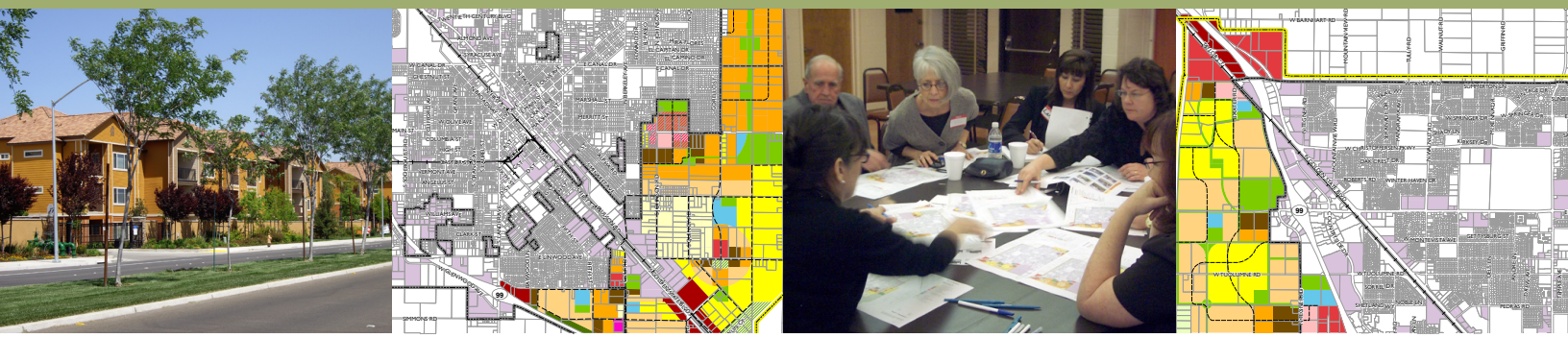
TURLOCK GENERAL PLAN UPDATE



Report on Alternatives Workshop

January 2010

Prepared for the City of Turlock by

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Introduction

1.1 BACKGROUND ON TURLOCK GENERAL PLAN UPDATE

WHY UPDATE THE GENERAL PLAN?

In summer 2008, the City of Turlock initiated a multi-year process to update its General Plan. With a planning horizon of 2030, the new General Plan will articulate a vision for Turlock's future growth and development and contain policies and programs that will guide the city towards that vision. The plan is a basis for land use decision-making by city officials and policymakers such as the City Council and Planning Commission, and it allows city departments, public agencies, and private developers to design new projects that enhance the character of the community.

A successful General Plan reflects the goals and values of the community, and a comprehensive update to the Plan affords an important opportunity for the people of Turlock to engage in discussions about the city's potential. The planning process incorporates ongoing opportunities for public involvement, ensuring that members of the Turlock community can take an active role in shaping their city's future.

PROGRESS UPDATE

Existing Conditions and Community Goals

The first phase of the planning process included the preparation of the *Existing Conditions and Key Issues Report*, which is available from the City and on the General Plan Update project website, found at http://www.gpupdate.turlock.ca.us/documents.html.

The first public workshop was held on March 26, 2009. The purpose of this workshop was to give participants an opportunity to consider what they valued about Turlock now, what they would like to change, and what they would like to see the city accomplish in the future. Workshop participants wanted Turlock to pursue economic development, to preserve farmland, to retain its small community feel, to add entertainment and recreation opportunities, and to maintain a high quality of life.

Alternative Growth Scenarios

During the summer and fall of 2009, alternative growth scenarios were conceived and analyzed. These scenarios follow population and job growth projections outlined in the *Existing Conditions* report and present different ways in which

growth could be accommodated. Four preliminary alternatives were presented to the Planning Commission and the City Council in December 2009, and at a second Community Workshop on January 28, 2010.

This document summarizes the input from the workshop, which will inform the project team and the City Council and Planning Commission as they refine the alternatives and select a preferred plan concept.

1.2 COMMUNITY WORKSHOP #2: ALTERNATIVES

The Alternatives Workshop was held on Thursday, January 28, 2010 at the Turlock Senior Center. Approximately 35 community members participated in the two-hour event, along with City staff. The planning team had developed four concept alternatives, all of which would rely on compact neighborhood and housing types which are relatively uncommon in Turlock today. The purpose of the workshop was to give participants an opportunity to respond to examples of compact development, and to discuss and express preferences among the four alternative growth scenarios presented. The presentation also featured a discussion of park system concepts that could be integrated into any alternative growth scenario, and the community was asked to respond to and prioritize open space concepts.

Workshop participants were distributed to seven round tables, each with at least one facilitator, usually a City staff person, whose job it was to moderate discussion, record ideas, and encourage balanced participation. The workshop agenda (included in Appendix A) consisted of three major components:

1. ***Compact Neighborhood and Housing Types.*** Leslie Gould of Dyett & Bhatia, the consulting firm retained by the City to lead the General Plan update process, presented four examples of compact neighborhoods in other California cities which could serve as models for new development in Turlock. She followed with photos and discussion of housing types in these neighborhoods, at a range of densities. Participants were asked to rate and respond to these neighborhood and housing types on individual worksheets.
2. ***Growth and Expansion Alternatives.*** Next, Ms. Gould presented four alternative growth scenarios. Maps showing each alternative development pattern were provided to each table, and tables were given time to discuss the alternatives. Moderators reported each table's responses, and whether agreement had been reached on preferred alternatives.

3. ***Parks and Open Space.*** Third, the consulting team presented six concepts that could be part of the City's parks system as it is expanded, showing examples of each from Turlock or other cities. Participants were asked to discuss these concepts in their table groups and report on their responses and preferences.

1.3 NEXT STEPS

Together with feedback from City Council, the Planning Commission, and focus group meetings, input from the community workshop on alternative growth scenarios will help determine a Preferred Plan on which policies for the updated General Plan will be based.

Following the establishment of the Preferred Plan and the drafting of policies, an Environmental Impact Report (EIR) will also be completed. There will be numerous opportunities for public input throughout the remainder of the General Plan update and EIR process, and all interim draft documents will be distributed for public review. Ultimately, the EIR will be considered for certification and the updated General Plan will be considered for adoption by the City Council.

2 Compact Neighborhoods and Housing Types

Leslie Gould presented four case studies of compact neighborhoods in other California cities: North Davis; Hercules' Waterfront and Central Quarter; Rivermark, in Santa Clara; and Whisman Station in Mountain View. These were presented in order of increasing overall density, from six units per acre in Davis to 13 in Mountain View. Next, specific housing types, drawn from those neighborhoods and others, were presented. These ranged from single-family to townhouses and small-scale mixed-use development. Meeting participants were asked to respond to both the compact neighborhoods and the housing types. Their responses are summarized in the following sections.

2.1 RESPONSES TO COMPACT NEIGHBORHOODS

On worksheets with images from the presentation, community members rated the appeal of each neighborhood on a scale of 1 ("dislike") to 5 ("like"), in terms of three separate qualities: the neighborhood's land use and density; its system of streets and open space; and its overall character. They were also given space to add comments.

NORTH DAVIS

North Davis is best known for its greenway system, which links neighborhoods to one another and to the rest of the city. North Davis is also notable in that while three quarters of its land area is devoted to single-family homes, multi-family housing, clustered along the Covell Boulevard corridor, accounts for more than half the housing units. North Davis has an overall density of six units per acre.

Community Responses

Land Use and Density

Most participants rated North Davis toward the positive end of the response scale or in the middle. Comments tended to focus very positively on the relationship between homes and open space in North Davis. One respondent noted that multifamily and single-family housing were perhaps too separate. Average rating: 3.8.

Streets and Open Space

Again, all but one responded rated North Davis between 3 and 5 on this category, but here most chose "5," showing enthusiasm for the way greenways flow through the

neighborhood, providing both parks and circulation. One person commented, "bike paths throughout in green space – very nice." Average rating: 4.2.

Overall Neighborhood Character

Twenty of the 25 respondents rated North Davis as a "4" or "5". Average rating: 4.2.

HERCULES

The City of Hercules is in the process of redeveloping a large amount of land that was left vacant after the closure of a major industrial employer. The plan for Central Hercules provided a vision for a "new heart" composed of mixed-use, pedestrian-oriented districts with transit access, and significant areas of open space. So far, three neighborhoods composed mainly with small-lot single-family houses on connective street grids have been completed. These will be joined by higher-density, mixed-use development, commercial development, and public facilities. Altogether the Waterfront and Central Quarter are expected to have a residential density of approximately eight units per acre.

Community Responses

Land Use and Density

About half of respondents rated the Hercules project a "4" in this category, but a significant number also rated it lower. One commenter wrote, "nice balance of residential densities and housing types," while another said that "homes look too compacted." Average rating: 3.2

Streets and Open Space

Again, "4" was the most common rating, followed by 2 and 3. Average rating: 3.2.

Overall Neighborhood Character

Hercules slumped somewhat in this category, with the largest number of respondents choosing "2." The unfinished character of the project may have contributed. Average rating: 2.9.

RIVERMARK

Rivermark is a 152-acre infill site in Santa Clara, in close proximity to major employment centers. It was developed with a mix of traditional and small-lot single-family houses and townhouses, with a highly connective system of streets, alleys and pedestrian ways. Along one edge of the neighborhood is high-density multifamily housing, a hotel,

and a shopping center. At the center of the neighborhood is a school and park. Rivermark has an overall density of 11 units per acre.

Community Responses

Land Use and Density

The largest number of participants gave Rivermark a "3" rating in this category, with some more positive and some more negative responses. Average rating: 3.2

Streets and Open Space

Responses were very balanced, with the highest number again choosing "3." Notably, four respondents gave Rivermark the lowest grade in this category, while none gave it a "5". Average rating: 2.7.

Overall Neighborhood Character

Participants gave a balanced response, with nine in the middle ("3") and eight each toward the "like" and "dislike" end of the spectrum. Average rating: 2.9.

WHISMAN STATION

Whisman Station is both the smallest and the most compact neighborhood studied. Like Rivermark, it was developed on an infill site within close proximity to Silicon Valley employers; unlike Rivermark, it was developed around a new light rail station. Whisman Station includes a balance of small-lot single-family houses and townhouses, with small neighborhood open spaces and connective streets. It has an overall density of approximately 13 units per acre.

Community Responses

Land Use and Density

The largest number of participants rated Whisman Station a "4" rating in this category. At the same time, many respondents indicated a strong negative reaction, rating it "1". Average rating: 2.7. "Too dense for Turlock," one person wrote.

Streets and Open Space

Responses in this category were balanced in the 1 to 4, with only one respondent showing strong approval. Average rating: 2.6.

Overall Neighborhood Character

This was the only neighborhood, and the only category, for which the greatest number of respondents gave a rating of "1", showing dislike. Midrange responses were also significant. Average rating: 2.6.

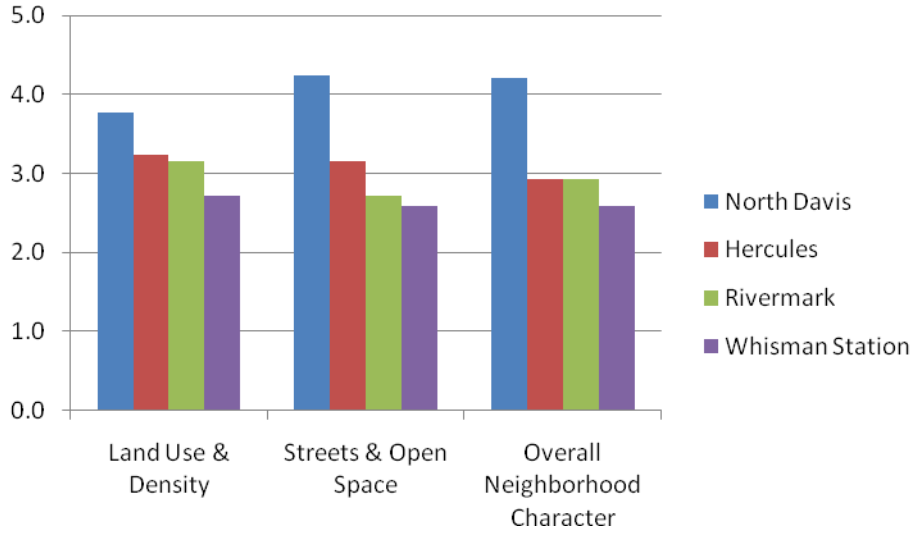
SUMMARY

As Table 2-1 and Figure 2-1 show, North Davis was the compact neighborhood example received most positively at the Community Forum. It was preferred in terms of land use and density; streets and open space; and overall character. Whisman Station, on the other hand, appears to have been judged by many to be too compact.

Table 2-1 Community Responses to Compact Neighborhoods

		North Davis	*Hercules*	*Rivermark*	*Whisman Station*
Land Use & Density					
1	*Dislike*	0	1	2	6
2		1	6	4	4
3		12	5	10	6
4		5	12	6	7
5	*Like*	8	1	3	1
Average Rating		*3.8*	*3.2*	*3.2*	*2.7*
Streets & Open Space					
1	*Dislike*	0	2	4	6
2		1	6	6	6
3		5	6	8	5
4		6	8	7	6
5	*Like*	13	3	0	1
Average Rating		*4.2*	*3.2*	*2.7*	*2.6*
Overall Neighborhood Character					
1	*Dislike*	0	3	3	7
2		0	8	5	5
3		5	5	9	5
4		10	6	7	5
5	*Like*	10	3	1	2
Average Rating		*4.2*	*2.9*	*2.9*	*2.6*

Figure 2-1 Community Responses to Compact Neighborhoods



North Davis was the best received of the compact neighborhoods presented.

2.2 RESPONSES TO HOUSING TYPES

Next, photos of housing at a variety of densities were presented. Most of the housing was from the neighborhoods discussed above, while some were from other similar California cities. Photos were organized by type and density: single-family houses at three to seven units per acre; small-lot single-family houses at seven to nine units per acre; townhouses at nine to 16 units per acre; and apartments and condos at 15 to 30+ units per acre. On worksheets, community members rated the appeal of each photo on a scale of 1 ("dislike") to 5 ("like"). Their responses are summarized below.

This view of new single-family housing in Hercules received the most positive response of the four images shown.

SINGLE-FAMILY HOUSES (3-7 UNITS PER ACRE)

Four examples of traditional single-family houses were shown: one in a new neighborhood in north Turlock, one in a new development in Lodi, and one each in the Davis and Hercules neighborhoods used as examples above.

The Hercules photo was received most positively, with most respondents rating it a "4", and an average rating of 3.7. It shows houses along a gently curving street with a sidewalk and a planting strip with leafed out trees, and is shown here. The photo from Lodi was least liked (average rating 2.5), and showed a straight street with a similar profile and trees without leaves.

Table 2-2
Community Responses to Photos of Housing Types:
Single-Family, 3-7 Units Per Acre

Rating		Number of Responses			
		Turlock	*Davis*	*Hercules*	*Lodi*
1	Dislike	2	6	2	7
2		3	7	1	5
3		8	3	2	5
4		2	2	13	4
5	Like	7	4	4	2
Average Rating		*3.4*	*2.6*	*3.7*	*2.5*

SMALL-LOT SINGLE-FAMILY HOUSES (7-9 UNITS PER ACRE)

Photos of small-lot single-family houses in Rivermark (Santa Clara) and Whisman Station (Mountain View) received the most positive responses, with average ratings of 3.9 and 3.7. These photos show houses built quite close together but distinctly separate, with front porches, landscaping, and traditional architectural styles. Photos from Manteca and Davis were least well-liked. The Manteca houses appear quite tall and thin, as though they could be townhouses; the Davis houses appear to be almost identical, with boxy shapes and little landscaping.

Respondents gave high ratings to this street elevation of small-lot single-family housing in Santa Clara.

Table 2-3 Community Responses to Photos of Housing Types:
Small-Lot Single Family, 7-9 Units Per Acre

Rating		Number of Responses									
		Manteca	*Davis*	*Fairfield*	*Visalia*	*Fairfield #2*	*Lodi*	*Santa Clara*	*Mountain View*	*Santa Clara #2*	*Hercules*
1	Dislike	10	6	5	7	5	8	1	2	5	8
2		2	5	4	1	4	3	1	2	3	3
3		3	5	5	4	5	7	5	3	2	3
4		0	3	4	6	5	2	8	8	8	5
5	Like	2	1	2	4	3	1	7	7	4	3
Average Rating		*1.9*	*2.4*	*2.7*	*3.0*	*2.9*	*2.3*	*3.9*	*3.7*	*3.1*	*2.6*

TOWNHOUSES (9-16 UNITS PER ACRE)

Participants gave positive marks to photos from Whisman Station in Mountain View (average rating 3.7), and north Turlock (3.6). Both are pictured below. The Whisman Station housing is arranged along a pedestrian path, with a pleasing rhythm of front porches and well-tended landscaping. The Turlock example gives the impression of being one large house; only on closer inspection can it be recognized as a multi-unit building. Examples from Sacramento and Davis were not well liked. The Sacramento townhouses appear quite bulky, while the Davis photo is not clearly a front elevation, and has poor landscaping.

Two very different styles of townhouse development, from Mountain View and Turlock (left and right, above) were both well-received by meeting participants.

Table 2-4
Community Responses to Photos of Housing Types: Townhomes, 9-16 Units Per Acre

Rating		*Number of Responses*						
		Sacramento Area	*Fairfield*	*Mountain View*	*Turlock*	*Davis*	*Santa Clara*	*Mountain View #2*
1	Dislike	10	4	7	2	11	6	3
2		3	2	2	1	1	0	3
3		1	11	7	7	6	5	1
4		6	3	5	8	2	6	8
5	Like	2	2	1	5	1	5	8
Average Rating		*2.4*	*2.9*	*2.6*	*3.6*	*2.1*	*3.2*	*3.7*

APARTMENTS AND CONDOS (15-30 UNITS PER ACRE)

Interestingly, the most positive response to higher-density multi-family housing was to the photo of the Sierra Oaks project in north Turlock. The façade has a pleasing style and repetition and seems to match the linear quality of Christoffersen Boulevard, which it faces. Garages are not seen. A very different example of apartments above retail space in downtown Davis was also well-liked.

On the other hand, a mixed-use development under construction in Hercules, with the appearance of a downtown street built from scratch, was not liked (to be fair, the photo shows a project still under construction, with no landscaping.) A Sacramento project with very pronounced vertical elements was not well liked, nor was a senior housing project in Manteca with no landscaping. A well-landscaped and attractive development in Visalia also received low marks—perhaps, at four stories, it looked too dense.

The two most well-received higher-density developments were, again very different from one another: Sierra Oaks, a large development in Turlock with a unified appearance (left), and a small mixed-use project in Davis.

Table 2-5 Community Responses to Photos of Housing Types: *Apartments and Condos, 15-30+ Units Per Acre*

Rating		*Number of Responses*									
		Turlock	*Hercules*	*Davis*	*Sacramento Area*	*Manteca*	*Sacramento*	*Fairfield*	*Visalia*	*Lodi*	*Manteca #2*
1	Dislike	2	14	2	8	6	6	5	7	4	2
2		1	3	4	5	6	4	5	8	2	3
3		7	3	3	6	6	2	3	1	6	10
4		6	0	7	1	2	4	5	3	3	1
5	Like	7	2	7	1	0	6	1	1	3	0
Average Rating		*3.7*	*1.8*	*3.6*	*2.1*	*2.2*	*3.0*	*2.6*	*2.2*	*2.9*	*2.6*

SUMMARY

The presentation used photos of housing at a range of densities, to provide a sense of how different types of housing can be seen positively in a neighborhood environment. The examples were chosen to be relevant (most were developed recently, in cities not too different from Turlock) and because they were seen by the planning team as having positive characteristics.

Certain examples of housing at each density, from a new single-family neighborhood in Hercules to the Sierra Oaks Apartments in Turlock, received positive responses from community members. This suggests that housing can be acceptable in Turlock in a range of types, at a range of densities. This, in fact, is the most important take-away from this exercise at this time.

The exercise also provided a window on community preferences about design qualities. Though this aspect will not be directly dealt with at this stage of the planning process, it is interesting to observe features that seem to have been appreciated. These features include curving streets; ample landscaping, with flowering bushes; covered front porches; facades and massing that show both repeating patterns and variations; and buildings whose primary dimension is horizontal rather than vertical.

3 Growth and Expansion Alternatives

The next section of the meeting—and the most important—considered primarily where new development should occur during the General Plan timeframe. The alternatives analysis identified five potential growth areas in the Southeast, which are designated for development under the current General Plan but remain outside City limits today; and five potential growth areas in the Northwest, which are currently agricultural land designated as "urban reserve."

Four alternative growth scenarios were presented, using different combinations of these potential growth areas. Each alternative uses the same growth projection. To varying degrees, each alternative follows from the expectation that housing development over the next twenty years will involve a much higher share of multi-family housing than it has in the past. This is why compact neighborhood and housing types were introduced first. The alternatives differ from one another in the location of new development, its density, and the amount of infill.

After the presentation of alternatives, each table discussed them, and moderators shared the key points of that discussion with the larger group. The alternatives are summarized below, along with responses from the community.

3.1 THE FOUR ALTERNATIVES

ALTERNATIVE A: SOUTHEAST ONLY

In Alternative A, Turlock would grow only to the Southeast during the planning period. Two subareas of the Southeast closest to the City would develop as very compact planned neighborhoods, while most of the remainder would have more moderate densities. Development would remain to the east of Highway 99, and would involve 10,100 units overall. Based on preliminary analysis, the furthest-southeast expansion areas (Southeast 4 and 5) would probably not be feasible to develop until a new interchange is built at Highway 99 to handle increased traffic.

About 33 percent of new housing, or 5,000 units, would be expected to be infill, built within already-developed parts of Turlock. About 65 percent of new units would be townhomes, condominiums, apartments, and senior housing. Overall residential density in the expansion areas would be 8.0 units per acre.

ALTERNATIVE B: NORTHWEST EMPHASIS

Alternative B is the near-opposite of Alternative A. The City would grow only slightly to the Southeast, with 3,200 units in Subareas 1 and 3. The rest of Turlock's expansion would go to the Northwest, where 8,500 units would be developed in new planned neighborhoods dominated by compact housing types, at an average density of 9.1 units per acre. About a quarter of new development, or 3,500 units, would be expected to occur in infill areas in the City. Improvements to the Taylor and Monte Vista interchanges on Highway 99 would probably be necessary.

ALTERNATIVE C: MOST COMPACT

In Alternative C, the primary emphasis is to minimize the footprint of new development, and preserve the greatest amount of farm land. As in Alternative A, this alternative relies on higher-density infill within the City to account for about 5,000 units, or one-third of new residential development. New development in expansion areas would be divided between the Southeast (5,900 units in Subareas 1, 2, and 3), and the Northwest (4,200 units in Subarea 1A). More than two-thirds of new housing would be attached housing, and new neighborhoods would have an average residential density of 9.0 units per acre. This form of development is not anticipated to trigger requirements for major infrastructure improvements beyond those that the City has already planned.

ALTERNATIVE D: MODERATE COMPACT

Alternative D is the alternative with the least aggressive density targets for new neighborhoods, projecting a more or less 50/50 detached/attached housing split, and an average density of 7.4 units per acre. In this alternative, infill housing would account for 4,000 units, or about one-quarter of growth. 6,400 units would be built in the Northwest, at moderate densities, and 4,900 units would be built in the Southeast, at a range of densities.

3.2 COMMUNITY RESPONSES

The Community Workshop had six table discussion groups, with between three and eight participants each. Discussions of the growth and expansion concepts were lively, and at times heated. Some tables came to agreement over preferred alternatives; others settled on compromises, or presented to full group with a range of voices more than a preferred alternative.

ALTERNATIVE A: SOUTHEAST ONLY

Positive Responses

Alternative A was the preferred choice of two table groups, and an acceptable choice to a third. One table that promoted Alternative A noted that City Council had already endorsed the concept of growing toward the Southeast during the previous General Plan process, and a new interchange for the Highway 165 bypass was already planned. This table argued that Alternative A would both preserve a coherent block of farmland in the Northwest, and help to support downtown by directing growth to the closer-in Southeast. Further, it could create an attractive entrance to the city from the south. The other two tables that chose Alternative A or were amenable to it emphasized farmland preservation and a policy of keeping residential development focused toward the downtown.

Negative Responses

A participant at one table felt that development in the Southeast would be very costly, while another was concerned about the high water table there. A third didn't like the idea of all development going either in one direction or the other. Another table ruled out Alternative A because they believed it would create crosstown traffic congestion, a concern shared by some at tables that preferred Alternative A overall.

ALTERNATIVE B: NORTHWEST EMPHASIS

Positive Responses

At one table, participants could accept Alternative B, C or D. This table argued dismissed Alternative A out of concerns about traffic. No group picked Alternative B outright over all others.

Negative Responses

Participants at two tables were clearly opposed to a growth strategy that emphasized the Northwest. At one table, it was said that allowing development in the Northwest would undermine the appeal of the Southeast. Of greater concern, new areas would be disconnected from downtown, and would amount to "sprawl development." Another table more simply was against development west of the freeway, and wanted to preserve the area as farmland.

ALTERNATIVE C: MOST COMPACT

Positive Responses

Alternative C was the preferred choice of one table, and an acceptable choice to two others. The table that endorsed C

saw it as a good compromise between Northwest and Southeast, which both presented significant downsides for development. Alternative C was also liked for its emphasis on infill development. The second table appreciated the way Alternative C would concentrate development and help make the center of the city more important.

Negative Responses

At a table that favored Alternative A (Southeast Only), Alternative C was appreciated for preserving farmland, but there was concern that it would both open the door to more intensive development west of the freeway and undermine development in the Southeast. Another table that preferred A was against any alternative that involved residential development west of the freeway.

ALTERNATIVE D: MODERATE COMPACT

Positive Responses

Alternative D was the preferred alternative for one table, and an acceptable one to two others. The table that favored D liked that it was less dense. They believed it made sense to be oriented to areas with better freeway access, and access to Monte Vista Crossings.

Negative Responses

At the table that preferred Alternative D, there was some concern about access to schools and hospitals, and the need for crosstown bike paths. There was also concern about loss of farmland. Alternative D's impact on farmland was noted by another table that chose Alternaive A; another table in favor of Alternative A called Alternative D "horrifying beyond belief."

OTHER ALTERNATIVES

One table suggested that the area northeast of Turlock around Taylor and Waring roads should also be considered for development.

CONCLUSIONS

The debate over whether to grow to the Southeast or to the Northwest, or both, exposes a fault line in this community. To some, development should occur in the Southeast because there it could reinforce downtown as the center of the community and would be directly connected to existing neighborhoods and services. To others, it is just as clear that it makes most sense to grow where the capacity of roadways to handle traffic is the greatest, where freeway access is easiest, and where development interest has been strongly demonstrated in recent years—the Northwest.

At the Community Workshop, the alternative with the most vocal support was Alternative A, which would facilitate development only in the Southeast. Alternative B, which emphasized full development of the Northwest, received the least support. However, Alternatives C and D, which involved varying amounts of development in both areas, attracted significant support. ***Based on this feedback, it seems that most participants would prefer development in the Southeast. Many would accept development in the Northwest in addition, but not instead.***

4 Parks and Open Space

The last topic of discussion for the Community Workshop was how the further development of the parks and open space system in Turlock could shape community character as the city grows. The consulting planners reported that in order to continue to meet the General Plan's standard of 4.5 acres of park land per 1,000 residents, Turlock would need some 217 acres of new park land by 2030. The location of future park land could depend upon the preferred land use plan chosen.

4.1 PARK SYSTEM CONCEPTS

Planners presented six park system concepts—any number of which could be combined in an overall parks system—and showed positive examples of each. These concepts were as follows:

Distributed Neighborhood Parks. Turlock has a successful practice of combining neighborhood parks with storm drainage basins, and using school playfields as neighborhood parks, and these practices could continue and be improved upon.

Parks and Neighborhood Centers. Certain public spaces may be located and designed so that they provide flexible community gathering places, and a community image. Downtown Hayward was shown as an example.

Large Community Parks. To keep pace with population growth, Turlock could add one or two large community parks in the coming 20 years. In these parks, the city has an opportunity to incorporate new and unique citywide attractions. Examples from Folsom and Encinitas were shown.

Linear Parks. Davis' greenbelts show how such a linear system can stretch throughout the city and create a secondary circulation system for cyclists and pedestrians, while bringing green space close to all residents.

Greenbelts. Greenbelts are provide a buffer between incompatible agricultural and residential uses, and provide trail corridors. They also help to keep a town distinct from its neighbors. Turlock has established greenbelt buffers along the city boundary in the northeast.

Green Streets. "Green streets" were presented as the concept of treating the city's most basic form of public space—streets—as multi-functional places with environmental benefits. Streets can be designed or modified so that they better accommodate bike and pedestrian travel, and incorporate storm water management. A project in Portland was shown as an example.

4.2 COMMUNITY RESPONSES TO THE PARK SYSTEM CONCEPTS

Park system ideas seem to have inspired good discussions at the tables, as well as a sense that all these concepts could be supported by the community. None seem to have risen clearly to the top, and none were broadly disliked. Based on the comments recorded by the facilitators, and on an informal poll at the end of the discussion, neighborhood parks and linear parks with trails appeared to have been the most popular ideas. Some comments follow.

Neighborhood Parks

Partipicants seemed to appreciate neighborhood parks and noted some key desirable features: mature trees and play equipment. The practice of using storm drainage basins as neighborhood parks was approved of. Crane Park was noted by more than one table as a very nice park; one table also pointed to Graceada Park, an old park in central Modesto, as a terrific model.

Parks and Neighborhood Centers

This concept did not lead to much discussion.

Large Community Parks

The potential for a regional park to serve the growing community, which would include new types of facilities, captured the imagination of some participants. At one table, tennis, basketball, and volleyball courts, softball fields, horse shoes, and a water park came up as desirable elements. One table proposed adding elements to Donnelly Park. One table forcefully proposed another dog park.

Linear Parks

A system of linear parks with trails was perceived as "a good idea," and a means to achieve "more walking and biking, enjoying green space," and "a healthier community." This park type was discussed positively by almost all tables.

Greenbelts

At two tables, greenbelts were affirmed as a good feature. A third table reported the observation that greenbelts are "not as usable," and can become "wasted space."

Green Streets

The image of a sidewalk separated from the street by a landscaped bioswale, curb bulb-outs for pedestrians, and a

clearly marked bike lane appealed to at least one table; another table reported to be "not interested" in that concept.

Appendix A: Workshop Agenda

January 28, 2010
Turlock Senior Center
6:30 – 8:30 p.m.

TURLOCK GENERAL PLAN UPDATE
ALTERNATIVES WORKSHOP

AGENDA

1. **Welcome (Debbie Whitmore, City of Turlock)**
2. **Alternatives Studied (Leslie Gould, Dyett & Bhatia)**
3. **Exercise #1: Compact Neighborhoods and Housing Types**

   Think about the examples of compact neighborhoods presented. What aspects of each do you like or dislike? Note any that you particularly like the best. Record your answers on the handouts.
4. **Exercise #2: Growth and Expansion Alternatives**

   Consider the four alternatives for future growth and expansion of the City of Turlock. Which do you like best? Does anything concern you? Is there an alternative not shown that you would prefer instead? Discuss at your table; tables will report back to the whole group.
5. **Exercise #3: Parks and Open Space**

   Think about the types of parks and open space presented. Which do you like best? Which do you think would best fit Turlock? Discuss at your table; tables will report back to the whole group.
6. **Next Steps and Adjournment**

CONTACT INFORMATION

Interested in learning more about the General Plan Update and staying informed throughout the process?

Please visit the website: http://www.gpupdate.turlock.ca.us

Or Contact:

Debbie Whitmore, Deputy Director
Development Services Department, Planning Division
156 S. Broadway, Suite 120
Turlock, CA 95380-5454
209-668-5640
Email: gpupdate@turlock.ca.us

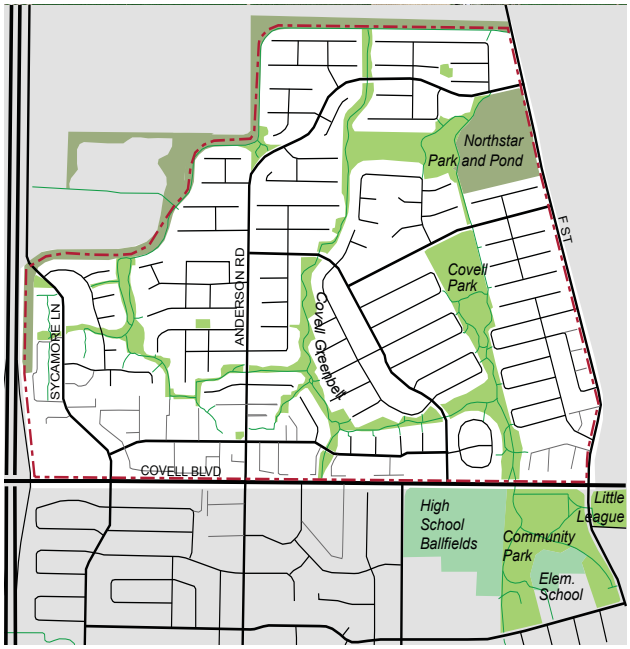
Appendix B: Individual Surveys

TURLOCK GENERAL PLAN UPDATE

COMMUNITY WORKSHOP #2: ALTERNATIVES

COMPACT NEIGHBORHOOD TYPES

North Davis



	DISLIKE				LIKE
Land Use & Density	1	2	3	4	5
Streets & Open Space	1	2	3	4	5
Overall Neighborhood Character	1	2	3	4	5

Other Comments

Hercules

	DISLIKE				LIKE
Land Use & Density	1	2	3	4	5
Streets & Open Space	1	2	3	4	5
Overall Neighborhood Character	1	2	3	4	5

Other Comments

(over)

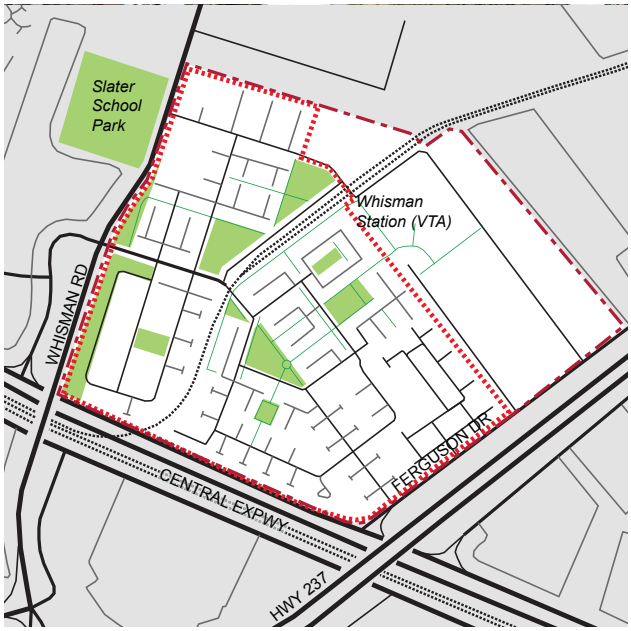
COMPACT NEIGHBORHOOD TYPES

Rivermark (Santa Clara)

	DISLIKE				LIKE
Land Use & Density	1	2	3	4	5
Streets & Open Space	1	2	3	4	5
Overall Neighborhood Character	1	2	3	4	5

Other Comments

Whisman Station (Mountain View)



	DISLIKE				LIKE
Land Use & Density	1	2	3	4	5
Streets & Open Space	1	2	3	4	5
Overall Neighborhood Character	1	2	3	4	5

Other Comments

TURLOCK GENERAL PLAN UPDATE COMMUNITY WORKSHOP #2: ALTERNATIVES

LOW DENSITY HOUSING TYPES: TRADITIONAL AND LOT SINGLE FAMILY

Please rate each image on a scale of 1 to 5, where 1 is "Dislike" and 5 is "Like."
Consider how appropriate each example would be for future residential development in Turlock.

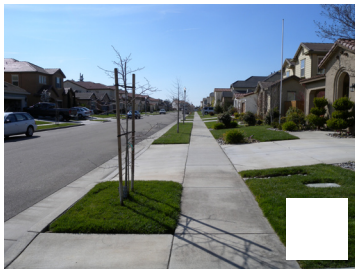
3-7 DU/AC

Turlock

Davis

Hercules

Lodi



7-9 DU/AC (SMALL LOT)

Manteca

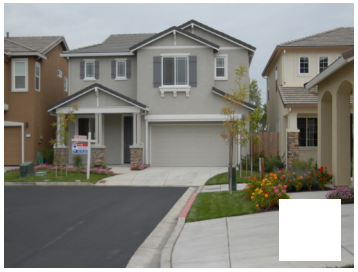
Davis

Fairfield

Visalia

Fairfield

Lodi



Santa Clara

Mountain View

Santa Clara

Hercules

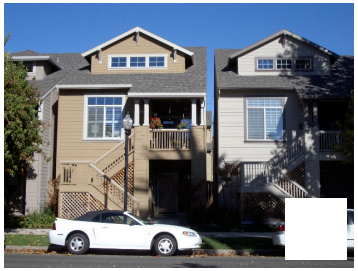
(over)

MEDIUM AND HIGH DENSITY HOUSING TYPES: TOWNHOMES, APARTMENTS, AND CONDOMINIUMS

Please rate each image on a scale of 1 to 5, where 1 is "Dislike" and 5 is "Like."
Consider how appropriate each example would be for future residential development in Turlock.

TOWNHOMES (9-16 DU/AC)

Sacramento Area



Fairfield

Mountain View

Turlock

Davis

Santa Clara

Mountain View

APTS / CONDOS (15-30+ DU/AC)

Turlock

Hercules

Davis

Sacramento Area

Manteca

Sacramento

Fairfield

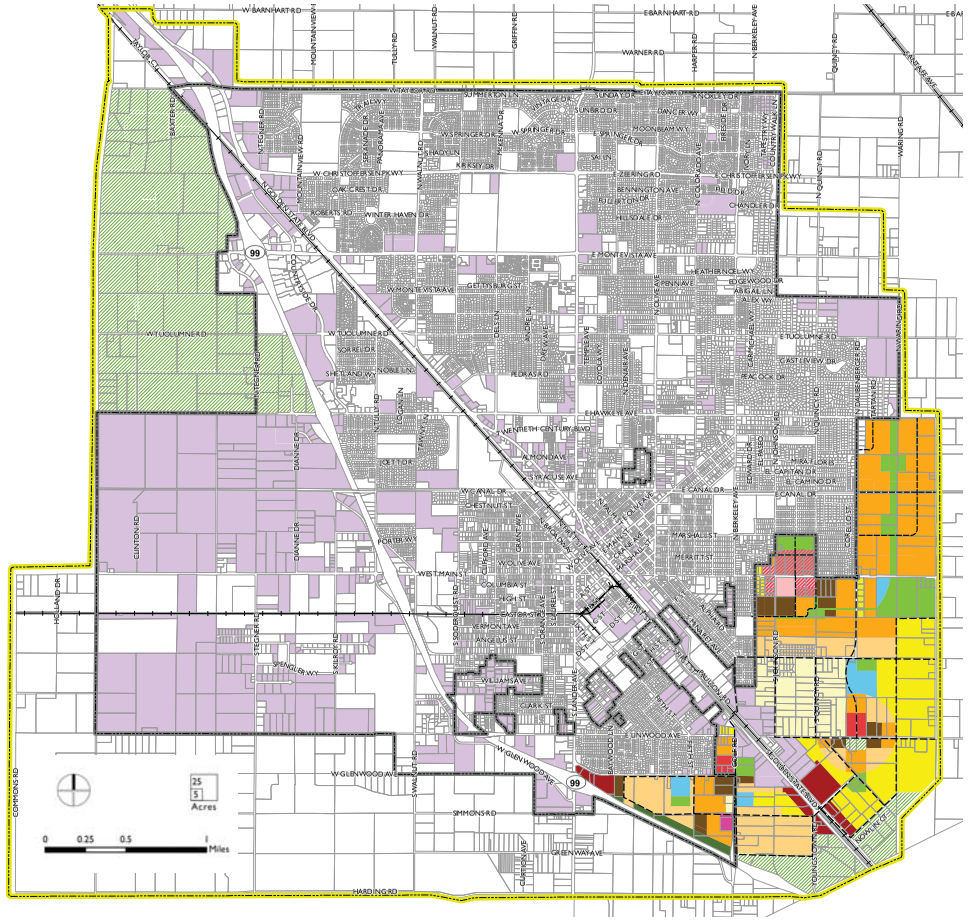
Visalia

Lodi

Manteca

Appendix C: Alternatives

Alternative A
Southeast Only



- Very Low Density Residential (0.2 - 3 du/ac)
- Low Density Residential (3 - 7 du/ac)
- Low-Medium Density Residential (5 - 10 du/ac)
- Medium Density Residential (7 - 15 du/ac)
- High Density Residential (15 - 30 du/ac)
- Heavy Commercial
- Community Commercial
- Community Commercial or Office
- Office
- Neighborhood Center Mixed Use
- Office or High Density Residential
- Public
- Park
- Detention Basin
- Urban Reserve
- Potential Infill Development Sites
- Study Area Boundary
- Proposed Streets
- City Limits & County Islands

ALTERNATIVE A CHARACTERISTICS

Alternative A shows development taking place in the southeast only, continuing the City's policy of not allowing residential development to take place west of Highway 99. It assumes the highest level of infill development, 5,000 residential units, with most of the properties allowed some additional density beyond existing zoning. This alternative also assumes phased growth: Areas 1, 2 and 3 would develop first, without triggering the need for a new interchange. Areas 4 and 5 could probably not develop until a new Highway 99 interchange is built near the southern city border. Development in the expansion areas is a mix of compact and very compact, to accommodate all of the growth in the southeast area only. About 65 percent of new units are townhomes, condominiums, apartments, and senior housing. Overall gross residential density (not including infill) is 8.0 units/acre.

DEVELOPMENT POTENTIAL

Residential

TYPE/DENSITY	UNITS	PERCENT
Total Infill (all types)	5,000	33%
High Density	1,700	11%
Medium Density	4,700	31%
Low-Medium Density	1,700	11%
Low Density	1,800	12%
Very Low Density	250	2%
Total	**15,100**	**100%**

Non-Residential

TYPE	SQUARE FEET	ACRES
Community Commercial	230,200	21
Community Commercial or Office	195,300	13
Heavy Commercial	1,811,800	119
Office	320,200	21
Neighborhood Center Mixed Use	103,800	10
Public/School		35
Park		149
Total	**2,661,300**	**368**

Development Implications

Overall Residential Density

» 8.0 gross du/ac

Residential Development Types

» 35-40% traditional single family homes

» 60-65% compact development types (small-lot single family homes, townhouses, apartments, condominiums)

Shopping Center Locations and Support

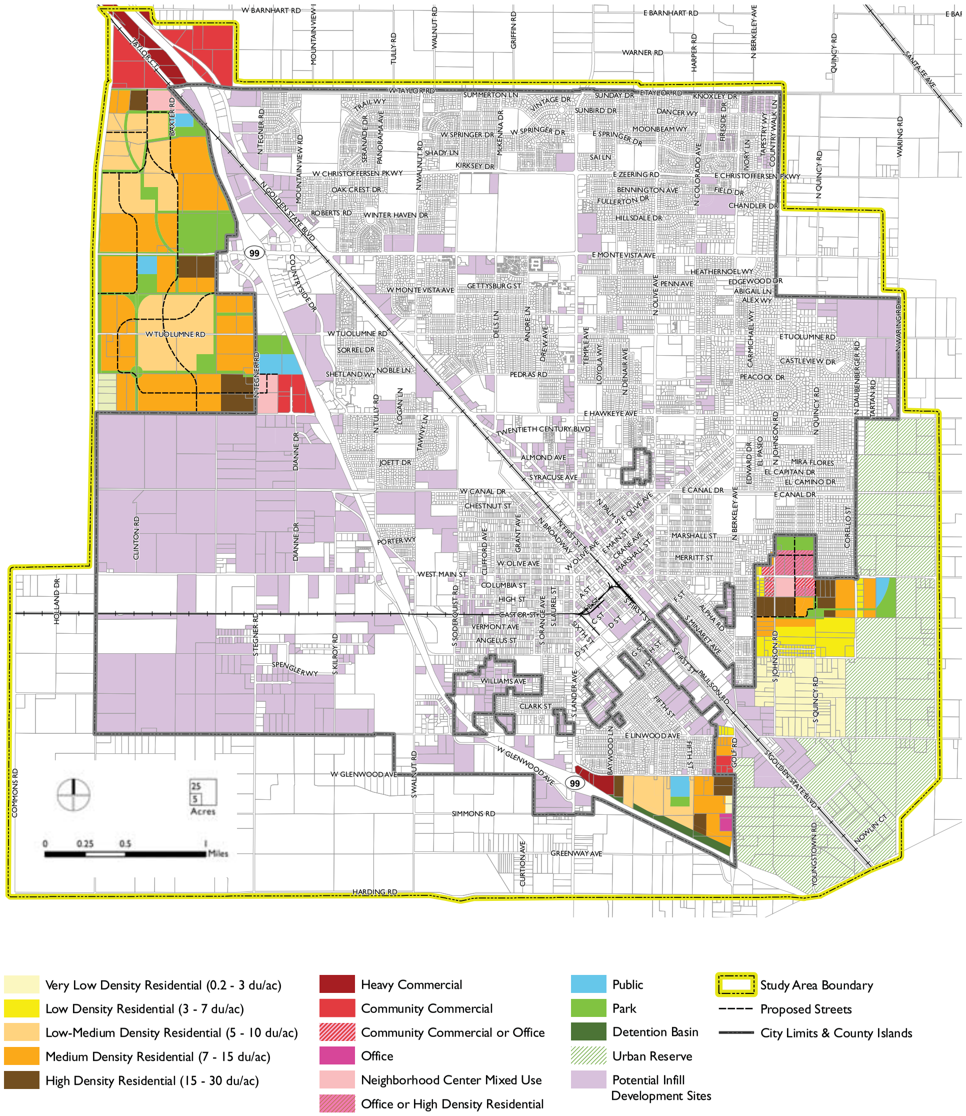
» Support for two new centers in the southeast; there are numerous options for location
- Near East Ave & Johnson Rd
- Near Hawkeye Ave & Daubenberger Rd
- Near Linwood Ave & Verduga Rd

Potential Roadway Improvements

» Planned upgrades to existing Fulkerth, West Main, and Lander Interchanges are necessary

» **New** southeast interchange necessary for full buildout of sub-areas 4 and 5

Alternative B *Northwest Emphasis*



ALTERNATIVE B CHARACTERISTICS

Alternative B emphasizes development in the northwest. While some compact neighborhood center development with multifamily housing types would still take place in the southeast (in order to support Downtown) this alternative shifts the majority of development to the northwest. No new interchange in the southeast is likely to be required. However, it is likely that with the development of the northwest, improvements to the Taylor Road and Monte Vista interchanges would be necessary. Neighborhoods in the northwest would be very compact, with predominantly medium-density housing types such as townhomes and multifamily dwellings. This alternative assumes infill development of 3,500 residential units, mostly consistent with the current General Plan, though some properties would have increased density. Density in the northwest is assumed to be very compact, in order to accommodate all the projected growth. About two-thirds of the new units would be townhomes, condominiums, apartments, and senior housing. Overall gross residential density (not including infill) is 9.1 units/acre.

DEVELOPMENT POTENTIAL

Residential

TYPE/DENSITY	UNITS	PERCENT
Total Infill (all types)	3,500	23%
High Density	2,700	18%
Medium Density	5,600	37%
Low-Medium Density	2,400	16%
Low Density	700	4%
Very Low Density	250	2%
Total	**15,200**	**100%**

Non-Residential

TYPE	SQUARE FEET	ACRES
Community Commercial	407,600	37
Community Commercial or Office	195,300	13
Heavy Commercial	1,115,800	73
Office	228,700	15
Neighborhood Center Mixed Use	541,900	50
Public/School		45
Park		256
Total	**2,489,300**	**489**

Development Implications

Overall Residential Density

» 9.1 gross du/ac

Residential Development Types

» 30-35% traditional single family homes

» 65-70% compact development types (small-lot single family homes, townhouses, apartments, condominiums)

Shopping Center Locations and Support

» Full support for shopping center in the northwest

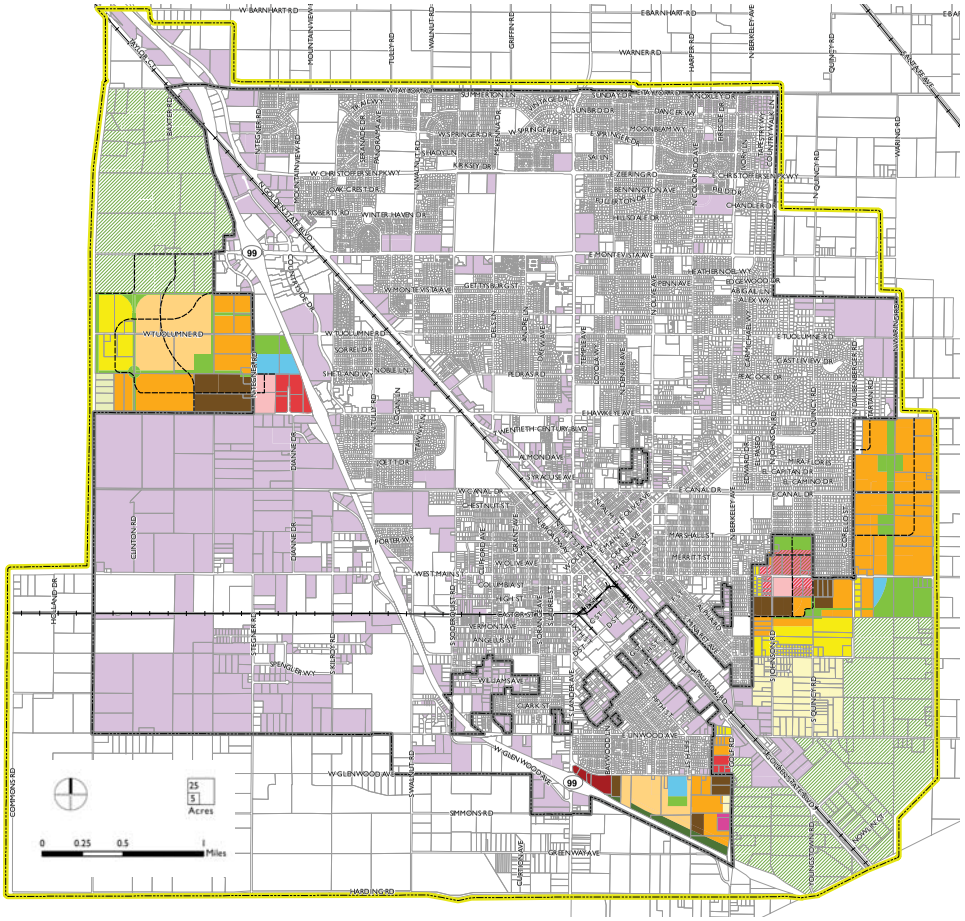
» Lighter support for shopping center in the southeast

Potential Roadway Improvements

» Planned upgrades to existing Fulkerth, West Main, and Lander Interchanges are necessary

» Improvements to Taylor and Monte Vista likely needed

Alternative C
Most Compact



- Very Low Density Residential (0.2 - 3 du/ac)
- Low Density Residential (3 - 7 du/ac)
- Low-Medium Density Residential (5 - 10 du/ac)
- Medium Density Residential (7 - 15 du/ac)
- High Density Residential (15 - 30 du/ac)
- Heavy Commercial
- Community Commercial
- Community Commercial or Office
- Office
- Neighborhood Center Mixed Use
- Office or High Density Residential
- Public
- Park
- Detention Basin
- Urban Reserve
- Potential Infill Development Sites
- Study Area Boundary
- Proposed Streets
- City Limits & County Islands

ALTERNATIVE C CHARACTERISTICS

Alternative C, the most compact alternative, divides new residential development between the northwest and the southeast. Like Alternative A, it assumes the highest level of infill development, 5,000 units, with most of the properties allowed some additional density beyond current zoning. This alternative shows how projected population growth could be accommodated on the least amount of land, minimizing farmland conversion. While detailed traffic modeling has not yet been performed for these alternatives, preliminary analysis shows that interchange improvements beyond what is already planned are not likely to be necessary for this alternative (unless triggered by other regional growth.) New neighborhoods would be very compact, having predominantly medium density housing types such as townhomes. About 65 to 70 percent of the new development would be townhomes, condominiums, apartments, and senior housing, which assumes that more residents would be in compact housing than past demographic trends indicate. Overall gross residential density (not including infill) is 9.0 units/acre.

DEVELOPMENT POTENTIAL

Residential

TYPE/DENSITY	UNITS	PERCENT
Total Infill (all types)	5,000	33%
High Density	2,500	16%
Medium Density	5,100	34%
Low-Medium Density	1,200	8%
Low Density	1,000	7%
Very Low Density	250	2%
Total	**15,100**	**100%**

Non-Residential

TYPE	SQUARE FEET	ACRES
Community Commercial	407,600	37
Community Commercial or Office	195,300	13
Heavy Commercial	1,115,800	73
Office	228,700	15
Neighborhood Center Mixed Use	333,600	31
Public/School		28
Park		204
Total	**2,386,000**	**401**

Development Implications

Overall Residential Density

» 9.0 gross du/ac

Residential Development Types

» 30-35% traditional single family homes

» 65-70% compact development types (small-lot single family homes, townhouses, apartments, condominiums)

Shopping Center Locations and Support

» Full support for shopping center in the southeast

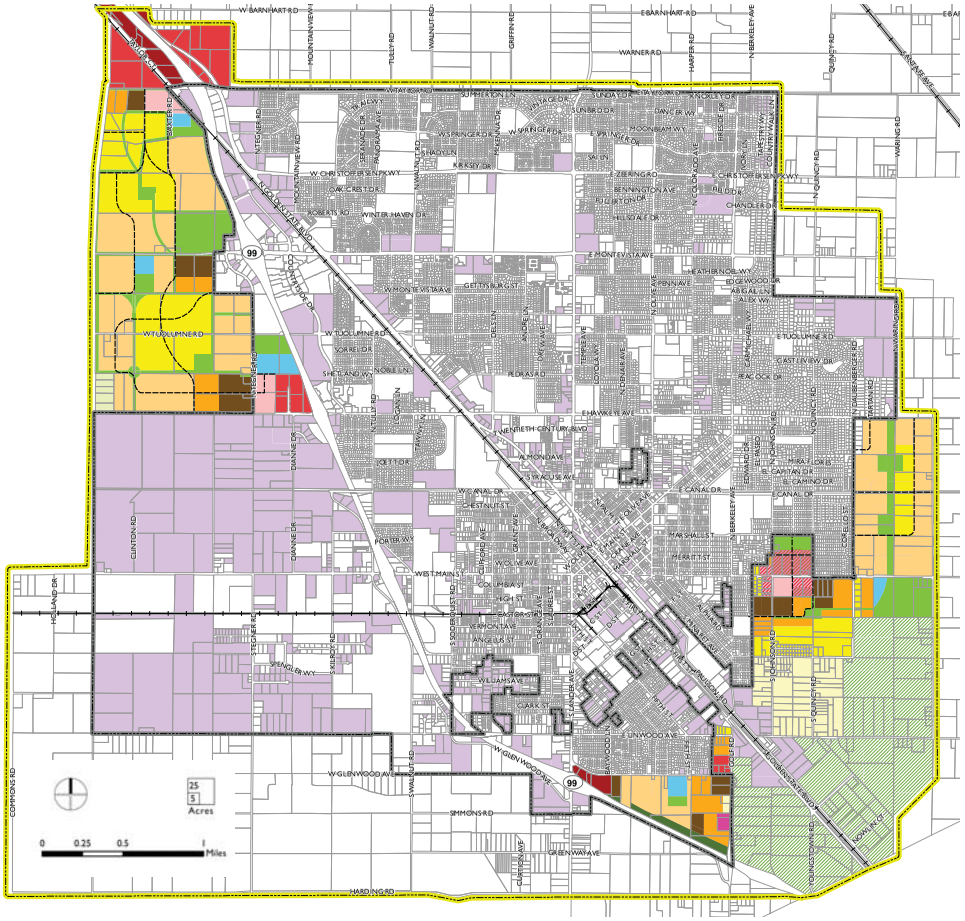
» Lighter support for shopping center in the northwest

Potential Roadway Improvements

» Planned upgrades to existing Fulkerth, West Main, and Lander Interchanges are necessary

» No other interchange improvements likely beyond what is already planned, unless regional growth triggers need for a new southeast interchange

Alternative D
Moderate Compact



Very Low Density Residential (0.2 - 3 du/ac)
Low Density Residential (3 - 7 du/ac)
Low-Medium Density Residential (5 - 10 du/ac)
Medium Density Residential (7 - 15 du/ac)
High Density Residential (15 - 30 du/ac)
Heavy Commercial
Community Commercial
Community Commercial or Office
Office
Neighborhood Center Mixed Use
Office or High Density Residential
Public
Park
Detention Basin
Urban Reserve
Potential Infill Development Sites
Study Area Boundary
Proposed Streets
City Limits & County Islands

ALTERNATIVE D CHARACTERISTICS

Alternative D shows moderately compact growth. Like Alternative C, development is split between the northwest and the southeast, but lower residential development densities result in more land developed in the northwest. Southeast Areas 1, 2 and 3 would develop first, without triggering the need for a new interchange. With the development of the northwest, improvements to the Monte Vista and Taylor Road interchanges would likely be necessary. A new southeast interchange may or may not ultimately be needed, depending upon regional growth. This alternative assumes infill development of4,000 units, with about half of the properties allowed some increased density beyond current zoning. New residential development would be in compact, walkable neighborhoods, with small lot single family homes and townhomes as the predominant development types. Approximately 50 to 55 percent of development would be single family homes, which matches the projected demand based on Turlock's past demographic trends. Overall gross residential density (not including infill) is 7.4 units/acre.

DEVELOPMENT POTENTIAL

Residential

TYPE/DENSITY	UNITS	PERCENT
Total Infill (all types)	4,000	26%
High Density	2,700	17%
Medium Density	1,200	8%
Low-Medium Density	4,900	32%
Low Density	2,300	15%
Very Low Density	250	2%
Total	**15,300**	**100%**

Non-Residential

TYPE	SQUARE FEET	ACRES
Community Commercial	407,600	37
Community Commercial or Office	195,300	13
Heavy Commercial	1,115,800	73
Office	228,700	15
Neighborhood Center Mixed Use	541,900	50
Public/School		45
Park		335
Total	**2,489,300**	**568**

Development Implications

Overall Residential Density

» 7.4 gross du/ac

Residential Development Types

» 50-55% traditional single family homes

» 45-50% compact development types (small-lot single family homes, townhouses, apartments, condominiums)

Shopping Center Locations and Support

» Good support for one center in northwest and one center in southeast

Potential Roadway Improvements

» Planned upgrades to existing Fulkerth, West Main, and Lander Interchanges are necessary

» Improvements to Taylor and Monte Vista interchanges likely; southeast interchange necessary only if triggered by regional growth

Appendix D: Table Discussion Notes

This section contains the transcribed notes from each table group at the workshop. Individual participant responses to the first set of exercises, on compact neighborhoods and housing types, are included in the main text.

COMPACT NEIGHBORHOOD AND HOUSING TYPES

In this exercise, participants were asked to rate each compact neighborhood example in three categories: Land Use and Density, Streets and Open Space, and Overall Character. The results are shown in the Table 2-1, above. Transcribed comments from the worksheets are shown below. Where comments are repeated by multiple participants, the number of participants who made the same comment is shown in parentheses.

COMPACT NEIGHBORHOOD TYPES

North Davis

- I like the open space between the homes (3)
- What would be needed to add a senior high rise in a setting like this?
- Bike paths throughout in green space – very nice.
- Nice mix of housing and open space
- Residential land uses appear to be split by Covell Blvd. May be better to mix density and housing types /products into North side of Covell Blvd.
- Liked the sidewalks/trails

Hercules

- Homes look too compacted
- Like some integrated commercial
- Nice balance of residential densities and housing types

Rivermark (Santa Clara)

- I like the garage in the back.
- Convenient but not a lot of open space.
- High rises for senior housing

Whisman Station (Mountain View)

- Too dense for Turlock (2)

LOW DENSITY HOUSING TYPES

Participant responses are tabulated, and shown in Tables 2-2 through 2-5 above. No additional comments were recorded on the worksheets.

GROWTH AND EXPANSION AREAS

Transcribed table discussion notes follow.

Table 2

1. Southeast dev. is very costly – waste of money
2. soils are more "prime" in northwest
3. Alt. C is a good compromise
4. Don't like all growth in Northwest *or* Southeast
5. Southeast dev – helps support/revitalize downtown.
6. Highwater table in SE
7. Offer incentives for infill development

Table 3

*D:
Like to see the city grow
SE growth

C:
More development closer to downtown
More centralized shopping

*A:
Less Ag land used
More draw to downtown

Table 4

Like B&D best
Better for traffic flow

Concern A will cause too much crosstown traffic

C: Saves farmland (maybe difficult to farm)
Like mixed use idea

Table 5

Like Best – D4
Like balance, like density

Less dense
Freeway access
Access to Monte Vista Crossings
Access to schools
Farmland use
Need crosstown bike paths
Traffic, congestion, bike paths close to schools
Hospital access

Table 6

Likes Southeast Only
Council had a plan
Preserves farmland

Interchange planned
165 Bypass – Hilmar-Merced

Encourages use of downtown/business
Encourage lt. rail in future

A. creates attractive entrance to City

Dislikes:
Undermines development in SE
Takes away development
Pedestrians will not have access – disconnect downtown
Impact on Wisp

Creates "sprawl"
Taffic issues
Neighborhoods – divided by Shopping Center

C. +saves farmland
- still on other side of freeway
+JKB beginning to plan
- undermines the build out of other green area

D. "horrifying beyond belief"

Table 7

Trees planted around high-rise (Ralston Tower in Modesto). Like this look.

Goal to preserve farmland.

Alt.A:
Low use of farmland-good
Infill approach is positive
No residential growth in the North-good
Concerned about traffic in S.E.

Alt. B, C, D:
No- Due to impact on farmland in the North. West of freeway.

Explore in the N.E. areas as a possible development site (Taylor to Waring area)

PARKS AND OPEN SPACE

Transcribed table discussion notes follow.

Table 2

1. Need variety of park types
2. Develop Donnely Park to include tennis courts, bocce ball court, etc.
3. Linking up off-street trails is a good idea.
4. Need a Graceda Park!
5. Need another dog park!!

Table 3

Large established trees similar to Crane

Linear: walkability, established trees
Travel walking or biking
Green

Storm Drains: like use of storm drains for parks/open space

Facilities incorporated into larger parks

Parks:
Like to see more walking and biking, enjoying green space, healthier community

Table 4

Like open neighborhood parks with the idea of bike paths.

Like greenbelts at City limits with bike paths.

Table 5

Linear: Can get you somewhere, nice feel, like being able to walk through the park

Greenbelt: not as useable, wasted space, like being able to walk/jog/play in area

Green Street: bike, like Portland corner, like sidewalk separate from traffic, don't like sidewalk on street

Neighborhood: need play equipment
Neighborhood center:
Community: like Folsom Park

Like mix of park types, would like tennis courts, horse shoes, basketball, softball, volleyball, like water park, don't need botanical garden, would like more bike paths/parks in S. East area

Table 6

Parks:
Linear Parks
Connects downtown

Encourages bike use
Creates "Green"
Large Community Parks
Serve growing Community
Regional – concentrate on "SE" area
Encourage shopping. Ride/walk.

Table 7

Bike trails
Walking Trails
Need trees for shade (not like Bristol)
Crane Park – good – need more like this
Stormwater/curb extension (not interested)
Greenbelts needed
Like community parks