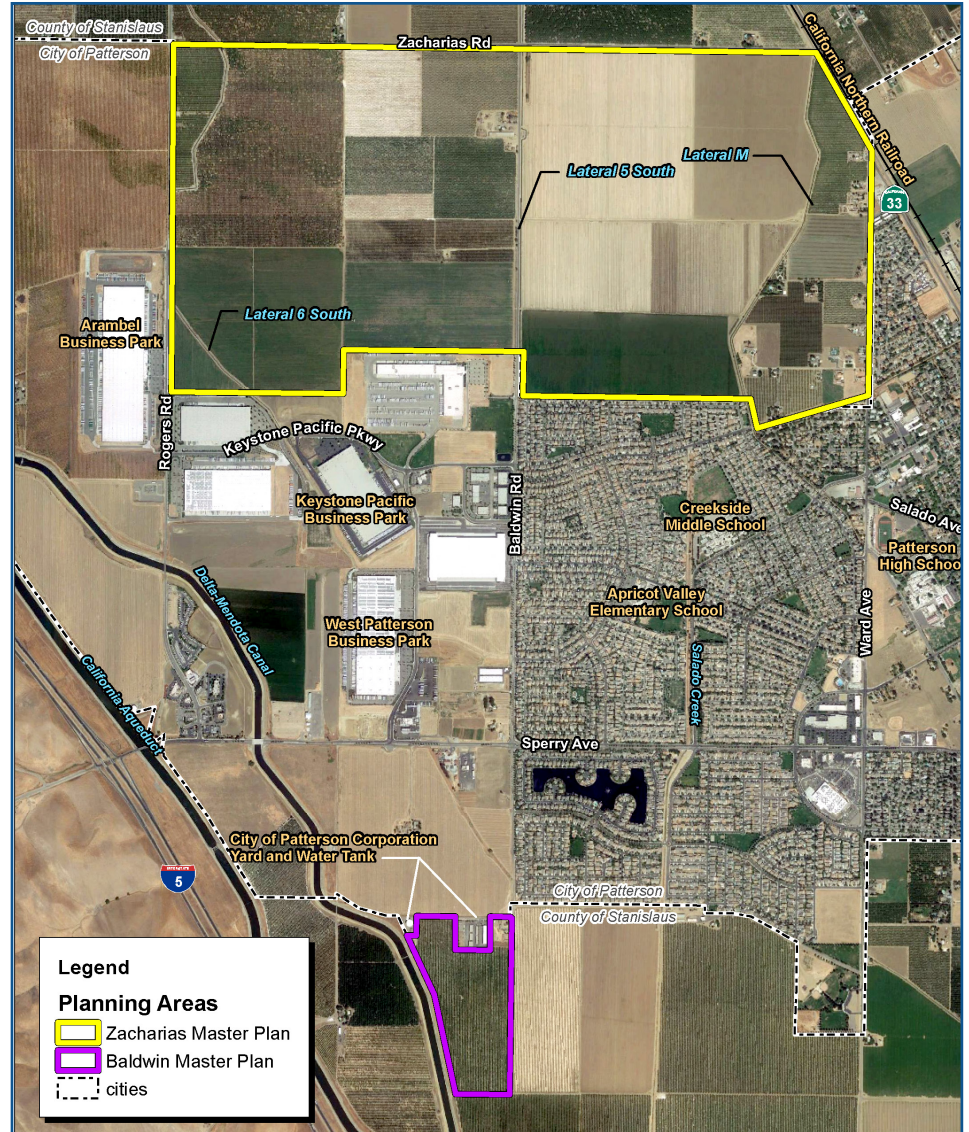


Figure 2: Baldwin Ranch Location Map

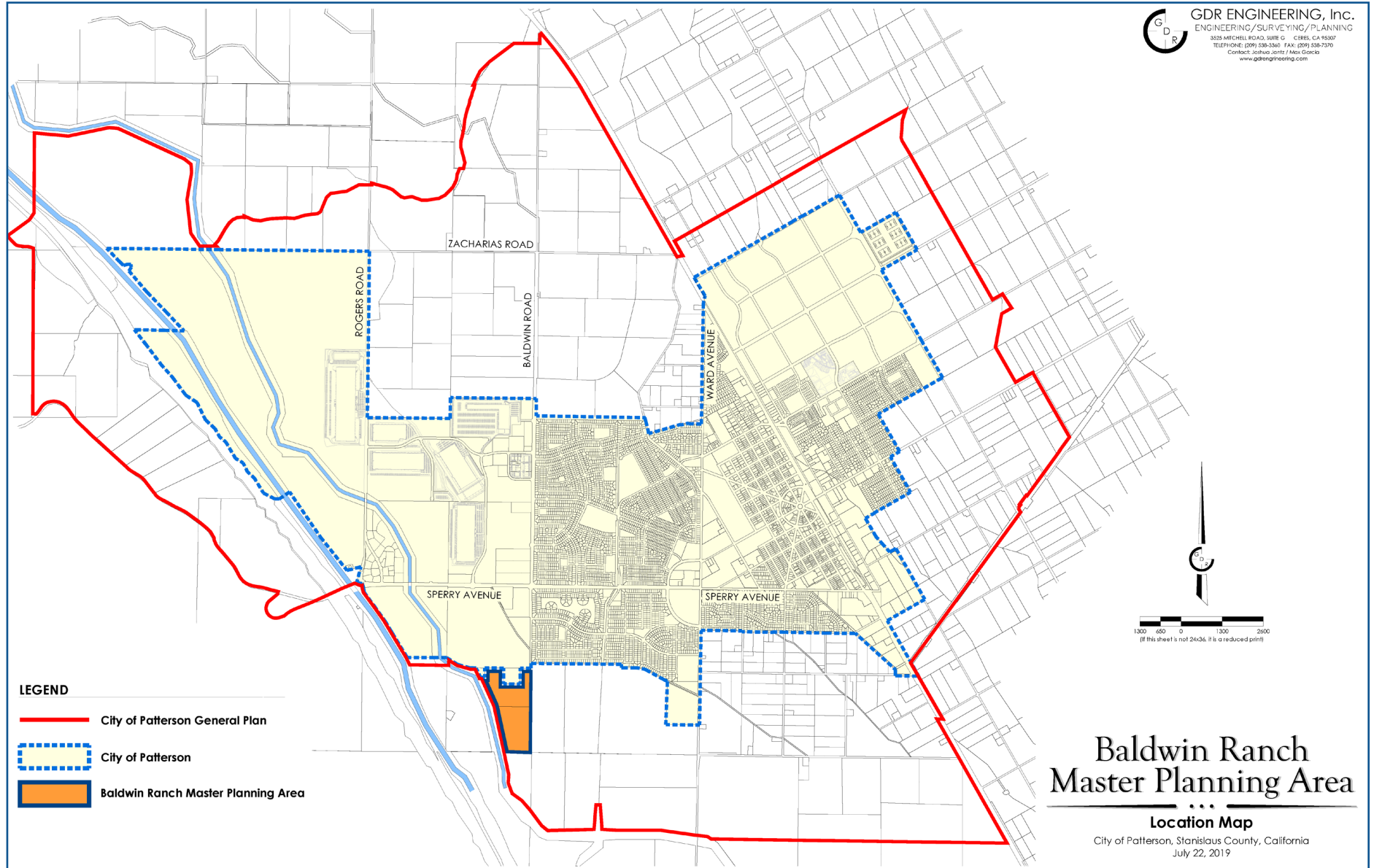
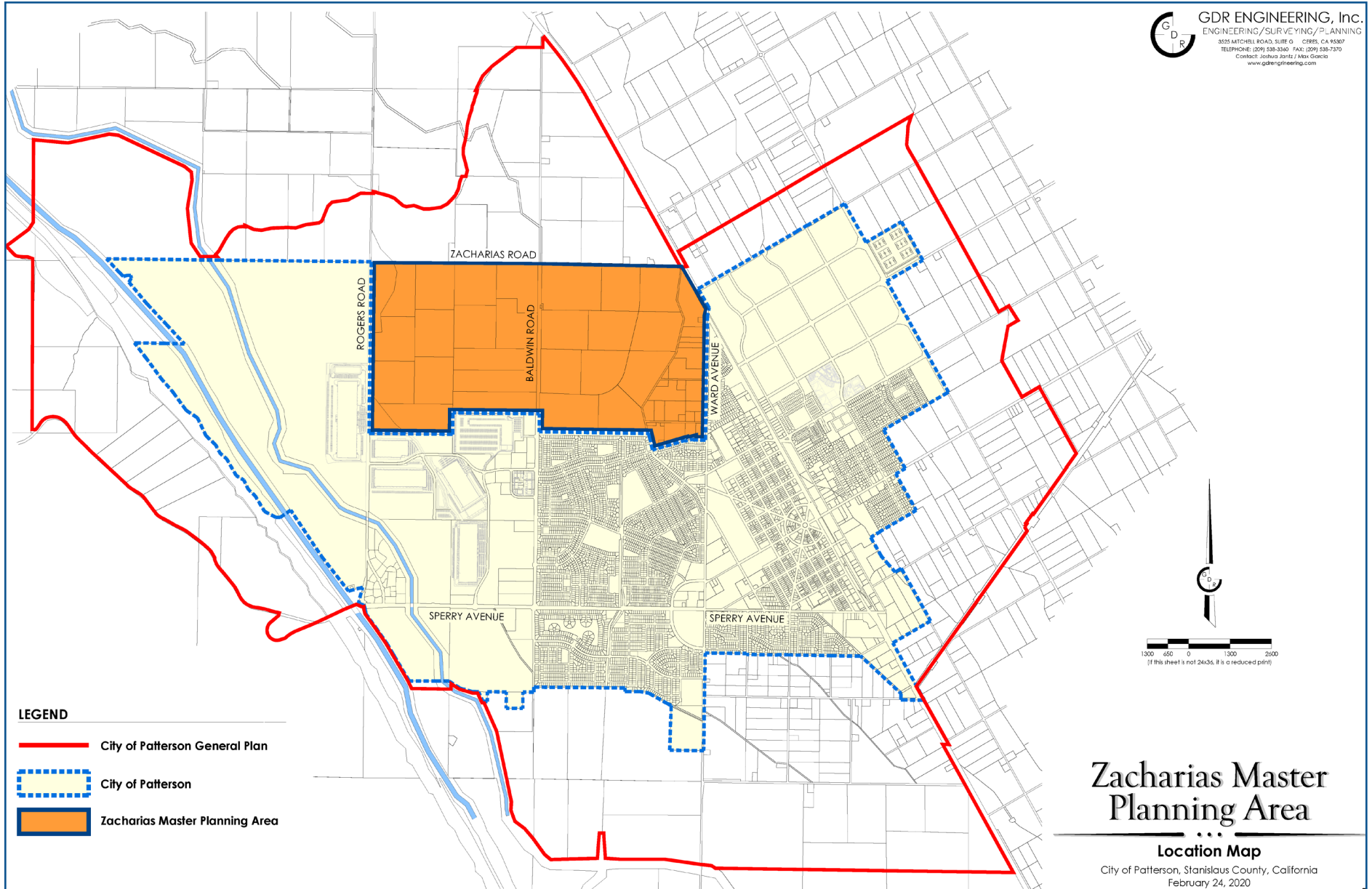


Figure 3: Zacharias Location Map



1.4 Natural Environment

Both the Zacharias and Baldwin Master Plan areas are characterized by existing agricultural land including orchards and row crops. West Stanislaus Irrigation District irrigation canal Lateral Six South, meanders from south-to-north through the western portion of the Zacharias area. A Patterson Irrigation District (PID) canal runs north-south through the eastern portion.

The eastern portion of the Zacharias area is known as the “Ivy-Rose Area ranchette triangle.” Located east of the PID canal, this 143.7-acre area consists of 31 parcels ranging in size from 1 acre – 19 acres. Many of the parcels are residential only and some support agricultural uses.

1.5 Relationship to Patterson General Plan

The Patterson General Plan Land Use Element designates areas surrounding the City for additional urban development, as shown on General Plan Figure LU-1. The General Plan designations for the Plan Area implement General Plan Policy LU-1.2 which describes the Low Density Residential Designation as a “holding” category.

The General Plan provides two sets of overarching policies to guide the development of the Master Plan, using smart growth principles. First, the General Plan provides a list of issues to be addressed in the development of the Northern and Southern Expansion Areas. Second, Land Use Element Policies LU-1.1 and 1.3 outline qualities desired in residential expansion areas.

Throughout this Master Plan, details of how the project complies with the General Plan will be shown. Following is a brief summary:

Complete Neighborhoods. The Master Plan will provide a mix of housing products and densities. In the Zacharias area, densities range from low to high densities. This Master Plan provides design guidelines that call for a diversity of housing types. The Zacharias area will have a mixed-use neighborhood center with a focus on the lake frontage. This center is central to the project and will serve as an active community gathering place within walking or biking distance to most of the community.

Baldwin Ranch provides for medium density housing at the southern edge of the City. Because of its smaller size, a range of densities is not feasible. Similar to Zacharias, the area will have a mix and variety of housing types and lot sizes.

Comprehensive Mobility Network and Complete Streets. The Master Plan will have a complete and interconnected mobility system with a hierarchy of arterial, major and minor collector, and local streets that provide for ease of travel by auto, bicycles and pedestrians. The arterial and collector street sections will include Class I or Class II bicycle paths and sidewalks separated from the roadway to encourage alternative modes of travel. A system of Class I “paseos” will transverse the project, enhancing bicycle and pedestrian activity. The Circulation Plan includes traffic calming measures, including roundabouts, to enhance safety.

Connected Community Facilities. Parks and schools will be within a short walk or bicycle ride from every home. The Class I “paseos” connect to the parks and schools.

Connectivity to the Community. The project area will connect to the surrounding neighborhoods, regional retail centers and employment. The Zacharias area will include a community shopping center to provide a wide range of grocery, general merchandise and apparel services to the community. The project area also includes +317.5 acres of business park uses which were previously designated for residential and are being changed to business park to enhance the City’s job-housing balance. It is connected to the existing community via Ward Avenue, Baldwin Road, Rogers Road and a new north-south collector. The PID canal paseo will provide for bicycle and pedestrian access to the neighborhood to the south and the high school and will ultimately link to a regional trail system.

Baldwin Ranch is connected to the south end of the community via Baldwin Road. It is located in close proximity to commercial area and employment.

Issues Specific to the Northern Expansion Area. Issues specific to the Northern Expansion Area will be discussed throughout this Master Plan.

- High School Site.
- South County Corridor.
- Land Use Compatibility with Existing Industrial Businesses.
- Timing of I-5 Interchange.
- Flooding Impacts.

Implementation: Infrastructure, Financing and Phasing. Chapters 5 and 6 outline a comprehensive infrastructure, phasing and financing plan. Infrastructure will comply with the Infrastructure Master Plans developed by the City.

An aerial photograph of a city street scene. In the foreground, a river flows from the bottom left towards the center. The street is lined with various buildings, including a prominent one with a circular glass facade. There are trees, palm trees, and a few cars on the road. The image is overlaid with a semi-transparent white rectangle containing the chapter title. Three diagonal lines in blue, orange, and yellow cross the left side of the image.

CHAPTER 2

COMMUNITY CHARACTER & DESIGN GUIDELINES



CHAPTER TWO

COMMUNITY CHARACTER AND DESIGN GUIDELINES

2.1 Overall Community Structures / Land Use Summary

A. Zacharias Project Area

The Zacharias project area proposes a 1,227.1-acre master-planned community with the following main components:

- Residential neighborhoods with a mix of densities ranging from 3 to 25 dwelling units per acre
- A mixed-use town center with a lake feature as a focal point
- A commercial center for local and community retail needs
- A business park area to provide for employment opportunities
- The Ivy/Rose “ranchette” area with potential for future residential development
- A “complete streets” network with bicycle and pedestrian trails connecting the community
- Public schools
- An interconnected network of parks and open space for both passive and active recreation

A total of up to 5,086 residential units, 855,000 square feet of retail uses, and 6,910,000 square feet of business park uses are proposed. Figure 5 provides a more detailed breakdown of proposed development.

Following is the proposed Land Use Plan:

Figure 5: Zacharias Land Use Plan

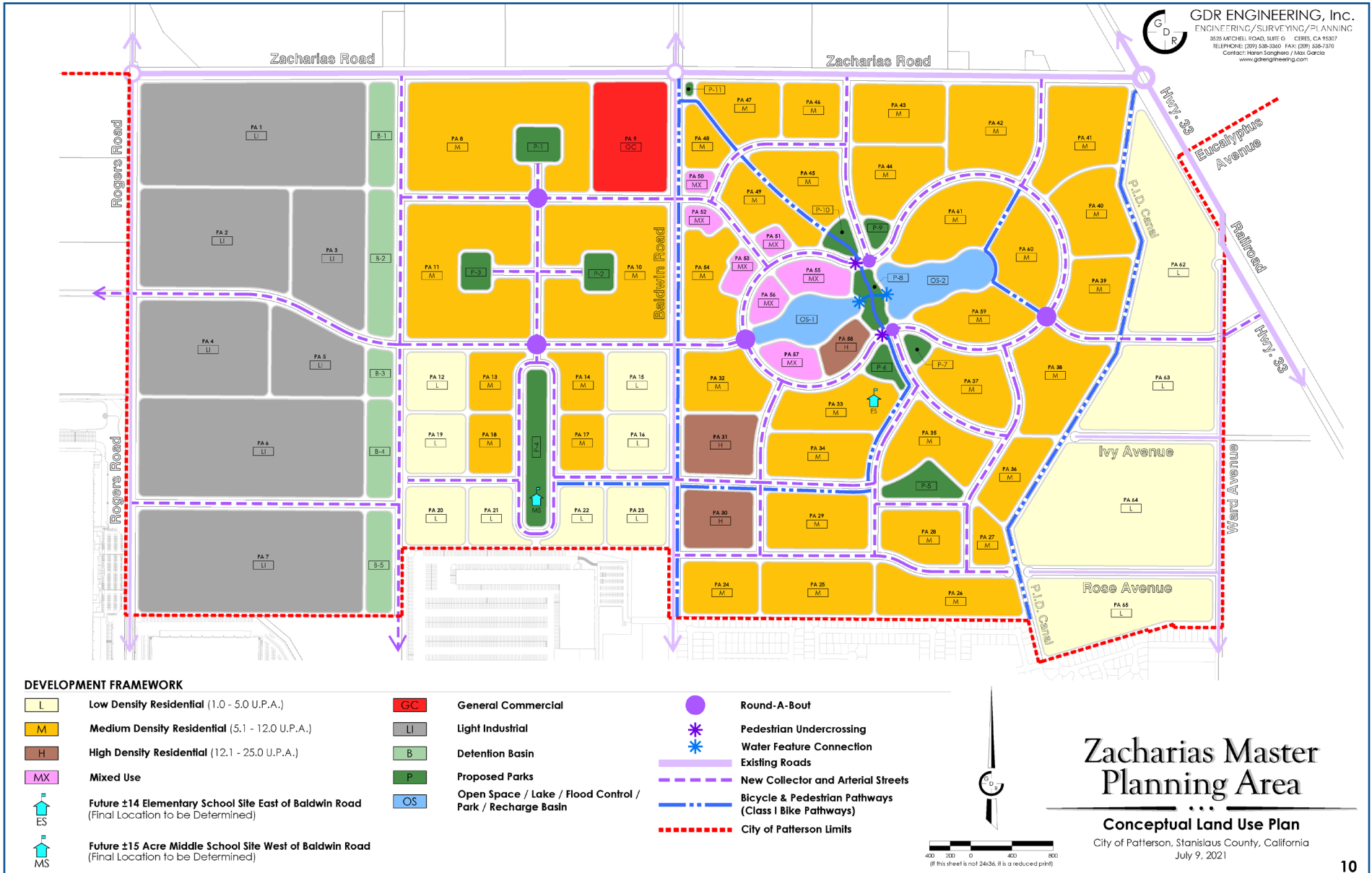


Figure 6: Zacharias Land Use Breakdown



PA	Land Use	Acreage (Gross)	Density	# of Units	Bldg. Sq. Ft.
1	Light Industrial	66.4	~	~	1,360,500
2	Light Industrial	36.7	~	~	845,500
3	Light Industrial	25.4	~	~	523,500
4	Light Industrial	31.0	~	~	720,500
5	Light Industrial	29.5	~	~	585,250
6	Light Industrial	62.6	~	~	1,420,500
7	Light Industrial	65.9	~	~	1,454,250
8	Medium Density Residential	47.9	5.4	259	~
9	General Commercial	22.2	~	~	350,000
10	Medium Density Residential	42.2	5.4	228	~
11	Medium Density Residential	39.4	5.4	213	~
P-1	Park	3.0	~	~	~
P-2	Park	3.0	~	~	~
P-3	Park	3.5	~	~	~
ZACHARIAS RANCH - TOTAL		478.7	~	700	7,260,000

PA	Land Use	Acreage (Gross)	Density	# of Units	Bldg. Sq. Ft.
12	Low Density Residential	9.0	5.1	47	~
13	Medium Density Residential	9.4	9.4	87	~
14	Medium Density Residential	9.3	9.4	87	~
15	Low Density Residential	9.6	5.1	50	~
16	Low Density Residential	10.1	5.1	53	~
17	Medium Density Residential	9.2	9.4	84	~
18	Medium Density Residential	9.2	9.4	84	~
19	Low Density Residential	9.5	5.1	49	~
20	Low Density Residential	9.1	5.1	47	~
21	Low Density Residential	7.9	5.1	41	~
22	Low Density Residential	7.9	5.1	41	~
23	Low Density Residential	9.6	5.1	50	~
P-4	Park	9.9	~	~	~
TPF DEVELOPMENT - TOTAL		119.7	~	720	~

PA	Land Use	Acreage (Gross)	Density	# of Units	Bldg. Sq. Ft.
24	Medium Density Residential	11.1	~	~	~
25	Medium Density Residential	15.4	6.0	253	~
26	Medium Density Residential	15.7	~	~	~
27	Medium Density Residential	5.1	~	~	~
28	Medium Density Residential	12.5	7.4	250	~
29	Medium Density Residential	16.1	~	~	~
30	High Density Residential	12.6	17.1	216	~
P-5	Park	8.8	~	~	~
KEYSTONE RANCH - TOTAL		97.3	~	719	~

PA	Land Use	Acreage (Gross)	Density	# of Units	Bldg. Sq. Ft.
31	High Density Residential	13.0	18.0	232	~
32	Medium Density Residential	13.0	6.5	84	~
33	Medium Density Residential	13.9	6.5	90	~
34	Medium Density Residential	13.6	6.5	88	~
35	Medium Density Residential	14.8	6.5	96	~
36	Medium Density Residential	8.8	6.5	57	~
37	Medium Density Residential	15.6	6.5	101	~
38	Medium Density Residential	16.7	6.5	108	~
39	Medium Density Residential	11.4	6.5	73	~
40	Medium Density Residential	13.1	6.5	85	~
41	Medium Density Residential	19.4	6.5	125	~
42	Medium Density Residential	19.8	6.5	128	~
43	Medium Density Residential	15.3	6.5	99	~
44	Medium Density Residential	13.2	6.5	85	~
45	Medium Density Residential	12.6	6.5	81	~
46	Medium Density Residential	10.0	6.5	64	~
47	Medium Density Residential	11.6	6.5	75	~
48	Medium Density Residential	6.3	6.5	40	~
49	Medium Density Residential	10.3	6.5	66	~
50	Mixed Use	2.7	10.5	26	50,500
51	Mixed Use	2.8	10.5	27	48,500
52	Mixed Use	3.1	10.5	31	58,500
53	Mixed Use	3.5	10.5	35	61,500
54	Medium Density Residential	14.7	6.5	95	~
55	Mixed Use	6.4	10.5	66	113,500
56	Mixed Use	4.2	10.5	43	74,000
57	Mixed Use	5.5	10.5	57	98,500
58	High Density Residential	5.0	18.0	90	~
59	Medium Density Residential	12.2	6.5	79	~
60	Medium Density Residential	13.7	6.5	88	~
61	Medium Density Residential	16.6	6.5	107	~
P-6	Park	4.5	~	~	~
P-7	Park	4.5	~	~	~
P-8	Park	10.5	~	~	~
P-9	Park	4.0	~	~	~
P-10	Park	5.0	~	~	~
P-11	Park	3.0	~	~	~
OS-1	Open Space / Lake	5.4	~	~	~
OS-2	Open Space / Lake	8.0	~	~	~
LAKESIDE HILLS DEVELOPMENT - TOTAL		387.7	~	2,521	505,000

PA	Land Use	Acreage (Gross)	Density	# of Units	Bldg. Sq. Ft.
62	Low Density Residential	34.7	3.0	104	~
63	Low Density Residential	26.4	3.0	79	~
64	Low Density Residential	55.3	3.0	166	~
65	Low Density Residential	27.3	3.0	82	~
IVY ROSE GARDENS - TOTAL		143.7	3.0	431	~

Color	Development	Acreage (Gross)	Density	# of Units	Bldg. Sq. Ft.
[Blue]	Zacharias Ranch	478.7	~	700	7,260,000
[Yellow]	TPF Development	119.7	~	720	~
[Orange]	Keystone Ranch	97.3	~	719	~
[Purple]	Lakeside Hills Development	387.7	~	2,521	505,000
[Green]	Ivy Rose Gardens	143.7	3.0	431	~
PROJECT TOTAL		1,227.1	~	5,091	7,765,000

Color	Land Use	Acreage (Gross)	Density	# of Units	Bldg. Sq. Ft.
[Red]	Light Industrial	317.5	~	~	6,910,000
[Grey]	General Commercial	22.2	~	~	350,000
[White]	Low Density Residential	216.4	3.7	809	~
[Yellow]	Medium Density Residential	539.1	6.4	3,459	~
[Orange]	High Density Residential	30.6	17.6	538	~
[Purple]	Mixed Use	28.2	10.4	285	505,000
[Green]	Park / Bike & Pedestrian Pathways	59.7	~	~	~
[Blue]	Open Space / Lake	13.4	~	~	~
PROJECT TOTAL		1,227.1	~	5,091	7,765,000

- Areas for B-1 through B-5 are INCLUDED in the Planning Area Acreages. Exact size to be determined with Development of each Planning Area
- Future ±14 Acre Elementary School to be located East of Baldwin Road (acreage not included in calculations above)
- Future ±15 Acre Middle School to be located West of Baldwin Road (acreage not included in calculations above)

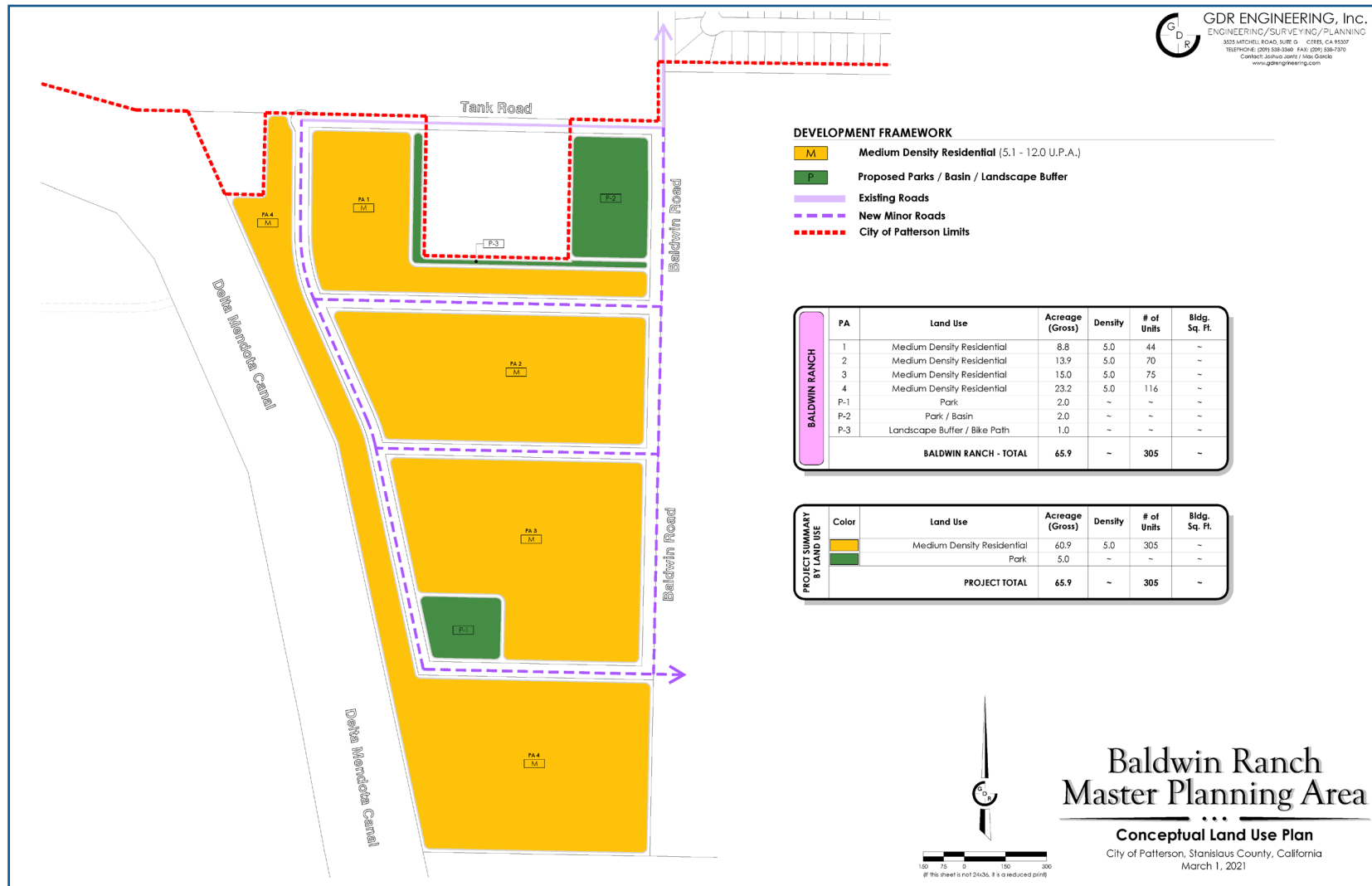
Zacharias Master Planning Area
Conceptual Land Use Plan Breakdown
City of Patterson, Stanislaus County, California
July 1, 2021

B. Baldwin Ranch Project Area

The Baldwin Ranch project area proposes a 66-acre residential community in the southern part of Patterson with 305 single family dwelling units and five acres of park. Low-medium density residential uses are planned at densities averaging five dwelling units per acre. The Land Use Plan shows the area with a Medium Density Residential category in order to allow smaller lot sizes or alternative housing types (alley-loaded, cluster) than what typically occurs in low-density residential areas. The total unit count would not exceed 305 dwelling units.

Following is the proposed Land Use Plan and the breakdown of land use types:

Figure 7: Baldwin Land Use Plan



C. Relationship to Zoning Ordinance and Community Design Guidelines

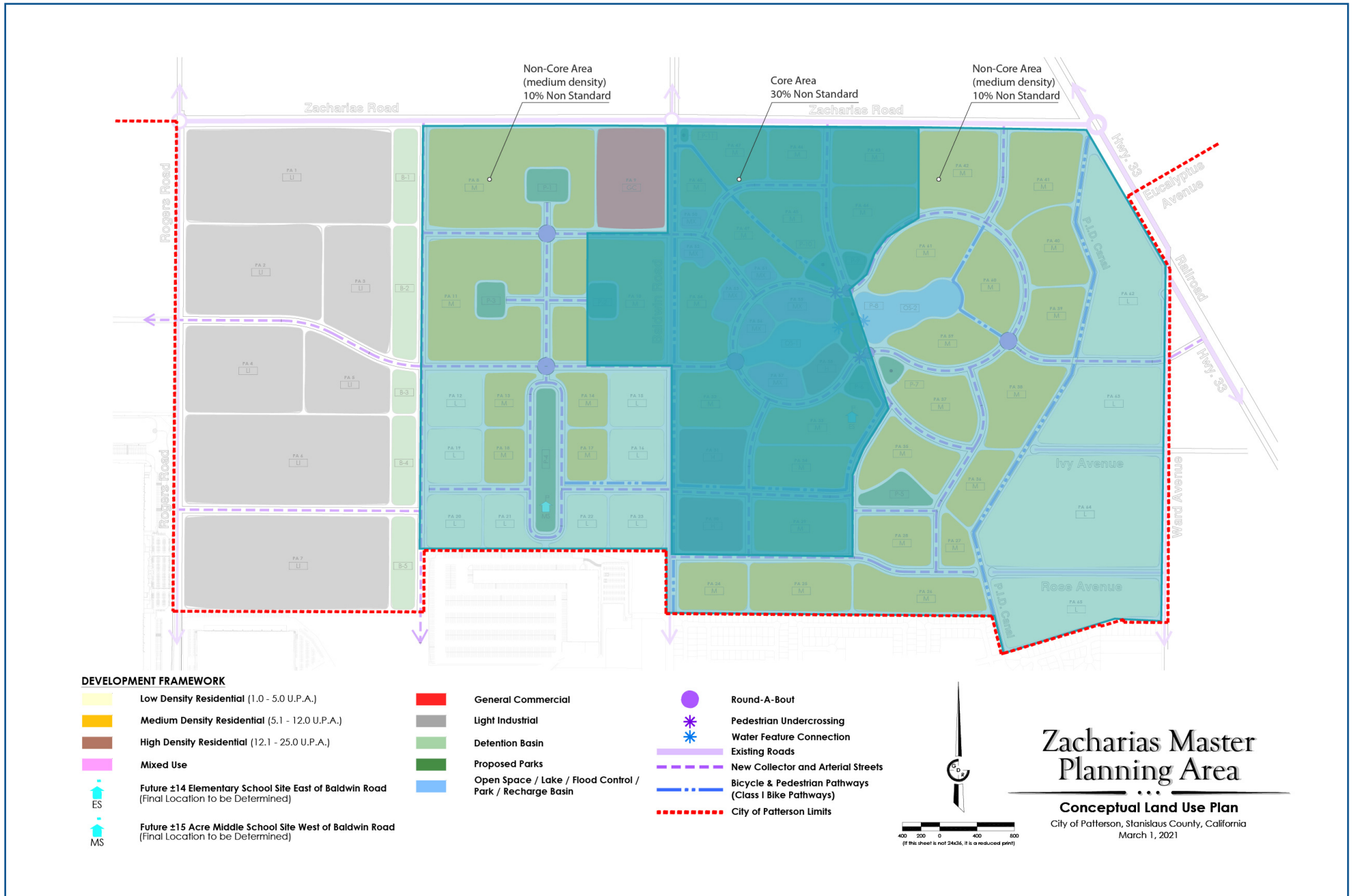
The Master Plan will partially rely on the basic standards contained within the Patterson Zoning Code and Community Design Guidelines. These standards are supplemented by development standards and design guidelines contained within this document. If there is a conflict, the standards and guidelines in this document prevail. Specific development projects will require design review pursuant to City established procedures.

2.2 Residential Land Uses

A. Overall Design Objectives

1. **Neighborhood Diversity:** The Master Plan provides diverse housing types to accommodate different lifestyles, household sizes, ages, and income levels, particularly in the Medium Density areas. This diversity is most important in the Core Area where there is closer proximity to retail, services, and recreation activity. In the Core Area, at least 30 percent of the housing units shall be comprised of housing types that are different than standard single family detached, such as alley-loaded, green court or auto cluster, or planned duplex or accessory dwelling units, as described in Section 2.2.B.2. In the non-Core Medium Density areas, at least 10 percent of the housing units shall be non-standard. This objective should be monitored over the life of the project.

Figure 8: Housing Diversity in Core and Non-Core Areas



Overall Design Objective for Residential Land Uses Cont.

2. **Plans and Styles:** In order to achieve a varied and interesting streetscape, each low-density and medium density subdivision should include a minimum of three (3) housing plans and three (3) architectural styles. As part of design review of individual subdivisions, greater diversity of architectural styles is encouraged in larger subdivisions (over 50 homes).

3. Overall Design Guidelines for Residential Neighborhoods:

a. **Pedestrian scale.** Create a sense of community with residential building designs oriented to the pedestrian by incorporating porches, entries, stoops, and windows that face the street and sidewalk. Outdoor seating areas oriented toward the street are encouraged.

b. **Garages.** Discourage garages as a primary feature. Generally, garages should not protrude beyond the leading edge of the home. Alternative garage loading configurations are encouraged (i.e., rear lot garages, side loading garages, detached garages, alley loaded garages).

c. **Streetscape.** Separate sidewalks from curb with planting strips on designated streets. Where there is a separated sidewalk, street trees shall be planted between streets and sidewalks at 30 feet on center. When there is not a separated sidewalk, each lot shall include a minimum of one street trees. Corner lots that are 70 feet or less in depth shall have one tree and lots greater than 70 feet in depth shall have two trees. Tree plantings shall consider joint trench placement requirements.

d. **Landscaping and fencing.** Create attractive front yards with landscaping and plants. Fencing should be in the same style, color palette, and materials as the primary structure where possible.

e. **Four-sided articulation.** Articulation of end unit elevations is encouraged to achieve four-sided articulation. Exterior wall materials, trim and architectural details are to be applied equally to all sides of the home visible to public view.

f. **Architectural variation and massing.** The size, scale, proportion, color, placement and detailing of architectural features such as porches, balconies, chimneys, doors/windows, dormers, and fencing should be carefully considered to compliment the overall massing and scale of the home. Building heights and setbacks should be varied to break visual monotony.

g. **Utilities.** Utility and mechanical equipment should be screened from view. Roof mounted air conditioners, coolers, or antennas are prohibited.

4. Residential Neighborhoods:

a. **Residential Neighborhoods Facing Open Space.** Neighborhoods facing open spaces, including parks and greenways, shall orient structures towards common open spaces in order to provide "eyes on the space". Homes backing on to open spaces should be avoided wherever possible. In some cases, a street may separate the structures from the open space, in which case the street-facing structures are encouraged to be an alley-loaded or green court cluster in order to avoid having garages front the street. In some cases, homes may back onto an open space if the overall result is achieved. Homes backing onto open space shall have open wrought iron fencing or other attractive open fencing.

Orient homes facing open space with intervening street



- b. **Residential Neighborhoods Facing the Lake:** Residential neighborhoods around the lake feature shall have a variety of treatments. In the central part of the lake feature, a park/greenway feature will border the lake providing public access. At the east end of the lake, a bike/ped trail system will border the lake as shown on the Bicycle and Pedestrian Plan. In other locations, homes may back onto the lake. Where homes back onto the lake, open views shall be maintained by the use of wrought iron or other attractive open fencing.



Homes with open fencing facing lake



Park facing lake with public access

c. Residential Neighborhoods Facing the PID Canal Paseo.

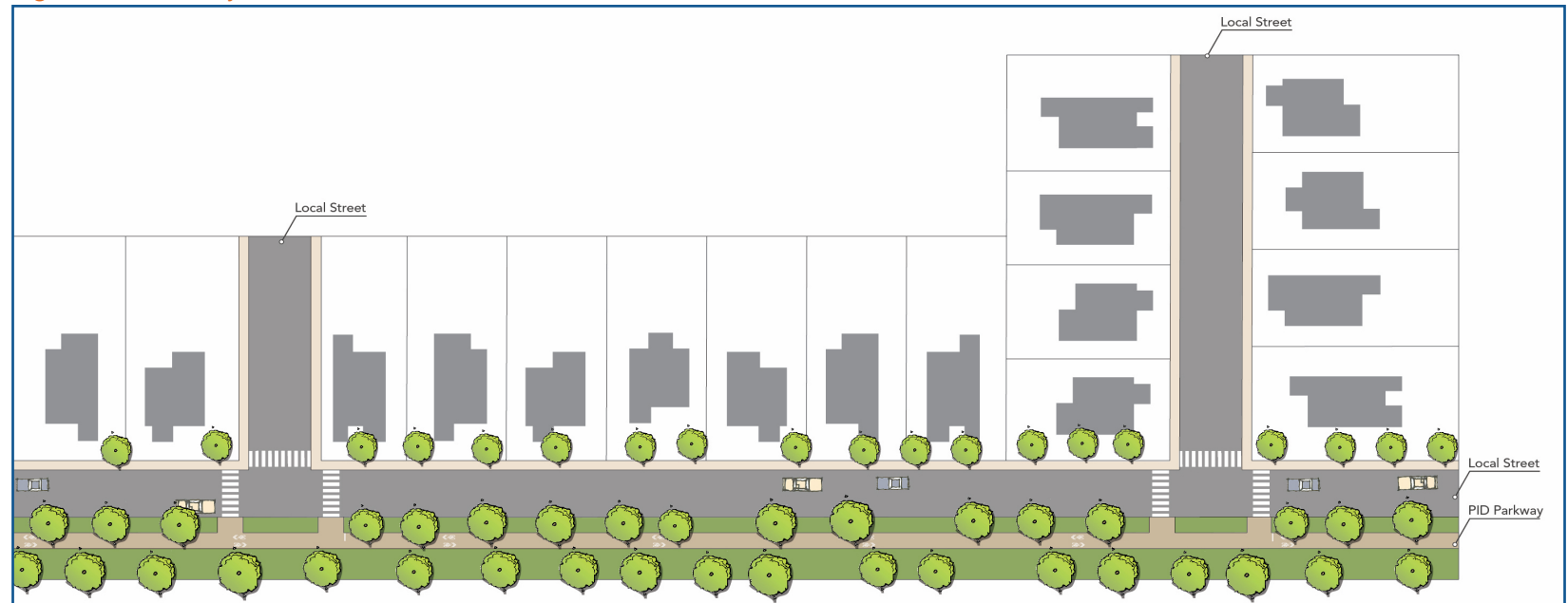
Development facing the PID Canal Paseo shall be oriented to face the Paseo by providing a local street paralleling the parkway to the extent practical. (See Section 3.10.A for more detail on design of the Paseo)



Above and Below: Local streets abutting Paseo



Figure 9: Street Adjacent to Paseo



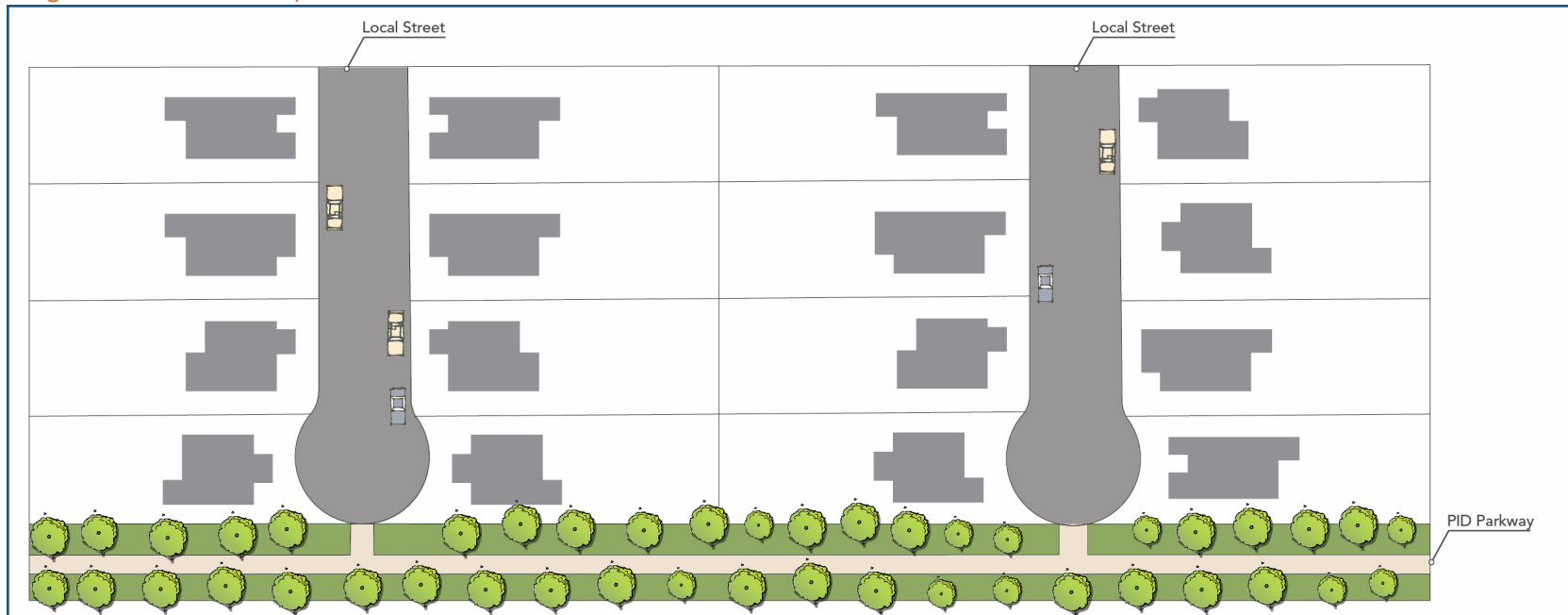
Other design options may be considered to allow for flexibility and variety. While the parallel street is the preferred design, such options may be considered if the parallel street is not practical. Situations where a parallel street is not practical include limited frontage on the paseo and constrained property configurations, and when it's necessary to break up a "racetrack" effect.

Following is an example with cul-de-sacs abutting the paseo. When cul-de-sacs are used, maximize the amount of cul-de-sac frontage on the paseo and side-on lots shall have an abutting masonry wall.



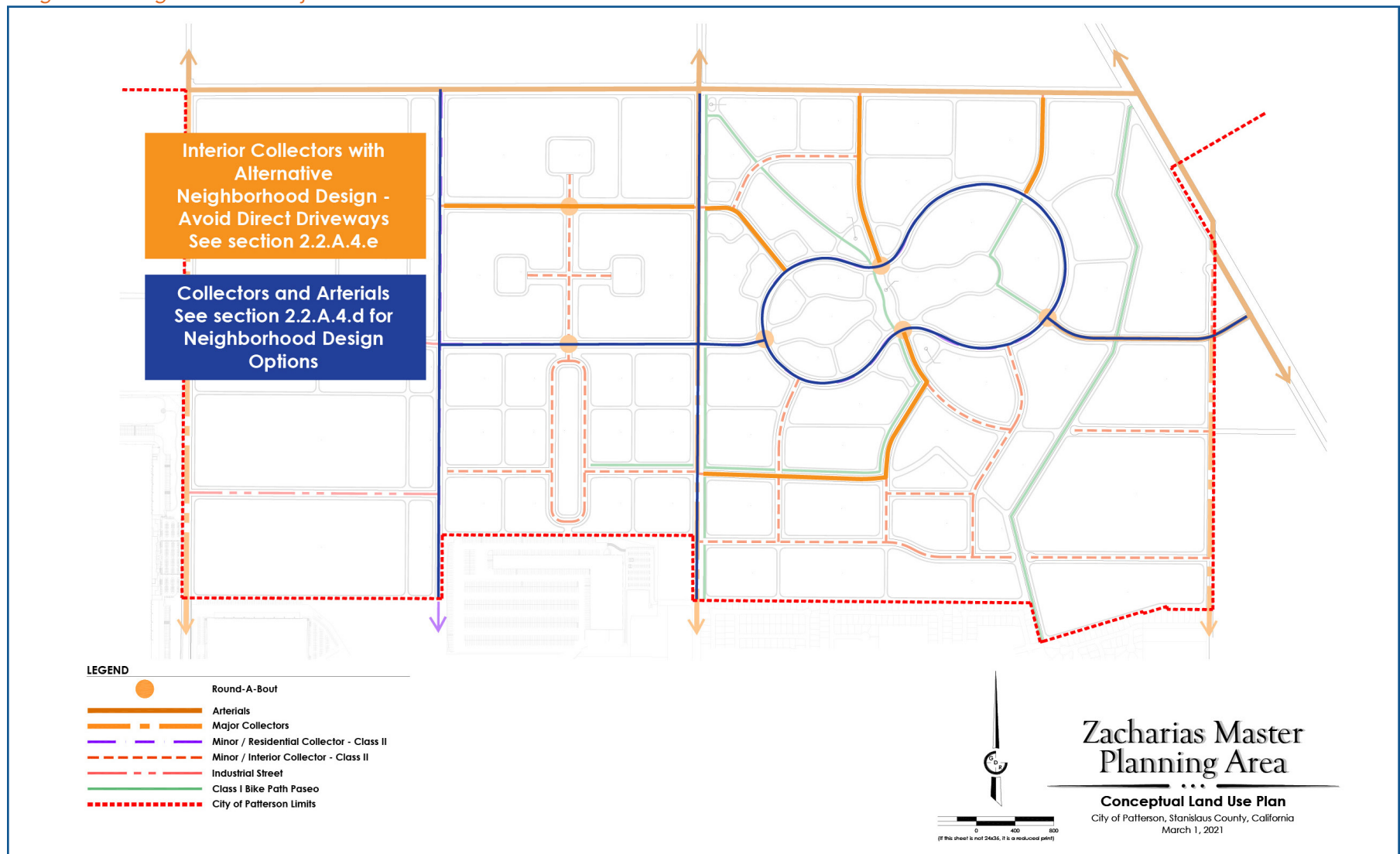
Cul-de-sac opening onto paseo

Figure 10: Cul-de-sac Option



- d. **Adjacent to Collector Streets and Arterials.** To avoid a “canyon” effect, neighborhoods adjacent to arterial and collector streets shall comply with the following design solutions while ensuring noise attenuation standards are met. These solutions apply primarily to the Residential Collector street classification but may also apply to Arterials and Major Collector such as Zacharias Road and Baldwin Road. As part of the subdivision review process, the Planning Commission may approve other design solutions.

Figure 11: Neighborhoods Adjacent to Collector and Arterial Streets



- i. **Side-on homes with short block lengths.** The interval of connecting streets would be approximately 300 feet, with a maximum of 500 feet. The homes that side-on to these streets would have a greater setback (20 feet +), if possible, than on normal corner lots. Fencing between the rear of abutting home shall be masonry construction or similar durable building materials.

Homes siding onto collector with soundwalls between homes



Figure 12: Side-on Homes

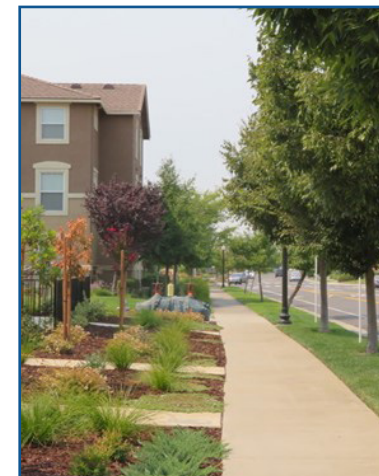
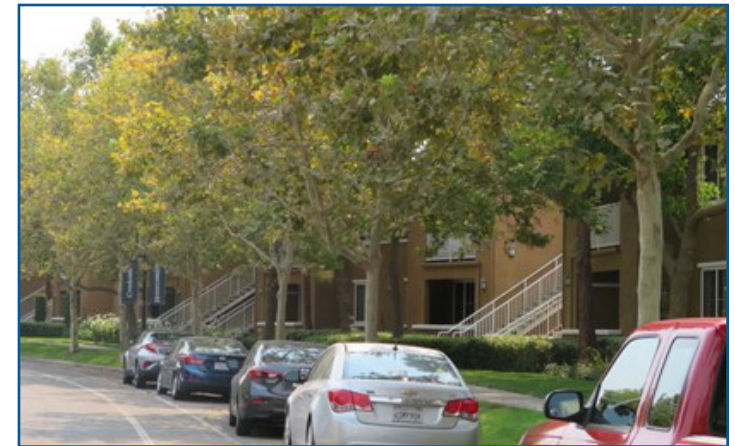


ii. **Parks and Open Space.** Wherever possible, parks and open space should abut the arterial or residential collector street. Parking can be provided adjacent to the park on interior collector or local streets, but no parking would be allowed along the east-west connector.



Neighborhood park abutting collector street

iii. **Multi-family and Mixed Use.** Wherever possible, multi-family or mixed-use developments should abut the residential collector. Consider allowing on-street parking adjacent to the multi-family or mixed-use development on a case-by-case basis.



*Above and Left:
Apartments and townhomes
abutting collector street*

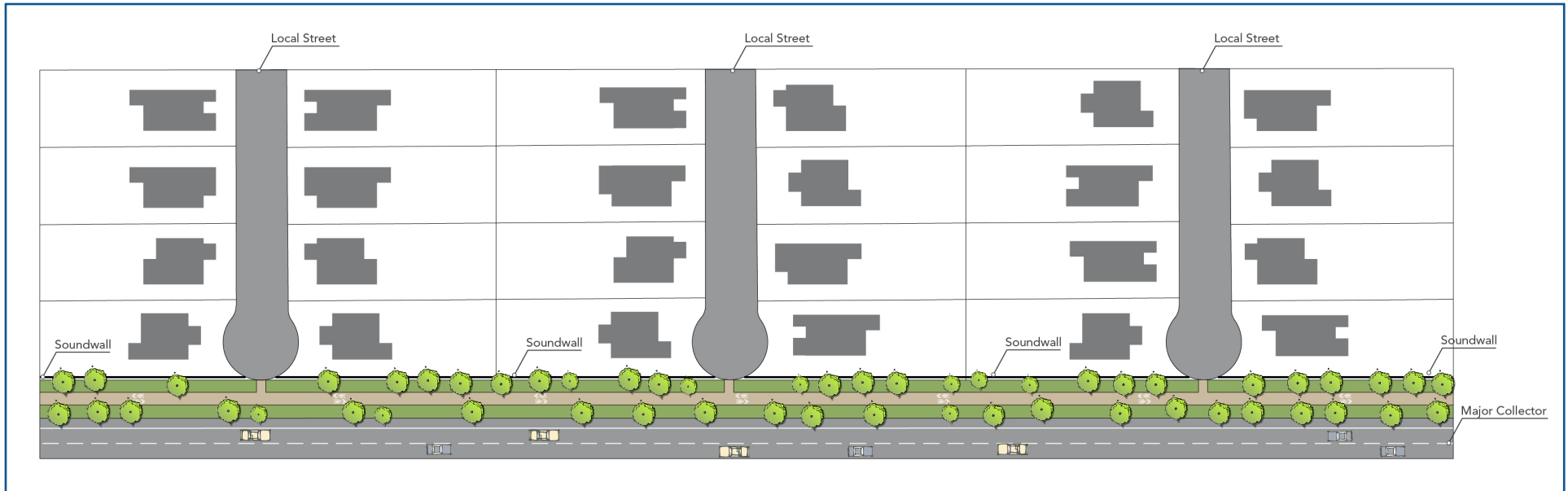
iv. **Open Cul-de-sacs.** Soundwalls should be broken up by creating breaks for pedestrian and bicycle access from cul-de-sacs.



*Right and Below:
Cul-de-sac openings onto collector streets
with attractive entry and landscaping*



Figure 13: Open Cul-de-sacs

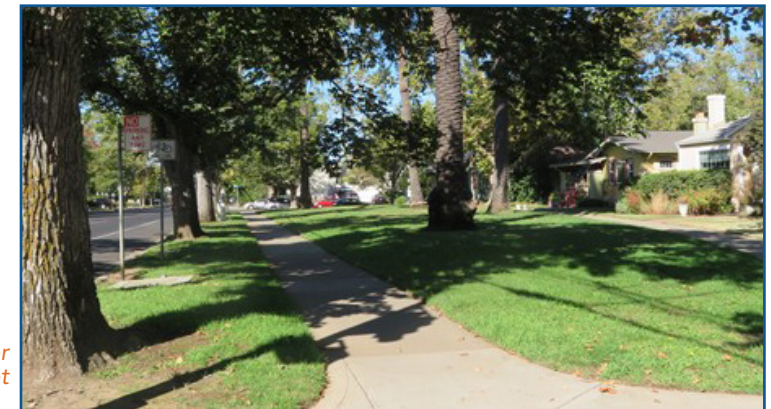


v. **Soundwall Design and Landscaping.** A “canyon” effect can be mitigated by robust landscaping and attractive soundwalls. See Section 2.7.D for wall and landscaping design. All soundwalls shall be of masonry construction.

vi. **Enlarged Setbacks.** Enlarged setbacks for homes facing a collector can provide an open feel while still maintaining safety and noise protection for the homes. For this option, there would be no driveways directly on to the collector. This option could include courtyards or open fencing in the front yards. Homes shall have a minimum of a 30-foot setback if this option is selected.



Homes with courtyards and enlarged setback facing collector street



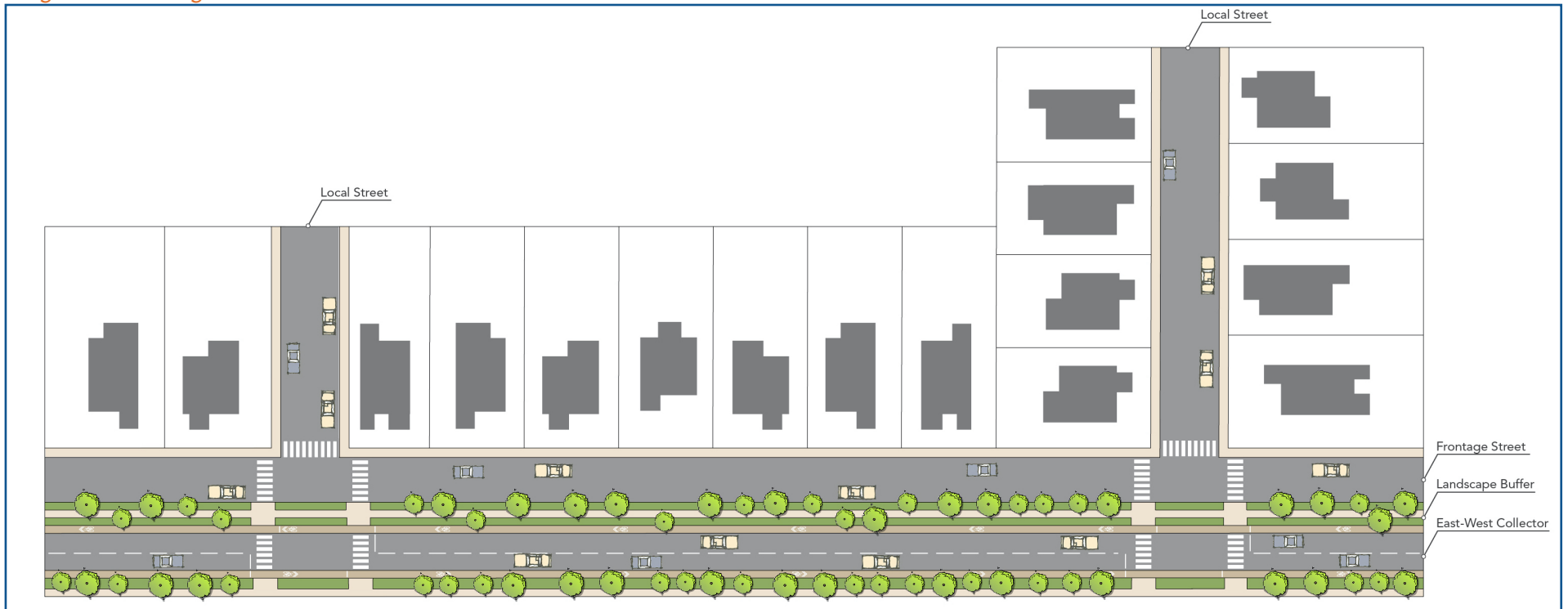
Homes facing a paseo abutting a collector street

- vii. **Frontage Street.** A frontage street with homes facing the frontage street can provide a more open feel.



*Above and Right:
Homes facing a frontage street with intervening
landscaping adjacent to an arterial street*

Figure 14: Frontage Street



- e. **Adjacent to Interior Collector Streets.** In some cases, traffic volumes on Interior Collector Streets may exceed what is comfortable for neighborhoods with homes that have direct driveways onto the street. Alternative neighborhood designs should be considered for streets that are projected to have over 1,200 average daily trips. Alternative designs that do not have driveways onto the Interior Collector include alley-loaded homes, green court clusters, auto court clusters, and medium density townhomes as described in Section 2.2.B.2.



Townhomes abutting collector street



Alley-loaded homes abutting a collector street

5. Edge Conditions Adjacent to Business Park Land Uses.

Zacharias Project Area. Homes in the vicinity of the business park uses on the west side of the Zacharias Master Plan will be buffered on the west by a drainage open space area. This drainage open space area is part of the business park properties to the west with the purpose of providing sufficient area to meet the stormwater runoff needs of the business park area. It will be private property and is not intended to be part of the public open space system. The width of this area will be determined by stormwater detention requirements and the green designation on the Master Plan is shown for illustrative purposes. The stormwater detention area will be maintained by the business park, with attractive landscaping and open fencing along the street frontage. The street frontage will consist of a seven-foot landscaped area separating a five-foot sidewalk from the street, and a five-foot landscaped area behind the sidewalk. The open fencing shall consist of either wood rails or wrought-iron fencing. Final details of the landscaping and fencing will be determined when development plans are submitted for the business park.

A 68-foot-wide north-south Residential Collector will also serve as a buffer to the homes on the east side. Homes will back on to the north-south Residential Collector with a soundwall providing further sound attenuation. Homes on the south adjacent to existing business park uses will be buffered by a masonry wall. Alternative options may be considered if they provide adequate sound attenuation.

Baldwin Ranch Project Area.

- To the north across Tank Road, the Baldwin North project may be developed with residential or business park uses. If business park land uses are planned on the north side of Tank Road, provide a buffer from the business park uses by backing homes onto Tank Road with a soundwall and a minimum 15-foot landscaped planter.
- The City Corporation Yard is located on the south side of Tank Road and is surrounded on two sides by residential uses. A robust buffer is needed to protect residential uses from any nuisances resulting from corporation yard operations, and to preserve the long-term viability of the corporation yard as a significant public investment. This buffer shall consist of the following elements:
 - » Construction of a masonry wall around the west and south sides of the corporation yard.
 - » A 10-15-foot landscaped buffer area adjacent to the wall, with a berm of sufficient height to provide screening, and heavy landscaping consisting of a double row of evergreen trees. This landscaped area would be maintained by the City and the project would need to join the established Landscape CFD.
 - » A street paralleling the landscaped buffer on the south and west sides.
 - » A park/detention basin on the east side of the corporation yard.

B. Low Density Residential

The Low Density Residential (LDR) districts comprise 216 acres and up to 809 dwelling units, or 16 percent of the total dwelling units. The LDR area includes the Ivy/Rose “ranchette” which is 143.7 acres and may potentially include +431 homes.

The LDR areas will be comprised of “traditional” single-family homes and will accommodate both production and custom housing. Densities will range from 3-5 dwelling units per acre. LDR densities in the southwest portion of the Master Plan will typically be around five dwelling units per acre with typical lot sizes of 50 x 100. LDR densities in the Ivy/Rose area are assumed at three dwelling units per acre with larger lot sizes.

1. **Permitted Uses and Development Standards.** The permitted uses and development standards of Low Density Residential (LR) Zoning District of the Patterson Zoning Ordinance will apply to this area.

C. Medium Density Residential

The Medium Density Residential (MDR) districts comprise 536.9 acres and +3,454 dwelling units, or 68 percent of the total dwelling units. The MDR area will have a variety of housing types, ranging in density from 5-12 dwelling units per acre. Development in the MDR area will primarily be production housing. Housing types include attached and detached housing, and may include traditional subdivisions as well as alternative layouts such as green court, auto courts, townhomes, alley-loaded, and planned duplexes and accessory dwelling units.

1. **Permitted Uses and Development Standards.** The permitted uses and development standards for Medium Density Residential (MR) Zoning District are as follows:



Above and Below: Low density homes with various garage treatments



Table 1: Permitted Land Uses and Development Standards

USES		
Permitted and Conditional Uses	Refer to City of Patterson Zoning Regulations, Chapter 18.28 MR, Medium Density Residential District	
DENSITY		
Minimum	5.1 du/acre	May be eligible for a bonus as described in Chapter 18.88
Maximum	12 du/acre	
SETBACKS		
Front yard		Alternative setbacks may be approved by the Planning Commission for other housing types. Setbacks shall accommodate utility needs as determined by the Public Works Director.
Living area	15 ft second story	
	12 ft first story	
	5 ft court, townhome or similar products	
Porch/Balcony	10 ft	
	5 ft court, townhome or similar product	
Garage	20 ft	
	5 ft for court, townhome, or similar product garages	
Side – interior lot	4 ft (detached)	
	0 ft (duplexes and townhomes)	
Side – street side/ corner lot	10 ft	
	20 ft garages	
	May be reduced to 5 ft if side yard does not abut the front yard of an adjacent lot.	
Rear Yard -	10 ft	
Rear Yard – setback to alley ROW	3ft	
Distance Between Buildings	8 ft	
OTHER DESIGN REGULATIONS		
Landscaping	See Chapter 18.78	
Lighting	See Chapter 18.80	
Fences, Walls and Screening	See Chapter 18.70	

OTHER DESIGN REGULATIONS CONT'D		
Parking	See Chapter 19.76	For housing product types with no driveway available for guest parking, 1 guest parking spaces per 3 units.
Signs	See Chapter 18.82	
Projections and Encroachments	See Sections 18.60.030 and 18.60.040	
LOT CONFIGURATION		
Lot Area		
Minimum	2,750 sf conventional	Smaller lot sizes with different lot dimensions may be approved by the Planning Commission for other housing products.
	1,200 sf court	
Corner Minimum	4,900 sf	
Lot Dimensions (minimum)		
Width/frontage- interior lot	37 ft conventional	
	29 ft court	
Width/frontage corner lot	55 ft conventional	
Average width – cul-de-sac	40 ft conventional	
	70 ft conventional	
Depth	45 ft court	
	300 -400 feet	
Block Length		
BUILDING MASSING		
Height (maximum)		
Primary structure/ unit	35 ft	
Accessory structure	25 ft	
Lot Coverage (maximum impervious surface)		
Maximum	80 percent	
Maximum (front yard)	60 percent	
Building Floor Area- primary dwelling	1,000 sf minimum	
Porch/Courtyard	30 percent of all dwelling units	Alternatives may be considered through the design review process if a similar effect is achieved.
	6 ft x 10 ft minimum dimensions	

2. Development Guidelines for Specific Housing Types:

The following exhibit provides guidance for non-standard housing types in order to provide variety and housing opportunities for a wide range of households and incomes. These are sample housing types; other non-standard housing types such as zipper, pull-aparts and full width townhomes may be considered.

SINGLE FAMILY Detached - Small Lot

Characterized by by detached homes on small lots that provide a more affordable alternative.

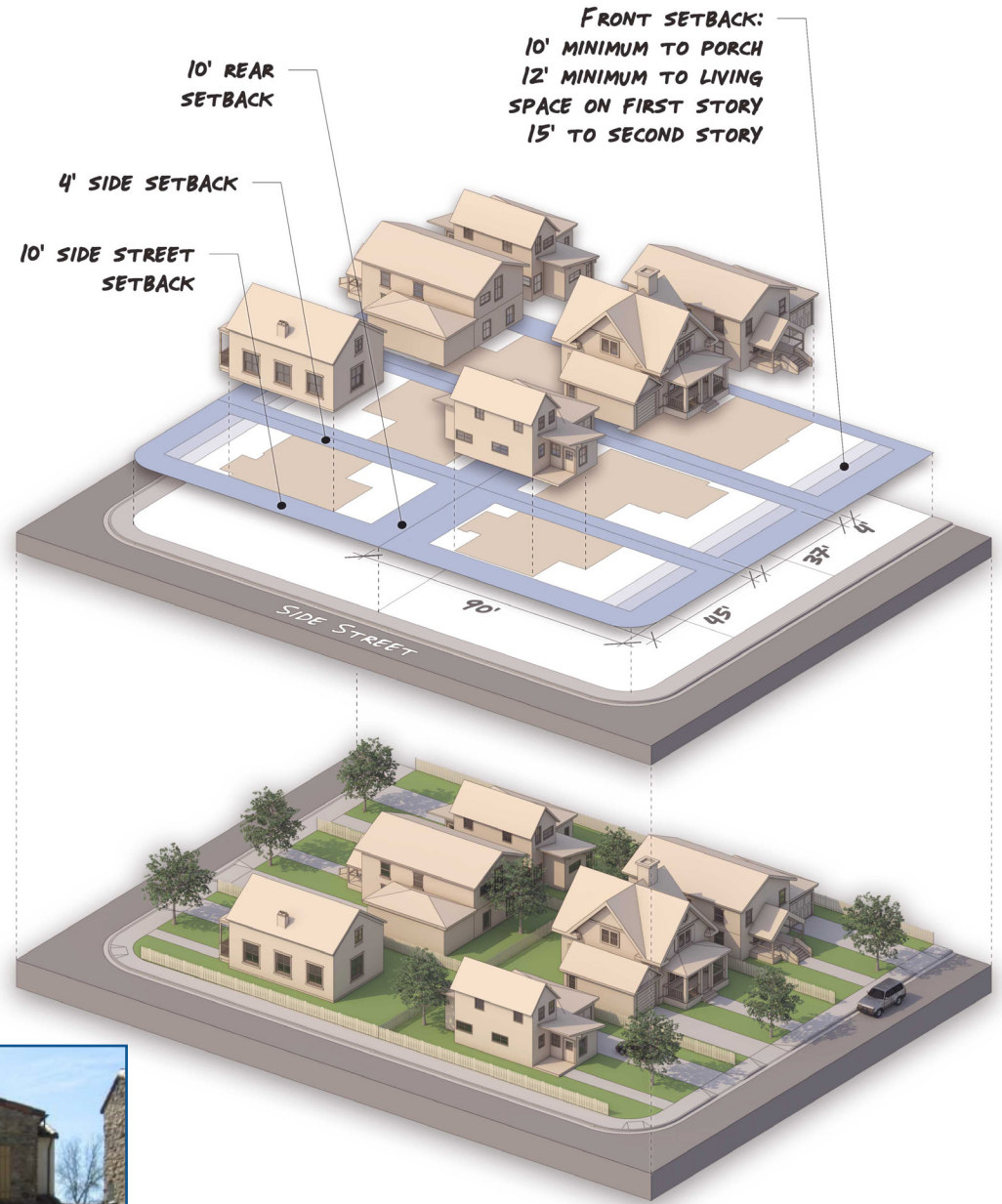
Density: 6 – 8 du/ac

Typical Lot Size: 2,750 - 4,500 sq ft

Typical Lot Dimensions: 45 x 90 ft

Design Objectives

- Encourage interesting facades by incorporating porches, entries, stoops, and windows.
- Garages should be recessed or located in the rear of the lot.
- Separated sidewalks with tree-lined planter strips are highly encouraged.



Various styles of small lot homes

SINGLE FAMILY Detached - Alley Loaded

Characterized by street-facing front entrances and garage access in rear.

Density: 7 – 10 du/ac

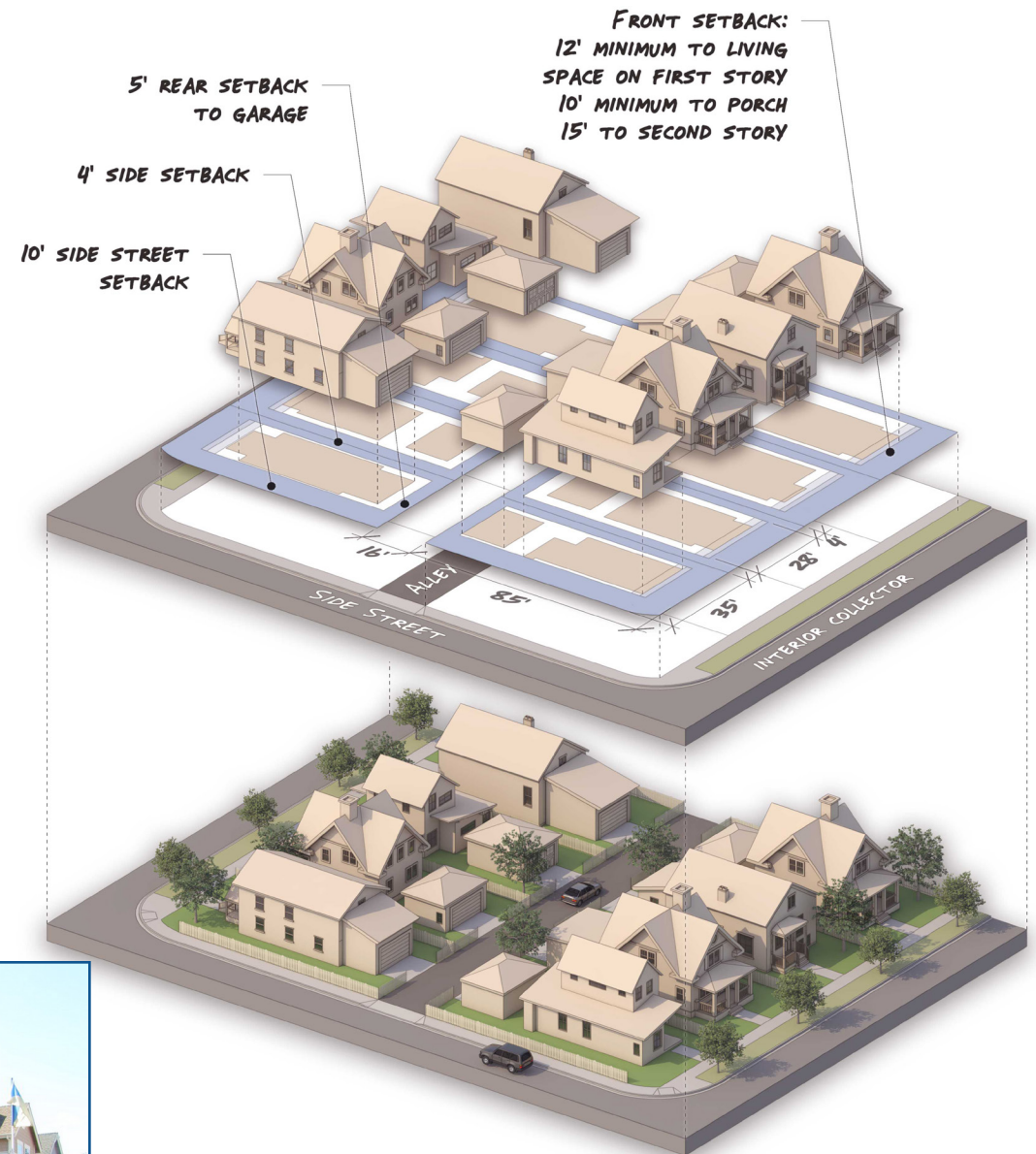
Typical Lot Size: 2,750 - 3,100 sq ft

Typical Lot Dimensions: 37 x 85 ft

Design Objectives

- Provides an attractive streetscape without garages dominating the street.
- Garages accessed from the alley can be attached or detached from the primary dwelling.
- Alley width is a minimum of 16 feet and meet Fire Department standards.
- Alleys shall be attractively landscaped with lighting to avoid dead spaces.

Alleys should be landscaped and lighted



Attractive streetscape with alley-loaded homes

SINGLE FAMILY Detached or Attached - Green Court Cluster

Characterized by detached or attached units on small lots that face a shared space.

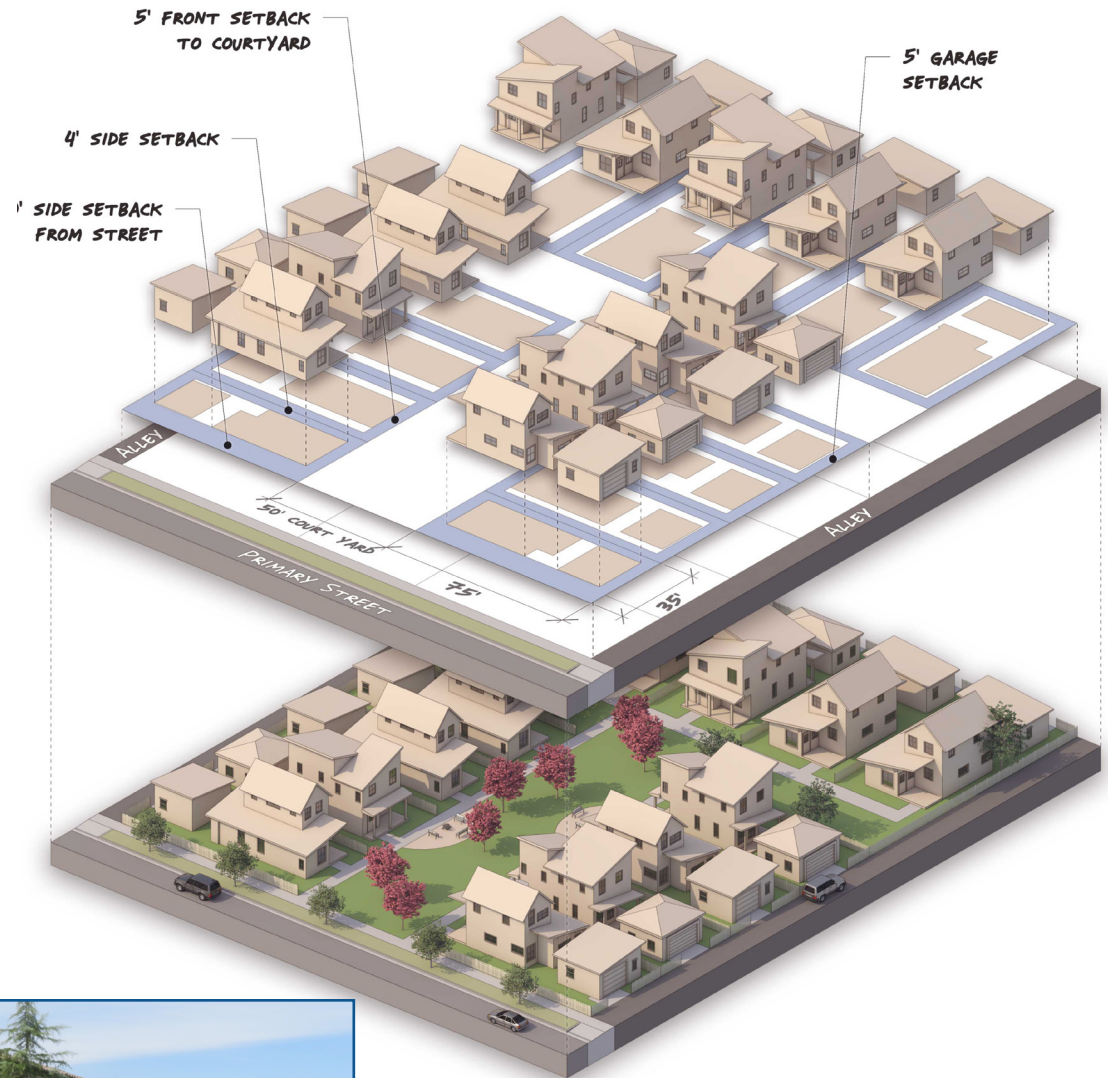
Density: 7 – 10 du/ac

Typical Lot Size: 2,750 - 3,100 sq ft

Typical Lot Dimensions: 37 x 85 ft

Design Objectives

- Homes arranged to share a courtyard with pedestrian access to the buildings from the courtyard and fronting street.
- Courtyard is an outdoor room that can be seen from the public realm.
- Parking is located at the rear.
- Often referred to as bungalow courts.



Homes facing green courts with active and passive open space

SINGLE FAMILY Detached or Attached - Auto Court Cluster

Characterized by attached or detached homes with entrances and garages clustered around an auto court.

Density: 7 – 10 du/ac

Typical Lot Size: 2,750 - 3,000 sq ft

Typical Lot Dimensions: 40 x 75 ft

Design Objectives

- Encourage interesting facades by incorporating porches, entries, stoops, and windows.
- The courtyard is intended to be a semi-public space that is an extension of the public realm.
- Dwellings take access from the street or courtyard.
- Courtyard access lots not fronting a street would typically not have a defined front yard. Open spaces are provided in the side and rear yards.
- Courtyard access drive shall have a minimum width of 20 feet.



Auto court clusters with attractive landscaping and lighting

DUPLEXES, HALFPLEXES, AND ACCESSORY DWELLING UNITS

Characterized by neighborhoods where duplexes/halfplexes are planned on corner lots and/or accessory dwelling units are planned and built concurrently with the primary dwelling.

Density: 5 - 7 du/ac

Typical Lot Size: 4,000 sf for each halfplex lot or 6 – 8,000 sf for duplex ft

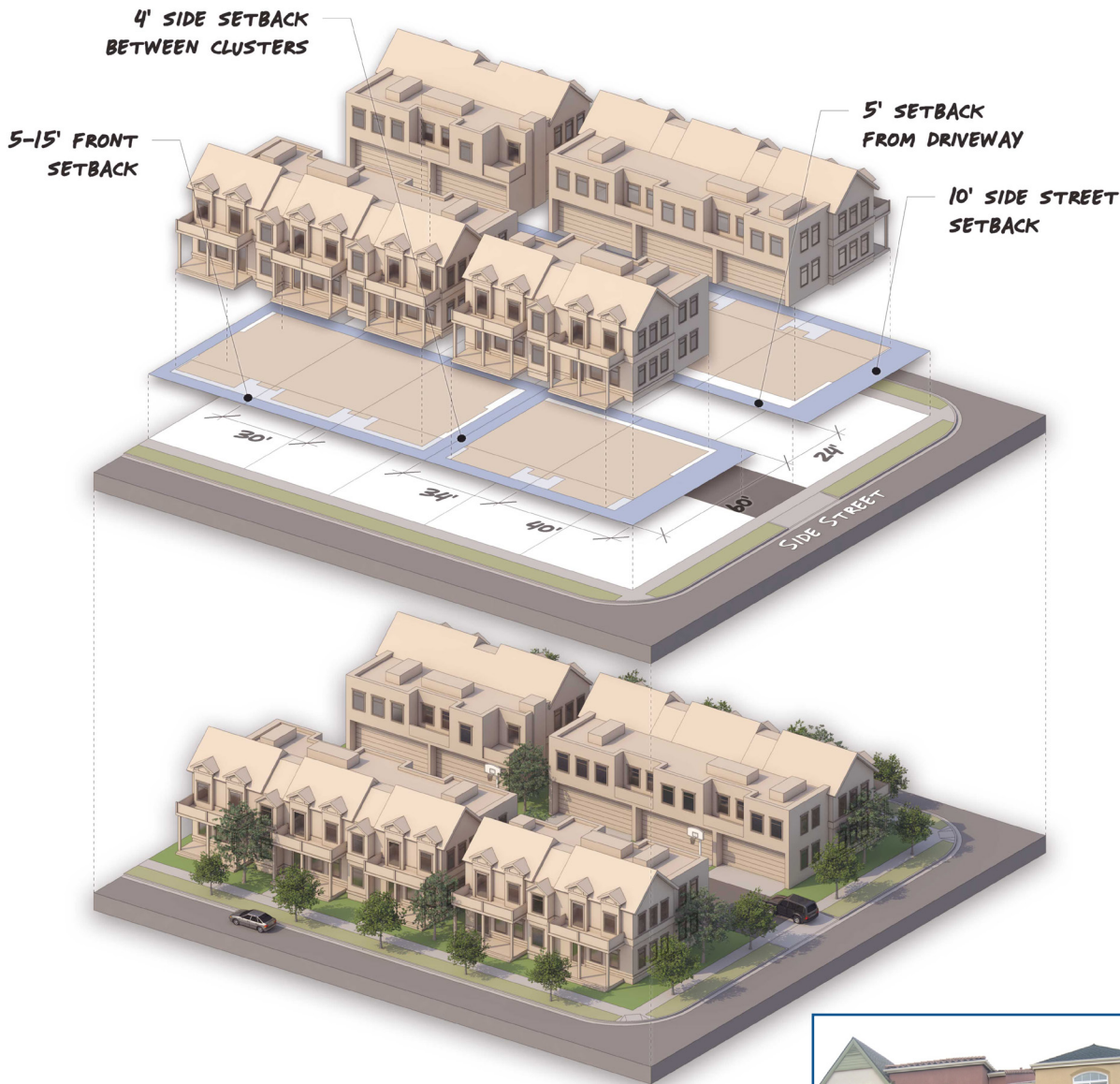
Design Objectives

- Duplexes/halfplexes on corner lots can provide a more affordable housing alternative in a standard single-family neighborhood.
- Entrances and garages are oriented to different streets.
- Architectural design would blend in with neighborhood.
- Pre-planned accessory dwelling units, also known as carriage homes, provide housing for the elderly, young people, extended family members, and lower income persons.
- ADUs are permitted by right and do not increase the overall density of the neighborhood.



Far Left: Duplex/Halfplex on Corner

Left: Accessory Dwelling/Carriage Home



MEDIUM DENSITY TOWNHOMES

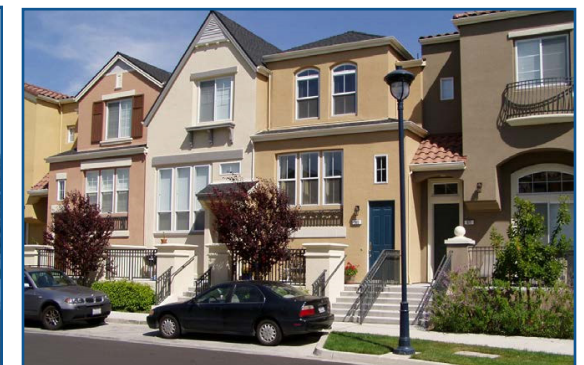
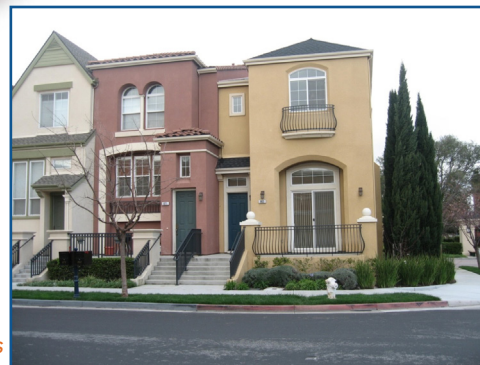
Characterized by side by side attached units.

Density: 10 – 12 du/ac

Design Objectives

- Buildings can range from 2-8 units. Typically two stories.
- Buildings are located along the street with garages at the rear.
- Each townhome building is separated from adjacent buildings by side yards that give the appearance of large homes next to one another.
- Front elevation may be symmetrical or asymmetrical as long as the delineation of each individual unit is evident.
- Porches and stoops create visual interest and breaks up the larger structural mass.
- Elevated entries enhance view from the street and creates an unobtrusive distinction between residence and pedestrians, encouraging "eyes on the street".

Townhomes with articulated facades and rooflines



C. High Density Residential

The High Density Residential (HDR) districts comprise 30.5 acres and 538 dwelling units, or 10.6 percent of the total dwelling units. The HDR area will have a variety of housing types, ranging in density from 12.1 – 25.0 dwelling units per acre. Housing types include apartments, townhomes, flats and condominiums, and may be rental or ownership units. The HDR areas provides opportunities for senior housing and affordable housing to help balance the diversity of housing types in the Master Plan.

1. Overall Design Objectives:

- **Pedestrian scale and streetscape.** Street front image and pedestrian access should be the focus of the multi-family buildings adjacent to primary streets. Multi-family units shall be designed and detailed to relate to neighboring single-family detached and attached homes, and commercial uses.
- **Parking and driveways.** Each project will encourage interior oriented parking solutions and use the following design techniques to enhance the architecture of the street scene:
 - » Where parking areas are visible from public streets, these areas are encouraged to be screened from view with landscape or architectural solutions.
 - » Distribute resident parking on-site to provide close proximity to individual units.
 - » Group unassigned or guest parking in evenly distributed locations.
- **Architectural variation and massing.** Private porches, balconies and stoops create visual interest and breaks up the larger structural mass. Consistent architectural detailing must be provided on all sides of structures, which face onto streets and open spaces. Individual buildings shall be positioned to create maximum opportunities for privacy, views and a variety of inter-connecting outdoor space.
- **Common areas and landscaping.** Site amenities shall

include generous landscaping, common areas for use by its residents and potential community recreation areas that can encourage healthy lifestyles and community living.

- **Entries and Fenestration.** Building entries shall face the street and be easily identifiable. Buildings that are setback from the street shall have attractively landscaped plazas leading to the main building entry, and seating areas are encouraged in the front setback. Businesses at important intersections shall locate their entrances at the building corner.

2. **Permitted Uses and Development Standards.** The permitted uses and development standards for High Density Residential (HR) Zoning District are shown on Table 2.

3. Development Guidelines for Specific Housing Types:

The following exhibits provide guidance for non-standard housing types in order to provide variety and housing opportunities for a wide range of households and incomes.

Table 2: Permitted Land Uses and Development Standards

USES		
Permitted and Conditional Uses	Refer to City of Patterson Zoning Regulations, Chapter 18.38 HR, High Density Residential	
DENSITY		
Minimum	12.1 du/acre	May be eligible for a bonus as described in Chapter 18.88
Maximum	25 du/acre	
SETBACKS		
Front yard		Alternative setbacks may be approved by the Planning Commission for other creative housing types.
Living area	10 ft	
Porch/Balcony	5 ft	
Side – interior lot	10 ft first story	
	5 ft per story thereafter	
Side – street side/corner lot	20 ft	
Rear Yard -	10 ft	
Distance Between Buildings	10 ft minimum living area; 5 ft garage	
OTHER DESIGN REGULATIONS		
Landscaping	See Chapter 18.32	
Lighting	See Chapter 18.80	
Fences, Walls and Screening	See Chapter 18.70	
Parking	See Chapter 19.76	
Signs	See Chapter 18.82	
Projections and Encroachments	See Sections 18.60.030 and 18.60.040	

LOT CONFIGURATION		
Lot Area- minimum		Smaller lot sizes with different lot dimensions may be approved by the Planning Commission for other housing products
General	10,000 sf	
Townhome ownership units	1,000 sf	
Width/frontage – minimum		
General	70 ft	
Townhome ownership units	20 ft	
Depth		
General	100 ft	
Townhome ownership units	50 ft	
BUILDING MASSING		
Height (maximum)	55 ft; 4 stories	
Lot Coverage (maximum impervious surface)		
Maximum	80 percent	
Maximum (front yard)	75percent	
Building Floor Area	800 sf minimum lower floor area	
Porch/Courtyard	6 ft x 10 ft minimum dimension	

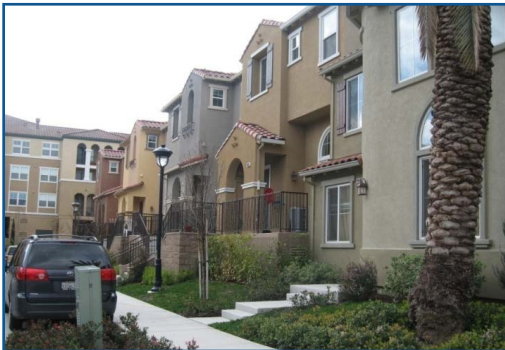
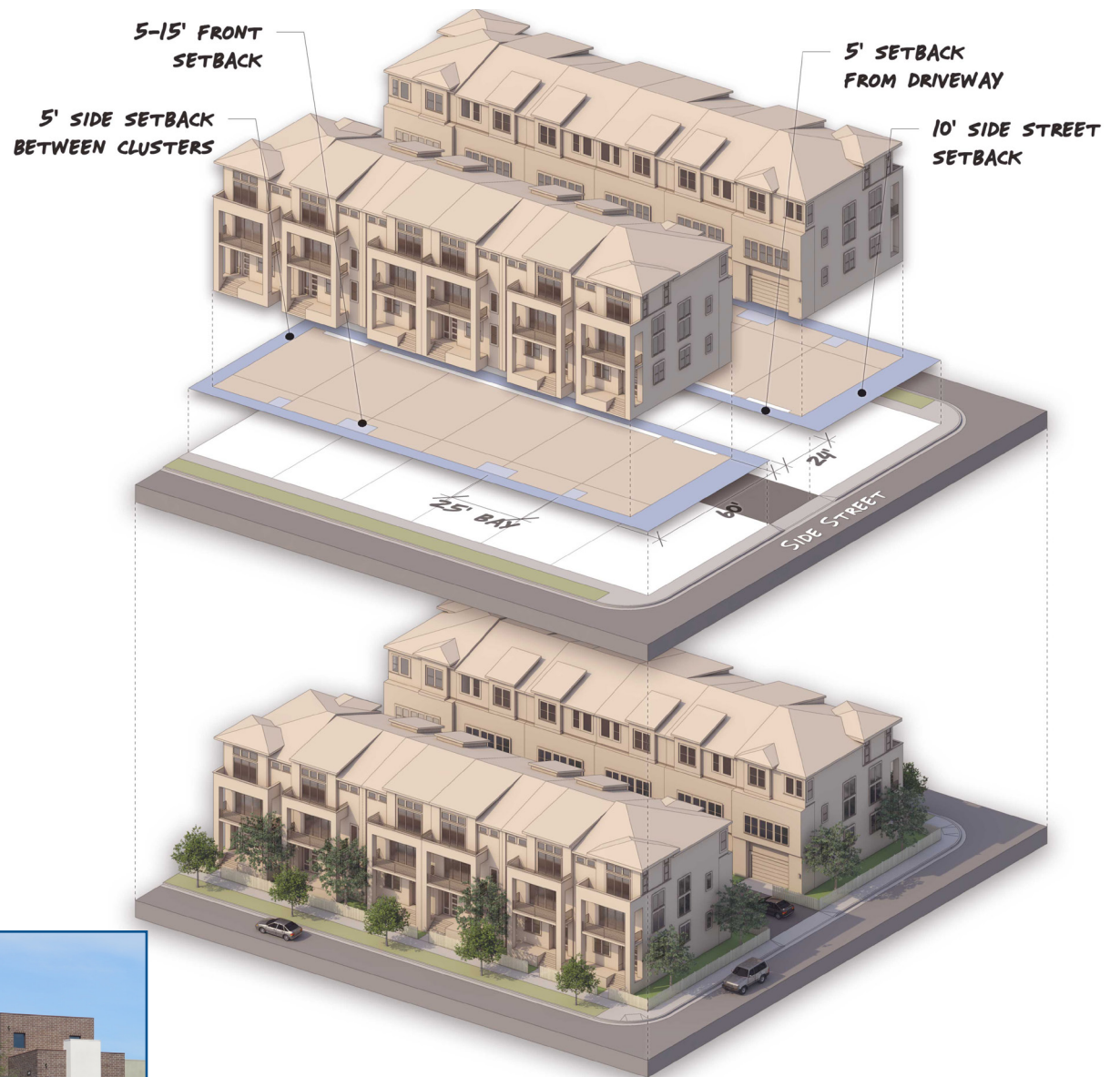
HIGH DENSITY TOWNHOMES, FLATS, CONDOMINIUMS

Characterized by attached units either as townhomes or stacked units.

Density: 13 – 17 du/ac

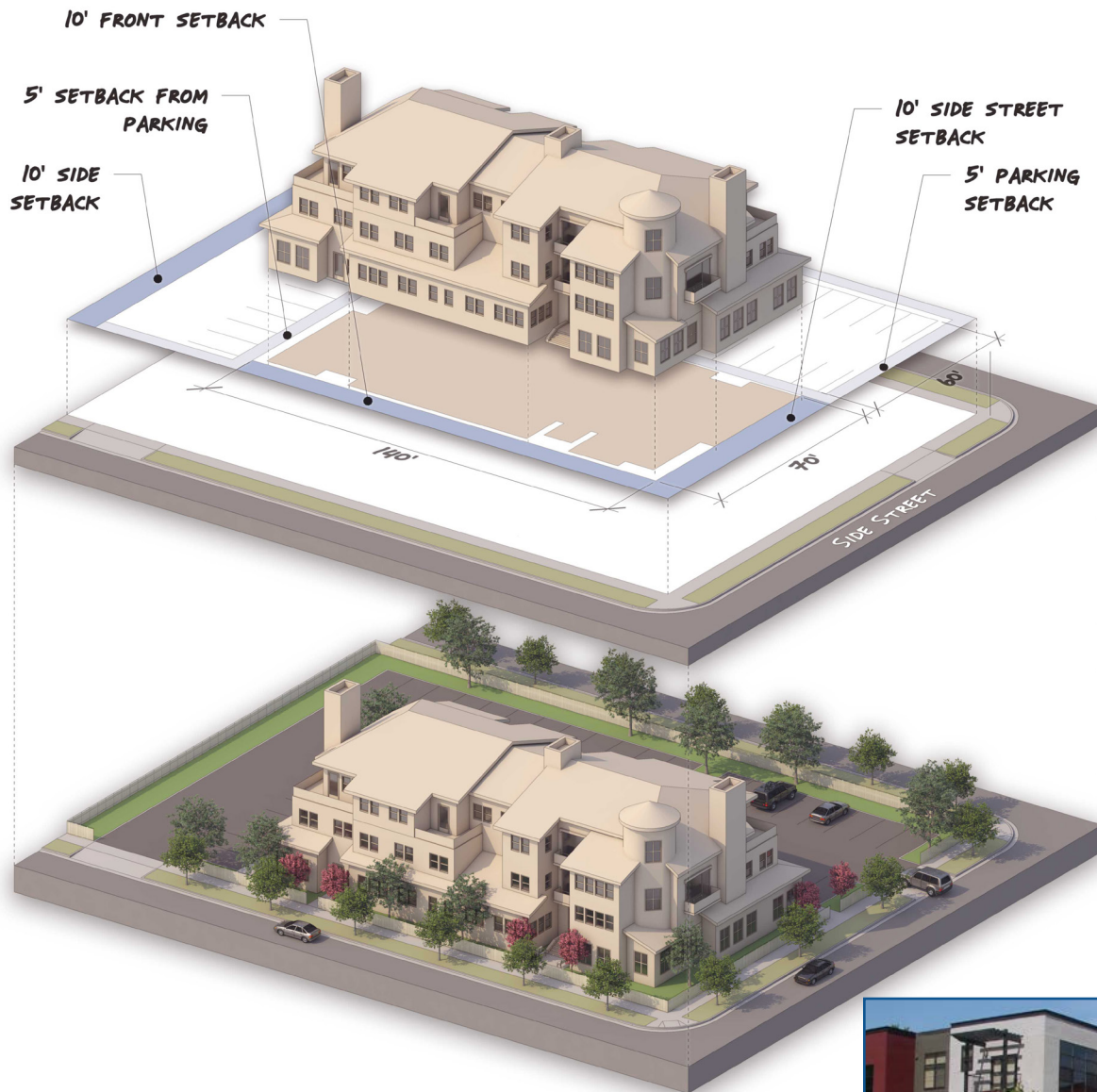
Design Objectives

- Buildings can range from 4-12 units.
- Buildings are located along the street with garages at the rear.
- Height is two-three stories.
- Consistent architectural detailing must be provided on all sides of structures, which face onto streets and open space corridors.
- Elevated entries enhance view from the street and creates an unobtrusive distinction between residence and pedestrians, encouraging “eyes on the street”.
- Flats are stacked condominium units that provide single story units especially for the elderly.



Far Left: Townhomes facing courtyard

Left: Multi-story condominium flats



APARTMENTS

Characterized by attached units in an apartment setting.

Density: 17 – 20+ du/ac

Design Objectives

- Buildings can range from 4-12 units.
- Height is two-four stories.
- Sited along corridors, in large site developments, near mixed-use areas and neighborhood centers.
- Affordable units are encouraged.

Apartments with varied rooflines and building articulation



2.3 Inclusionary and Affordable Housing

A. Introduction

The City of Patterson seeks to keep pace with new development to meet local housing needs. The City desires to attract new development that provides housing solutions for residents across the entire income spectrum. The Master Plan addresses affordability in several different ways. The City's Housing Element is the driving force for addressing housing affordability. The current Housing Element was adopted in 2015.

B. Affordable by Design

The Plan provides for a diverse spectrum of housing opportunities in terms of product type and lifestyle choices. This spectrum addresses the concept of "affordable by design" where smaller homes on smaller lots, townhomes, and apartments provide choices that are typically less expensive to own or rent than standard-sized homes on larger lots. Section 2.2.C.2 of this Master Plan provides descriptions of the spectrum of housing types, and Section 2.2A.1. requires that certain percentages of alternative housing types be constructed depending on the location within the Master Plan. These housing types provide choices in particular for persons and households within the moderate-income range, which is 80 – 120 percent of AMI (Area Median Income) and is often considered workforce housing. The 2121 AMI in Patterson is \$70,700. Work force housing addresses households in the moderate-income range are often employed as schoolteachers, police officers, retail clerks, manufacturing and warehouse workers, office workers and similar occupations, and may not qualify for housing subsidies.

C. Tax Credit Financed Affordable Housing

Financing affordable units come in many forms and is very complex. Tax credit financing is a common source of funding for affordable apartment communities built by affordable housing developers. Such apartment communities are highly encouraged as a part of the mix in the Master Plan in addition to affordable units provided as an implementation of the Inclusionary Housing Ordinance. Tax credit financing is very competitive, and it is not

known whether this funding mechanism will be available within the Zacharias Master Plan, but nothing in the Plan precludes the use of tax credit financing. Such units must be built in a high-quality manner with amenities and services at least equivalent to market-rate housing. Financing mechanisms account for long-term maintenance to ensure the units remain an asset to the community.

State Housing Bonds and Federal Grants are also available to fill financing gaps

D. Affordable Housing Through Inclusionary Housing

To address the needs of Extremely Low, Very Low-, Low-, and Moderate-Income households, the Housing Element and Inclusionary Housing Ordinance provide a menu of strategies and requirements to assist in ensuring deserving households have opportunities for housing they can afford. The overall goal is to ensure households are not paying more than 30 percent of their income on housing. The categories for affordability include:

- Extremely Low: Less than 30 percent of AMI
- Very Low: 30-50 percent of AMI
- Low: 50-80 percent of AMI
- Moderate: 80-120 percent of AMI

The concept of Inclusionary Housing seeks to integrate deed-restricted affordable housing units into all new housing developments including the Zacharias Master Plan. Inclusionary housing requirements focus on on-site affordable including:

- Construction of for-sale homes that are available to and deed-restricted for low- and moderate-income households.
- Construction of market-rate apartment complexes with a percentage of units available to and deed-restricted for low and very low-income households.



All inclusionary units shall be comparable with the market-rate units in terms of the size, base design, appearance, materials, and finished quality, and shall be proportional in number, size, and location. Affordable units shall be comparable in number of bedrooms, exterior appearance, and overall quality of construction to first-class quality affordable housing found elsewhere in the city.

The integration of affordable units into the community as part of the implementation of the Inclusionary Housing Ordinance can be accomplished in a variety of other ways, including but not limited to:

- Dedication of land by the housing developer equivalent to the inclusionary housing obligation. Land dedications would then be used by an affordable housing developer under the direction of the City.
- Subsidies toward construction of apartment communities within a new neighborhood that are 100 percent available to and deed-restricted for low and very low-income households.
- Payment of in lieu fees to provide funds for construction of affordable deed-restricted units elsewhere in the community.

Another mechanism to help achieve affordability is use of the density bonus and incentives/concessions provisions of State Law and City Ordinance. Developers are entitled to a density bonus and concessions to development standards for provision of deed-restricted affordable housing. The developer may request that the city provide incentives such as fee waivers or deferrals, modification of development standards, and streamlining and priority processing.

The Zacharias Master Plan is subject to the City's Inclusionary Housing Ordinance adopted in 2006 and found in Chapter 18.86 of the Zoning Ordinance. This ordinance requires development to provide housing for persons of moderate, low, and very low income to implement the Housing Element of the General Plan. At least fifteen percent of all dwelling units in the Master Plan

Area shall be developed, offered to, and sold or rented to very low-, low-, and moderate-income households, at an affordable housing cost.

Of the affordable for-sale units, 60 percent shall be affordable to moderate-income households. These moderate-income units help address workforce housing where households qualify for the deed-restricted units. The remaining forty percent of the required affordable units shall be available at affordable sales prices to low-income households.

Of the affordable rental units, 40 percent shall be affordable rents to very low-income households. The remaining sixty percent of the required affordable units shall be available at affordable rents to low-income households.

In lieu of including the affordable housing units on-site, a developer may request alternative equivalent action (e.g. construction of affordable units on another site, dedication of land, the acquisition or rehabilitation of existing substandard dwelling units and the enforcement of required rental/sales price restrictions, and/or an in-lieu fee). The developer may request that the city provide inclusionary incentives such as fee waivers or deferrals, modification of development standards, and streamlining and priority processing. Each developer is required to submit a strategy to demonstrate compliance with the Inclusionary Housing Ordinance.

The project will be subject to the Inclusionary Ordinance in effect at the time of individual subdivision map approval. If the requirements contained within this Master Plan are modified based on an update to the Inclusionary Housing Ordinance, the new requirements shall apply.

Tables 3 and 4 provide the required number of deed-restricted affordable units for the Master Plan.

Table 3: Zacharias Inclusionary Housing Requirements

	Total Units	Total Affordable Units	Moderate Income Units	Low Income Units	Very Low-Income Units
Single- family	4,263	639	383 -60%	256 -40%	
Multi-family	823	124		75 -60%	50 -40%
Total	5,086	763	383	331	50

Table 4: Baldwin Ranch Inclusionary Housing Requirements

	Total Units	Total Affordable Units	Moderate Income Units	Low Income Units	Very Low-Income Units
Single- family	305	46	28 -60%	18 -40%	

2.4 Mixed Use

The Mixed Use (MU) Districts comprise 27.5 acres with 285 dwelling units and 505,000 square feet of retail and services. The dwelling units in the mixed-use area represent 5.6 percent of the total dwelling units in the Zacharias Master Plan.

The MU districts provide an exciting focal point for the community. Businesses with upper floor dwellings would line a neighborhood street and create a “town center”. The lake would also be a focal point of the MU districts and creates opportunities for vibrant gathering places and a distinct sense of place. The MU district is intended to serve daily needs of residents living in surrounding neighborhoods.

The Mixed Use (MU) districts also provide an opportunity for live/work options. A dedicated workspace would be included on the ground floor of multi-family units. Work activities would include “low impact” employment such as professional offices and studios for architects, photographers, and real estate agents.

A. Design Objectives

- **Public plazas and open spaces.** The lake shall be a focal area with public plazas and private open spaces to create a distinctive gathering place for the community. Outdoor seating and places to recreate shall be provided along the lake frontage.
- **Architectural massing.** Use of massing, fenestration, articulation, materials, and landscape buffers can provide a human scale environment in a walkable corridor. Recessed facades can be used to break up large masses. Creative use of form, height and massing, supportive by distinctive windows, entryways and facade treatments shall be used to create a symbolic landmark of the community character.
- **Streetscape and pedestrian amenities.** The design of commercial buildings shall promote and enhance a pedestrian-oriented atmosphere and should be adaptable to accommodate a variety of changing uses. Outdoor

seating can be used to encourage active sidewalk activity. Standards for such use should take into account pedestrian traffic. Street trees can be used as point of visual interest in addition to providing shade and cover. Awnings and overhang can provide shade and cover for patrons during changes in weather.

- **Ground Floor Retail.** To activate the street, ground floor of mixed-use building should focus on shops and restaurants in the core portion of the mixed-use area facing the lake feature. In mixed use areas outside of the core area, standalone residential uses may occur as long as the design includes an attractive streetscape and pedestrian amenities. As a whole, a minimum of 25 percent of the ground floor should be shops and restaurants.
- **Residential and commercial interface.** Residential entries should be separated from commercial space entries. Clearly defined pedestrian walkways shall be provided leading from adjacent high-density land use areas and open space corridor, and shall be an integral component of the overall site design.
- **Parking.** Off-street parking shall be internalized (behind buildings) to the extent practical, compartmentalized, and be shielded from residential and open space corridors. If parking behind the building is not practical, parking on the side of the building may be considered.
- **Utilities.** To minimize their visual impact but are necessary for daily operations of commercial or retail space, group and screen mechanical equipment using architecturally compatible elements.

B. Permitted Uses and Development Standards

1. **Permitted uses:** The following chart outlines the permitted uses in the Mixed Use (MU) District. They are similar to the Downtown Core (DC) Zoning District with some exceptions.

Table 5: Permitted Uses in the Mixed-Use Districts

LAND USE	MU DISTRICT	SPECIAL USE REGULATIONS
Residential Uses		
Live/work units	P	
Multiple-family units	P	
Recreation, Education, and Public Assembly Uses		
Child-care center	P	Chapter 18.63
Civic use	P	No outdoor storage
Community center	P	
Community garden and/or farmer's market	P	
Information centers	P	
Mortuaries	CUP	
Parks, plazas, and playgrounds	P	
Places of assembly (large, 10,000 sf or more)	CUP	
Place of assembly (small, less than 10,000 sf)	CUP	
Public art	P	Chapter 18.73
Public facility	P	
Retail, Service, and Office Uses		
Accessory massage establishment	P	
Alcoholic beverage sales	CUP	ABC requirements
Art, antique, collectibles	P	
Artisan shops	P	
Banks and financial services	P	
Bars and cocktail lounges, accessory	CUP	ABC requirements
Bars, cocktail lounges	CUP	ABC requirements
Bed and breakfast inns	CUP	
Building supply (small)	CUP	
Business support services	P	
Hotels/motels	CUP	
Independent stand-alone massage establishment	P	
Indoor amusement/entertainment facility	P	
Indoor recreation and fitness	P	
Medical and dental laboratories	CUP	
Medical and dental offices	P	

LAND USE	MU DISTRICT	SPECIAL USE REGULATIONS
Medical clinics	CUP	Includes laboratories
Nightclubs	CUP	
Nurseries, for sale only	CUP	
Office, accessory	P	
Outdoor markets, sales establishments	CUP	
Personal services	P	
Private clubs	CUP	
Professional offices	P	
Restaurants, no drive-thru service	P	
Retail, accessory	P	
Retail, general	P	
Secondhand stores	AR	
Service, accessory	CUP	
Tattoo parlors	CUP	
Temporary uses	see note	Chapter 18.90
Theaters, not including drive-in	CUP	
Tobacco shops	CUP	
Veterinary clinics, small animal only	CUP	
Automobile and Vehicle Uses		
Auto part sales	CUP	
Auto rental agencies	CUP	
Parking garages and lots	CUP	

Table 6: Development Standards for the Mixed-Use Districts

STANDARD	MU	ADDITIONAL STANDARDS
Density (units per gross acre)		
Minimum	12	
Maximum	25	In addition to any commercial square footage; May be eligible for density bonus.
Lot Coverage		
Minimum floor area ratio	0	
Maximum floor area ratio	3	
Maximum impervious surface	100%	
Setbacks		
Front yard (minimum)	no min.	
Front yard (maximum)	10'	
Side yard (minimum)	no min.	
Rear yard (minimum)	no min.	
Setback from Single Family – rear or side yard	10 ft	6 ft landscape buffer required
Lot Area and Dimensions		
Lot area	No min.	
Width	no min.	
Depth	no min.	
Height		
Building/Structure	4 stories (65')	
Residential Uses		
Ground Floor	Maximum 75% residential	See Guideline
Residential units	May be located in upper levels or in a separate building	
Live/Work units	See regulations in Chapter 18.68	

Other Elements	
Landscaping	See regulations in Chapter 18.78
Lighting	See regulations in Chapter 18.80
Fences, Walls, and Screening	See regulations in Chapter 18.70
Parking and Loading*	See regulations in Chapter 18.76 *
Signs	See regulations in Chapter 18.82
Projections and Encroachments	See regulations in Chapter 18.60
<p>*Parking in a mixed-use development may be reduced up to 30 percent with administrative review by the planning director. Factors to consider in approving a parking reduction include the following. All these elements must be present to approve an administrative reduction.</p> <ul style="list-style-type: none"> On-street parking spaces may be counted toward off-street parking requirements if conveniently accessible. The project includes a mixed-use development with residential and retail and /or office uses, including evidence that there are uses with differing operating hours. Provision of pedestrian plazas, seating areas, shelters, and walkways. Provision of car-share and clean air vehicle spaces. 	

C. Development Guidelines for Specific Development Examples

The following exhibits provide guidance for various development prototypes in mixed use areas:



Examples of mixed-use lake front treatments with gathering places, promenades, and attractive landscaping

Rendering of Zacharias mixed-use plaza with lake, promenades, outdoor seating, and gathering places



Lake-Oriented Mixed-Use Plaza

Characterized by vibrant mixed uses with open plazas and with the lake as focal point.

Design Objectives

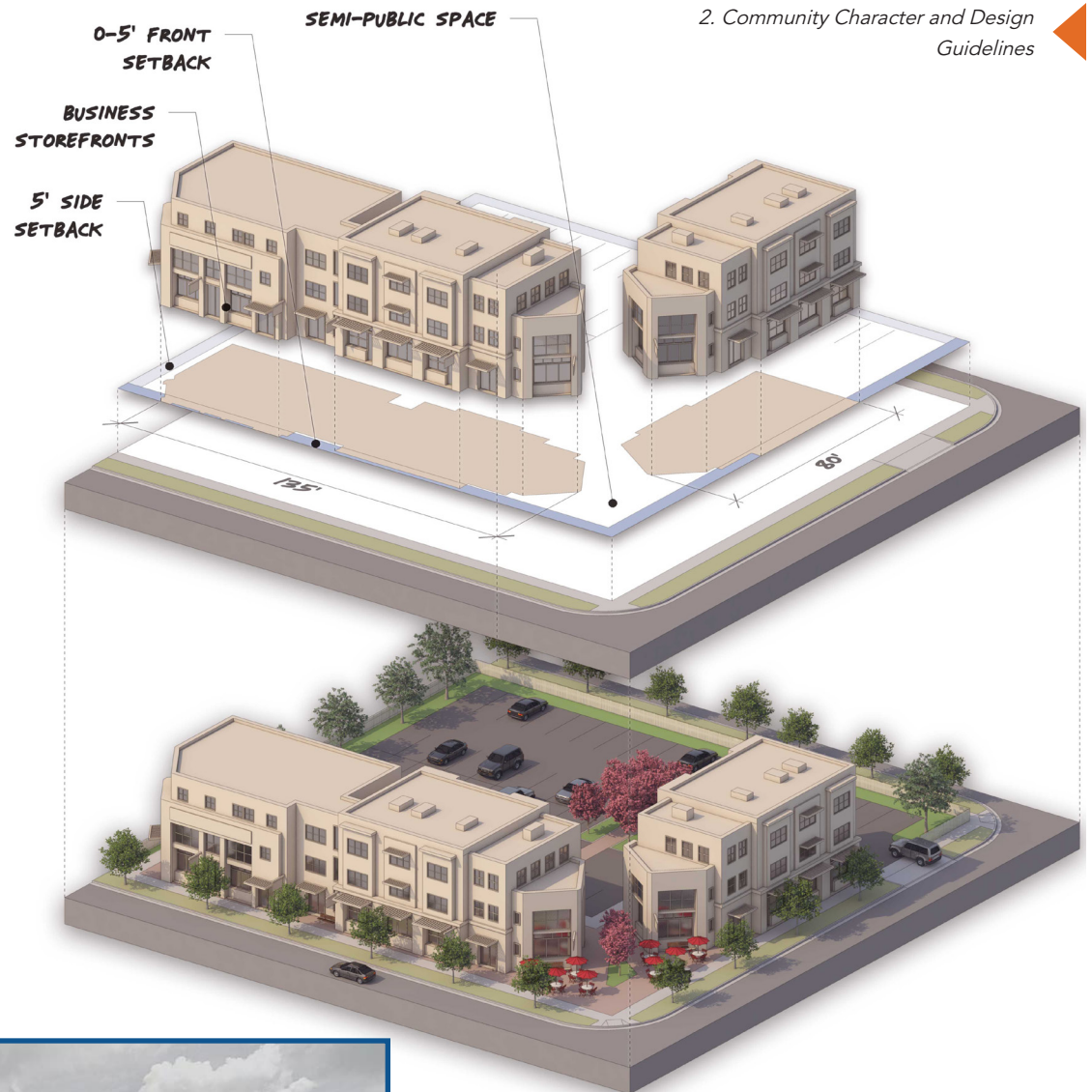
- Gathering places fronting on lake.
- Includes restaurants with outdoor seating.
- Height is two-four stories.
- Street furniture and children's play apparatus are highly encouraged.
- Includes walking paths along the waterfront.
- Diagonal and parallel parking provides convenient parking.

Live / Work in the Mixed-Use Area

Characterized by mixed use buildings designed for non-residential work areas combined with living quarters.

Design Objectives

- Specialized workspaces that can accommodate more intensive work activities than would be appropriate for an exclusive residential building.
- The workspace is adaptable for a wide range of low-impact uses from an art, music or dance studio to a small office or craft manufacturing space, as well as living areas.
- Live/work units will be located adjacent to the street with resident parking behind the units.
- On-street parking will be available for customers in front of the units.



Live Work homes with ground floor office or retail space

2.5 Commercial Land Uses

The General Commercial (GC) District comprises 22.2 acres and 350,000 square feet of retail and services. The GC District is located at the southeast corner of Zacharias Road and Baldwin Avenue. This district will accommodate a wide range of commercial services, from grocery stores, pharmacies, drive-through and sit-down restaurants, offices, and auto-oriented uses such as service stations and minor auto repair. The district will be characterized by large format buildings with multiple tenants and smaller buildings along frontage joined by pedestrian pathways.

A. Permitted Uses and Development Standards. Permitted uses and development standards in accordance with Chapter 18.42.

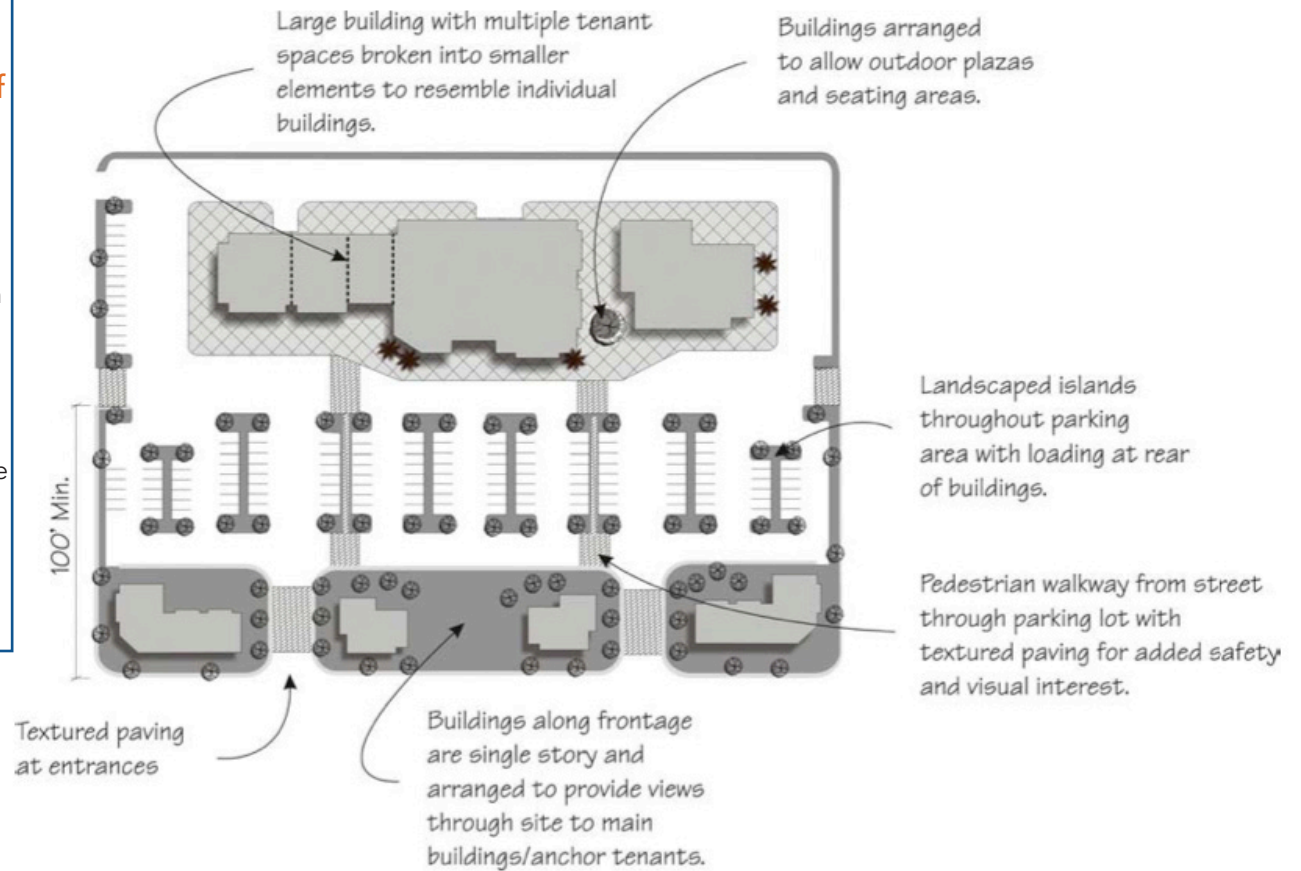
B. Design Guidelines. All new construction in this zoning district shall conform to Chapter 3 of the Patterson Community Design Guidelines. Special consideration shall be given to:

Commercial Shopping Center

Characterized by a vibrant community shopping center providing a full range of goods and services.

Design Objectives

- Strong focal points and corner treatments such as a clock tower or archways.
- Pedestrian and site amenities to encourage a walkable environment.
- Orientation toward the street with an attractive streetscape.
- Articulate building forms and elevations to avoid large, flat wall planes.



Attractive community shopping centers with articulated building forms



2.6 Light Industrial Land Uses

The Light Industrial (LI) Districts comprise 317.5 acres and 6.9 million square feet of business park buildings and is located in the western portion of the Plan Area. Light industrial uses will primarily consist of business parks including warehousing and light manufacturing.

- A. Permitted Uses and Development Standards.** Permitted uses and development standards in accordance with Chapter 18.46.
- B. Design Guidelines.** All new construction in this zoning district shall conform to Chapter 3 of the Patterson Community Design Guidelines.
- C. Solar.** All business park buildings shall provide green energy features consistent with the California Green Code (Title 24). Use of solar panels is highly encouraged.

2.7 Ivy and Rose Avenues Ranchette Area

A. Overview

The 144-acre Ivy-Rose ranchette Area is a unique area in the Zacharias Master Plan. It is comprised on 31 properties ranging in size from .2 to 19 acres, with most parcels in the 2 – 10-acre range. Existing land uses consist primarily of ranchettes with small scale hobby farm or agricultural pursuits. This area is bounded on the west by the PID canal, on the north by Highway 33, on the east by Ward Avenue, and on the south by existing City limits.

The area is designated Low Density Residential in the Master Plan, although it is anticipated that development of residential uses may occur at later stages of the Zacharias Master Plan. LDR densities in this area will typically be three dwelling units per acre.

B. Non-Conforming Uses

Upon annexation, agricultural uses will become non-conforming. The following principles will apply:

1. Crop production and horticulture is considered a permitted use and can continue indefinitely until the property is developed.
2. Keeping of horses, cattle, and other livestock may continue unless the use ceases for a six (6) month period, per Zoning Code Chapter 18.94.
3. Up to six (6) chickens are a permitted use in the LDR designation.

Existing Williamson Act contracts would terminate upon annexation.

C. Circulation

The existing Ivy Avenue and Rose Avenue will remain local streets and will terminate at the west end with a cul-de-sac adjacent to the PID Canal. A new arterial street will extend through this area from Highway 33 westerly as part of the Master Plan east-west connector. The terminus of this arterial at Highway 33 will replace the intersection of Ward Avenue and Highway 33, which will have a cul-de-sac terminus.

D. Utilities

This area has existing wells and septic system and many landowners in the ranchette area may want to maintain their rural lifestyle for some time. The following policies apply to maintenance of existing facilities and requirements for connections:

- 1. Water:** Existing private wells may remain but may not be expanded, per City Code Section 13.20.020. Connection to new public water mains is not mandatory until the property is developed, or unless existing wells fail. Upon annexation, a landowner may connect to City water at any time.
- 2. Sewer and septic systems:** Five (5) years after public sewer is provided to within 200 feet of a property, connection to the public sewer may be required within 90 days of the receipt of an official notice to connect from by the City. A public sewer line will be constructed in Rose Avenue in the early stages of the Zacharias Master Plan. Construction of this sewer line will include



sewer stub-outs to adjacent properties just outside the right-of-way, at a location identified by the property owner and at the expense of the master developer.

3. PID Irrigation Water: Per PID policy, landowners may maintain access to PID irrigation water until the property developers if PID procedures for opposing detachment are followed.

E. PID Canal and Parkway

Per Chapter 3 of this Master Plan, the PID Canal will be undergrounded with a paseo constructed over the 40-foot easement. A rural type fence (see Chapter 3) will be constructed on the east side of the parkway to avoid access to agricultural lands in the Ivy-Rose area. On the west side of the parkway, a parallel street to the parkway or other acceptable configuration will provide an open feel land use interface.

As the parkway is constructed, the City will coordinate with property owners on access to the parkway if desired. The Zacharias Master Plan developers will be responsible for relocating existing PID connections.

F. Infrastructure Timing and Financing.

The planned infrastructure for the Master Plan will have sufficient capacity to serve the Ivy-Rose areas should the area develop. The following principles will apply to infrastructure timing and financing:

1. The financial obligations of the Community Facilities District (CFD) will not be imposed on undeveloped property or on existing developed properties.
2. Sale of properties do not trigger CFD fees.
3. Development of properties will require landowners to pay CFD fees, triggered by issuance of a building permit.
4. Connection to public water or sewer would not automatically trigger payment of CFD fees.
5. Gas and telephone lines will be installed with development occurs with the location of lines determined when joint trench

designs are approved.

6. Since a new public sewer line in Rose Avenue will be constructed in the early stages of the Master Plan, Rose Avenue will not be widened with installation but will be repaved and then maintained by the City. The sewer line will go under the canal. The sewer line will have capacity for future development south of Ivy Avenue.

2.8 Other Community Elements

A. Community Landscaping Concept

The overall community landscaping concept will help to create a welcoming and comfortable outdoor space for residents and visitors. Common landscape elements throughout the project establish continuity between the varying land uses and help establish a sense of place. They also enhance the pedestrian experience and create an environment that is conducive to outdoor activity. The landscaping concept provides an overall theme to the community and is comprised of the following landscaped areas:

- Entryways to the community along Baldwin Road.
- Landscaping and tree planting along collector streets to form robust tree canopy.
- Landscaping in roundabouts.
- Landscaping along the lakefront in public areas.
- Parks.

The components of the community landscaping concept shall be developed in more detail prior to the submittal of development plans. The landscaping concept shall follow these design objectives:

Design Objectives:

- **Theme:** Use a consistent set of landscaped materials to help portray an overall cohesive look and theme for the Plan Area
- **Tree canopy:** Use large canopy trees to maximize coverage of hard surfaces. Themed areas shall be developed to include two – three tree species. Use of canary palms in gateways and roundabouts is highly encouraged. Street trees in neighborhood units shall be uniform to provide identity.
- **Use of drought-tolerant landscaping.** The landscaping concept shall maximize the use of drought tolerant landscaping to meet or exceed the requirements of Section 18.78 of the Zoning Code.
- **Accent shrubs and groundcover.**
- **Use of decorative hardscape and pathways.**

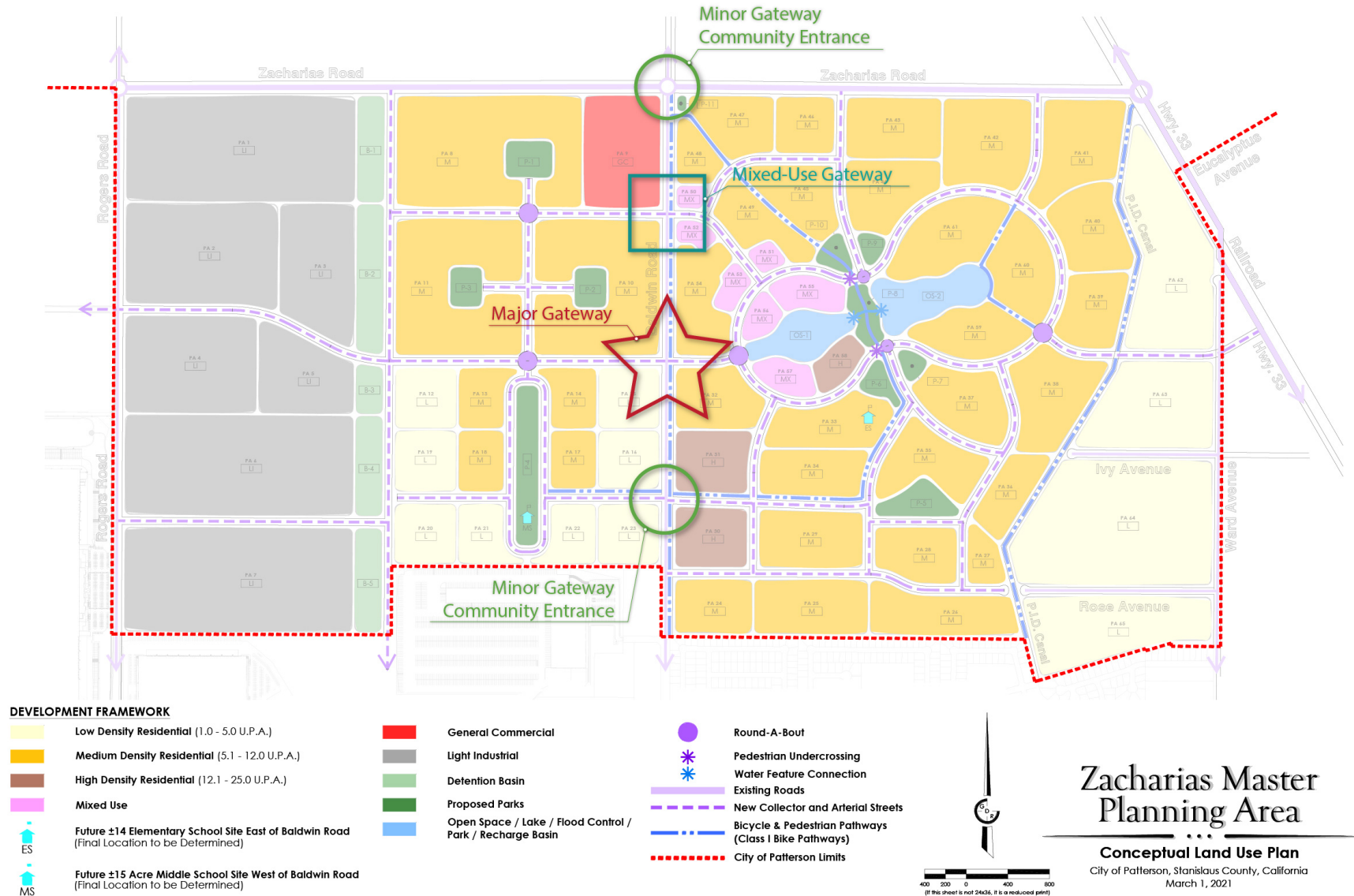
B. Entryways

Entryway monuments ensure the community has a clear identity and help emphasize and accentuate key views into the community. The Entryway Plan establishes community identity through the use of distinct entry signage, attractive landscaping, enhanced paving and vertical iconic elements. These entryway features help establish a connection to the rest of the Patterson community. Entryways will consist of Major Entryways and Minor Entryways.

One of the major features of both entryways will be the continued use of the Canary Island Date Palm or similar species, such as the California Fan Palm, as the primary theme tree species linking existing and proposed Patterson together. Use of architectural features reminiscent of Patterson history is highly encouraged.

1. Entryway Locations:

Figure 15: Zacharias Gateway Entries



2. Overall Design Objectives for Entryways:

Project monuments at project entries shall be used. These monuments should be community scale features oriented towards moving vehicles and pedestrians. Project entryway features should be designed to include a combination of the following requirements:

- Use a consistent set of materials to help portray an overall cohesive look and theme for the Plan Area.
- Include a lighted monument sign.
- Landscape monument zones attractively including a combination of the following: date palms or similar species approved street trees; evergreen accent trees; flowering accent trees; shrubs/ground cover; and annual cover.
- Include enhanced paving at the intersections.
- Incorporate at least one of the following thematic elements to signal entry into the community at project entrances, which should be consistent throughout the project: a vertical iconic element, such as an arch, trellis, or other architectural element; a water feature, such as a fountain; or a public art piece.
- Signage may be wall-mounted or free standing, but free-standing signage must be mounted on a solid, ornamental base. Signage may be externally illuminated.

Major Entryway

Characterized by iconic monuments, landscaping, and pavement treatments, and signage at Baldwin Road and East-West Connector.

Design Objectives

- Includes date palms framing the entryway.
- A pedestrian portal using architectural elements reminiscent of Patterson creates a strong identity.
- Connects to bicycle and pedestrian pathways.
- Includes an element of public art and/or a fountain feature.



Example of prominent fountain feature at a major entryway



Rendering of major gateway looking east on east-west connector from Baldwin Road

Mixed-Use Gateway

Characterized by a pedestrian friendly mixed use area with retail stores and restaurants, artwork, landscaping, pavement treatments, and signage at the intersection of Baldwin Road and the entry to the mixed-use area.

Design Objectives

- Frames the entry into the mixed use area as an attractive pedestrian oriented area with ground floor retail and restaurants.
- Includes special paving and sidewalk treatments, wider sidewalks, zero setbacks, artwork, monuments and/or signage to announce entry to the mixed use street leading to the lake.
- Includes date palms framing the entryway along with decorative trees and shrubs.
- Connects to bicycle and pedestrian pathways.



Close-up rendering of Mixed Use Gateway looking east from Baldwin Road into mixed-use area.



Broader view of gateway into mixed use area Guidelines looking southeasterly from Baldwin Road

Minor Entryways

Characterized by smaller scale monuments, landscaping, pavement treatments, and signage at:

- Zacharias Road and Baldwin Road – Community Entrance
- South Community Entrance on Baldwin Road

Design Objectives

- Includes date palms framing the entryway along with decorative trees and shrubs.
- Attractive monuments and /or signage to announce minor entries to subdivisions.
- Connects to bicycle and pedestrian pathways.



Photo examples of attractive minor entryways with monumentation



C. Sustainability

In order to implement General Plan goals related to sustainability and policies to reduce the emission of greenhouse gases and to promote energy efficiency, the Master Plan:

- Promotes compact, mixed-use and pedestrian/bicycle friendly development.
- Promotes direct connections to activity centers.
- Provides a “complete” community with housing, recreation, retail services and employment that encourages people to live close to where they work.
- Ensure that all construction will conform with Green Building Standards to maximize energy efficiency.
- Solar facilities are required for all industrial buildings, with a target of 30 –50 percent roof coverage for solar panels.

Project specific green features should be considered at the time of subdivision review.

D. Walls and Fences

1. Walls and fences shall complement the architecture and landscaping themes of the community.
2. Design Objectives:
 - **Minimize walls and fences.** Minimize use of walls and fences as much as possible.
 - **Between residential and nonresidential.** Where walls and fences are constructed between residential and nonresidential uses, these walls and fences shall strive to incorporate where practical and feasible accessibility options to allow mutually beneficial access for pedestrians, bicyclists, and motor vehicles. Height of such walls shall be a maximum of eight feet, consistent with the City of Patterson Zoning Ordinance.

- **Soundwalls adjacent to streets.** Where homes back onto an arterial or collector street, a sound wall shall be constructed. This wall will be consistent throughout the community and will be screened with vines or shrubbery to avoid long, blank walls. Contrasting pilasters at least every 30 feet shall be used to break up massing and walls shall have cap and corner details. Soundwalls are typically six feet in height. If a greater height up to eight feet is needed, berming shall be used so that no more than six feet of wall is visible.
- **Berms.** Berms shall generally have a slope of 5:1 with a maximum of 4:1. Berms shall be designed to ensure ease of maintenance.

The following photos show excellent soundwall materials and design. Additional landscaping and vines shall be provided.

- **Consistency with Community Design Guidelines.** All fencing shall also comply with the adopted City of Patterson Community Design Guidelines.

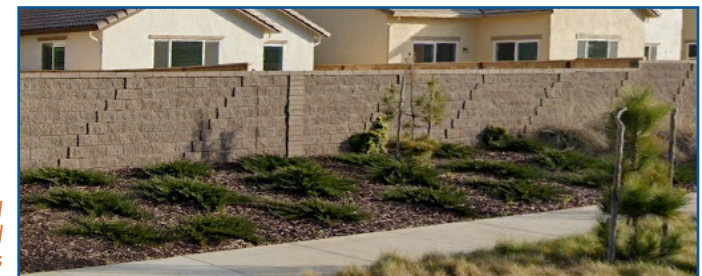


Photo examples of soundwall with attractive materials and pilasters



Alternative down casting lighting fixture along major street



Attractive lighting in mixed use area



Double-headed decorative lighting along collector street



City "acorn" lighting fixture

E. Lighting and Utility Placement

Lighting and utility placement is an integral part of site planning and building design. Proper lighting design will have a positive effect on the appearance of buildings and promote safe and enjoyable nighttime pedestrian environments. Lighting can enhance and enrich the character of the entire project. The careful location of utilities is important so as to not detract from the quality and character of development.

Design Objectives:

1. Themed community lighting.

- a. Residential Collector, Interior Collector, and Local Streets shall utilize the decorative "acorn" lighting standard found in the City Improvement Standards. This standard is known as Hadco Urban Refractive post top with LumiLock LED.
- b. Major Collector and Arterial Streets shall utilize a similar decorative lighting standard that would consist of a "double acorn" or downward facing fixture in order to provide required lumens for safety purposes.
- c. Community lighting on private property should also use accent lighting, up-lighting under trees, and low-level walkway lighting.

2. **Nonresidential Lighting.** Lighting in commercial, mixed-use, multi-family and industrial projects shall conform with the adopted City of Patterson Community Design Guidelines. In addition, consideration should be given to:
 - Lighting should be attractive and consistent with building style materials, finishes and colors.
 - Ground level, overhead and building mounted light should be incorporated throughout the project area.
 - Up-lighting (under trees), diffused lighting and low-level walkway lights should be used within landscaped areas.
3. **Utility Boxes and Mechanical Equipment.** Utility boxes should all be screened and placed out of view from the public. Mechanical equipment shall conform with the adopted City of Patterson Community Design Guidelines.

F. Signage

All signage shall conform to the City's Community Design Guidelines and Chapter 18.82 of the Zoning Code.



Attractive private property uplighting

An aerial architectural rendering of a town square. The square features a central green lawn area with a paved walkway around it. There are several buildings with grey roofs and white walls surrounding the square. Red umbrellas and tables are scattered throughout the square, suggesting an outdoor cafe or market. A stone wall runs along the bottom edge of the square. The text "CHAPTER 3" is overlaid in large orange letters, and "Circulation" is overlaid in smaller blue letters below it. Three diagonal lines (blue, orange, and yellow) cross the image from the top left to the bottom right.

CHAPTER 3

Circulation

CHAPTER THREE

CIRCULATION

3.1 Regional Circulation

The purpose of the Circulation Plan for the Master Plan is to establish the general layout and design standards for road, bicycle and pedestrian facilities in the Plan Area and to implement the City of “Complete Streets” network with an integrated roadway and trail system including walking and bicycling pathways, which extend the City’s existing circulation routes throughout the Plan Area.

The concept of a Complete Street is about developing a route for all transportation modes. Complete Streets are streets for everyone. They are designed for access, mobility, and safety for all users, regardless of travel mode. Complete Streets are not about hindering the automobile, but enabling transit, pedestrians, and bicyclists to travel with automobiles. Complete streets vary widely in design and appearance. However, all complete streets are comfortable and safe for any user that travels along one.

3.2 Relationship to the General Plan and Master Transportation Plan

Circulation Element. The Circulation Element of the Patterson General Plan provide policy guidance to create and maintain a roadway network that will ensure the safe and efficient movement of people and goods throughout the city, and to promote pedestrian, bicycle and rail travel as alternatives to automobile use. The Circulation Element provides a hierarchy of Arterial, Collector and Local Streets, and provides policies relating to Levels of Service, funding of transportation improvements, and safe pedestrian and bike pathways. The Master Plan conforms to the Patterson General Plan Circulation element due to the fact that the Plan will:

- Provide for “Complete Streets” that integrate the public and private realms and accommodates all transportation modes.
- Provide for a hierarchy of arterial, collector and local streets.
- Provide right-of-way for the South County Corridor.
- Maintain a minimum Level of Service “D” based on the Traffic Impact Study.
- Ensure adequate funding of transportation improvements through implementation of a Community Facilities District and other financing mechanisms.
- Provides traffic calming techniques.
- Creates a safe and robust pedestrian and bike pathways throughout the entire Master Plan area.
- Approval of the Zacharias Master Plan will include an amendment to the Circulation Element to add the additional network of streets.

Master Transportation Plan. To comply with the Master Transportation Plan (MTP), the Master Plan will install regional, local, pedestrian, and bicycle transportation improvements. The Implementation Chapter of the Master Plan clarifies the timing and funding of the necessary transportation improvements. The MTP also provides a bicycle master plan, with recommendations on funding. The bicycle plan for Zacharias is consistent with that plan and in fact provides for a more robust network of bicycle and pedestrian facilities.

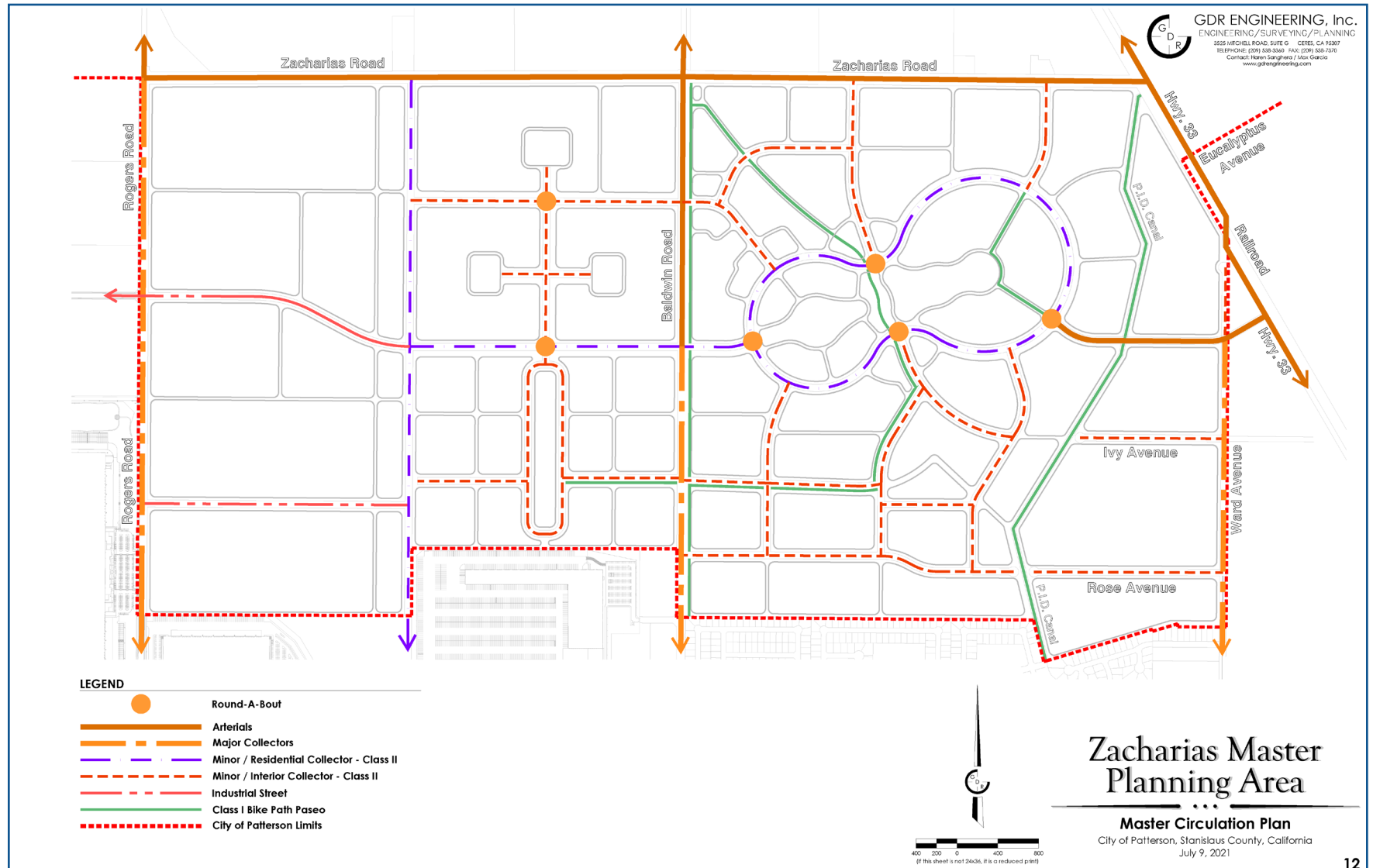
3.3 Circulation Plan - General

The Circulation Plan provides direct and convenient access to all residential, commercial/office area, and recreational land uses through a safe and efficient network that includes arterial, major and minor collectors, local streets and bicycle and pedestrian routes (refer to Figure 28).

A. Zacharias Project Area. The primary regional roadways that serve the Master Plan Area include Zacharias Road to the north and west, Highway 33 to the east, and Baldwin Road, Rogers Road, and Ward Avenue to the south. Zacharias Road will eventually connect to Interstate 5 where a new interchange targeted is planned. Zacharias Road is also being considered to function as the South County Corridor. Right-of-way for the South County bypass will be dedicated as part of this project.

B. Baldwin Ranch Project Area. Baldwin Road, an existing Major Collector provides the primary access to Baldwin Ranch. The project will have a series of local streets and Tank Road, an existing local street, also provides access.

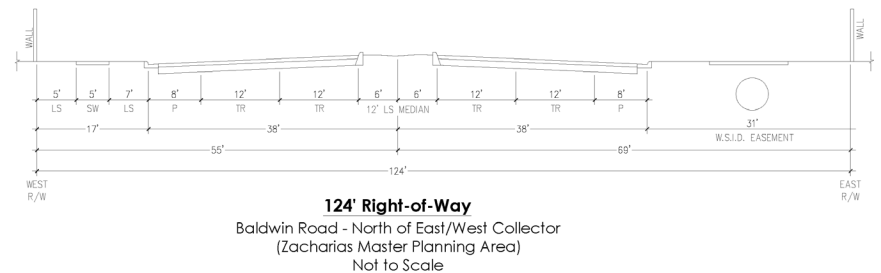
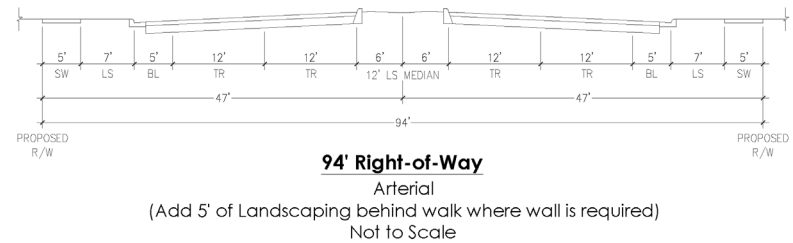
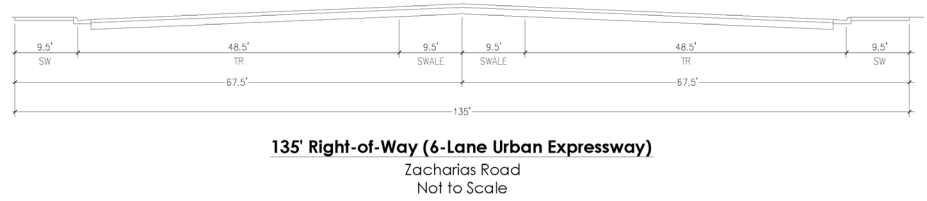
Figure 16: Zacharias Circulation Plan



3.4 Major Arterials

Major arterials provide the backbone street network to get vehicles in and out of the community. Arterials are four-lane roadways accommodating over 18,000 average daily trips. Arterials have a landscaped median and either Class I or II bike paths. In the Zacharias area, Zacharias Road and Highway 33 are the main arterials serving the project. Baldwin Road north of the east-west connector and the eastern section of the east-west connector will also serve as arterials because of projected traffic volumes. The portion of the east-west connector between Highway 33 and Ward Avenue would not have a landscaped median due to constrained right-of-way. In addition, Baldwin Road will have a separate Class III paseo in the West Stanislaus Irrigation District (WSID) easement.

Figure 17: Arterial Cross Sections



3.5 Major Collectors

Major Collectors are characterized by two travel lanes, Class II bike paths, separated sidewalks and landscaped medians and accommodate 10-18,000 average trips per day. Rogers Road and the Baldwin Road south of the east-west collector serve as Major Collectors. Baldwin Road would also include a 30-foot bicycle and pedestrian pathway in the West Stanislaus Irrigation District (WSID) easement.

Figure 18: Baldwin Road Cross Section South of East West Collector

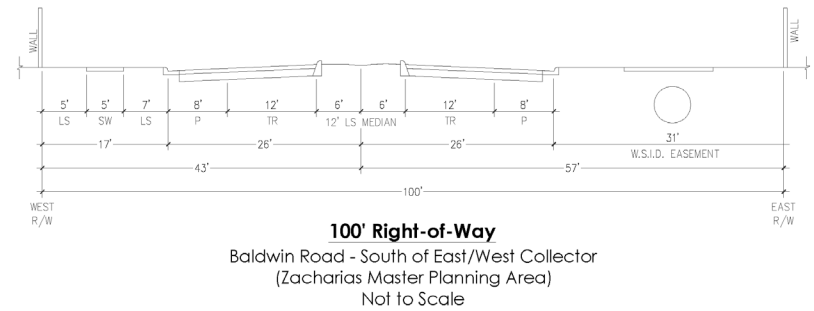
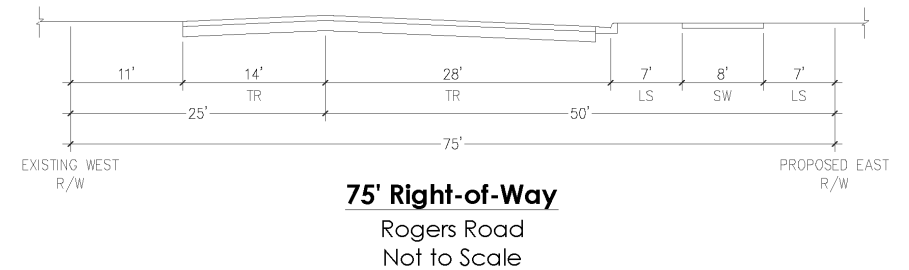


Figure 19: Rogers Road Cross Section

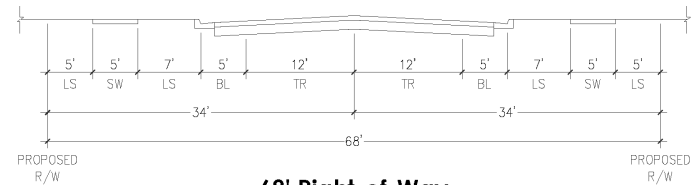


3.6 Minor Residential Collectors

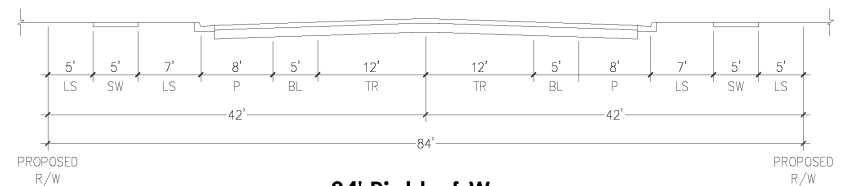
Residential Collectors form the “spine” for the Zacharias project area and are characterized by two travel lanes, Class II bike paths and a separated sidewalk. They would accommodate 2,500 – 9,000 average trips per day. Homes would back onto the Residential Collectors, or parks, multi-family or mixed use may abut the street. See Section 2.2.A.4.d for design guidelines for development fronting Residential Collectors. The east-west connector is the primary Residential Collectors and provides a continuous roadway transversing the project area.

Two options for the residential collectors are provided. Option A has a Class II bike lane and no parking. Option B includes room for a parking lane, to be used where the Residential Collector abuts multi-family or mixed-use developments. The use of soundwalls is highly discouraged wherever possible although there may be locations along the Residential Collectors where single family homes backing onto the street with a soundwall is the only feasible alternative. Multi-family residential, parks, schools, frontage streets, side-on lots shall be used to create an open feel to the streets, as outlined in Section 2.2.A.4.d.

Figure 20: Residential Collector Cross Section



68' Right-of-Way
Residential Collector - Option A
Not to Scale

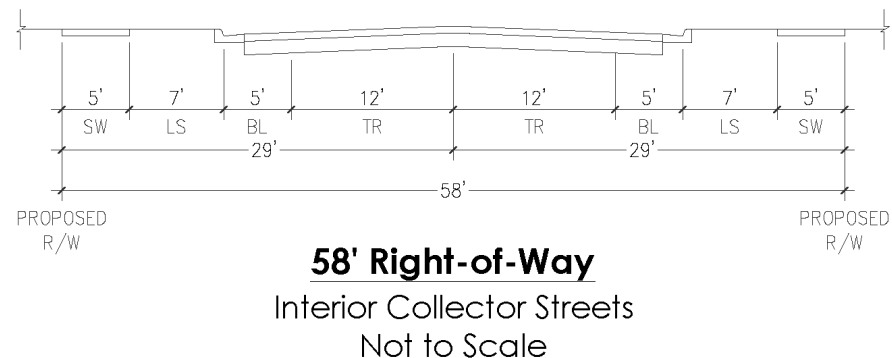


84' Right-of-Way
Residential Collector - Option B
Not to Scale

3.7 Minor Interior Collectors

Interior collectors provide connections to the Residential Collector and are characterized by two travel lanes, a Class II bike lane, and separated sidewalks. They would accommodate 1,000- 2,500 average trips per day. Homes would largely front on to the Interior Collector and a sound wall is not needed. Depending on traffic volumes, driveways directly onto the street would be avoided. See Section 2.2.A.4.e for design guidelines for residential development adjacent to Interior Collectors.

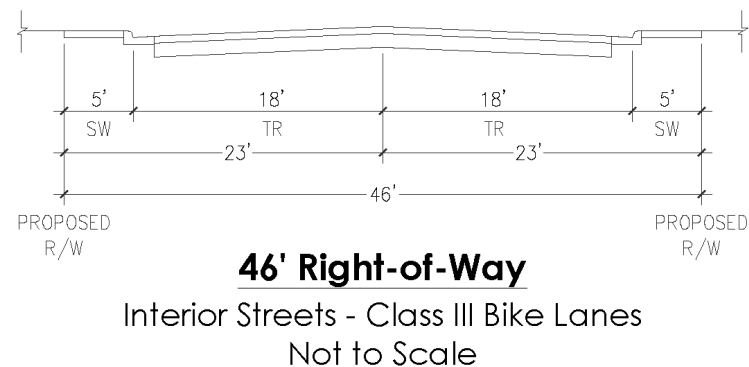
Figure 21: Interior Collector Cross Section



3.8 Local Streets

Local streets provide primary access to homes and would typically accommodate less than 1,000 average trips per day. Local streets will be determined at the time of subdivision submittal. Some local streets will include a Class III "Share the Road" designation to increase safety for cyclists to access the Class I and Class II bicycle network. Class III designations would be determined at the time of subdivision submittals.

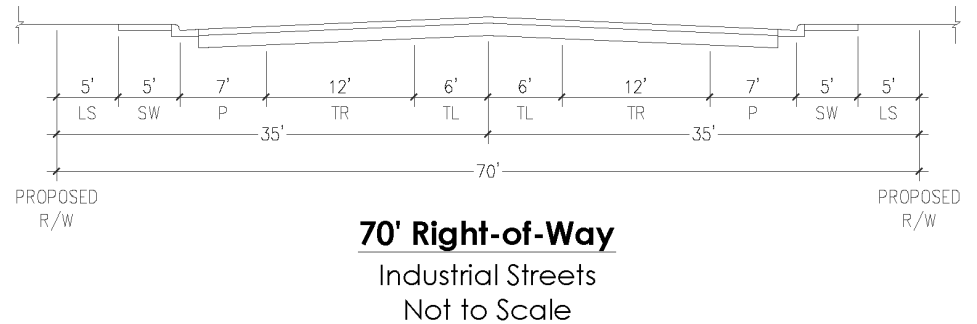
Figure 22: Interior Street Cross Section



3.9 Industrial Streets

Industrial streets private access to industrial uses in the western portion of the Zacharias Master Plan. The primary purpose of the industrial streets is to accommodate heavy truck traffic and employee trips.

Figure 23: Industrial Street Cross Section



3.10 Bicycle and Pedestrian Network

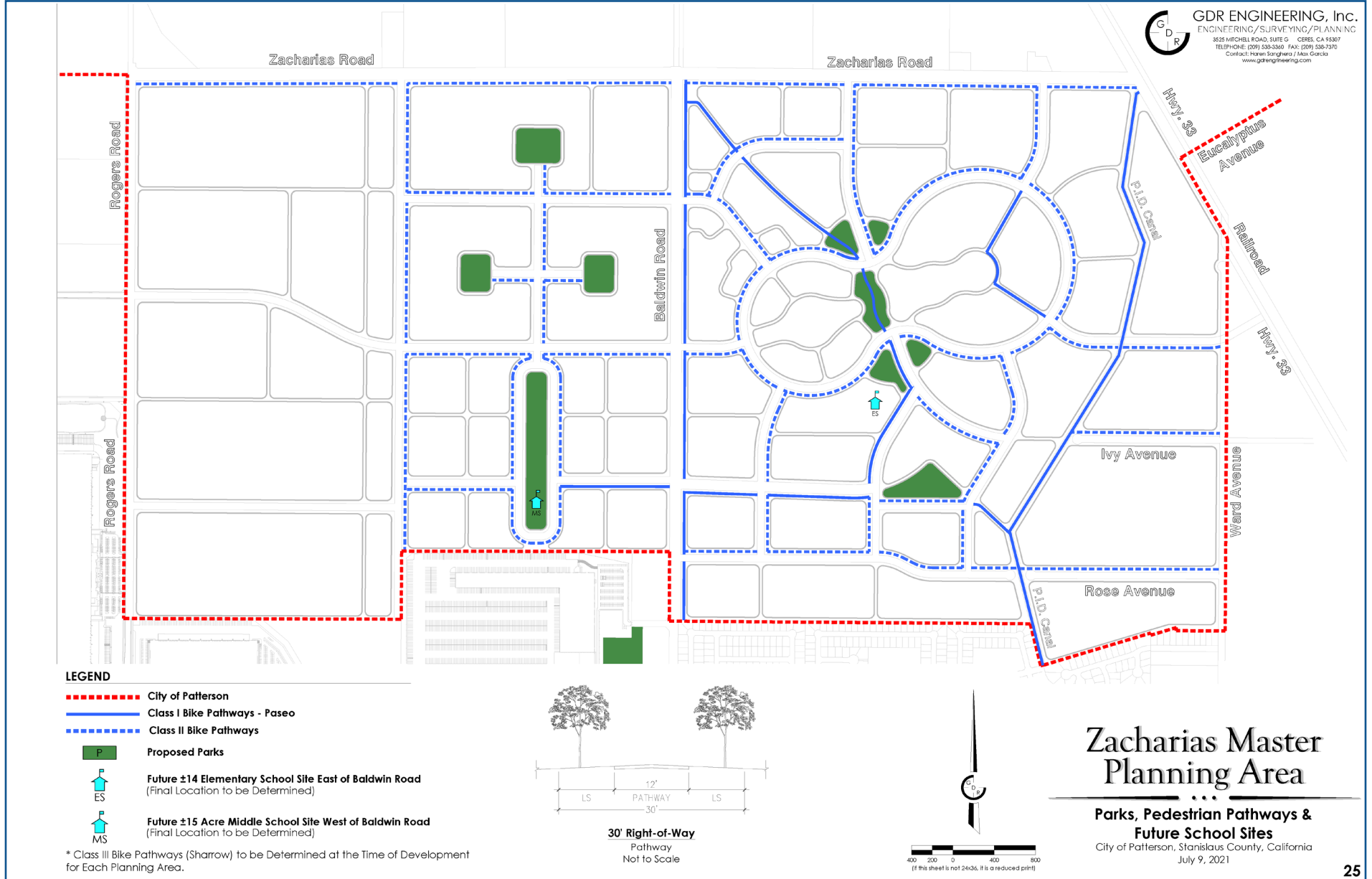
To implement the concept of complete streets, the bicycle and pedestrian network provides an alternative mode of transportation, links all components of the project area, and provides recreational opportunities to residents and visitors alike. The network especially connects schools, parks, the mixed-use core area, and the community shopping center. The interconnected trail system supports the vision of Zacharias Master Plan as a sustainable community. The proposed network in the Zacharias Master Plan area will provide increased opportunities for pedestrian activity and ultimately reduce the dependence on the automobile.

The network is part of a regional network of bicycle facilities and will be consistent with and implement the Transportation Master Plan.

Figure 24: Regional Bicycle Facilities



Figure 25: Bicycle and Pedestrian Plan



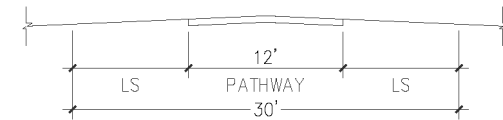
A. Class I Bicycle Paths and Paseos

Class I Pathways are the most safe and convenient way for pedestrians and bicyclists to get around the Plan Area. Class I Pathways are separated from roadways and provide a strong recreational element as well as routes to schools and parks. A 30-foot wide Class I pathway encircles the core portion of the community, extending north-south along Baldwin Road and connecting to the elementary school and neighborhood parks. The 30-foot pathway would include a bicycle path, jogging trail, landscaping and a tree canopy. In particular, the PID Canal Paseo (40 feet) and the WSID Canal Paseo adjacent to Baldwin Road provide major recreational amenities to the community at large and would connect to community facilities to the south.

Design considerations. The following considerations should be given to the design of these paseos:

- **Open fencing such as wrought iron.** The PID Canal Paseo should consider a rural feel open wood fence that also prevents access to agricultural properties to the east while those properties remain in agricultural uses. Exception to the open fencing may be approved by the City in locations where existing homes abut the paseo.
- **Homes facing paseo.** See design guidelines in Section 2.2.A.4.c. for new subdivisions.
- **Maintenance access.** For the PID and WSID paseos, a gravel accessway should be provided.
- **Landscaping.** Abundant trees and plantings to provide an enjoyable experience. Where there is pipe underneath, tree planting should be non-invasive according to Irrigation District guidelines.

Figure 26: Paseo Cross Section



30' Right-of-Way
Pathway
Not to Scale



Open wood fencing suitable for paseo interface with Ivy Rose area

- **Amenities.** Paseo to include bike and walking trails along with benches, trash receptacles and lighting.
- **Detention facilities.** Consider combining stormwater detention facilities with paseos.
- **Gates.** In particular for the PID Canal Paseo, gates may be needed for access to ranchettes since several ranchette properties use irrigation water.

A. Class II Bicycle Lanes and Separated Sidewalks

Class II Bicycle Lanes are lanes that are part of the roadway, but separate bicyclists from the travel lane with striping. They can be painted green with special markings, and a painted two-foot striped buffer can separate them from vehicle travel. The Class II lanes coincide with certain minor collector streets and provide connection in between the Class I pathways to complete the network. Separated sidewalks with a landscaped planter are provided on the same streets designated for Class II bike lanes to ensure pedestrian safety and a pleasurable walking environment.

B. Class III Bicycle Designation

Class III bike lanes are shared with vehicles and are most often marked with signage. They can also be “sharrows” (share the road) with bicycle stencil pavement markings. The signage or markings alert drivers that the street is designated for bicycles. These designations will be on local streets and will be determined at the time of subdivision review.

C. Class IV Bicycle Lanes

Class IV bike lanes are physically separated from the vehicle lane by a curb or bollards. While not specifically designated on the Bicycle Plan, they offer a safer alternative to Class II bike lanes. Class IV bike lanes can be considered for the East-West Connector.



Attractive landscaping and lighting in paseo

3.11 Traffic calming measures

The Circulation Plan strives to create safe, convenient, and attractive choices of mobility – for pedestrians, bicyclists, and motor vehicles, both within the project and beyond. Reducing vehicle speed is the single biggest factor in designing safe streets. Slowing drivers increases visibility to pedestrians and bicyclists and reduces injuries from collisions.

A. Roundabouts

A series of roundabouts will be located at key intersections throughout the Plan area. Roundabouts include design features that promote safe and efficient traffic, pedestrian and bicycle flow by directing traffic in one direction around a central island.

B. Bulb-outs and curb extensions

To further slow traffic, bulb-outs and curb extensions are recommended for key locations where there is higher pedestrian activity. Bulb-outs and curb extensions are required around schools and are recommended around the mixed-use area parks. Final location of bulb-outs and curb extensions will be determined at the time of subdivision review.

C. Crosswalks and School Zones

A series of mid-block crosswalks, particularly near schools and parks, is recommended. Near schools, such crosswalks should have pedestrian stop lights to stop traffic to allow pedestrians to cross safely. Final locations of crosswalks will be determined at the time of subdivision review.



Roundabout with landscaping and decorative materials



Bulb-outs with landscaping and decorative paving



School Crosswalk with safety features

3.12 Transit Facilities

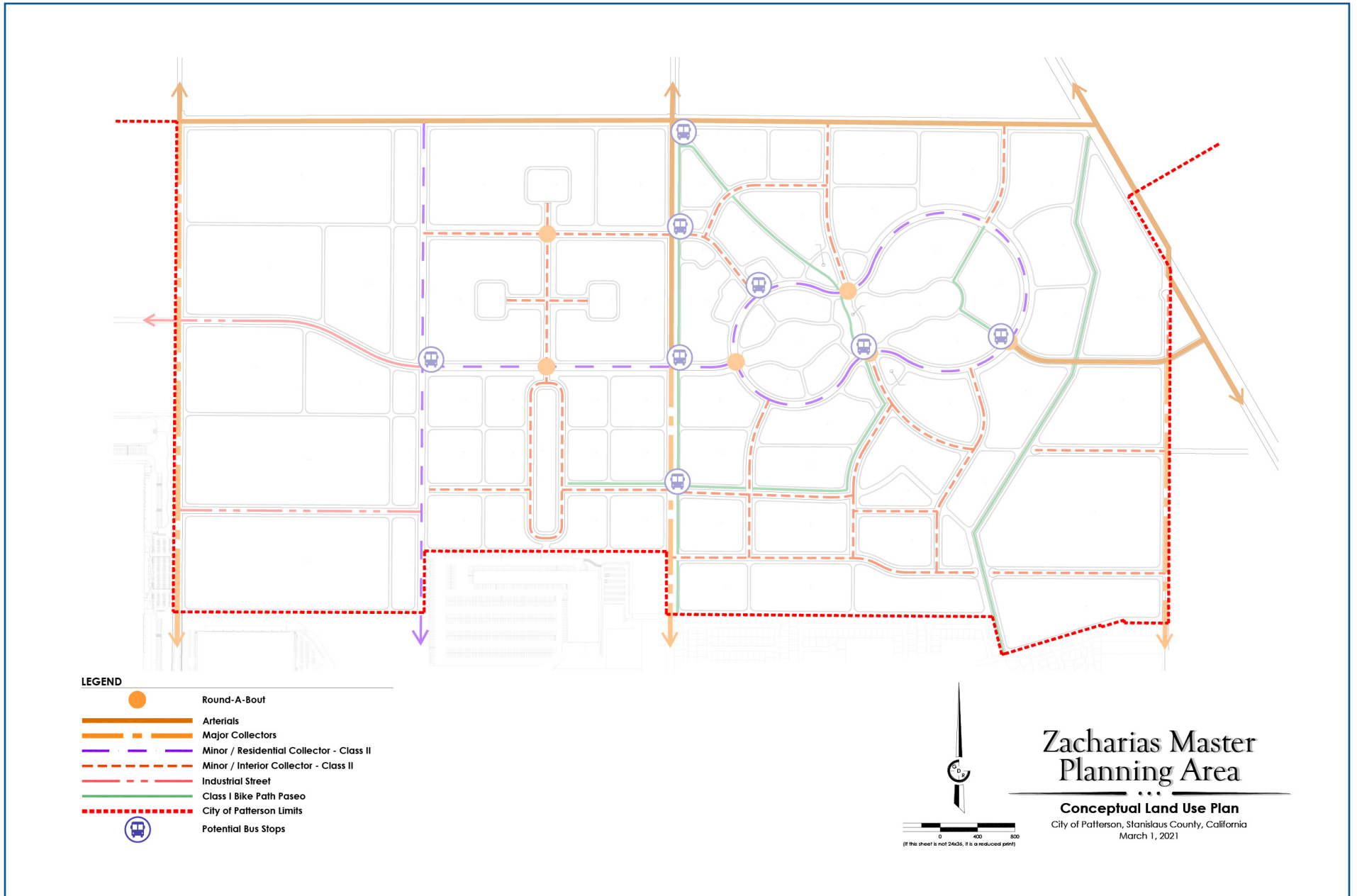
The opportunity for future public transit will help achieve the vision of the Master Plan as a sustainable community and will contribute to the reduction of greenhouse gases and vehicle miles traveled. As of 2020, Stanislaus Regional Transit (StaRT) provides fixed route bus service linking Patterson to Modesto, Turlock, and Crow's Landing/Newman/Gustine. The Patterson Transit Center is located at the Veteran's Memorial Park. StaRT also offers a commuter bus to the Dublin BART station. A Dial-A-Ride service provides curb-to-curb service within Patterson with advance reservations.

Although none of the current fixed routes directly serve the Master Plan area, opportunities exist to plan for future transit routes that would serve both the Zacharias and Baldwin Park project areas. Current Route 45W serves a portion of Baldwin Road, Sperry Avenue, and Keystone Parkway, and expansion of that route may be possible once buildout of the Plan area occurs. Planning for future transit routes involves two elements:

A. Bus Stops

Designating potential bus stops at key locations can set the stage for future transit service. Bus stops should generally be located in high activity areas with commercial, employment and higher density residential. The following exhibit provides potential locations in the Zacharias project area. The goal is to have a bus stop within $\frac{1}{4}$ mile of each home. Final locations shall be determined in consultation with the Stanislaus Regional Transit Agency.

Figure 26: Potential Bus Stops



3.13 Transportation Demand Management

Transportation Demand Management (TDM) strategies encourage future property owners, developers, and employers to use creative and effective ways to reduce motor vehicle trips and their associated impacts. TDM strategies should ensure that new developments are designed to make non-single occupant vehicle (SOV) travel easier for new residents, tenants, employees, and visitors by using sustainable travel modes such as carpooling, vanpooling, carsharing, transit, walking, biking, and teleworking. TDM encourages developers, businesses, property owners, homeowners' associations, public agencies and institutions to provide information, incentives, advocacy, and specific services for enhanced transportation options.

TDM for the proposed project has the following goals:

- Reduce the frequency and distance of auto trips
- Shift trips towards the use of environmentally friendly and non-motorized modes of transportation
- Partner with project developers and communities to reduce SOV trips
- Increase the accessibility and convenience of alternatives to driving-alone
- Increase awareness of all transportation choices and costs
- Encourage use of innovative programs and new technologies to reduce driving alone

TDM strategies for the Master Plan include strategies for residential, commercial, and industrial projects.

A. Residential. TDM strategies for residential properties focus on reducing demand through location of land uses, and through a robust bicycle and pedestrian network. Reductions in travel demand in the Zacharias project area is achieved by the following land use elements:

1. **Location of new residential in close proximity to employment centers.** Residents will be able to cycle or walk to jobs or have a short drive.
2. **Mixed Use Center.** The Mixed-Use area provides an opportunity for residents to live and shop in close proximity.
3. **Diversity of housing types.** With an emphasis on a diversity of housing types, homes will be available to employees at most income levels, allowing them to live close to work.
4. **Robust bicycle and pedestrian network.** The project area has a robust network of bicycle and pedestrian paths that will enable residents to easily walk or bike to stores, services and employment centers.

B. Employment Centers. Development projects that employ more than 50 people will prepare a project-specific Transportation Demand Management (TDM) Plan that includes measures from the following menu applicable to each project:

1. Transit, bicycle, and pedestrian facilities
2. Alternative work schedules
3. Guaranteed ride home
4. Carpool or vanpool program
5. Commute assistance and ride-matching
6. Shuttle program / shuttle consortium / fund transit service
7. Transit passes or subsidies
8. Car share on-site
9. Self-Driving shuttle
10. Transportation Management Associations
11. Telework

An aerial architectural rendering of a community plaza. The plaza features a central green lawn area with a curved wooden deck and stone wall. Surrounding the lawn are outdoor seating areas with red umbrellas and tables. The plaza is bordered by modern, multi-story buildings with large windows and balconies. The scene is set in a city environment with other buildings and trees visible in the background. The text 'CHAPTER 4' is overlaid in large orange letters, and 'Community Facilities and Services' is overlaid in smaller blue letters below it. There are also decorative diagonal lines in blue and orange on the left side of the image.

CHAPTER 4

Community Facilities and Services

CHAPTER FOUR

COMMUNITY FACILITIES AND SERVICES

4.1 Parks and Open Space

The Master Plan includes a comprehensive network of parks and open space to meet the recreational needs of the community and to connect the Master Plan to the remainder of the community.

A. Relationship to the General Plan and Parks Master Plan.

The Parks, Recreation and Cultural Resources Element of the General Plan provides guidance to the Master Plan on the amount and type of parks and open space. Specifically:

- **Parks standard.** The City shall establish a minimum standard of five acres of developed parkland (combined pocket, neighborhood, and community) per 1,000 residents. (PR-1.2)
- **Requirements for development.** New development shall be required to assist in meeting the City's standard of five acres per 1,000 residents. To this end, the City shall require all new development to dedicate land, dedicate improvements, pay in-lieu fees, or a combination of these determined acceptable by the City, to the maximum extent authorized by law. (PR-1.3)
- **Joint-use.** The City shall pursue and maintain agreements for joint-use of school facilities as a high priority for the development of new park and recreational facilities, especially for after-school activities. (PR-1.7)
- **Neighborhood parks.** Neighborhood parks shall be integrated into, and become focal points of, new residential neighborhoods. Pedestrian accessibility to these parks shall be emphasized. (PR-1.7)

The Parks Master Plan also provides guidance to this Master Plan. The Parks Master Plan recommends:

- Of the 5 acres per 1,000 residents, 2.5 acres should be designated for community parks and 2.5 acres for neighborhood parks.
- Every Patterson resident should be within a ¼ to ½-mile barrier-free walk of a neighborhood park.
- A community park should be located within 1 to 2 miles of every resident.

The Parks Master Plan also provides guidelines for design of individual parks. These guidelines will support the development of parks that draw users from a range of age groups and interests together in spaces that provide an array of possible experiences and that express the “place” in unique and interesting ways. Each park should be context-specific, taking into consideration the site's natural, cultural and demographic conditions, in addition to program priorities.

B. Neighborhood Parks.

Neighborhood parks provide easily accessible open space for local residents. Neighborhood parks typically offer a range of active and passive activities and are reachable by walking or biking without crossing major streets.

The Zacharias Project Area provides a total of 59.7 acres of neighborhood parks ranging in size from 3.0 – 10 acres. The smaller “pocket” parks will focus on playgrounds, picnic areas, and sports fields. The larger parks will be able to accommodate multiple sports fields as well as walking paths and larger group picnic areas. The Plan provides a series of small parks and linear parkway to create an interesting focal point adjacent to the lake feature.

The 59.7 acres represents 4.5 acres per 1,000 residents. The remainder of the required 65.6 acres to meet 5.0 acres per 1,000 residents will be met by in lieu fees to be used toward the Community Park. This required acreage of 65.6 acres includes park acreage triggered by potential residential development in the Ivy-Rose ranchette area. When this area develops, consideration should be given to providing one or two neighborhood parks in this area.

The neighborhood parks will be centrally located throughout the Plan area with a goal of locating them within ¼ mile of every resident. The ¼ mile radius includes distance from the PID Canal Parkway, as shown in Figure 27.

The Baldwin Ranch Project Area provides a two-acre neighborhood park central to the neighborhood. In addition, a two-acre detention basin that may also be available for park purposes is provided at the southwest corner of Tank Road and Baldwin Road. The requirement for 5 acres per 1,000 population amounts to 4.7 acres. The remainder of the required acreage to meet 5.0 acres per 1,000 residents will be met by in lieu fees to be used toward the Community Park.

Final siting of neighborhood parks shall conform to the following guidelines:

1. *Design and configure parks to provide active and passive elements for a range of users, including a combination of active sports, passive recreation, play areas, picnic areas, and gathering spots.*
2. *Locate parks so that at least three sides are bounded by a street, lake, or other open space.*
3. *Locate parks to enhance community livability and quality of life and should not be isolated remnant pieces of land.*
4. *Locate and configure parks to have clear entries and edges to create a sense of arrival, welcoming and orienting users.*
5. *Strengthen connections between the park and other public spaces, paseos, and community destinations.*

Figure 27: Zacharias Neighborhood Parks

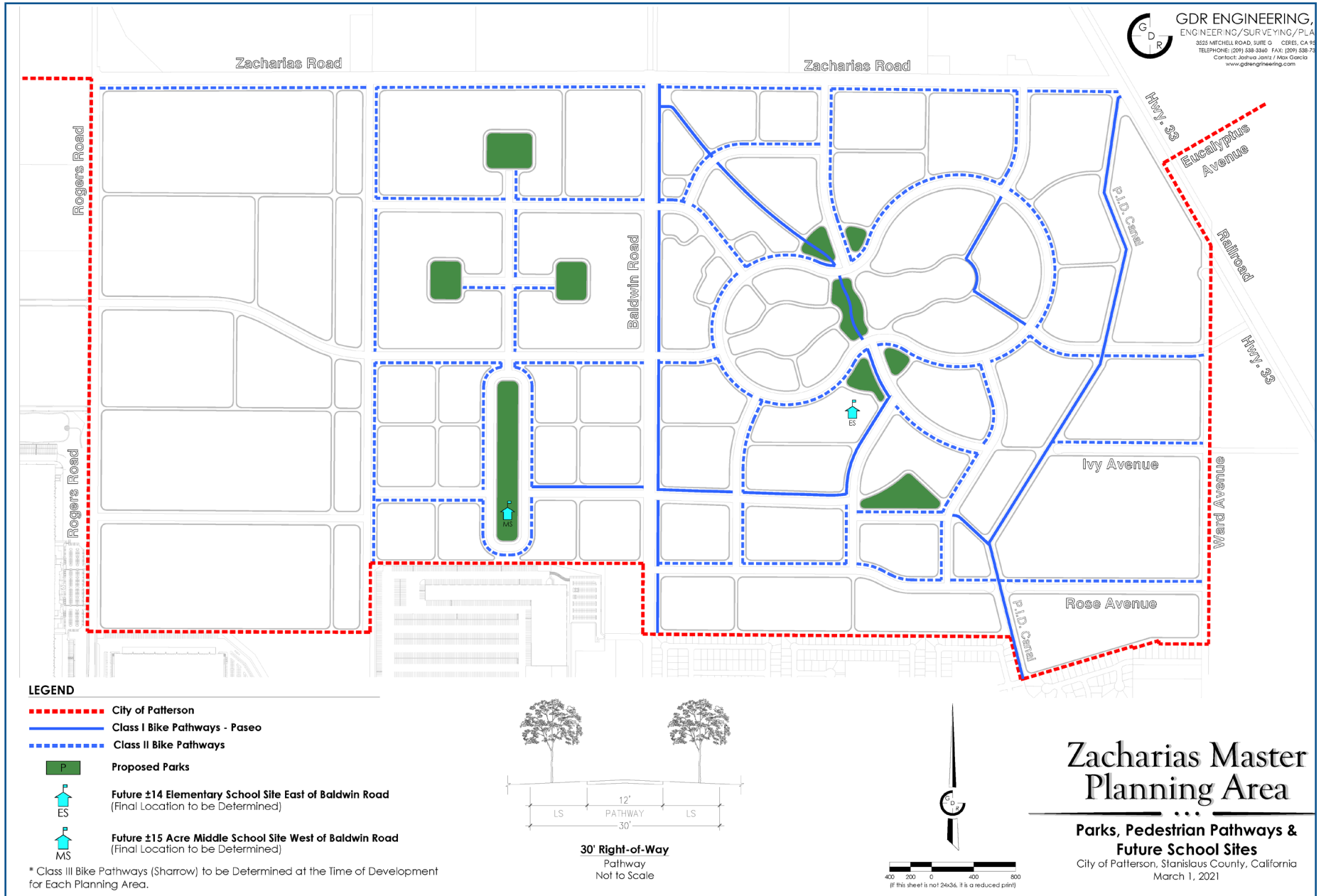
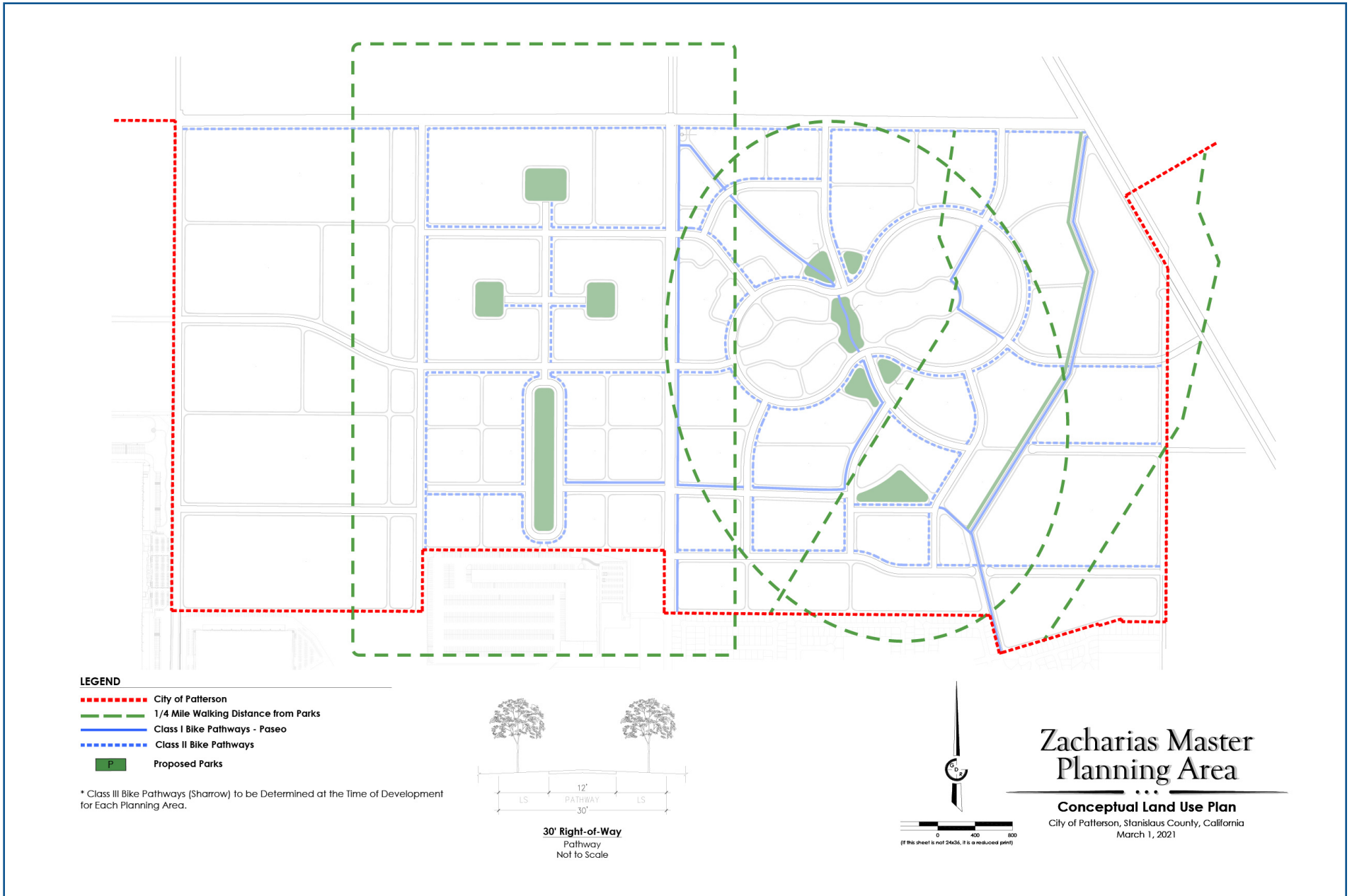


Figure 28: Zacharias 1/4 Mile Park Radius



C. Central Open Space and Lake Feature

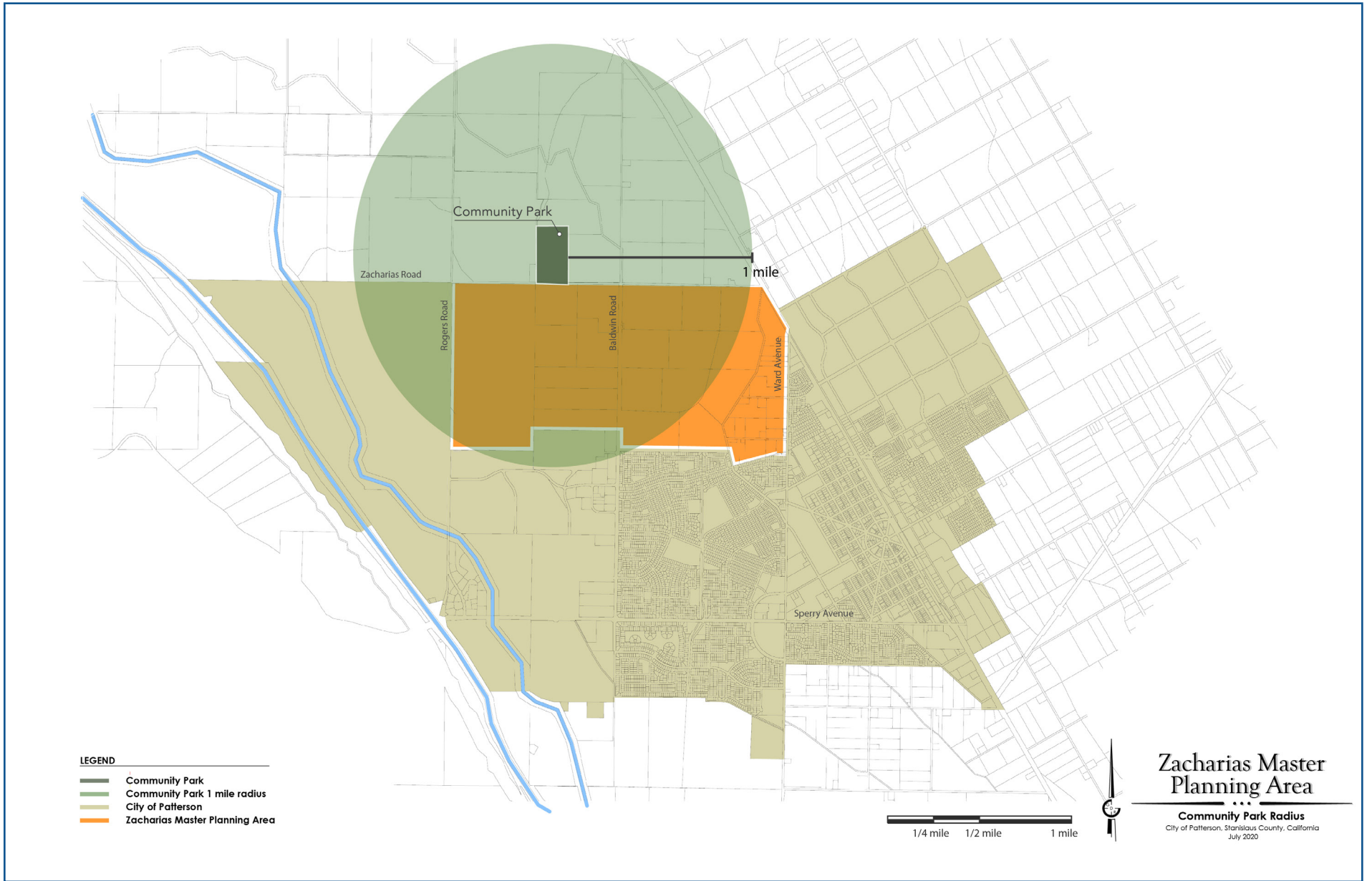
The central mixed-use area will have open space, plazas, and public gathering areas that will serve as a focal point for the neighborhood. The configuration and size of this area will be determined when development plans are submitted. Design guidelines for this area are found in Section 2.4.C. While this gathering area doesn't count for the park acreage requirement, it will provide an important and exciting amenity for the community.

D. Relationship to Community / Regional Parks

A Community or Regional Park serves a broader segment of the community and is more of a "destination," and should be located within 1 – 2 miles of every resident. A North Community Park is planned on 20 acres west of the high school site at the northwest corner of Zacharias Road and Baldwin Road, in close proximity to the Zacharias Master Plan. This park will take advantage of opportunities for joint use of facilities such as an aquatics facility, indoor gym, or a lighted tennis court complex.

The financing plan for the Zacharias Master Plan will provide a funding contribution for community or regional park facilities.

Figure 29: Community Park Radius



4.2 Schools

Two schools are planned for the Zacharias Master Plan. First, a 14-acre Elementary School will be constructed east of Baldwin Road adjacent to a planned neighborhood park. Second, a 14-16 acre middle school is planned west of Baldwin Road. The final location of both schools will be determined based on the below guidelines.

A new 40-acre High School is planned for the northwest corner of Zacharias Road and Baldwin Road. Construction of the high school is likely 20 years in the future depending on buildout of the Zacharias Master Plan and the Villages of Patterson.

A new school site is not planned for the Baldwin Ranch area. The Apricot Valley Elementary School is located approximately one mile to the north.

A. Elementary School (east of Baldwin):

- Minimum acreage of 14 acres.
- Must be rectangular in shape.
- Located adjacent to a park. Joint use of facilities is preferred. Any joint use requires park fencing to ensure security during school hours.
- Streets should abut at least three sides of the school.
- Provide durable fencing adjacent to any residential uses.
- Located over ¼ mile of agricultural uses.
- Bike path must go around the school, not through it.

B. Middle School (west of Baldwin):

- 14-16 acres in size.
- Must be rectangular in shape.
- Streets should abut at least three sides of the school.
- Provide durable fencing adjacent to any residential uses.
- Preferred location is in the south portion of the TPF portion of the plan area. Alternative locations may be considered by the Patterson School District if acceptable access is provided and the location is central to the community.

4.3 Police Services

Police services in Patterson are provided on a contractual basis by the Stanislaus County Sheriff's.

Department. Police Services is headquartered at 33 South Del Puerto Avenue in downtown Patterson. In 2020, Police Services employed 21 sworn staff and four non-sworn staff. The General Plan aims to ensure an adequate level of police service is maintained as new development occurs, with a goal of a three-minute Priority 1 (emergency) response time of three minutes and a staffing level of 1.5 police officers per 1,000 population.

Police headquarters are located 3.7 miles from the furthest portion of the Zacharias area, and 2.5 miles from the Baldwin Ranch area. The Patterson Police regularly patrol all parts of the city limits and police units would be expected to respond to calls within both areas within acceptable response times. The Master Plan would not require the construction of new police facilities to achieve and maintain adequate response times.

in 2013, the City adopted a Public Safety Master Plan (PSMP) to establish a vision of the future public safety needs and services as the City grows toward build-out in accordance with the General Plan. The PSMP seeks to ultimately build a public safety facility that houses police, fire, and EOC functions.

Buildout of the Master Plan will generate the need for approximately 29 additional police personnel and may create a citywide need for an additional police station or expansion of the existing police station. The Master Plan will be required to annex to the Police and Fire Community Services District (CFD) in order to fund the appropriate share of future public safety personnel and facilities.

4.4 Fire Services

Fire protection and emergency medical services in Patterson is provided by the Patterson Fire Department. The Fire Department operates two stations located at 344 West Las Palmas Avenue (No. 1) and 1950 Keystone Pacific Parkway (No. 2). In 2020, the Fire Department employed 18 sworn personnel to staff the two stations 24 hours a day, 7 days a week. The General Plan aims to ensure an adequate level of fire and emergency medical services is maintained as new development occurs, with a goal to achieve and maintain an overall fire insurance (ISO) rating of five or better, an average response time for Priority 1 (emergency) calls of five minutes for 95 percent of the calls, and a staffing level of 1.0 fire fighters per 1,000 population.

Fire Station No. 2 is located 2.5 miles from the furthest portion of the Zacharias area, and 1.7 miles from the Baldwin Ranch area, resulting in a 4 minute 17 second response time for the Zacharias area and a 2 minute 55 respond time for the Baldwin Ranch area. These are considered acceptable response times and the Master Plan would not require the construction of a new fire station to achieve and maintain adequate response times.

In 2013, the City adopted a Public Safety Master Plan (PSMP) to establish a vision of the future public safety needs and services as the City grows toward build-out in accordance with the General Plan. The PSMP seeks to ultimately build a public safety facility that houses police, fire, and EOC functions, and four new fire stations built incrementally as development occurs.

Buildout of the Master Plan will generate the need for approximately 21 additional firefighters and may create a citywide need for an additional fire station or expansion of one of the existing stations. The Master Plan will be required to annex to the Police and Fire Community Services District (CFD) in order to fund the appropriate share of future public safety personnel and facilities.

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An aerial architectural rendering of a public square. The square features a central green lawn area with a curved wooden deck and stone wall. Surrounding the lawn are outdoor seating areas with red umbrellas and tables. Buildings with various rooflines and balconies surround the square. The scene is overlaid with a semi-transparent grid and several diagonal lines in blue, orange, and yellow. The title 'CHAPTER 5' is prominently displayed in the center in a large, bold, orange font.

CHAPTER 5

Infrastructure and Public Facilities

CHAPTER FIVE

INFRASTRUCTURE AND PUBLIC FACILITIES

5.1 Overview and Infrastructure Components

A. Overview

This chapter describes how necessary infrastructure improvements will be undertaken to:

- Support development contemplated by the Master Plan;
- In a way that can respond to market conditions; and
- While being equitable for future residents and businesses.

Infrastructure and public facilities will comply with the Infrastructure Master Plans adopted by the Patterson City Council for the purpose of ensuring that infrastructure improvements meet future demand based on buildout of the Patterson General Plan (2010).

- Transportation Master Plan (2020)
- Water Master Plan (2018)
- Sewer Master Plan (2016)
- Parks and Recreation Master Plan
- Storm Drainage Master Plan (2018)
- Urban Forestry Master Plan (2019)

Capacity for infrastructure systems is determined by the type and density of development within the Plan Area. Anticipated infrastructure improvements are graphically depicted in this Chapter of the Master Plan. These conceptual plans will be refined through the tentative map and improvement plan process to reflect City design criteria and establish the exact size and location of facilities.

B. Infrastructure Components

The infrastructure improvements will be made in three primary methods: 1) developer-built and dedicated to the City (or other public agency); 2) City-built capital improvements; or 3) developer-built and maintained improvements. Funding for infrastructure improvements varies depending on the status of City Fee programs.

The City of Patterson will provide funding for wastewater and stormwater facilities necessary to serve the Plan Area as part of an adopted fee program. In the early stages of development within the Master Plan Area, Transportation, emergency services, and park infrastructure will be funded and constructed through multiple sources including “fair share” fees, municipal bonds, and private investment. When the City adopts fee programs for transportation, parks and/or emergency services, funding from those programs will be available to defray improvement costs. Funding from fee programs may be used to pay for infrastructure improvements or to reimburse developers for the cost of infrastructure improvements depending on the availability of funds.

Maintenance of all infrastructure will be provided by the City of Patterson through a combination of taxes, user fees, existing community facilities districts, or new community facilities districts.

5.2 Transportation

The City of Patterson will ensure that adequate transportation improvements are available to support project needs and City requirements. Transportation improvements consist of regional, local, and project related improvements. Project transportation improvements are also discussed in Chapter 3 – Circulation. All transportation improvements shall comply with the Transportation Master Plan (2020) and the transportation system depicted in Figure 29 (Circulation Plan).

Buildout of the Master Plans would contribute new trips to intersections, roadways, and freeways forecast to operate at unacceptable levels. The project is required to participate in funding programs to address off-site traffic impacts. In most cases, the Master Plan will contribute to these off-site improvements on a fair share basis. Some of the improvements will be the project's responsibility as outlined in the Public Facility Financing Program (PFFP). Some of the facilities are outside the jurisdiction of the City and the City will need to coordinate with regional agencies (Caltrans and Stanislaus County) to implement such improvements.

The following major off-site and on-site transportation components are included, as depicted on Table 6. These major improvements may be modified through the adoption of the Public Facilities and Financing Plan.

A. Major Improvements

Table 6 on the following pages, presents the current major transportation improvements.

Table 6: Major Transportation Improvements

<p>Sperry Ave/I-5 Interchange</p> <p>Installation of signals at both ramp terminals and adaptive signal operations</p>	<p>Rogers Road / Zacharias Road Intersection</p> <p>Signalize the intersection, add a left turn lane to each approach, and widen Zacharias Road to two through lanes on each approach. If determined to be necessary by the City of Patterson, Rogers Road shall be widened to provide three through lanes on the northbound approach.</p>	<p>Sycamore Avenue / E. Las Palmas Avenue Intersection</p> <p>Signalize the intersection, adding left turn lanes on the northbound and southbound approaches. The City shall transfer the fees to the County of Stanislas to implement the improvement provided that an agreement is in place with the respective agencies</p>
<p>Sperry Avenue/Rogers Road Intersection</p> <p>Additional eastbound left turn, eastbound right-turn and add additional through lane for both directions making Sperry Avenue four lane road</p> <p>Improvements shall include the following lane geometry for Rogers Road extension northbound approach: double left-turn, through and right-turn lanes.</p>	<p>Baldwin Road / Zacharias Road Intersection</p> <p>Signalize the intersection, add a left turn lane to each approach, and widen Zacharias Road to two through lanes on each approach.</p>	<p>West Main Avenue/Jennings Avenue Intersection</p> <p>Signalize the intersection, adding a left turn lane on the eastbound approach. The City shall transfer the fees to the County of Stanislas to implement the improvement provided that an agreement is in place with the respective agencies.</p>
<p>Sperry Avenue: Rogers Road to Baldwin Road</p> <p>Widen to four lanes. If determined to be necessary by the City of Patterson, an additional northbound left turn lane shall be installed.</p>	<p>Zacharias Road / State Route 33 Intersection</p> <p>Add two left-turn lanes on the northbound approach and two right-turn lanes on the eastbound approach. Because the proposed South County Corridor would reconfigure this intersection as an overcrossing, the City of Patterson has the discretion to forego this mitigation measure in order to avoid conflicts with the planned improvements. The City shall transfer the fees to the County of Stanislas or Caltrans to implement the improvement provided that an agreement is in place with the respective agencies.</p> <p>In conjunction with this measure, the Zacharias Road railroad grade crossing shall be upgraded with flashers, gates, and a concrete panel roadbed.</p>	<p>State Route 33/East-West Connector</p> <p>Signalize the intersection, installing two northbound left-turn and one southbound right-turn lanes, and widening State Route 33 to two lanes in each direction.</p>
<p>Sperry Avenue at Del Puerto Avenue</p> <p>Add an eastbound through lane.</p>	<p>State Route 33 / Eucalyptus Avenue Intersection</p> <p>Signalize the intersection and widen State Route 33 to provide two lanes on each approach. The City shall transfer the fees to the County of Stanislas or Caltrans to implement the improvement provided that an agreement is in place with the respective agencies.</p>	<p>Ward Avenue / East-West Connection</p> <p>Signalize the intersection, installing two southbound left-turn lanes. Provide two lanes in each direction.</p>
<p>Sperry Avenue /State Route 33 Intersection.</p> <p>Signalize the intersection and adding a left turn lane to each approach. If determined to be necessary by the City of Patterson, a second left turn lane shall be installed on the north bound approach.</p>	<p>Baldwin Road/State Route 33 Intersection</p> <p>Signalize the intersection, adding a left turn lane on the northbound approach, and widening State Route 33 to provide two lanes on each approach. The City shall transfer the fees to the County of Stanislas or Caltrans to implement the improvement provided that an agreement is in place with the respective agencies.</p>	
<p>M Street / Walnut Avenue / State Route 33 Intersection.</p> <p>Install a shared through and right-turn lane on the southbound approach, an additional westbound left-turn lane and northbound right-turn lane. If determined to be necessary by the City of Patterson, two through lanes shall be installed on SR-33.</p>	<p>Rogers Road / State Route 33 Intersection</p> <p>Signalize the intersection, adding a left turn lane on the northbound approach, and widening State Route 33 to provide two lanes on each approach. The City shall transfer the fees to the County of Stanislas or Caltrans to implement the improvement provided that an agreement is in place with the respective agencies.</p>	
<p>Olive Avenue / State Route 33 Intersection</p> <p>Signalize the intersection and add a left turn lane to each approach. If determined to be necessary by the City of Patterson, a second left turn lane shall be installed on the north bound approach.</p>		
<p>Park Center/Keystone Pacific Parkway Intersection</p> <p>Signalize the intersection and add an eastbound right-turn lane and northbound left-turn lane.</p>		
<p>Rogers Road / Keystone Pacific Parkway Intersection</p> <p>Signalize the intersection, add a left turn lane to each approach, widen Rogers Road to two through lanes on each approach, and widen Keystone Pacific Parkway to two through lanes on each approach.</p>		

Figure 30: Roadway Widening Requirements



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B. Onsite Improvements

Both the Zacharias and Baldwin Ranch Project Areas will require on-site transportation improvements as outlined in Chapter 3. Larger transportation improvements may be funded by the Community Facilities District (CFD) established for the projects. Those not specifically funded by the CFD will be funded by other fee programs or will be the responsibility of individual developers.

5.3 Water

The City of Patterson derives all of its water supply from groundwater pumping of the Delta-Mendota Groundwater Subbasin. The Subbasin is split into two aquifers: an upper (non-potable) and a lower (potable). The two aquifers are separated by the thick, semi-impermeable Corcoran Clay layer. The City operates 10 wells, 8 potable and 2 non-potable, that pump from both aquifers.

The City of Patterson will provide potable and non-potable water supply services for the Plan Area. The water supply distribution piping network will be connected to the City water system in accordance with the Water Master Plan (2020) and the water facilities and distribution system depicted in Figure 45 (Potable Water Master Plan) and Figure 47 (Non-Potable Water Master Plan).

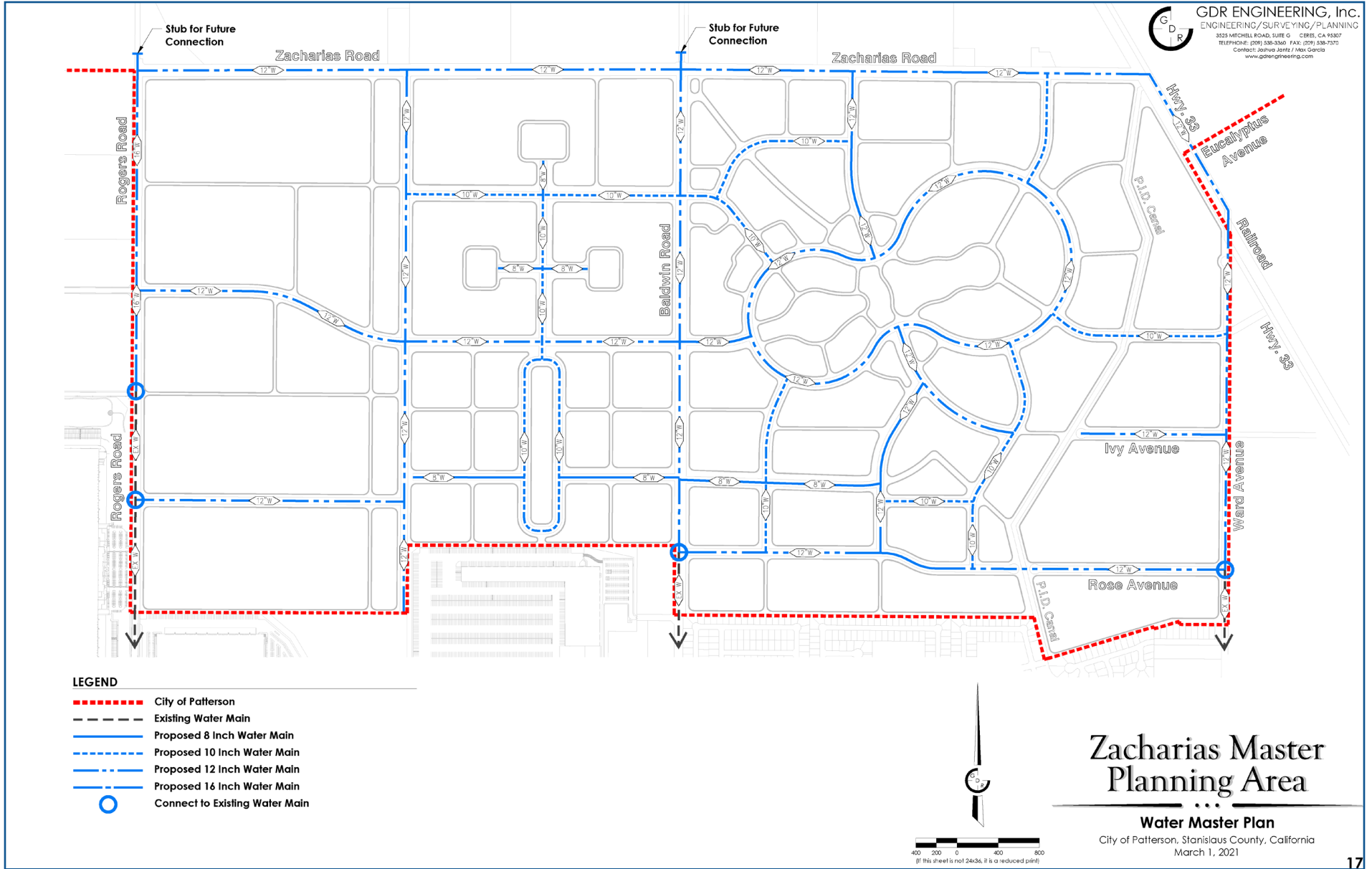
Water for the Plan Area is currently provided by the West Stanislaus Irrigation District and the Patterson Irrigation District (PID), both providing non-potable water for agricultural uses. In time, water supplied by these irrigation districts will be replaced by domestic services provided by the city for both potable and non-potable water.

A. Potable Water Supply

1. Zacharias Project Area

To meet anticipated water needs, two (2) new additional wells will need to be completed as part of the water system which will serve the Project Area. The development will also need to provide related infrastructure (e.g. storage tank(s) and pumps) as needed to support future development. The Project Area will be served by a looped water system consisting of 8-inch, 10-inch, 12-inch, and 16-inch potable water lines within the boundaries of Rogers Road, Zacharias Road, and Ward Avenue, and State Route 33. The looped system will connect to existing utility lines on Rogers Road, Baldwin Road, and Ward Avenue / State Route 33 (3 connections), to tie into the existing potable system. A new 12-inch water line will be installed on Ward Avenue parallel to existing water lines and connected to the existing lines. Individual development projects are responsible for installing all water lines necessary to serve the development, but the City may reimburse the development for larger facilities (e.g. water lines, 10 inches or greater, wells, and recharge facilities).

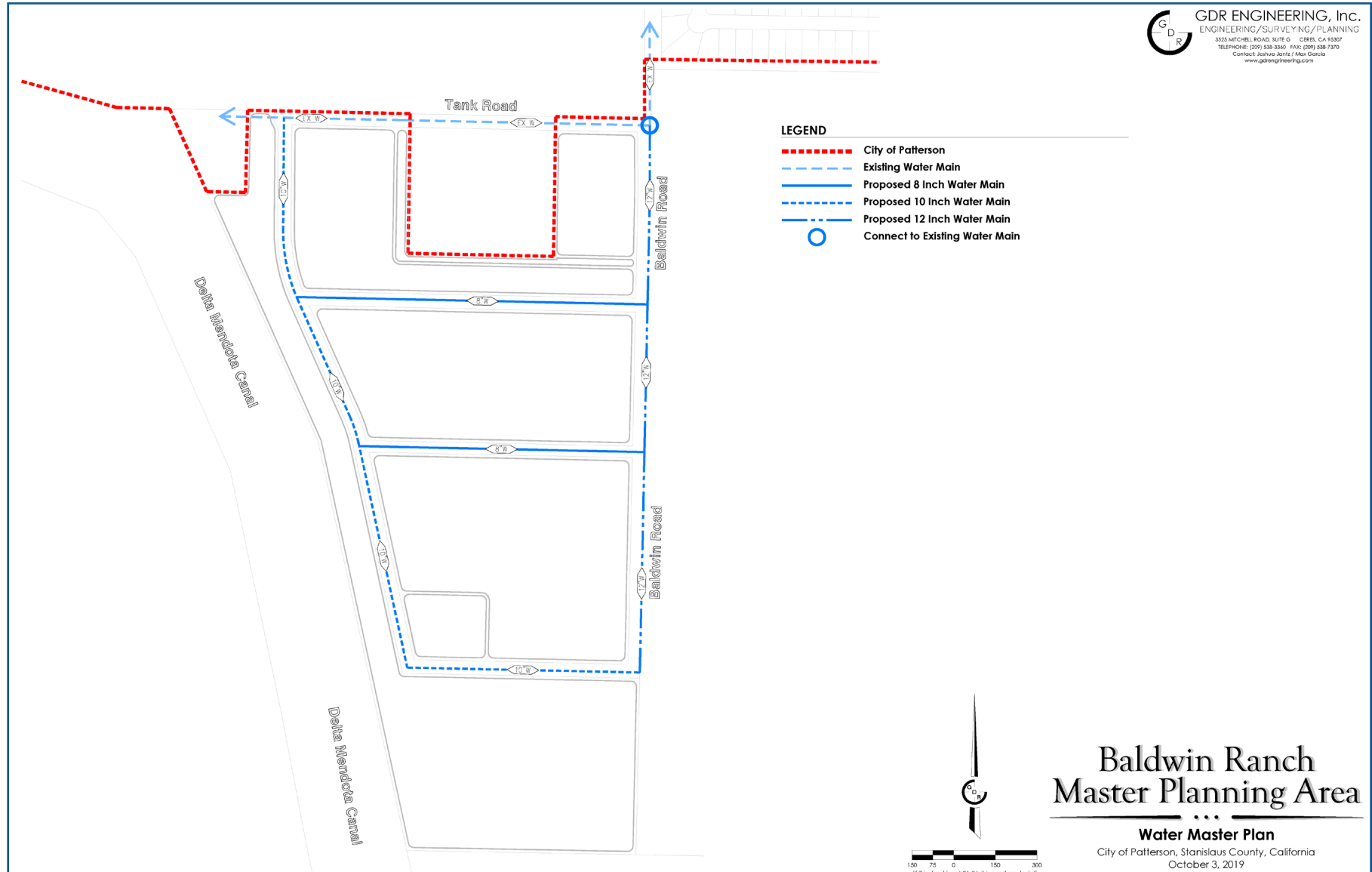
Figure 31: Zacharias Water Master Plan



2. Baldwin Ranch Project Area

The Water Plan for the Baldwin Ranch Project Area consists of a closed loop system consisting of 8-inch, 10-inch, and 12-inch potable water lines, with the limits of the boundaries consisting of the existing Tank access Road to the north, the Delta Mendota Canal to the west, and the existing properties to the south and east. Connection to the existing utility line will occur on Baldwin Avenue to the northeast, to tie into the existing potable system. Future connections will occur on Tank Road for the northern parcel (APN 021-091-007), and on Baldwin Avenue to the southern parcel (APN 021-091-008).

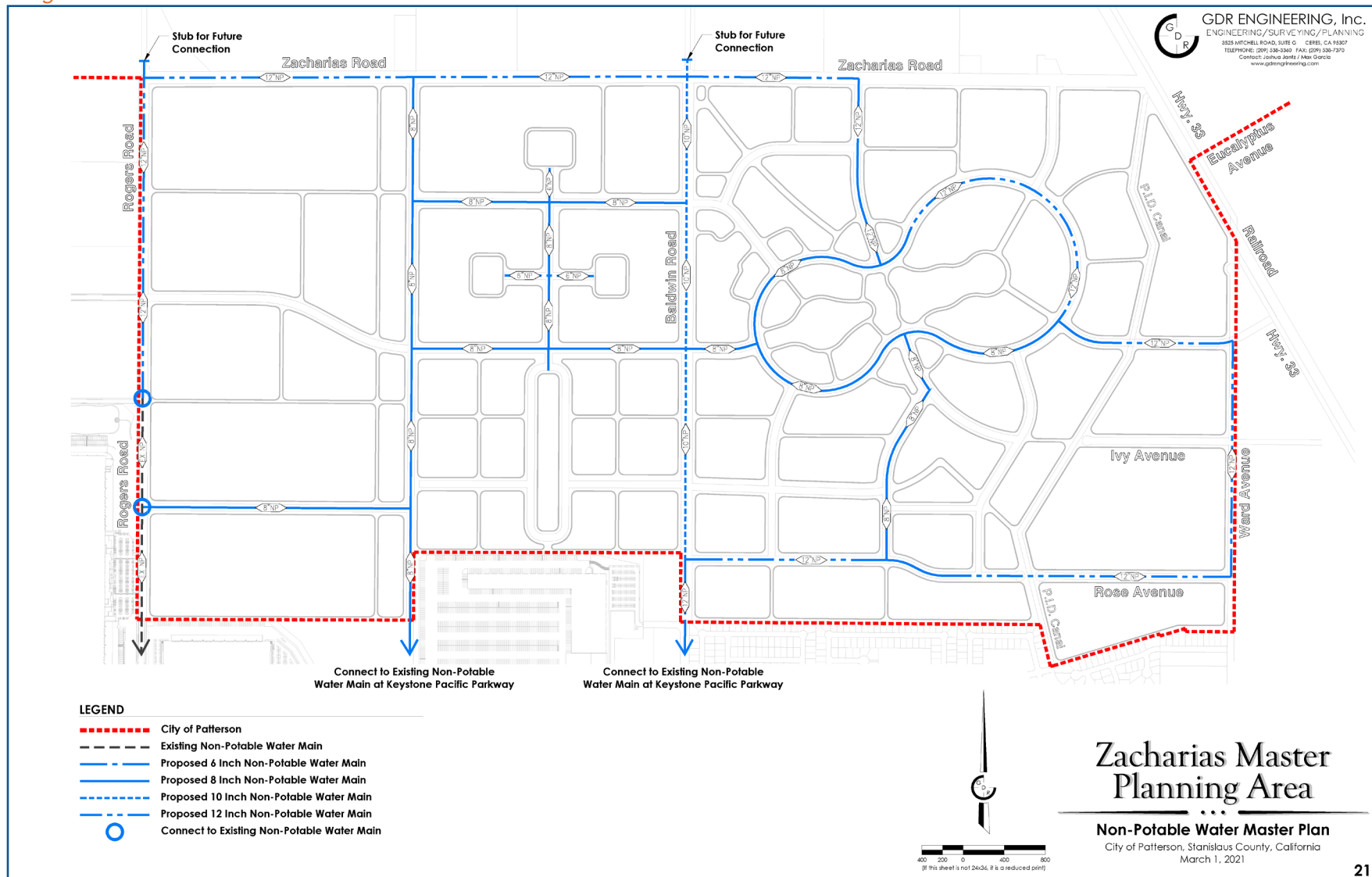
Figure 32: Baldwin Ranch Water Plan



B. Non-Potable Water Supply

The Zacharias Project Area will connect to the existing non-potable mains on Rogers Road and Baldwin Road. A 12-inch line size will be used as a loop around the exterior of the project, with interior lines of 6-inch, 8-inch, and 10-inch sizes in-between. The non-potable lines will connect parks, school sites, and lake sites within the Project Area. Individual development projects are responsible for installing all water lines necessary to serve the development, but the City may reimburse the developer for larger facilities (e.g. water lines, 10 inches or greater, wells, and recharge facilities).

Figure 33: Zacharias Non-Potable Water Plan



C. Relationship to City of Patterson Water Master Plan

The Woodard & Curran Water Supply Assessment concluded that the City of Patterson has adequate supply to serve the Zacharias and Baldwin Master Plan areas. While the City has sufficient existing supplies to serve the Master Plan, implementation of the Master Plan would significantly increase the City's demands and would contribute a substantial portion of the City's anticipated deficiency at buildout. Consequently, the project is contributing to long-term water supply needs by installing facilities to recharge both groundwater basins.

The Master Plan would promote upper aquifer recharge throughout the development area by incorporating pervious surfaces. The estimated yield of the on-site capture and recharge to the upper aquifer provided by the Master Plan is approximately 1,185 AFY, which should more than offset the increase in non-potable demand of 140 AFY. The non-potable demand could be reduced or mitigated through drought tolerant landscaping or by requiring more specific landscaping efficiencies.

The Master Plan will contribute to lower aquifer recharge by constructing recharge facilities. Specifically, the project will dedicate land and construct facilities (e.g. collection ponds, pumping stations, and transmission facilities) to allow for surface waters to be captured and routed to a basin that will allow for recharge of the lower aquifer. These facilities are depicted in Figure 49 and the described in greater detail under the stormwater discussion of recharge facilities.

Table 7: Citywide Projected 2040 Water Demands With and Without the project

Category	2018 WMP Projected City Water Demand (AFY)	Change in Projected Zacharias/Baldwin Water Demand (AFY)	Updated Projected City Water Demand (AFY)
Potable	9,710	-461	9,249
Non-Potable (Irrigation)	2,091	163	2,254
Total	11,801	-298	11,503

Table 8: City Water Demand (with Project) versus Supply

Category	2020	2025	2030	2035	2040
Total City Supply (AFY) ¹	6,969	9,457	10,633	11,810	12,986
Total City Demand (AFY)	6,376	8,123	9,151	10,327	11,503
Sufficient Supply?	Yes	Yes	Yes	Yes	Yes
Notes:					
¹ This supply has been updated to include stormwater capture (to non-potable) from on-site stormwater capture included in the Project. This supply was not included in the 2015 UWMP.					

5.4 Stormwater

A. Zacharias Project Area

The storm drainage control facilities will be implemented within the Zacharias Project Area with the intention of providing for two goals: storm drain recharge, and flood control. The storm drainage system will utilize multiple stages of storage involving both detention and retention purposes for the project site.

- 1. Recharge Basin.** A storm drain recharge basin facility will be built west of the annexation area on the north side of Zacharias Road at or near the area shown on Figure 49. The intent is to recharge the water through retention to the lower aquifer where potable water is drawn by city wells, with the ground filtering the water prior to reaching the water table. Recharge facilities will include dedication of land and the installation of pump stations and a pressure main to convey surface water collected in stormwater facilities to the recharge area where it will recharge the lower aquifer.
- 2. 100-year FEMA Flood Protection.** For flood mitigation, the proposed Regional Park to the West of the future High School site on the north side of Zacharias Road, as shown on Figure 50, will be designed to store the anticipated 183 acres of flood water runoff for a 100-year, 24-hour storm event (calculated by Balance Hydrologics, Inc.), mitigating the effects of floodwaters shown in the 100-Year Flood Depths for Del Puerto Creek Hydraulic Model provided by Balance Hydrologics, Inc. This will serve as the FEMA solution for flood protection for a 100-year storm.
- 3. Detention and Retention Basins, and Lakes.** The storm drainage system will run with multiple stages of storage and retention within the project site. For areas developed prior to the installation of the major storm drain facilities (lakes, FEMA basin, and recharge basin), the basins will be designed for retention purposes (100-yr, 24-hr storm event). These basins include the Keystone Ranch Planning Area, TPF Development Planning Area, and a portion of the Zacharias Ranch Planning Area. For areas developed after the installation of the major storm drain facilities, the basins will be designed for detention purposes (10-yr, 24-hr storm event). These basins include the Ivy Rose Gardens

Planning Area and a portion of the Zacharias Ranch Planning Area. The detention basins in the Zacharias Ranch Planning area will have gravity-flow outlets, while the basin in the Ivy Rose Gardens Planning Area will have a pump station and force main to pump the stormwater.

The detention facilities will flow to the lakes within the Lakeside Hills Planning Area, which will serve as a wet pond for storage purposes. The storm drain detention system (excludes the retention basins) will need to hold a 100-yr, 24-hr storm per Stanislaus County and City of Patterson Standards. The lakes will be designed to hold the 100-yr, 24-hr storm for the Lakeside Hills Planning Area, and the remainder of the 100-yr, 24-hr storm for the basins served by the detention basins (10-yr, 24-hr storm volume is held in the detention basins). The water will be pumped into a force main outflowing into the FEMA basin, to be temporarily stored. Another pump station and force main will be at the FEMA basin to pump the water west to the proposed recharge basin, where the ultimate percolation will occur. The pumps will have a maximum flow-rate of 3000 gallons per minute (gpm). With this, the storm drain system will be designed to drain the water from the detention basins in 72 hours (24-hr storm time plus the 48-hr drawdown time after the storm), where the water is held in the lakes, FEMA basin, and recharge basin until it is percolated. SCADA flood control systems will be installed at each detention basin outflow, lake outflow, and the FEMA basin outflow per the City of Patterson Standards. The Storm Drain, Stormwater Recharge & FEMA Solution Master Plan on Figure 48 shows the storm drainpipe, basin, and pump station facilities within the planning areas.

Figure 34: Zacharias Storm Drain, Stormwater Recharge and FEMA Solution Master Plan

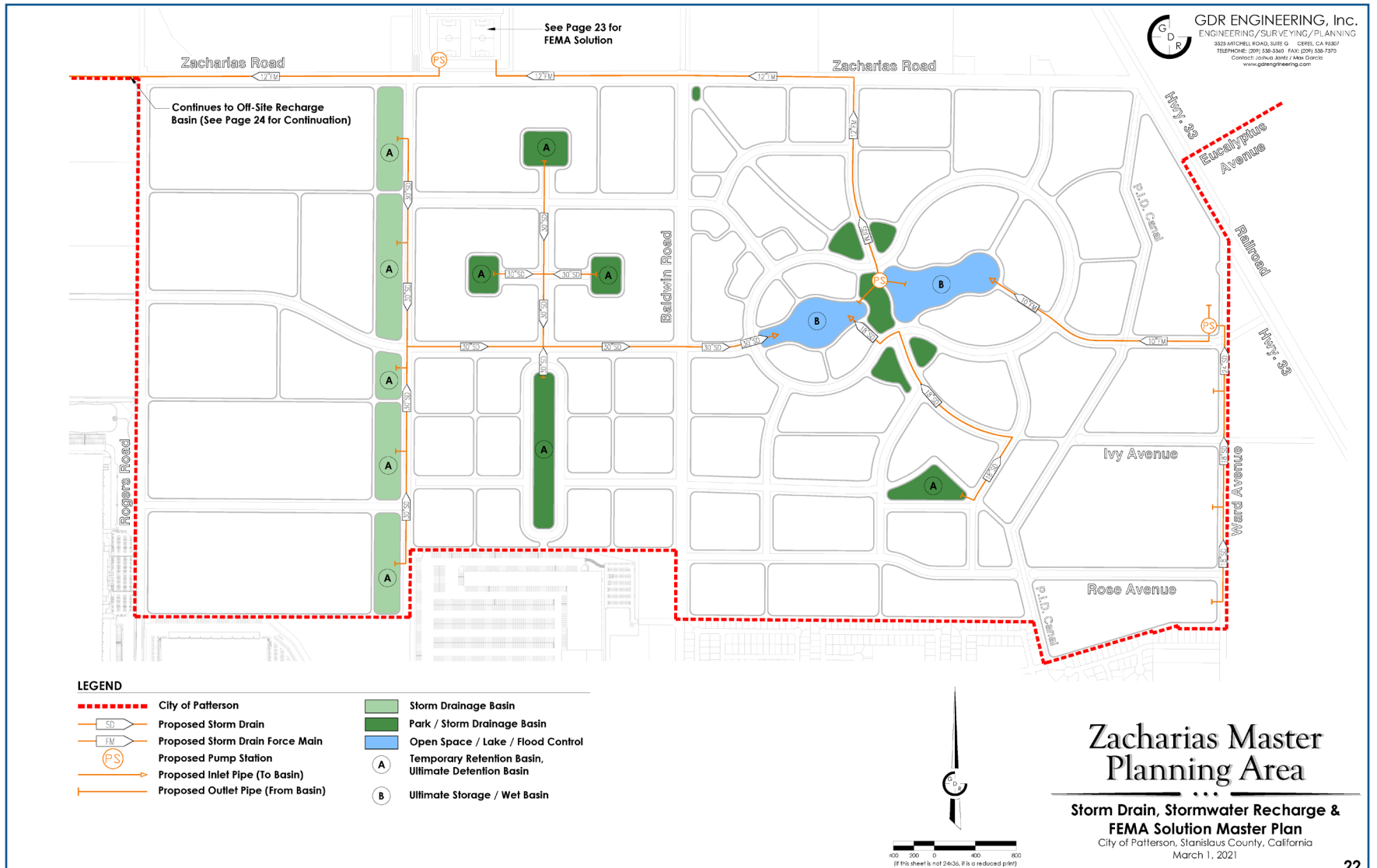


Figure 35: Recharge Area

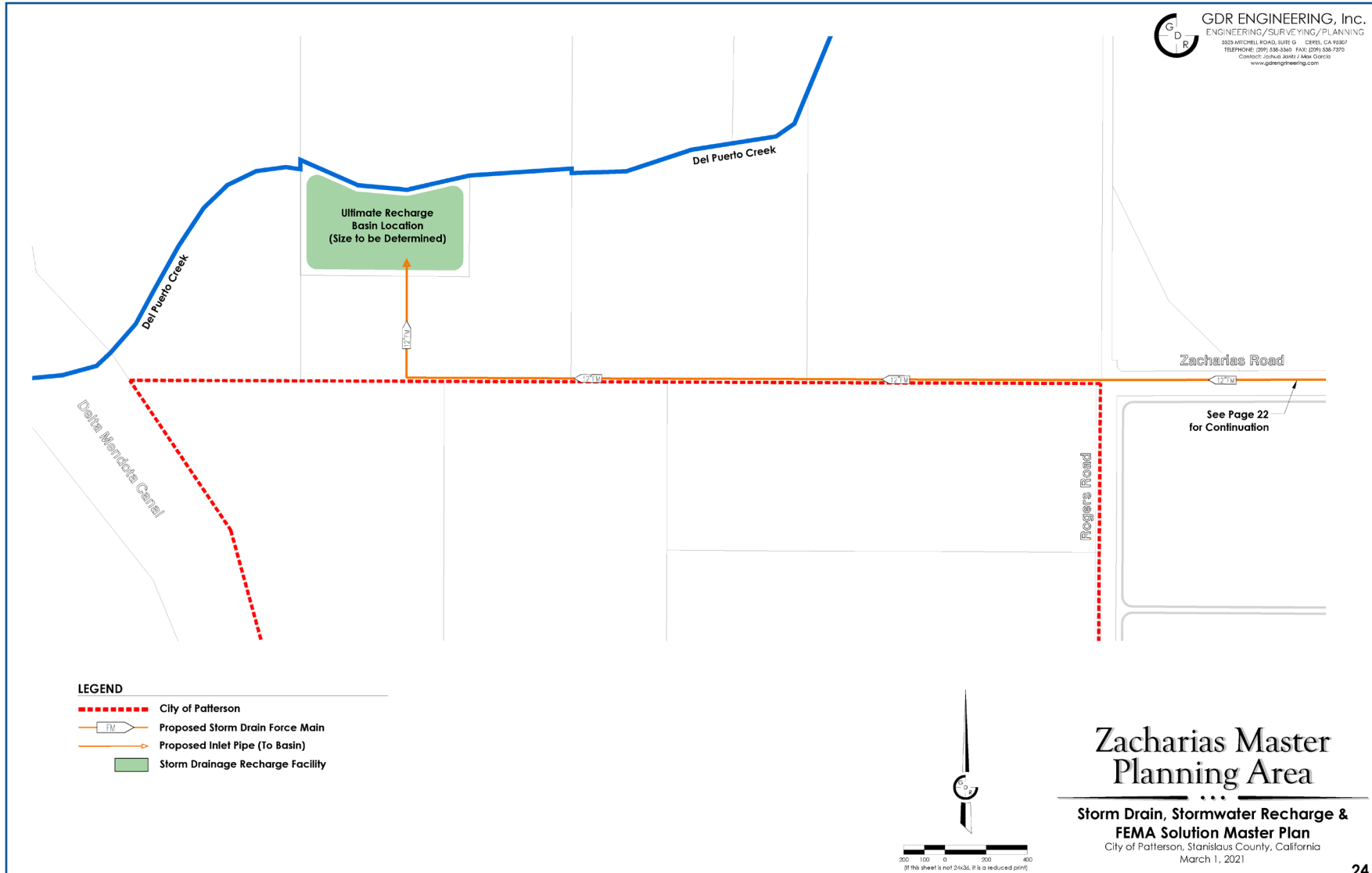
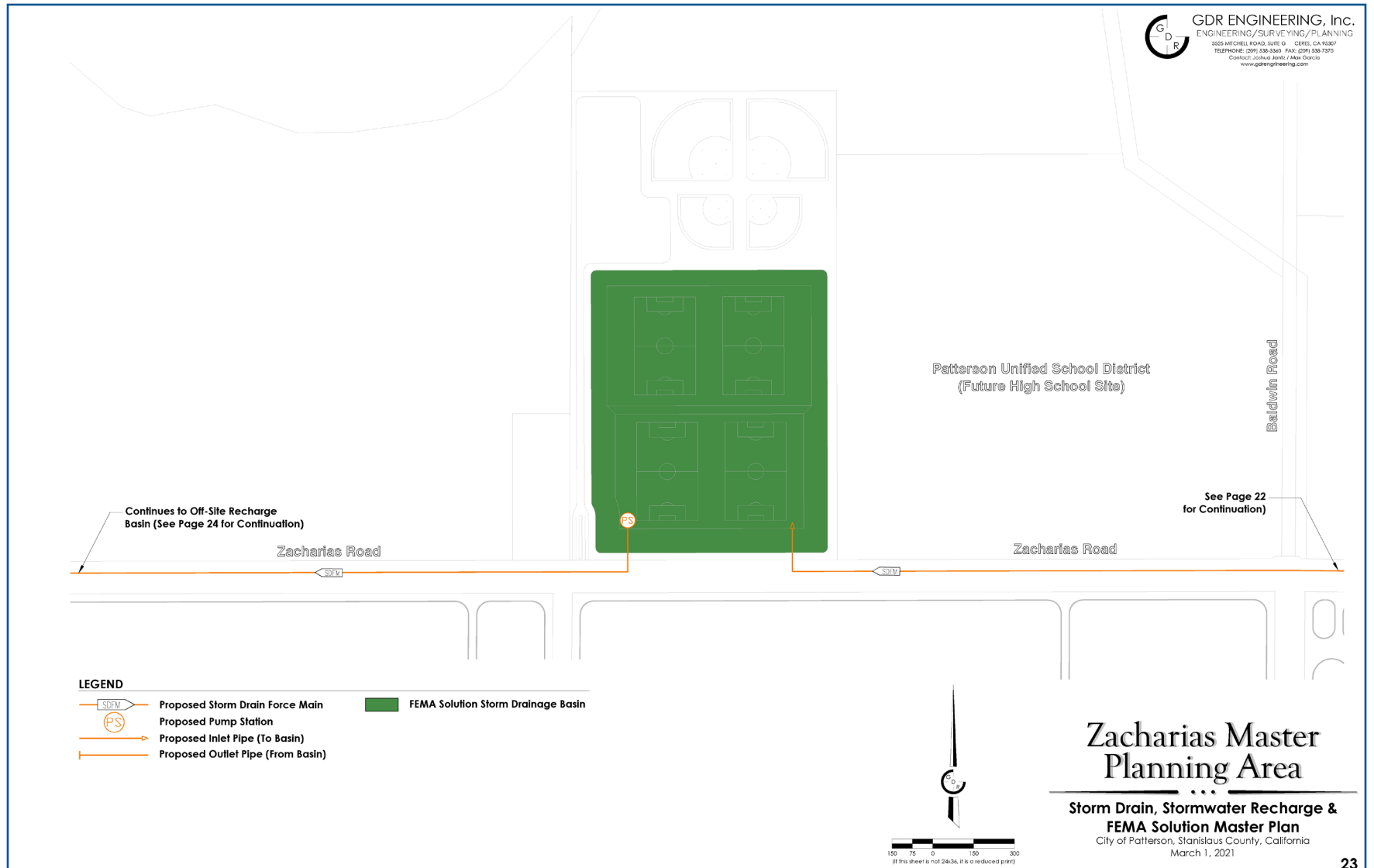


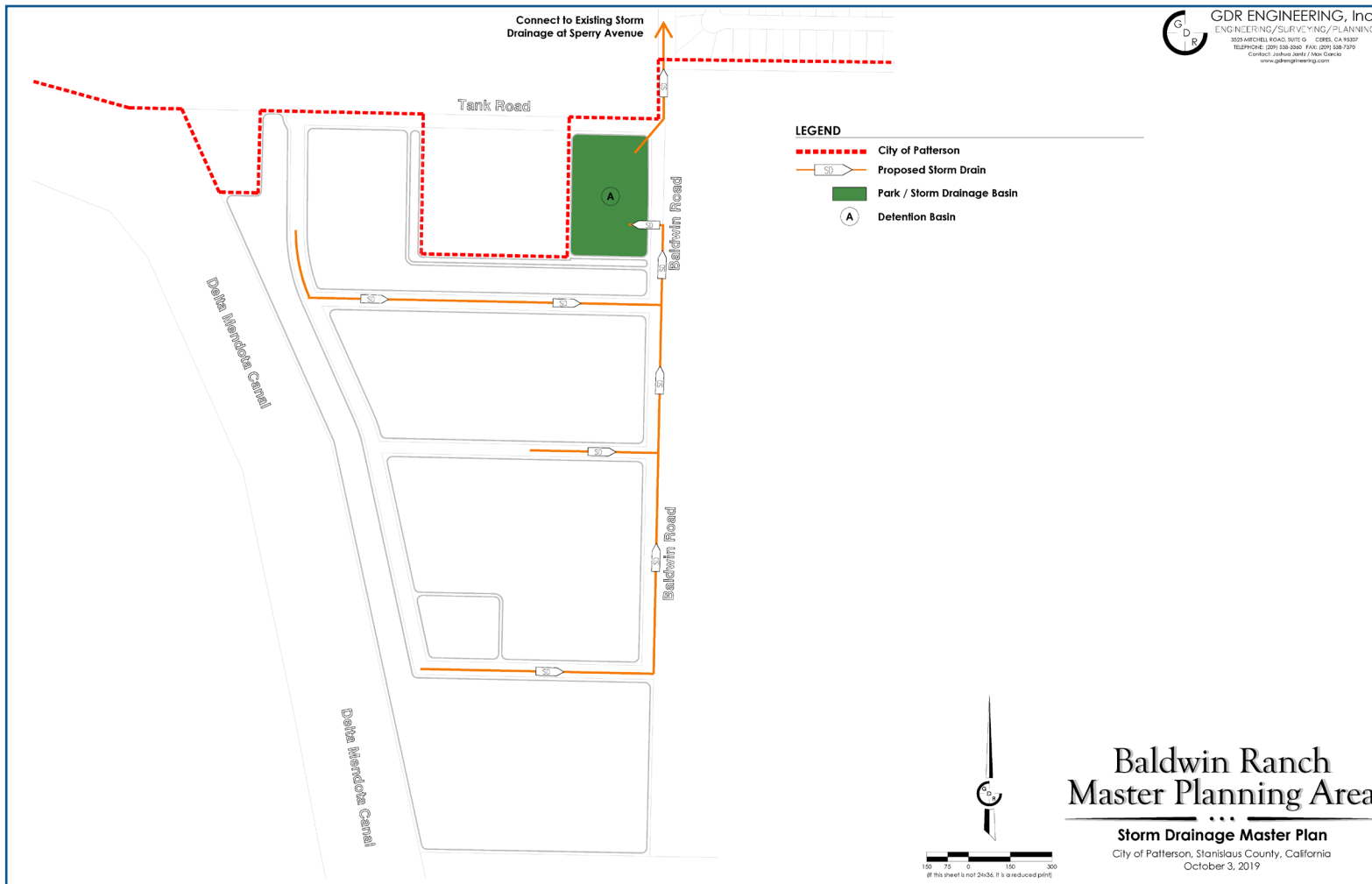
Figure 36: FEMA Solution Basin



B. Baldwin Ranch Project Area

The Baldwin Ranch Project Area will utilize the City's storm drain detention system, with an extended detention basin in the northeast corner of the development area. The basin will need to meet City of Patterson Standards for a 10-year gravity detention system, as well as the Phase II Permit Post Construction Requirements for the State of California; specifically, the Multi-Agency Post-Construction Standards adopted by the City of Patterson. The Storm drain system will consist of a number of storm drain laterals draining to storm drain main ranging from sizes of 18" to 36", that feed into the proposed extended detention system. The runoff will be drained from the basin through a SCADA-controlled outlet to the existing storm drain / irrigation lateral on Baldwin Avenue heading north to Sperry Avenue. Alternatively, the project may connect it's basing to the Baldwin Ranch North project basin, subject to it being built.

Figure 37: Baldwin Ranch Storm Drainage Master Plan



5.5 Sewer

The City of Patterson Public Works Department Wastewater Division provides wastewater collection, treatment, and disposal for both the City of Patterson and Diablo Grande, a small community located 6 miles to the west. A network of sanitary sewer collection pipelines, approximately 63.4 miles in length and ranging in diameter from 6 to 33 inches, collects wastewater throughout the City. The main trunk pipeline is located beneath Walnut Avenue. Two lift stations assist in the conveyance of wastewater to the Water Quality Control Facility. The Water Quality Control Facility, which occupies approximately 240 acres, is located at 14901 Poplar Avenue and is permitted to treat 2.25 million gallons per day. The facility treats an average of 1.65 million gallons on a daily basis. Treated effluent is disposed of via percolation and evaporation ponds.

The City of Patterson has prepared improvement plans and acquired land for the expansion of the facility (often referred to as Phase 3 expansion). The plans call for expanding the facility's treatment capacity to 3.50 million gallons per day (mgd). The City also has plans for subsequent treatment plant expansion (Phases 4 and 5) that will result in an ultimate capacity of 6.0 MGD.

A. Zacharias Project Area

The initial development within the Zacharias Project Area will include the Keystone Ranch Planning Area, TPF Development Planning Area, the Del Don/Rotto Business Park for the Zacharias Ranch Planning Area, and a portion of the Ivy Rose Gardens Planning Area. These areas will be developed first and sewer collection systems serving these areas will be connected to existing sanitary sewer systems, so as to provide CFD funds from the development for required infrastructure for the City of Patterson and other master planning areas. The Del Don/Rotto Business Park in the Zacharias Ranch Planning Area (PA's 6 & 7) will flow south to connect to the existing sewer main in Keystone Pacific Parkway, which eventually leads south into the Sperry Trunk Sewer Line. The proposed flow from these warehouses is less than the original buildout flow that would drain to the Sperry Trunk Sewer Line.

The TPF Development Planning Area (PA's 12 – 23), Keystone Ranch Planning Area (PA's 24-30), and a portion of the Ivy Rose Gardens Planning Area (PA 65 and a half of PA 64) will flow east to Ward

Avenue. From here, the proposed sewer line will connect to the existing 10" sewer line on Vicki Lynn Lane and head east, eventually leading to the sewer trunk line in M Street. A proposed 10" sewer main will be constructed between Salado Creek and M Street to route the sewer flow past the existing bottleneck in M Street. The connection on Ward Avenue and Vicki Lynn Lane will be a temporary connection until the North Patterson Trunk Sewer (NPTS) Line is constructed and operational. Upon the operation of the NPTS Line, a sewer line will be constructed in Ward Avenue to connect north to the NPTS Line, and the connection to Vicki Lynn Lane will be disconnected.

The remaining development will be constructed after the North Patterson Trunk Sewer Line becomes operational. The remaining areas that will connect to this sewer line will be the Lakeside Hills Development Planning Area (PA's 31 – 61), the remainder of the Zacharias Ranch Planning Area (PA's 1 – 5 & 8 – 11), and the remainder of the Ivy Rose Gardens Planning Area (PA's 62, 63, and half of PA 64). This trunk line will head northeast to the sewer treatment plant, where it will connect to existing facilities.

The Sanitary Sewer Master Plan (Figure 52) illustrates the sewer collection system for the Zacharias Master Planning Area consistent with the Circulation Plan. The actual alignments may be modified to be consistent with future tentative map proposals and designs. Figure 53 shows a schematic of the modification to the sewer line east of the project on 4th Street, connecting to the M Street Trunk Line. Figure 54 shows the continuation of the North Patterson Trunk Sewer Line per the City of Patterson Master Plan to the existing treatment plant.

Project implementation can only occur in stages that follow expansion of treatment plant capacity. An infrastructure monitoring and reporting program will be required (See Chapter 6) to ensure that development phasing is adequately served by necessary infrastructure improvements.

Figure 38: Sanitary Sewer Master Plan

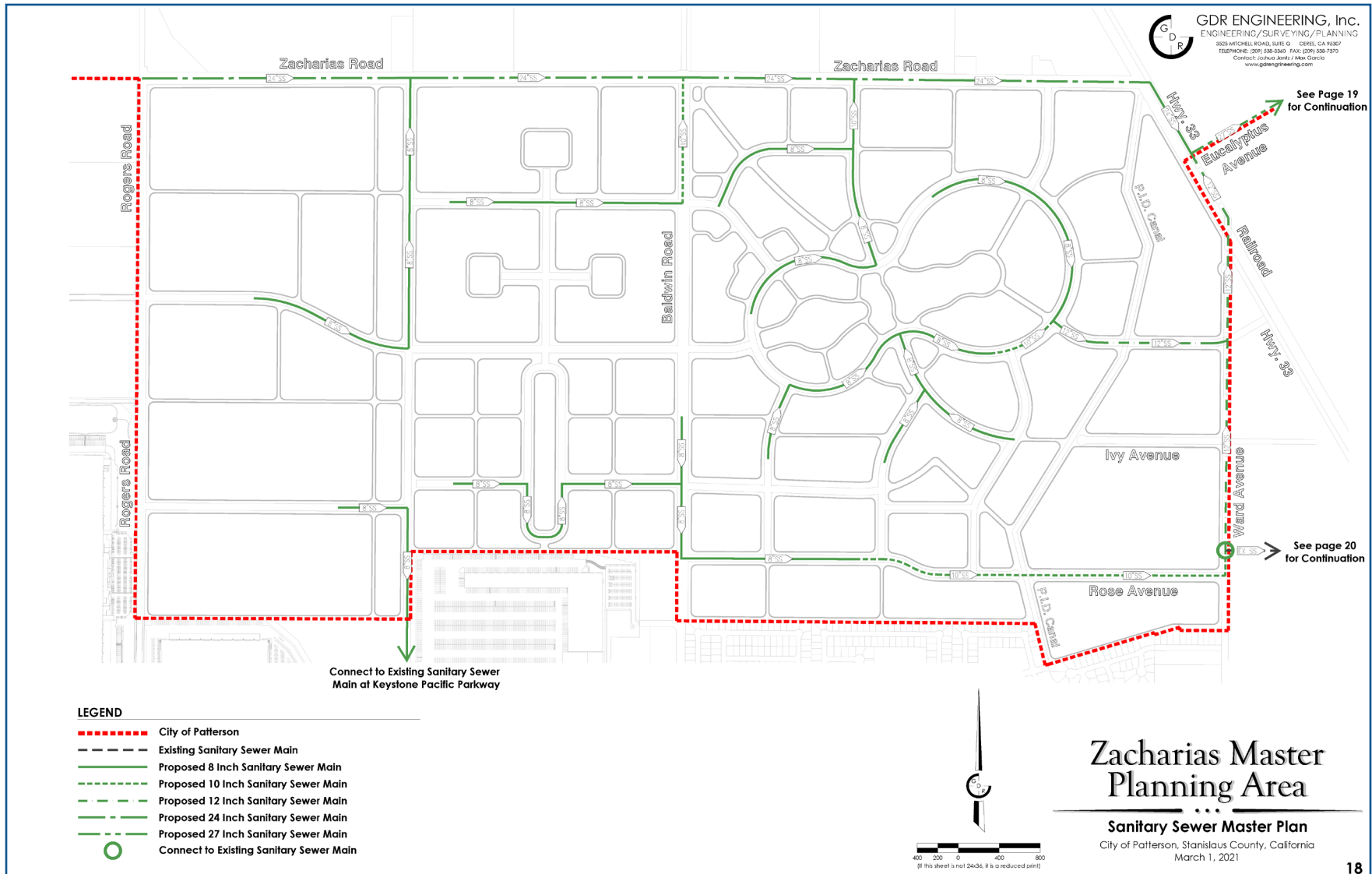


Figure 39: Southern Portion of Zacharias Sewer Plan

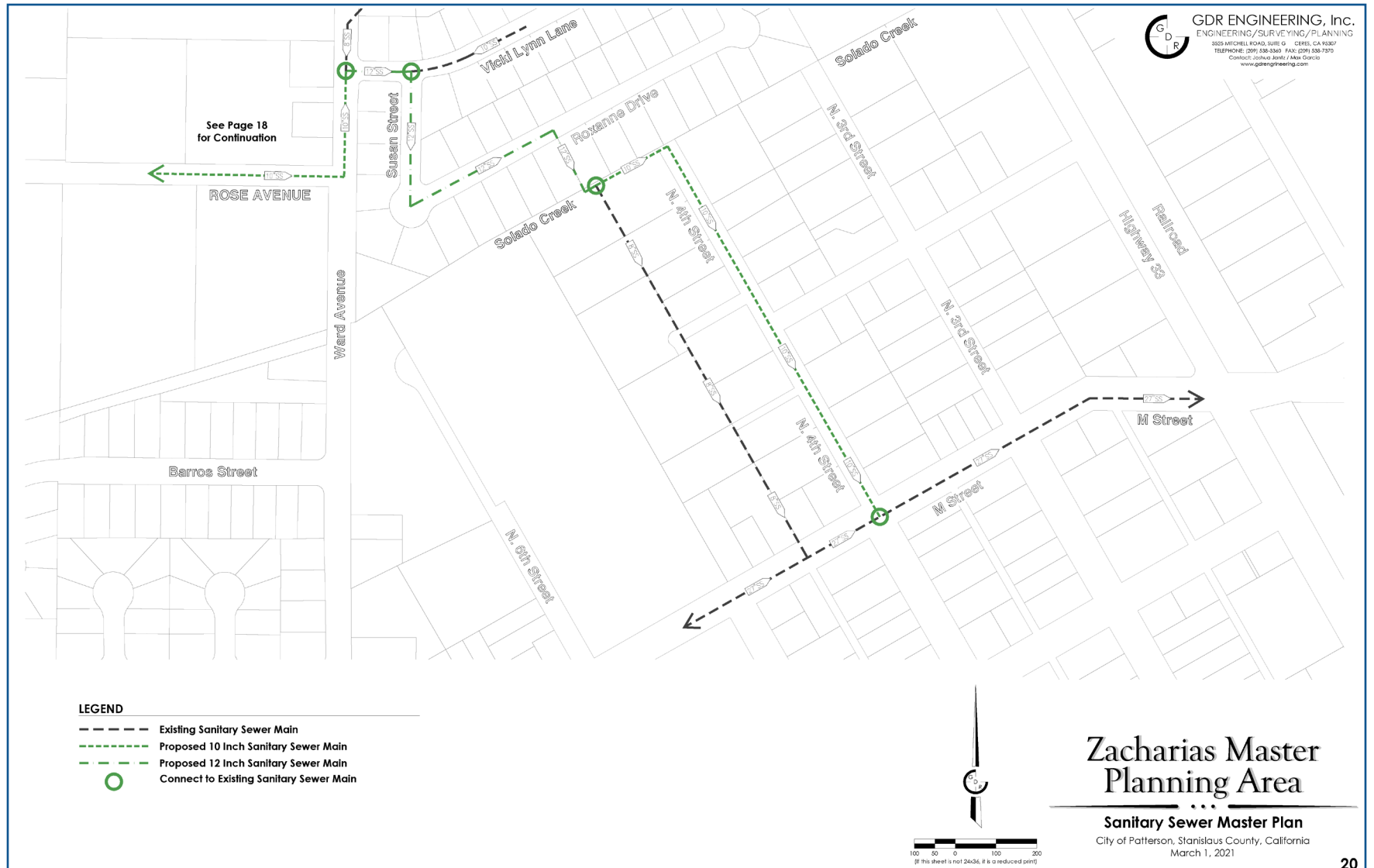
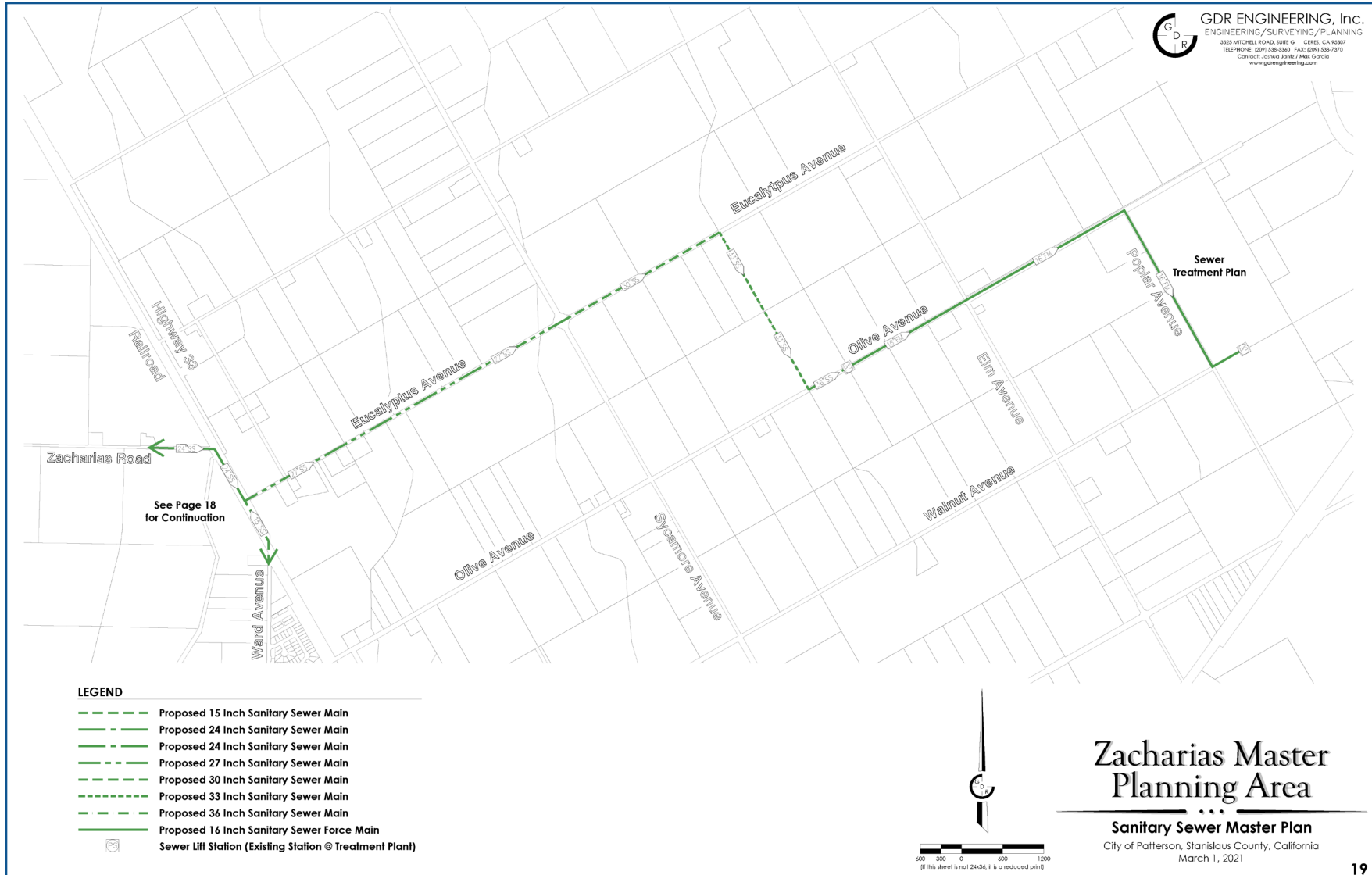


Figure 40: Northern Portion of Zacharias Sewer Plan

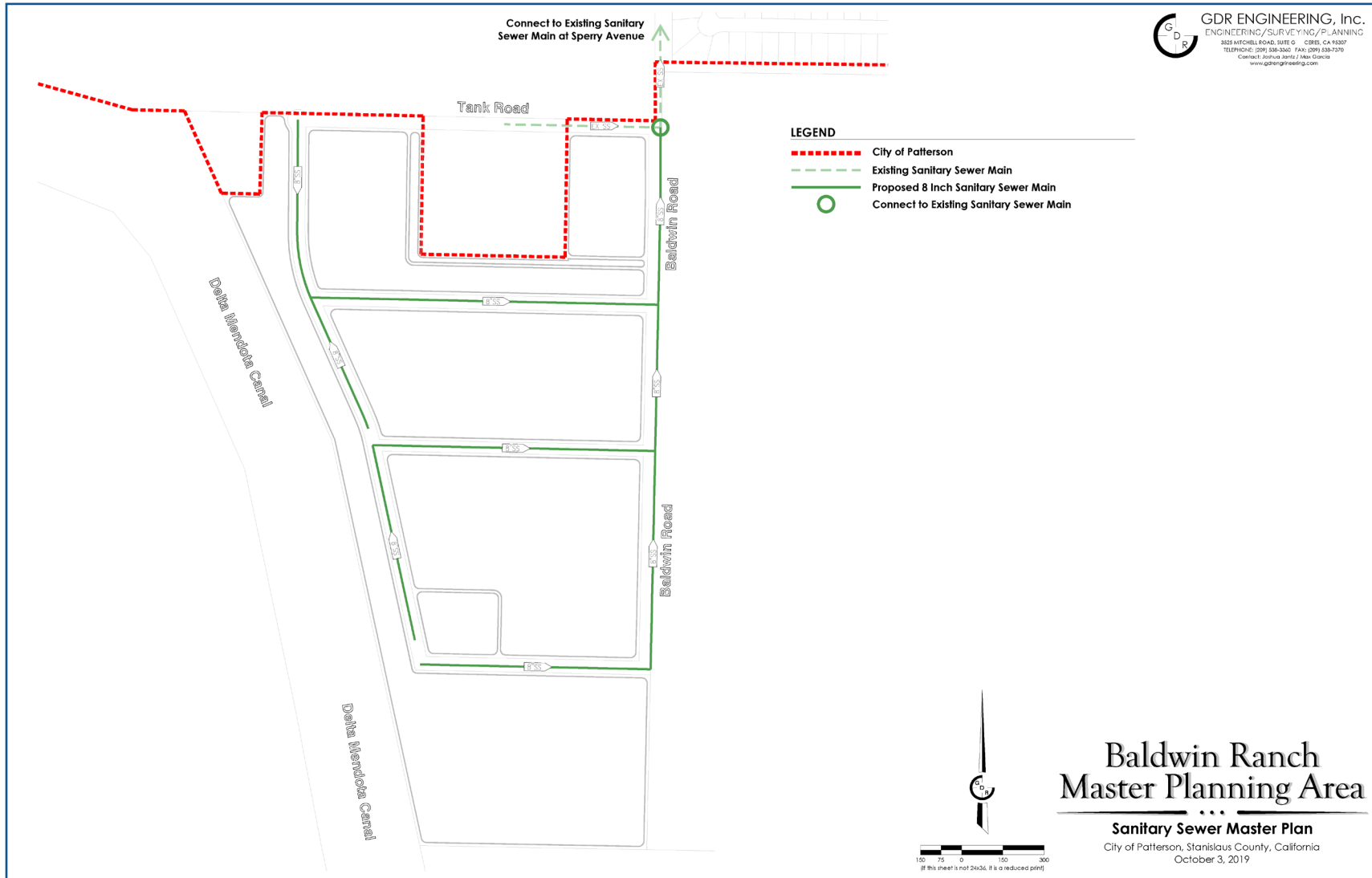


B. Baldwin Ranch Project Area

The City’s sewer system will be expanded to include the Baldwin Ranch Project Area. The existing treatment plant has previously been designed per the City of Patterson Wastewater Master Plan to include the proposed annexation area as a part of its future buildout area.

A sewer main will be constructed in Baldwin Road connecting the Baldwin Ranch Planning Area. This line will flow north, connecting to the existing South Sperry Trunk Line (SSTL) in Sperry Avenue. This is based on the Sewer Conveyance Study prepared for the City of Patterson by Blackwater Engineering. The layout of the sewer facilities is depicted on Figure 55.

Figure 41: Baldwin Ranch Sewer Plan



C. Relationship to City of Patterson Wastewater Plan

Table 9 summarizes the combined wastewater generation of the Master Plans at buildout. As shown, the Master Plans would generate an estimate 1.006 MGD at buildout.

The City of Patterson’s Water Quality Control Facility has a reliable capacity of 2.25 mgd and receives an average of 1.65 mgd during dry weather conditions. The City approved a 1.25-mgd expansion of the Water Quality Control Facility in 2010, which would increase capacity of 3.50 mgd.

Furthermore, the City has approximately 1.332 mgd of capacity committed to other approved projects. When the existing dry weather flows of 1.65 mgd are accounted for, there is a projected future demand of 2.982 mgd without buildout of the Master Plans.

As previously noted, the proposed Master Plans would generate 1.013 mgd at buildout. The applicants would be assessed sewer connection fees to fund capital improvements to the municipal wastewater collection and treatment system. This would include capacity upgrades at the Water Quality Control Facility.

5.6 Solid Waste

Construction waste generation is summarized in Table 10. Buildout of the Master plans would generate 24,612 cubic yards of solid waste over a period of at least two decades. These values are conservative and do not account for any construction demolition debris recycling practices that would reduce the solid waste stream volume.

The Fink Road Landfill has 7.1 million cubic yards of remaining capacity. Thus, proposed Master Plan’s construction solid generation value would represent less than 0.01 percent of remaining capacity.

Patterson Municipal Code Chapter 6.14 requires all construction and renovation to implement construction and demolition debris recycling. Applicants are required to submit a waste management plan as part of the building permit application describing how construction and demolition debris recycling would be carried out.

Table 9: Wastewater Generation Estimate

Sewer Trunk	Daily Wastewater Generation Million Gallons Per Day
Sperry Avenue (Baldwin Master Plan)	0
Zacharias Road (Lakeside Hills, Zacharias Ranch, and Ivy Rose)	0
Ward Avenue / 4 th Street (TPF, Keystone Ranch, and Ivy Rose)	0
Keystone Pacific Parkway (Zacharias Ranch)	0
Total	1

Source: GDR Engineering 2020.

Table 10: Construction Solid Waste Generation Summary

Activity	Waste Generation Rate	Square Feet	Waste Generation
Residential Construction	0.0025 ton / square foot	7,629,000	19,073 tons
Non-Residential Construction	0.0019 ton / square foot	7,765,000	14,754 tons
Total			34,457 tons
			24,612 cubic yards
Notes:			
1 ton = 2,000 pounds			
1 cubic yard = 1.4 tons			
Residential solid waste was calculated based on an average dwelling size of 1,500 square feet			
Source: United States Environmental Protection Agency, 1998. FCS, 2020.			

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An aerial architectural rendering of a city plaza. The central feature is a large, circular green lawn with a low stone wall around its perimeter. To the left of the lawn is a paved area with several tables and red umbrellas, suggesting an outdoor cafe or market. To the right, there's another paved area with more tables and umbrellas. The plaza is surrounded by multi-story buildings with various architectural styles, including some with balconies and large windows. There are several trees, including some with pink blossoms, scattered throughout the plaza. In the foreground, there's a curved stone wall that looks like a retaining wall or a low wall overlooking a street or waterway. The overall scene is a vibrant, urban public space.

CHAPTER 6

Implementation

CHAPTER SIX

IMPLEMENTATION

Funding for, and administration of the Master Plan must remain flexible over time to respond to market conditions in a way that best serves the needs of property owners and the City. This chapter describes how the City of Patterson will implement the Master Plan.

6.1 Master Plan Administration

A. Applicability

The development and design standards contained in the Master Plan provide specific standards for land use development within the Master Plan area. The Master Plan supersedes the otherwise applicable City of Patterson Zoning Ordinance regulations. Whenever the provisions and development standards contained in the Master Plan conflict with those contained in the Zoning Code, the provisions of the Master Plan shall take precedence. Where the Master Plan is silent, the City of Patterson Zoning Ordinance shall apply.

B. Interpretation

If any provision or portions of any provisions of this Master Plan or its application to any person or circumstance are held to be invalid, the remainder of the Master Plan and the application of those provisions to other persons or circumstances shall not be affected. If an issue, condition, or situation arises or occurs that is not sufficiently covered or provided for in this Master Plan, those provisions applicable to the most similar issue, condition, or situation shall be used. The Planning Director shall resolve the issues, conditions, or situations in a manner that is consistent with the Master Plan. If the Planning Director determines that a conflict exists between the Master Plan and the City of Patterson Zoning Ordinance, the provisions of the Master Plan shall take precedence. This provision shall not be used to permit uses not specifically authorized by this Master Plan or the Zoning Ordinance. The intent is to resolve ambiguity in the regulations and ensure consistent application. The words “shall”, “is”, “will”, “must,”

and “are,” denote that provisions or criteria are mandatory and must be included in subsequent subdivision and site development plans. Mandatory provisions may also be termed “requirements” in the Plan. The word “should” indicates that elements of the plan are not mandatory but strongly recommended. Recommended elements may also be termed “recommendations” in the Plan. The word “may” denotes that the criteria is permissive.

C. Zoning Map and Subdivision Review Process

Upon adoption of the Master Plan, the City of Patterson General Plan map and Zoning map will be amended to show the land use designations of this Master Plan. The Zoning map will show the Master Plan area as a “Major Development Project” overlay. The provisions of Section 18.42.050 will apply:

18.42.050 Major development projects.

For major development projects as defined in Chapter 18.98, application shall be made for planned development approval. Project review shall include, but shall not be limited to, architecture, site plan, consistency with goals and objectives of the general plan and environmental and economic impacts on the community. In addition, such large-scale development shall be fully consistent with the community design guidelines and downtown physical design plan, adopted October 2002, as may be amended from time to time. Exception: Projects within the West Patterson business park master plan area shall not be subject to this requirement.

Major development projects as defined at Chapter 18.98, once constructed, shall be maintained and kept in appearance as if in full operation, notwithstanding any cessation of business, abandonment or change in operation or ownership. This shall include but shall not be limited to

landscaping, graffiti removal, painting, grounds and parking lot maintenance, lighting, and other visual aspects of the project site. (Ord. 767 (part), 2014).

At the time of subdivision map submittal, each applicant shall submit a Master Plan and Zoning Conformity Matrix that summarizes the project's compatibility with provisions of the Master Plan and applicable zoning ordinance regulations. This submittal shall articulate any minor amendments or transfers requested.

D. Amendments to the Master Plan

As more detailed plans are prepared to implement the Master Plan, minor amendments may be required to the provisions of the Master Plan. This section sets forth the regulations governing Planning Area boundary and acreage adjustments, and transfers of dwelling units and nonresidential building square footage which are permitted by the Master Plan.

1. Adjustment/Transfer Administration

The adjustment and transfer regulations are intended to provide flexibility in the implementation of the Master Plan. Flexibility is needed for several reasons. First, because of the size of the Master Plan Area, land use designation boundaries and acreages are necessarily generalized. Refinements to the land use designation boundaries and acreages will occur with future specific project design and more detailed subdivision mapping and engineering. Precise land use boundaries will be established by the recordation of final subdivision maps.

Over the anticipated buildout of the Master Plan there will be many economic, market, and social changes to which the Master Plan should properly respond. This could result in the need for somewhat larger or smaller commercial or mixed-use sites, and changes in the amount and/or types of residential units within specific land use designations.

To facilitate the ongoing documentation of boundary and acreage adjustments and dwelling unit and nonresidential building square footage transfers, the Zacharias Land Use Plan (Figure 5), the Zacharias Land Use Breakdown (Figure 6), and the Baldwin Ranch Land Use Plan (Figure 7) will serve as the record-keeping devices for the Master Plan Monitoring Program.

The Monitoring Program will ensure that the adjustments and transfers made in the Plan Area do not exceed either the maximum number of units (Zacharias 5,086; Baldwin Ranch 306) or the maximum nonresidential building square footage (Zacharias 7,765,000 square feet) without amendment of the Master Plan.

2. Minor Adjustments

Minor adjustments to the proposed zoning boundaries may be made concurrent with subdivision approvals to ensure that final zoning districts precisely coincide with future street, alley, utility facilities, or recreation facility lot lines. Any combination of the adjustments or transfers may be implemented with respect to a given planning area; however, an updated, revised Land Use Map and Land Use Summary Table must be submitted to the City of Patterson with each subdivision map to be processed, and are required at such time as any of the adjustment or transfer provisions set forth in this section are implemented.

The Planning Director may approve administratively these minor adjustments/transfers if all the following are true:

The minor adjustment:

- is in substantial conformance with the Master Plan;
- does not increase the maximum number of dwelling units that can be constructed or maximum square footage of nonresidential development; and
- complies with all applicable provisions of State Law.

3. Major Adjustments

Major adjustments or zone changes shall be considered amendments to the Master Plan and shall be processed in accordance with the provisions of the City of Patterson Codes, Ordinances, and California State Law.

E. Design Review

Design review of site and architectural elements shall occur concurrently with submittal of each subdivision. The Planning Commission may defer review of architectural elements of proposed homes to a later stage of the process, in accordance with established design review procedures.

6.2 Project Financing

Implementation of the Master Plan will stimulate new residential, industrial, and commercial development resulting in an increase in the number of residents and employees in the City of Patterson. This increased Plan Area population will generate an increase in the demand for City services and will create the need for additional investment in capital facilities. Simultaneously, new development will expand the City's revenue base (taxes and fees) and provide additional bonding capacity the City may use to defray infrastructure costs.

The Public Facilities Financing Plan (PFFP) provides a comprehensive financing strategy to fund backbone public facilities, including transportation, water, wastewater, storm drainage facilities, and parks. The PFFP will focus on the viability and bonding capacity of the new Community Facility District expected to fund the majority of the backbone infrastructure. The PFFP will also examine how any bonding program will work in concert with development impact fee program.

Following is a summary of various funding sources for the Master Plan.

A. Private Investment

In addition to financing the residential, industrial, and commercial improvements associated with this project, development in the plan area is primarily responsible for public improvements as part of the project costs except as otherwise funded by the City or through a Community Facilities District.

B. Existing City Funding Programs

City funds are from multiple sources, general fund revenue (enterprise fees and property taxes), bonds (long-term debt), impact fees, and community facility district revenue for maintenance.

1. General Fund

The City has both general fund services and enterprise fund services. Enterprise funds are water, sewer, and solid waste fees for services averaging 22% of annual revenue while property and sales taxes average 16% of general fund revenue. The primary general fund expenses are law enforcement (19%), public works (16%), and fire (13%).

2. Bonds

The city maintains long term debt that has been accumulated primarily in revenue bonds. Bond funds are used to pay for capital improvements and general government.

3. Impact fees

The city has established a suite of impact fees which collect funds from developers to help fund the infrastructure needed to serve new growth. The city will periodically update the fee program to reflect infrastructure needs, as new development occurs, within the project area or elsewhere in the city, the impact fees paid can help to fund necessary infrastructure.

4. Maintenance Community Facilities District

Beginning in 2013 the City of Patterson has begun requiring new development to fund on-going maintenance of capital facilities by collecting special assessments through community facilities districts. The project will be required to annex to the following community facility districts, or a new CFD maintenance district, to fund public improvements accepted by the City as part of the project including, storm drain inlets and lines; streets including signs, lights, and traffic signals; and parks, landscaping and street trees.

- CFD 2013-01 – non-residential maintenance services; and
- CFD 2018-02 – residential maintenance services.

5. Regional Fees and Grants

A portion of capital costs may be defrayed by the application of fees collected by regional or County agencies and state and federal grants, particularly related to regional capital improvement needs.

A. Community Facilities District for Capital Improvements in the Zacharias Project Area

The City of Patterson established Community Facilities District (CFD) No. ### in ##### 2021 to augment General Fund revenues available to pay for transportation, water, sewer, storm drain, and parks and open space. Owners of newly developed property within the Project Area will be subject to annual special tax based on the increased development placed on their properties. The initial special tax rates are as follows, and are indexed annually to increase with the Consumer Price Index:

Table 11: Special Tax Rates

Single-family Residential	####.## per unit
Multi-family Residential	####.## per unit
Commercial	####.## per square foot
Industrial	####.## per square foot

The City plans to periodically issue bonds based on this revenue stream to partially fund needed infrastructure improvements.

D. Project-Specific Impact Fees

The City of Patterson established project-specific Impact Fees to augment other funds to finance public improvements. This fee is paid at the time of building permit issuance.

E. Development Agreement

A development agreement is a contract between a local government and a developer. It specifies in detail the responsibilities of each party, and typically includes a commitment by the local government to vest rights to develop the project in accordance with the existing policies, rules and regulations, and a commitment by the developer to install or develop certain improvements, or to make certain payments. As stated in Government Code Section 65864: "The agreement may also include terms and conditions relating to applicant financing of necessary public facilities and subsequent reimbursement over time."

6.3 Phasing

The actual pace and sequence of development will be driven by several factors, including:

- Market Demand
- The availability of infrastructure funding
- Availability of private investment

In turn, these factors will dictate the pace of infrastructure improvements not just to serve the Plan Area, but also to serve existing infill development opportunities in the City of Patterson as well as the approved development, including Keystone Pacific, Villages of Patterson, and West Patterson Business Park Expansion (Arambel).

The phasing of the infrastructure will be planned so that initial project construction will not be burdened with construction of improvements not needed until later in the project build-out.

The scope, timing and location of each phase shall be determined by the developer and may change at the discretion of the developer, provided all infrastructure improvements necessary to serve that portion or phase of the project are in place prior to occupancy of that portion or phase of the project. Proposed infrastructure plans will be reviewed and approved by the City to ensure that sizing of the infrastructure for each portion or phase of development is appropriate.

Development of the Zacharias Project Area is expected to occur over the course of approximately 20 years. The various areas of the Master Plan are anticipated to be developed in two major phases. Development is anticipated to generally start in the south east area of the project (Keystone Ranch) and move west and then north.

The Baldwin Ranch Project Area is expected to develop in a single phase.

Figure 42: Zacharias Project Phasing

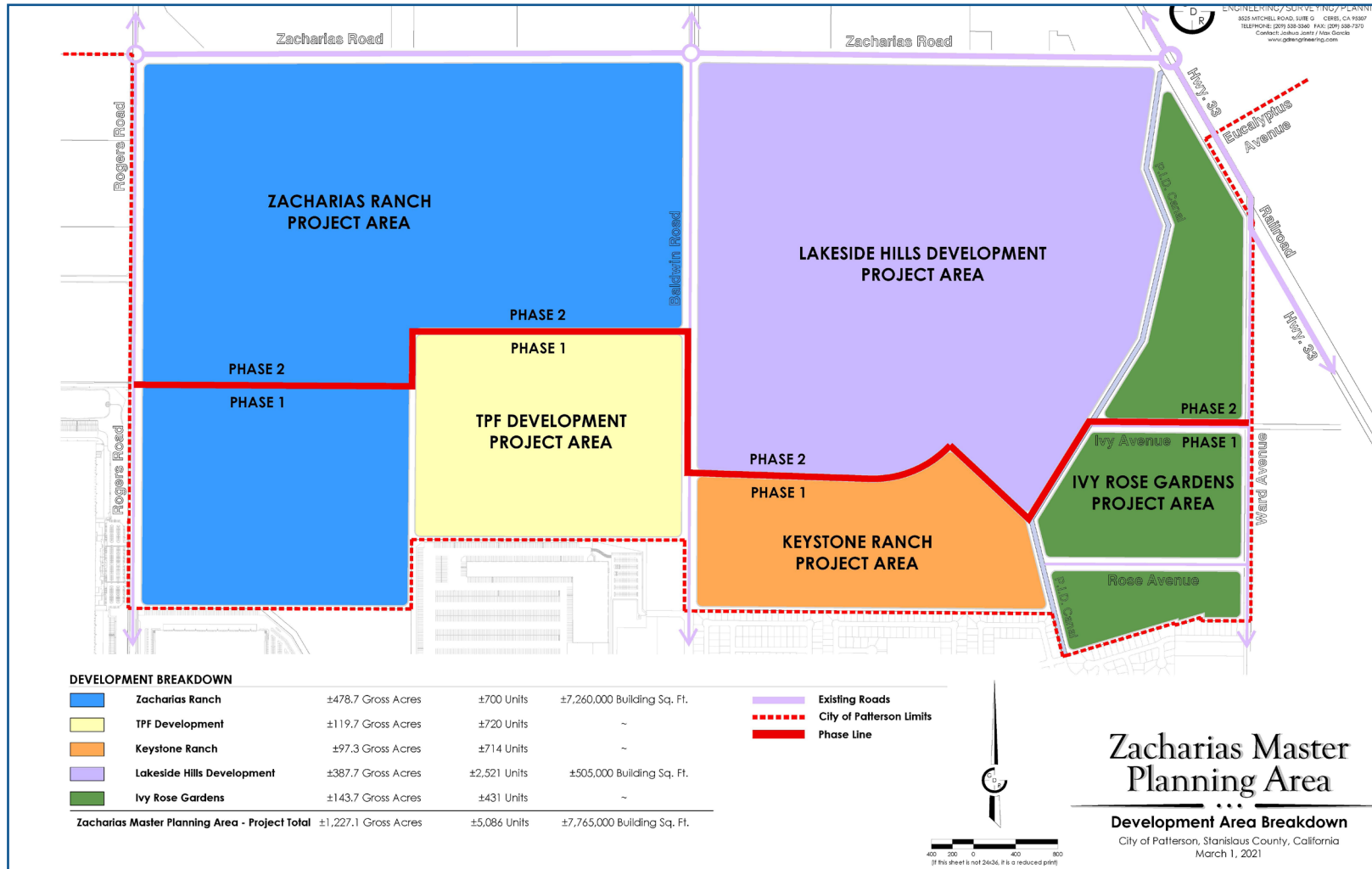


Table 12: Zacharias Phasing Summary

Phase	Development Area	Gross Acreage	Dwelling Units	Square Feet
1A	Keystone Ranch	97	714	—
1B	TPF Development	120	720	—
1C	Zacharias Ranch	129	—	2,874,750
2A	Zacharias Ranch	350	700	4,385,250
2B	Lakeside Hills	388	2,521	505,000
3A	Ivy Rose Gardens	83	248	—
3B	Ivy Rose Gardens	61	183	—

6.4 Implementation Actions

The following table identifies actions the City of Patterson will take, in coordination with partner agencies, property owners, businesses, and the community, to fully implement the Master Plan. This “Implementation Action Plan” can be used as a check list for the City and community to monitor Plan implementation.

Responsible and Trusteed Agencies:

- United States Army Corps of Engineers
- United States Fish and Wildlife Service
- San Luis and Delta-Mendota Water Authority
- California Department of Fish and Wildlife
- Central Valley Regional Water Quality Control Board
- California Department of Transportation
- California Public Utilities Commission
- San Joaquin Valley Air Pollution Control Board
- County of Stanislaus
- Stanislaus Local Agency Formation Commission
- Stanislaus Council of Governments
- Patterson Unified School District
- Patterson Irrigation District
- West Stanislaus Irrigation District
- West Stanislaus Fire Protection District

Table 13: Implementation Actions

IMPLEMENTATION ACTIONS	RESPONSIBLE PARTY
Project Approvals	
Certification of Environmental Impact Report and Adoption of Mitigation Monitoring and Reporting Program	City of Patterson
General Plan Amendment	City of Patterson
Master Plan	City of Patterson
Prezone	City of Patterson
Development Agreement	City of Patterson
Fiscal Impact Analysis	City of Patterson
Public Facilities Financing Program (PFFP)	City of Patterson
LAFCO Action	
Annexation	LAFCO
Detachments from Patterson Irrigation District (PID) and West Stanislaus Fire Protection District	LAFCO
Adjustment of Sphere of Influence	LAFCO
Out of Boundary Service Agreement	LAFCO
Project Financing	
Community Facilities District	City of Patterson
Project-Specific Impact Fees	City of Patterson
Updates to City Master Plans and Fee Programs	City of Patterson
Annexation to Existing CFDs	City of Patterson
Subsequent Approvals	
Clean Water Act Section 404 Individual and Nationwide Permits and Section 401 Water Quality Certification.	US Army Corps of Engineers
Lake and Streambed Alteration Agreements	California Department of Fish and Wildlife
Rule 9510 Indirect Source Review	San Joaquin Valley Air Pollution Control Board
School Site Development Approvals	Patterson Unified School District
Approval by Other Responsible and Trustee Agencies	See list below
Subdivision Maps	City of Patterson
Use Permits	City of Patterson

IMPLEMENTATION ACTIONS	RESPONSIBLE PARTY
Design Review	City of Patterson
Ongoing	
Infrastructure Monitoring and Reporting Program. The City will monitor the pace of development to ascertain remaining capacity in existing public facilities, especially roads and sewer facilities (e.g. transmission and disposal). Monitoring may include traffic counts or other tests of infrastructure capacity as deemed necessary by the City Engineer.	City of Patterson
Mitigation Monitoring and Report Program	City of Patterson
Annual Update to 5-year Capital Improvement Plan	City of Patterson

