



Exhibit I: Conditions of Approval
Vesting Tentative Subdivision Map 2002-06 [Bridle Ridge Phase 1]

[including Errata as approved by Planning Commission, March 5, 2003]

Project Authorization

1. The Vesting Tentative Subdivision Map for Bridle Ridge Phase 1 (Exhibit G: A1 – A7) shall be in conformance and consistent with the Bridle Ridge Specific Plan, and other applicable City ordinances, regulations and policies. The conditions listed below are applicable to this permit and shall not be construed to permit violations of other regulations and policies not listed.
2. Approval is limited to those land uses and regulations contained within the Bridle Ridge Specific Plan, including any amendments as approved by the Oakdale City Council and referenced herein, the Development Agreement between the City of Oakdale and Rodden/Jackson, and other applicable City requirements. The Tentative Map shall become valid upon Council action on the accompanying BRSP Amendments, which include basic zone designation changes required.
3. The Vesting Tentative Map for Bridle Ridge Phase 1 shall expire within two years from the date of the approval of the Map by the Planning Commission, unless a request for extension is received and approved by the City, pursuant to the Subdivision Map Act.
4. Multiple final maps may be filed based on the approved tentative map. If multiple final maps are filed by phase, the City reserves the right to specify the extent of public improvements required to be constructed with each separate phase of subdivision construction that provides for orderly development of the project to protect the public safety and general welfare, including consistency with the expectations of the timing of public improvements delineated in the operative Development Agreement.
5. The master developer, or subsequent owner(s), of all real property contained in the boundaries of this vesting tentative map will incur all obligations of the Development Agreement between the City of Oakdale and Rodden/Jackson as adopted by City Council Ordinance No. 1091, adopted on August 5, 2002. Any amendments to the obligations identified within this development agreement may only be modified in a manner identified in said agreement.
6. The subdivider and all subsequent owners of interest in all or part of the subdivision is required to defend, indemnify, or hold harmless the City, its officers and employees for any claim, action or proceedings against the City to set aside the approval of the map as set forth in the Government Code Section 66474.9. The City shall promptly notify the subdivider of any claim, action or proceeding to set aside the approval and shall cooperate fully in the defense.
7. Development shall conform to the tentative subdivision map designated by the City as Exhibit A1 through A6 including any changes indicated by project conditions or required by the City in the approval process. The applicant shall submit any required amended maps to the Planning Division of the Community Development Department within 90 days of project approval.



CITY OF OAKDALE
Planning Commission Resolution 2003-XX

Adopted by the Planning Commission March 5, 2003

Project Specific Conditions

Public Works Conditions

8. The development of the project shall include all backbone infrastructure, public and in-tract improvements, including infrastructure, traffic and pavement markings, parks, multi-use trails, landscaping and frontage improvements, consistent with the phasing of improvements and public facilities identified in the Specific Plan and the relevant Development Agreement for development of each phase of the project. Improvements within this vesting tentative map include construction of the Willowood Drive undercrossing structure, extension of Willowood Drive with full width improvements, Bridle Ridge Way to Greger Road, the neighborhood park, the pedestrian/bicycle pathways along the OID Lateral area and adjacent to the BNSF Railroad, and the Ash Avenue box culvert undercrossing structure (Reference Figures 6.2, 6.7, 6.8, 6.9 and 6.11 of Specific Plan) including dedications, infrastructure, masonry wall, perimeter fencing, landscaping, meandering pathways, and street improvements consistent with the Specific Plan.
9. Improvement Plans for grading, drainage, streets, and all public improvements including land use, infrastructure, circulation and streetscapes, public/park facilities, landscaping and trails, design expectations and environmental mitigation components shall be approved by the City Engineer, Public Works Director, Community Development Director, and Parks and Recreation Director, and shall be generally consistent with the Bridle Ridge Specific Plan, the operative Development Agreement, and Public Works standards, prior to recordation of a final map(s).
10. All street widths, including designated right-of-ways, delineated parkways, sidewalks, and additional landscape areas on specific designated streets, shall conform to the Bridle Ridge Specific Plan standards including details shown on Exhibit G:A2, BRVTSM Phase 1, as amended.
11. Public sidewalks shall be a minimum width of five feet (5'), which shall include a one-foot (1') sidewalk easement into the adjacent ten-foot (10') PUE. Street dimensions and design may vary marginally from Specific Plan standards, subject to City review and approval of any deviations, and a finding that the adjustments are minor and generally consistent with the Specific Plan Circulation Element.
12. All street curb returns at standard intersections are to be minimum twenty-five foot (25') radius; and a minimum fifteen-foot (15') radius at designated bump-out intersections. The concrete returns shall be kept to a minimum necessary to allow for ADA required ramps, the remainder of the parkway area to be landscaped.
13. Elongated cul-de-sac designs shall be provided for the cul-de-sac at the end of "A" Court, the three cul-de-sacs along "A" Circle; and the cul-de-sac at "K" Court and "D" Court.
14. A detail shall be added to Exhibit G: A2, Street Cross-Sections, to show the public alleyway at a minimum width of twenty-feet (20') concrete paved surface; a minimum three-foot (3') planting easement on each lot abutting the twenty-foot



CITY OF OAKDALE
Planning Commission Resolution 2003-XX

Adopted by the Planning Commission March 5, 2003

public alley; and low-level light standards. Each abutting lot shall provide a concrete pad inset from this planting easement for the placement of a minimum of two (2) standard trash receptacles with adequate screening. CC&R's shall include a notation that prohibits the removal of this designated trash receptacle pad by each resident.

15. The eastern alleyway connection at Bridle Ridge Way shall be eliminated and relocated to access "A" Circle between Lots 45 & 46, as shown on Exhibit G: A4.
16. Landscape elements within the traffic roundabout shall be limited to low-lying shrubs and ground cover materials which may include minor accessory structures. Due to extensive underground utilities, large root-invasive trees will not be permitted unless utilities therein are appropriately situated per City approval.
17. Final maps shall dedicate for each phase the associated public facilities, including but not limited to street frontage for Rights-of-way consistent with the Specific Plan (Figure 6.2), park, pedestrian/bicycle pathway, etc. Minor refinements can be approved during improvement plan review, subject to approval of the Community Development Director, Public Works Director and City Engineer. All public areas within the project shall be dedicated on the final map to the City of Oakdale.
18. Temporary road barricades at the southerly termination of Ash Avenue, "A" Street, and Willowood Drive will be permitted to include a locked gate to ensure continued access for adjoining property owners and their agents upon agreement to relinquish the existing Ash Avenue easement.
19. The exact specifications for the design and location of storm drains, sanitary sewers, and water supply systems may be modified from the conceptual engineering in the Specific Plan and/or Development Agreement, to meet City Standards as required by the Public Works Director and City Engineer.
20. A grading permit shall be required prior to mass grading for the project, and include Best Management Practices for erosion and dust control, and immediate revegetation of the site as needed for erosion control. Erosion controls shall be utilized to prevent dirt from lots going into street rights-of-ways and into drainage systems.
21. A NPDES General Permit for Storm Water Discharges Associated with Construction Activities, NPDES No. CAS000002, Order 99-28-DWQ is required when a site involves clearing, grading, disturbances to the ground, such as stockpiling, or excavation that results in soil disturbances of at least one acre of total land area.
22. All manufactured slopes, ratios and retaining walls shall be subject to the approval of the City Engineer.
23. Major site grading operations shall not occur from November to March without specific approval of the Community Development Director.



CITY OF OAKDALE
Planning Commission Resolution 2003-XX

Adopted by the Planning Commission March 5, 2003

24. Not more than a two-foot (2') grade differential will be created between new lots and adjacent existing lots outside the property territory.
25. Any retaining walls necessary for final lot construction shall be identified on the final improvement plans with details approved by the Public Works Director and City Engineer.
26. Prior to Map Recordation, a detailed hydrology/drainage study will be required and submitted to the City Engineer for review and approval. The Study shall be prepared by a registered Civil Engineer and shall include existing and proposed conditions.
27. The detailed hydrology/drainage study will provide for a Plan Area positive drainage system via on-site detention basins within open space park sites offering temporary storage and percolation with collection and transmission to Crane Road for the ultimate storm water drain system connection to the Stanislaus River. This may require double-piping in some streets and valves at basins.
28. The area wide positive drainage system will include all developed areas of the subdivision including the open space trail systems and the public alley ways.
29. Percolation calculations shall demonstrate that the park basins are adequately sized to handle stormwater run-off for the project and systems. Detention basins shall not exceed five-feet (5') in depth with maximum side slopes of 4:1 unless an alternate standard is approved by the City Engineer and Public Works Director.
30. Park basins shall have french drains in bottoms for collection and temporary on-site percolation of nuisance waters. Park basins shall be designed to be dry within 24 hours. Basins shall be designed with raised flat areas for playgrounds and/or useable landscaped recreational open space. Basin landscaping shall be installed pursuant to timing identified in the BRSP and operative Development Agreements.
31. Larger catch basins, other than City of Oakdale Standards may be required due to the amount of surface area draining in a catch basin. All catch basin runs shall be connected into a manhole.
32. The developer shall provide twelve-inch (12") minimum waterlines on Willowood Drive and Bridle Ridge Way (including its extension to Greger Road). A ten-inch (10") minimum waterline shall be provided on the internal road (Ash Avenue extension) extending to the southern property line as shown on Figure 8.1 of the Bridle Ridge Specific Plan.
33. The twelve-inch (12") water main planned for Bridle Ridge Way shall be extended to connect with the existing twelve-inch (12") water main at the west edge of Greger Road with the first phase of development in order to provide a looped water system. Details shall be shown on the subdivision improvement plans.
34. The public water system shall be designed for a pressure zone system and shall include installation of a pressure sustaining valve near the intersection of Willowood



CITY OF OAKDALE
Planning Commission Resolution 2003-XX

Adopted by the Planning Commission March 5, 2003

Drive and J Street, and Ash Avenue & J Street, valve to be located out of the paved street right-of-way.

35. The ability to provide public water in required quantities and quality shall be proven sufficient to serve the project area prior to issuance of building permits.
36. No private or individual water wells shall be allowed within the project site area.
37. Wastewater/sewer system shall be designed per approved sanitary sewer study for Bridle Ridge and shall be consistent with the design and timing expectations for the major waste water trunk line extension to the WWTP to be completed by the City as specified in the Plan and the operative Development Agreement .
38. Full public utilities shall be extended underground to the ends of all public streets which are stubbed to the edges of this project site and are intended to be extended in future phases of development by this, or subsequent developers.
39. Undergrounding of all existing and new utilities is required within the project area. Undergrounding of electrical service shall be in accordance with electrical rules 15, 15.1 and 16. Natural gas service shall be in accordance with rules 15 and 16.
40. Utilities shall be installed within the Willowood Drive right-of-way to serve the future elementary school site adjacent to southwest corner of this project site and shall be stubbed to offer connection by the Oakdale Unified School District at any time after they become operative for this development.
41. The developer will enter into an agreement with the City of Oakdale regarding the amount of parkland to be dedicated; improvements to be made and fees to be paid consistent with the Specific Plan, the operative Development Agreement and Subdivision Ordinance prior to building permit issuance.
42. Minor amendments to the lot platting and arrangement as filed with each phased final map may be approved by the Community Development Director, the Director of Public Works, and City Engineer, provided the map remains in general conformance with the Specific Plan, the operative Development Agreement, and other applicable City policies and regulations.
43. A Subdivision Agreement shall be approved by the City Council prior to the final map(s) being recorded.
44. City Park and Street names shall be subject to the approval of the City, US Post Office, and emergency service providers, prior to filing of the final map.
45. A set of Record Drawings shall be provided to and approved by the Department of Public Works prior to acceptance of subdivision improvements by the City. The drawings shall be on 3-mil Mylar with each sheet signed and stamped by the design engineer and marked "Record Drawing." In addition, a set of Drawings and Maps in a digital format shall be provided in a form approved by the City.



CITY OF OAKDALE
Planning Commission Resolution 2003-XX

Adopted by the Planning Commission March 5, 2003

Planning Division Conditions

46. All residential dwellings designed by individual home builders shall be consistent with the overall intent of the Oakdale Single Family Residential Design Expectations incorporated into the Bridle Ridge Specific Plan as part of this City approval process. Said expectations emphasize architectural design that enhances the non-vehicular/pedestrian scale of the neighborhood to become a more liveable, walkable community, by minimizing the prominence of garages, emphasizing the use of porches, architectural massing variation, creative use of exterior materials and ornamentation of buildings. Each separate builder will complete a self-certification checklist for Staff review and administration with final reporting and acceptance by the Oakdale Planning Commission (& City Council if appropriate).
47. Class II bikeways shall be constructed along Willowood Drive and Bridle Ridge Way consistent with Figure 6.11 of the Bridle Ridge Specific Plan.
48. A multi-purpose pedestrian/bicycle trail, as shown on Exhibit G: A2 – A6, shall be constructed along the Old Crane Lateral and adjacent to the BNSF right-of-way. Details of the bikeway/pedestrian trail system, all internal connections, including full landscape and irrigation details, shall be shown on the improvement plans for each phase of development, approved by the City, and installed as part of the subdivision improvements. The proposed trail/open space system landscape plan shall include a review by the Planning Commission.
49. As part of the subdivision improvement plans, specifications for all related design details for the pedestrian/bicycle trail shall be submitted for review and approval by the City. Specifications shall include pavement striping legends, decorative bollard design and placement details, trail/road crossing intersection details, roadway signing, trail signing, low level security lighting, pet disposal refuse stations, and acceptable fire-resistive landscape planting materials.
50. Perimeter residential fencing adjacent to the open space/pedestrian trails along the Old Lateral, the BNSF Railroad ROW, and the trail connections, shall be constructed with the use of decorative masonry pillars and/or columns, averaging 50-foot on center, with wood fencing sections on metal support posts in between the masonry columns as shown on Exhibit F1. The developer shall work with the Community Development Department in identifying private rear yard fencing details that allow for the opportunity to preserve local views while ensuring rear yard privacy and security. Such fencing along these property lines may include sections with visual openings utilizing alternate materials including metal pickets.
51. A street tree/front yard tree planting theme shall be developed for this subdivision prior to approval of any phase of the subdivision improvement plans. The street tree theme plan shall include a mix of large canopy, deciduous trees appropriate for our local climate and growing environment. Said plan shall include dual plantings (parkway and front yard street trees) for all lots facing through parkway streets as shown in Exhibit G: A7 (Street tree theme layout).



CITY OF OAKDALE
Planning Commission Resolution 2003-XX

Adopted by the Planning Commission March 5, 2003

52. Large canopy shade trees (15 gallon minimum) shall be planted a minimum of 30 feet on center within detached parkway planting strips adjacent to all streets, subject to approval of the Community Development Director, consistent with the Specific Plan. Street trees will have deep root irrigation and root barriers installed, with full landscape and irrigation details shown as part of the subdivision improvement plans.
53. Native Oak trees shall be incorporated into required landscaping plans and planted throughout the project area within the common trail/open space areas at a ratio of one tree for every acre of development.
54. Improvement plans shall identify any trees to be preserved within the project and methods of protection during construction, consistent with the City of Oakdale's Oak and Significant Tree Preservation Ordinance.
55. All grading, subdivision approvals and subsequent development shall be subject to the mitigation requirements of the Mitigated Negative Declaration and Mitigation Monitoring Program certified by the City Council concurrent with the adoption of the Bridle Ridge Specific Plan.
56. A single Landscaping and Lighting District will serve the entire Bridle Ridge Specific Plan Area to maintain all common landscaping and appurtenant structures, open space pathways, and lighting features in the project area. All lots within each of the phased final maps shall be annexed and incorporated into the single District by City Council approval prior to the recordation of each final map. Streetlights and decorative lighting shall be included in the District. The subdivider/developer shall provide all necessary documents and pay all costs associated with formation, annexation and incorporation. The developer shall pay the Landscaping and Lighting District's first year estimated costs into the District's account at the time the District is formed.
57. Miscellaneous residual open space areas shall be landscaped and irrigated and included in the Landscaping and Lighting District.
58. The subdivider/master developer shall be responsible for designing and installing neighborhood entry monumentation and landscaping at all major entries to the project, consistent with the intent of the Specific Plan. These features shall be incorporated into improvements plans and constructed with each respective phase of the project (Reference, Specific Plan Entry Concepts - Figures 7.7, 7.8). Oak trees and rural ranching themes/structural ornamentation are appropriate for these entry/gateway features in keeping with "The Bridle Ridge Specific Plan" and the rural, livestock grazing history of the subject site.
59. A landscape treatment and decorative masonry wall shall be provided along the eastern edge of Willowood Drive between the property line and curb line consistent with Figure 6.8 of the Specific Plan, illustrating Specific Plan concept designs and requirements.



CITY OF OAKDALE
Planning Commission Resolution 2003-XX

Adopted by the Planning Commission March 5, 2003

60. A minimum 6-foot tall chain link fence, manufactured in black coloring, shall be installed adjacent to the length of the BNSF Railroad right-of-way to discourage public access onto the ROW.
61. All windows, doors and sliding glass doors on residences constructed on lots abutting the BNSF railway or located within a 1/2 mile radius of the Crane Road crossing shall be fitted with sound rated assemblies with a minimum of 30 dBA TL.
62. All street lights within this subdivision shall be decorative and pedestrian in scale. Details shall be shown as part of the subdivision improvement plans for City review and approval and shall include an analysis and report prepared by an approved lighting engineer identifying the proper spacing, height limits, and illumination levels to provide safe and adequate neighborhood lighting without excessive light spillage. Details of the final selected light standards shall be provided to the City for inclusion in the LLA Specifications which will allow for easy identification if the need of future replacement arises.
63. All mail box cluster units shall include the provision of architectural and/or structural elements such as a decorative arbor or shell that enhances the pedestrian-scale of its neighborhood placement and compliments that design theme of each neighborhood or block. Said structural elements shall be shown and approved as part of the subdivision improvement plans and shall meet city and federal standards. The City will assist the developer in obtaining authorizations for the encroachment within the public right-of-way.
64. All residential dwellings constructed on lots within the residential blocks abutting the neighborhood park shall have rear garages accessed from the alleyway. No individual curb cuts or driveways will be permitted from the streets abutting the park. Dwellings constructed on lots situated on the "back side" of the alleyway, facing the internal neighborhood may be served by curb cuts and driveways from the abutting residential streets to a maximum of 50% of the dwellings, with the remaining 50% served ~~exclusively~~ from the alleyway to rear loaded garages.
65. Second residential dwellings, consistent with the development standards of the Oakdale Municipal Code, may be constructed above rear detached garages subject to Site Plan Review approval by the City of Oakdale.
66. Prior to filing a final map(s), the applicant shall create Covenants, Conditions and Restrictions that will be appropriate for the project, consistent with the character, policies and regulations and guidelines of the Bridle Ridge Specific Plan, and shall submit them to the City for review and approval.
67. Disclosures through the CC&R's shall be made to all prospective buyers of lots in the project and included in all property deeds, that (1) The City has a Right-to Farm Ordinance, (2) the residences are located within the vicinity of the Burlington Northern Santa Fe Railway and are subject to noise from these operations at any time within a 24-hour period, including whistles that will be sounded continuously within 1/4 mile of the Crane Road Crossing, (3) that a neighborhood City Fire



CITY OF OAKDALE
Planning Commission Resolution 2003-XX

Adopted by the Planning Commission March 5, 2003

Station will be located near the project and residents are subject to noise and light from potential 24-hour operations of the facility, (4) that the project is located adjacent to a future industrial area with potential for noise or related impacts, (5) that residents of lots abutting the public alley shall retain and use the designated trash receptacle pads for the placement of trash receptacles, and (6) that all properties are part of an LLD and share in the ongoing operation and maintenance of common facilities that are part of the LLD's obligations.

68. Prior to issuance of a Notice of Determination, a filing fee of \$50 made payable to the "Stanislaus County Clerk/Recorder" shall be received by the Planning Division. Payment is required within two days of Planning Commission/City Council approval. Should the finding be found invalid for any reason, the applicant will be responsible for Resource Agency fees.

Building Division Conditions

69. Prior to the issuance of any building permits, lot grades shall conform to the approved grading plan. Written certification by a civil engineer or geotechnical engineer will be required to assure compliance with all grading plans.
70. Prior to issuance of building permits, written clearance from the Oakdale Unified School District shall be submitted indicating receipt of adequate school facility mitigations.
71. All Public Facility Impact Fees and other applicable City, County fees shall be payable at the time of issuance of a building permit for any construction in the development of the project and shall be based on the rates as identified in the operative Development Agreement, including any amendments approved by both parties to the Development Agreement, and/or adjusted indexes in effect at the time of building permit issuance.
72. The City of Oakdale will not issue any final inspection and/or occupancy permits for any residences within the subdivision, until all required subdivision improvements have been completed to the satisfaction of the Public Works Department, for each phase or authorized sub-phase of the Bridle Ridge Specific Plan.

Fire and Police Conditions

73. Fire retardant (shake, tile, etc.) Class C minimum roofing shall be required on all buildings.
74. Internally illuminated address numbers shall be installed on all residences to be easily readable from the public street for emergency services, consistent with Fire Department requirements. In addition, internal illuminated address numbers shall be installed on the exterior of all garages facing the alleyways to allow for property identification from the rear alley.
75. All pedestrian/bikeway trail paths shall be designed and capable of providing access for maintenance and emergency/police patrol vehicles. Connections to



CITY OF OAKDALE
Planning Commission Resolution 2003-XX

Adopted by the Planning Commission March 5, 2003

public streets and internal subdivision sidewalks shall include access ramps and removable bollards, lock systems to be approved by Fire and Police Departments.

76. Locations and numbers of fire hydrants shall be reviewed and approved by the Fire Marshal and Director of Public Works as part of the subdivision improvement plans.

Other Responsible Agency Conditions

77. The project shall file service abandonment and disconnect agreements to disconnect the property from Oakdale Irrigation District (OID) irrigation water service. [Oakdale Irrigation District]
78. Improvement Plans for all features within the OID Crane Lateral, including grading and drainage, landscape and irrigation, and trail system improvements shall be submitted to OID for review and concurrence prior to City acceptance of the Final Map(s).
79. The construction phase of the project shall conform to Air District Regulations (Fugitive Dust Prohibitions). [SJVAPCD]
80. If any on-site buildings are planned for demolition, the project proponent must be in compliance with the National Emission Standard for Hazardous Air Pollutants - specifically asbestos. [SJVAPCD]
81. Any existing MID overhead and underground electric facilities within or adjacent to the proposed development shall be protected, relocated or removed as required by the MID Electric Engineering Department. With appropriate easements granted as required. [MID]
82. The twenty-foot (20') MID temporary pole line within the existing overhead lines located approximately forty-feet (40') south of the BNSF Railroad's southerly property line shall be retained until removal or relocation of said overhead lines. Customer shall contact the District's Electric Engineering Department to arrange for removal, relocation, or under grounding of existing overhead lines. [MID]
83. A ten-foot (10') PUE is required along all existing and proposed street frontages. [MID]
84. Electric service to the individual lots is not available at the time of tentative map approval. Customer should contact the District's Electrical Engineering Department to arrange for electric service to the proposed development which may necessitate additional easements. [MID]



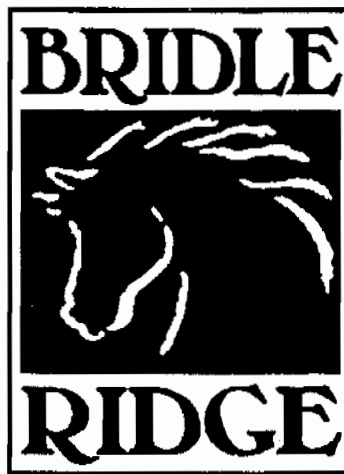
CITY OF OAKDALE
Planning Commission Resolution 2003-XX

Adopted by the Planning Commission March 5, 2003

Additional Conditions

85. Pre-construction surveys for active burrowing owl dens shall be required for all future development areas. Standard procedures shall be followed for the survey, in coordination with CDFG, subject to review and approval of the City prior to issuance of a grading or building permit. [Mitigation Monitoring Program]
86. A Phase 1 environmental site assessment shall be required for territory included herein prior to acceptance of the final map, or each phase thereof. [Mitigation Monitoring Program]

BRIDLE RIDGE SPECIFIC PLAN



Final Plan

with Errata as approved by Oakdale
City Council Resolution No. 99-10
(1/19/99)

City of Oakdale
California

December 4, 1998

BRIDLE RIDGE SPECIFIC PLAN

December 4, 1998

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TABLE OF CONTENTS

	<u>Page</u>
1.0 INTRODUCTION	
1.1 Preface	1-1
1.2 Legal Context	1-1
1.2.1 Authority to Prepare	1-1
1.2.2 Relationship to General Plan	1-2
1.2.3 Environmental Review	1-2
1.3 Planning Context	1-3
1.3.1 The Background to the Plan	1-3
1.3.2 The Planning Process	1-4
1.4 Organization of the Specific Plan	1-5
2.0 PLANNING AREA DESCRIPTION	
2.1 Project Location	2-1
2.2 Subregional Context	2-1
2.3 Planning Area Character	2-2
2.4 Ownership Patterns	2-4
2.5 Surrounding Uses	2-7
2.6 Environmental Setting	2-8
2.6.1 Geology, Soils and Seismicity	2-8
2.6.2 Hydrology, Flooding and Groundwater	2-8
2.6.3 Biology	2-9
2.6.4 Scenic Resources	2-9
2.6.5 Noise	2-10
2.6.6 Cultural Resources	2-10
3.0 SPECIFIC PLAN GOALS	
3.1 Goals	3-1
4.0 SPECIFIC PLAN SUMMARY	
4.1 Land Use Concept	4-1
4.2 Principal Features of the Plan	4-2
4.2.1 Land Use	4-2
4.2.2 Parks and Recreation	4-2
4.2.3 Circulation	4-3
4.2.4 Public Utilities	4-4
4.2.5 Implementation	4-4

5.0 LAND USE ELEMENT

5.1	Purpose	5-1
5.2	Land Use Concept	5-1
5.3	Land Use Plan	5-2
5.4	Land Use Designations and Development Regulations	5-6
5.5	Goals, Policies and Objectives	5-12
5.5.1	Residential	5-12
5.5.2	Commercial	5-13
5.5.3	Recreation	5-14

6.0 CIRCULATION ELEMENT

6.1	Introduction	6-1
6.2	Context	6-1
6.3	Existing Street System	6-2
6.3.1	State Route 108 (F Street)	6-2
6.3.2	Crane Road	6-4
6.3.3	J Street	6-4
6.3.4	Bridle Ridge Way	6-4
6.3.5	Willowood Drive	6-4
6.3.6	Tioga Avenue	6-5
6.4	Proposed Street System	6-5
6.4.1	Intent	6-5
6.4.2	Arterials	6-5
6.4.3	Collector Streets	6-8
6.4.4	Local Residential Streets	6-19
6.5	Bicycle and Pedestrian Circulation	6-22
6.5.1	Intent	6-22
6.5.2	Proposed System	6-22
6.6	Transit Service	6-25
6.6.1	Local Service	6-25
6.7	Goals, Policies and Objectives	6-25

7.0 COMMUNITY DESIGN ELEMENT

7.1	Purpose	7-1
7.2	Community Design Concept	7-1
7.2.1	Context	7-1
7.2.2	Community Form and Identity	7-1
7.3	Residential Development and Design Guidelines	7-3
7.4	Encouraged Low Density Residential Site Design Guidelines	7-4
7.4.1	Encouraged Low Density Garage Location Principles	7-4
7.4.2	Encouraged Low Density Porch Principles	7-7
7.4.3	Encouraged Low Density Yard Fencing Standards	7-8
7.5	Encouraged Low Density Residential Architecture	7-9

7.5.1	Encouraged Roof and Massing Variation	7-9
7.5.2	Encouraged Detail and Ornamentation	7-10
7.5.3	Encouraged Garage Appearance	7-11
7.5.4	Encouraged Roof Details and Materials	7-12
7.5.5	Encouraged Porch and Column Details	7-13
7.5.6	Encouraged Window Details	7-14
7.5.7	Encouraged Architectural Embellishments	7-14
7.5.8	Encouraged Detail and Ornamentation in Context	7-15
7.6	Encouraged Medium and Higher Density Design Principles	7-16
7.7	Encouraged Commercial Design Standards	7-17
7.7.1	Encouraged Site Planning	7-17
7.7.2	Encouraged Commercial Center Architectural Concept	7-20
7.7.3	Encouraged Commercial Center Pedestrian Environment	7-20
7.7.4	Loading and Service Areas	7-21
7.7.5	Commercial Parking	7-21
7.8	Encouraged Streetscape Design	7-22
7.8.1	Street Trees and Landscape	7-22
7.8.2	Street Lighting	7-23
7.8.3	Sidewalks and Paving	7-27
7.9	Sound Walls and Privacy Screening	7-27

8.0 PUBLIC UTILITIES

8.1	Water	8-1
8.1.1	Water Supply	8-1
8.1.2	Water Distribution	8-2
8.1.3	Irrigation Water Supply	8-4
8.1.4	Goals, Policies and Objectives	8-4
8.2	Wastewater	8-5
8.2.1	Wastewater Collection System	8-5
8.2.2	Wastewater Treatment	8-10
8.2.3	Goals, Policies and Objectives	8-10
8.3	Storm Drainage	8-11
8.3.1	Existing Stormwater Drainage System	8-11
8.3.2	Proposed Stormwater Drainage System	8-11
8.3.3	Goals, Policies and Objectives	8-12

9.0 COMMUNITY SERVICES AND FACILITIES

9.1	Public Schools	9-1
9.1.1	Existing School Services and Facilities	9-1
9.1.2	Project-Related Increases in School Enrollment	9-2
9.1.3	Proposed Facilities	9-2
9.1.4	Financing School Improvements	9-2
9.1.5	Goals, Policies and Objectives	9-3

9.2	Police	9-3
9.2.1	Existing Police Service	9-3
9.2.2	Projected Personnel Needs	9-3
9.2.3	Goals, Policies and Objectives	9-4
9.3	Fire Protection	9-4
9.3.1	Existing Fire Protection Service	9-4
9.3.2	Projected Service Needs	9-5
9.3.3	Goals, Policies and Objectives	9-5

10.0 IMPLEMENTATION ELEMENT

10.1	Purpose	10-1
10.2	Summary: Specific Plan Implementation Program	10-1
10.3	Key Implementing Actions of the Specific Plan	10-1
10.3.1	Mitigated Negative Declaration	10-1
10.3.2	Approval of the Mitigated Negative Declaration	10-2
10.3.3	Adoption of the Specific Plan	10-2
10.3.4	Notice of Determination	10-2
10.3.5	Rezoning	10-2
10.3.6	Annexation	10-2
10.3.7	Tentative Maps	10-3
10.3.8	Public Improvement Plans	10-3
10.3.9	Final Maps	10-3
10.3.10	Responsibilities for Key Implementing Actions	10-6
10.4	Other Implementing Actions	10-6
10.4.1	Development Agreements	10-6
10.4.2	Area of Benefit Ordinance	10-7
10.5	Public Facilities Financing Strategy Measures	10-8
10.5.1	Overview	10-8
10.5.2	Specific Plan Implementation and Financing Strategy Goal	10-8
10.5.3	City of Oakdale Existing Development Fees and Funding Methods	10-8
10.5.4	Potential Funding Methods	10-10
10.5.5	Phasing	10-10
10.5.6	Bridle Ridge Specific Plan Financing Strategy	10-11
10.5.7	Financing Strategy Policies	10-13
10.6	Administration of the Specific Plan	10-18
10.6.1	Responsibilities for Administration of the Specific Plan	10-18
10.6.2	Development Review Process	10-18
10.6.3	Specific Plan Consistency	10-19
10.6.4	Specific Plan Amendments	10-19
10.6.5	Environmental Review	10-19
10.6.6	Conditions, Covenants and Restrictions	10-20

FIGURES

Figure 2.1:	Vicinity Map	2-3
Figure 2.2:	Topography Plan	2-11
Figure 2.3:	Stockwater Pond Map	2-12
Figure 5.1:	Land Use Summary	5-4
Figure 5.2:	Specific Plan Zoning Map	5-9
Figure 6.1:	Regional & Local Roadway Network	6-3
Figure 6.2:	Circulation Plan	6-6
Figure 6.3:	F Street (Highway 108) Cross-Section	6-7
Figure 6.4:	Recommended Intersection Configurations and Turn Bay Lengths	6-9
Figure 6.5:	Crane Road (South Boundary to Bridle Ridge Way)	6-10
Figure 6.5A:	Crane Road (Adjacent to Neighborhood Park)	6-11
Figure 6.5B:	Crane Road (Adjacent to Existing Residences North of Railroad)	6-12
Figure 6.5C:	Crane Road (Adjacent to Commercial Uses and High Density Residential)	6-13
Figure 6.6:	J Street	6-15
Figure 6.7:	Bridle Ridge Way	6-17
Figure 6.8:	Willowood Drive	6-18
Figure 6.9:	Typical Local Residential Street	6-20
Figure 6.10:	Tioga Avenue	6-21
Figure 6.11:	Pedestrian and Bicycle Circulation Plan	6-24
Figure 7.1:	Encouraged Corner Lot Garage Guidelines	7-3
Figure 7.2:	Encouraged Garage Guidelines (5,000 sf minimum lots)	7-4
Figure 7.3:	Encouraged Garage Guidelines (6,000 and 8,000 sf minimum lots)	7-5
Figure 7.4:	Encouraged Porch Configurations	7-6
Figure 7.5:	Encouraged Fence Details	7-7
Figure 7.6:	Neighborhood Commercial Concept	7-18
Figure 7.7:	Possible Entry Treatment at F Street and Willowood Drive	7-23
Figure 7.8:	Possible Entry Treatment at Crane Road and Bridle Ridge Way	7-24
Figure 7.9:	Possible Alternatives for Sound Wall	7-27
Figure 7.10:	Wall Location Plan	7-28
Figure 8.1:	Conceptual Master Facilities Water Plan	8-3
Figure 8.2:	Conceptual Master Sewer Plan	8-8
Figure 8.3:	Conceptual Master Sewer Plan	8-9
Figure 8.4:	Conceptual Master Storm Plan	8-13
Figure 10.1:	Prezoning and Annexation Plan	10-4
Figure 10.2:	Preliminary Project Phasing	10-5

TABLES

Table 2.1:	Ownership and Parcelization	2-4
Table 5.1:	Land Use Summary	5-5
Table 5.2:	Bridle Ridge Development Code	5-8
Table 5.3:	Parkland Acreage and Dedication Credit	5-11
Table 5.4:	Parkland Dedication Formula	5-11
Table 10.1:	Implementing Responsibilities for Key Actions	10-6
Table 10.2:	Preliminary Public Facilities Infrastructure Financing Strategy and Project Phasing	10-15

APPENDIX A

Legal Description and Plat of Plan Area	A-1
Property Owner Map	A-5

1.0 INTRODUCTION

1.1 PREFACE

The Bridle Ridge Specific Plan represents an 8 year effort to create a plan which will guide the orderly future growth and development of approximately 530± acres in an unincorporated area immediately southwest of the City of Oakdale, Stanislaus County, California. The vast majority of the planning area will be marketed as a new home community to be known as "Bridle Ridge." This Specific Plan, which has been developed with a thorough analysis of environmental conditions and extensive input from City decision-makers, landowners, neighbors, and the community-at-large, provides a comprehensive land use program for the planning area along with goals and policies to guide future public and private actions relating to the area's development. In addition, the Plan includes detailed information on necessary infrastructure improvements, and a strategy for insuring the Plan's implementation. The Plan also provides a mechanism to insure that development proposed by planning area landowners will be coordinated and occur in an orderly manner that has been adequately planned.

1.2 LEGAL CONTEXT

1.2.1 AUTHORITY TO PREPARE

A "specific plan" is a planning and regulatory tool made available to local governments by the State of California. By law, specific plans are intended to implement a city or county's general plan through the development of policies, programs and regulations which provide an intermediate level of detail between the general plan and individual development projects. As vehicles for the implementation of the goals and policies of a community's general plan, State law stipulates that specific plans can only be adopted or amended if they are consistent with the jurisdiction's adopted general plan.

The authority to prepare and adopt specific plans and the requirements for its contents are set forth in the California Government Code, Sections 65450 through 65457. The law requires that a specific plan include text and diagrams specifying:

- the distribution, location, and intensity of land uses, including open space, within the plan area;
- the distribution, location, and capacity of infrastructure, including transportation, water, storm drainage, solid waste, and energy systems;
- design standards and criteria for development and use of natural resources; and
- an implementation program, including capital improvements plans, regulation and financing strategies.

1.2.2 RELATIONSHIP TO GENERAL PLAN

The Bridle Ridge Specific Plan provides a framework to guide future land use and development decisions in the 530± acre planning area. The Plan serves as an extension of the Oakdale General Plan, and can be used as both a policy and a regulatory document. When private development proposals for the planning area are brought before the City, the planning staff will use the Specific Plan as a guide for project review. Projects will be evaluated for consistency with the intent of plan policies and for substantial conformance with development standards and design guidelines. For projects within the Bridle Ridge Specific Plan area, policies and standards in the Specific Plan will take precedence over more general policies and standards applied throughout the rest of the city. In situations where policies or standards relating to a particular subject have not been provided in the Specific Plan, the existing policies and standards of the City's General Plan and Zoning Ordinance will continue to apply.

1.2.3 ENVIRONMENTAL REVIEW

The Bridle Ridge Specific Plan constitutes a "project" under the California Environmental Quality Act (CEQA), and thus must be evaluated for its potential to create adverse effects on the environment. Based on the assessment of potential development of the planning area in the 1992 *City of Oakdale General Plan Environmental Impact Report* (certified in 1994) and the City's Initial Study for the currently proposed Specific Plan, the City's preliminary determination is that preparation of a full environmental impact report (EIR) will not be required. Based on expanded analysis of traffic and wetlands issues, the City believes that the necessary mitigation can be included in the design of the project, thus allowing the City to approve the project with the preparation of a Comprehensive Mitigated Negative Declaration.

Although the environmental analysis for the Specific Plan is included in separate documents, it is important to note that consideration of environmental factors has been an integral component of the planning process from the beginning. For information relating to the environmental factors affecting the Plan, one should refer to the *City of Oakdale General Plan Draft Environmental Impact Report* (SCH #92072085, LSA Associates, December, 1992) and the *Bridle Ridge Initial Study and Comprehensive Mitigated Negative Declaration* (October, 1998). A copy of both reports is available for review at the City of Oakdale Planning Department.

The environmental review of the Bridle Ridge Specific Plan addresses the development of the area as a single project even though the area includes several different landowners and development is expected to occur in phased increments. This approach allows the City to comprehensively evaluate the cumulative impacts of the Specific Plan and consider possible area-wide mitigation measures. The environmental review of the full Specific Plan is intended to expedite the processing of future phases that are substantially consistent with the Plan. If, when considering subsequent development proposals, it is determined that the proposed development will not result in new effects or require additional mitigation, the City can approve the project without additional environmental review. Or, if there are significant changes from the approved Plan, the additional environmental review need focus only on those areas affected by the change.

1.3 PLANNING CONTEXT

1.3.1 THE BACKGROUND TO THE PLAN

In 1990, the City of Oakdale undertook a comprehensive review and update of its General Plan. At that time, the City invited landowners who were considering development of their properties to participate in the City's General Plan Update process by providing information on potential development scenarios being considered for their properties. At the same time, the City invoked a moratorium on any new annexations to its boundaries until the General Plan could be updated and adopted by the City Council.

In response to the General Plan update process, several Oakdale landowners, including V. A. Rodden, Inc. and Albert Rossini, Ltd. and Silvio Rossini, Inc. in the southwest area, joined together to propose, for the City's consideration, a development plan for the Southwest Oakdale area, which became known in the General Plan Update process as *Case Study Area "A"*. The Southwest Oakdale area was one of four Case Study Areas (CSA's) that were evaluated during the update process. Detailed site plans were prepared for each of the CSA's, including the designation and distribution of specific land uses and densities, the locations of schools, parks and other public facilities, and the alignment of key circulation elements. The level of detail in the CSA's was similar to subdivision tentative plans, minus the lot lines for individual parcels. Several of the CSA's included more than one buildout scenario to be evaluated. For instance, the development scenario for Southwest Oakdale (i.e., Case Study Area "A") included a range of potential residential development from 1,605 to 2,449 units.

The City's intent in evaluating the four CSA's was to provide a more detailed assessment of the implications of projected growth on the City. In order to accomplish this more detailed assessment, the City requested participating CSA landowners to help cover the cost of updating the General Plan and preparing a detailed Program Environmental Impact Report (EIR) on development proposed in the updated General Plan. In return, future CSA development proposals that are substantially consistent with the updated General Plan can be processed more expeditiously and with reduced environmental review. Thus, in the future (as is the case at hand), when specific development proposals are received that are substantially similar to the Case Study Areas analyzed in the General Plan EIR, CEQA Guidelines (Section 15162) provide that no additional EIR need be prepared unless certain conditions are found to have substantially changed.

In July, 1992 the City published its Preliminary General Plan which served as the basis for analysis in the General Plan EIR. In addition to a general assessment of citywide impacts that will occur with General Plan buildout, the EIR also includes detailed review of the following factors for each of the four CSA's: land use, traffic, biology, air, noise, geology and hydrology (see Appendix A, Volume II, Draft EIR for the City of Oakdale General Plan). In January 1994, the City Council certified the General Plan EIR and adopted the *City of Oakdale 2015 General Plan*.

1.3.2 THE PLANNING PROCESS

Following the adoption of the *2015 General Plan*, in which substantial areas of incorporated and unincorporated land were identified for development, the City adopted an ordinance (Ordinance No. 1032, Amending Section 36-21 of the Oakdale City Code) requiring the preparation of Specific Plans for nine (9) key development areas. The intent of the ordinance is to establish Specific Plans as the principal tool for implementing General Plan policies on an area-specific basis, and to facilitate annexations pursuant to the Stanislaus County Local Area Formation Commission (LAFCO). The Ordinance, which was adopted on August 7, 1995, sets forth the scope and content of Specific Plans and establishes general procedures for processing such plans. Subsequently, the City Council adopted more detailed *Specific Plan Process and Submittal Requirements* on October 2, 1995.

These requirements set forth a three-step planning process that includes the following:

- Step One: Initiation of the Specific Plan Process

The initial step involves payment of processing fees and submission of a petition to begin the Specific Plan process. The petition includes basic information about the project and its relationship to General Plan policies. Step One also includes a "pre-initiation" conference with the Community Development Department to establish a processing schedule, and a determination by the Community Development Director of any additional environmental review that may be required by the project.

- Step Two: Specific Plan Preparation

Step Two involves the preparation and submission of a Draft Specific Plan to the Community Development Department and the initiation of pre-zoning and annexation procedures. Once the Planning staff has determined that the Draft document has been completed in sufficient detail and in the correct format, the Draft Specific Plan and proposed SP Zone District rezoning will be reviewed and acted upon in separate public hearings before the Planning Commission and City Council. If the City Council adopts the Specific Plan and rezoning, the annexation proposal will then be forwarded to the Stanislaus County Local Area Formation Commission (LAFCO) for review and action.

- Step Three: Specific Plan Processing

Step Three focuses on the more detailed submittals and approvals that are required to implement the Plan once the general land use concepts have been approved and the area has been annexed. The process starts with the preparation and submittal of detailed Site Plans, Tentative Maps, and Improvement Plans. Based on staff and Planning Commission approval of these submissions, the applicant then must submit Final Maps to the City Council for public review and approval. Once the Final Maps have been approved, the final step in implementing the Specific Plan is obtaining Building Permits.

Pursuant to the City's adoption of the Specific Plan Ordinance on August 7, 1995, the project applicants for the Bridle Ridge Specific Plan area filed a **(Step One)** Request For Specific Plan on August 30, 1995. Subsequently, in October 1995, at the City's request, the applicants presented a preliminary land use concept plan in an informal study session before the Oakdale Planning Commission. The preliminary concept plan was based on the Case Study Area "A" land use scenario that had been studied by the City during its General Plan update process. Based on comments from the Commission and staff at the study session, the applicants worked with the City's Community Development Department to adjust portions of the Concept Plan.

The updated Concept Plan was then re-submitted and presented in a number of informal sessions in 1996 to explain the concepts behind the proposed project and receive feedback from the community. The first sessions included meetings with City oversight committees and decision-makers, including the City of Oakdale's Traffic Commission, Parks and Recreation Commission, Planning Commission and City Council. Following these meetings with organized City groups, the applicants and staff held a meeting in the planning area to present the Concept Plan to neighboring residents and landowners on Tioga and Crane Avenues. In addition to these local groups, the applicants and City staff also met with representatives of the California Department of Transportation (Caltrans) in order to review regional transportation concerns and requirements. Based on the comments received at these various sessions, the applicants made additional refinements to the Plan.

The design for the Southwest Oakdale area covered by this Specific Plan application has now evolved to the point where review by the Oakdale City Planning Staff, and formal review of the City's Planning Commission and City Council are appropriate in keeping with the aforementioned Specific Plan Ordinance. The submittal of this Bridle Ridge Specific Plan initiates **Step Two** of the City of Oakdale's Specific Plan process. This Specific Plan and the Initial Study and Negative Declaration are the products of the planning process to date. Both documents will be subject to public review and public hearings before the Planning Commission and City Council prior to any action being taken to approve the Plan. The City's consideration and adoption of the Plan and LAFCO's approval of annexation will complete the second step in the Specific Plan process.

Assuming City and LAFCO approval, the applicant's hope to begin Step Three of the Specific Plan process, the actual processing of individual development plans, in 1999.

1.4 ORGANIZATION OF THE SPECIFIC PLAN

This Specific Plan is organized to provide a step-by-step understanding of the Plan's components and the rationale behind its policy recommendations, design concepts, and implementation measures. The first four chapters are primarily descriptive, describing the Plan, the planning context, the existing setting, the planning goals, and an outline of the principal planning concepts. The policies, standards, guidelines, and implementation measures which will regulate the Plan are presented in subsequent chapters. These policies, standards, guidelines, and implementation measures are organized in a series of "Elements" that correspond to categories established by City and State General Plan guidelines.

Chapters in the Specific Plan include:

1. **Introduction**--establishes the broad purpose of the Specific Plan, describes the legislative authority under which specific plans exist, summarizes the general conditions and sequence of events leading up to the Plan's preparation, and outlines the organization of the Plan.
2. **Planning Area Description**--describes the location and general character of the planning area, and identifies ownership patterns and key environmental factors that influenced the Plan's form and policies.
3. **Specific Plan Goals**--states the fundamental intentions identified for the Southwest Oakdale area.
4. **Plan Summary**--sets forth the rationale and conceptual framework underlying the Plan's physical form, land use program, development standards and design guidelines, infrastructure improvements and implementation strategies.
5. **Land Use Element**--translates planning goals and framework concepts into land use patterns and associated development objectives and policies.
6. **Circulation Element**--describes the circulation network and identifies the components and design standards required to accommodate efficient access and movement of vehicles and pedestrians in and around Southwest Oakdale.
7. **Community Design Element**--sets forth design concepts, policies and objectives, and translates them into guidelines for streets, yards, open space, siting, landscaping, buildings and other physical features. The elements within this section are encouraged to be implemented with the development of the project, but are not requirements.
8. **Public Utilities Element**--describes conceptual infrastructure improvements necessary to provide adequate sewer, water and storm drainage to the proposed development area, and identifies service agency policies and plans.
9. **Community Services and Facilities**--locates and characterizes public facilities and services anticipated to serve growth in Southwest Oakdale, including schools, police and fire protection, and other services, and sets forth related policies.
10. **Implementation Element**--describes actions that must be taken to implement the plan, and identifies development approval procedures, capital improvements, financing programs, and development phasing recommendations.

2.0 PLANNING AREA DESCRIPTION

2.1 PROJECT LOCATION

The Bridle Ridge Specific Plan area is located southwest of the existing limits of the City of Oakdale, approximately 1.25 miles west of the center of town, and 1.0 mile south of the Stanislaus River. As shown in Figure 2.1, the majority of the 530± acre area is bounded by State Highway 108 on the north, the existing City Limits on the east, the Oakdale Irrigation District's Crane Lateral on the south, and Crane Road on the west. In addition, the planning area includes 8.3 acres at the southwest quadrant of the intersection of Crane Road and State Highway 108 ("F" Street), and two "island" areas totaling approximately 14.5 acres located adjacent to the north side of the Burlington Northern and Santa Fe railroad tracks. The smaller 1± acre area is located at the southwest corner of "J" Street and Ash Avenue, opposite the Oak Valley District Hospital. The larger 13.5 acre area is located between Wood Avenue and Bryan Avenue west of Oakdale High School. The legal description of the properties contained in the Bridle Ridge Specific Plan is contained in Appendix A of this Specific Plan.

2.2 SUBREGIONAL CONTEXT

Historically, the region around the City of Oakdale consisted primarily of agriculture and agriculturally-based communities. In recent years, however, the region has experienced significant growth and diversification of its economy which has resulted in increased urbanization. The City of Oakdale is located near two communities that have experienced rapid growth over the past 10-15 years. The community of Riverbank is located approximately 2 miles west of Oakdale, and the City of Modesto, one of the largest urban areas in the San Joaquin Valley, is located 7 miles to the southwest. In an effort to protect the character and identity of Oakdale from the encroachment of these urbanizing areas, the City's General Plan calls for the preservation of a one- to two-mile wide greenbelt around the perimeter of the City's urbanized area. In the vicinity of the planning area, the General Plan designates the western edge of the planning area as the western-most extension of urban development and the beginning of the greenbelt area (only limited "estate" housing is designated west of Crane Road).

Situated as it is on State Highways 120 and 108, the City of Oakdale acts as a major regional gateway to Yosemite National Park and the Sierra Nevadas. The planning area, which is located on Highway 108 at the western edge of town, is situated at a key entrance to the City from the perspective of both traffic and community character. Thousands of travelers from the region and beyond pass by the planning area on their way to or from the Sierra Nevadas. For this reason, the General Plan designates the Crane Road/Highway 108 intersection as the western gateway to the City, and envisions it as a transition point between the rural greenbelt to the west and an urban, tree-lined streetscape that will extend into the downtown.

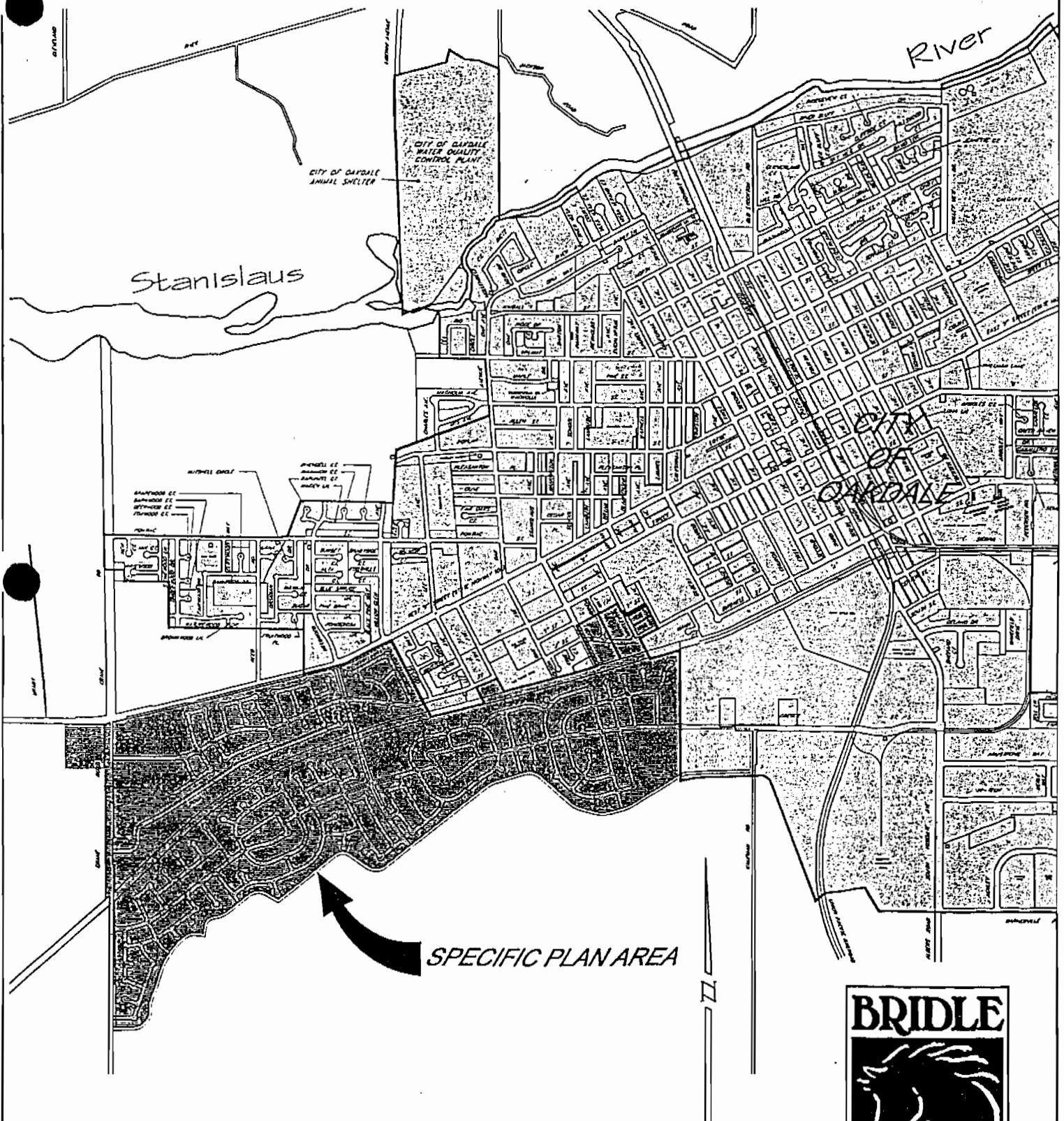
2.3 PLANNING AREA CHARACTER

The 530± acre Bridle Ridge Specific Plan area is roughly three times as long as it is wide, measuring approximately 0.55 miles wide by 1.62 miles long. The site is bisected along its length (i.e., east/west) by the Burlington Northern and Santa Fe railroad tracks and the 100-foot wide rail line right-of-way. This division of the site into two distinct areas is further reinforced by site topography. While the northern and southern areas of the site are both predominantly flat, they are separated into two distinct terraces by a slope bank. The upper southern portion of the site is approximately 25 feet higher, on average, than the lower northern portion of the site. The Burlington Northern and Santa Fe railroad tracks and right-of-way generally define the top of the slope bank, with the slope falling away to the north. The Specific Plan area north of the railroad right-of-way comprises approximately 168 acres, and the area south of the right-of-way comprises 360 acres.

Land uses in the Specific Plan area consist primarily of open agricultural lands with a concentration rural residential parcels in the western and central portion of the site. Altogether, the site includes approximately 62 rural residences. The majority of the residences are located in the northern portion of the site along Tioga Avenue and Crane Road. The majority of the residences along Tioga Avenue are generally sited on the slope bank along the south side of the roadway overlooking the northern portion of the site. In addition to the residential uses, a farm complex (barns, corrals, offices, etc.) belonging to V.A. Rodden, Inc. is situated in the south-central portion of the site, just west of the southern extension of Ash Avenue. Agriculturally, the Specific Plan area is also divided into two distinct areas, with the northern portion of the site being used for cultivated crops and the southern being occasionally used for grazing cattle. Approximately 100 acres in the northern portion of the site are planted with vineyards, and approximately 250 acres in the southern portion are used for pasture.

Vehicular access to the Specific Plan area currently exists from Highway 108, Crane Road, Tioga Avenue and via an extension of Ash Avenue through a small private underpass under the railroad right-of-way.

VICINITY MAP



NOTE: THIS DRAWING IS DIAGRAMMATIC TO DEPICT POSSIBLE IMPROVEMENTS AND IS FOR ILLUSTRATIVE PURPOSES ONLY. THIS DRAWING IS NOT BINDING AND DOES NOT REPRESENT ANY REQUIRED IMPROVEMENTS.



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FIGURE 2.1

2.4 OWNERSHIP PATTERNS

There are approximately 89 recorded parcels in the planning area. Landowners' names and size of holdings are listed in Table 2.1, below. Ownership holdings range in size from 0.193 acres to 276.98 acres. Existing residential parcels range in size from 0.33 acres to 2 acres, with an average size of approximately 3/4 acre. Approximately 75% (384.85 acres) of the land area is owned by two groups of land owners (Albert Rossini, Ltd. and Silvio Rossini, Inc. and V.A. Rodden, Inc., Dorothy Rodden Jackson and Edward W. Rodden).

Table 2.1 Bridle Ridge Specific Plan OWNERSHIP AND PARCELIZATION		
<i>Landowner</i>	<i>Assessor Parcel Number</i>	<i>Acreage</i>
Kenneth & Janet Docktor	062-05-16	3.540 AC
James J. Theiler	062-05-18	4.780 AC
Rudolph F. Christy	063-13-02	0.460 AC
Albert Rossini LTD	063-13-03	0.780 AC
Albert Rossini LTD	063-13-04	26.940AC
Bennie & Barbara Puckett	063-13-05	0.503 AC
Albert Rossini LTD	063-13-06	1.160 AC
Albert Rossini LTD	063-13-07	2.000 AC
Albert Rossini LTD	063-13-08	9.600 AC
Edward & Joan Thornton	063-13-09	1.030 AC
Randall & Leslee Lott	063-13-10	1.420 AC
Paul E. Rice	063-13-11	1.960 AC
Robert Conrad	063-13-12	1.850 AC
Gage & Jennifer Stueve	063-13-13	1.265 AC
Tony & Margie Lopes	063-13-14	0.506 AC
Albertoni Land Company	063-13-15	0.341 AC
John D. Hamilton	063-13-16	1.580 AC
Carl & Bianca Kauffman	063-14-01	0.308 AC
Ewald Seifert	063-14-02	0.377 AC
Donald & Margaret Cottle	063-14-03	0.621 AC
Helen S. Most	063-14-04	0.384 AC
Joan Silveira	063-14-05	1.532 AC

Table 2.1 Bridle Ridge Specific Plan OWNERSHIP AND PARCELIZATION		
Landowner	Assessor Parcel Number	Acreage
Joe Roland & Rose Mary Rivera	063-14-06	0.370 AC
Edith C. Gage	063-14-07	0.370 AC
Alice I Bonsack	063-14-09	0.786 AC
P.S. & P.J. Hoffman Trust	063-14-10	0.767 AC
Robert & Molly Shaw	063-14-11	0.516 AC
Edward & Marjorie Christensen	063-14-12	0.900 AC
Oakdale Irrigation District	063-14-14	0.015 AC
Christine Kersten	063-14-15	0.695 AC
Larry & Louise Sanders	063-14-16	0.600 AC
Clayton & Aty Coleman	063-14-17	0.640 AC
Susan Cowan	063-14-18	0.610 AC
Roy G. Harris	063-14-19	0.529 AC
Roy G. Harris	063-14-20	0.560 AC
Stephen & Pamela Craig	063-14-21	1.700 AC
William & Kristin Mickle	063-14-22	0.510 AC
Norman & Doris Pelton	063-14-23	0.500 AC
James & Catherine Atkinson	063-14-24	0.740 AC
Norman E. & Pamela Antinetti	063-14-25	0.750 AC
Betty Lee Ott	063-14-26	0.454 AC
David L. & Jackie Mullen	063-14-27	1.043 AC
Sandra Wilson	063-14-28	0.720 AC
Eugene R. & June M. Gentry	063-14-29	0.822 AC
Oakdale Irrigation District	063-14-30	0.010 AC
Albert Rossini LTD	063-15-01	63.400 AC
Oakdale Irrigation District	063-15-02	0.400 AC
John S. Torres	063-15-03	0.464 AC
Leslie & Evelyn Morrow	063-15-04	0.460 AC
Klemme & Renate Nielson	063-15-05	0.440 AC

<p>Table 2.1 Bridle Ridge Specific Plan OWNERSHIP AND PARCELIZATION</p>		
<i>Landowner</i>	<i>Assessor Parcel Number</i>	<i>Acreage</i>
Leslie & Evelyn Morrow	063-15-06	0.420 AC
Manuel & Geraldine Garcia	063-15-07	0.390 AC
James H. & Sandra P. Cunningham	063-15-08	0.380 AC
Irma Potterton	063-15-09	0.380 AC
Stephen J. Burns	063-15-10	0.370 AC
Daniel & Julie Langford	063-15-11	0.370 AC
Craig & Catalina Elsasser	063-15-12	0.400 AC
John T. Brennan	063-15-13	0.400 AC
Alta Gaudreau	063-15-14	0.400 AC
Jane T. Erro	063-15-15	0.374 AC
Margaret Flewelling	063-15-16	0.960 AC
Weldon & Yvonne Merkel	063-15-17	4.550 AC
City of Oakdale	063-17-21	0.041 AC
Tony Felix	063-17-22	1.500 AC
Sell Trust	063-22-01	1.860 AC
Mildred L. Lillie	063-22-02	1.000 AC
Curtis L. & Kathy M. Johnson	063-22-03	0.740 AC
Lillian M. Dick	063-22-04	0.257 AC
Albert W. Buerer	063-22-05	0.500 AC
James M. & Mary Vermeulen	063-22-06	0.500 AC
Rick A. & Paula E. Fields	063-22-07	1.000 AC
Mildred L. Lillie	063-22-19	5.080 AC
Frank L. Mendes	063-23-13	0.300 AC
Bernardo Propin	063-23-14	0.210 AC
Rebecca S. Gomez	063-23-15	0.210 AC
Glen E. Rathbun	063-23-16	0.240 AC
Norman V. Ardis	063-23-17	0.280 AC
Elizabeth A. Wilson	063-23-19	0.280 AC

<p>Table 2.1 Bridle Ridge Specific Plan OWNERSHIP AND PARCELIZATION</p>		
<i>Landowner</i>	<i>Assessor Parcel Number</i>	<i>Acreage</i>
J. Douglas White	063-23-32	0.200 AC
J. Douglas White	063-23-33	0.200 AC
V.A. Rodden, Inc.	063-25-01	276.980 AC
Dorothy R. Jackson	063-25-02	5.020 AC
William T. Lorraine Ledo	063-26-01	12.260 AC
Sandy A. Rogers	063-26-02	2.880 AC
Sam Henderson	063-26-03	5.670 AC
Michael & Melissa Tozzi	063-26-04	5.000 AC
Rick & Tina Bartkowski	063-26-05	1.890 AC
Joseph & Susan Butler	063-26-06	2.000 AC
Edward D. & Genoveva Franciosa	063-26-07	3.200 AC

2.5 SURROUNDING USES

Land uses adjacent to the Bridle Ridge Specific Plan area include a mixture of residential, public facilities, industrial and agricultural uses. Unincorporated areas to the west and south of the planning area are agricultural lands being used primarily for pasture land. The land immediately adjacent to the southern boundary of the planning area is the 40-foot wide right-of-way for the Oakdale Irrigation District's Crane Lateral. The unincorporated area north of Highway 108, at the west end of the Specific Plan area, consists primarily of large lot rural residential development.

Incorporated areas north and east of the northern portion of the planning area (i.e., north of the railroad right-of-way) are built out with predominantly low- and medium-density residential development. In addition, two major public facilities are located northeast of the planning area. Oakdale High School and Oak Valley Hospital are both located just north of the eastern end of the planning area (i.e., north of the railroad right-of-way). Industrial land is located east of the planning area. Immediately adjacent to the site, industrially-designated land is still undeveloped, while the Hunt-Wesson Foods and Hershey Chocolate facilities are located farther east along Yosemite Avenue.

2.6 ENVIRONMENTAL SETTING

The Bridle Ridge Specific Plan area has a number of environmental factors which have been considered during the planning for the site, both during the City's General Plan Update process and the applicant's Specific Plan process. These environmental factors represent both opportunities and constraints to the ultimate development of the planning area. The most significant of these factors are summarized below.

2.6.1 GEOLOGY, SOILS AND SEISMICITY

According to soil surveys conducted by the University of California Agricultural Experiment Station, the predominant soil types in the planning area are of a granitic alluvium origin laid down through the evolution of the Stanislaus River. The majority of the area is relatively flat (see Figure 2.2, Topography Plan) with soils of moderate to deep thickness, moderate permeability, and good drainage. Runoff rates are slow and the erosion hazard is slight. These characteristics and corresponding Storie Index ratings (i.e., a system which rates the agricultural value of land) indicate that the majority of the soils on site have good to excellent agricultural properties. According to the Important Farmlands mapping prepared by the State of California Conservation Department, approximately 70 percent of the planning area is characterized by lands which are classified as "Prime Farmlands", and the balance is classified as "Farmlands of Local Importance".

The loss of agricultural land was identified in City's General Plan EIR as an unavoidable adverse impact associated with the growth of the Oakdale community. Given the important need to accommodate projected growth immediately adjacent to the City limits, the City made appropriate findings that the benefit of the projected growth to the community outweighed the potential impact related to the loss of agricultural land.

2.6.2 HYDROLOGY, FLOODING AND GROUNDWATER

The Bridle Ridge Specific Plan area includes two distinct drainage areas. The northern portion of the Specific Plan area is primarily internally drained, although runoff from this area during heavy storms reaches off-site City storm drain facilities. The southern portion of the planning area generally drains to the southwest, but it too is primarily internally drained because of its tilled soils and topography. Neither drainage area has any storm drain facilities, and current undeveloped conditions do not require such facilities. FEMA flood studies conducted in Oakdale indicate that the planning area is not subject to flooding of the Stanislaus River. In addition, no areas of localized flooding or ponding have been identified in the planning area.

Groundwater has been measured to be between 38.5 feet and 75.4 feet below the ground surface in the vicinity of the planning area. Although no specific data is available from the four wells in the vicinity of the planning area, groundwater quality in local wells has been reported to be good.

2.6.3 BIOLOGY

During the City of Oakdale's General Plan Update process, the City's planning consultants (LSA Associates) searched the California Natural Diversity Data Base records for information on special status plant and wildlife species and habitats of special concern to see if any were potentially present in the Bridle Ridge Specific Plan area. LSA biologists also conducted on-site surveys of the Bridle Ridge Specific Plan area to seek to identify any specific habitat and plant and wildlife species present on site. The result of the biological investigation was that no special status (i.e., rare and/or endangered) plants or wildlife were found on site.

Plant communities found to be present in the Bridle Ridge Specific Plan area include non-native grasslands, wetlands, orchards (i.e., vineyards) and typical residential landscaping. Characteristic species in the non-native grasslands included oats, soft chess, farmer's foxtail, star thistle, wild radish, and mustard. In the irrigated pasture areas located in the southern portion of the Specific Plan area, Italian Rye Grass was also found. As previously indicated, a vineyard covers most of the "lower" northern portion of the Specific Plan. Residential landscaping is primarily found in the already developed areas, primarily on Tioga Avenue and Crane Road.

Two wetland areas are also present in the southern portion of the Specific Plan area. An east-west trending swale located in the central portion of the area contains hydrophytic grasses and forbs, including Italian ryegrass, cursed buttercup, and spike rush. A freshwater habitat dominated by cat-tail and tule is located in the eastern portion of the area (see Figure 2.3). Both of these drainage areas were artificially created through the use of irrigated pasture with water provided by the Oakdale Irrigation District. Given the development of the area proposed by the Specific Plan, the landowner, V. A. Rodden, Inc., is currently working with the United States Army Corp of Engineers on a Section 404 Application to develop a mitigation plan to reestablish an appropriate amount of acreage for replacement wetlands on another tract of land owned by V. A. Rodden, Inc. and located off-site to the southeast of the City of Oakdale.

2.6.4 SCENIC RESOURCES

Scenic resources, particularly rural agricultural lands and views to the foothills, play an important role in defining Oakdale's character. These resources will also significantly influence the form and character of the Specific Plan development. As predominantly open agricultural land, the Specific Plan area currently provides open vistas of vineyards, pasture lands and rural development for area residents and travelers on Highway 108 and Crane Road. In addition, the ridgeline that bisects the planning area adds visual interest to the site and provides an important vantage from which to appreciate distant views of the foothills to the north and east.

The rural character and open vistas to which the planning area currently contributes will obviously be diminished by the proposed Specific Plan development. This fact was acknowledged in the City's General Plan Update EIR, and findings were made that the benefit of the projected growth of the community outweighed the potential visual impact related to the conversion of rural agricultural land to urban uses. Partially in response to the anticipated changes in visual character, the General Plan identifies the Crane Road/Highway 108 intersection as a "City gateway" and the section of Highway 108 between Crane Road and Stearns Road as a "design corridor". As such, both will require special design consideration to enhance the visual quality of this western entry to the City.

2.6.5 NOISE

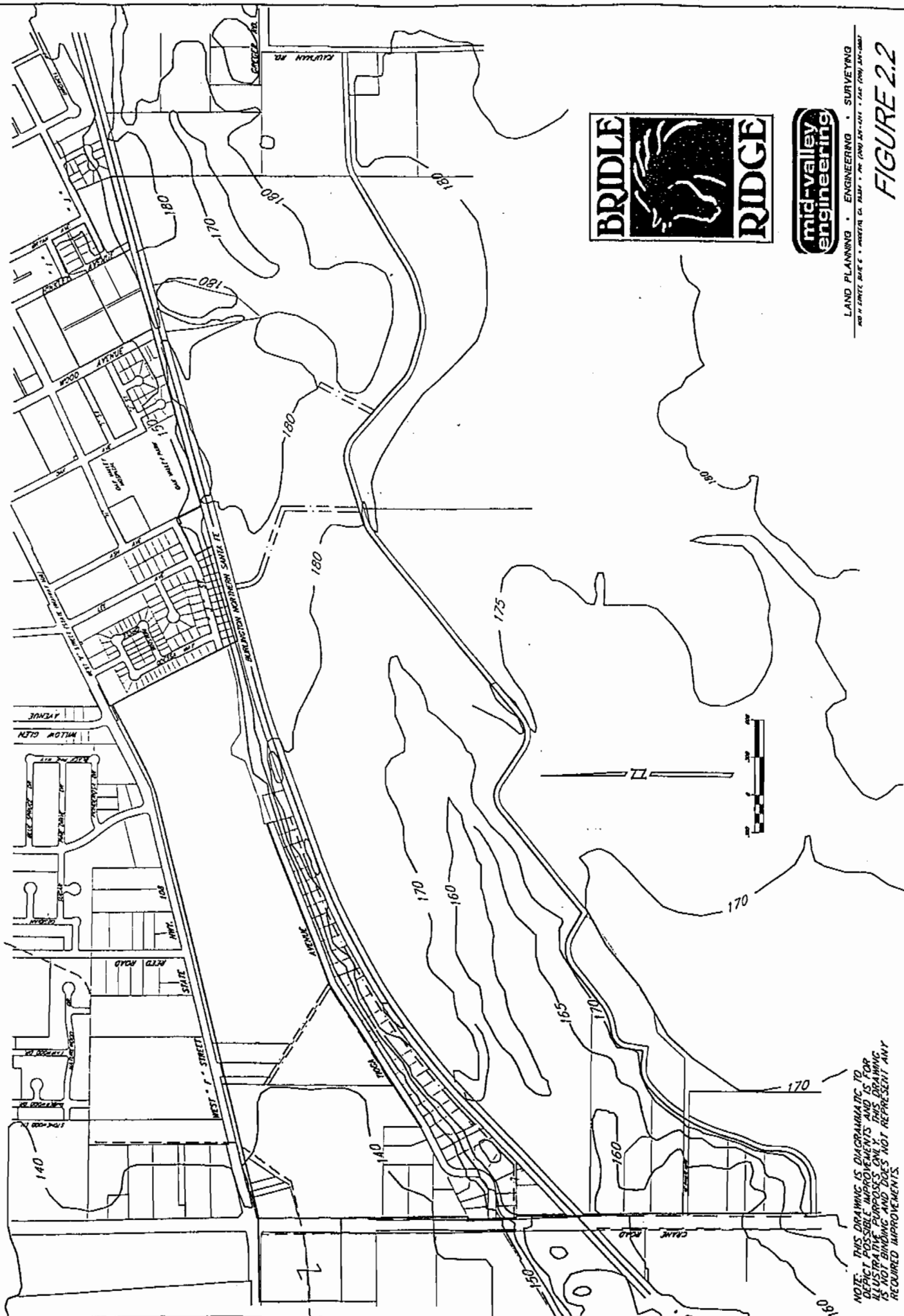
Existing noise levels in the Bridle Ridge Specific Plan area do not appear to pose any significant constraints on development, although they will require mitigation measures to be implemented along the northern and western edges of the planning area. The major noise source in the area is traffic along State Highway 108. The noise analysis in the General Plan Update EIR projected build-out (i.e., Year 2015) noise levels of 60 dB CNEL or above as distant as 400 feet from Highway 108 without any intervening structures or topographic barriers. Similarly, noise levels of 60 dB CNEL would be generated by traffic on Crane Road up to 60 feet from the roadway. The 60 dB CNEL noise level represents the upper limit normally considered acceptable for residential development.

The Burlington Northern and Santa Fe Railroad, which bisects the site, represents a secondary noise source. However, due to the nature and infrequency of its use, the General Plan Update EIR noise analysis indicated that it is unlikely that noise levels in excess 60 dB CNEL would extend beyond the railroad right-of-way. Peak noise levels from train pass-bys would be clearly distinguishable, particularly when the horn is used as the train approaches the at-grade crossing at Crane Road, but would not represent a significant impact to local residents.

2.6.6 CULTURAL RESOURCES

The only area within the planning area which may have potentially significant cultural resources is the Burlington Northern and Santa Fe railroad right-of-way. It is the intent of the applicants that this corridor will not be disturbed, except temporarily during the construction of the Willowood Drive Underpass. During construction of the underpass, the applicants will follow the mitigation guidelines in the City's General Plan Update EIR to ensure that any resources that may be found are not significantly impacted.

TOPOGRAPHY PLAN



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FIGURE 2.2

3.0 SPECIFIC PLAN GOALS

3.1 GOALS

The list of planning goals presented below provides the framework used to develop the land use, circulation, capital improvement, financing and design recommendations set forth in this Specific Plan. These goals are based on:

- City of Oakdale General Plan policies;
- Input from City staff, area landowners and community members;
- Environmental findings identified in the City of Oakdale General Plan EIR completed earlier in the planning process;
- Planning and design factors relating to the areas ultimate character, identity and quality of life.

The following goals support the maintenance or enhancement of the historic and cultural development of Oakdale, and the creation of a high quality of life for present and future residents:

- 3.1.1 Create an attractive residential community featuring a fully-integrated range of residential densities supported by recreational, educational, and commercial facilities.
- 3.1.2 Provide housing opportunities that accommodate the social, economic and physical needs of the diversity of households and income groups found in the Oakdale area.
- 3.1.3 Design an interconnected street system that disperses traffic quickly and efficiently with minimal impact to the internal neighborhood character or to citywide traffic circulation.
- 3.1.4 Create a system of streets that recognizes the needs of the larger citywide circulation system and attempts to provide valuable city-serving links, without adversely affecting the quality of life within the project.
- 3.1.5 Establish a pedestrian and bicycle-friendly environment that includes both on-street and off-street pedestrian and bicycle facilities to encourage non-vehicular travel both within the project and the City.
- 3.1.6 Establish a comprehensive, integrated park and open space system that meets the recreational needs of future residents, and gives structure and identity to the overall development.
- 3.1.7 Create a plan which recognizes the site's importance in defining the City's western edge as an attractive gateway into the City of Oakdale.
- 3.1.8 Ensure the orderly and fiscally-sound development and provision of City services to the planning area.
- 3.1.9 Ensure landowners a reasonable beneficial use of their land which is consistent with City General Plan policy and avoids significant environmental impacts.
- 3.1.10 Establish a land use pattern that protects the public's health, safety and welfare.

4.0 SPECIFIC PLAN SUMMARY

The Specific Plan is the culmination of a comprehensive planning program for Southwest Oakdale, representing an 8-year effort that involved the updating of the City of Oakdale's General Plan as well as the preparation of this Specific Plan. The Plan provides a planning framework to guide the longer range development of approximately 530± acres southwest of the City in unincorporated Stanislaus County.

4.1 LAND USE CONCEPT

The land use concept calls for the development of a well planned residential community featuring a range of residential densities supported by park, school and commercial facilities. In keeping with the existing residential character of Oakdale, the vast majority of the residential development (i.e., approximately 80%) will be low-density, single-family detached housing. A 10.1 acre elementary school site is located near the center of the planning area to serve new students generated by the project, and a system of community and neighborhood parks and parkways are provided to meet the recreational needs of the new community.

In response to both the large size and long shape of the planning area, the plan establishes a development pattern comprised of a series of interconnected, yet clearly defined residential neighborhoods. These neighborhood units are intended to establish smaller, more manageable units that will foster social interaction amongst neighbors, as well as create physical differentiation within the development area that will allow each area to establish its own identity and sense of place.

The parks and open space system, as well as the street system, have been designed to provide an integrated framework that reinforces the neighborhood concept and establishes the basic form and identity for planning area development. Each neighborhood is organized around a public park, which is intended to act as both the physical center and social focus for the area, providing visual amenity, recreational space, and a public gathering place. Streets, sidewalks, bicycle lanes, and combined bicycle/pedestrian paths have been designed to create an integrated system that minimizes the conflict between vehicles and pedestrians and facilitates the movement of people and vehicles without adversely affecting the quality of life within the residential neighborhoods.

Commercial development is proposed at the southwest and southeast corners of State Highway 108 and Crane Road. These commercial uses are intended to serve both the residents of the Specific Plan and members of the larger community. The commercial sites' locations adjacent to the residential development will make it convenient for local-serving retail and service uses, while its location at the principal western gateway to the City of Oakdale also makes it a prime location for retail and service uses with a broader market appeal. In addition, as a major gateway to the City, the design of the commercial development will play a key role in announcing the entrance to the City and establishing an attractive visual character.

4.2 PRINCIPAL FEATURES OF THE PLAN

The following discussion summarizes some of the key features of the Bridle Ridge Specific Plan:

4.2.1 LAND USE

- The Plan provides for the development of approximately 1,854 units of new housing. Consistent with the City's General Plan. A range of residential densities have been incorporated into the Plan. Of the residential units, approximately 1,531± units would be low-density single-family homes, 143± units would be medium-density homes, and 180± units would be high-density units. The maximum density for low density single family homes is 4.4 units per acre.
- Special efforts have been made to preserve the character of the existing Tioga Avenue neighborhood. Only a few larger (conforming) lots have been added at the eastern end of Tioga Avenue, and no new lots will front onto the north side of Tioga. In addition, the street will be maintained as a long cul-de-sac to prevent any increase in traffic, except that an emergency vehicle access (EVA) will be provided at the east end to bring the street up to City safety standards.
- The Plan provides for development of approximately 250,000 square feet of community and neighborhood serving retail, service and office uses at the southeast and southwest corners of Highway 108 and Crane Road. Design guidelines call for the development of an attractive, high quality commercial center that will establish a quality image and identity at this important gateway to the City.
- Consistent with the General Plan, a 10.1 acre site has been designated in the area south of the Burlington Northern and Santa Fe Railroad for the future development of a public elementary school.

4.2.2 PARKS AND RECREATION

- The Plan provides over 53 acres of public parkland to serve both existing and future residents. A 15.2± acre community park at the southeast corner of the project adjacent to future industrial uses is intended to provide active sports facilities that will benefit the entire community. Six neighborhood parks are provided to accommodate the needs of planning area residents, and 18.2 acres of linear parkway are provided to enhance pedestrian and bicycle circulation to and from the proposed new elementary school and along the Old Crane Lateral right-of-way.
- Parks have been strategically located within the planning area to provide open space within convenient walking distance from all homes, and to provide a central focus and gathering place for each of the neighborhoods.

4.2.3 CIRCULATION

- The Plan provides for an integrated, multi-modal circulation system that reduces potential traffic impacts by providing area residents with choices in selecting a preferred mode of transportation. While ensuring that vehicular circulation is convenient and efficient, the Plan puts a strong emphasis on accommodating alternate modes of transportation, including walking, bicycling, and transit.
- The Plan emphasizes the fact that street corridors are intended to accommodate the movement of pedestrians and bicycles in addition to motor vehicles. As such, the street standards have been structured to balance the needs of these three different modes of travel to ensure the safety and enjoyment of all travelers. Street cross-sections have been narrowed to slow traffic, bike lanes and paths have been provided to accommodate cyclists, and sidewalks and off-street pedestrian paths have been provided to accommodate pedestrians.
- The street system is integrated into the larger existing system by providing key linkages and street extensions that have been projected by the City's General Plan. Specifically, the Plan provides for the extension of J Street and the connection of Gregor Street (i.e., Bridle Ridge Way) westerly to Crane Road, and the southern extension of Willowood Drive to the southern boundary of the Specific Plan. A vehicular underpass will be constructed to allow Willowood Drive to extend under the railroad line.
- F Street and Crane Road will both be widened and signals added at key intersections to accommodate projected regional and local traffic. Ultimately, F Street will be widened to four lanes along the entire planning area frontage, and Crane Road will be widened to four lanes from Bridle Ridge Way north to F Street. Traffic signals will be added at Bridle Ridge Way / Crane Road, J Street / Crane Road, Crane Road / F Street, and F Street / Willowood Drive.
- In addition to bicycle and pedestrian facilities within the planning area, the Plan also provides for connections to existing and proposed facilities beyond the planning area in an effort to encourage walking and cycling. Specifically, the Plan provides for a number of connections to the proposed citywide trail corridor that is proposed for the Old Crane Lateral easement in the future that parallels the planning area's southern boundary. The Plan also proposes the extension of an 8-foot wide Class I bikeway along the east side of Crane Road as part of the citywide trail that is ultimately projected to extend north to the Stanislaus River. An upgraded pedestrian, bicycle and emergency vehicle underpass will also be provided at the location of the existing Ash Avenue underpass.

4.2.4 PUBLIC UTILITIES

- The water supply for the planning area will be provided from a series of wells that will be drilled on-site. A water distribution system will be constructed that connects into the existing City system and completes the looped system needed to provide adequate water pressure throughout the southwestern end of the City and the system would also include a water storage tank.
- A new 24-inch sewer trunk line parallel with Lee Avenue and a new 30-inch line across the river will be constructed to carry sewage to the treatment plant. These new lines have been over-sized to provide necessary capacity for future development in the areas south of the Specific Plan area.
- The drainage system for the Specific Plan area has been designed to detain and release stormwater off-site by force main. Selected parks will be designed as detention areas that will collect on-site runoff and allow for its percolation into the groundwater system. A collection system with a pump station, connected to the detention area, will connect to the existing Crane Road outfall and conveyance system.
- Sewer and water facilities will be stubbed to Tioga Avenue. Existing Tioga Avenue and Crane Road residents will be allowed to connect to these City services when they wish, provided all mains to be stubbed and looped prior to any connections. Existing residents will also be allowed to continue to contract with OID for irrigation water, based on its availability from that District.

4.2.5 IMPLEMENTATION

- The Project proponents plan to phase development of the Specific Plan area over a 10- to 20-year period, with initial construction projected to begin in 1999. The first phase may begin in the southern section of the planning area, near or adjacent to the Willowood Drive extension and south of the railroad. Subsequent phases will be contiguous and will move to the east and west from Willowood Drive.
- A long term (i.e. 20 year) Area of Benefit Ordinance and a public finance program may be established to help implement improvements that will benefit more than the Specific Plan area.
- Entering into a mutually-acceptable Development Agreement between the City and associated developers may ensure that the objectives of both parties are achieved over the course of the extended buildout period.

5.0 LAND USE ELEMENT

5.1 PURPOSE

This chapter of the Specific Plan translates the Plan Goals (Chapter 3) into specific land use policies, objectives and standards. It specifies the future distribution, location and intensity of land uses within the Bridle Ridge Specific Plan area. In addition to the Specific Plan policies and objectives, all land use goals and policies contained within the Oakdale General Plan are applicable to this area with noted exceptions.

5.2 LAND USE CONCEPT

Given that this Bridle Ridge Specific Plan area is one of the larger areas identified for future City growth and is located at the western gateway to Oakdale, an immense amount of careful planning has been put forth over the past 8 years to ensure the development of an attractive, high quality residential community that relates well to its setting and the existing community.

The Plan for Southwest Oakdale is a response to a complex set of physical, social, economic and environmental variables. However, three objectives played a key role in formulating the land use concept set forth in this Specific Plan:

- The concept of "neighborhood" should be incorporated as an organizing principle that will promote the sense of community and enhance the quality of life for future residents;
- The pattern of development should be derived from and respond to the physical, functional and social characteristics of the site and the wider community; and
- The plan needs to creatively implement and give form to the land use policies adopted in the City's recently adopted General Plan and Specific Plan Design Principles.

The land use concept formulated in response to these objectives calls for the development of an integrated residential community featuring a range of residential densities supported by park, school and commercial facilities. In keeping with the existing residential character of Oakdale, the great majority of the residential development will be low-density, single-family detached housing. An elementary school site is located near the center of the planning area to serve new students generated by the project, and a system of community and neighborhood parks and parkways are provided to meet the recreational needs of the new community.

The Plan establishes a development pattern comprised of a series of interconnected, yet clearly defined residential neighborhoods. These neighborhood units are intended to establish smaller, more manageable units that will foster social interaction amongst neighbors, as well as create physical differentiation within the community that will allow each area to establish its own identity and sense of place.

The parks and open space system and the street system have been designed to provide an integrated structure or framework that reinforces the neighborhood concept and establishes the basic form and identity for planning area development. Each neighborhood is organized around a public park, which is intended to act as both the physical center and social focus for the area, providing visual amenity, recreational space, and a public gathering place. To reinforce the focus of each neighborhood on its park space, the street system has been laid out concentrically around the parks, and the street corridors have been designed to provide a more attractive and pedestrian oriented environment. In addition, streets, sidewalks, bicycle lanes, and combined bicycle/pedestrian paths have been laid out to create an integrated system that minimizes the conflict between vehicles and pedestrians and facilitates the movement of people and vehicles without adversely affecting the quality of life within the residential neighborhoods.

Commercial development is proposed at the southwest and southeast corners of State Highway 108 and Crane Road. These commercial uses are intended to serve both the residents of the Specific Plan community, members of the greater Oakdale area, and those traveling to Yosemite National Park and beyond. The commercial sites' locations adjacent to the residential development will make it convenient for local-serving retail and service uses, but its location at the principal western gateway to the City of Oakdale also makes it a prime location for retail and service uses with a broader market appeal. In addition, as a major gateway to the City, the design of the commercial development will play a key role in announcing the entrance to the City and establishing an attractive visual character.

5.3 LAND USE PLAN

The Land Use Plan (Figure 5.1) shows the General Plan land use designations proposed for the Bridle Ridge Specific Plan area. The Plan is an expression of certain key themes that are the foundation of the plan, including:

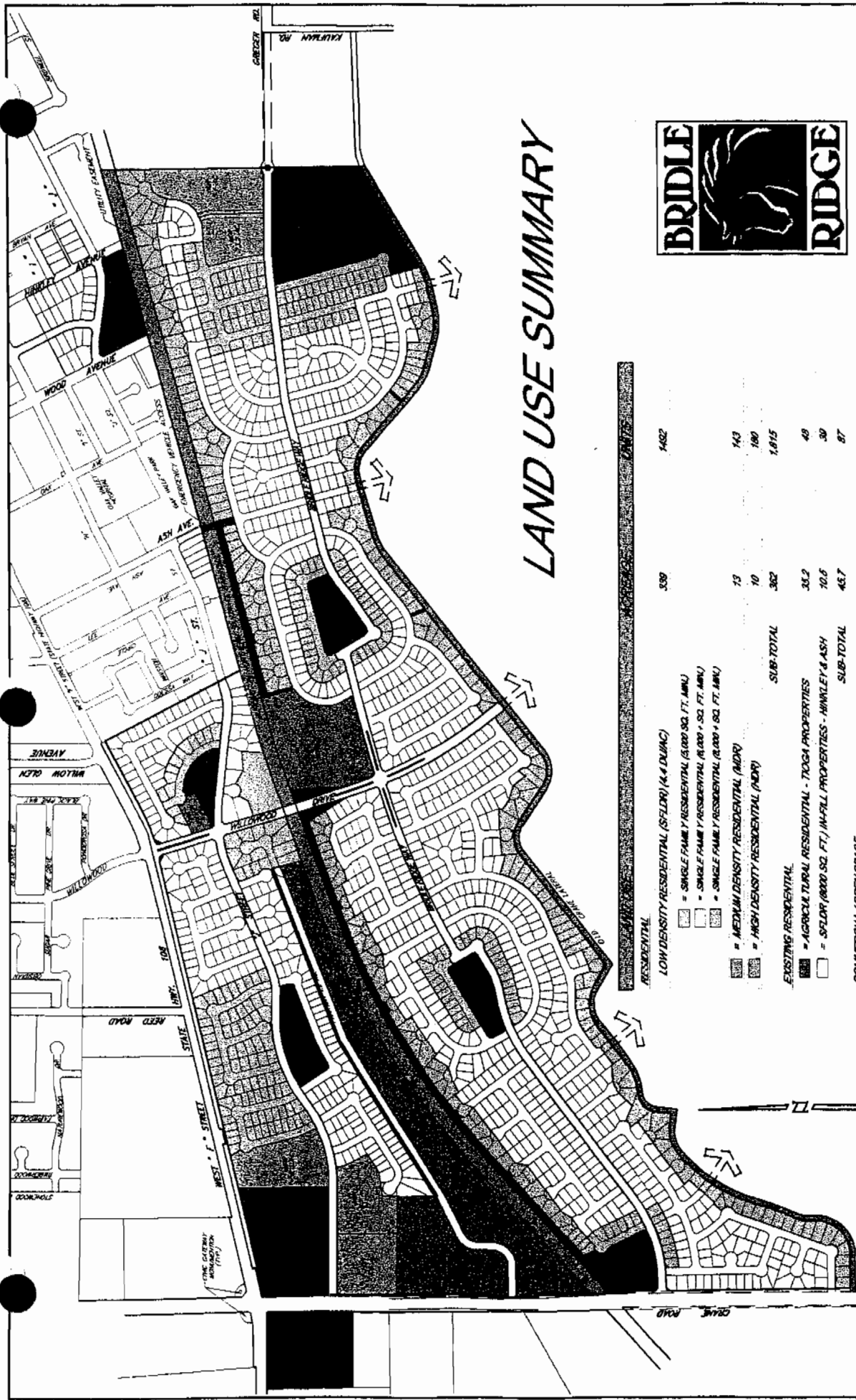
- Provision of a range of housing opportunities in keeping with the character of the City of Oakdale;
- Preservation and enhancement of the character of the City of Oakdale and its surroundings; and
- Responsiveness to topographical, biological and other environmental constraints.

The land use program for new development calls for the development of a residential community supported by a mixture of park, school and commercial uses. Table 5.1 provides a breakdown of the gross acreages associated with each land use category. The proposed residential uses, range from low-density, single-family development to high density, residential development. Approximately 377 acres of the planning area are designated for new residential development.

The Land Use Plan in Figure 5.1 also shows a detailed parcelization of the development area based on design principles desired by the City. The conceptual site plan shows a specific number of lots for single-family detached units, however a maximum density of 4.4 lots per acre is allowed and the plan assumes that average densities would be achieved within the medium and high density areas. Conceptual parcelization is also shown for the low-density residential in the in-fill areas. Given the absence of any specific proposals for these areas, the Plan assumes a development pattern similar to that which already exists in the area. As shown in Figure 5.1, these areas will accommodate approximately 39 dwelling units.

The conceptual site plan in Figure 5.1 is the general development pattern that may be implemented. However, given the scale of the Plan, the location, configuration and alignment of lot lines, road alignments, open space, school facilities, and commercial land uses shown in Figure 5.1 are approximate. The Site Plan is a general depiction of the proposed development pattern that will require some flexibility when implementing the Plan. Certain insubstantial adjustments to road alignments and boundaries may be necessary when individual applications for development are submitted.

The number of lots designated within the Bridle Ridge community for single-family low-density housing are not expected to change substantially from the number estimated on the Site Plan. Only in the higher density areas (i.e., the Medium and High-Density designations) and in the areas outside Bridle Ridge, where unit types still need to be determined or site planning is required, does the possibility exist for any significant variation in the number of units that will ultimately be developed.



LAND USE SUMMARY



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RESIDENTIAL	339	1402
LOW DENSITY RESIDENTIAL (SFDR) (4.4 DU/AC)		
= SINGLE FAMILY RESIDENTIAL (5,000 SQ. FT. MIN.)		
= SINGLE FAMILY RESIDENTIAL (8,000 + SQ. FT. MIN.)		
= SINGLE FAMILY RESIDENTIAL (12,000 + SQ. FT. MIN.)		
= MEDIUM DENSITY RESIDENTIAL (MDR)	13	143
= HIGH DENSITY RESIDENTIAL (HDR)	10	100
SUB-TOTAL	362	1,815
EXISTING RESIDENTIAL		
= AGRICULTURAL RESIDENTIAL - TOGA PROPERTIES	30.2	40
= SFDR (8,000 SQ. FT.) IN-FILL PROPERTIES - HINCKLEY & ASH	10.6	30
SUB-TOTAL	40.8	87
COMMERCIAL / OPEN SPACE		
= GENERAL COMMERCIAL	18.8	280,000 S.F.
= RAILROAD RIGHT-OF-WAY	18.2	N/A
= SCHOOL	10.1	1 SCHOOL
= FIRE STATION	0.9	1 FIRE STATION
= NEIGHBORHOOD PARKS	18.8	6 PARKS
= GREENBELT / TRAILS	8.5	9 GREENBELTS
= COMMUNITY PARK (YOUTH SPORTS FACILITY)	15.2	1 PARK
= OLD PARKWAY	8.7	N/A
SUB-TOTAL	101.2	N/A
GRAND TOTAL	588.9	

NOTE: THIS DRAWING IS A DIAGRAMATIC TO
DEPICT POSSIBLE IMPROVEMENTS AND IS FOR
ILLUSTRATIVE PURPOSES ONLY. THIS DRAWING
DOES NOT REPRESENT ANY
REQUIRED IMPROVEMENTS.

FIGURE 5.1



<p>Table 5.1 Bridle Ridge Specific Plan LAND USE SUMMARY</p>			
<i>Land Use Designation</i>	<i>Acreage</i>	<i>Maximum Development Potential</i>	<i>Averaged Plan Development Intensity</i>
RESIDENTIAL			
Single-Family Low-Density Residential (SFLDR) (4.4 du/ac, maximum)	339.0	1,492 d.u.'s	1,492 d.u.'s
Medium-Density Residential (MDR) (14 du/ac max) (11 du/ac average)	13.0	182 d.u.'s	±143 d.u.'s
High-Density Residential (HDR) (28 du/ac max) (18 du/ac average)	10.0	280 d.u.'s	±180 d.u.'s
Subtotal	362.0	1,954 d.u.'s	±1,815 d.u.'s
EXISTING RESIDENTIAL			
Agricultural Residential (Tioga Properties)	35.2	48 d.u.'s	N/A
SFLDR In-Fill Properties Adjacent to Hinkley Avenue and Ash Avenue	10.5	39 d.u.'s	39 d.u.'s
Subtotal	45.7	87 d.u.'s	39 d.u.'s
COMMERCIAL			
General Commercial (GC) (FAR 0.30 average)	18.8	250,000 sq. ft.	±250,000 sq. ft.
Subtotal	18.8	250,000 sq. ft.	±250,000 sq. ft.
PUBLIC/SEMI-PUBLIC			
Fire Station (PSP)	0.9	--	1 Fire Station
Railroad Right-of-way (PSP)	18.2	--	--
Subtotal	19.1	--	--
SCHOOLS			
Elementary School (SCH)	10.1	1 school	1 school
Subtotal	10.1	--	--
PARKS			
Neighborhood Parks	19.8	N/A	6 parks
Greenbelt / Trails	8.5	N/A	4 Greenbelts
Community Park (Youth Sports Facility)	15.2	N/A	1 park
O.I.D. Parkway	9.7	N/A	1 Parkway
Subtotal	53.2	--	--
TOTAL	508.9		

Based on the parcelization shown in the Site Plan and assuming average densities are achieved in the Medium-Density, High-Density, and non-Bridle Ridge areas, the projected new residential development potential for the planning area is approximately 1,854 dwelling units, of which approximately 83% (1,531 units) will be low-density housing, approximately 7% (or 143 units) would be medium-density housing, and approximately 10% (or 180 units) would be high-density housing. Of this total, approximately 1,815 units would be in the Bridle Ridge development area. These units would be in addition to the approximately 48 existing units that will remain in the Tioga Avenue/Crane Road area.

A 10.1 acre elementary school site to serve new students generated by the Project and other future development is located in the northeast quadrant of the proposed intersection of Bridle Ridge Way and Willowood Drive. Approximately 11% of the total planning area, 53 acres, is proposed for recreational open space. The proposed open space consists of 15.2 acres of community park (one park), 19.8 acres of neighborhood parks (six smaller parks), and 18.2 acres of parkways. The six neighborhood parks range in size from 2 acres to 4 acres (5 of the 6 parks are in the new Bridle Ridge community). The parkways are linear open space corridors intended to provide open space buffers and facilitate off-street pedestrian and bicycle circulation.

The Specific Plan also designates 18.8 acres of General Commercial development at the intersection of Highway 108 and Crane Road. The Plan designates 10.5 acres of General Commercial in the southeast quadrant of the intersection (i.e., within the Bridle Ridge community), and 8.3 acres in the southwest quadrant. The intent is to provide community and neighborhood serving retail, service and office uses in these locations.

5.4 LAND USE DESIGNATIONS AND DEVELOPMENT REGULATIONS

The land use program for the Bridle Ridge Specific Plan Area calls for a mixture of residential, commercial, public facilities and open space uses. In order to be consistent with previous and ongoing planning in the community, the Specific Plan incorporates established land use categories defined in the City's General Plan. Project development regulation will be controlled by the Bridle Ridge Development code and by the City of Oakdale's Zoning Ordinance that is incorporated by this reference. The Specific Plan Zoning District boundaries within the Specific Plan area are shown in Figure 5.2.

Agricultural Residential (AGR) Land Use Designation

Specific Plan Zoning District: SPR-E (15,000 square foot minimum lot area)

The Specific Plan's Agricultural Residential (AGR) designation applies to existing rural residential development in the vicinity of Tioga Avenue. The AGR Designation will be added to the General Plan to accommodate existing rural residential areas that are annexed to the City. Existing development in the Tioga Avenue area occurs on 50± lots whose sizes range from 15,000 square feet to just under 2 acres, with the majority of the lots being between 0.33 and 0.50 acres in size with minimum widths of 100± feet. The new General Plan AGR Designation allows a residential density of 1 to 3 units to the gross acre in a semi-rural setting.

The Agricultural Residential area will have a Specific Plan zoning of SPR-E with boundaries consistent with Figure 5.2. Development standards for this district are set forward in Table 5.2: Bridle Ridge Specific Plan Development Code. Permitted uses within the SPR-E district are governed by Chapter 36.6 (R-A Residential Agricultural District) of the City Zoning Ordinance.

Single-Family Low-Density Residential (SFLDR) Land Use Designation

Specific Plan Zoning District: SPR-A (8,000 square foot minimum lot area)
Specific Plan Zoning District: SPR-1 (6,000 square foot minimum lot area)
Specific Plan Zoning District: SPR-2 (5,000 square foot minimum lot area)

The Specific Plan's Single-Family Low-Density (SFLDR) designation allows single family residential development up to a maximum gross density of 4.4 du's/ac on lots ranging from 5,000 to 15,000 square feet in size. This designation accommodates the majority of the planning area's detached single-family housing. The land use plan shows up to 1,492 dwelling units in this category.

The Single-Family Low-Density Residential area will have a Specific Plan zoning of either SPR-A (8,000 square foot minimum lot), SPR-1 (6,000 square foot minimum lot), or SPR-2 (5,000 square foot minimum lot) with boundaries consistent with Figure 5.2. Development standards for this district are set forward in Table 5.2: Bridle Ridge Specific Plan Development Code. The development code provides for the SPR-2 minimum lot size to be reduced to 4,500 square feet when lots have alleyway-loading garages. The location of each zoning district designated by the land use diagram's single family residential lot minimum standards. All development within the SFLDR designation will be consistent with the applicable sections of the Bridle Ridge Community Design Element contained in Chapter 7. Permitted uses within the SPR-A, SPR-1, or SPR-2 district are governed by Chapter 36.7 (R-1 Single Family Residential District) of the City Zoning Ordinance.

Existing and antiquated 25-foot wide lots that are annexed into the City as part of the Specific Plan process will be required to be merged prior to the issuance of any building permits for new dwelling units. The merger shall result in a single new parcel consistent with the applicable Bridle Ridge development code and Section 31-90 of the City Code.

Medium-Density Residential (MDR) Land Use Designation

Specific Plan Zoning District: MDR-PD (Medium Density Residential Planned Development)

The Medium-Density Residential (MDR) designation allows a mixture of moderate- and medium-density residential development at a density range of 8 to 14 units per gross acre. The specific plan anticipates a buildout of 143± dwelling units with an average density of 11 units to the acre. This designation permits detached single-family, patio and zero lot line, in addition to attached single-family units such as townhouses.

The MDR designation will have a Specific Plan zoning of MDR-PD with boundaries consistent with Figure 5.2. All development, proposed uses and subdivisions within this district would be subject to the approval of a Planned Development consistent with Section 36-23.30 of the City Zoning Ordinance. All development within the MDR designation will be consistent with the applicable sections of the Bridle Ridge Community Design Element contained in Chapter 7.

High-Density Residential (HDR) Land Use Designation

Specific Plan Zoning District: HDR-PD (High-Density Residential Planned Development)

The High-Density Residential (HDR) designation allows a variety of attached medium to high-density residential development at a density range of 14 to 28 units per gross acre. The specific plan anticipates a buildout of 180± dwelling units with an average density of 18 units to the acre. This designation permits attached dwellings including townhouses, garden apartments and senior housing complexes.

The HDR designation will have a Specific Plan zoning of HDR-PD with boundaries consistent with Figure 5.2. All development, proposed uses and subdivisions within this district would be subject to the approval of a Planned Development consistent with Section 36-23.30 of the City Zoning Ordinance. All development within the HDR designation will be consistent with the applicable sections of the Bridle Ridge Community Design Element contained in Chapter 7.

EXHIBIT A
TABLE 5.2
BRIDLE RIDGE DEVELOPMENT CODE

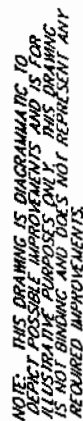
Zoning District	Land Use District	Lot Area	Lot Width	Lot Depth	Lot Coverage	Front Yard Setback	Side Yard Setback	Rear Yard Setback	Permitted Uses	Design Requirements
SPR-E	EST RES (estate residential)	15,000 sq. ft.	100 ft. min.	130 ft. min.	30%	All structures	Interior Corner	Primary unit Accessory	(RA)	None
SPR-A	SFLDR (8,000 s.f. min. lot)	8,000 sq. ft. min. 8,500 sq. ft. min.	70 ft. min. 80 ft. min.	100 ft. min. 100 ft. min.	40%	Garage (all yards) Dwellings Porch/Arch Feature	Interior* Corner	Primary unit Accessory*	Section 36-7 (R-1)	Section 7.4 & 7.5
SPR-1	SFLDR (6,000 s.f. min. lot)	6,000 sq. ft. min. 6,500 sq. ft. min.	55 ft. min. 65 ft. min.	90 ft. min. 90 ft. min.	50%	Garage (all yards) Dwellings Porch/Arch Feature	Interior* Corner	Primary unit Accessory*	Section 36-7 (R-1)	Section 7.4 & 7.5
SPR-2	SFLDR (5,000 s.f. min. lot)	5,000 sq. ft. min. 5,500 sq. ft. min.	50 ft. min. 55 ft. min.	90 ft. min. 90 ft. min.	50%	Garage (all yards) Dwellings Porch/Arch Feature	Interior* Corner	Primary unit Accessory*	Section 36-7 (R-1)	Section 7.4 & 7.5
SPR-2A		4,500 sq. ft. min. 5,000 sq. ft. min.	45 ft. min. 50 ft. min.	90 ft. min. 90 ft. min.						

*Fireplaces, cantilevered or bay windows, eave projections and similar architectural features may encroach up to 2 feet into the required 5 foot side yard setback on one side of the residence, the other side must meet minimum side yard setback requirements without obstructions. [BRSP Amendment No. 1, approved by City Council Resolution 2002-101: 7/15/2002]

Accessory units may be connected to primary units with a decorative breezeway structure.

NOTES:

1. Rear lot garages may have zero side yard setbacks subject to easements.
2. Reduced lot requirements permitted in the SPR-2 district with alleyway loading garages.



General Commercial (GC) Land Use Designation

Specific Plan Zoning District: GC-PD (General Commercial Planned Development)

The General Commercial (GC) designation allows a neighborhood serving commercial shopping center with average floor area ratios of 0.30. The specific plan anticipates a buildout of 250,000± square feet of commercial floor space among 18.8 acres of GC designated areas. This designation permits the development of master planned, neighborhood retail, service, and office uses within a commercial shopping center.

The GC designation will have a Specific Plan zoning of GC-PD with boundaries consistent with Figure 5.2. All development and subdivisions within this district would be subject to the approval of a Planned Development consistent with Section 36-23.30 of the City Zoning Ordinance. All land uses with the GC-PD district shall be consistent with the use provisions of Section 36-11 (C-1 Neighborhood Commercial District) of the Oakdale Zoning Ordinance. All development within the GC-PD designation will be consistent with the applicable sections of the Bridle Ridge Community Design Element contained in Chapter 7.

Public and Semi-Public (PSP) Land Use Designation

Specific Plan Zoning District: PSPZ (Public Use)

This Public/Semi-Public (PSP) designation allows public uses such as government buildings, fire stations, railways and schools. A 0.9 acre site located on the east side of Willowood Drive, north of J Street, has been set aside for the potential future development of a fire station. A 10± acre elementary school site is provided at the northeast corner of the Willowood and Bridle Ridge Way intersection. The 100-foot wide Burlington Northern & Santa Fe Railroad right-of-way, which bisects the planning area along its length, comprises approximately 18.2 acres or 4% of the planning area. No uses (other than current railroad usage) are proposed within the right-of-way. The right-of-way may will be fenced (e.g. cyclone) along portions of the southern boundary and the non-Tioga portion of the northern boundary of the right-of-way to restrict access.

The PSP designation will have a Specific Plan zoning of PSPZ with boundaries consistent with Figure 5.2. All development within the PSPZ designation will be consistent with the applicable sections of the Bridle Ridge Community Design Element contained in Chapter 7.

Parks (P) Land Use Designation

Specific Plan Zoning District: P-OS (Parks and Open Space)

This Park (P) designation includes all neighborhood parks, community parks, trails, and recreational areas. Specific Plan provides 53.2± acres of park land and open space areas. The area designated for Parks includes a 15.2 acre community park, 6 neighborhood parks, and 18.2 acres of parkways. Parkway are linear parks that serve a dual purpose, providing pedestrian and bicycle linkages within the planning area and providing open space buffers along sections of the railroad right-of-way.

The Park designation will have a Specific Plan zoning of P-OS with boundaries consistent with Figure 5.2. All development within the P-OS designation will be consistent with the applicable sections of the Bridle Ridge Community Design Element contained in Chapter 7. All land uses with the P-OS district shall be consistent with the use provisions of Section 36-5 (Open Space District) of the Oakdale Zoning Ordinance. Table 5.3 shows the acreage associated with each of the parks and the associated estimated parkland dedication credit each will receive. Table 5.4 shows the formula for the required park acreage.

Parkland Credit Tables

Credit calculations within this table may be modified, as needed, for consistency with the project's final development agreement.

Table 5.3: Bridle Ridge Park Credit Table

Parkland	Gross Land Dedication	% Parkland Credit*	Net parkland Dedication Credit
Neighborhood Park #1 (West J Street)	3.5 acres	50%	1.8 acres
Neighborhood Park #2 (J St/Willowood)	2.0 acres	50%	1.0 acres
Neighborhood Park #3 (J St/Wood)	4.0 acres	50%	2.0 acres
Neighborhood Park #4 (Bridle Ridge Wy/Willowood)	3.3 acres	50%	1.7 acres
Neighborhood Park #5 (Bridle Ridge Way)	3.0 acres	50%	1.5 acres
Neighborhood Park #6 (Crane Road)	4.0 acres	50%	2.0 acres
Community Park	15.2 acres	100%	15.2 acres
OID and BNSF Bikeway (credit for 8-foot wide trail)	118,000 sq. ft.	100%	2.7 acres
Total Parkland Dedication	37.7 acres		27.8 acres
Required Parkland Dedication			28.1 acres
Total Parkland Credit(+) or Deficit(-)			-0.3 acres

* credit table will be adjusted to reflect parkland used as detention areas

Parkland Credit Scale

no detention	100% credit
detention less than 5-feet deep	50 % credit
detention greater than 5-feet deep	Not permitted in parks
8-foot Linear Trails Width	100%

Table 5.4: Parkland Dedication Formula

Use	units	Average HH Size (1990 Census)	Population	Parkland Dedication Requirement (5ac/1000 pop)
Single-Family Residential	1579 du's	3.1 persons/hh	4895 persons	24.47 acres
Medium Density Residential	143 du's	2.4 persons/hh	343 persons	1.72 acres
High Density Residential	180 du's	2.1 persons/hh	378 persons	1.89 acres
	1902 du's		5616 persons	28.08 acres

[Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]

5.5 GOALS, POLICIES AND OBJECTIVES

5.5.1 RESIDENTIAL

Goal: *To create an attractive residential community featuring a fully-integrated range of residential densities supported by park, school, and commercial facilities.*

- Policy 5.1:** Establish attractive, well-defined, pedestrian-scale neighborhoods that promote a sense of community and enhance the quality of life for future residents.
- Policy 5.2:** Locate community services and amenities, such as schools, recreation, shopping and transit, so that they are convenient and easily accessible to residents of the new residential community.
- Policy 5.3:** Pedestrian, bicycle, transit, and street systems should be fully integrated and provide convenient connections to key destinations both within the project and the larger community.
- Policy 5.4:** Distribute the proposed higher density housing in the planning area, in such a way that it benefits from proximity to community services and amenities, is easily accessible from primary collector streets, and is compatibly designed with surrounding development.
- Policy 5.5A:** All existing agricultural uses within the plan area will be protected and allowed to remain. All new residential development will carry the City's Right-to-Farm deed disclosures.

[Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]

Goal: *Provide a diversity of housing opportunities that meets the social, economic and physical needs of future residents.*

Oakdale's housing stock has traditionally included, and continues to include, primarily single-family detached residences. Consistent with the City's General Plan designations for this area, the Specific Plan area will continue this tradition and provide a community that consists of predominantly single family detached housing supplemented with a relatively small percentage of the units being higher density housing.

Demographics in Oakdale as in other communities throughout California indicate that fewer and fewer households match the description of traditional American family. In addition to the traditional single family detached house, the housing in the Specific Plan area needs to include a mixture of housing opportunities for single-parent families, the elderly, extended nuclear families, first-time buyers, and "empty-nesters".

Policy 5.5: Provide a mixture of housing densities and types while maintaining Oakdale's existing single-family character.

Policy 5.6: Require any higher density development to be designed with a PD process to ensure compatibility with the scale and character of the predominantly single-family character of this Specific Plan area.

Policy 5.6A: A 20-foot wide landscape buffer treatment and decorative masonry wall shall be provided along the southern boundary of the High-Density Residential area that is adjacent to the Agricultural Residential area along Crane Road. The treatment shall be similar to the landscape treatment along Tioga Avenue (Figure 6-10).

Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]

Policy 5.7: Promote energy efficiency and conservation in all residential neighborhoods.

Policy 5.8: Buffer the existing large-lot rural development along Tioga Avenue from new development by maintaining Tioga Avenue as a predominantly single-loaded rural street.

Policy 5.9: Ensure that residential development along Crane Road and Highway 108 are adequately buffered from traffic noise.

5.5.2 COMMERCIAL

Goal: *To create a commercial area that caters to the shopping, service and entertainment needs of Southwest Oakdale and the surrounding area.*

Policy 5.10: Develop a commercial node at the Highway 108/Crane Road intersection, the western gateway to Oakdale.

Policy 5.11: Encourage the development of community- and neighborhood-serving retail, service, and office uses within the commercial center, in order to better serve residents in the surrounding area and contribute to the identity and character of the area.

Policy 5.12: Provide pedestrian and bicycle linkages to the commercial center, and provide for the possibility of future transit service, in an effort to reduce the number and length of daily vehicle trips from the project area.

Policy 5.13: Utilize the PD process to establish an attractive, high quality image and identity for commercial centers in keeping with their significance at the western entry into the City of Oakdale.

Policy 5.14: A potential site for development of a fire station shall be reserved near the intersection of J Street and Willowood Drive. In the event that the City or Fire District does not elect to build a new station in this location, the site would revert to a single family low density residential (SFLDR).

5.5.3 RECREATION

Goal: To develop an integrated park and recreational open space system designed to meet the needs of future Specific Plan residents and the surrounding community.

Providing for the recreation needs of the Southwest Oakdale community is as important to establishing and maintaining a high quality of life as are the residential and commercial policies set forth in this Plan. Recreation and open spaces are essential to the development of a balanced, healthy living environment. Providing recreational facilities and opportunities within the Specific Plan area will enhance the character and image of the area and enhance the quality of life for future residents. The Plan designates a range of open space and park areas that will provide for the full spectrum of recreational activities from intense active sports to passive open space enjoyment.

- Policy 5.15:** Provide park facilities to satisfy a full range of recreational activities from intense active sports to passive open space enjoyment.
- Policy 5.16:** Establish an hierarchy of open spaces that gives structure and identity to the overall Specific Plan area.
- Policy 5.17:** Create a series of smaller neighborhood parks that are centrally located to the neighborhoods they serve, and that are augmented by a major recreation park and a school site that can accommodate more active organized sports activities for the larger community.
- Policy 5.18:** Locate parks strategically at entrances and along key travel routes to provide attractive visual features that will give a distinctive identity to the Specific Plan area.
- Policy 5.19:** Establish a convenient network of pedestrian and bicycle trails, including bike lanes and sidewalks, to link planning area parks, greenbelts, schools, commercial centers and major open space areas to each other and to the surrounding community.
- Policy 5.20:** Minimize the impact of storm drainage facilities and water wells on parks with creative site design, landscaping, grading and buffering solutions.
- Policy 5.21:** Ensure that all detention facilities are fully landscaped with natural and varied contours.
- Policy 5.22:** Detention facilities shall be given parkland credit according to the City's General Plan Guidelines.
- Policy 5.23:** All detention facilities shall be designed consistent with the requirements of the Specific Plan.

- Policy 5.24:** Basins shall be designed with two levels. The lower terrace serving as a settling area, capable of containing nuisance flows and minor storm events. The higher, auxiliary region would provide the additional capacity to contain the full design storm event.
- Policy 5.25:** Structures designed to intercept silt before entering the basin shall be included.
- Policy 5.26:** Storm water flows across grass areas, to encouraged filtration shall be a design goal.
- Policy 5.27:** Percolation and application rates shall be based upon thorough soils investigations and evaluation by appropriate design disciplines.
- Policy 5.28:** Joint stormwater basins / parks are encouraged to have a maximum depth of 5'-0" and side slopes an average of 5:1. All park / basins will incorporate naturally shaped slopes with landscaping. Actual design parameters may differ depending on site conditions and constraints at the time of the final design subject to the review and approval of the City of Oakdale.
- Policy 5.29:** All parks and recreation facilities including trail systems will be designed incorporating the Concepts of Crime Prevention Through Environmental Design (CPTED) to ensure the safe use by the community.

6.0 CIRCULATION ELEMENT

6.1 INTRODUCTION

The transportation and circulation systems for Southwest Oakdale are designed to provide convenient access to and mobility within the Specific Plan area. The Plan provides for an integrated, multi-modal circulation system that reduces potential traffic impacts by providing area residents with choices in selecting a preferred mode of transportation. While ensuring that vehicular circulation is convenient and efficient, the plan puts a strong emphasis on accommodating alternate modes of transportation, including walking, bicycling, and transit. These alternate modes of transportation will not only help relieve future traffic congestion, but can also help to minimize air pollution, reduce noise pollution, and conserve energy.

In addition to standard transportation measures, the Specific Plan also includes several elements that are only indirectly related to transportation, to encourage the development of a less automobile-dependent community. For instance, the commercial center, elementary school and sports park have been strategically located near residential concentrations and key corridors and intersections to reduce the length and number of daily vehicle trips and to avoid unnecessary traffic in residential neighborhoods. In addition, some higher density housing will be located near the commercial area and major corridors as a means of stimulating pedestrian activity, and an extensive trail system has been designed to encourage walking and cycling. Development and design guidelines included in this Plan likewise promote pedestrian-friendly streetscapes that provide a safe and comfortable environment for the pedestrian.

This Specific Plan recognizes the fact that streets play an extremely important role in determining the character of a community. While streets function as conduits for the movement of motor vehicles within the community, they are also open space corridors that give structure and identity to the neighborhoods through which they pass. Street corridors are intended to accommodate the movement of pedestrians and bicycles in addition to motor vehicles. As such, the design standards must carefully balance the needs of these three different modes of travel to ensure the safety and enjoyment of all travelers.

6.2 CONTEXT

The City of Oakdale, like most small towns, grew up around a "Main Street", a central transportation spine that passes through the center of the community. In Oakdale, F Street (State Route 108 and State Route 120/108), the principal east-west thoroughfare through town, is the City's "Main Street". In addition, Oakdale also grew up at a cross-roads, with the center of town marked by the intersection of two major thoroughfares. Yosemite Avenue (State Route 120 and County Road J-14), the principal north-south thoroughfare through town, forms the other axis of the "cross-roads".

Given this basic circulation structure, the majority of the area's traffic flows to and from the center of the community are along these two routes. This pattern is reinforced by the fact that the Stanislaus River and the existing rail lines through town create physical barriers which restrict the creation of alternate routes through town. As the City has grown and regional traffic continues to increase, the confluence of traffic from F Street and Yosemite Avenue at the center of town has created unacceptable traffic conditions at the heart of the community that the City continues to deal with.

As indicated by the State and County designations on F Street and Yosemite Avenue, these roadways play an important role in the regional transportation system, and much of the traffic on these roadways is generated beyond the Oakdale City limits. Commuter traffic and recreational traffic both contribute significantly to the regional traffic flows that affect Oakdale's traffic. Commuter travel in the region has been increasing as housing prices continue to increase in the Bay Area and larger Central Valley communities. Recreational traffic to and from Yosemite National Park and the Sierra Nevada is heavy on State Route 120 and State Route 120/108 during weekends and holidays.

While two limited access highways by-passing Oakdale have been proposed by Caltrans and the Stanislaus Area Association of Governments to help alleviate current and projected traffic congestion, a key concern of the City's Transportation Plan is to provide a series of through connections within the City that begin to provide Oakdale residents with alternatives to the F Street and Yosemite Avenue travel routes. Given its location and size, the Bridle Ridge Specific Plan area plays a key role in implementing several of the linkages and roadway extensions proposed in the City's General Plan. This Specific Plan area also has the potential to contribute to the current congestion in downtown Oakdale if not appropriately designed. For this reason, traffic studies have been conducted during the preparation of the Specific Plan to guarantee that all improvements necessary to ensure adequate operation of the City's circulation system have been identified as part of this Specific Plan approval process.

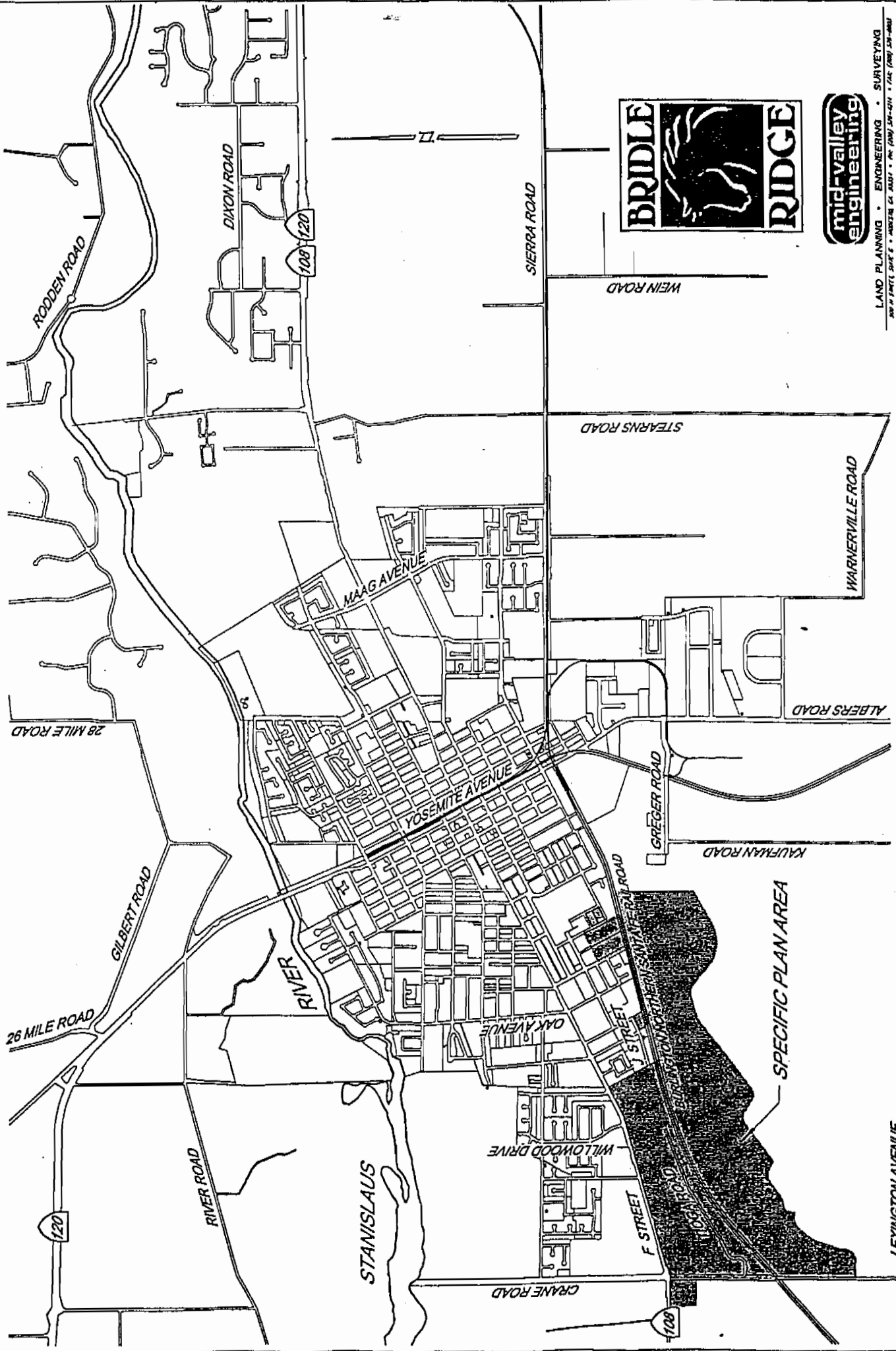
6.3 EXISTING STREET SYSTEM

The City of Oakdale General Plan identifies four types or classifications of streets that comprise its street network: expressways, arterials, major and minor collectors, and local streets. The Specific Plan area is currently served by two major arterials, two major collector streets, and two local streets which are rural in character. Figure 6.1 shows the existing street system described below.

6.3.1 STATE ROUTE 108 (F STREET)

State Route 108, or F Street as it is known within the Oakdale City limits, is a State Highway that serves as a major arterial connecting the Cities of Modesto, Riverbank, and Oakdale to the Sierra foothills. The route, which bisects the City, is the City's only existing major east-west arterial, and thus is heavily traveled by both regional and local auto and truck traffic. Highway 108 is aligned adjacent and parallel to the Specific Plan's northern boundary, and will serve as the primary access route to the Specific Plan area, connecting the site to the downtown as well as to points east and west of the City. Currently, Highway 108 is a two-lane roadway (one travel lane in each direction) in the project vicinity, with a 60-foot wide right-of-way. In order to accommodate projected growth in the City, Caltrans recommends that the F Street corridor have an 110-foot right-of-way. The roadway itself would have an 80-foot wide cross-section curb to curb, accommodating a four-lane arterial with a center median/turn lane.

REGIONAL & LOCAL ROADWAY NETWORK



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FIGURE 6.1

6.3.2 CRANE ROAD

Crane Road, which is located adjacent to and serves as the Specific Plan's western boundary, is currently a two-lane rural roadway providing north-south access between the Stanislaus River and Patterson Road. The roadway is designated as a four-lane arterial in the General Plan. The City's Public Facilities Plan calls for Crane Road to ultimately be expanded from two to four lanes between Highway 108 and Bridle Ridge Way (i.e., the Greger Street extension). Crane Road currently does not extend north of the river, but the General Plan calls for the eventual extension of the roadway north to State Route 120 (i.e., beyond 2015).

6.3.3 J STREET

J Street, which dead-ends into the eastern boundary of the Specific Plan area, is identified as a major east-west collector street for the City. J Street, whose current alignment is discontinuous between the Specific Plan area and Yosemite Avenue, is intended to provide an east-west route parallel to Highway 108 and north of the Burlington Northern and Santa Fe Railroad running from the project's east boundary to Crane Road. J Street is a two-lane roadway with a 60-foot wide right-of-way.

6.3.4 BRIDLE RIDGE WAY

Bridle Ridge Way is another east-west collector street identified in the City's General Plan. It would be the western extension of Greger Street through the Bridle Ridge community. The existing two-lane Greger Street currently includes only a short segment that extends from Yosemite Avenue to just west of Kaufman Road, approximately 700 feet east of the Specific Plan area. The General Plan proposes both an easterly and a westerly extension of Greger Street (i.e., Bridle Ridge Way) in order to provide a through east-west connection across town on the south side of the railroad. The City's Transportation Plan shows the westerly connection to of Greger Street (i.e., Bridle Ridge Way) extending east-west through the southern portion of the Specific Plan area. The extension of the roadway is proposed to be a two-lane street within a 60 foot wide right-of-way.

6.3.5 WILLOWOOD DRIVE

The General Plan identifies a need for a major north-south collector street that will extend south under the Burlington Northern and Santa Fe railroad tracks. The General Plan identifies Ash Street as one of the possible locations for such a collector. However, City staff has suggested that the proposed north-south collector would be better located as an extension of Willowood Drive (which the developer of Bridle Ridge has agreed to). The Public Facilities Plan calls for the reservation of a right-of-way corridor and the eventual extension of a two-lane road from F Street down to Patterson Road.

6.3.6 TIOGA AVENUE

Tioga Avenue is a rural two-lane road that serves the existing residences in the west-central portion of the Specific Plan. The road is a long cul-de-sac that takes access from Crane Road approximately 700 feet north of the Burlington Northern and Santa Fe rail lines. Tioga Avenue does not play a significant role in the General Plan's street network. In fact, General Plan policy specifically indicates that Tioga Avenue should not connect to the westerly extension of J Street.

6.4 PROPOSED STREET SYSTEM

6.4.1 INTENT

The street system for the Specific Plan area has been designed to fulfill its role in the larger citywide circulation system without compromising the quality of life in the residential neighborhoods proposed by the Plan. From a citywide perspective, the street system is integrated into the larger existing system by providing the linkages and street extensions needed to accommodate the Project and future development projected by the City's General Plan. The street system has been designed to disperse traffic quickly and efficiently so that it minimizes the potential for adverse impacts on either the internal neighborhood character or the citywide circulation system. The method for achieving this goal has been to create a highly inter-connected system of internal streets with multiple connections to the external citywide street system. The Specific Plan circulation system is shown in Figure 6.2, "Circulation Plan."

6.4.2 ARTERIALS

As defined by the General Plan, arterial streets are larger, higher volume streets that provide for the longer distance movements within the community. Because of the higher volumes and longer distances that are being provided for, arterial streets are generally designed for higher speeds, including more or wider travel lanes and limited access to fronting properties. In the Specific Plan area, F Street (Highway 108) and Crane Road are both identified as arterial streets, and will play a critical role in accommodating projected Specific Plan traffic. Both arterials will be improved along most of the Specific Plan's frontage, with medians and turn lanes provided at key intersections.

F Street (Highway 108)

Specific Plan traffic studies, and consultation with Caltrans, indicate that F Street will need to be widened to four lanes with a center median/turn lane to accommodate Specific Plan and other projected city and regional traffic. In order to accommodate the widening of F Street, the Specific Plan will dedicate its half of the additional right-of-way needed to provide the necessary 120-foot wide right-of-way. F Street is proposed to have a 80-foot cross-section, with two travel lanes in each direction, a center median/left-turn lane, and 8-foot shoulders. The cross-section for F Street is illustrated in Figure 6.3.

In addition to one new travel lane in each direction, traffic signals will be provided at Crane Road and at the proposed project entrance at Willowood Drive (see Figure 6.2, Circulation Plan).

[Specific Plan Errata as
approved by City Council
No. 99-10: 1/19/99]



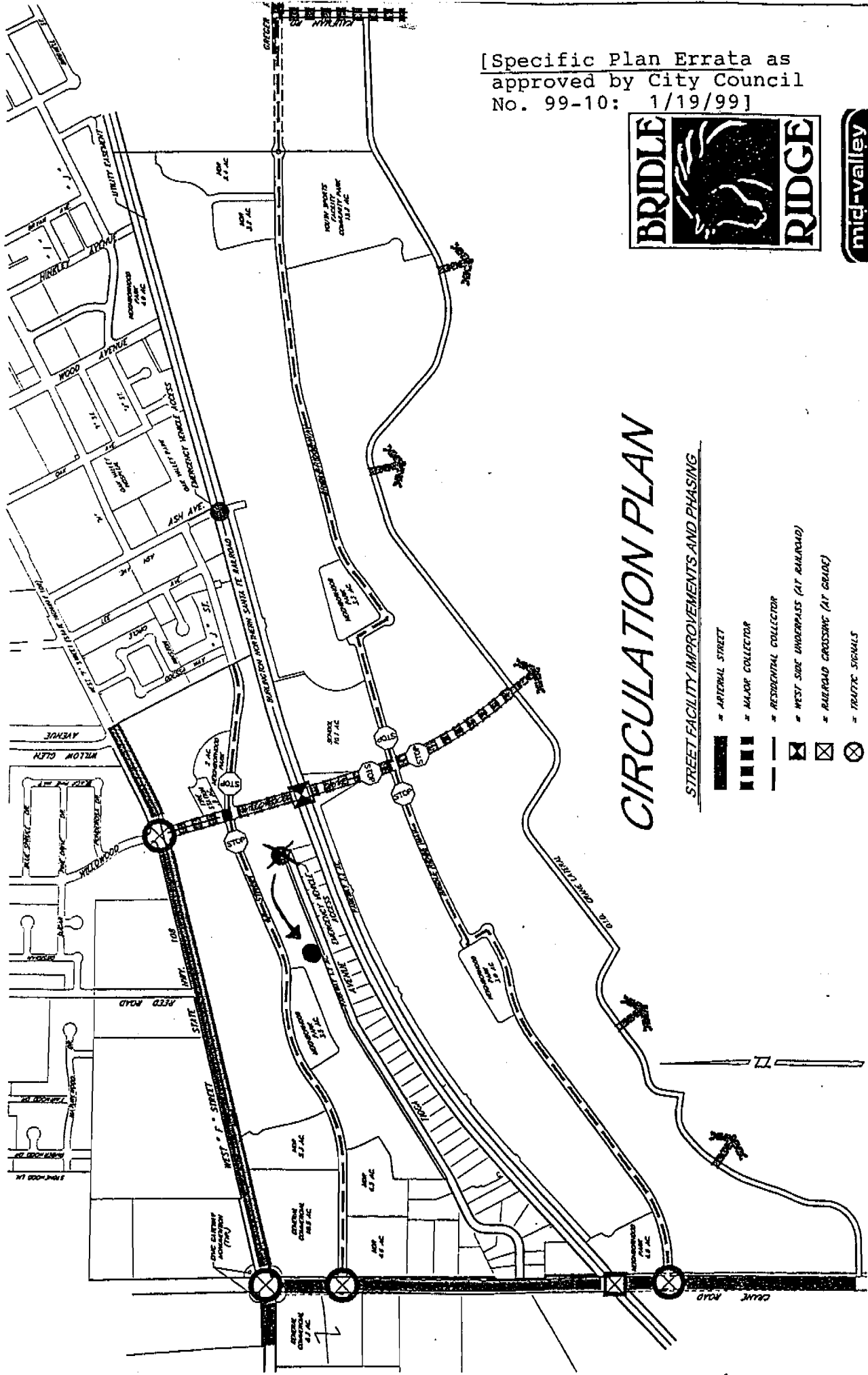
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FIGURE 6.2

CIRCULATION PLAN

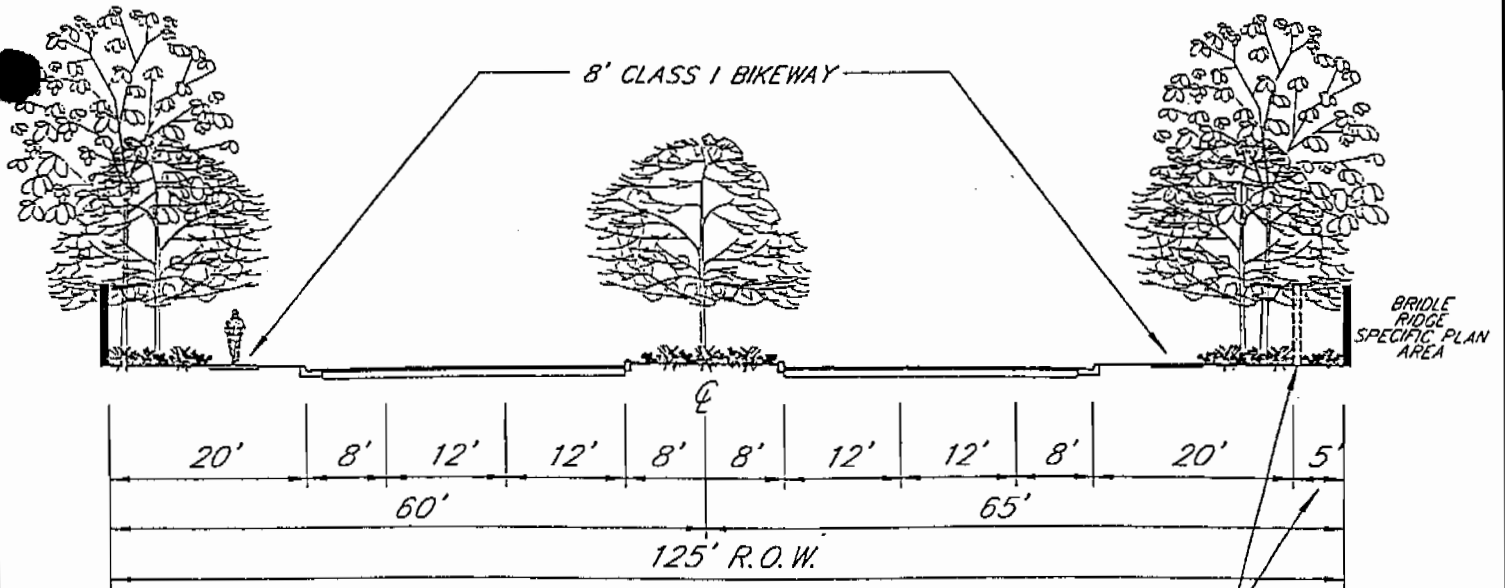
STREET FACILITY IMPROVEMENTS AND PHASING

- ARTERIAL STREET
- MAJOR COLLECTOR
- RESIDENTIAL COLLECTOR
- WEST SIDE UNDERPASS (AT RAILROAD)
- RAILROAD CROSSING (AT GRADE)
- TRAFFIC SIGNALS
- STOP SIGN CONTROL
- EMERGENCY VEHICLE ACCESS
- STREET FUTURE CONNECTION



NOTE: THIS DRAWING IS A DIAGRAMMA DE TO
EXHIBIT POSSIBLE IMPROVEMENTS AND IS FOR
ILLUSTRATIVE PURPOSES ONLY. THIS DRAWING
DOES NOT REPRESENT ANY
REQUIRED IMPROVEMENTS.

F STREET (HWY 108)

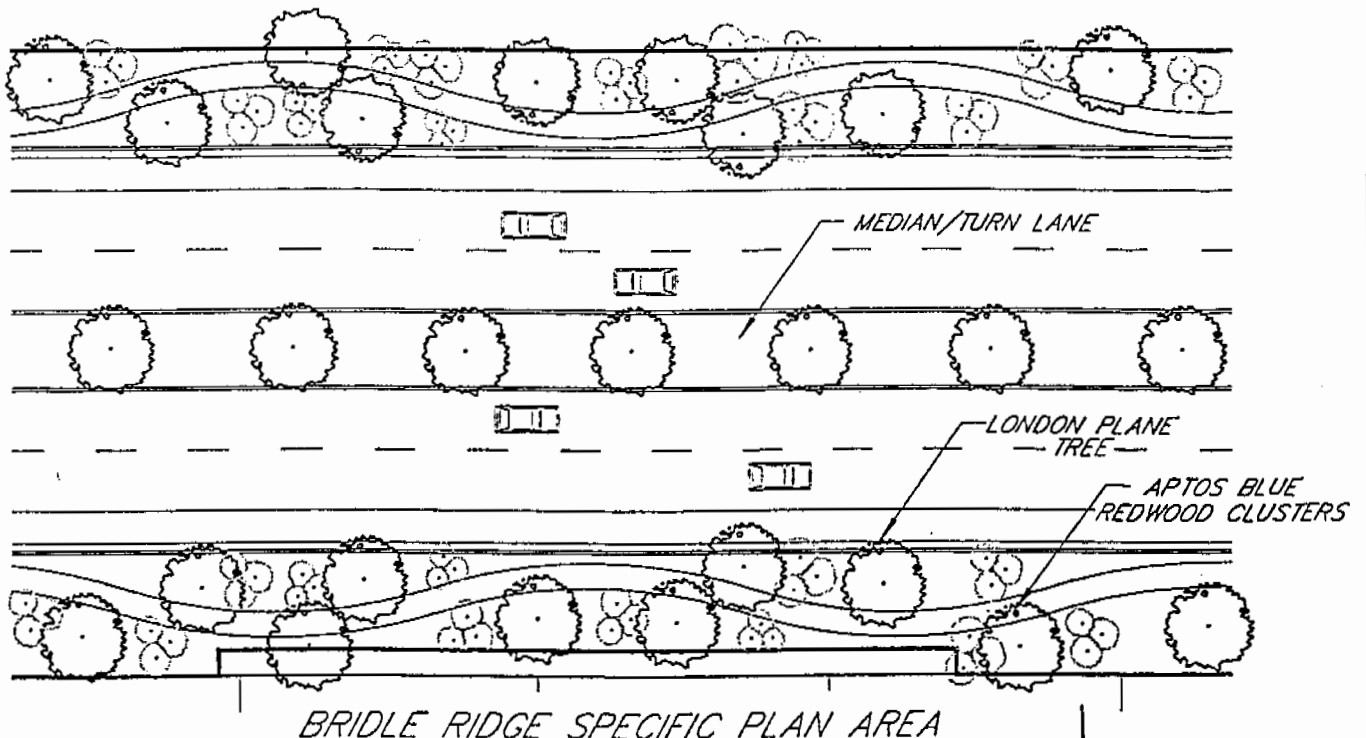


CROSS SECTION

5' STAGGERED WALL
EVERY 150'-200'

SCALE: 1"=20'
(LOOKING EAST)

* ULTIMATE IMPROVEMENTS ON THE NORTH SIDE OF "F" STREET MAY VARY RELATIVE TO EXISTING IMPROVEMENTS AND RIGHT-OF-WAY CONSTRAINTS.



PLAN

SCALE: 1"=40'

NOTE: THIS DRAWING IS DIAGNAMATIC TO
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FIGURE 6.3

Right- and left-turn pockets will be required on F Street at each of these intersections. Left-turn pockets will also be provided for east-bound traffic at Reed Road and Willow Glen Avenue, and for west-bound traffic into the proposed commercial center in the southeast quadrant of Crane Road and F Street. The left-turn pocket into the commercial center will be located a minimum of 485-500 feet east of the Crane Road/F Street intersection (see Figure 6.4, Recommended Intersection Configurations and Turn Bay Lengths).

The 120-125 foot right-of-way allows for 20 feet on either side of the roadway to accommodate utilities, sidewalks and landscaping. An additional 5-foot wall setback will be incorporated every 150-200 feet along F Street. A 5-foot wide sidewalk will be provided within the 20-foot setback between the roadway and residential lots. Sound walls will be provided between the proposed development and the landscaped setback in order to mitigate traffic noise along F Street. Existing overhead telephone lines along the south side of the street will be placed underground. The Community Design Element provides information regarding the possible character of the proposed landscape improvements.

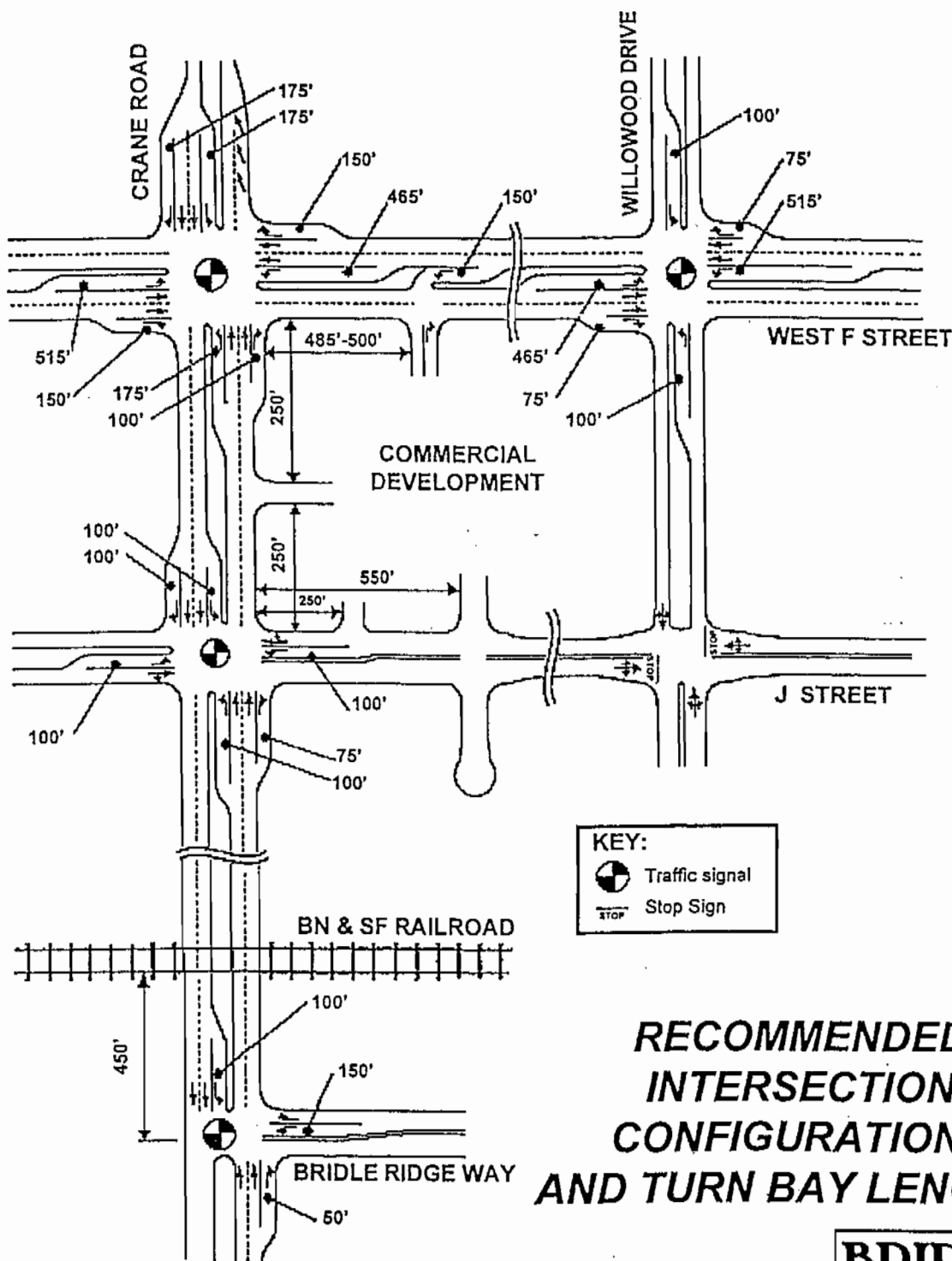
Crane Road

In order to accommodate the Specific Plan development and projected city and regional growth, Crane Road will be widened from two lanes to four lanes in the segment from F Street south to the intersection with Bridle Ridge Way. The existing 132-foot wide public domain is more than adequate to accommodate the proposed roadway expansion. Crane Road, in the section between F Street and Bridle Ridge Way, is proposed to have an 80-foot cross-section, with two travel lanes in each direction, a center median/left-turn lane, and two 8-foot shoulders to accommodate right-turn lanes and emergency stopping. The cross-section for Crane Road is illustrated in Figures 6.5 and 6.5A-C.

Right- and left-turn pockets will be required on Crane Road at F Street. Left-turn pockets will also be provided for north- and south-bound traffic at J Street in order to accommodate access to the proposed commercial development east and west of Crane Road (see Figures 6.5 and 6.5A-C). Traffic projections indicate that ultimately the increase in City and regional traffic will require installation of a traffic signal at the J Street/Crane Road intersection. This intersection may be the only full in and out access point to the commercial development east and west of Crane Road. Only right-in/right-out access will be permitted on Crane Road between J Street and F Street (see Figure 6.4). Ultimately, a traffic signal will also be required at the Crane Road intersection with Bridle Ridge Way. Both signals will be installed as signal warrants for the intersections are met.

6.4.3 COLLECTOR STREETS

As defined by the General Plan, collector streets are intended to literally collect the traffic from minor, local streets and distribute it to key arterial streets. Collector streets are intended to provide access to residential neighborhoods, but generally do not pass through them. Major land uses such as commercial centers, schools and major parks will typically be located along collector streets to facilitate convenient access. Although intended to carry higher traffic volumes than local residential streets, collectors will generally have two travel lanes and the same speed limit as local streets. However, because of the higher traffic volumes, collectors may also allow for bike lanes to provide for safer movement of bicyclists.



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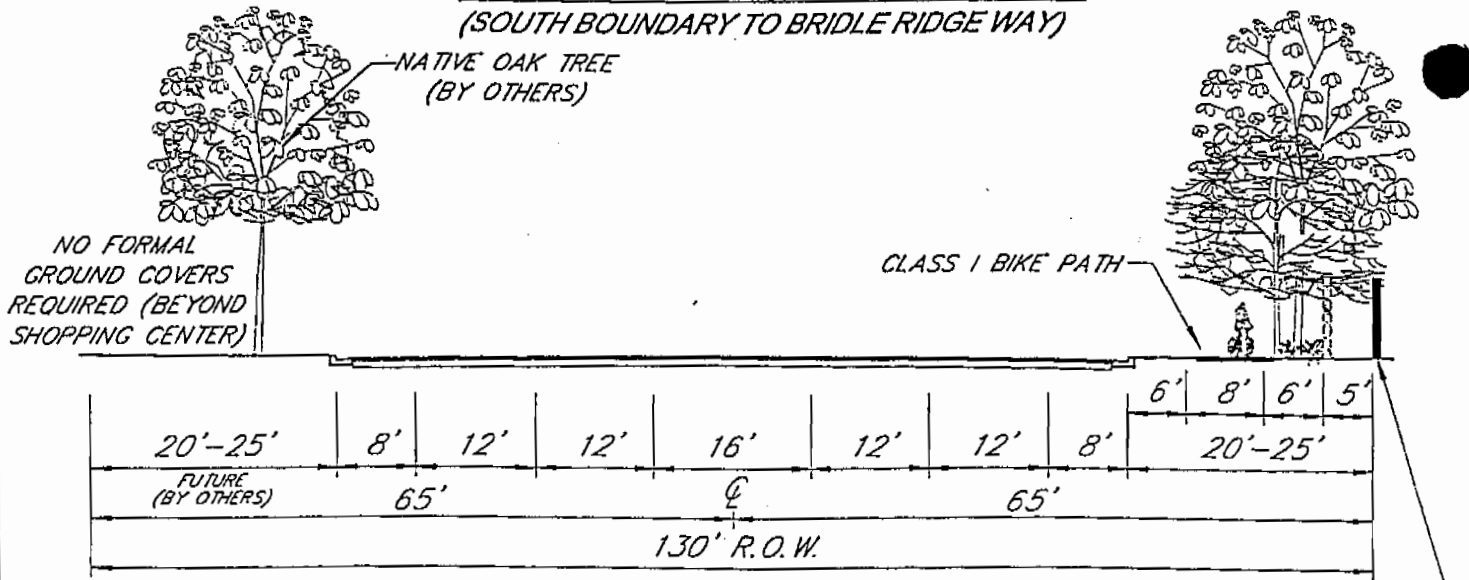
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FIGURE 6.4

CRANE ROAD

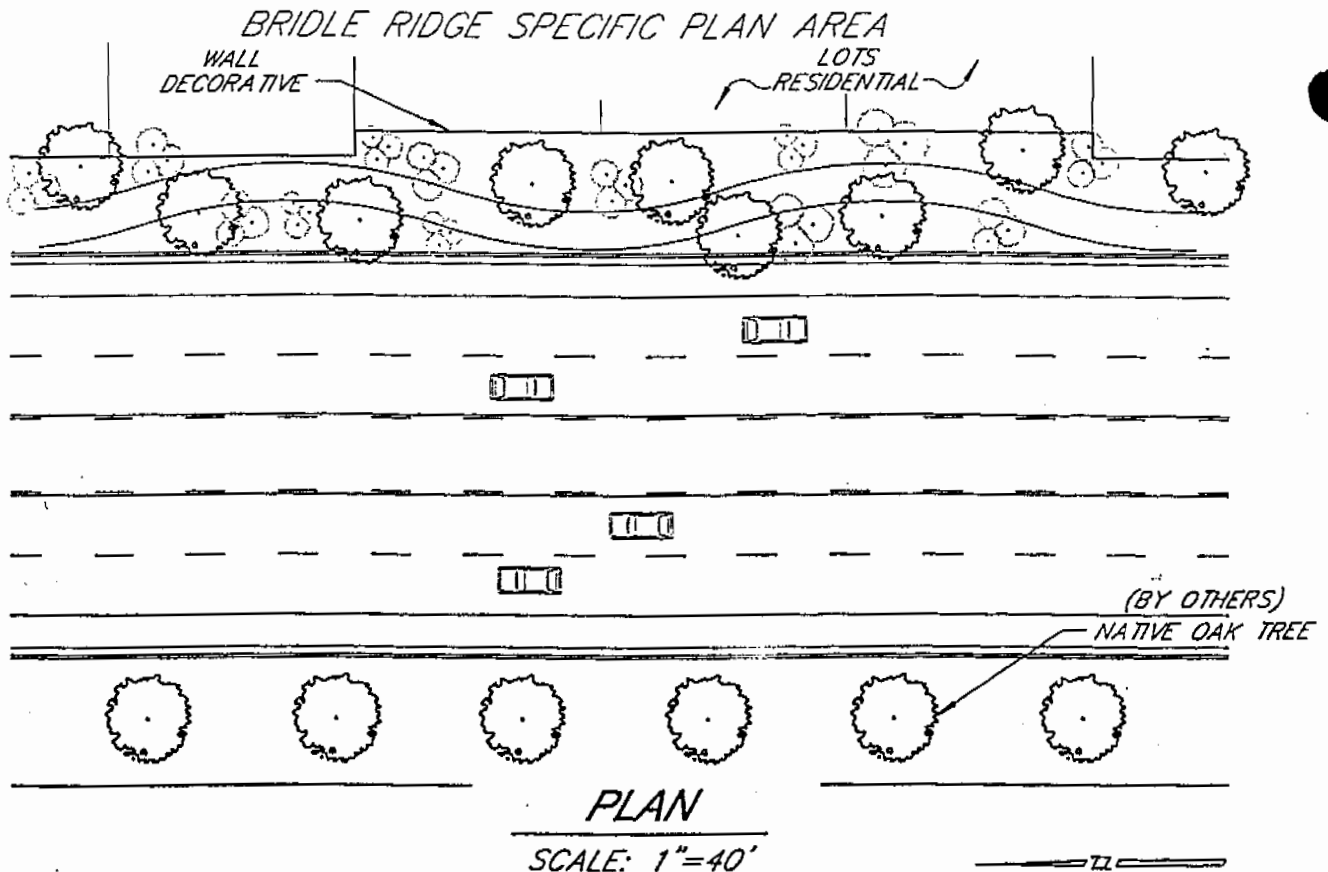
(SOUTH BOUNDARY TO BRIDLE RIDGE WAY)



CROSS SECTION

SCALE: 1"=20'
(LOOKING NORTH)

NOTE: LANDSCAPING ALONG THE WEST SIDE OF CRANE ROAD IS SHOWN FOR INFORMATIONAL PURPOSES ONLY AND INSTALLATION IS NOT THE RESPONSIBILITY OF THE BRIDLE RIDGE PROJECT



PLAN

SCALE: 1"=40'

NOTE: THIS DRAWING IS DIAGRAMMATIC TO DEPICT POSSIBLE IMPROVEMENTS AND IS FOR ILLUSTRATIVE PURPOSES ONLY. THIS DRAWING IS NOT BINDING AND DOES NOT REPRESENT ANY REQUIRED IMPROVEMENTS.



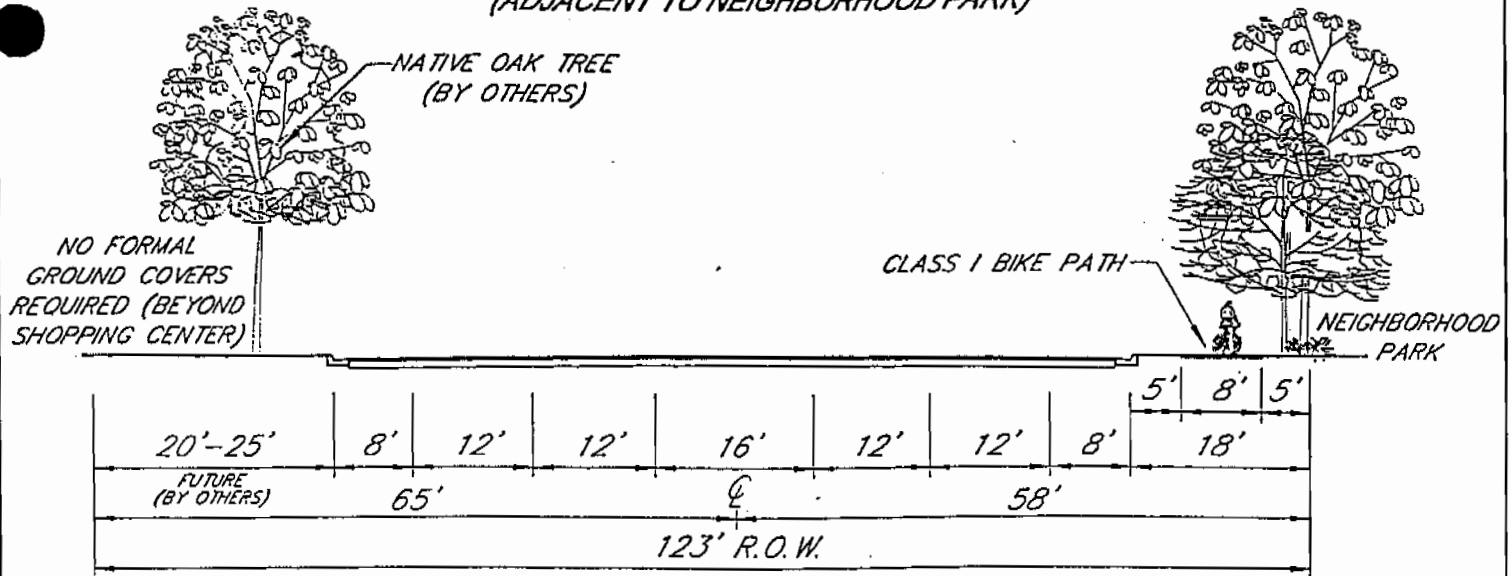
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FIGURE 6.5

CRANE ROAD

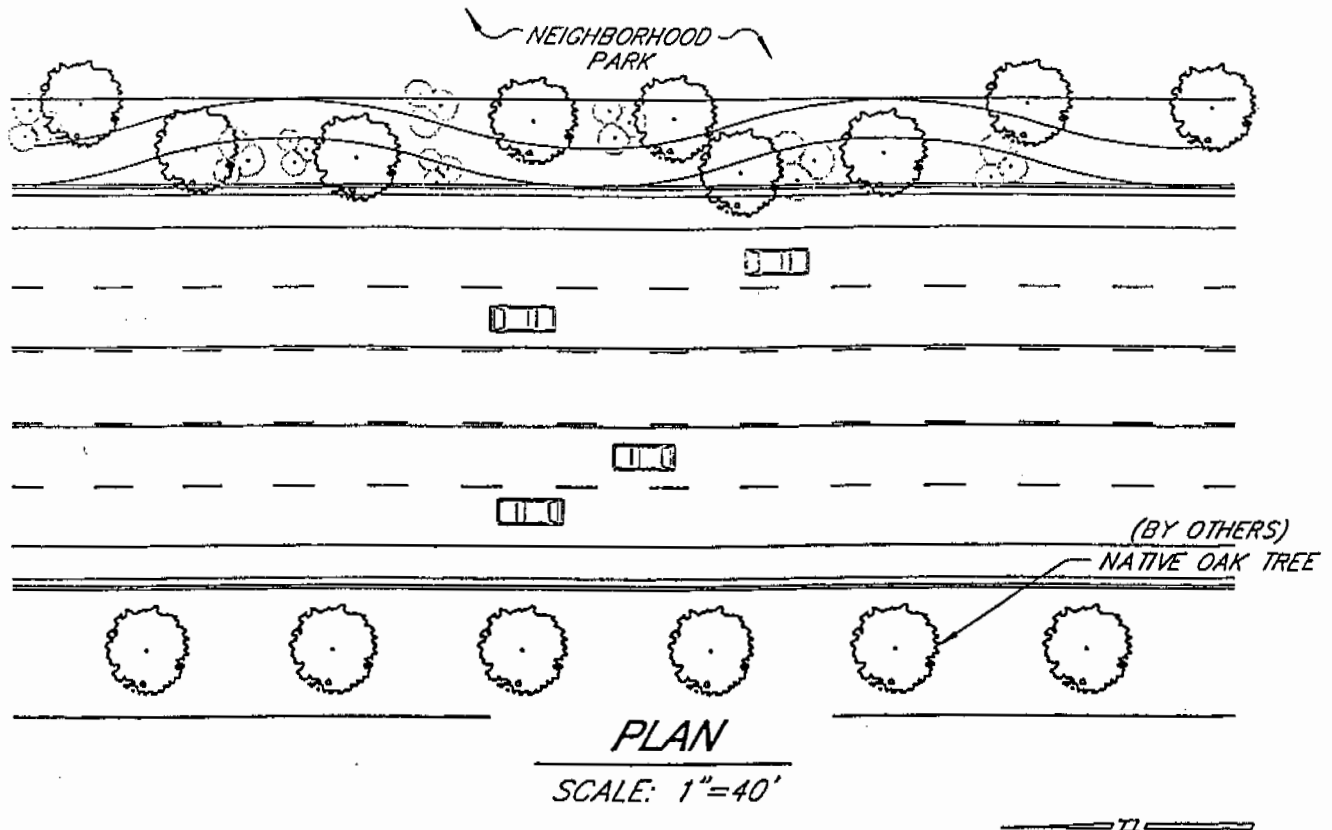
(ADJACENT TO NEIGHBORHOOD PARK)



CROSS SECTION

SCALE: 1"=20'
(LOOKING NORTH)

NOTE: LANDSCAPING ALONG THE WEST SIDE OF CRANE ROAD IS SHOWN FOR INFORMATIONAL PURPOSES ONLY AND INSTALLATION IS NOT THE RESPONSIBILITY OF THE BRIDLE RIDGE PROJECT



NOTE: THIS DRAWING IS DIAGRAMMATIC TO DEPICT POSSIBLE IMPROVEMENTS AND IS FOR ILLUSTRATIVE PURPOSES ONLY. THIS DRAWING IS NOT BINDING AND DOES NOT REPRESENT ANY REQUIRED IMPROVEMENTS.

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engineering**

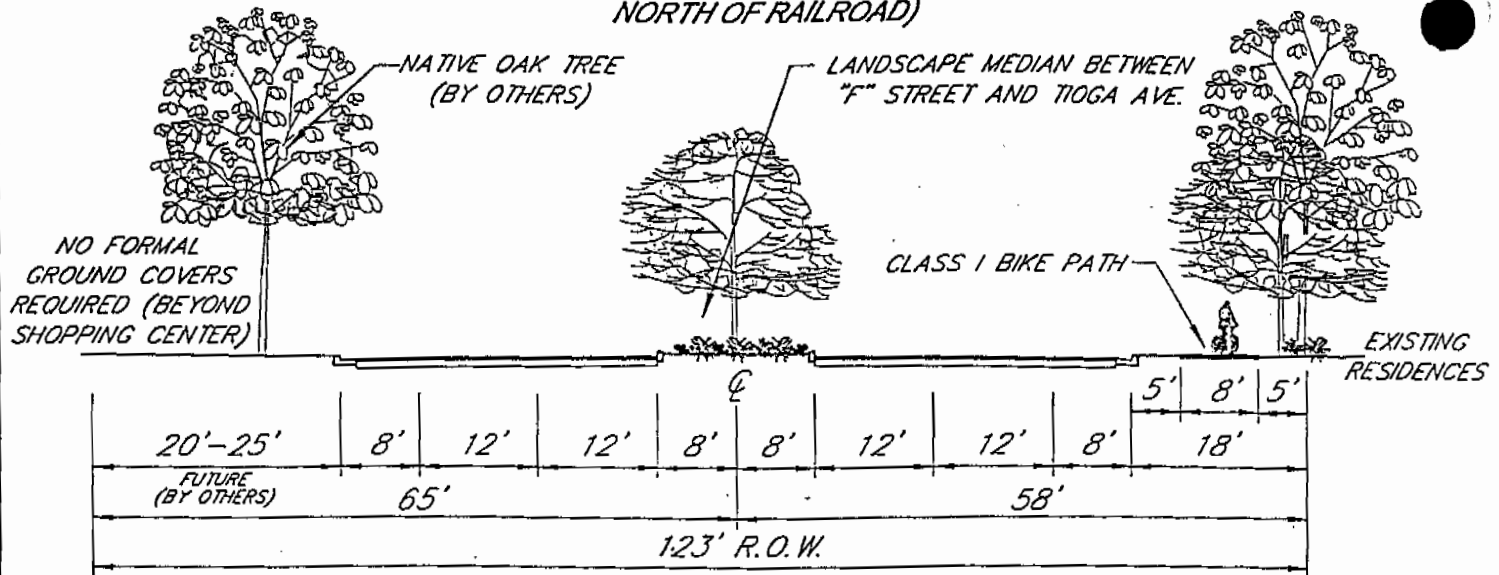
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FIGURE 6.5A

CRANE ROAD

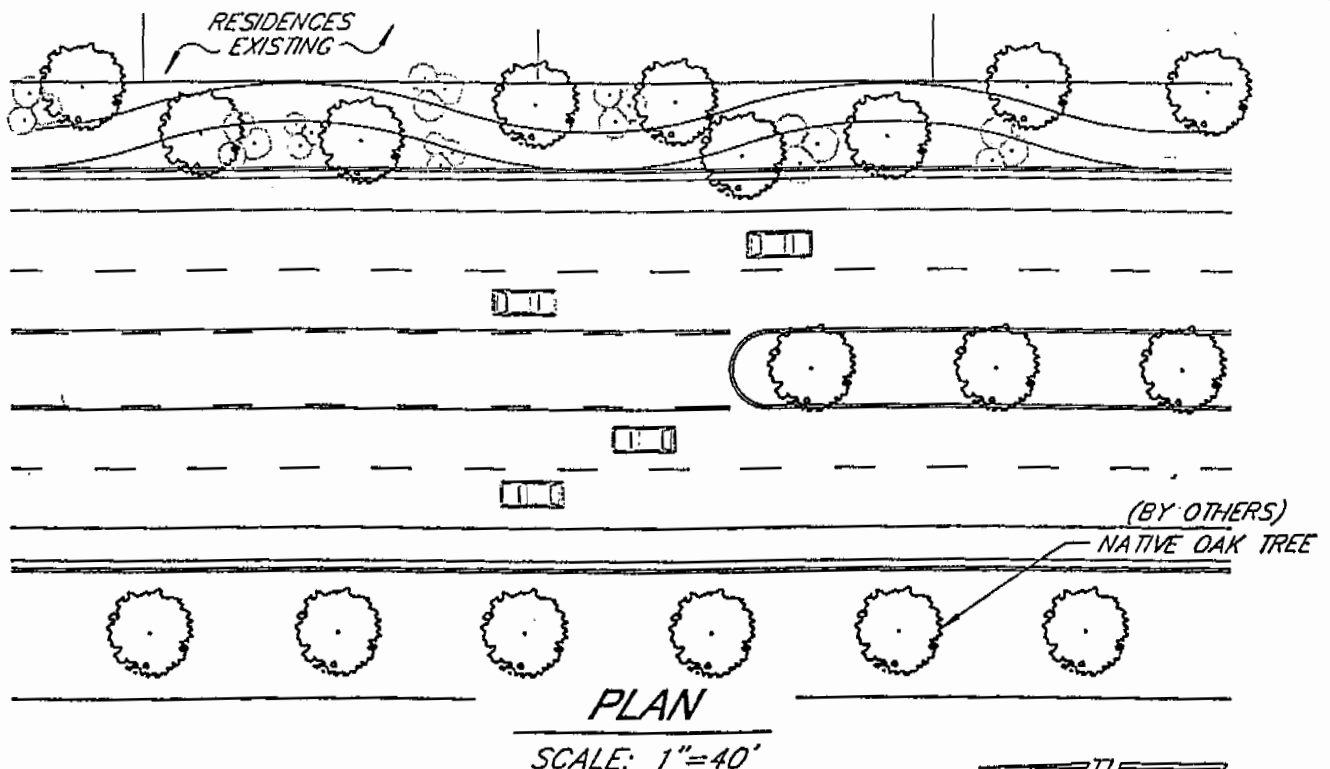
(ADJACENT TO EXISTING RESIDENCES
NORTH OF RAILROAD)



CROSS SECTION

SCALE: 1"=20'
(LOOKING NORTH)

1. LANDSCAPING ALONG THE WEST SIDE OF CRANE ROAD IS SHOWN FOR INFORMATIONAL PURPOSES ONLY AND INSTALLATION IS NOT THE RESPONSIBILITY OF THE BRIDLE RIDGE PROJECT
2. ULTIMATE IMPROVEMENTS ON THE EAST SIDE OF CRANE ROAD MAY VARY RELATIVE TO EXISTING IMPROVEMENTS AND RIGHT-OF-WAY CONSTRAINTS ADJACENT TO EXISTING RESIDENCES



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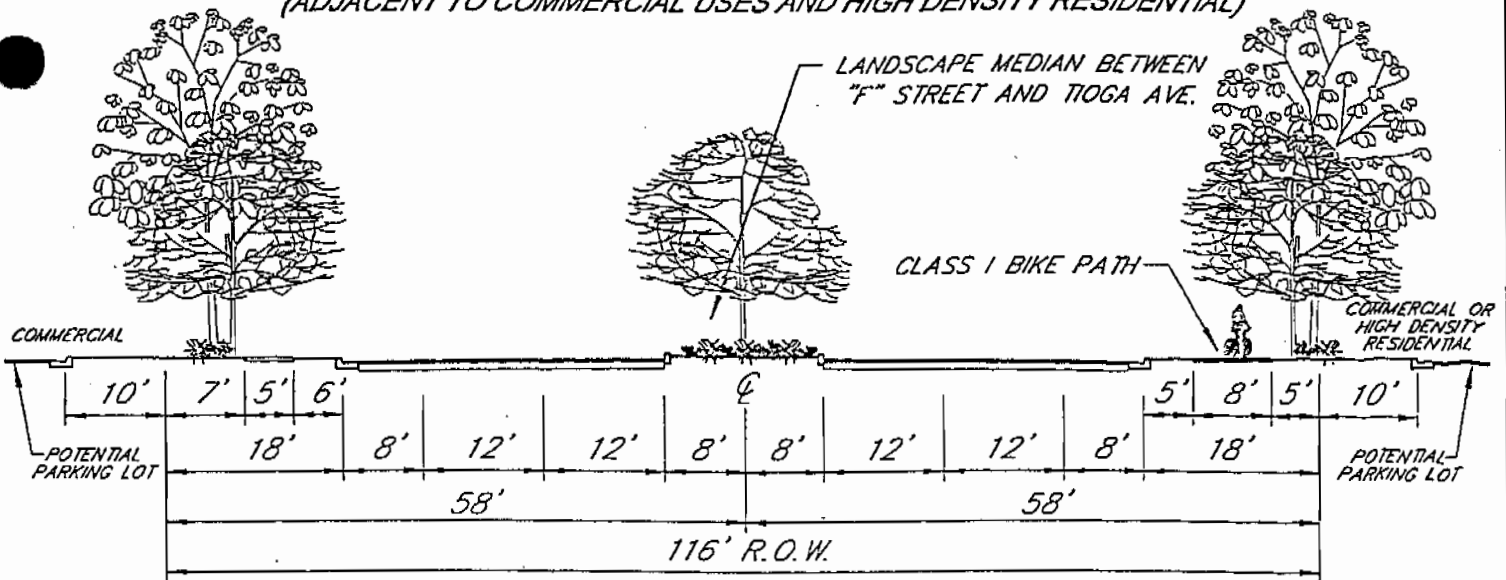
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FIGURE 6.5B

CRANE ROAD

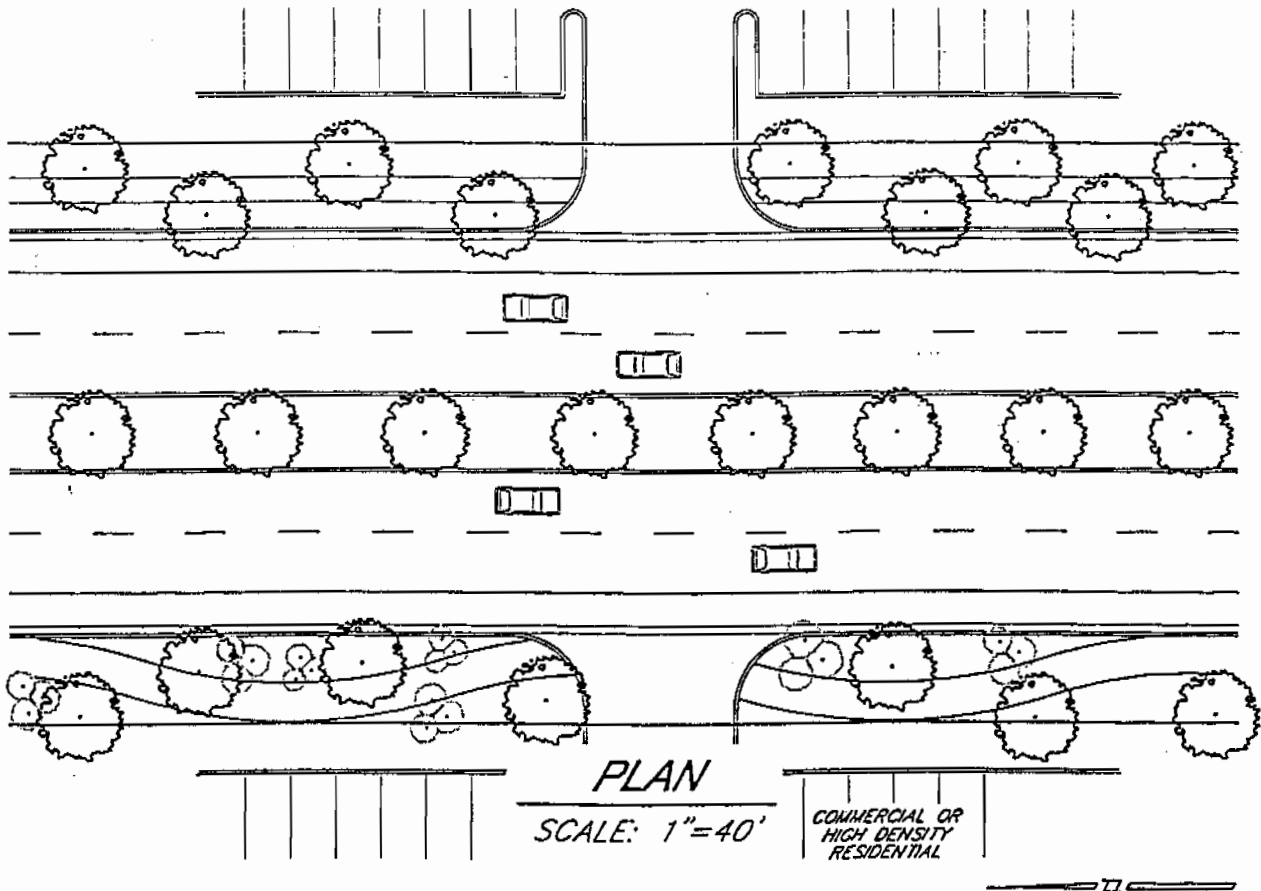
(ADJACENT TO COMMERCIAL USES AND HIGH DENSITY RESIDENTIAL)



CROSS SECTION

SCALE: 1"=20'
(LOOKING NORTH)

NOTE: REFER TO OTHER FIGURES FOR IMPROVEMENTS ALONG THE EAST SIDE OF CRANE SOUTH OF COMMERCIAL DEVELOPMENT



PLAN

SCALE: 1"=40'

COMMERCIAL OR
HIGH DENSITY
RESIDENTIAL

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FIGURE 6.5C

The Specific Plan establishes a basic framework of collector streets that gives a logical structure to the planning area from both a land use and circulation standpoint. Each of the collector streets in the Specific Plan area responds specifically to road improvements proposed by the City's General Plan. At the same time, each has been designed to best meet the circulation and land use objectives of the Specific Plan, so, in some instances, minor adjustments have been made to the original General Plan recommendations.

The framework of collector streets consists of two east-west collectors and two north-south collectors. The layout of these collector streets was designed to divide the long, narrow Specific Plan area into areas that will support a logical phasing of development over time, and the development of a series of discreet neighborhood units within the Specific Plan boundaries.

J Street

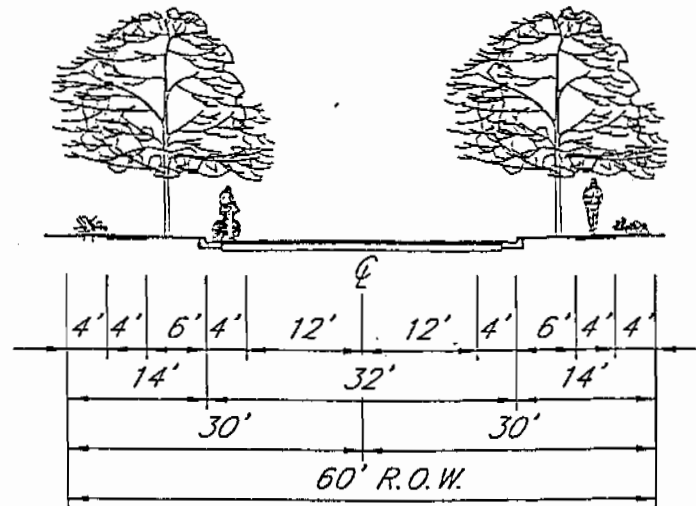
As recommended in the General Plan, the Specific Plan will provide two extensions of J Street: the principal one being from J Street's current terminus at the eastern boundary of the Specific Plan area to Crane Road, and the shorter one is an extension between Wood Avenue and Hinkley Avenue. The J Street extension will be a two-lane, limited access roadway for most of its length. The intent is to provide a through street north of and parallel to the Burlington Northern and Santa Fe Railroad line that will accommodate east-west movement without adversely affecting the proposed residential areas. Given the congestion that frequently occurs on F Street, the City hopes that a continuous J Street can provide an east-west reliever route for city-wide, as well as project-wide, residents.

J Street has been designed to facilitate the free flow of traffic with minimal restrictions. The street cross-section calls for one 12-foot travel lane in each direction and one 4 foot bike lane in each direction. Except at the eastern end of the extension, in areas west of Ash Avenue and Odessa and between Wood and Hinkley Avenues, homes will generally not front on or take access directly from J Street, and no on-street parking will be allowed (though on-street parking will be permitted in those areas where housing fronts on J Street). In addition to the 32 foot street cross-section, the 60-foot wide right-of-way will provide for a 14 foot frontage on each side of the roadway. This 14 foot wide area will consist of a 6 foot wide planter strip for street trees and ground cover, a 4-foot wide sidewalk, and a 4-foot wide landscape area for shrubbery (see Figure 6.6).

In the section of J Street adjacent to the commercial area near Crane Road, the roadway may widen in order to accommodate the higher level of traffic associated with traffic movements in and out of the commercial area. Also, the roadway may be flared at the intersection with Crane Road in order to provide for right- and left-turn lanes. In addition to a traffic signal at the intersection of J Street and Crane Road, the Plan also calls for a stop sign controlled intersection at Willowood Avenue and J Street (see Figure 6.2).

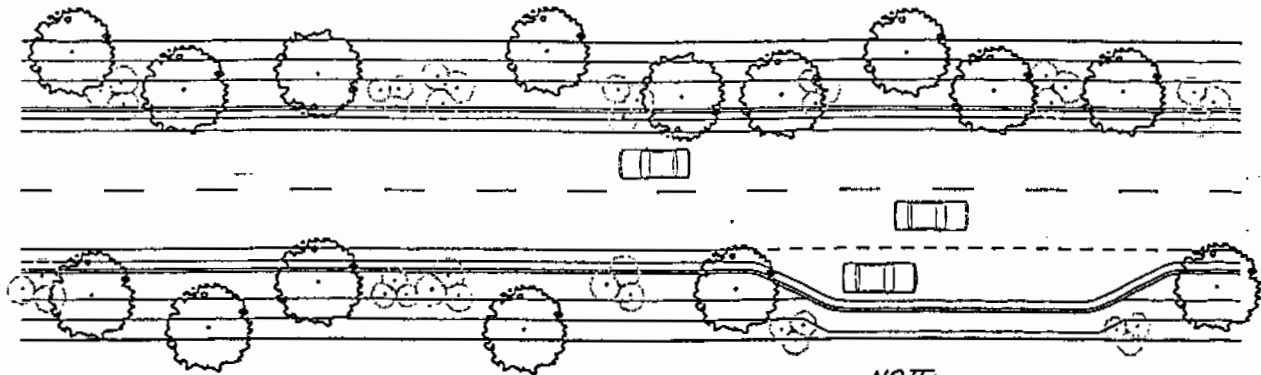
In the section of J Street between Wood and Hinkley Avenues, an inverted "S"-curve alignment will be planned for as development occurs in the future in order to accommodate a continuous free flow of traffic while accommodating the off-set between the existing sections of J Street (see Figure 6.2).

J STREET



CROSS SECTION

SCALE: 1"=20'



PLAN

SCALE: 1"=40'

NOTE:
8' PARKING BAY REQUIRED ADJACENT
TO RESIDENTIAL FRONTAGE LOTS.

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FIGURE 6.6

Bridle Ridge Way

Bridle Ridge Way is a two-lane collector street that extends the length of the Specific Plan area generally parallel and south of the Burlington Northern and Santa Fe Railroad line. This roadway is intended to provide the east-west connector called for in the General Plan to the existing Greger Street. While this street is intended to collect traffic from local streets within the development area and distribute it to the larger citywide street system, the street has been specifically designed to slow through traffic so it will not adversely affect the neighborhoods through which it passes. Parks on either side of Willowood Avenue have been sited so that the alignment of Bridle Ridge Way must jog around the parks. By creating this jog in the alignment, traffic will be discouraged from building up excessive speed. A four-way stop is also proposed at the intersection of Bridle Ridge Way and Willowood Avenue.

Bridle Ridge Way will have a typical 40 foot paved cross-section and a typical 60 foot right-of-way. As shown in Figure 6.7, the street cross-section provides for one 12 foot travel lane in each direction, ~~one 4-foot bicycle lane in each direction, and an 8-foot wide parking lane to be located on only one side of the street.~~ The intent is that on-street parking be provided on the side of the street on which houses are fronting. At the City's discretion, parking can be provided on both sides of the street in areas adjacent to parks (This will require widening of the right-of-way in these areas or placing parking within the park.).

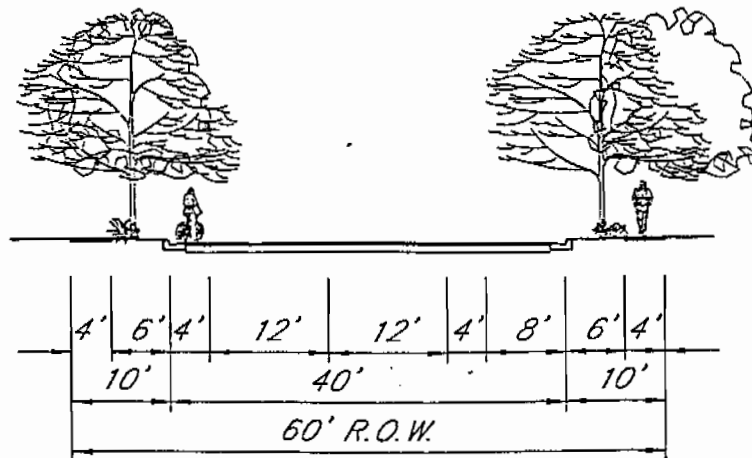
Willowood Drive

Willowood Drive will be extended south through the Specific Plan area to provide a north-south connection between the two halves of the Specific Plan area, and to provide a future connection to Patterson Road and the proposed future development area to the south (McKeon, Hudelson, et. al.). The extension of Willowood will include an underpass under the Burlington Northern and Santa Fe Railroad line. While the General Plan calls for this collector to be located at either Ash, Oak or Wood Avenues, analysis by City staff, Caltrans and the Specific Plan traffic engineers indicates that the Willowood alignment would better meet all City objectives (e.g., improved emergency access, reduced traffic on F Street, etc.). By locating the north-south collector more centrally within the planning area, it will provide better spacing of traffic signals along F Street (i.e., approximately mid-way between signals at Oak Avenue and Crane Road) and will also accommodate a better distribution of traffic within the planning area.

Willowood Drive, which has been designed to carry both planning area traffic and projected traffic from development of the area south of the Specific Plan area, will be a two-lane roadway. As shown in Figure 6.8, the street will have a ~~60~~66-foot wide right-of-way and a 34-foot wide paved cross-section. The street cross-section includes one 12-foot wide travel lane in each direction and one 5-foot wide bicycle lane in each direction. Willowood Drive will be a limited access roadway within this Specific Plan area, with no homes fronting on or taking direct access from the roadway.

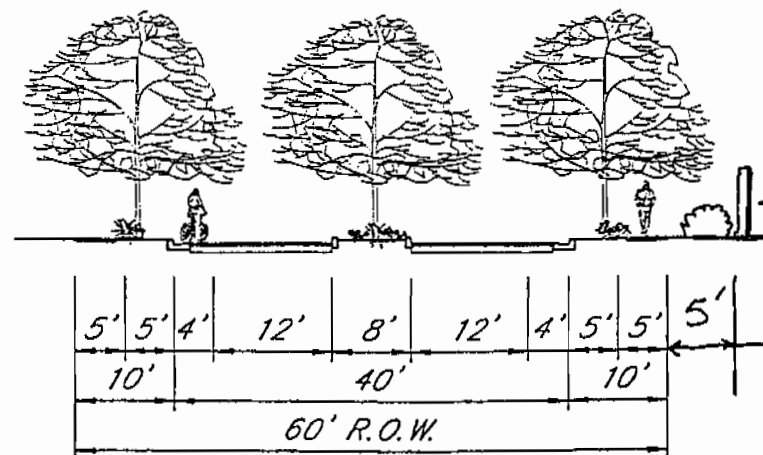
[Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]

BRIDLE RIDGE WAY



MID-BLOCK CROSS SECTION

SCALE: 1"=20'



5' LANDSCAPE
BUFFER REQUIRED
NEAR WILLOWOOD
INTERSECTION,
IN FRONT OF ALL
SOUNDWALLS.*

AT WILLOWOOD INTERSECTION CROSS SECTION

SCALE: 1"=20'

NOTE:
8' LANDSCAPE MEDIAN AND NO
ON-STREET PARKING AT
INTERSECTION WITH WILLOWOOD DRIVE.

*[specific Plan Errata as
approved by City Council
Resolution 99-10, 1/19/99]

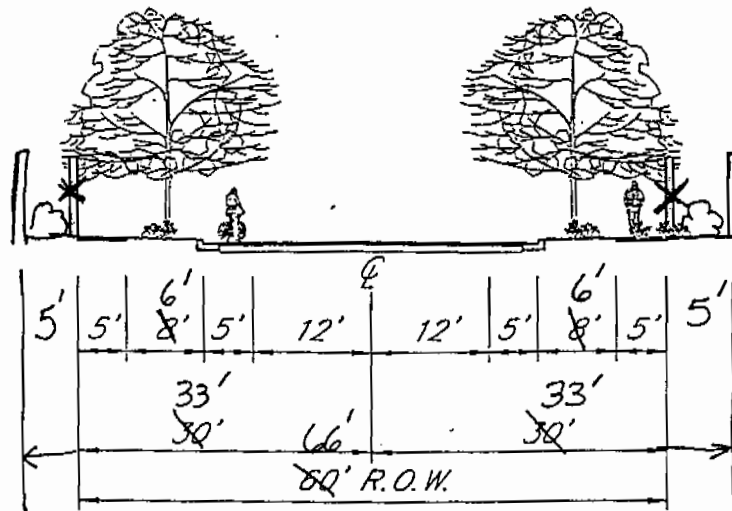
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FIGURE 6.7

WILLOWOOD DRIVE



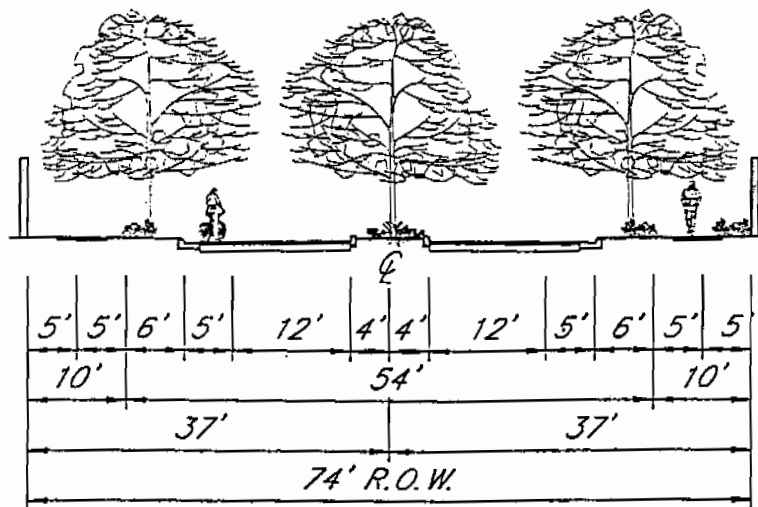
5' LANDSCAPE
BUFFER REQUIRED
IN FRONT OF ALL
SOUNDWALLS -
BECOMES 66'
R.O.W. *

MID-BLOCK CROSS SECTION

SCALE: 1"=20'

* ULTIMATE CROSS-SECTION AT THE RAILROAD GRADE OPERATION
MAY VARY TO ACCOMMODATE SPECIFIC DESIGN CONSTRAINTS

* [Specific Plan Errata
as approved by City
Council Resolution
99-10: 1/19/99]



AT BRIDLE RIDGE WAY INTERSECTION CROSS SECTION

SCALE: 1"=20'

NOTE:
8' LANDSCAPE MEDIAN AND NO
ON-STREET PARKING AT INTERSECTION
WITH BRIDLE RIDGE WAY.

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FIGURE 6.8

Adjoining homes will be buffered from the roadway by a decorative wall and landscaping. The 13-foot wide area on either side of the roadway will include a 5 foot wide sidewalk and 8 feet of landscaping. A four-way, stop sign controlled intersection will be created at the intersection of Willowood Drive and Bridle Ridge Way.

6.4.4 LOCAL RESIDENTIAL STREETS

As suggested by their name, local residential streets are intended to accommodate only local traffic. They are designed to provide direct access to residential properties and to maintain a high quality residential environment. Street segments are generally kept short and discontinuous or curved to discourage high volumes of through traffic or high speeds. The system of local residential streets has been laid out in a logical, but varied pattern, that provides a clear structure and sense of orientation, and avoids highly repetitious layout that lacks identity. The system of local streets is also interconnected to facilitate the movement of traffic through the neighborhoods without concentrating large volumes of traffic on any one segment of roadway.

Local Residential Streets

All local residential streets are two-lane streets with on-street parking on both sides. Pavement widths on local residential streets are minimized, both to discourage high speeds and to enhance the residential character. As shown in Figure 6.9, local residential streets will have a 56 foot right-of-way and a 36-foot paved cross-section. The right-of-way will accommodate two 10-foot travel lanes, two 8-foot parking lanes, two 4-foot sidewalks and 6' landscape area. The combination of narrower streets, on-street parking, and a canopy of street trees will work together to slow traffic and reduce accidents by requiring drivers to be more cautious. The intent is to provide streets that move traffic slowly, safely and efficiently through the residential neighborhoods while buffering pedestrians and residential uses from auto traffic.

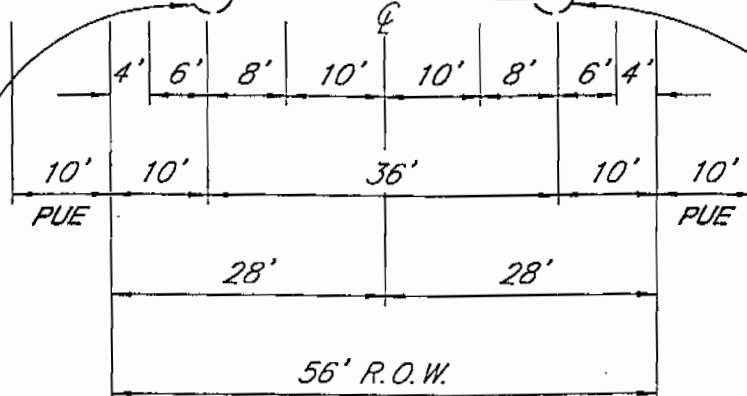
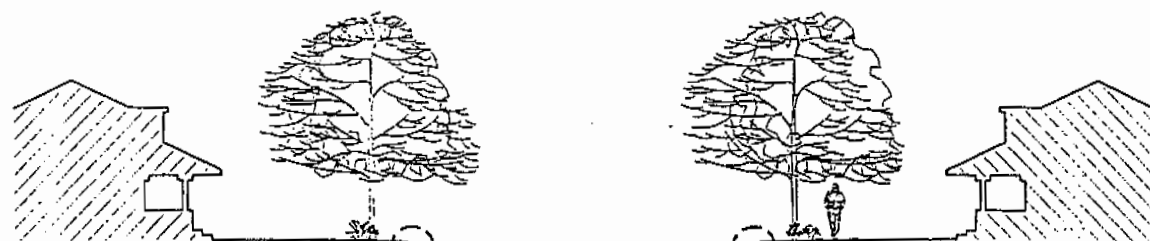
Tioga Avenue

Tioga Avenue is a rural residential road built years ago adjacent to the existing Rossini farmland off Highway 108. In response to input from existing residents, Tioga Avenue will maintain its existing rural character. The existing 50-foot right-of-way and 24-foot paved street cross-section may be maintained as is (including the absence of curbs and gutters). Twenty (20) feet of landscaping buffer (OID Irrigation Easement) and a soundwall will be introduced along the north edge of the roadway (see Figure 6.10) to help screen views of the proposed residential development to the north.

Currently, Tioga Avenue is a long dead-end street that has its only access from Crane Road. In order to meet City standards for emergency access, a second point of ingress and egress for emergencies is required. In order to preserve the rural character of the existing neighborhood and not increase traffic through the neighborhood, an emergency vehicle-only access (EVA) point will be created at the east end of the street end of the nearest cul-de-sac on the east side of the neighborhood park. No new streets will directly connect to Tioga Avenue. The EVA will be designed to include a gate/barrier that may be opened by emergency vehicles.

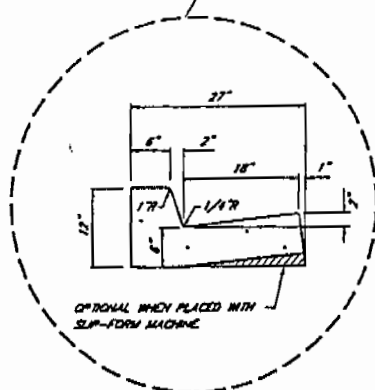
[Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]

TYPICAL LOCAL RESIDENTIAL STREET



MID-BLOCK CROSS SECTION

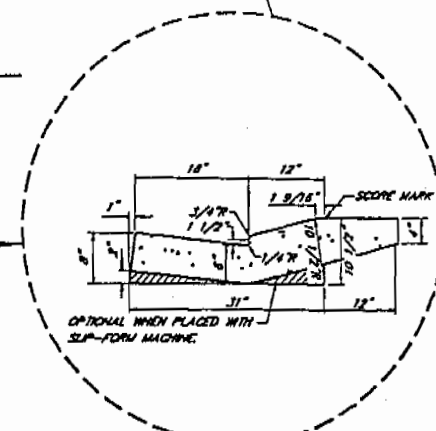
SCALE: 1"=20'



6" VERTICAL CURB & GUTTER

SCALE: N.E.S.

VERTICAL OR DRIVE
OVER CURB SECTIONS
ALLOWED



4 1/2" DRIVE OVER CURB

SCALE: N.E.S.

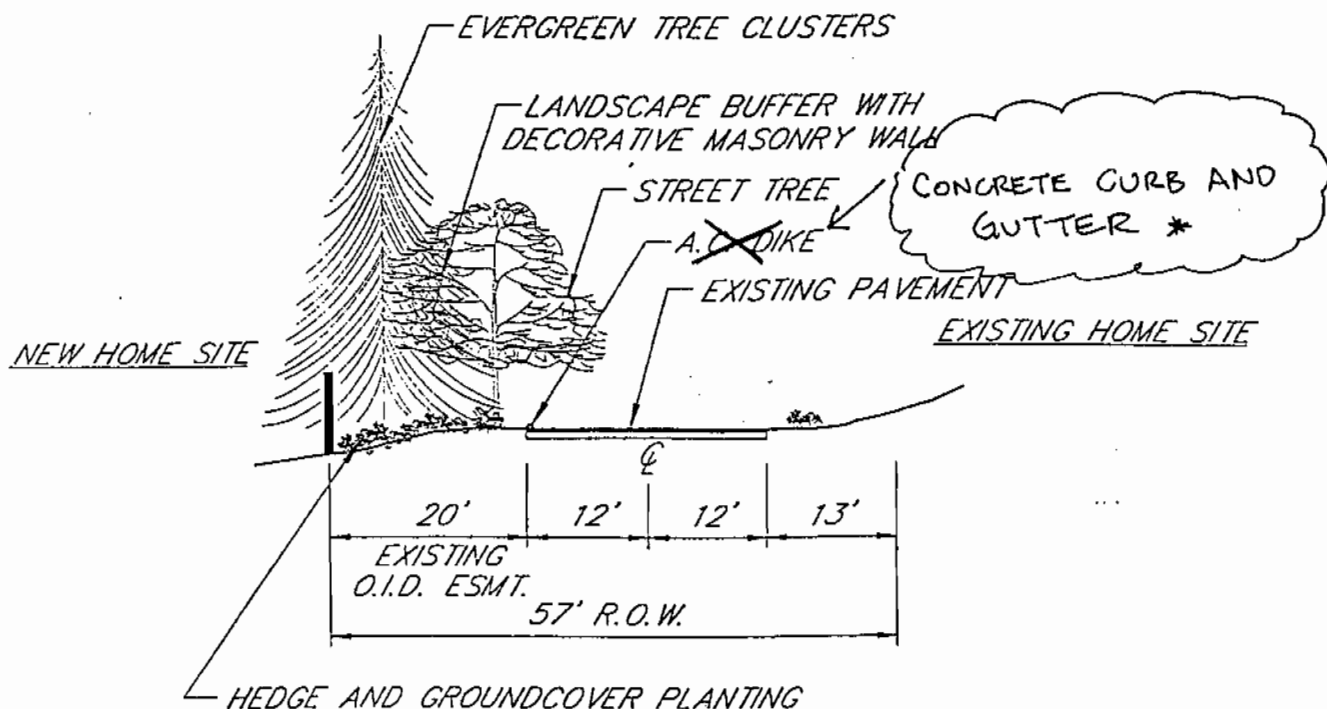
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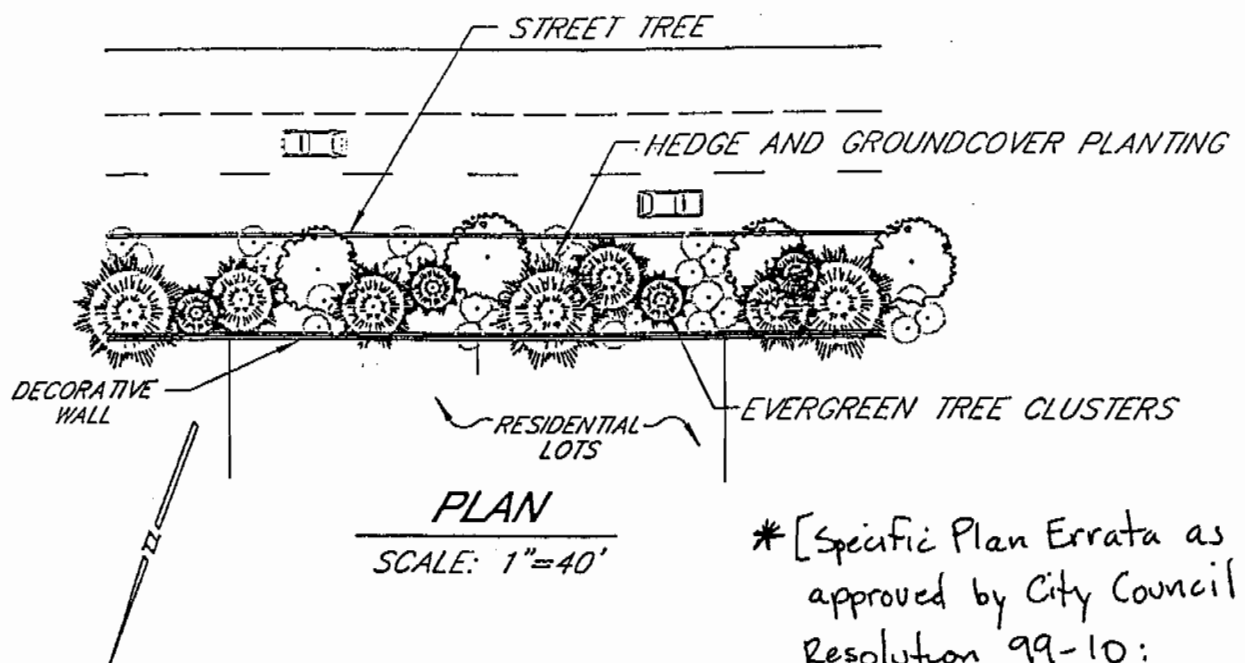
FIGURE 6.9

TIOGA ROAD



CROSS SECTION

SCALE: 1"=20'



PLAN

SCALE: 1"=40'

* [Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]

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FIGURE 6.10

6.5 BICYCLE AND PEDESTRIAN CIRCULATION

6.5.1 INTENT

The intent of the Specific Plan is to provide a safe, convenient and attractive network of paths, trails and lanes that will facilitate the movement of pedestrians and bicyclists throughout the Specific Plan area and the City. By providing such a network the Plan hopes to both enhance recreational opportunities for area residents and reduce reliance on the automobile as the only practical mode of transportation. The pedestrian and bicycle system will connect residential areas with major activity centers such as schools, parks, retail and employment centers, allowing planning area residents to walk or bicycle rather than drive. Given the City's topography and size, it is not unreasonable to think that current and future residents would use such a system if safe, convenient facilities are provided. The bikeway system is shown in Figure 6.11.

6.5.2 PROPOSED SYSTEM

Internal Pedestrian Circulation

The principal component of the pedestrian circulation system will be the network of sidewalks along planning area roadways. Specific Plan street standards have been formulated to enhance the pedestrian experience by improving safety and attractiveness. Sidewalks are provided along all planning area roadways; some (along major corridors adjacent to higher speed vehicular traffic) are even separated from the roadway and traffic by a substantial planter strip. When planted with street trees and ground cover, these landscaped areas will provide an attractive buffer and physical setback from traffic. The shade provided by the street tree canopy will also maintain a pleasant pedestrian environment during the hot summer months. Decorative treatment of crosswalks at key entries (e.g., from F Street and Crane Road) and intersections (e.g., Willowood/J Street and Willowood / Bridle Ridge Way) will help alert drivers to the potential presence of pedestrians and bicyclists.

In addition to the system of sidewalks, the Plan also provides approximately a mile of linear park or "parkways" along the south side of the Burlington Northern and Santa Fe Railroad line to facilitate movement of pedestrians and bicyclists. The parkway, which will have a typical width of 45 feet, will be landscaped and include a multi-purpose trail to accommodate both pedestrians and bicycles. The parkway will include an extension over Willowood Drive which will facilitate the movement of students to and from the elementary school without having to cross this main north-south collector street at grade. The eastern-most extension of the parkway will also provide an important connection to the Ash Avenue pedestrian underpass under the Burlington Northern and Santa Fe railroad tracks.

Internal Bicycle System

Bicycle circulation will be accommodated on a network of on- and off-street bike paths and lanes. Class I bicycle paths will be provided in the parkways along the south side of the railroad right-of-way. A Class I bicycle path is one that is separated from motor vehicle facilities (i.e., streets) by space or by a physical barrier, and typically is designed for the exclusive use of bicycles. The bicycle facilities in the parkways will be part of a multi-purpose trail, but will be striped to separate bicycles and pedestrians.

Class II bicycle routes or bike lanes will be provided along all Specific Plan collector streets, including Willowood Drive, J Street, Bridle Ridge Way, and the collector roadways that are intended to extend to future development to the south (see Figure 6.11). Class II bicycle routes are lanes delineated on the paved area of a roadway that are designated for preferential use by bicyclists. Class II facilities are typically identified by "Bike Lane" signs, special lane lines and other pavement markings.

Connections to City

Although the City does not currently have any existing bicycle or pedestrian facilities in the Specific Plan area, the General Plan does identify a number of potential bicycle and pedestrian trails.

Oakdale Irrigation District Easement. The 60-foot wide Oakdale Irrigation District easement immediately adjacent to the southern boundary of the Specific Plan area is proposed as a future open space corridor that will ultimately accommodate the development of a multi-purpose trail which will be part of a citywide trail system. In anticipation of this, the Specific Plan provides linkages to the easement at various locations along its southern boundary (see Figure 6.11).

Crane Road Facility. The General Plan also shows a future Class I trail along Crane Road, connecting the planning area to the Stanislaus River to the north. The Specific Plan provides for the development of an 8-foot wide, Class I trail along the east side of Crane Road from the Oakdale Irrigation District Easement to F Street. Class II bike lanes on Bridle Ridge Way and J Street will provide connections from the planning area to this citywide trail.

Ash Avenue Underpass. Consistent with its recommendation for a major collector street crossing the railroad in the vicinity of Ash Avenue, the General Plan shows a Class I trail extending from the OID easement south of the Specific Plan area, north through the existing underpass, and then north along Lee Avenue. Since the Specific Plan identifies Willowood Drive as the major north-south collector street, it also provides for a Class II bicycle trail along this street. The Ash Avenue railway undercrossing will be upgraded with new paving, slope controls, and landscaping as an Emergency Vehicle Access and pedestrian / pedestrian trail connection. The connection shall include access restriction devices to prevent unauthorized vehicular access. The underpass will provide a linkage between the project area and existing Class II bike lanes on Ash and Lee Avenues.



FIG. 6.11

LEGEND

TYPICAL TRAIL CONNECTION LOCATION
(CONNECTION REQUIRED APPROXIMATE
EVERY 1000' ON AVERAGE)

500' +

* [Specific Plan Errata
as approved by City
Council Resolution
99-10: 1/19/99].

NOTE: THIS DRAWING IS DIAGNOSTIC TO
DETECT POSSIBLE PROBLEMS AND IS FOR
ILLUSTRATIVE USES ONLY. THIS DRAWING
IS NOT BINDING. IT DOES NOT REPRESENT ANY
REQUIRED IMPROVEMENTS.

J Street Bike Route. Consistent with the General Plan's recommendation, the Class II bike lanes proposed along J Street will implement the western-most portion of a cross-town "connecting trail" identified in the City's Open Space and Conservation Plan.

6.6 TRANSIT SERVICE

6.6.1 LOCAL SERVICE

Stanislaus County currently operates the only fixed-route bus service in the City of Oakdale. The bus service which serves the cities of Modesto, Riverbank and Oakdale, provides service on three routes, two of which travel on F Street adjacent to the Specific Plan area. All of the current transit stops are located in or near the downtown.

The Specific Plan hopes to encourage the use of transit by providing bus turnouts and transit shelters where appropriate. At this point, there is proposed a fixed location for a transit stop at the southwest corner of the F Street/Crane Road intersection. Project proponents will coordinate with the local transit agency to determine if other transit stops are desirable.

6.7 GOALS, POLICIES AND OBJECTIVES

GOAL: Design an interconnected street system that disperses traffic quickly and efficiently with minimal impact to the internal neighborhood character or to citywide traffic circulation.

Policy 6.1: Create an internal system of interconnected streets that facilitates the movement of traffic without concentrating large volumes of traffic on any one segment of roadway or allowing excessive traffic speeds to build up.

Policy 6.2: Establish street standards that provide for narrower street cross-sections to slow traffic.

GOAL: Create a system of streets that recognizes the needs of the larger citywide circulation system and attempts to provide valuable city-serving links, without adversely affecting the quality of life within the Southwest Oakdale Community.

Policy 6.3: The City of Oakdale's Level of Service (LOS) standards (LOS C for local collector streets and LOS D for arterials) shall be maintained at all intersections in or adjacent to the Specific Plan area during AM and PM peak periods.

Policy 6.4: Additional right-of-way shall be dedicated as needed to establish the 120-foot right-of-way required to accommodate the expansion of F Street (i.e., 60 feet total from center line of the street right-of-way to the edge of the development area).

- Policy 6.5:** F Street shall be widened to four lanes adjacent to the Specific Plan area in order to accommodate projected traffic, and turn lanes shall be provided at key intersections.
- Policy 6.6:** Traffic signals shall be installed at the following intersections as traffic warrants: Crane Road/Bridle Ridge Way, Crane Road/J Street, Crane Road/F Street, and F Street/Willowood Drive.
- Policy 6.7:** Willowood Drive will be extended south from F Street, under the Burlington Northern and Santa Fe Railroad right-of-way, to the southern boundary of Specific Plan area. The Willowood Drive right-of-way and street cross-section shall be designed to accommodate projected traffic to and from future development south of this Specific Plan area.
- Policy 6.8:** In order to accommodate projected traffic, Crane Road shall be widened to four lanes in the segment between F Street and Bridle Ridge Way, and turn lanes shall be provided at key intersections.
- Policy 6.9:** Loop detectors shall be placed on the north-bound departure lanes of Crane Road from Bridle Ridge Way to avoid situations in which traffic waiting for a train to pass could obstruct traffic movements at Bridle Ridge Way.
- Policy 6.10:** J Street shall be extended westward as a two-lane major collector from its current western terminus at Odessa Circle to Crane Road as development occurs.
- Policy 6.11:** In the area between Wood and Hinkley Avenues, the eventual extension of J Street will have an inverted "S"-curve alignment in order to accommodate a continuous free flow of traffic and to provide a future linkage between the two existing off-set sections of J Street.
- Policy 6.12:** Bridle Ridge Way shall be extended as a two-lane minor collector street from Crane Road to the eastern Specific Plan boundary. The eastern extension of Bridle Ridge Way from the planning area to either *the existing* Greger Street or Kaufman Road, should be completed in accordance with the approved Traffic Analysis Mitigation Measures for the project.
- Policy 6.13:** A two-lane collector street shall be stubbed out to the southern Specific Plan boundary to provide a connection with future development projected to the south.
- Policy 6.14:** Tioga Avenue will be maintained as a rural residential road. An emergency vehicle-only access will be constructed near the east end of Tioga, but no street connections will be made. The existing right-of-way and road cross-section will remain unchanged.

GOAL: *Establish a pedestrian and bicycle-friendly environment that includes both on-street and off-street pedestrian and bicycle facilities to encourage non-vehicular travel both within the Specific Plan area and the City.*

- Policy 6.15:** Provide growth with a balanced orientation toward pedestrian, bicycle, and automobile circulation.
- Policy 6.16:** In order to encourage walking and cycling, extend bicycle and pedestrian paths from residential areas to key activity areas/destination points such as schools, parks and retail center.
- Policy 6.17:** Provide sidewalks along Specific Plan roadways. On major and local street corridors, sidewalks will be separated from the roadway by a planting strip unless otherwise modified by this plan.
- Policy 6.18:** Develop a multi-purpose bicycle/pedestrian trail through the parkways proposed along the south side of the Burlington Northern and Santa Fe Railroad right-of-way where designated on the Bridle Ridge Land Use Map.
- Policy 6.19:** Develop a multi-purpose bicycle/pedestrian trail along the east side of Crane Road from F Street to the OID easement at the southwest corner of the Specific Plan area.
- Policy 6.20:** Provide Class II bike lanes along the following collector streets: J Street, Bridle Ridge Way, Willowood Drive, and the southern connector street in the southwest corner of the Specific Plan area.
- Policy 6.21:** Provide bicycle and pedestrian connections to the proposed citywide trail in the OID easement that borders the Specific Plan area on the south.
- Policy 6.22:** Upgrade the existing Ash Avenue railroad underpass access to provide pedestrian/bicycle connection between the planning area and existing neighborhoods and to allow emergency vehicle access, but no other vehicular access.
- Policy 6.23:** An alternative drive-over curb will be allowed on typical local residential streets as identified in this plan.

GOAL: *To provide a circulation system for Southwest Oakdale that is convenient and efficient, and encourages the use of alternate modes of transportation as a means of improving community character and reducing environmental impacts.*

- Policy 6.24:** Create a logical but varied layout of streets that avoids highly repetitive patterns, yet reinforces the structural importance of the parks as the community's key organizing principle.

GOAL: *To establish a vehicle circulation system which provides sufficient capacity for projected traffic and allows convenient access to land uses, while maintaining a neighborhood scale to the residential street system.*

Policy 6.25: Locate key community destinations, such as the commercial center, school, and sports park, near collector streets in order to minimize the intrusion of vehicular traffic into the residential neighborhoods. Link these destinations to pedestrian/bicycle corridors and to transit stops to allow residents to use these facilities without having to drive.

GOAL: *To reduce residents' reliance on the automobile by providing for convenient transit services and facilities in the Specific Plan area.*

Policy 6.26: Project proponents should coordinate with the Riverbank-Oakdale Transit Authority (ROTA) to identify appropriate locations for transit stops.

Policy 6.27: Residential and commercial development will be designed to provide clear pedestrian paths between building entrances and transit service stops.

Policy 6.28: Pedestrian/bikeway connection points shall be provided at well-spaced intervals (4,000 500± feet on average) along the Old Crane Lateral and the Burlington Northern and Santa Fe railroad.

[Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]

7.0 COMMUNITY DESIGN ELEMENT

7.1 PURPOSE

The intent of the Community Design Element is to provide the structure and overall vision needed to develop a cohesive and well-planned community at Bridle Ridge. This chapter provides conceptual development and design guidelines necessary to create an attractive, well-ordered pattern of development that features pedestrian-scaled streets, thoughtfully designed buildings, and carefully integrated community facilities and public open spaces. The objective is to provide a design framework within which developers and designers can express their creativity on their individual projects without compromising the community character as a whole without being restrictive. The guidelines presented in this element are organized by land use type (residential and commercial). The guidelines for residential and commercial development are followed by conceptual design guidelines for streetscape improvements. The following guidelines are not enforceable standards or policies, but are encouraged to be implemented as a part of the project and are intended not to be restrictive. Strict adherence to the Community Design Guidelines is not required, but proposed development should be generally consistent with the "overall intent" of this Chapter. The following guidelines have been written with flexible language and a menu approach to different design issues such as location of garages. The word "encouraged" is used throughout the section to provide flexibility to developers and architects to create a multitude of design solution over the 20-year buildout of the project. While each individual guideline is flexible and allows for deviation, compliance with the overall intent of the design element is not optional. All projects shall be consistent with the overall intent of the guidelines which includes minimizing the prominence of garages, the use of porches, architectural massing variation, creative use of exterior materials and ornamentation of buildings. The Planning Commission will make the final determination of whether a project is consistent with the "intent" of the guidelines by reviewing typical model plans for each housing tract. Review of each unit is not required.

[Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]

7.2 COMMUNITY DESIGN CONCEPT

7.2.1 CONTEXT

The Plan for the Bridle Ridge Specific Plan Area attempts to integrate many of the basic principles of community design common in traditional neighborhoods, with modern home-building technologies and market realities to create a vital and distinctive master-planned community. The Community Design Element seeks to address issues of community, place and identity through the organization of neighborhoods, open space, streets and land use. The conceptual development standards and design guidelines attempt to emphasize a balance between the pedestrian and the automobile, ensuring that the automobile is not allowed to transform what should be peaceful, socially active streets into car-dominated thoroughfares.

7.2.2 COMMUNITY FORM AND IDENTITY

The planning area primarily consists of two long parcels separated by the Burlington Northern & Santa Fe railway corridor. The first goal of the Specific Plan design was to reduce the length and scale of the site into smaller, more manageable areas. By extending Willowood Drive south through the planning area as the primary entry road off Highway 108, the site is divided into four

quadrants. Then, within each quadrant, a complementary system of streets, parks and greenways has been introduced to further subdivide the quadrants into a series of individual neighborhoods.

Unlike many suburban developments, where the street system dictates the pattern of development, and parks and open space occur as hidden or leftover parcels wedged between residences or restricted to the perimeters, the design concept for the Specific Plan Area introduces a system of parks and greenways that functions as a key element in the community's structure and identity. Each neighborhood is designed around a central common open space that provides a clearly defined center and an open space amenity for each neighborhood. The street system has been laid out to respond to and reinforce the importance of the open space system. The collector streets have been aligned so that the parks function as visual amenities and focal features that announce each neighborhood. The perimeter of each park is defined by pedestrian-friendly streets that are single loaded with residences fronting onto the park. The pattern of these perimeter streets is then repeated in a series of concentric streets. The placement of parks at the heart of each neighborhood is intended to establish intimate and gracious residential environments, that will enhance the sense of community and sense of place so often lacking in suburban communities.

7.3 RESIDENTIAL DEVELOPMENT AND DESIGN GUIDELINES

The Bridle Ridge site will be a notable front door to Oakdale, marking the transition between the surrounding agricultural landscape and the built fabric of its downtown core. As a significant western expansion of the City boundaries, Bridge Ridge should perpetuate the established relationship between the City and its agricultural region—namely, the traditional, pedestrian-based character of its neighborhoods and commercial areas, and to maintain their functional interrelationship. A primary objective of the guidelines is to prevent the creation of a “middle environment” — neither town nor country, where dependence on automobile transportation creates only a cookie cutter non-integrated series of subdivision.

The appearance and livability of the new Bridle Ridge community will be greatly influenced by the organization and design of individual residential units. Their relationship to the street, to each other and their exterior design has much to do with the manner in which residents relate to and are perceived by their neighbors. As a broad goal, the design guidelines seek to foster sociable and friendly neighborhoods while integrating individual homeowner's needs for comfort and privacy. These guidelines are not enforceable policies, as they are intended to be guidelines not standards. The guidelines are encouraged to be implemented as a part of the plan and are not intended to be restrictive.

Oakdale exhibits a strong tradition of quality residential architecture within the historic neighborhoods. This vernacular, with its mix of materials and variety of form and ornamentation, is encouraged within the Bridle Ridge community. Extension of the existing regional building style may contribute to the identity of the new community as a veritable part of Oakdale itself.



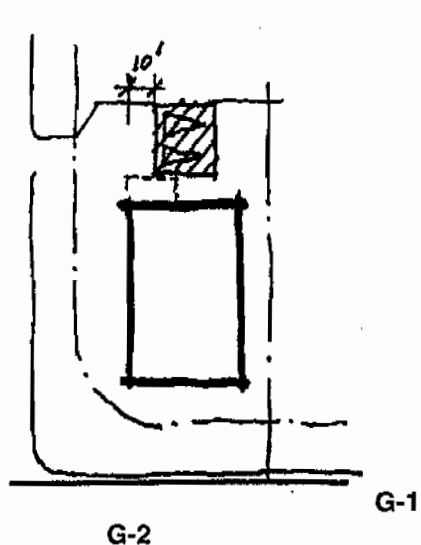
An example of the local Craftsman style, including features such as articulated massing, porches, and consistent application of ornament and detail.

7.4 ENCOURAGED LOW DENSITY RESIDENTIAL SITE DESIGN GUIDELINES

7.4.1 ENCOURAGED LOW DENSITY GARAGE LOCATION PRINCIPLES

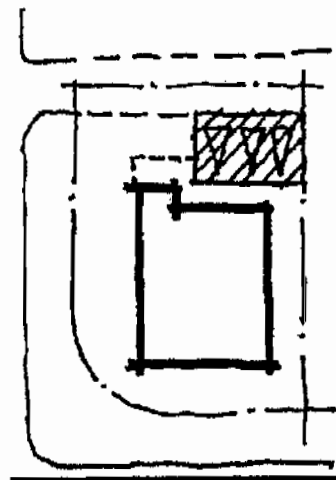
1. The prominence of garage door frontages should be minimized on housing plans.
2. Garages recessed a minimum of 5-feet behind the leading edge of the house are encouraged on at least 50% of the units.
3. Garages on corner lots, accessed from side other than front of house are encouraged on 50% of the corner lots.
4. Alleys providing access to garages from the rear are permitted as a developer option.
5. All garages will have a setback of at least 20-feet from property line of loading street. Alley setbacks will be 3-feet.
6. Porte-cocheres encouraged as pass-through to garage and extra covered parking space.
7. Garages detached and linked by breezeways are encouraged.

Figure 7.1: Encouraged Corner Lot Garage Guidelines (5,000, 6,000 and 8,000 sf Minimum Lots)



Side Entry

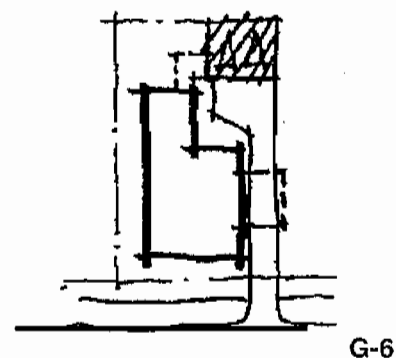
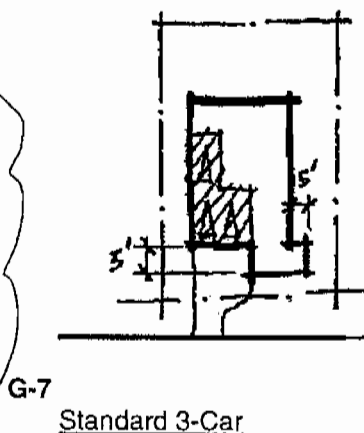
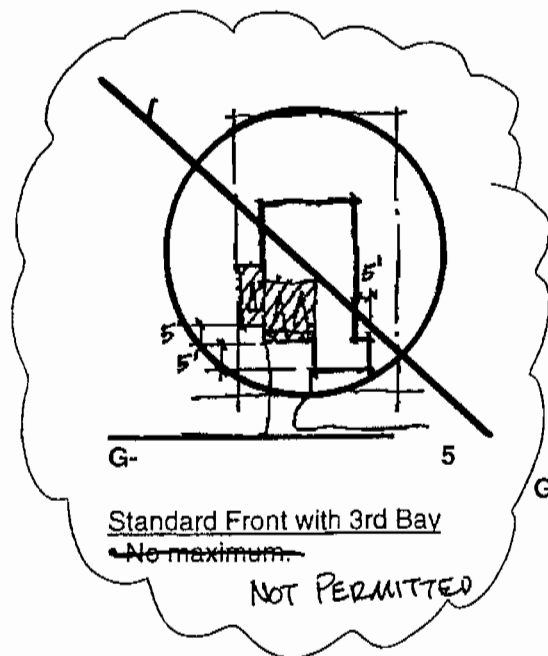
- Alley access permitted with optional alley.
- 2 or 3 car garage.



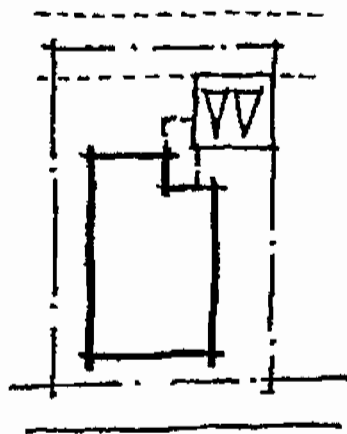
Alley Access

- G-1 or G-2 encouraged on 50% of corner lots.
- 2 or 3 car garage.

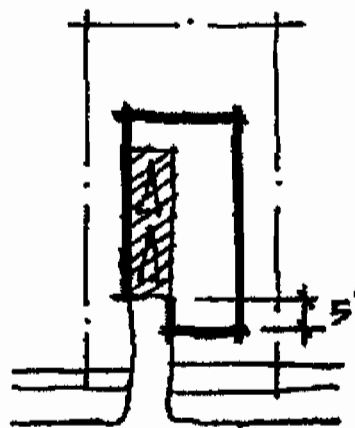
Figure 7.2: Encouraged Garage Guidelines (5000 sf Minimum Lots)



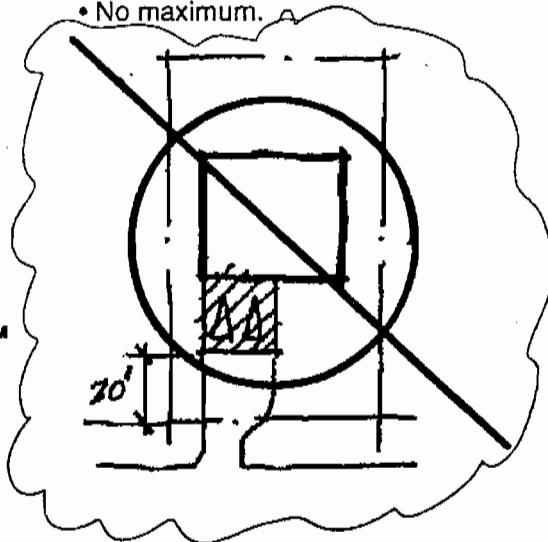
- Garage on rear 50% of lot encouraged.
- Breezeway and port-cochere encouraged.
- Zero setback at rear lot line permitted.
- No maximum.



- G-8**
- Garage on rear 50% of lot encouraged.
 - Breezeway encouraged.
 - No maximum.



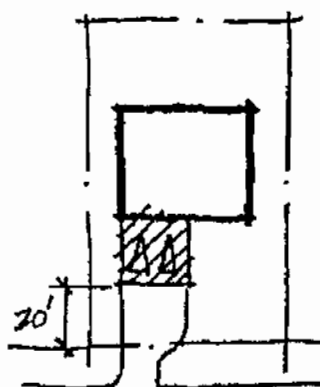
- G-9**
- No maximum.



- G-3, G-3T, G-4**
- These options are discouraged for this size lot, but are not prohibited.
- ARE NOT PERMITTED**

[Specific Plan Errata as approved
by City Council Resolution 99-10:
1/19/99]

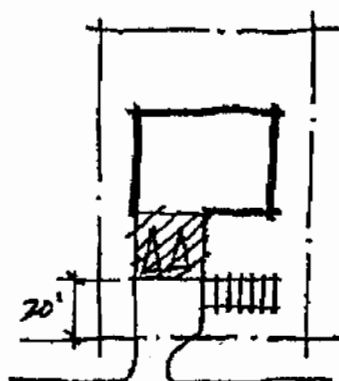
Figure 7.3: Encouraged Garage Guidelines (6000 and 8000 sf Minimum Lots)



G-3

Front 2-Car

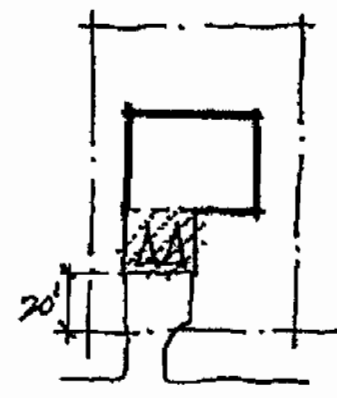
- Encouraged not to exceed 10% of total units.



G-3T

Front 2-Car with Trellis

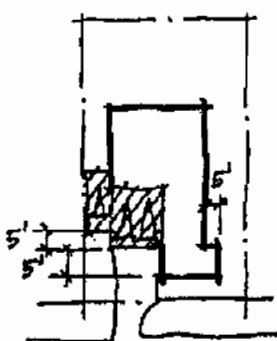
- Trellis 5' in front of garage.
- Encouraged not to exceed 15% of total units.



G-4

Front 2-Car with Room Above

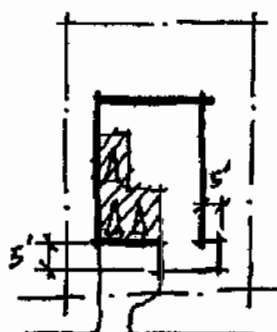
- Second story unit above garage encouraged.
- Encouraged not to exceed 25% of total units.



G-5

Standard Front with 3rd Bay

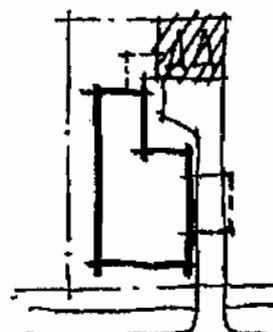
- Third bay may be recessed an additional 5'.
- No maximum.



G-6

Standard 3-Car

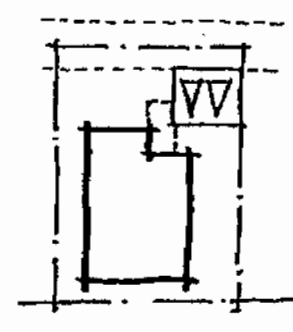
- No maximum.



G-7

Standard Rear

- Garage on rear 50% of lot encouraged.
- Breezeway and port-cochere encouraged.
- Zero setback at rear lot line permitted.
- No maximum.



G-8

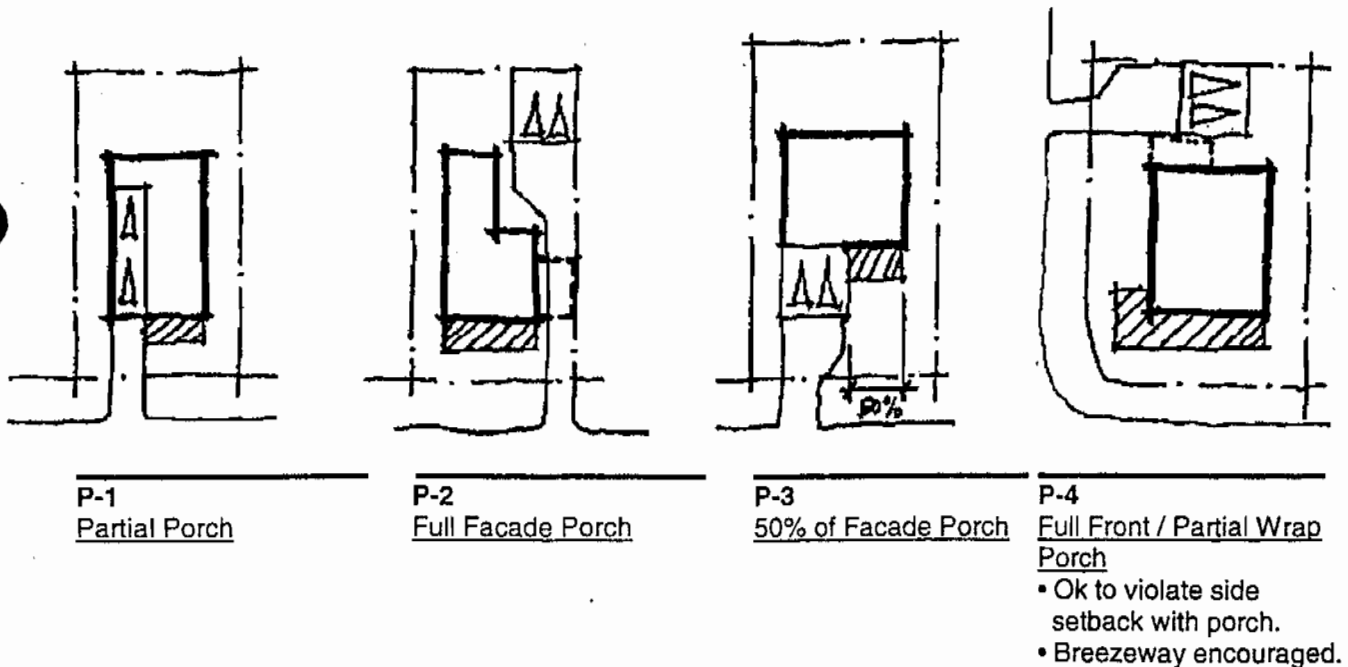
Rear Alley Access Option

- Garage on rear 50% of lot encouraged.
- Breezeway and port-cochere encouraged.
- No maximum.

7.4.2 ENCOURAGED LOW DENSITY PORCH PRINCIPLES

1. Porches should be a prominent neighborhood design feature that may be incorporated into residential elevations throughout the project area where possible.
2. Porches should be of sufficient size and scale to balance the appearance of the front facade where possible.
3. Corner lot houses are encouraged to have wrap around porches on both street sides to establish a strong "street relationship" where possible.

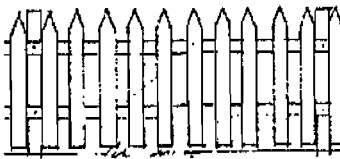
Figure 7.4: Encouraged Porch Configurations



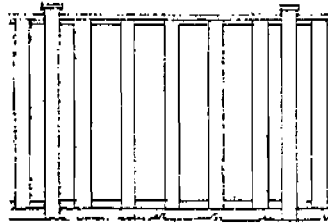
7.4.3 ENCOURAGED LOW DENSITY YARD FENCING STANDARDS

1. Privacy walls and fences from the front setback to the rear lot line should be no taller than 6 feet. All 6-foot tall fencing should be recessed a minimum of 3-feet behind the leading edge of the building, facing the front yard.
2. All corner lot, sideyard fences over 3-feet shall maintain a minimum 10-foot setback.
3. Privacy walls and fences between the street right-of-way and the front setback shall not exceed 3 feet in height and should not be constructed of chain link or similar utilitarian materials.

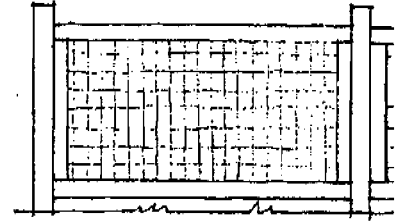
Figure 7.5: Encouraged Fence Details



F-1
Picket Fence (3' Height)
• Permitted for Front Yards.



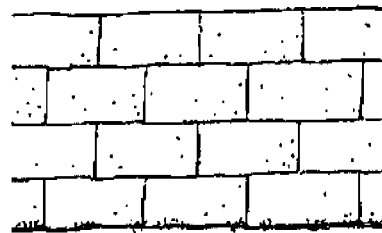
F-2
Solid Wood Fence (6' Height)
• Permitted for side and back yards.



F-3
Agricultural Fencing
(Wire with Wood Posts and
Framing, Up to 6' in Height)
• Permitted for back yards and
community recreational areas.



F-4
Chain Link Fence
• Discouraged in street adjacent yards.

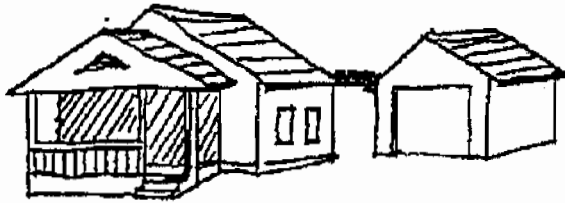


F-5
Masonry Wall
• Discouraged in street adjacent yards.

7.5 ENCOURAGED LOW DENSITY RESIDENTIAL ARCHITECTURE

7.5.1 ENCOURAGED ROOF AND MASSING VARIATION

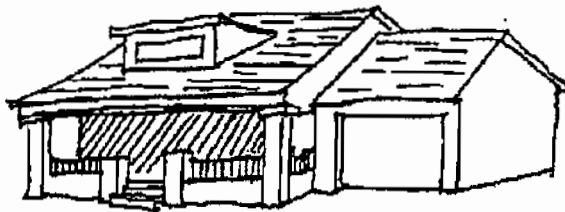
1. A combination of both one and two story units are encouraged through-out a housing tract.
2. A minimum of four separate floor plans should be provided for each housing tract, when possible.
3. One story units are strongly encouraged adjacent to arterial streets and Tioga Road.
4. Corner lot houses are encouraged to provide the same level of facade treatment on both street frontages.
5. Each housing tract should incorporate a variety of roof and building massing, including:
 - A. Front gabled roof.
 - B. Cross gabled roof.
 - C. Side gabled roof.
 - D. Hipped roof.



RM-1
Front Gabled Roof (with Gabled Porch)



RM-2
Cross-Gabled Roof



RM-3
Side Gabled Roof



RM-4
Hipped Roof

* Flat roofs and Mansard roofs are discouraged.

7.5.2 ENCOURAGED DETAIL AND ORNAMENTATION

1. Materials

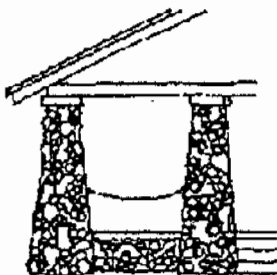
Accepted materials include but are not limited to the following:



M1
Stucco



M2
Wood
• Encouraged for structure, siding and detailing.



M3
Stone
• Encouraged for foundations and columns.



M4
Brick
• Encouraged for foundations and columns.

2. Material Changes Encouraged Along Horizontal Lines



• Wood treatment consistently applied above a horizontal datum

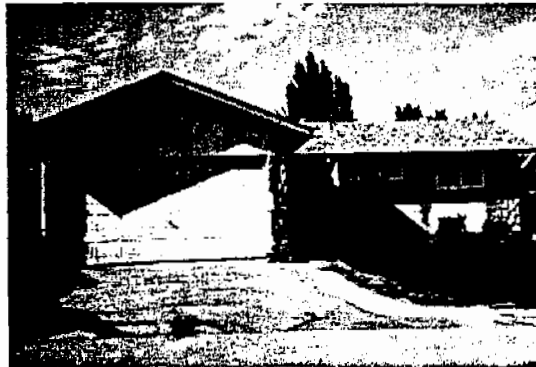


• Material change is along vertical corners without a 4' material return are discouraged.

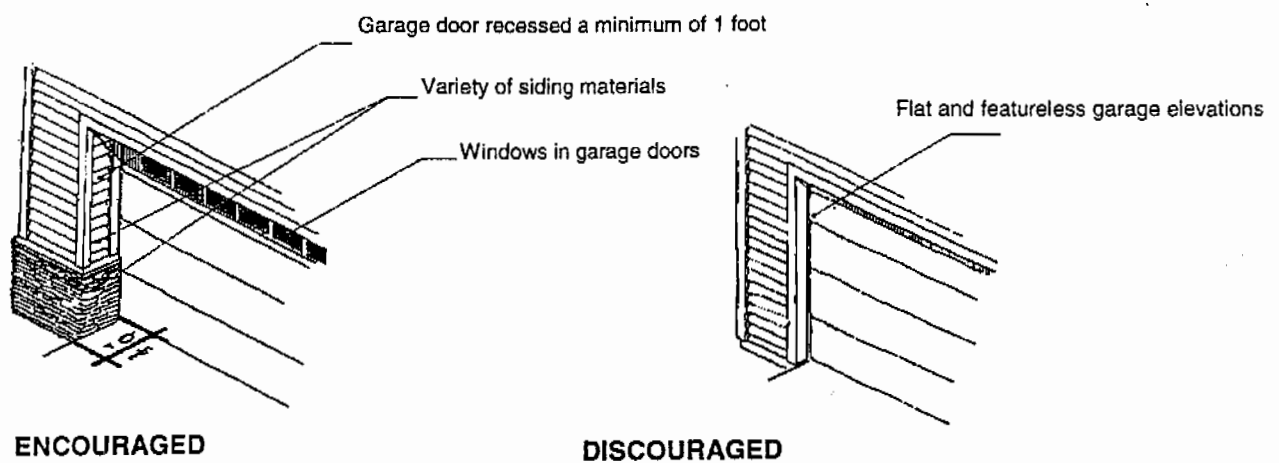
Changes in material should occur consistently along a selected horizontal datum on all facades of the building. Concentrating all embellishment on the front facade leads to the neglect of other facades which are frequently visible from the street and from neighboring residences, and results in a housing product of compromised aesthetic quality. Instead, the construction should include a few selected materials that should be universally applied up to a horizontal datum rather than treating the front facade as the sole location of embellishment.

7.5.3 ENCOURAGED GARAGE APPEARANCE

- A. Garage should not dominate the street, as in example below:



- B. Garage door encouraged to be recessed a minimum of one foot.

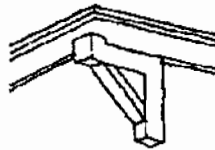


7.5.4 ENCOURAGED ROOF DETAILS AND MATERIALS

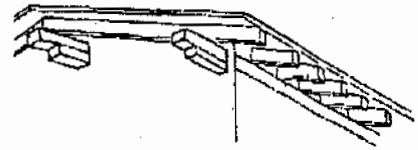
- A. Encouraged elements include but are not limited to the following:



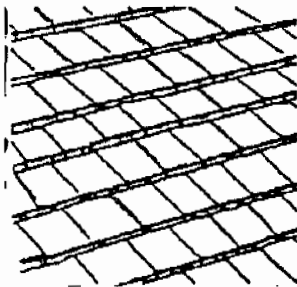
R1
Dormers



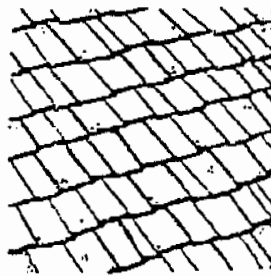
R2
Triangular Knee



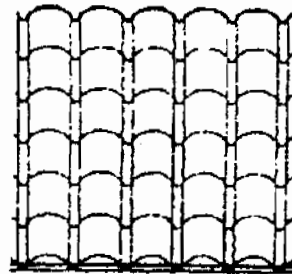
R3
Exposed Beams and Rafter Tails



R4
Flat Concrete/ Clay Tile
• Are encouraged in medium to dark grey/ brown color range; variegation encouraged.



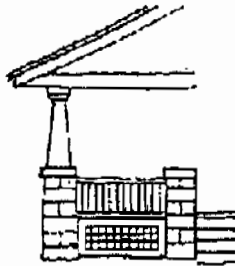
R5
Architectural Grade Composition Shingles
• Encouraged in medium to dark grey/ brown color range.



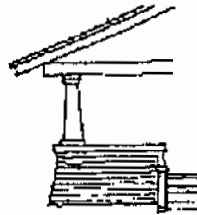
R6
• Red Barrel Tile is discouraged.
• Hay or earthen colored tiles are permitted.

7.5.5 ENCOURAGED PORCH AND COLUMN DETAILS

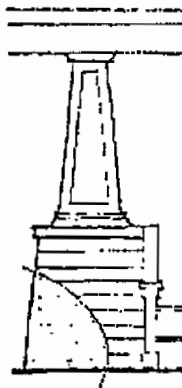
- A. In general, porches and porch supports should abide by the following:
1. Porch and pier materials should reflect those of main structure, when possible.
 2. Porch supports should be set atop a substantial pier base, when possible.
 3. Detailing should be simple and refined, especially of piers and their caps and bases, when possible.



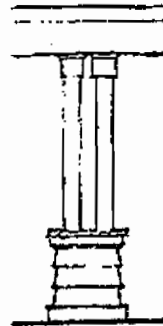
PC-1
Porch Railing



PC-2
Porch Support and Railing



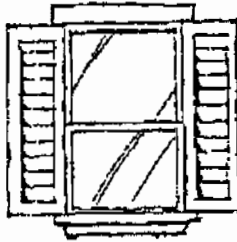
PC-3
Single Support Post



PC-4
Single, Paired or Multiple
Support Posts

7.5.6 ENCOURAGED WINDOW DETAILS

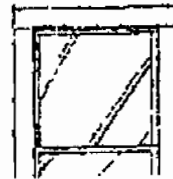
- A. Encouraged window treatments include but are not limited to the following:



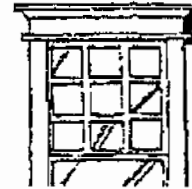
W1
Shutters



W2
Window Boxes and
Pot Shelves



W3
Decorative Window
Moldings and Trim



W4
Multi-Paned Window
Glass and Decorative
Window Heads

7.5.7 ENCOURAGED ARCHITECTURAL EMBELLISHMENTS

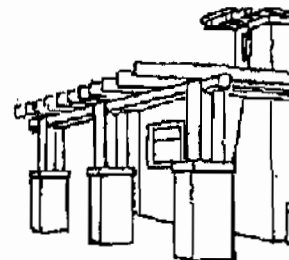
- A. The following architectural embellishments are encouraged:



A1
Stone Exterior
Chimney



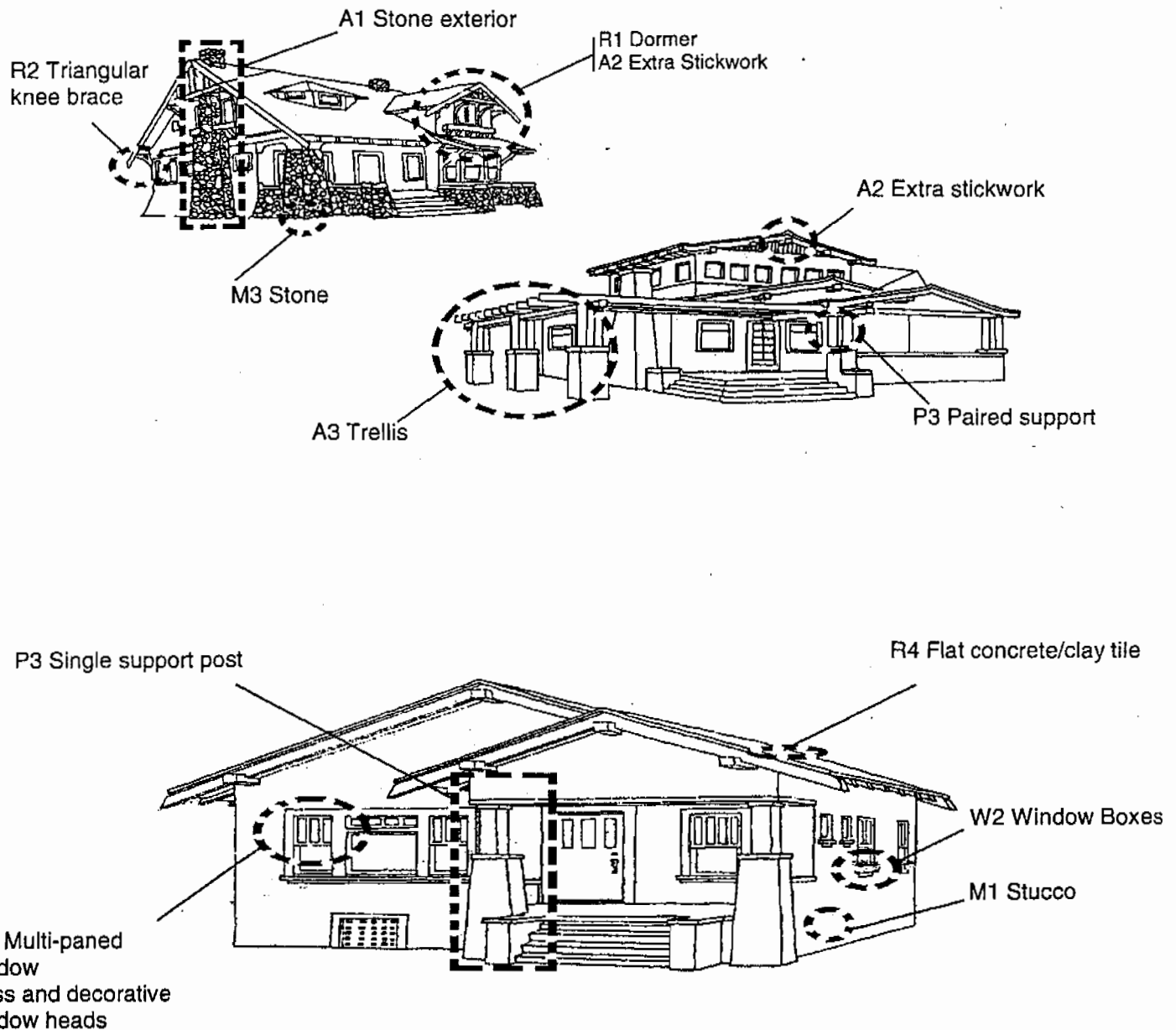
A2
Extra Stickwork
• Encouraged in gables or
in porch detailing.



A3
Trellising
• Encouraged at porte-cochere
or porch.

7.5.8 ENCOURAGED DETAIL AND ORNAMENTATION IN CONTEXT

- A. The preceding details are part of the regional style and character of Oakdale. Their use should be considered as part of a building's overall design, when practical. The references below illustrate some of the appropriate contexts in which they may be incorporated:



7.6 ENCOURAGED MEDIUM AND HIGHER DENSITY DESIGN PRINCIPLES

1. Areas of medium and higher density housing should be carefully integrated into the surrounding neighborhood with creative architectural and site planning solutions, when possible.
2. Medium and higher density units should be compatible in scale and form to surrounding low-density residential development. The general streetscape of sidewalks and street trees should be maintained, and the dwelling units should be oriented to the street with units having front entrances facing the streets such as porches.
3. Common parking lots should be screened behind buildings and landscaping.
4. Side yard setbacks, building height and coverage, parking requirements, and other residential development standards not directly addressed in the Specific Plan will be reviewed and approved through the Planned Development process.
5. Architectural building designs should incorporate the architectural features, materials and character elements encouraged for Low Density Residential in Section 7.5.
6. Creative use of articulated facades and varied roof forms should be used to identify individual dwelling units within the overall mass of an attached residential structure.



Encouraged Medium and High Density Building Elevation appearance with articulated facades and varied roof forms.



Good example of change in roof planes and wall articulation



Architectural projections for two stories



Buildings without wall and roof articulation are undesirable

7.7 ENCOURAGED COMMERCIAL DESIGN STANDARDS

The General Commercial area designated at the Highway 108 / Crane Road intersection will complement nearby residential development and help to establish a distinctive gateway to the City of Oakdale. Situated on the western edge of town, along the principal east-west route through the City, the commercial development at the Highway 108 / Crane Road intersection offers a unique opportunity to create a focal point that announces the City and establishes a positive first impression to those entering the community. The site's strategic location and high visibility necessitate a well-considered design that speaks to the character of the community as a whole, while also enhancing the economic viability of the planned commercial uses.

The character of the buildings and the landscaping will draw on Oakdale's small town character and agricultural heritage. The concept is to extend the fabric of historic Oakdale to this western gateway. While located on what is projected to be a very busy intersection, the commercial development will provide an active and well-defined commercial edge with plazas and walkways that establish a comfortable outdoor pedestrian environment that encourages window shopping and walking. Building massing, roof styles, and architectural elements should be used to establish a more human-scaled environment, breaking up the scale of the development giving it the appearance of a congregation of smaller buildings. Landscaping will help establish the commercial area as a special place within the community.

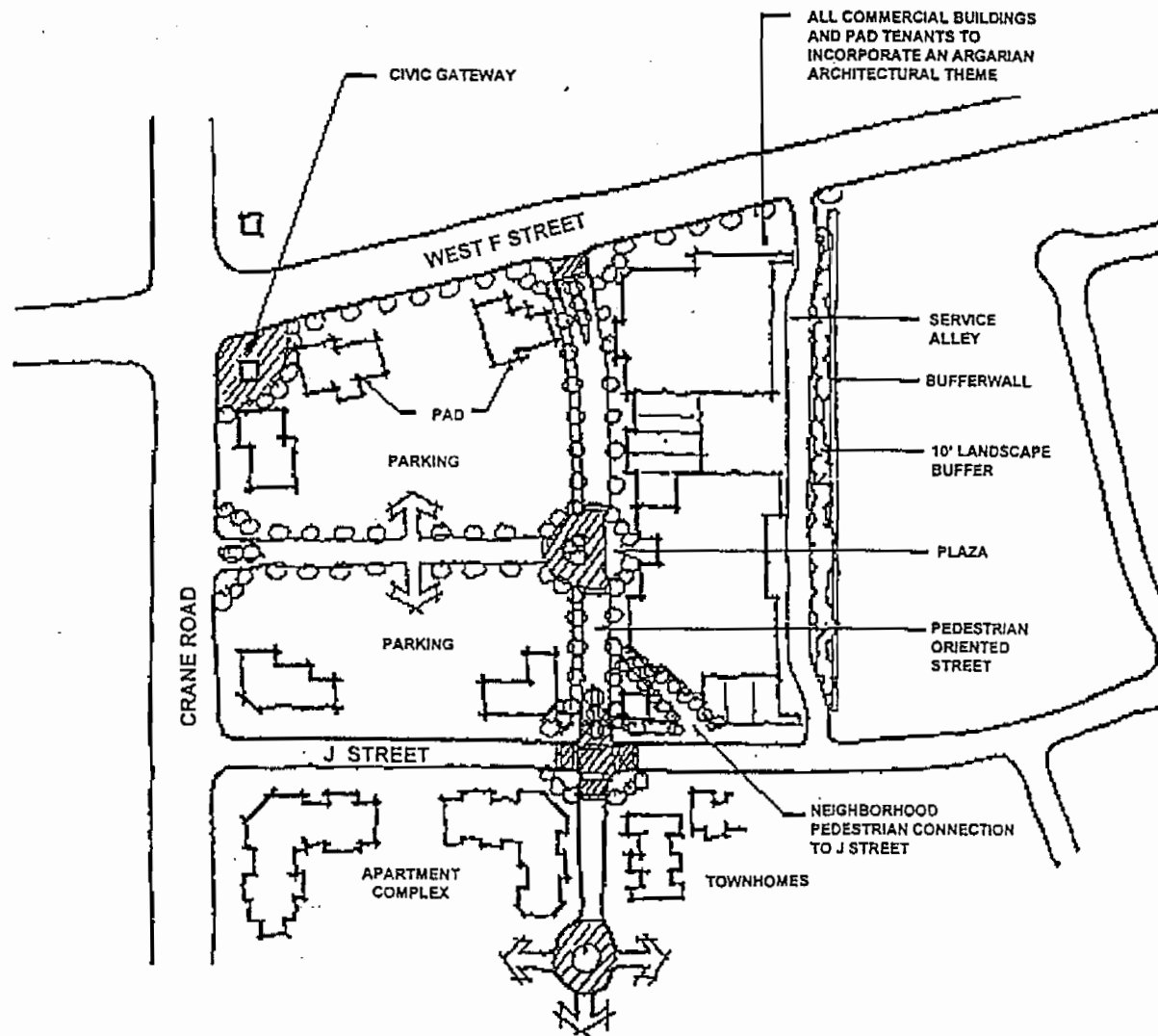
The commercial center will provide opportunities for local-serving retail and office uses that are oriented to both pedestrians and automobiles. On-site parking will generally be located behind a landscape border and will be visible to drive-by traffic and convenient to the commercial uses. In addition to comfortable pedestrian connections along streets, convenient pedestrian paths should also be provided between plaza areas, parking areas, and surrounding destinations.

7.7.1 ENCOURAGED SITE PLANNING (SEE FIGURE 7.6 FOR CONCEPT PLAN)

1. The building architecture, site layout and overall landscape plan should be organized to create a cohesive commercial environment that is scaled and designed to the needs of pedestrians as well as vehicular traffic.
2. The commercial centers should be oriented toward J Street with storefront treatments, landscaping and pedestrian connections. Service alleys, walls and other utilitarian elements of the project should be located away from J Street to the greatest extent possible.
3. The majority of the commercial buildings and anchors should generally be sited along the eastern side of the commercial site (east of Crane Road), with stores/offices facing out onto parking in the central part of the site. However, in order to mark the key Crane Road / Highway 108 intersection, commercial buildings should also be clustered near the intersection. Buildings at these corners would help provide structure to this important gateway to the City, and minimize the visual impact of the centralized parking. Various design devices can be incorporated into the design of these corner buildings to highlight the intersection and announce the commercial center, including setbacks at the corner, accentuated entrances and additional height using architectural features such as towers and cupolas.

4. A special "gateway" treatment will be designed for the southeast and southwest corners of the Highway 108 / Crane Road intersection. (Note: While the City will undoubtedly desire to consider consistency of the "gateway" treatment on all four corners, only the two southern corners are the subject of this Specific Plan Area.) The exact configuration and character of this treatment will need to evolve with the site specific design of the commercial development, but certain concepts should be incorporated:
 - The overall character of the gateway treatment shall reflect Oakdale's rural, agrarian heritage through its overall design character and its use of natural and rustic looking materials. The gateway should present an attractive and pastoral entry to the community. The design should be simple and restrained, and avoid the visual clutter and anonymity associated with more typical suburban retail development.
 - Development should be pulled back from each of the four corners in a consistent fashion to provide for the development of pedestrian plazas. The plaza area at each corner could have a special paving treatment to visually unify the four corners and ultimately to encourage pedestrian movement between the commercial development designated for each quadrant of the intersection.
 - A consistent landscape and paving treatment should be provided within the corner setback areas. A key unifying element will be the introduction of a formal planting of major street trees on each of the four corners. The exact pattern of planting will depend on the tree species selected, but should make reference to the rural agrarian landscape from which Oakdale has grown.
5. Retail and office buildings adjacent to Crane Road and Highway 108 should wrap, where appropriate, the front facade treatments (e.g., windows, display cases, awnings, etc.) around to face these adjoining streets in order to maintain an active and inviting edge for pedestrian and vehicular passersby, even if the primary entrances to the buildings are internal to the site.

NEIGHBORHOOD COMMERCIAL CONCEPT (EAST SIDE CRANE ROAD)



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FIGURE 7.6

7.7.2 ENCOURAGED COMMERCIAL CENTER ARCHITECTURAL CONCEPT

1. The commercial development should have a unified, overall architectural character that incorporates forms and materials that evoke the agricultural heritage of the local area.
2. While unified in their overall character, buildings should provide varied facades, roof forms, architectural details and finishes to create variety within the whole.
3. Building facades should be articulated to divide the commercial frontages into smaller and more traditional increments.
4. Vertical building elements should be used to break up what may be an otherwise horizontal architectural composition. Facades where windows are not required should vary building height and roof forms, and incorporate display windows, permanent trellises and/or landscaping.
5. Views of roof-top mechanical equipment should be screened in all directions from roadways and adjacent areas by using parapets or by extending the roof forms over equipment, where practical.
6. Building materials should reflect Oakdale's climate and building tradition, and convey a sense of permanence and durability. Wood board siding, wood shingles, tile, stucco, stone, brick and/or colored and spit-faced concrete masonry units are recommended.
7. Each commercial site will be required to have a master signage plan.
8. Signage should generally be integrated into the project's architecture and scaled to passing traffic and pedestrians in terms of size, location, lettering and lighting.
9. All exterior signage should consist of individual, three-dimensional lettering. Canned signs and exposed electrical raceways are discouraged.

7.7.3 ENCOURAGED COMMERCIAL CENTER PEDESTRIAN ENVIRONMENT

1. A system of pedestrian walkways and activity spaces shall be developed that accommodates the safe movement of pedestrians throughout the commercial area, encouraging visitors to browse among the stores, rather than just single-point shopping.
2. Consistent pedestrian-scale light fixtures should be used to illuminate pedestrian areas. Light design standards shall complement the project's architecture.
3. Convenient pedestrian pathways will be designed to minimize pedestrian conflicts with vehicular traffic.

4. An organized system of landscaping, lighting, site furnishings, and paving should be designed to enhance the pedestrian environment and reinforce the site circulation framework.

7.7.4 LOADING AND SERVICE AREAS

1. Storage, service and maintenance areas should be located away from J Street and major public areas whenever possible and screened from public view.
2. Service and storage areas will be buffered from adjacent residential areas with a combination of an 8-foot decorative masonry wall and no less than a 10-foot landscape planting buffer.
3. Loading dock areas shall be screened by walls, berms, and/or plantings. Enclosures, if used, should be a minimum of height of 8 feet.
4. Views of refuse collection areas should be screened from adjacent lots, properties and streets.
5. Enclosures for loading and service areas should be designed as an integral part of the building(s) served.

7.7.5 COMMERCIAL PARKING

1. Adequate parking shall be provided to meet retail needs. No on-street parking will be allowed on either Crane Road or Highway 108 along the frontages of the commercial area. On street, parallel parking may be allowed on J Street.
2. Commercial parking areas shall have an average setback of 15 feet from adjacent public roadways.
3. As much as feasible, parking areas should be broken into smaller increments distributed throughout the site, rather than creating a large monolithic parking area. Landscaping should be used in larger areas of parking to reduce the visual dominance of cars and asphalt.
4. Trees should be planted throughout the parking areas at a minimum ratio of 1 tree per 5 spaces. Canopy-type trees should be selected to provide shade during the summer. Tree species should also be selected that are relatively litter free, and are deep-rooted so that they will not cause any significant damage to the pavement.
5. In order to maintain a pedestrian scale and avoid unnecessary night light in surrounding areas, parking lot light fixtures should not exceed 20 feet in height. All exterior light should be appropriate to create an attractive light quality suitable to retail and pedestrian uses.

7.8 ENCOURAGED STREETSCAPE DESIGN

As described in the Circulation Element, the Specific Plan has been designed to provide a coherent network of streets that relate residents to neighborhoods and neighborhoods to the community. In order to encourage walking and biking as viable modes of transit, and to establish a more sociable (i.e., "neighborly") environment, the streets are designed to provide an attractive, comfortable and human-scaled environment for pedestrians and bicyclists. Other than the street itself, the key elements that comprise the streetscape include the landscaping, paving and lighting.

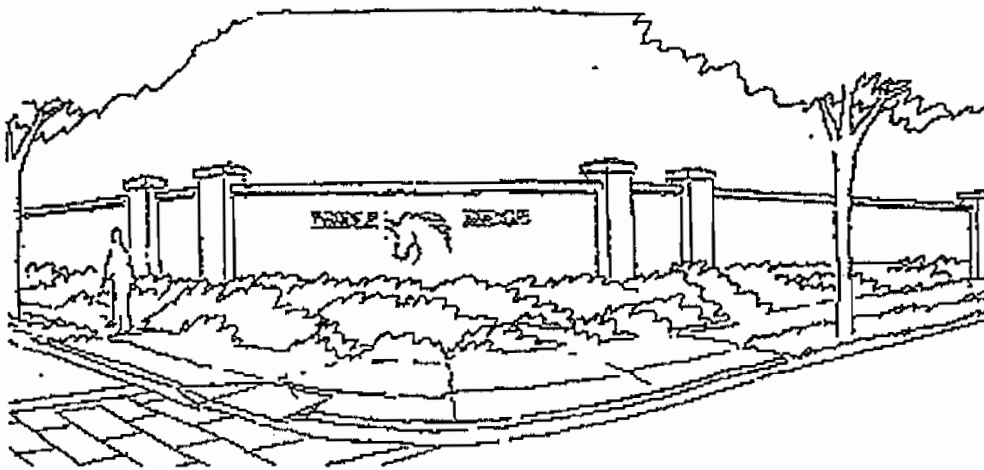
7.8.1 STREET TREES AND LANDSCAPE

1. A street tree planting plan should be provided with all improvement plans and with any planned developments. The plan will identify the location and species of all street trees.
2. Each arterial and collector streets should incorporate a themed street tree pattern defined by a predominate tree species.
3. All streets shall be planted with street trees. In order to protect trees from construction activities, trees shall be planted after the majority of the site development and exterior construction has been completed.
4. Tree species that have a broad canopy are generally recommended because they provide shade as well as a pleasant natural enclosure of the street. Regular spacing of canopy trees often characterizes older neighborhoods in the Valley.
5. Deciduous trees are encouraged in order to highlight the changing seasons, and to provide summer shading and an open canopy for winter sun and warmth. Tree species should be selected that have a deep rooting growth character.
6. At the perimeter of the Specific Plan area, along Crane Road and F Street, the street-side landscaping should be more informal in character to reflect the rural character of the surrounding countryside. Trees should be planted in natural-appearing groupings or clusters, and tree species should place emphasis on native species (e.g., oaks, sycamores, etc.) and other species that are frequently found in the rural portions of the Valley (e.g., poplars, locusts, etc.).
7. To achieve the scale appropriate for the F Street / Highway 108 corridor, it is recommended that a tall tree species be planted along the length of the Specific Plan Area. Such trees would be in scale with the proposed four-lane roadway and able to make a significant entry statement to east-bound travelers. For variety and interest, a mixed understory of flowering trees and shrubs should be planted in drifts under the light canopies. Four-foot wide sidewalks should be provided near the shade of the trees. A minimum 8-foot high sound wall will be located along the edge of the residential development to mitigate the impact of traffic noise on residents and or optional landscape berm (i.e. 6-foot wall on 2-foot berm with a total height of 8-feet).

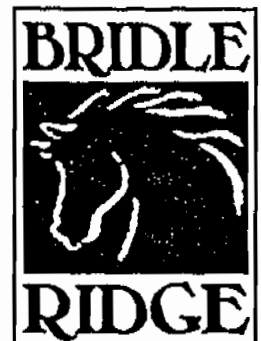
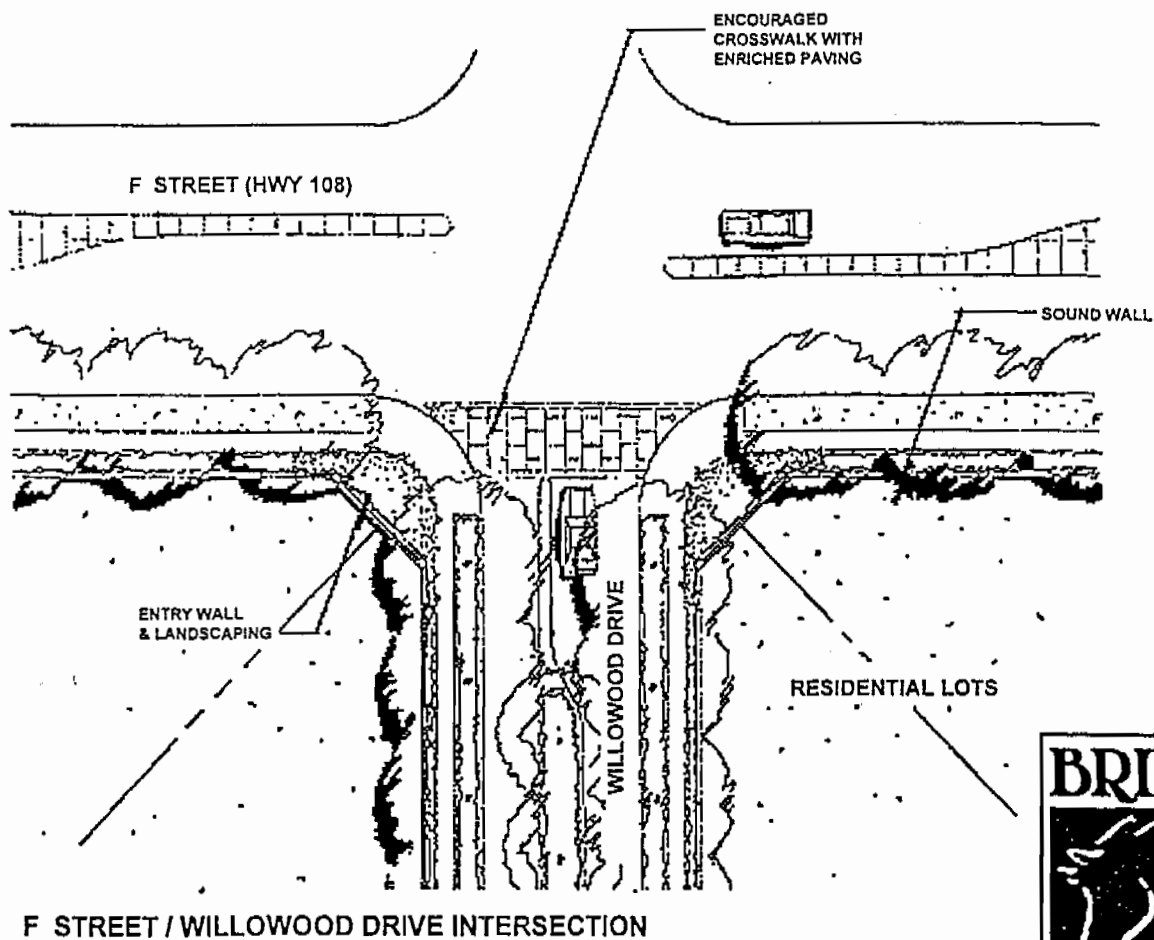
8. At the Willowood Drive entry to the Specific Plan Area, the informality of the F Street / Highway 108 planting should be interrupted with the more formal plantings proposed along the Willowood entry road. The street trees used on Willowood Drive should extend out east and west from the entry for a minimum of one hundred feet to announce the entry to the Specific Plan Area. See Figure 7.7 for an example of possible entry treatment at F Street and Willowood Drive.
9. The frontage along the east side of Crane Road should be improved with a pedestrian / bike trail, shaded with a row of large canopy trees such as sycamores or oaks. The understory will be planted with low-growing native and/or drought-tolerant species that will require minimum maintenance, and should be visually compatible with the rural countryside west of Crane Road. See Figure 7.8 for example of possible entry treatment at Crane Road and Bridle Ridge Way.
10. As the primary connectors to the larger community, the collector streets (J Street, Bridle Ridge Way and Willowood Drive) are envisioned as formal tree-lined corridors. Street trees along these corridors should be regularly spaced and maintain the consistent use of a single tree species along the length of the collector as it moves through the neighborhood. A different tree species should be selected for the street tree planting along each these corridors in order to establish distinct identities for each roadway. For example, two similar species with broad spreading canopies might be used along Bridle Ridge Way and J Street to define the two east-west collectors. For contrast, taller, more upright trees might be planted along Willowood Drive.

7.8.2 STREET LIGHTING

1. In order to maintain a traditional small-town, rural character for the community, the residential areas should have low-level, pedestrian-scaled street lighting. Within the development area, street lights should be used to visually punctuate and enhance safety at street intersections. Beyond the intersections, lower levels of illumination are sufficient for safety, and are important to preserving a less urban character for the streetscape.
2. The design and spacing of light standards along F Street shall be consistent with City street lighting along the rest of the F Street corridor. In order to reduce light levels along the City's western edge and maintain the rural character of the area, minimal street lights are recommended along Crane Road, except at key intersections such as Crane Road / J Street and Crane Road / Bridle Ridge Lane. Illumination of these intersections should meet City Standards for spacing and wattage.
3. Decorative light standards and fixtures consistent with the City's small town, rural character are encouraged. Any non-standard lighting shall be approved by the City.
4. All new and existing utility lines will be placed below ground during development to reduce visual clutter and avoid conflicts with street trees.



EXAMPLE OF POSSIBLE ENTRY TREATMENT
AT F STREET & WILLOWOOD DRIVE



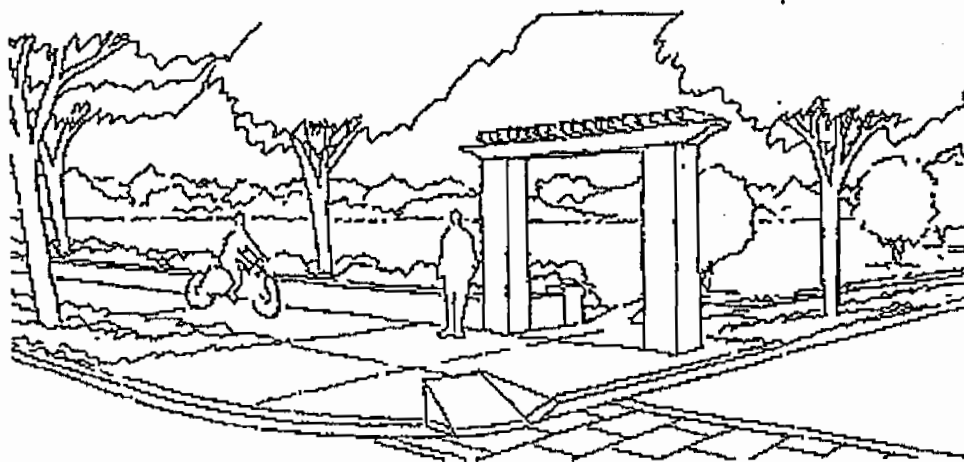
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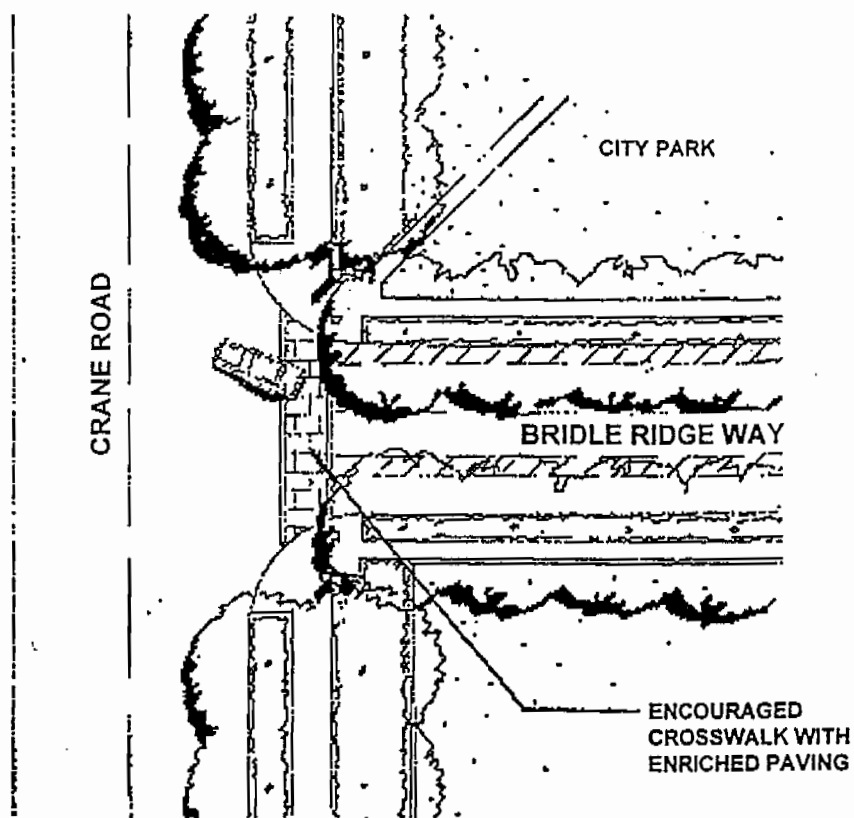
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FIGURE 7.7



EXAMPLE OF POSSIBLE ENTRY TREATMENT
AT CRANE ROAD & BRIDLE RIDGE WAY



CRANE ROAD / BRIDLE RIDGE WAY INTERSECTION

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FIGURE 7.8

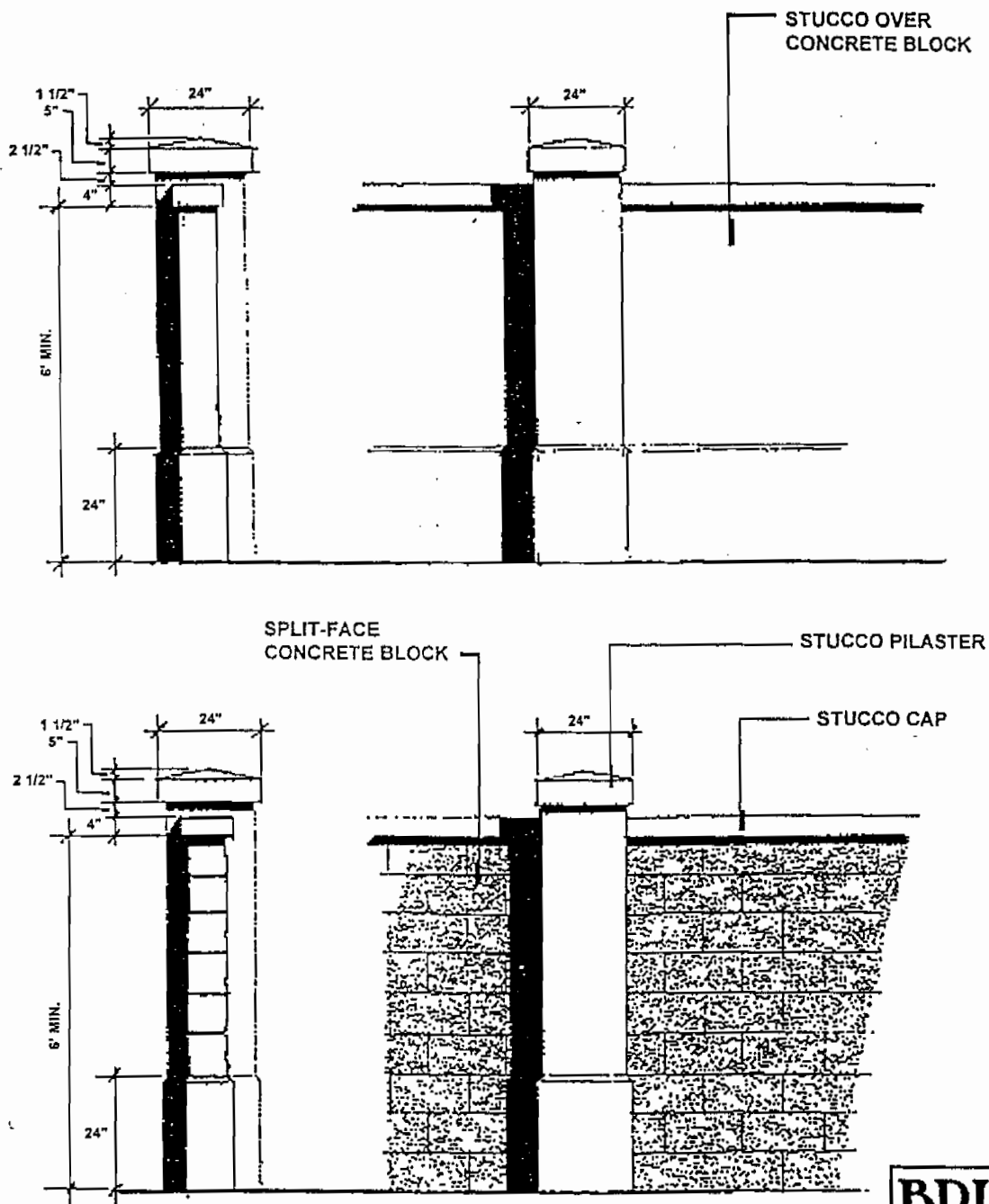
7.8.3 SIDEWALKS AND PAVING

1. Unless otherwise permitted by the City, sidewalks should be situated along both sides of all streets (local residential, collector and arterial) to facilitate pedestrian movement.
2. Special paving treatments, such as texturing or interlocking pavers may be considered in the crosswalks at key intersections. Key intersections might include project entries from Highway 108, or Crane Road, and J Street, and at major internal intersections such as Willowood Drive / J Street and Willowood Drive / Bridle Ridge Way. Any special paving must be approved by the City.

7.9 SOUND WALLS AND PRIVACY SCREENING

1. Sound walls will be developed along key Specific Plan roadways to mitigate potential noise impacts related to traffic. As shown in Figure 7.10, sound walls are proposed along areas of new residential development along Highway 108 / F Street, Crane Road and Willowood. In addition, the sound walls will wrap around the corners of the two cross streets with Willowood: J Street and Bridle Ridge Way. Sketches of the possible design of these sound walls are shown in Figure 7.9. Areas between the street and adjoining sound walls will be landscaped to minimize the visual prominence of the wall from the street and to create an attractive landscape buffer.
2. A durable fence will be developed in sections of the Specific Plan that adjoin trail corridors or agricultural edges. The durable fence may consist of green colored, vinyl clad, chain link fence to minimize vandalism and graffiti along the City's master planned bicycle and pedestrian trail. The fence will be built in phases along the OID easement and BNSF railway in conjunction with lot development. Individual lot privacy may be enhanced visually with the addition of landscape planting such as hedge rows, fence vines, or evergreen trees installed by either the home owner or developer. Other fencing may be approved subject to the review and approval of the City of Oakdale.
3. A decorative masonry wall will be built along the north side of Tioga Avenue to help screen development from existing Tioga Avenue homes. Landscaping will also be added along the north side of Tioga Avenue help visually screen views of the new development from existing residences. See Figure 6.10.

POSSIBLE ALTERNATIVES FOR SOUND WALL



NOTES:

1. ACTUAL HEIGHT DETERMINED BY NOISE STUDY.
2. WALL HEIGHT MAY BE COMBINED WITH A BERM
(i.e. 6' HIGH WALL WITH 2' BERM FOR A TOTAL OF 8' IN

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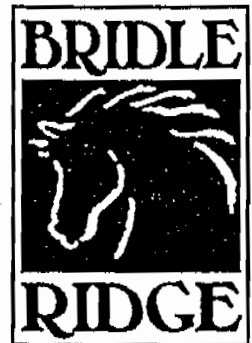
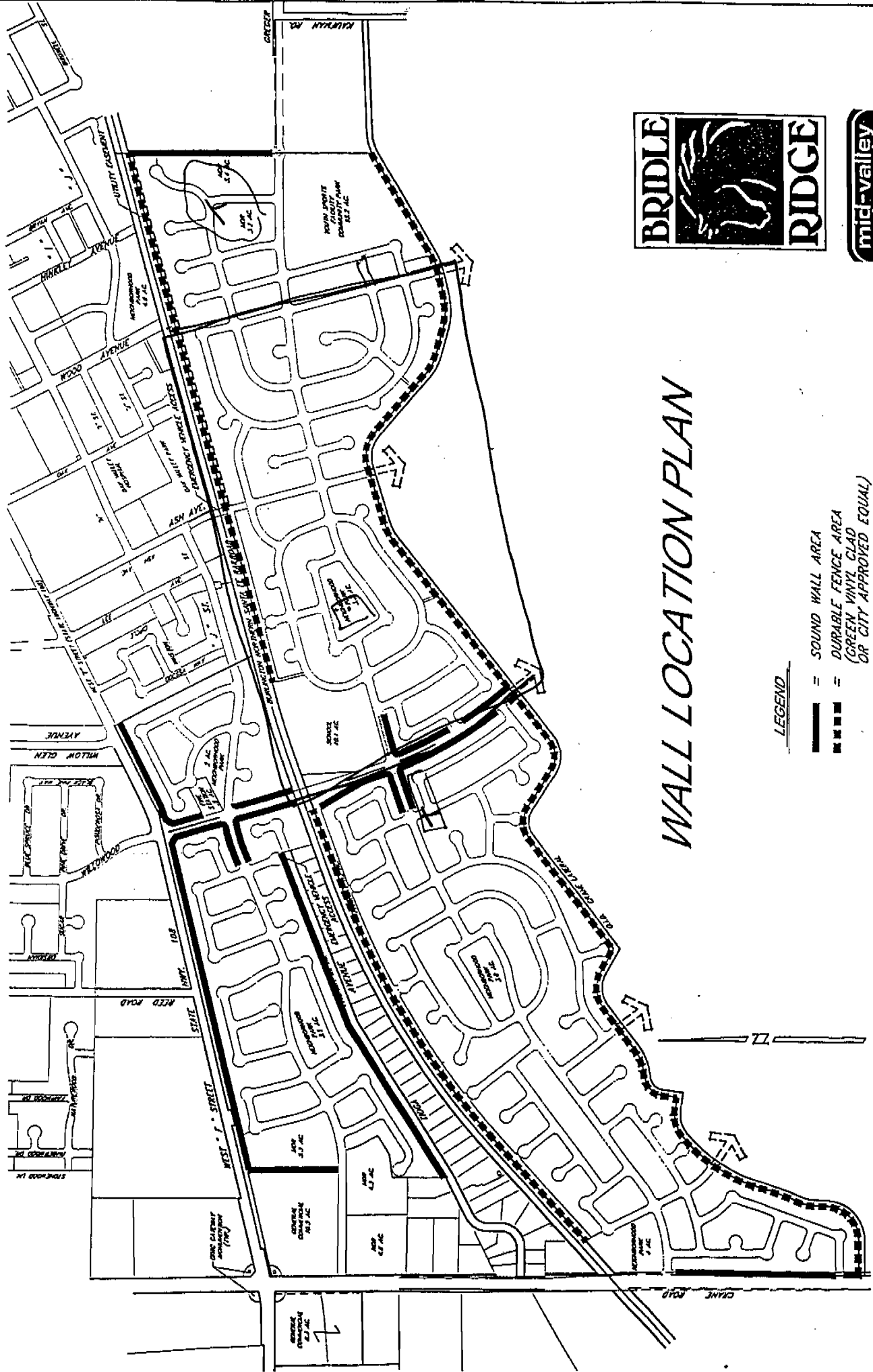
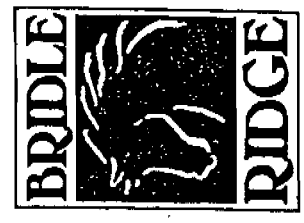


FIGURE 7.9



WALL LOCATION PLAN

- LEGEND**
- = SOUND WALL AREA
 - - - = DURABLE FENCE AREA (GREEN VINYL CLAD OR CITY APPROVED EQUAL)



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FIGURE 7.10

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8.0 PUBLIC UTILITIES

This Chapter includes policies and action programs for water supply, wastewater, storm drainage, and irrigation.

8.1 WATER

8.1.1 WATER SUPPLY

At present, the majority of the unincorporated Southwest Oakdale area obtains its potable water from wells located on individual properties throughout the planning area. In addition, several landowners in the area have an agreement with the Oakdale Irrigation District to obtain irrigation water. The City of Oakdale provides water service to all users within the City Limits, and will also provide water to the Specific Plan area once it is annexed and developed.

The City currently obtains all its water from the local groundwater supply. The quality of the local groundwater is quite high, and does not currently require any treatment. The water service area is divided into three pressure zones, served by seven wells. This Specific Plan area is located adjacent to, and would ultimately be incorporated into, the pressure zone that serves the J Street area and the industrial area south of town.

Water supply for Southwest Oakdale will be provided from an on-site system of wells. Three potential well locations have been identified and are depicted on Figure 8.1, "Conceptual Public Water Facilities Plan". Groundwater is readily available, having been measured to be between 38.5 and 75.4 feet below the ground surface in the Southwest Oakdale area. Information for existing wells in the area indicate that on-site wells should have no problem meeting the City's water supply requirements. The City's Draft Public Facilities Plan calls for the addition of a supply well in the Southwest area of Oakdale that can generate minimum fire flows of 2,000 gpm, and that will have a minimum TDH of 90 feet, in addition to an appropriate elevation (at the highest point in the service area) in order to maintain adequate pressures for fire flow service. With approximately three new on-site water wells to be installed to serve the Bridle Ridge community, it is expected that a storage tank will be necessary to provide flow equalization and additional fire flows. The new Bridle Ridge water system will be designed to link up with any such storage facility.

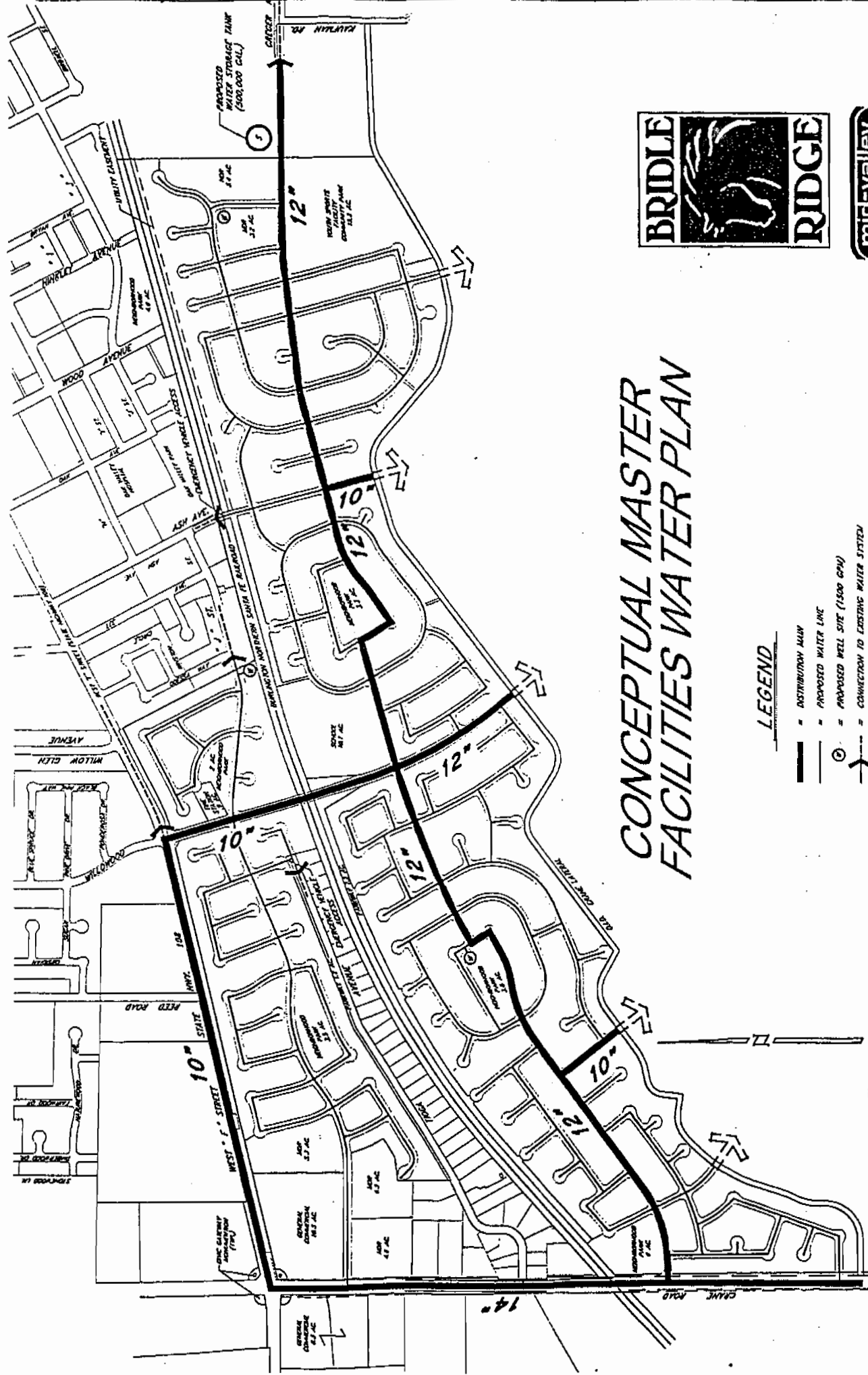
8.1.2 WATER DISTRIBUTION

The City's current water transmission mains consist of a network of 10- to 14-inch pipes. In the Southwest Oakdale area, existing water mains include, a 10-inch main in F Street (Highway 108) that extends west as far as Willowood Drive, a 12-inch main in J Street that stubs out at the eastern end of the Project, and a 12-inch main in Lee Avenue east of the this Specific Plan area. The Southwest Oakdale development will provide a looped distribution system that consists of primarily 8- to 12-inch service lines. The looped water main distribution system, water wells, storage tanks, and financing shall be consistent with the City's Pending 1998/1999 Water System Study.

Figure 8.1 shows the conceptual water system layout. This water supply system shall be designed in compliance with all pertinent City of Oakdale Standards and Specifications. The wells and distribution lines that comprise the system will be built incrementally by the developers of Southwest Oakdale as needed to serve new development. Once constructed, new facilities will be dedicated to the City to be incorporated as part of the municipal water system. New facilities will be connected to existing distribution systems and source wells in order to provide the City with alternative routing capabilities in the event of failure of any of the existing City wells or distribution mains.

As shown in Figure 8.1, an 8-inch water line may be extended from Crane Road, along the length of Tioga Avenue to provide water service to the existing residences in this subarea. The timing of this improvement will be coordinated with other improvements (i.e., landscaping and fencing) that are proposed along the north side of Tioga Avenue, between existing residences and the proposed Bridle Ridge community. While the intent is that all residences within the Specific Plan area will ultimately be served by the Oakdale Municipal Water System, the City will allow the existing Tioga Avenue and Crane Road residences, that currently are served from their own wells, to connect to the City's water system over time as desirable. As existing residences connect to the municipal system, the City will require existing wells to be sealed to protect water quality and public safety.

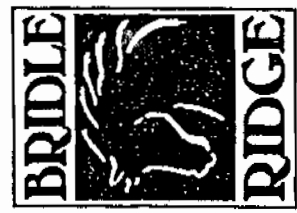
Areas south of the Burlington Northern and Santa Fe railroad will require a separate pressure zone and an above ground storage tank (exact specifications need to be worked out with the City). The pressure zone will be connected to the water line in Greger Street.



CONCEPTUAL MASTER FACILITIES WATER PLAN

LEGEND

- DISTRIBUTION MAIN
- PROPOSED WATER LINE
- PROPOSED WELL SITE (1500 GPM)
- CONNECTION TO EXISTING WATER SYSTEM



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FIGURE 8.1

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8.1.3 IRRIGATION WATER SUPPLY

There are currently a number of water service agreements existing between OID and certain rural residential landowners within this Specific Plan area. It is understood that existing rural residential landowners will continue to contract with OID, as needed, for the supply of irrigation water based on its availability from the District.

To the extent new residential development requires the realignment of certain existing OID service lines, it is expected that the developer and OID will work cooperatively to realign those lines that pass throughout the Plan area in order to accommodate the proposed development.

8.1.4 GOALS, POLICIES AND OBJECTIVES

Goal: *To ensure that an adequate water supply and distribution system are provided to serve the Bridle Ridge Specific Plan area.*

- Policy 8.1:** The design and construction of all water system facility improvements will be in conformance with City of Oakdale Standards and Specifications.
- Policy 8.2:** Wells with adequate capacity to serve the needs of the Specific Plan area will be developed on site.
- Policy 8.3:** The water supply system shall be designed to provide adequate water volumes and pressure to meet peak period and fire flow needs identified by the City.
- Policy 8.4:** A water storage tank will be provided as needed to provide flow equalization and additional fire flows for the Southwest Oakdale area. The size and location of the storage tank will be determined in conjunction with the City Engineer.
- Policy 8.5:** Existing residences in the Tioga Avenue/Crane Road area of the Specific Plan will be allowed to own and operate the existing private water system independent of the City water system indefinitely. Future connections connect to the City water system will be permitted at the discretion and expense of individual landowners.
- Policy 8.6:** As Specific Plan landowners connect to the municipal water system, the City will require landowners to seal existing wells per Stanislaus County Department of Environmental Resources regulations.
- Policy 8.7:** Water quality in new wells will be tested to ensure conformance with City, State and Federal water quality standards.
- Policy 8.8:** Existing rural residential landowners in the Specific Plan area can continue to contract with the Oakdale Irrigation District, as needed, for the supply of irrigation water. Urbanized portions of the plan area will be disconnected from the Oakdale Irrigation District at time of final map recordation.

[Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]

Policy 8.9: The Oakdale Irrigation District will re-align existing service lines that pass through the Specific Plan area in order to accommodate proposed development.

Policy 8.10: Automated water meters shall be installed on all new homes with City approval.

Goal: *To encourage water conservation in new development.*

Policy 8.11: Project developers will be encouraged to incorporate water-conserving measures in the design of buildings and landscaping. Such measures might include:

- Use of water-conserving devices such as low-flow shower heads, faucets and toilets;
- Use of drought-resistant plant palettes within public rights-of-way, median islands, public parks, and greenbelts;
- Limited use of turf in areas not specifically intended for recreation; and,
- Use of water efficient irrigation systems within public rights-of-way, median islands, public parks and greenbelts, and commercial areas.

8.2 WASTEWATER

At present, all of the unincorporated Southwest Oakdale area disposes of its wastewater through on-site septic systems. The City of Oakdale provides wastewater services, including collection, transmission and treatment to all users within the City Limits. Once annexed and developed, this Specific Plan area will also receive wastewater service from the City.

8.2.1 WASTEWATER COLLECTION SYSTEM

Existing Collection System

The City's existing wastewater collection system is comprised of four major trunk lines that collect sewage from a system of smaller diameter tributary branches and laterals and transport it to the City's sewage treatment plant. The Oak Avenue trunk line, an 18-inch pipeline located in Oak Avenue, serves the area in the vicinity of Oak Avenue and westward, including the portion of the Specific Plan area north of the Burlington Northern and Santa Fe Railroad. However, the Oak Avenue Trunk line has limited additional capacity available to accommodate projected growth. The Oak Avenue Trunk line transports sewage north to the City of Oakdale Water Quality Control Plant on Liberini Avenue, north of the Stanislaus River. A single, 18-inch force main transports the sewage from the Oak Avenue Trunk and the rest of the City's collection system over the river to the treatment plant. This single, over-head river crossing is currently operating near capacity, and the lack of redundancy in the transmission of flows across the river has been identified as a deficiency in the City's existing wastewater system.

Although the City's collection system uses gravity flow as much as is possible, the wastewater system must also use ten sanitary lift stations because of the topography. These lift stations take the gravity flows from various neighborhood areas and pressurize them for further transport through force mains. Lift station #7 is located on Highway 108 just west of Lee Avenue and east of the Specific Plan area. A 12-inch main in F Street connects the lift station to the Oak Avenue Trunk line at the intersection of Oak Avenue and F Street. The existing lift station lacks adequate capacity to serve the project area.

Proposed On-site Collection System

Wastewater generated by the Specific Plan area will be collected through a gravity flow system (without need for an additional lift station) on-site and transported off-site to the City of Oakdale Water Quality Control Plant on Liberini Avenue, north of the Stanislaus River for treatment.

The existing topography in the southern portion of the Specific Plan consists of mild variations in grade with a natural drainage pattern toward low areas at the extreme east and west ends. The wastewater collection system will be designed to follow the natural grade of the property in order to avoid excessive sewer depths. Wastewater from the western and eastern half of the area south of the railroad will gravity flow to the center of the property, from where it will follow the proposed extension of Willowood Drive north, under the railroad, to the northern portion of the Project. Approximate pipe sizes will consist of 6- to 8-inch local service lines, and 10- to 12-inch east-west collector lines.

The northern portion of the Specific Plan area is generally flat, with an elevation that is roughly 25 feet lower than the southern half of the Plan area. Wastewater from this portion of the site will be served by 6- to 8-inch service and collection lines. A trunk line in the proposed Willowood Drive extension will collect sewer from the southern and northern portions of the Specific Plan area and route the flow north to F Street.

Figures 8.2 and 8.3 show the conceptual sewer system designed for the Specific Plan area, and how it relates to the City's existing system. Actual line sizes may be smaller than those designated in the conceptual sewer master plan, based on consultation with City of Oakdale during final master plan design. Sewer connections stubbed to Greger Street and SP #5 will be needed.

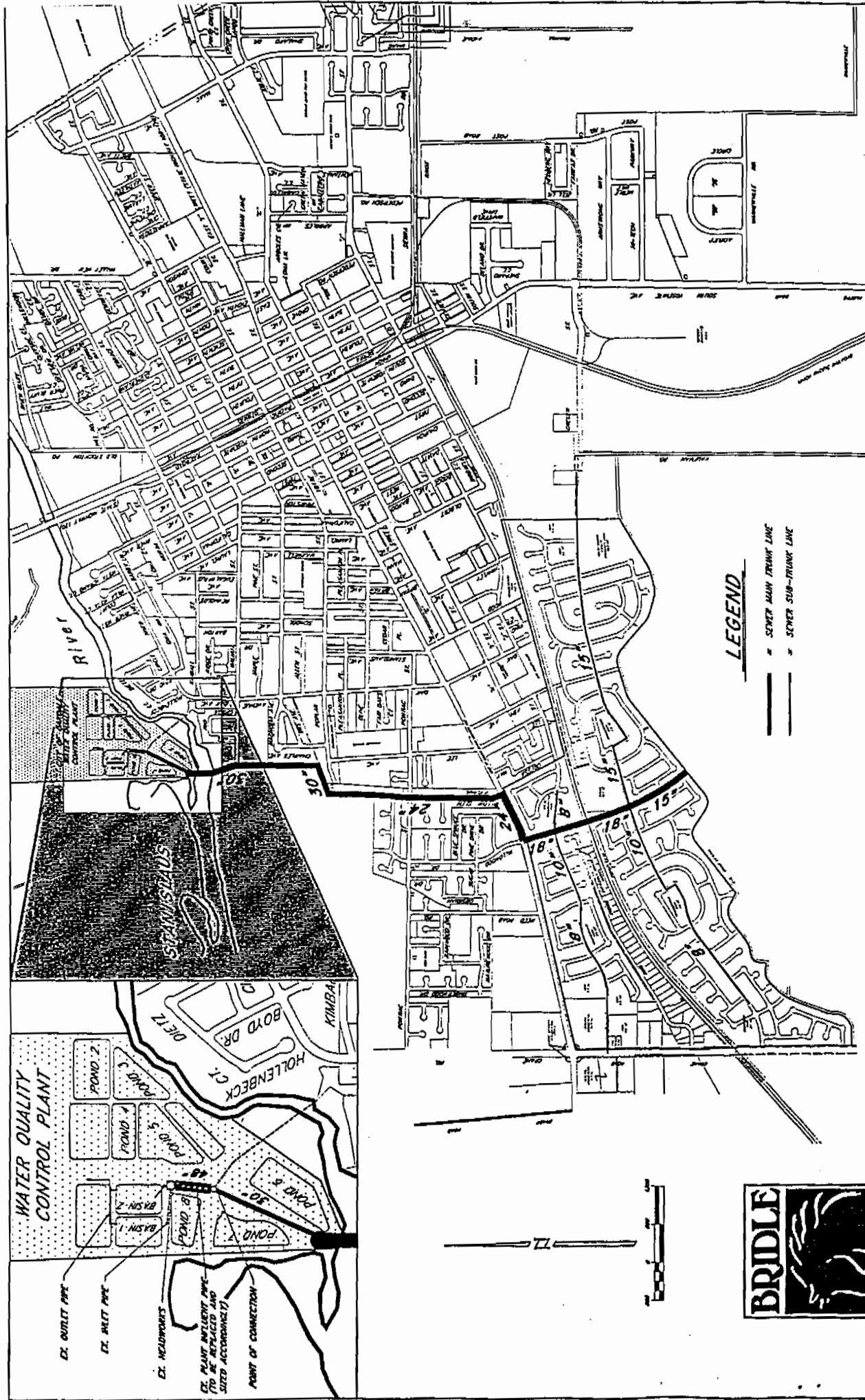
Off-Site Wastewater Improvements

The ultimate destination of wastewater from the Specific Plan area will be the City of Oakdale Water Quality Control Plant. As described above, wastewater from the areas to the north and east of the Specific Plan area are currently served by the 18-inch diameter Oak Avenue Trunk line and an 18-inch line that crosses the Stanislaus River. However, neither of these lines have additional capacity sufficient to serve all of the Specific Plan's wastewater. Consequently, a new sewer trunk line and river crossing must be constructed to convey wastewater from the Specific Plan area, and the rest of southwest Oakdale, to the treatment plant. Based on the City's Public Facilities Plan and discussions with City Staff, it appears that the most mutually beneficial solution is the construction of a new Willow Glen Trunk line, which will parallel the Oak Avenue Trunk line, and a new trunk line across the river. These new lines will be oversized to provide necessary capacity to accommodate development of the entire southwest area of town (i.e., significantly larger than this Specific Plan area's needs) as well as other existing neighborhoods in the City. A fee based reimbursement program or other financial arrangements must be established to ensure that all users of the new system pay their proportionate share of the improvements.

[Specific Plan Errata] as approved by City Council Resolution 99-10: 1/19/99]

Interim Wastewater Service

Until a new Willow Glen Trunk Line is constructed, the existing Oak Avenue Trunk Line may be able to serve the initial phase of the Specific Plan's wastewater. Sanitary Lift Station #7, located on the south side of State Highway 108 just west of Lee Avenue, currently lifts wastewater into a 12-inch line along State Highway 108 which connects to the Oak Avenue Trunk Line. This lift station currently serves residences in the area. City Staff has monitored this lift station to determine its current level of performance and evaluate its potential to serve additional units beyond those currently planned to participate. Results indicate that the lift station can meet the wastewater needs of approximately 100 additional homes.

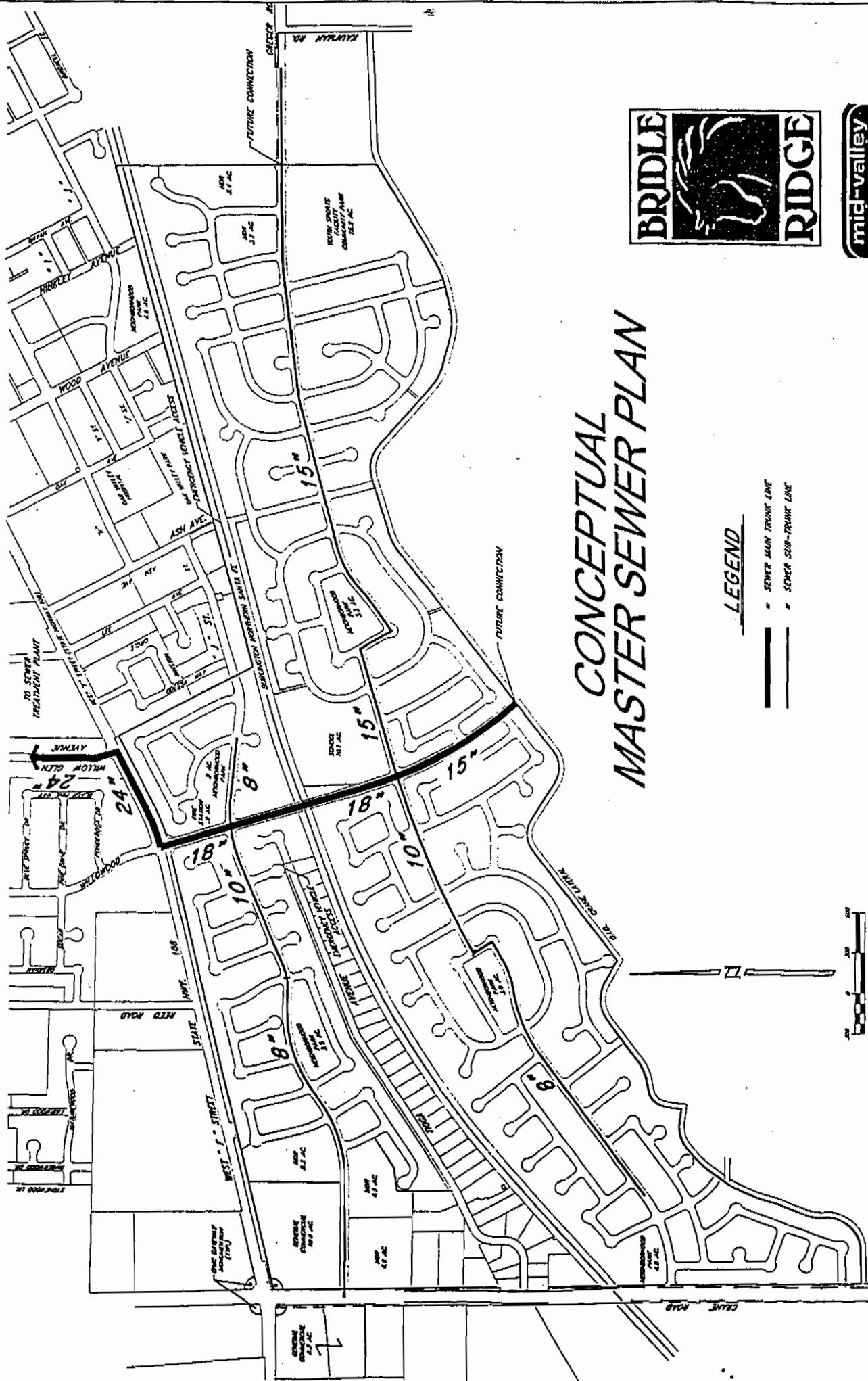


CONCEPTUAL MASTER SEWER PLAN

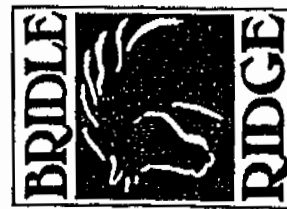
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FIGURE 8.2



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FIGURE 8.3

8.2.2 WASTEWATER TREATMENT

Existing Treatment Capacity

As discussed above, wastewater from throughout the City is transported north of the Stanislaus River to the City of Oakdale Water Quality Control Plant on Libernini Avenue for treatment. The plant uses oxidation ponds followed by a clarifier to treat the waste stream. Further treatment is provided by land application, in which the effluent is treated by ground percolation.

Although the Water Quality Control Plant has implemented improvements to increase capacity in 1984 and in 1990, the treatment facility currently experiences flows at design capacity during peak production periods at the Hershey Chocolate plant. The City's Public Facilities Plan indicates that any additional growth in the City will trigger the need for expansion of the existing treatment facilities, and that such expansion can be phased with the growth in population.

8.2.3 GOALS, POLICIES AND OBJECTIVES

Goal: To provide adequate wastewater collection, treatment and disposal for the Southwest Oakdale area.

- Policy 8-12:** The design and construction of all wastewater facilities will be in conformance with City of Oakdale Standards and Specifications.
- Policy 8-13:** Ensure wastewater treatment capacity and disposal facilities are available to meet the needs of future development in Southwest Oakdale.
- Policy 8-14:** All wastewater facilities will be sized to accommodate ultimate projected growth for Southwest Oakdale as adopted in the City of Oakdale General Plan.
- Policy 8-15:** All new development will be required to be connected to the municipal sewer system. Existing rural residences that are currently on septic systems will be permitted to maintain and replace those systems. Future will be allowed to connections to the municipal sewer system will be permitted at the discretion of individual landowners and the City. A sewer connection stub will be provided at the east end of Tioga Avenue.
- Policy 8-16:** Phasing of Specific Plan development will be coordinated with the City's Public Works Department to ensure adequate planning and implementation of necessary improvements to the Water Quality Control Plant.
- Policy 8-17:** Wastewater collection facilities south of the railroad right-of-way will be stubbed out to the south and east in order to accommodate connection to the City's wastewater collection system by future development to the south (SP#5).

[Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]

8.3 STORM DRAINAGE

8.3.1 EXISTING STORMWATER DRAINAGE SYSTEM

The City of Oakdale currently provides a system of storm sewers, stormwater lift stations, drainage basins, dry wells and french drains that captures the City's stormwater runoff. The system of 12- to 42-inch storm sewers and eight lift stations directs stormwater to the Stanislaus River, OLD system, or groundwater recharge. This practice is acceptable under current NPDES Clean Water Act regulations as long as the discharge flow rate is kept at previous years' levels and the runoff volume is retained for sufficient time to allow suspended particulate matter to settle out. The drainage basins, dry wells and french drains have been installed at low points in the community not only to reduce impact on the underground system of storm sewers, but also to assist with on-site collection and percolation of the stormwater into the soil.

Due to the increased runoff that is projected with future development and the resulting increase in impermeable surfaces, the City's Public Facilities Plan recommends that stormwater detention/percolation ponds be used to handle the increased flows. Ponds are recommended because they require a minimum maintenance, are low cost, and are currently providing satisfactory service in various locations throughout the City. The Public Facilities Plan specifically identifies the need for storage basins in the Specific Plan area (i.e., Case Study Area "A").

8.3.2 PROPOSED STORMWATER DRAINAGE SYSTEM

In response to existing conditions and City policies, stormwater runoff within the Specific Plan area will be controlled by an underground drainage system and retention or detention basins. A conceptual storm drainage plan has been prepared and is shown on Figure 8.4, "Conceptual Master Storm Plan".

Hydrology Design Criteria

Storm drainage design for the Specific Plan area has been conducted in compliance with the City of Oakdale Standards and Specifications, and Stanislaus County's Storm Drainage Design Manual. The rational method was used to compute stormwater runoff for the Project area. The stormwater collection system and drainage basins have been sized to accommodate a 10-year frequency, 24-hour storm event. Design flows and quantities have been computed using a runoff coefficient of 0.3 for residential development, 0.65 for commercial development, and a mean annual precipitation of 13.5 inches.

Retention Detention System

Typically stormwater runoff from a development can either be detained in a drainage basin and released from the site at pre-development flow rates, or completely retained on site and allowed to percolate into the groundwater. The County's Storm Drainage Design Manual specifies the minimum required size of retention and detention basins by dictating both the design storm frequency, and the amount of time in which the basin must empty itself. Consistent with City General Plan policy to use recreation and open space facilities for detention ponds, the Specific Plan creates parks that will be available to meet the retention/detention volume required for the Project's stormwater system. By using selected parks as detention basins, the total volume of stormwater runoff from the Specific Plan area will be detained on-site, then will be piped and pumped to the river along Crane Road, connecting to an existing 27" storm drain line at Crane Road and Pontiac Avenue.

[Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]

8.3.3 GOALS, POLICIES AND OBJECTIVES

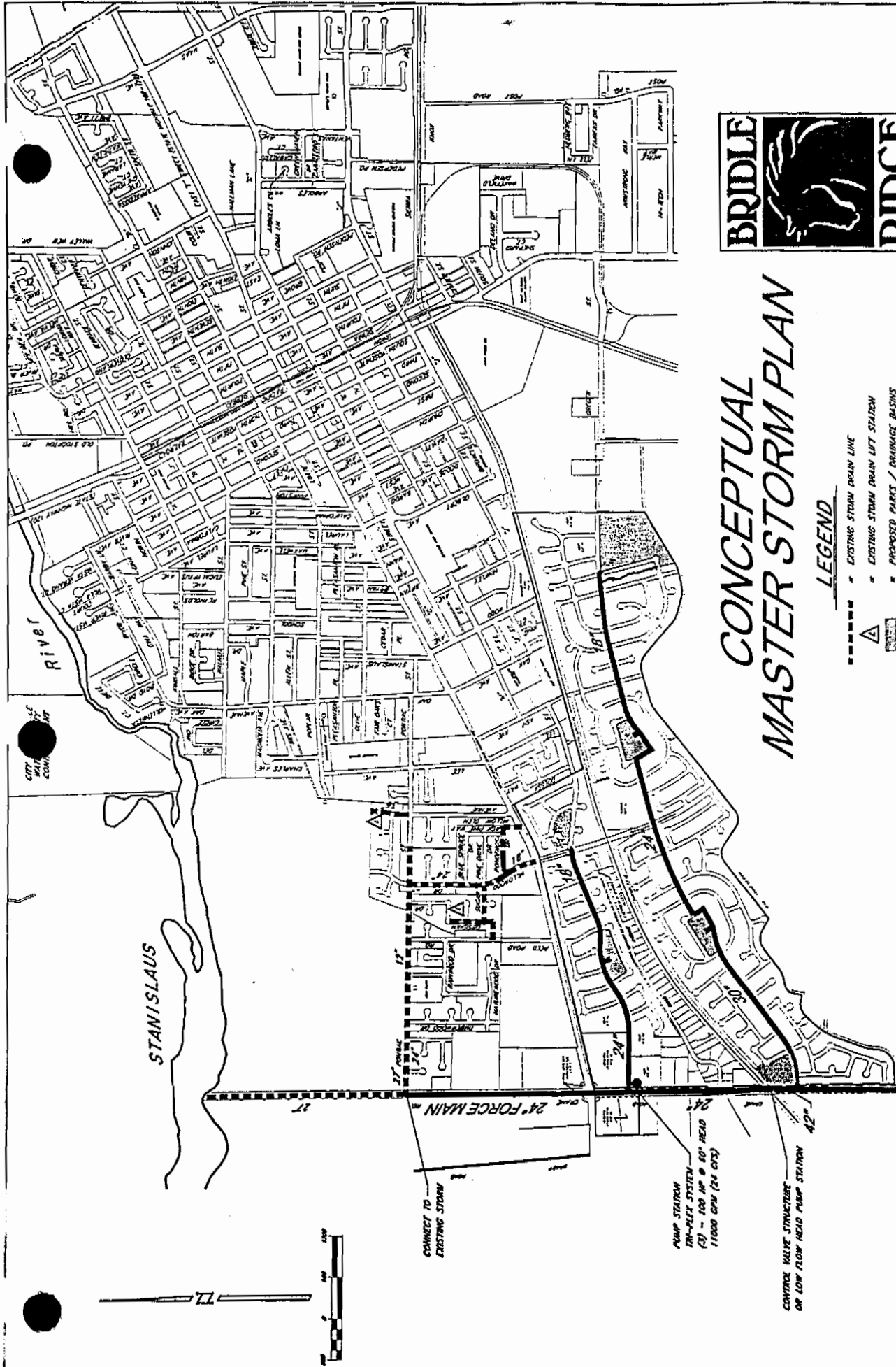
Goal: *To provide adequate storm drainage facilities for the Bridle Ridge Specific Plan area.*

Policy 8-18: Provide a Stormwater Drainage System to detain all Specific Plan Area stormwater runoff temporarily with a (City Owned) piped outfall connection to an existing 27" storm drain line at Crane Road and Pontiac Avenue that ultimately flows to the Stanislaus River.

Policy 8-19: Use designated park and open space areas as detention areas to facilitate percolation of runoff into the groundwater system. Use only the designated park areas for this purpose, so that detention facilities can be designed to appear as natural and inconspicuous as possible.

Policy 8-20: The developer shall provide a stormwater collection system for Tioga Avenue and the landscape buffer that is connected to the overall project stormwater collection system. The collection system will include installation of a 6-inch concrete curb and gutter along the north side of Tioga Avenue in conjunction with the construction of the buffer wall and landscaping. Catch basins will be provided as required by the Public Works Director and City Engineer.

[Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]



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FIGURE 8.4

CONCEPTUAL MASTER STORM PLAN

- LEGEND**
- EXISTING STORM DRAIN LINE
 - △ EXISTING STORM DRAIN LIFT STATION
 - ▭ PROPOSED PAVES / DRAINAGE BASINS
 - PROPOSED STORM DRAIN TRUNK LINES

- NOTES:**
1. THE ABOVE SIZES AND CONCEPTUAL DESIGN INCLUDES THE CONSIDERATION OF THE BRIDLE RIDGE PROJECT AND THE ADJOINING 575 AC. TO THE SOUTH.
 2. THE PRELIMINARY PIPE SIZES ARE BASED ON DETAILING THE STORMWATER IN A DRAINAGE BASIN FOR 24 HOURS PRIOR TO DISCHARGE.

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9.0 COMMUNITY SERVICES AND FACILITIES

9.1 PUBLIC SCHOOLS

9.1.1 EXISTING SCHOOL SERVICES AND FACILITIES

The City of Oakdale is served by the Oakdale Joint Unified School District which serves grades K-12 and adults.

Oakdale Elementary Schools

Oakdale Elementary Schools operate three (3) elementary (K-6) schools and one (1) intermediate (7-8) school. The Elementary Schools cover an area of approximately 125 square miles in the north-central and north-eastern portions of Stanislaus County. This portion of the District operates within two political jurisdictions: Stanislaus County and the City of Oakdale, and has a comprehensive busing system that serves all schools within its District.

Over the past few years (from 1988-89 through 1997-98 school years), this portion of the District has increased by 437 students to 2,988, or approximately 55 elementary students per year.

Fair Oaks Elementary School, which is located on Lee Avenue approximately 1/3 mile north of this Specific Plan area is the closest of the three (3) elementary schools currently in operation. Oakdale Junior High School, the City's only middle school, is located in the southeastern portion of Oakdale, approximately 1-1/2 miles east of this Specific Plan area. It operates on a year round multi-track schedule and is 5% over capacity based on state formulas.

The General Plan identifies eight (8) potential sites for new elementary schools, including one (1) in this Southwest Specific Plan area. Its location is south of the Burlington Northern and Santa Fe line, east of the proposed continuation of Willowood Drive, and north of the proposed Bridle Ridge Way. The site contains approximately 10.1 acres.

Oakdale High School

The high schools within the district are: Oakdale High School, East Stanislaus Continuation High School, Oakdale Adult Education School, Valley Oak (Independent Study) High School and Oakdale Home Charter School. The total enrollment for the school year 1994-95 was 2,167 students plus 263 independent study students, totaling 2,430 high school students. For the past few years (from the 1990-91 through 1997-98 school years), Oakdale High School, by itself, had an overall increase of 228 students, from 1,240 to 1,468, or approximately 38 high school students per year. Oakdale High School is at capacity based on state approved formulas.

9.1.2 PROJECT-RELATED INCREASES IN SCHOOL ENROLLMENT

Development of this Specific Plan area will generate new demand for expansion of or addition to local schools. While student generation factors are forecasts only, it is anticipated that the buildout of this Specific Plan may generate approximately 623 new elementary students (Grades K-6), 269 new middle students (Grades 7-8) and 407 new high school students at complete buildout. This would theoretically result in the addition of 65 total new students per year on average if buildout of this Specific Plan area occurs over twenty (20) years, or 87 total new students per year on average if buildout occurs over fifteen (15) years.

9.1.3 PROPOSED FACILITIES

Consistent with the City's General Plan, the Specific Plan reserves a 10.1 acre site for a new elementary school in the area south of the Burlington Northern and Santa Fe Railroad. The school site has been strategically located near the center of the proposed development area in order best serve the new community. The location of the site ~~near the~~ south of the intersection of Willowood Drive and Bridle Ridge Way will allow buses and other traffic to move to and from the school with minimal impact to surrounding neighborhoods. In addition, the proposed system of parkways and on-street pedestrian facilities will provide convenient and safe routes for students to walk and bicycle to school with minimal conflict with vehicular traffic. A pedestrian walkway is proposed ~~over the Willowood underpass as a part of~~ around the BNSF crossing, that will allow students from the ~~western~~ eastern half of the Specific Plan Area to walk / bike to school ~~without having to cross Willowood at grade, if they so desire.~~ Also, the existing railroad underpass at South Ash Avenue is now proposed to be improved as a pedestrian- and bicycle-only route that will connect into the Specific Plan's parkway system.

~~Adequate setbacks have been provided along the north and west sides of the school site to ensure that the school can be adequately buffered from the adjacent infrequently used railroad tracks and collector street, Willowood Drive. It is assumed that fencing, landscaping and other techniques will be utilized to ensure the student comfort and safety consistent with State and District standards.~~

[BRSP Amendment No. 2, approved by City Council Resolution 2002-152, 11/4/02]

9.1.4 FINANCING SCHOOL IMPROVEMENTS

Consistent with the City's General Plan Implementation Policy #171, which requires developers and the school districts to reach an agreement regarding the construction and financing of new school facilities prior to the issuance of building permits, the developers of Bridle Ridge, have been negotiating with both the elementary and high school districts to agree on an appropriate amount of mitigation fees.

It is anticipated that such an agreement will be ultimately reached in this case. If, however, the school district(s) and the Specific Plan applicant are unable to reach an agreement on the financing and construction of necessary school facilities, the issue shall be referred to the City Council for final determination in accordance with the above referenced Policy #171. According to the General Plan, mitigation measures sought by the school district shall be limited to measures necessary to mitigate the impacts caused by the project as permitted by State law and approved by the City.

9.1.5 GOALS, POLICIES AND OBJECTIVES

Goal: *To assist local school districts in their effort to meet the community's need for quality education.*

Policy 9.1: Specific Plan developers and the local school districts will cooperate to ensure that new homebuyers pay their fair share of adequate school facilities through the dedication of school sites, the payment of development fees, and/or the in-lieu construction and dedication of their fair share of capital facilities.

Policy 9.2: The Specific Plan shall allow for an approximately 10-acre site following dedication of all adjoining public rights-of-way for construction of a new elementary school to educate the students generated by the development of this Specific Plan area.

Policy 9.3: Project proponents will keep the school districts advised on the proposed phasing of Project development, so that the districts can plan and coordinate necessary improvements to accommodate new student enrollment.

Policy 9.4: The Specific Plan will provide for the development of a new elementary school which is easily accessible within the Bridle Ridge community, in order to reinforce the importance of schools as a focus of social and community activities.

Policy 9.5 All the normal public infrastructure facilities, including but not limited to adjacent public streets, alleyways, sidewalks, utilities, and stub out connections for public water, sewer, and storm drain facilities shall be installed to serve the school site and provided by the developer of the Rodden/Jackson properties pursuant to timing expectations identified during the approval of subsequent subdivision maps within the BRSP.

[BRSP Amendment No. 2, approved by City Council Resolution 2002-152, 11/4/02]

9.2 POLICE

9.2.1 EXISTING POLICE SERVICE

Currently, police service for the planning area is provided by the Stanislaus County Sheriff's Department. Once the Specific Plan area is annexed to the City and development begins, police service responsibilities will transfer to the Oakdale Police Department. The Oakdale Police Department, which operates out of its central station in the City Hall complex at 245 N. Second Avenue, provides protection service, animal control service, and traffic patrol service within the City. The Department currently provides uniform police patrol services through the use of four patrol teams, one team per shift. Generally, there is a supervisor and three officers (one per car) at any given time. Additional staffing resources are scheduled during peak need periods and/or special events.

Department staffing consists of 23 sworn officers and 13 non-sworn (full and part-time) positions. This equates to a sworn officer to 1000 population, ratio of 1.58. These staffing resources meet the current policing needs of the City. Future development will require the addition of staff to meet projected needs.

9.2.2 PROJECTED PERSONNEL NEEDS

Development of the Specific Plan area will expand the Police Department's current service area and the number of people to be served. At the current police-to-population ratio of approximately 1.7 officers/1,000 population, the Specific Plan area may ultimately require approximately 7 new sworn police officers at full built-out.

The Plan has incorporated a number of features in its design that are intended to improve the safety of the new development, and should facilitate police service to the area. The developers of Bridle Ridge propose an inter-connected system of streets, including major new street connections to key streets such as J Street, Bridle Ridge Way, and Willowood Avenue, that will facilitate reasonably convenient access to and surveillance of the new development. The Project design also includes traffic-calming devices such as narrower streets and the placement of parks that will help reduce traffic speeds, and pedestrian and bicycle improvements such as bike lanes and off-street walkways that will increase pedestrian and bicyclist safety. The future fire station will include space for a Police Department Office.

9.2.3 GOALS, POLICIES AND OBJECTIVES

Goal: *To ensure that police services to the Specific Plan area are adequate to protect the health, safety and welfare of existing and future residents, workers, and visitors to the area.*

- Policy 9.5:** The City shall provide additional personnel and facilities as needed to maintain City standards provided for in its General Plan for police protection services in southwest Oakdale.
- Policy 9.6:** The City Planning Department will coordinate with the Police Department regarding the timing of annexation and proposed development, so that the Department can adequately plan for the necessary expansion of services to the Specific Plan area.
- Policy 9.7:** The City Planning Department will review Police Department recommendations on project design that affects traffic safety and crime prevention including the utilization of CPTED Principles in public areas.

9.3 FIRE PROTECTION

9.3.1 EXISTING FIRE PROTECTION SERVICE

At the present, fire protection services are provided to the unincorporated planning area by the Oakdale Rural Fire District. With annexation and development of the Specific Plan area the City of Oakdale Fire Department will become responsible for fire protection services to the area. Fire protection services provided by the City Fire Department include fire suppression, fire prevention, and emergency medical assistance.

The Fire Department currently serves the City from its station at 325 East G Street, approximately 1.25 miles east of the Specific Plan area. The Department has 11 full-time fire

fighters, and supplements this with the services of 25 volunteers. The Department currently uses four fire suppression vehicles, including three engines (one reserve), a rescue truck and a ladder truck. With an Insurance Services Office (ISO) rating of 4 (on a scale of 1/best to 10/worst), the fire protection service provided by the Fire Department is rated as above average for a city department of its size and type. The ISO rating is a measure of risk to assess liability for insurance purposes. The criteria used to determine this rating includes:

- Total personnel of at least 1 per 1,000 residents;
- No less than three personnel available to respond at any given time;
- Service radius of not more than 1.5 miles from any station; and
- Water flow and pressure of 38-42 lb/square inch.

The Oakdale Fire Department presently meets only the water flow and pressure standards. The ratio of salaried firefighters to population is currently less than 1 per 1,000 (not counting the volunteers), and at times, there are only two personnel to respond to emergency calls.

9.3.2 PROJECTED SERVICE NEEDS

In order to accommodate current residents as well as future growth, the General Plan calls for fire protection services to be expanded through the addition of new fire stations in each quadrant of the City that is projected for significant growth. Each station will be manned by a single engine company. A 0.9 acre site is being dedicated within the Plan Area for a local branch fire station. The site will accommodate a two bay station providing quarters and a staff of three firemen, and office for a public safety officer, and space required for parking, equipment and training. This station will be the one that ultimately has primary responsibility for responding to calls in the Specific Plan area.

At buildout, the Project would generate a need for between 4 and 5 new firefighters at a ratio of 1 per 1,000 residents.

9.3.3 GOALS, POLICIES AND OBJECTIVES

Goal: *To ensure that fire protection services in the Specific Plan area are consistent with standards maintained in the rest of the City.*

Policy 9.8: The construction of new facilities at J Street and Willowood Drive will coincide with either the construction of the 500th residential unit or when the City population reaches 18,000.

Policy 9.9: Establish appropriate funding mechanisms to cover the development's fair share of capital improvement costs (i.e., fire station and related facilities and equipment).

Policy 9.10: Review Fire Department recommendations on project design relating to access, water pressure, fire safety and prevention.

Policy 9.11: **The entire plan area will be detached from the Oakdale Rural Fire Protection District upon annexation. All fire protection and emergency services shall be provided by the City of Oakdale Fire Department.**

[Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]

The reasoning behind the use of development agreements is found in California Government Code, Section 65864(b):

"Assurance to the applicant of a development project that, upon approval of the project, the applicant may proceed with the project in accordance with existing policies, rules and regulations, and subject to conditions of approval, will strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic costs of development."

The Bridle Ridge Specific Plan and the Mitigated Negative Declaration places substantial requirements on the development of the properties within the Southwest Oakdale planning area. These requirements include financing, construction and maintenance of public facilities, design standards, and mitigation of environmental impacts. For this Specific Plan, a development agreement may be utilized for, but not limited to:

- Augment the City's standard development regulations in response to the particular characteristics of each individual project;
- Spell out the precise financial responsibilities of the developer(s);
- Ensure timely provision of adequate public facilities for each phase of the project;
- Streamline the development approval process by coordinating various discretionary approvals;
- Provide the terms for reimbursement of advances heretofore or hereafter made by the Specific Plan applicants in cooperating to fund a portion of the City's General Plan update, to fund this Bridle Ridge Specific Plan, to fund other pre-development costs, or when a developer advances funding for specific facilities which have community-wide or area benefit; and,
- Provide mutual certainty to both the city and the developer(s) regarding entitlements given to the developer(s).

10.4.2 AREA OF BENEFIT ORDINANCE

The City may adopt an Area of Benefit Ordinance and form an Area of Benefit for those properties benefiting from construction of public improvements described in the Specific Plan. Area of Benefit fees may be enacted by the City of Oakdale through adoption of an ordinance, without voter approval. The fee must be directly related to the benefit received. It does not create a lien against property, but must be paid in full as a condition of approval. Benefitting properties may be given the option to finance the fees by entering into an assessment district (1913-1911 Act) or Community Facilities District (CFD).

10.5 PUBLIC FACILITIES FINANCING STRATEGY MEASURES

10.5.1 OVERVIEW

The Bridle Ridge Specific Plan establishes the framework for future development within the Specific Plan Area. This section of the Specific Plan describes proposed implementation and financing strategies for public facilities in the Specific Plan Area. The final financing and implementation strategy may be implemented through a Development Agreement with the project developer and the City of Oakdale.

10.5.2 SPECIFIC PLAN IMPLEMENTATION AND FINANCING STRATEGY GOAL

Provide adequate public facilities when required to serve the Bridle Ridge Specific Plan Area and surrounding expansion areas in a planned logical fashion, phased in response to market demand, financed through the equitable participation of benefitting property owners / developers, public agencies or property owners and implemented through public-private partnership arrangements.

10.5.3 CITY OF OAKDALE EXISTING DEVELOPMENT FEES AND FUNDING METHODS

A. FEES OVERVIEW

The following is a list of the existing City and County fees applicable to the Bridle Ridge Specific Plan Area.

B. EXISTING CITY DEVELOPMENT FEE SCHEDULE

1. There are certain fees which will be required to be paid in accordance with the adopted planning and community development department fee schedule. Some of these fees would include the following:

- Tentative Subdivision Map Application Fees
- Environmental Assessment (Initial Study) Fee
- P-D Zoning Application Fee
- Tentative Parcel Map Application Fee
- Lot Line Adjustment Application Fee
- Rezoning Application Fee

The exact fee required depends on the specific application and will be determined at the time an application is submitted to the City of Oakdale.

2. Certain fees are required to be paid prior to issuance of a building permit. These fees include the following:

- Building Inspection Fees
- Sewer Connection
- Water Turn On

- Water Deposit
- Water Meter
- Water Connection
- Streets - Public Works
- Wastewater
- Water
- Storm Drainage
- Police
- Fire
- Parks and Recreation
- Library
- General Government

C. ADDITIONAL BRIDLE RIDGE SPECIFIC PLAN AREA FEES

In addition to the above mentioned City fees, the following are additional fees associated with development of the Bridle Ridge Specific Plan Area.

1. County Wide Impact Fee (PFF) - This is a fee established by Stanislaus County to provide necessary capital facilities to accommodate new growth in the surrounding area.
2. Southwest Oakdale Property Owner Reimbursement Fee - This fee has been established to provide reimbursement to the property owner(s) that have participated in acquiring the project entitlements for the Bridle Ridge Specific Plan Area.
3. School Fees - This fee is required to provide the school districts the funding necessary to mitigate impacts to accommodate new growth.
4. Pacific Gas and Electric (P.G. & E.) - Each developer may be required to enter into a separate agreement with P.G. & E. to provide natural gas service to their respective developments.
5. Modesto Irrigation District (MID) - Each developer may be required to enter into a separate agreement with MID to provide electrical service to their respective developments.
6. Pacific Bell - Each developer may be required to enter into a separate agreement with Pacific Bell to provide telephone service to their respective developments.
7. Cable One - Each developer may be required to enter into a separate agreement with Cable One Company to provide cable television to their respective developments.

8. Oakdale Irrigation District (O.I.D.) - Each developer may be required to enter into an agreement and/or coordinate with O.I.D. to facilitate abandonment or relocation of existing irrigation improvements within their respective developments.

10.5.4 POTENTIAL FUNDING METHODS

Analysis of various public financing techniques may be required to identify and develop the most flexible and lowest cost financing program for necessary public infrastructure and facilities in the project area. Each technique, or combination thereof, should be evaluated for suitability of funding public infrastructure and facilities costs and its capacity to insure both adequate and timely provision of infrastructure and facilities, and reasonable financial burden to new residents. Public financing mechanisms that the City may consider include but are not limited to the following:

- Special Assessment District or Community Facilities District (CFD). The City may consider the use of a CFD, Special Assessment District, or a combination of these and other financing mechanisms to finance construction of the required public improvements to serve the Area of Benefit. Some of the special taxes or special assessments may be due upon application for building permits, and the remainder may be financed with the appropriate bond mechanisms.
- City Administered Municipal Bonds. The City may consider this through the sale of bonds for infrastructure financing and the collection of development fees for debt service ~~and the collection of development fees for debt financing~~.
- Development Impact Fee Credit Reimbursements. Project property owners / developers may construct required infrastructure improvements in lieu of paying Development Impact Fees subject to City approval.
- Landscaping and Lighting District. The City shall require establishment of a district to fund certain ongoing costs such as maintenance of street lights and landscaping.

[Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99].

10.5.5 PHASING

The preliminary segmented phasing of the development of this Specific Plan area is shown in Figure 10.2. This phasing proposal is conceptual in nature, having been formulated to be consistent with good planning principles and market conditions at the time of this writing. It is intended that project phasing will remain flexible enough to respond to changing conditions during the life of the project. Development of the various phases may occur either concurrently or consecutively, and the timing and composition of individual phases may be revised as conditions warrant.

As with most large planning areas with multiple property ownership, the timing of development for any given property is unknown at this time. The preliminary phasing plan was developed to identify infrastructure needs as identified in Table 10.2. The Financing Strategy shall allow for development within the Bridle Ridge Specific Plan Area subject to the provision of the infrastructure necessary to extend required services to support the level of respective developments. When warranted, the City of Oakdale and/or the Area-of-Benefit District shall enter into a reimbursement agreement with the property owner / developer to reimburse advanced funds used for infrastructure improvement construction.

8. Oakdale Irrigation District (O.I.D.) - Each developer may be required to enter into an agreement and/or coordinate with O.I.D. to facilitate abandonment or relocation of existing irrigation improvements within their respective developments.

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Analysis of various public financing techniques may be required to identify and develop the most flexible and lowest cost financing program for necessary public infrastructure and facilities in the project area. Each technique or combination of techniques should be evaluated for its suitability of funding public infrastructure and facilities costs and its capacity to insure both adequate and timely provision of infrastructure and facilities, and reasonable financial burden to new residents. Public financing mechanisms that the City may consider include but are not limited to the following:

- Special Assessment District or Community Facilities District (CFD). The City may consider the use of a CFD, Special Assessment District, or a combination of these and other financing mechanisms to finance construction of the required public improvements to serve the Area of Benefit. Some of the special taxes or special assessments may be due upon application for building permits, and the remainder may be financed with the appropriate bond mechanisms.
- City Administered Municipal Bonds. The City may consider this through the sale of bonds for infrastructure financing and the collection of development fees for debt service.
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As with most large planning areas with multiple property ownership, the timing of development for any given property is unknown at this time. The preliminary phasing plan was developed to identify infrastructure needs as identified in Table 10.2. The Financing Strategy shall allow for development within the Bridle Ridge Specific Plan Area subject to the provision of the infrastructure necessary to extend required services to support the level of respective developments. When warranted, the City of Oakdale and/or the Area-of-Benefit District shall enter into a reimbursement agreement with the property owner / developer to reimburse advanced funds used for infrastructure improvement construction.

10.5.6 BRIDLE RIDGE SPECIFIC PLAN FINANCING STRATEGY

1. The developer will receive a combination of credits and reimbursements for appropriate on and off-site improvements.
2. A Development Agreement will be the appropriate process for resolution (and is subject to Council review/approval) of financial issues and mutually agreed upon financial protocols for the project.
3. The Public Facility Fee Program including its fees and mechanisms, are subject to revision which can potentially effect this project as it proceeds through the entitlement and implementation process.
4. The applicant and City enter into a Development Agreement prior to the City co-sponsoring the project for annexation to the City, a process which is to commence immediately.
5. The City is currently reviewing changes to the current Public Facilities Fee. As a result of these studies, the Public Facility Fees in effect at time of specific plan adoption, may change prior to the submission of any tentative map applications.

(Note: All other text included under section heading 10.5.6 of the specific plan will be eliminated and deferred to a development agreement.)

[Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]

The basic concept of this financing strategy is to use pay-as-you-go financing to ensure that infrastructure improvements will be constructed in conjunction with individual project phases and will be designed to identify future needs of adjacent developments in accordance with the adopted Specific Plan and this Financing Strategy. It is intended that the City's existing Development Impact Fee Program will be prioritized to fund major infrastructure to facilitate the first phases of development within the Specific Plan Area. The financing strategy plan is to allow the first phases of development to obtain full (100%) credit on the entire development impact fees for major up-front infrastructure facilities (i.e., sanitary sewer trunk to the wastewater treatment plant) with the intent that construction of project amenities such as parks and trails, be deferred until later stages of the project when major infrastructure improvements are completed. For example if the Development Impact Fee is \$10,500 per dwelling unit and the project installs \$5,000,000 of improvements identified within the Development Impact Fee, then the first 476 homes would be fully credited the \$10,500 fee ($\$5,000,000 \div 10,500 = 476$). In addition, the intent of the Financing Strategy would be to allow those infrastructure projects through which a savings can be realized, to utilize such savings for the benefit of other infrastructure improvements. (i.e. A savings realized for the West F Street improvements, which is a cost below that estimated in the current Development Impact Fee Program, may be eligible for another infrastructure project such as storm drainage improvements.)

A. PRIORITIES

The intent of this section is to prioritize the reimbursement of major infrastructure facilities funded by the City's Development Impact Fees. The impact fee funded improvements shall be constructed (whenever possible) and be reimbursed according to the priority identified on Table 10.2. In recognition of property owners/developers construction of priority "1" improvements funded by the City's Development Impact Fee, identified in Table 10.2, the City will not impose said Development Impact Fee on project building permits until such time as credits for

the priority "1" improvements have been accrued up to the amount expended for those facilities.

B. PHASING

Project phasing may be proposed subject to the review and approval of the City of Oakdale. Circumstances not known at the time of development of this Specific Plan may dictate phasing requirements.

C. FUNDING AND MAINTENANCE

1. ~~Streets and Highways~~ Including, but not limited to, Construction of F Street, Bridle Ridge Way, J Street, Crane Road, and Willowood Drive shall be 100% funded by the Development Impact Fee as identified on Table 10.2. Local streets and those improvements not identified within Table 10.2 will be the responsibility of individual property owners / developers within the Plan Area on a unit by unit basis. The street and highway improvements to be funded by the Development Impact Fee, include, but are not limited to the following improvements: right-of-way acquisition, clearing, grading, curb and gutter, sidewalk, pavement, landscaping, striping, electroliers, right-of-way, utility pole relocations, railroad crossings, design, construction management, staking and administration.

Street maintenance will be the responsibility of the City. Maintenance of common landscape areas may be handled by a Landscape and Lighting Maintenance District (LLD).

2. ~~Wastewater Service~~ Major sanitary sewer infrastructure improvements shall be 100% funded by the City's Development Impact Fee as identified in Table 10.2. In-tract sanitary sewer improvements will be the responsibility of individual property owners / developers within the Plan Area on a unit by unit basis.

The City shall assume maintenance responsibility for all sanitary sewer facilities.

3. ~~Water Service~~ Major domestic water infrastructure improvements shall be 100% funded by the City's Development Impact Fee as identified in Table 10.2. In-tract water improvements and those projects not identified in Table 10.2 will be the responsibility of individual property owners / developers within the Plan Area on a unit by unit basis.

The City shall assume maintenance responsibility of all domestic water facilities.

4. ~~Storm Drainage~~ Storm drainage improvements including, but not limited to, inlet and outlet structures, the trunk line connecting the park basins, the trunk line in Crane Road, the flow valve on Crane road, the storm water pump station on Crane Road, the force main line in Crane Road, and the connection to the Crane Road outfall to the Stanislaus River shall be funded by the developer. In-tract storm drainage improvements will be the responsibility of individual developers within the Plan Area on a unit-

~~by unit basis. The developer will be reimbursed and/or credited for excess capacity through an Area of Benefit on surrounding properties.~~

~~Storm drain basins shall be 100% funded by the City's Development Impact Fee as identified in Table 10.2.~~

~~The City shall assume maintenance responsibility for all storm drainage facilities.~~

- ~~5. Public Facilities Public facilities shall be 100% funded by the City's Development Impact Fee as identified in Table 10.2. The gateway features at West F / Willowood, Greger / Grane and East Greger / and the emergency vehicle access ways shall be the responsibility of individual property owners / developers within the Plan Area, coordinated with required phases improvements.~~

~~Development within the Plan Area will be required to mitigate their impact on the City School System. Impact fees will be negotiated with the affected school district prior to the issuance of building permits.~~

~~Public facility maintenance shall be the responsibility of the City, except for the gateway features at West F / Willowood, Greger / Grane and East Greger which shall be maintained by the project LLD.~~

- ~~6. Parks and Recreation Construction of neighborhood and community parks and bike trail improvements shall be largely funded by the City's Development Impact Fee as identified in Table 10.2. Parks and open space facilities will be provided consistent with the City Subdivision Ordinance and the Quimby Act, including land dedication and improvements.~~

~~The Community and Neighborhood Parks shall be maintained by the City of Oakdale. The bike trail system may be maintained by the project LLD.~~

- ~~7. Specific Plan Preparation Annexation and development within the Plan Area is predicated on the preparation of this Specific Plan and its supporting studies in order to secure proper entitlements. Property owner(s) have proceeded to prepare the project plans independently and have received no financial reimbursement from the other property owners within the Plan Area. Property owners / developers of properties that benefit from entitlements shall reimburse the property owner(s) for a fair share cost of all costs associated with entitlements based on the relative benefit received. The City shall establish regulations and an Implementation Program to facilitate reimbursement of all applicable entitlement costs.~~

- ~~8. Area of Benefit The City may create Area of Benefit Assessments for those properties benefitting from construction of public improvements and project related entitlements described in the Specific Plan. Formation of such district shall be pursuant to Municipal Code, Chapter 31, Article IX.~~

(Note: This section will be completely deleted and deferred to the development agreement.)

[Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]

~~10.5.7 FINANCING STRATEGY POLICIES~~

~~The following policies shall guide the installation, phasing and financing of public facilities within the plan area.~~

~~Policy 10.1: Unless specifically excepted, each property owner shall finance and construct improvements as specified in the Specific Plan and in accordance with City of Oakdale Standards.~~

~~Policy 10.2: Projects in the Specific Plan shall be required to fund any common facilities or over-sizing of facilities required by the City consistent with the Specific Plan subject to reimbursement from future developments benefiting from the improvements.~~

~~Policy 10.3: The Developer shall enter into a Facilities Fee Agreement with the effected school district prior to the issuance of building permits.~~

~~Policy 10.4: A single landscape and lighting maintenance district shall be formed for the Specific Plan area for identified improvements. All developments shall be required to participate in the District.~~

~~Policy 10.5: Development may occur anywhere in the plan area subject to the provision of adequate facilities, and possible amendment of the Specific Plan Phasing Program.~~

~~Policy 10.6: In the event that the properties develop out of sequence, each property is required to provide easements, right-of-way and access that may be necessary to install facilities for the benefit of the other property owners.~~

~~Policy 10.7: The City wide fees for new construction will prevail for development within the Plan Area and are intended to pay for the required improvements. No new fees may be imposed on the area, but existing fees may be adjusted for inflation in accordance with the City's Adopted Fee Ordinance.~~

~~Policy 10.8: Property owners / developers shall receive credits on the payment of Development Impact Fees if any improvements provided by the Developer duplicate improvements in the fee structure.~~

~~Policy 10.9: Property owners / developers shall be entitled to an Area of Benefit District Reimbursement for those improvements and/or entitlement documents that are constructed and/or prepared for the benefit of adjacent development that are not included in the Development Impact Fee.~~

~~Policy 10.10: The City's existing Development Impact Fee Program will be prioritized to facilitate major infrastructure construction in the first phases of development.~~

~~Policy 10.11: To offset the high initial investment of primary infrastructure, the City shall provide Development Impact Fee credits. Further details of any such reimbursement may be incorporated in a Development Agreement for the project.~~

~~Policy 10.12: The savings that may be realized through construction of infrastructure improvements may be eligible to use for the benefit of other infrastructure improvements subject to City approval (i.e. storm drainage).~~

~~Policy 10.13: For those improvements identified as a priority "1" facility, the City shall not impose the development impact fee on project building permits until such time as credits for the priority "1" facilities have been accrued up to the amount expended or expected to be expended for those facilities.~~

~~Policy 10.14: Project phasing may be amended subject to review and approval of the City of Oakdale.~~

TABLE 10.2
BRIDLE RIDGE SPECIFIC PLAN AREA
PRELIMINARY PUBLIC FACILITIES INFRASTRUCTURE
FINANCING STRATEGY AND PROJECT PHASING
DEVELOPMENT IMPACT FEE PROJECTS

Infrastructure Project		Primary Trigger	Development Impact Fee Funded Project No.	Proposed Priority
Streets and Highways				
+	1	West F Street (East Boundary-Willowood)	Unit #1, Any Phase	1
	2	West F Street (Willowood-Crane)	A2, A3, A4, C1	
	3	Crane Road (F-J)	C1 or A4	
	4	Crane Road (J-RR) (See Note 3)	A4, B4	
	5	Crane Road (RR to Greger) (See Note 4)	B4	
	6	Crane Road (Greger-South Boundary)	B5	
	7	Greger Street (Willowood-Kaufman) (See Note 5)	B2, B3	
	8	Greger Street (Willowood-Crane) (See Note 6)	B4 (23rd Home)	
	9	J Street (East Boundary-Willowood) (See Note 7)	A1 (20th Home)	
	10	J Street (Willowood-Crane) (See Note 8)	A3 (22nd Home)	
+	11	Willowood Drive (F-RR) (See Note 9)	Area B, A1, A2	1
+	12	Willowood Drive (RR-South Boundary) (See Note 10)	B1, B2	1
+	13	Burlington Northern Santa Fe Underpass	Unit #1, Any B Phase	1
+	14	Signal: Willowood / F	Unit #1, Any Phase	1
	15	Signal: Crane / F (See Note 11)	C1	
	16	Signal: Crane / J (See Note 12)	C1	
	17	Signal: Crane / Greger (See Note 13)	B4	
	18	Signal: Crane / Patterson (See Note 14)	861st Home	
	19	At Grade Railroad Crossing: Crane Road	(See Note 15)	
Wastewater Service				
+	20	WW Trunk (South Boundary Willowood-WWTP)	Unit #1, Any Phase	1
	21	WW Sub-Trunk: E Greger (Kaufman-Willowood)	B1, B2	
	22	WW Sub-Trunk: W Greger (Crane-Willowood)	B3, B4	
	23	WW Sub-Trunk: J Street (Crane-Willowood)	A2, A3, A4	
	24	WW Sub-Trunk: J Street (Willowood-South Boundary)	A1	
Water Service (See Note 16)				
	25	Water Main: F Street	To be determined	1
	26	Water Main: Crane Road	To be determined	1
	27	Water Main: Willowood (F-OLD)	Unit #1, Any Phase	1
	28	Water Main: East Greger (Willowood-Kaufman)	To be determined	1
	29	Water Main: West Greger (Willowood-Crane)	To be determined	1
	30	Water Main: Connections to Future South Property	To be determined	1
	31	Water Storage Tank	To be determined	1
	32	Wells	To be determined	1
Storm Drainage (See Note 17)				
	33	Force Main: Crane Road (F-Existing line at Pontiac)	To be determined	1
	34	Trunk Line: Crane Road (F-South Boundary)	To be determined	1
	35	Storm Drain Pump Station (Crane-F)	To be determined	1
	36	Trunk Lines between Basins	To be determined	1
	37	Storm Drain Basins	To be determined	1
Public Facilities				
	38	Fire Station Site	A1	
	39	Fire Station Building	500th Unit	
+	40	EVA: Ash Avenue	B1	1
	41	EVA: Tioga Avenue	A2	
	42	Gateway Feature: West F / Crane	C1	
	43	Gateway Feature: West F / Willowood	A1	
	44	Gateway Feature: Greger / Crane	B4	
	45	Gateway Feature: East Greger	B2	
	46	Elementary School Site	To be determined by School	
	47	Elementary School Facility	To be determined by School	
Parks and Recreation				
	48	Neighborhood Park #1	A3	
	49	Neighborhood Park #2	A1	
	50	Neighborhood Park #3	X1	
	51	Neighborhood Park #4	B1	1
	52	Neighborhood Park #5	B3	
	53	Neighborhood Park #6	B4	
	54	Community Park	To be determined	
	55	OID Trail (Willowood-Community Park)	To be determined	
	56	OID Trail (Willowood-Crane)	To be determined	
	57	RR Trail (Willowood-Crane)	To be determined	
	58	RR Trail (Willowood-Ash)	B1	1

† Indicates infrastructure required for development of the first unit of development in Area B South of the Burlington Northern Santa Fe Railroad.

TABLE 10.2 NOTES:

1. Refer to Figure 10.2 for the Preliminary Project Phasing Diagram.
2. Phasing of improvements may be proposed subject to the review and approval of the City of Oakdale. Circumstances not known at the time of development of this Specific Plan may dictate phasing requirements.
3. This roadway segment shall be operational prior to either of the following: (1) Occupancy of any commercial or residential units fronting Crane Road in Phase A4 or B4; (2) The extension of Greger Street to Crane Road.
4. This roadway segment shall be operational concurrent with the extension of Greger Street and Crane Road.
5. This roadway segment shall be operational prior to the first of the following: (1) Prior to the issuance of the 41st building permit in Area B2; (2) Prior to the issuance of the 41st building permit in Area B3; (3) Prior to the opening of the 15 acre community park located in Area B2, should the park precede residential development in Areas B2 or B3.
6. This roadway segment shall be operational and connected to Crane Road prior to the issuance of the 23rd building permit in Area B4 or the opening of the neighborhood park in Area B4.
7. This roadway segment shall be operational prior to the first of either of the following: (1) Issuance of the 20th building permit in Area A1; (2) Completion of the neighborhood park in Area A1.
8. This roadway segment shall be operational prior to the first of either of the following: (1) Issuance of the 22nd building permit in Area A3; (2) 40% completion of commercial square footage allowed in Area C1 East of Crane Road.
9. This roadway segment shall be operational prior to the occupancy of any unit in Area B or development of Phase A1 and A2, whichever occurs first.
10. This roadway segment shall be partially improved (minimum 24 foot paved width) in conjunction with the improvement of the adjacent residential lots in Area B1. The entire roadway segment should be completed in conjunction with the improvement of the adjacent residential lots in Area B3.
11. This traffic signal shall be operational prior to the first of the following: (1) Initial occupancy of any commercial area located in Phase C1; (2) The extension of J Street to Crane Road and the occupancy of at least 50 dwelling units in Area A3 and/or A4; (3) Satisfaction of one or more Caltrans signal warrants.
12. This traffic signal shall be installed and operational when J Street is connected to Crane Road and there is occupancy of at least 50 dwelling units in Area A3 and/or A4 or any occupancy of the commercial area.

13. This traffic signal shall be installed and operational when Greger Street is connected to Crane Road.
14. This traffic signal shall be operational prior to the first of the following: (1) Issuance of the 861st residential building permit; (2) Extension of Greger Road to Crane Road.
15. The at-grade railroad crossing shall be widened and improved in conjunction with the widening of Crane Road between F Street and the railroad tracks.
16. Actual domestic water system improvements, pipe sizes and facilities consistent with this Specific Plan, City Standards and the City's Pending 1998/99 Water System Study will be determined at the time of final design.
17. Actual storm drainage improvements, pipe sizes and facilities consistent with this Specific Plan and City Standards will be determined at the time of final design.
18. The Table 10.2 Phasing Plan proposal is conceptual in nature. It is intended that project phasing and improvements will remain flexible enough to respond to changing conditions during the life of the project.
19. The triggering phase as identified in Table 10.2 is based on the assumption of full development of previous phases within the sub-area.

10.6 ADMINISTRATION OF THE SPECIFIC PLAN

When this Bridle Ridge Specific Plan is adopted by the City Council, it will be used to direct the processing of future development projects within the Planning Area. Given the extended time frame for development, the following responsibilities, mechanisms and procedures will be necessary to review, monitor, coordinate and integrate the phased development.

10.6.1 RESPONSIBILITIES FOR ADMINISTRATION OF THE SPECIFIC PLAN

Administration of the Bridle Ridge Specific Plan will be a joint effort of the City of Oakdale and any developer who is proposing to develop in the Specific Plan area or who is a party to a development agreement negotiated with the City.

10.6.2 DEVELOPMENT REVIEW PROCESS

The intent of this section is to summarize the procedural steps needed to review and approve projects in the Planning Area. The following discussion of the development review process is simplified. Detailed information on how a proposed project can be processed should be obtained from the Oakdale Planning Department.

<u>Summary of the Development Review Process</u>	<u>Responsible Parties</u>
□ A proposed project (usually a subdivision map or a development plan) is submitted to the Oakdale Community Development Department for processing.	Planning Department
□ If the proposed project is next to and involves alterations to a wetland area, the applicant will be required to submit pertinent information.	Planning Department Federal and State Resource Agencies
□ If a proposed project involves the dedication of parkland or development of a park or other open space area, pathway or trail, it must be reviewed for consistency with this Specific Plan and the wider community.	Parks and Recreation Commission Planning Department
□ Each proposed project shall be reviewed by staff for conformance with City land use laws, engineering standards and the provisions of the General Plan, this Specific Plan, and any applicable Development Agreement.	Planning Department Public Works Department
□ A staff level environmental review will occur for each proposed project. Environmental review will determine whether all important environmental issues were adequately addressed by the Environmental Document for this Specific Plan or whether additional study is needed.	Planning Department
□ Site development/design review for projects within the Planning Area as required in this Specific Plan. The Planning Commission shall review development plans for residential and commercial development for general consistency with the Specific Plan's Development Code, design guidelines, and the Mitigation Monitoring Program prior to submittal for building permits.	Planning Commission

Summary of the Development Review Process

Responsible Parties

- Each project will be reviewed for its substantial consistency with the provisions of the General Plan and this Specific Plan. Based on findings, it will be approved, changed or denied.

Planning Staff
Planning Commission
City Council

10.6.3 SPECIFIC PLAN CONSISTENCY

Following adoption of this Specific Plan, no development plan, subdivision, use permit or other entitlement for use shall be approved by the City and no public improvement shall be authorized by the City for construction in the Bridle Ridge planning area until a finding has been made that the proposed entitlement or public improvement is in substantial conformance with this Specific Plan. In reviewing the consistency between the ultimate land use, street patterns, lotting, landscaping, design chapter, and the like and this Specific Plan, it is understood that such matters as are described or illustrated herein are illustrative of conceptual interpretations. Subsequent development shall be generally consistent with such interpretations, recognizing that ultimate buildout may include insignificant variations subject to identified needs and field conditions. Approval of final development plans, on-site public improvement plans and use permits also shall be substantially consistent with the applicable provisions of the Oakdale General Plan.

All Specific Plan changes (both minor and major amendments) must be found consistent with the Oakdale General Plan, or a General Plan Amendment may be required.

If any regulation, condition or portion of this Specific Plan is held invalid by a California or Federal court these portions shall be deemed separate, distinct and independent provisions. The invalidity of these provisions shall not affect the validity of the remaining parts of the Specific Plan.

10.6.4 SPECIFIC PLAN AMENDMENTS

Substantive amendments to the Specific Plan may be requested by a developer or property owner and may be initiated by the City in accordance with City procedures for initial Specific Plan adoption. Specific Plan amendments shall be processed in accordance with City ordinances. The developer can make minor amendments and technical corrections to the Plan with the consent of the Community Development Director, as long as such changes do not substantively alter the intent of the Plan.

10.6.5 ENVIRONMENTAL REVIEW

The EIR prepared for the City's General Plan update and the Initial Study / Mitigated Negative Declaration prepared for this Specific Plan assess the anticipated environmental changes that could result from the development proposed in this Specific Plan. Together, these documents will act as a "master EIR" for the Specific Plan area, reducing the need for project specific environmental review under the Specific Plan. Pursuant to Section 15182 of the CEQA Statutes and Guidelines, residential projects, which are in conformity with the Specific Plan are exempt from subsequent environmental review, eliminating the need for additional EIR'S. For non-residential and mixed-use projects that conform to the level of development prescribed in the Specific Plan, the subsequent environmental review process will only need to address the project's site-specific impacts. If additional impacts are identified and a subsequent EIR is required, general impacts which are addressed in the Specific Plan program EIR can be included by reference. Overall, the existing environmental documentation should result in faster processing of project applications that are consistent with the Specific Plan and the identified mitigation measures.

10.6.6 CONDITIONS, COVENANTS, AND RESTRICTIONS

Although Conditions, Covenants, and Restrictions (CC&R's) lie outside City enforcement procedures, this Specific Plan recommends, wherever possible, the use of CC&R's to enforce the design guidelines of the Specific Plan and to maintain landscape and open space areas and the improvements of each development project.

Any CC&R's should reflect pertinent requirements contained in the Specific Plan. In addition, provisions for the design and maintenance of fencing, landscaping, and open space areas and other facilities within projects within the Specific Plan area, as well for the abatement of nuisances, should be set forth in the CC&R's.

APPENDIX A

LEGAL DESCRIPTION

PROPOSED ANNEXATION AREA FOR THE BRIDLE RIDGE SPECIFIC PLAN

ALL that certain real property being a portion of Sections 15, 16, 21 and 22, Township 2 South, Range 10 East, Mount Diablo Meridian, County of Stanislaus, State of California, being more particularly described as follows:

BEGINNING at the Northeast corner of LOT 45 of the OAKDALE SYNDICATE TRACT, as per the Official Map thereof filed for record on April 1, 1890 in Book 1 of Maps at Page 5, Stanislaus County Records, with said point lying on the Southeasterly right-of-way line of West "F" Street / State Highway No. 108 and with said point lying on the existing Oakdale City Limits Line, and from which point the corner common to Sections 14, 15, 22 and 23, Township 2 South, Range 10 East, Mount Diablo Meridian, bears South 76°47'35" East, a distance of 5387.77 feet, more or less; thence along said City Limits Line the following twenty-four (24) courses: 1) South 27°18'08" East, 1259.65 feet to a point on the South right-of-way line of the Burlington Northern Santa Fe Railroad; 2) North 75°03'07" East along last said right-of-way line, 782.03 feet to a point on the Southerly extension of the Westerly line of the FELIX property as shown on the Map of TIOGA ESTATES NO. 1, filed for record on October 1, 1968 in Book 22 of Maps at Page 7, Stanislaus County Records; 3) North 27°18'08" West along last said line and along the Westerly line of said FELIX property, 260.11 feet to the Northwest corner thereof, with said point lying on the Southerly right-of-way line of "J" Street; 4) North 67°37'45" East along the Northerly line of said FELIX property, 322.89 feet to the Northeast corner thereof; 5) South 27°18'08" East along the East line of said FELIX property, 200.43 feet to a point on the North right-of-way line of said Burlington Northern Santa Fe Railroad; 6) North 74°32'48" East along last said right-of-way line, 1385.95 feet to a point on the Westerly right-of-way line of Wood Avenue; 7) North 27°18'08" West along last said right-of-way line, a distance of 165.00 feet; 8) North 62°41'52" East, 40.00 feet to a point on the centerline of said Wood Avenue; 9) North 27°18'08" West along said centerline, 484.62 feet to a point on the Westerly extension of the Northerly line of LOT 6 as shown on the Map of LIVE OAK TERRACE, filed for record on June 13, 1912 in Book 6 of Maps at Page 44, Stanislaus County Records; 10) North 62°27'52" East along last said line and along the Northerly line of said LOT 6, 353.70 feet to the Northeast corner thereof; 11) North 27°30'08" West along the Easterly line of LOT 3 of said LIVE OAK TERRACE, 139.30 feet to the Northeast corner thereof; 12) North 62°27'52" East, 20.00 feet to the Northwest corner of LOT 4 of said LIVE OAK TERRACE; 13) South 27°30'08" East along the Westerly line of said LOT 4, 139.30 feet to the Southwest corner thereof; 14) North 62°27'52" East along the line common to said LOT 4 and LOT 5 of the above mentioned LIVE OAK TERRACE, 312.70 feet to a point on the Westerly right-of-way line of Hinkley Avenue; 15) South 27°30'08" East along last said right-of-way line and along the Easterly line of said LOT 5, 139.30 feet to the Southeast corner of said LOT 5; 16) North 62°27'52" East, 30.00 feet to a point on the centerline of said Hinkley Avenue; 17) South 27°30'08" East along last said centerline, 73.10 feet to its intersection with the centerline of "I" Street; 18) North 62°27'52" East along last said centerline, 330.00 feet; 19) South 27°30'08" East, 390.00 feet to a point on the Southerly right-of-way line of "J" Street; 20) South 62°29'52" West along last said right-of-way line, 300.00 feet; 21) South 27°30'08" East, 325.85 feet, more or less, to a point on the above mentioned Southerly right-of-way line

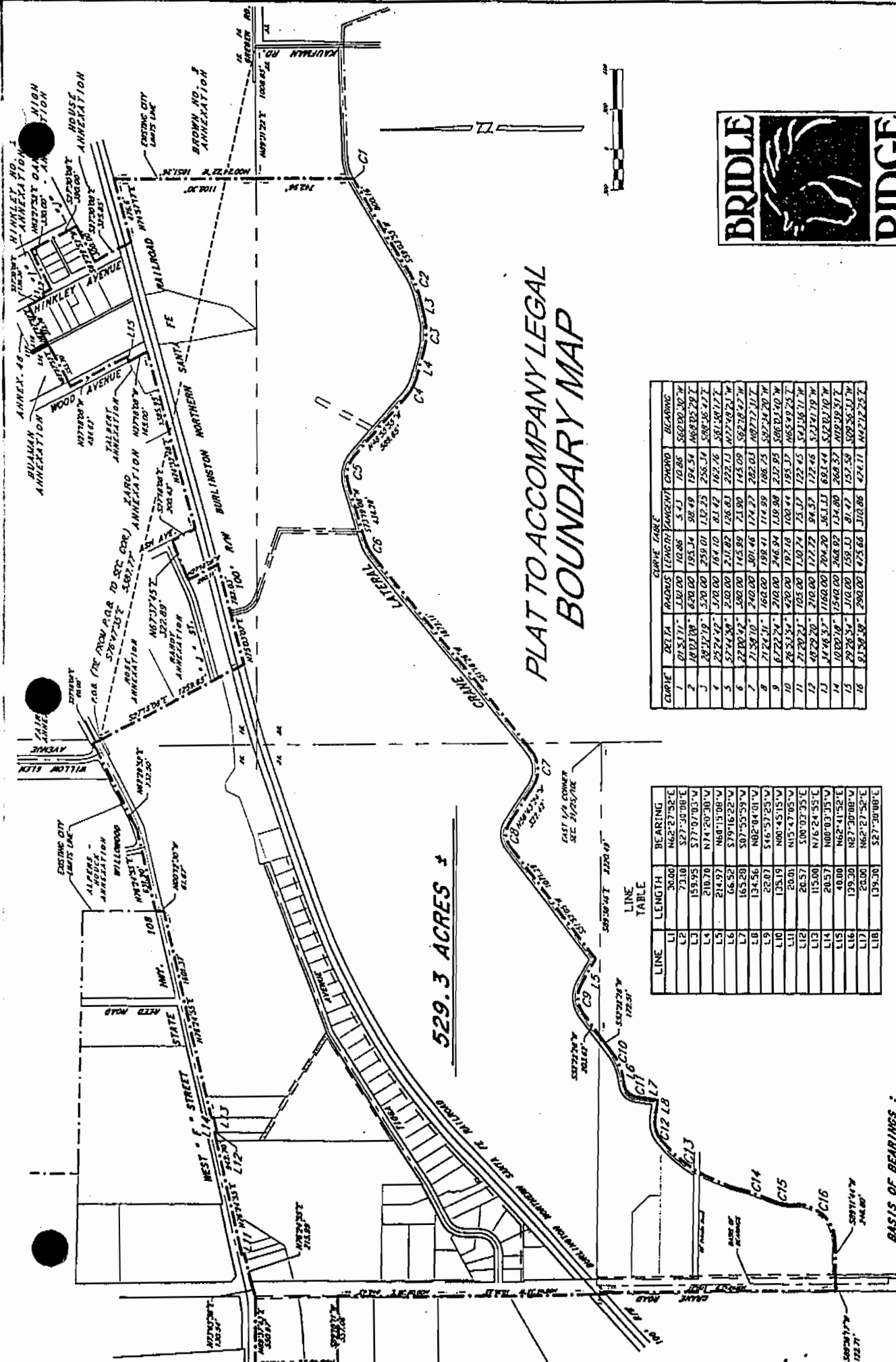
of the Burlington Northern Santa Fe Railroad; 22) North 74°57'17" East, 476.6 feet, more or less, to the Northwest corner of LOT 1 as shown on the Map of the PACIFIC PEA PACKING COMPANY COLONY, filed for record on June 26, 1916 in Book 8 of Maps at Page 41, Stanislaus County Records; 23) South 00°24'22" East along the West line of said PACIFIC PEA PACKING COMPANY COLONY, 1108.30 feet to the Southwest corner of LOT 1 of said PACIFIC PEA PACKING COMPANY COLONY, and from which point the Northeast corner of the above mentioned Section 22 bears North 89°31'22" East, a distance of 1008.85 feet, more or less; 24) continuing South 00°24'22" East along the West line of said PACIFIC PEA PACKING COMPANY COLONY, 742.96 feet to a point on the Southerly line of the 40.00 foot wide right-of-way for the Oakdale Irrigation District's Crane Lateral, with said point lying on a curve concave to the Southeast, having a radius of 330.00 feet; thence leaving the above mentioned City Limits Line and proceeding along said Southerly right-of-way line of the Crane Lateral the following thirty-one (31) courses: 1) Southwesterly 10.86 feet along said curve through a central angle of 01°53'11"; 2) South 59°03'55" West, 800.16 feet to the beginning of a curve concave to the Northwest, having a radius of 620.00 feet; 3) Southwesterly 195.34 feet along said curve through a central angle of 18°03'08"; 4) South 77°07'03" West, 159.95 feet to the beginning of a curve concave to the North, having a radius of 520.00 feet; 5) Westerly 259.01 feet along said curve through a central angle of 28°32'19"; 6) North 74°20'38" West, 210.70 feet to the beginning of a curve concave to the Northeast, having a radius of 370.00 feet; 7) Northwesterly 164.10 feet along said curve through a central angle of 25°24'42"; 8) North 48°55'55" West, 589.65 feet to the beginning of a curve concave to the South, having a radius of 230.00 feet; 9) Westerly 231.82 feet along said curve through a central angle of 57°44'58"; 10) South 73°19'08" West, 434.28 feet to the beginning of a curve concave to the Southeast, having a radius of 380.00 feet; 11) Southwesterly 145.99 feet along said curve through a central angle of 22°00'42"; 12) South 51°18'26" West, 1872.11 feet to the beginning of a curve concave to the North, having a radius of 240.00 feet; 13) Westerly 301.46 feet along said curve through a central angle of 71°58'10"; 14) North 56°43'24" West, 322.42 feet to the beginning of a curve concave to the South, having a radius of 160.00 feet; 15) Westerly 199.41 feet along said curve through a central angle of 71°24'31"; 16) South 51°52'05" West, 1071.29 feet; 17) North 60°15'08" West, 214.97 feet to the beginning of a curve concave to the South, having a radius of 210.00 feet; 18) Westerly 246.94 feet along said curve through a central angle of 67°22'24"; 19) South 52°22'28" West, 203.62 feet to a point from which the East quarter corner of the above mentioned Section 21 bears South 89°38'46" East, 2220.49 feet; 20) continuing South 52°22'28" West, 172.51 feet to, the beginning of a curve concave to the Northwest, having a radius of 420.00 feet; 21) Southwesterly 197.18 feet along said curve through a central angle of 26°53'54"; 22) South 79°16'22" West, 66.52 feet to the beginning of a curve concave to the Southeast, having a radius of 105.00 feet; 23) Southwesterly 130.74 feet along said curve through a central angle of 71°20'23"; 24) South 07°55'59" West, 165.20 feet; 25) North 82°04'01" West, 134.56 feet to the beginning of a curve concave to the Southeast, having a radius of 210.00 feet; 26) Southwesterly 177.72 feet along said curve through a central angle of 48°29'20" to the beginning of a curve concave to the Southeast, having a radius of 1160.00 feet; 27) Southwesterly 704.20 feet along said curve through a central angle of 34°46'57" to the beginning of a curve concave to the Northwest, having a radius of 1540.00 feet; 28) Southerly 268.92 feet along said curve through a central angle of 10°00'18" to the beginning of a curve concave to the East, having a radius of 310.00 feet; 29) Southerly 159.33 feet along said curve through a central angle of 29°26'54" to the beginning of a curve concave to the Northwest, having a radius of 290.00 feet; 30) Southwesterly 475.66 feet along said curve through a central angle of 93°58'38"; 31) South 89°11'44"

West, 246.80 feet; thence leaving last said right-of-way line and proceeding South 89°36'17" West, a distance of 122.71 feet to a point on the West right-of-way line of Crane Road as shown on the Official Plan Line thereof, filed for record on September 17, 1970 in Book 1 of Plan Lines at Pages 53 through 58, Stanislaus County Records; thence along last said right-of-way line the following five (5) courses: 1) North 00°23'43" West, 1751.27 feet to a point on the above mentioned Southerly right-of-way line of the Burlington Northern Santa Fe Railroad; 2) South 46°57'25" West along last said right-of-way line, 22.07 feet; 3) North 00°45'15" West, 135.18 feet to a point on the Northerly right-of-way line of said Burlington Northern Santa Fe Railroad; 4) North 00°46'35" West, 1038.22 feet; 5) North 00°02'38" East, 848.43 feet to the Southeast corner of PARCEL 2 as shown on that certain map filed for record on November 28, 1972 in Book 15 of Parcel Maps at Page 75, Stanislaus County Records; thence leaving last said right-of-way line and proceeding South 89°10'11" West along the South line of said PARCEL 2, a distance of 557.06 feet to the Southwest corner thereof; thence North 00°45'22" West along the West line of last said Parcel and along the West line of PARCEL 1 as shown on said Book 15 of Parcel Maps at Page 75, a distance of 649.63 feet to a point on the above mentioned Southerly right-of-way line of State Highway No. 108; thence North 89°37'43" East along last said right-of-way line, a distance of 550.97 feet; thence North 73°43'36" East, a distance of 130.54 feet to the intersection of the East right-of-way line of said Crane Road with the above mentioned Southerly right-of-way line of State Highway No. 108; thence along last said right-of-way line the following seven (7) courses: 1) North 76°24'55" East, 215.99 feet; 2) North 15°47'05" West, 20.01 feet; 3) North 76°24'55" East, 942.70 feet; 4) South 00°03'35" East, 20.57 feet; 5) North 76°24'55" East, 115.00 feet; 6) North 00°03'35" West, 20.57 feet; 7) North 76°24'55" East, 1601.37 feet to the Southerly extension of the West line of LOT 20 of the above mentioned OAKDALE SYNDICATE TRACT; thence North 00°12'30" West along last said line, a distance of 61.67 feet to the Southwest corner of said LOT 20, with said point lying on the Northerly right-of-way line of said State Highway No. 108 and on the existing Oakdale City Limits Line; thence along said City Limits Line the following three (3) courses: 1) North 76°24'55" East, 631.20 feet; 2) North 62°29'52" East, 732.50 feet; 3) South 27°18'08" East, 60.00 feet to the POINT OF BEGINNING.

SUBJECT TO all easements and / or rights-of-way of record.

Containing 529.3 acres, more or less.

NOTE: The bearing of North 00°31'35" West along a portion of the centerline of Crane Road as shown on the OFFICIAL PLAN LINE FOR CRANE ROAD, filed for record on September 17, 1970 in Book 1 of Plan Lines at Pages 54 and 55, Stanislaus County Records, was used as the basis for all bearings included in this description.



PLAT TO ACCOMPANY LEGAL BOUNDARY MAP

CURVE	DATA	RADIUS	LENGTH	AREA	CHORD	BEARING
1	61°51'17"	300.00	101.68	5.43	101.68	S82°00'30"W
2	18°02'10"	620.00	105.34	98.49	194.34	N68°02'29"E
3	28°12'19"	530.00	259.01	112.25	256.34	S08°36'42"E
4	25°24'42"	470.00	164.10	81.42	162.16	S01°30'12"E
5	57°44'30"	240.00	211.82	126.83	222.13	N77°40'21"W
6	22°00'42"	400.00	145.99	21.00	145.09	S02°18'42"W
7	21°58'10"	400.00	101.46	124.27	202.01	N02°12'17"E
8	21°24'31"	460.00	109.41	114.89	186.25	S02°34'20"W
9	6°12'24"	2100.00	246.94	120.90	232.95	S08°03'40"W
10	26°53'34"	270.00	197.18	100.44	195.17	N05°49'23"E
11	21°20'24"	105.00	120.74	75.37	122.45	S21°16'11"W
12	48°29'20"	210.00	171.77	94.57	122.46	S21°16'11"W
13	34°46'31"	1160.00	204.20	36.13	63.14	S12°01'10"W
14	10°00'18"	1540.00	268.92	134.80	268.57	N09°19'51"E
15	29°26'34"	110.00	159.13	81.47	152.58	S09°56'11"W
16	61°58'50"	290.00	475.66	310.86	474.11	N42°22'25"E

LINE	LENGTH	BEARING
L1	30.00	N62°27'52"E
L2	73.10	S27°30'08"E
L3	159.95	S77°07'03"W
L4	210.70	N74°20'30"W
L5	214.97	N60°15'08"W
L6	166.53	S70°16'23"W
L7	165.20	S07°55'59"W
L8	134.56	N02°04'01"W
L9	22.07	S46°57'25"W
L10	135.19	N00°45'15"W
L11	20.01	N15°47'05"W
L12	20.57	S00°03'35"E
L13	115.00	N16°24'55"E
L14	20.57	N00°03'15"W
L15	40.00	N62°41'52"E
L16	139.30	N27°30'08"W
L17	22.00	N62°27'52"E
L18	139.30	S27°30'08"E

BASIS OF BEARINGS:

The bearing of North 00°17'35" West along a portion of the centerline of Crane Road as shown on the OFFICIAL PLAT FOR CRANE ROAD, and as recorded on September 12, 1970 in Book 1 of Plat Maps at Pages 54 & 55, Stanislaus County Records, was used as the basis for all bearings shown herein.

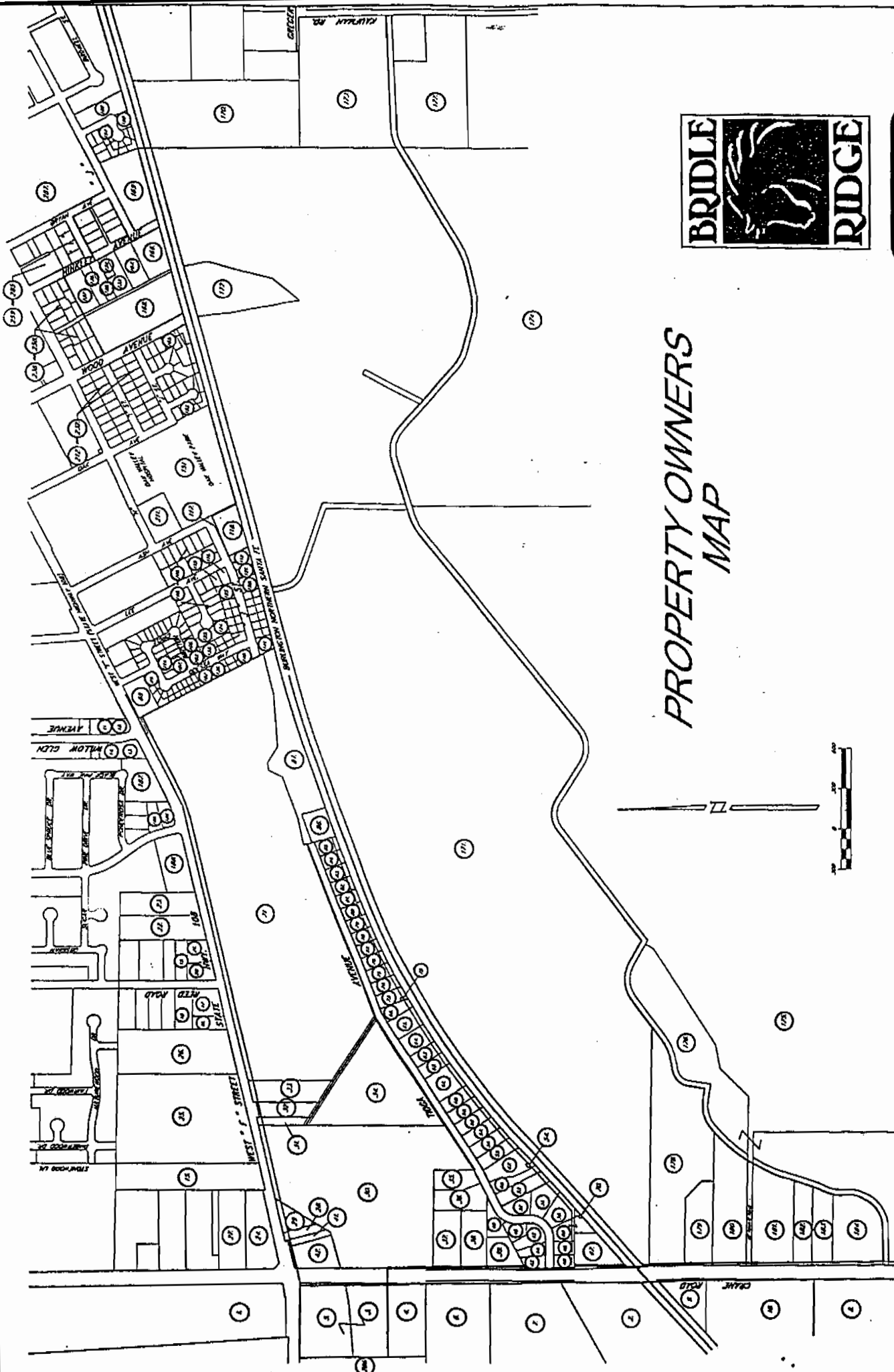
NOTE:

This map has been compiled from record data, including Recorded Maps, Deeds, Preliminary Title Reports & Stanislaus County Assessor's Plats. A field survey has not been done.

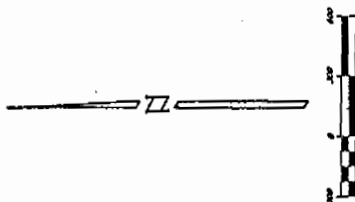


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PROPERTY OWNERS MAP



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APPENDIX - A

PROPERTY OWNERS LIST

1	A.P.N.: 62-04-08 OWNER: ROBERT OTT	51	A.P.N.: 63-14-10 OWNER: HOFFMAN 1997 TRUST	76	A.P.N.: 63-15-08 OWNER: LESSE & EVELYN MORROW	101	A.P.N.: 63-16-47 OWNER: TOWNNER TRUST	126	A.P.N.: 63-17-39 OWNER: WENDY CAYAN
2	A.P.N.: 62-05-03 OWNER: JAMES & ROSE MUEZEL	52	A.P.N.: 63-14-11 OWNER: ROBERT & KELLY SHAW	77	A.P.N.: 63-15-07 OWNER: MARKE & CHERLONE CARDA	102	A.P.N.: 63-16-48 OWNER: GALE & HAZEL ANDERSON	127	A.P.N.: 63-17-39 OWNER: LEON & JOYCE BEVIE
3	A.P.N.: 62-05-16 OWNER: KENNETH & JANET ROCKYER	53	A.P.N.: 63-14-12 OWNER: EDWARD & MARJORIE CHRISTENSEN	78	A.P.N.: 63-15-08 OWNER: JAMES & SARAH CANNON	103	A.P.N.: 63-16-49 OWNER: GORDON & MARGARET GAINES	128	A.P.N.: 63-17-40 OWNER: MARION OLSEN
4	A.P.N.: 62-05-17 OWNER: FRANK & ELEANOR HAYES	54	A.P.N.: 63-14-14 OWNER: GARDNER ASSOCIATION DISTRICT	79	A.P.N.: 63-15-09 OWNER: ANNA POTTERSON	104	A.P.N.: 63-16-50 OWNER: DAVID CLIPPER	129	A.P.N.: 63-17-41 OWNER: SERRA & RICK MEDENOS
5	A.P.N.: 62-05-18 OWNER: JAMES FREYER	55	A.P.N.: 63-14-15 OWNER: CHRISTINE KOSTEN	80	A.P.N.: 63-15-10 OWNER: STEPHEN BURNS	105	A.P.N.: 63-16-51 OWNER: ORAZELA MONTANO	130	A.P.N.: 63-17-42 OWNER: SHARON MOSLEY
6	A.P.N.: 62-05-20 OWNER: ROSS & KEN ADAMS	56	A.P.N.: 63-14-16 OWNER: LARRY & LOUISE SAUERS	81	A.P.N.: 63-15-11 OWNER: DANIEL & JALE LANDORD	106	A.P.N.: 63-16-52 OWNER: RAY & HOPE ANDERSON	131	A.P.N.: 63-17-43 OWNER: ANDY & JANET GRAY
7	A.P.N.: 62-05-21 OWNER: MARCOS TRUST	57	A.P.N.: 63-14-17 OWNER: CLAYTON & ALYCEAN	82	A.P.N.: 63-15-12 OWNER: CRANE & CATALINA ELIASSEN	107	A.P.N.: 63-16-53 OWNER: RAY & HOPE ANDERSON	132	A.P.N.: 63-17-44 OWNER: MICHAEL & TRINA MOORE
8	A.P.N.: 62-14-03 OWNER: JOHN CASEY	58	A.P.N.: 63-14-18 OWNER: SUSAN CONWAY	83	A.P.N.: 63-15-13 OWNER: JOHN BRENNAN	108	A.P.N.: 63-16-54 OWNER: CRANE & SONIA MULLERY	133	A.P.N.: 63-17-45 OWNER: LEE & STACY MATHON
9	A.P.N.: 62-14-16 OWNER: DONALD & LILA LARSEN	59	A.P.N.: 63-14-19 OWNER: ROY HARRIS	84	A.P.N.: 63-15-14 OWNER: ALTHA CALDERAU	109	A.P.N.: 63-16-55 OWNER: ELSE ACHALLY	134	A.P.N.: 63-17-46 OWNER: RONALD JACKSON
10	A.P.N.: 62-14-15 OWNER: JOHN & EBERET BELTRAM	60	A.P.N.: 63-14-20 OWNER: ROY HARRIS	85	A.P.N.: 63-15-15 OWNER: JANE ERD	110	A.P.N.: 63-16-56 OWNER: BRAD & LARA KRUIS	135	A.P.N.: 63-17-47 OWNER: CYNTHIA MIDDLEBUSH
11	A.P.N.: 62-11-16 OWNER: CONDON & SHERRY WILLIAMS	61	A.P.N.: 63-14-21 OWNER: STEPHEN & PAULEA CRANE	86	A.P.N.: 63-15-16 OWNER: MARGARET FLEMING	111	A.P.N.: 63-16-57 OWNER: CHARLES & JAMIE STANTON	136	A.P.N.: 63-17-48 OWNER: KELLY & RANDY MARSHALL
12	A.P.N.: 62-11-17 OWNER: CONDON WILLIAMS	62	A.P.N.: 63-14-22 OWNER: WILLIAM & KATHY MOORE	87	A.P.N.: 63-15-17 OWNER: WELDON & YVONNE WATKINS	112	A.P.N.: 63-16-58 OWNER: BRAD & DONNA MADOLE	137	A.P.N.: 63-17-49 OWNER: BONNIE EDWARDS
13	A.P.N.: 62-11-18 OWNER: STEPHEN & ELIZABETH MCKENNA	63	A.P.N.: 63-14-23 OWNER: MARYANN & DONALD PELTON	88	A.P.N.: 63-15-18 OWNER: ALLENE CAMPBELL	113	A.P.N.: 63-16-59 OWNER: MICHAEL BRUSH	138	A.P.N.: 63-17-50 OWNER: ERNESTO ZABARO
14	A.P.N.: 62-11-19 OWNER: PATRICIA KENNY	64	A.P.N.: 63-14-24 OWNER: JAMES & CARMELINE ANDERSON	89	A.P.N.: 63-15-19 OWNER: JERRY & JUNE COLE	114	A.P.N.: 63-16-60 OWNER: CHRISTINA MATOS	139	A.P.N.: 63-17-51 OWNER: ALICE PROST
15	A.P.N.: 62-12-12 OWNER: ELANE DROZDOL	65	A.P.N.: 63-14-25 OWNER: MARYANN & PAULEA ANTHELI	90	A.P.N.: 63-15-20 OWNER: ARCHIE CECIL	115	A.P.N.: 63-17-03 OWNER: ROBERT & MARY HODMAN	140	A.P.N.: 63-17-52 OWNER: CLARENCE AMARAL
16	A.P.N.: 62-12-14 OWNER: RAY & CHERLINE CARTER	66	A.P.N.: 63-14-26 OWNER: BETTY OTT	91	A.P.N.: 63-15-21 OWNER: ERIC & SANDRA JOHNSON	116	A.P.N.: 63-17-06 OWNER: CHARLES PORTER	141	A.P.N.: 63-17-53 OWNER: TERESE BURROUGHS
17	A.P.N.: 62-12-15 OWNER: MARCOS RODRIGUEZ	67	A.P.N.: 63-14-27 OWNER: FRANCES ORESHER	92	A.P.N.: 63-15-22 OWNER: HANS & ANDREA ERIKSON	117	A.P.N.: 63-17-21 OWNER: CITY OF CALEDON		
18	A.P.N.: 62-12-16 OWNER: MARIAN ASSET SEC. CORP.	68	A.P.N.: 63-14-28 OWNER: SANDRA WILSON	93	A.P.N.: 63-15-23 OWNER: RAY & NELL GREENWOLD	118	A.P.N.: 63-17-22 OWNER: TONY FELIX		
19	A.P.N.: 62-12-17 OWNER: JERRY & DIANE SKAHOUE	69	A.P.N.: 63-14-29 OWNER: EUGENE & JANE COVARY	94	A.P.N.: 63-15-24 OWNER: MARY ANN CHOI	119	A.P.N.: 63-17-23 OWNER: RAY & ESTHER MULLER		
20	A.P.N.: 62-12-31 OWNER: JERRY & DIANE SKAHOUE	70	A.P.N.: 63-14-30 OWNER: GARDNER ASSOCIATION DISTRICT	95	A.P.N.: 63-15-25 OWNER: PATRICK REAMES	120	A.P.N.: 63-17-24 OWNER: ERNESTO & BELINDA JUREZ		
21	A.P.N.: 62-12-32 OWNER: RAY & DIANE SKAHOUE	71	A.P.N.: 63-15-01 OWNER: ALBERT ROSSON	96	A.P.N.: 63-15-26 OWNER: JO ANNE SWANWELL	121	A.P.N.: 63-17-25 OWNER: JOHN HOLLANDY		
22	A.P.N.: 62-12-33 OWNER: MICHELLE MARCEI NEWS OF	72	A.P.N.: 63-15-02 OWNER: GARDNER ASSOCIATION DISTRICT	97	A.P.N.: 63-15-27 OWNER: JACK & DELORES BLANCE	122	A.P.N.: 63-17-26 OWNER: RONNIE & CHRISTOPHER DIERIT		
23	A.P.N.: 62-12-34 OWNER: THOMAS SCHWARTZ	73	A.P.N.: 63-15-03 OWNER: JOHN THOMAS	98	A.P.N.: 63-15-28 OWNER: RAND & LARA ROTHLEY	123	A.P.N.: 63-17-27 OWNER: TONNIE MILLER		
24	A.P.N.: 62-12-35 OWNER: ANTONIO SILVA	74	A.P.N.: 63-15-04 OWNER: LESSE & EVELYN MORROW	99	A.P.N.: 63-15-29 OWNER: ORA LEE RATHBURN	124	A.P.N.: 63-17-28 OWNER: MANUEL MARTINEZ		
25	A.P.N.: 62-12-36 OWNER: ELANE DROZDOL	75	A.P.N.: 63-15-05 OWNER: RICHARD & ANNAE NELSON	100	A.P.N.: 63-15-30 OWNER: EDWIN & BETTY KARLANS	125	A.P.N.: 63-17-29 OWNER: LUCILLE WEBER		



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PROPERTY OWNERS LIST (CONT.)

162	A.P.N.: 63-17-54 OWNER: JERRY JOHNSON	163	A.P.N.: 63-22-07 OWNER: WILHELM LELLE	164	A.P.N.: 130-12-05 OWNER: WOODROW STELLMAN	165	A.P.N.: 63-21-11 OWNER: CARL BENSON & HELEN BRUNN	166	A.P.N.: 63-22-11 OWNER: JOSEPH CORRELLUS	167	A.P.N.: 63-23-09 OWNER: MARIE ADAMS
168	A.P.N.: 63-17-53 OWNER: NEAL & ELISA HEARD	169	A.P.N.: 63-22-19 OWNER: MILDRED LALLE	170	A.P.N.: 130-12-06 OWNER: MARY HANLEY	171	A.P.N.: 63-21-12 OWNER: EDWARD STRADER	172	A.P.N.: 63-22-15 OWNER: JENNIFER ANDERSON	173	A.P.N.: 63-23-12 OWNER: GAYDALE JOY UNION HT DIST
174	A.P.N.: 63-17-55 OWNER: DONALD & JUANNE CHRISTENSEN	175	A.P.N.: 63-23-21 OWNER: P C & E	176	A.P.N.: 130-12-07 OWNER: WILLIAM & TERRI JERRY	177	A.P.N.: 63-21-13 OWNER: PAUL DOVILL	178	A.P.N.: 63-22-16 OWNER: JACQUEL VERNIZZO	179	A.P.N.: 63-23-13 OWNER: FRANK DENNIS
179	A.P.N.: 63-17-57 OWNER: TIM & LAURA MORRIS	180	A.P.N.: 63-24-17 OWNER: ARTHUR & JACQUELINE BROWN	181	A.P.N.: 130-12-08 OWNER: JEFFREY SCHULTER	182	A.P.N.: 63-21-24 OWNER: NORMAN & RAONIA MORGAN	183	A.P.N.: 63-22-17 OWNER: JAMES & HELEN COLEMAN	184	A.P.N.: 63-23-14 OWNER: BERNARDO PROPH
185	A.P.N.: 63-17-58 OWNER: JEFFREY PALEY	186	A.P.N.: 63-25-01 OWNER: K.A. RODDEN, INC.	187	A.P.N.: 130-12-09 OWNER: RICHARD & EVELYN BORBA	188	A.P.N.: 63-21-25 OWNER: ELFRID EVANS	189	A.P.N.: 63-22-18 OWNER: ROBERT SODY	190	A.P.N.: 63-23-15 OWNER: REBECCA COLEZ
191	A.P.N.: 63-17-59 OWNER: MAITIE PATRICK	192	A.P.N.: 63-25-02 OWNER: DOROTHY JACKSON	193	A.P.N.: 130-12-10 OWNER: WILLIAM & KERA CENTER	194	A.P.N.: 63-21-26 OWNER: DAVID & ROBERT Y. MERRA	195	A.P.N.: 63-22-21 OWNER: HENRY LORRETTA BLUE	196	A.P.N.: 63-23-16 OWNER: GLEN RATHBUN
197	A.P.N.: 63-17-60 OWNER: GARY MOOS	198	A.P.N.: 63-25-03 OWNER: ARTHUR & JACQUELINE BROWN	199	A.P.N.: 63-17-03 OWNER: JOSE VALADEZ	200	A.P.N.: 63-21-27 OWNER: EDWARD & CARLE ROCHA	201	A.P.N.: 63-22-23 OWNER: STANLEY & JAMES PAREDES	202	A.P.N.: 63-23-17 OWNER: NORMAN ADAMS
203	A.P.N.: 63-17-61 OWNER: HERBERT FREY	204	A.P.N.: 63-25-07 OWNER: THOMAS HEDGECOCK	205	A.P.N.: 63-17-04 OWNER: JERRY FEELEP	206	A.P.N.: 63-21-30 OWNER: RUDY & EMILE PREZLEY	207	A.P.N.: 63-22-26 OWNER: NORMAN & WANDA COY	208	A.P.N.: 63-23-18 OWNER: ELIZABETH WILSON
209	A.P.N.: 63-17-62 OWNER: LEROY CHAMPLIN	210	A.P.N.: 63-25-09 OWNER: MARIA MONTCH	211	A.P.N.: 63-17-07 OWNER: JOSE & RAQUEL BLAORA	212	A.P.N.: 63-21-31 OWNER: FERNANDO & BONNE HANES	213	A.P.N.: 63-22-28 OWNER: MARTIN & MARILYN BRYANT	214	A.P.N.: 63-23-20 OWNER: FRANK DENNIS
215	A.P.N.: 63-19-03 OWNER: GAY VALLEY HOSPITAL DISTRICT	216	A.P.N.: 63-25-10 OWNER: GRACE LITTLE	217	A.P.N.: 63-17-08 OWNER: DONNA DABACHNER	218	A.P.N.: 63-21-32 OWNER: LUCILLE & BRUCE LINDSEY	219	A.P.N.: 63-22-29 OWNER: NORMAN & WANDA COY	220	A.P.N.: 63-23-25 OWNER: DAVID & MARGAR CASTAEDA
221	A.P.N.: 63-21-40 OWNER: CATHERINE WELLS	222	A.P.N.: 63-25-12 OWNER: E.G. EDWARDS	223	A.P.N.: 63-17-09 OWNER: DANIEL & LINDA SHUTTER	224	A.P.N.: 63-21-33 OWNER: MELVIN HALLMOON	225	A.P.N.: 63-22-31 OWNER: NORMAN & WANDA COY	226	A.P.N.: 63-23-27 OWNER: HOWARD & LINDA MILLER
227	A.P.N.: 63-21-41 OWNER: RICHARD & JANET SKUDSHEN	228	A.P.N.: 63-26-01 OWNER: WILLIAM & LOREANE LIZO	229	A.P.N.: 63-17-10 OWNER: GARY LUNA	230	A.P.N.: 63-21-34 OWNER: HELEN JORDAN	231	A.P.N.: 63-22-32 OWNER: NORMAN & WANDA COY	232	A.P.N.: 63-23-28 OWNER: JESSE & ALICE HANEY
229	A.P.N.: 63-21-42 OWNER: KENNETH & DEBORAH GREEN	230	A.P.N.: 63-26-02 OWNER: SANDY ROGERS	231	A.P.N.: 63-17-17 OWNER: JONCE BRUCE	232	A.P.N.: 63-21-35 OWNER: ELLSWORTH RICO	233	A.P.N.: 63-22-33 OWNER: FEDERAL HART, MTC ASSN	234	A.P.N.: 63-23-29 OWNER: RICHARD & JANET SKUDSHEN
231	A.P.N.: 63-21-43 OWNER: CARL & CHRISTINE JENNINS	232	A.P.N.: 63-26-03 OWNER: SAM HENDERSON	233	A.P.N.: 63-17-18 OWNER: CLIFTON HANTON	234	A.P.N.: 63-21-36 OWNER: MARY MC COY	235	A.P.N.: 63-22-34 OWNER: DANIEL & DEANNE HARRIS	236	A.P.N.: 63-23-30 OWNER: RICHARD & JANET SKUDSHEN
233	A.P.N.: 63-21-44 OWNER: JACQUELINE FALCONES	234	A.P.N.: 63-26-04 OWNER: MICHAEL & MELISSA RIZZI	235	A.P.N.: 63-17-19 OWNER: STEVEN CALABRIA	236	A.P.N.: 63-21-37 OWNER: JOHN LEWIS	237	A.P.N.: 63-22-35 OWNER: GERALD & NANCY HEL	238	A.P.N.: 63-23-31 OWNER: CHARLOTTE PLACE
235	A.P.N.: 63-21-45 OWNER: JOSE & GENOVEVA COLA	236	A.P.N.: 63-26-05 OWNER: RICK & TINA BATHROUSO	237	A.P.N.: 63-17-20 OWNER: ROY & CAROLYN MASON	238	A.P.N.: 63-21-38 OWNER: ANTHONY BERNAL	239	A.P.N.: 63-22-36 OWNER: DAVID & MICHELLE HANEY	240	A.P.N.: 63-23-32 OWNER: DOUGLAS WHITE
237	A.P.N.: 63-21-50 OWNER: ROBERT AVALAR	238	A.P.N.: 63-26-06 OWNER: JOSEPH & SUSAN BUTLER	239	A.P.N.: 63-17-21 OWNER: EDWARD & EVELYN HART	240	A.P.N.: 63-22-03 OWNER: CARIS & KATHY JOHNSON	241	A.P.N.: 63-22-37 OWNER: DAVID & MICHELLE HANEY	242	A.P.N.: 63-23-33 OWNER: DOUGLAS WHITE
239	A.P.N.: 63-21-51 OWNER: ROBERT HODGSTRIN	240	A.P.N.: 63-26-07 OWNER: EDWARD & GENOVEVA FRANCOSE	241	A.P.N.: 63-17-22 OWNER: DONNA ANDERSON	242	A.P.N.: 63-22-04 OWNER: LILLIAN DICK	243	A.P.N.: 63-22-38 OWNER: DAVID & MICHELLE HANEY	244	A.P.N.: 63-23-34 OWNER: JAMES & KATHRYN ANDERSON
241	A.P.N.: 63-21-53 OWNER: SIDNEY SWAIN	242	A.P.N.: 63-26-08 OWNER: WILLIAM T. LIZO, JR.	243	A.P.N.: 63-17-23 OWNER: DALE HOSKELTON	244	A.P.N.: 63-22-05 OWNER: ALBERT BLEYER	245	A.P.N.: 63-22-39 OWNER: DOUGLAS WHITE	246	A.P.N.: 63-23-35 OWNER: EMILIO & GLORIA LOPEZ
243	A.P.N.: 63-21-53 OWNER: MELBA LORRY	244	A.P.N.: 63-26-09 OWNER: FARRELL JACKSON	245	A.P.N.: 63-19-02 OWNER: GAY VALLEY HOSPITAL DIST	246	A.P.N.: 63-22-06 OWNER: JAMES & MARY KOSKELLEN	247	A.P.N.: 63-22-40 OWNER: CHARLES SEBERT	248	A.P.N.: 63-23-36 OWNER: DOUGLAS WHITE
245	A.P.N.: 63-21-59 OWNER: DAVID LONG	246	A.P.N.: 63-26-10 OWNER: GLEN EMMETT APARTMENTS	247	A.P.N.: 63-21-08 OWNER: L. M. GOMES	248	A.P.N.: 63-22-07 OWNER: RICK & PAULA PELOS	249	A.P.N.: 63-22-41 OWNER: FRANK BISHOP	250	A.P.N.: 63-23-37 OWNER: JAMES & KATHRYN ANDERSON
247	A.P.N.: 63-21-60 OWNER: PHILIP MIERA	248	A.P.N.: 63-26-11 OWNER: GLEN EMMETT APARTMENTS	249	A.P.N.: 63-21-07 OWNER: L. M. GOMES	250	A.P.N.: 63-22-09 OWNER: EFRAN DUARTE	251	A.P.N.: 63-22-42 OWNER: RONALD & CONNELL BROWN	252	A.P.N.: 63-23-38 OWNER: EMILIO & GLORIA LOPEZ
249	A.P.N.: 63-21-61 OWNER: KENNETH & BETTY LEDERLE	250	A.P.N.: 130-12-02 OWNER: RAY & JENELL TURR	251	A.P.N.: 63-21-08 OWNER: JUANITA HARP	252	A.P.N.: 63-22-10 OWNER: MARIA GARCIA	253	A.P.N.: 63-23-06 OWNER: DONALD BOSS	254	A.P.N.: 63-23-39 OWNER: DAVID BANDUCCI
251	A.P.N.: 63-21-62 OWNER: ALBERT GREGORY	252	A.P.N.: 130-12-03 OWNER: WILLIAM & KERA CENTER	253	A.P.N.: 63-21-09 OWNER: CHARLES & KAREN BROWN	254	A.P.N.: 63-22-11 OWNER: MARTIN & KAREN HARRELL	255	A.P.N.: 63-23-07 OWNER: EDWIN NEWBURG	256	A.P.N.: 130-12-04 OWNER: GAYDALE UNION HIGH SCHOOL
253	A.P.N.: 63-22-01 OWNER: SELL TRUST	254	A.P.N.: 130-12-04 OWNER: RICHARD WILSON	255	A.P.N.: 63-21-10 OWNER: GREG & DAWN GORDING	256	A.P.N.: 63-22-12 OWNER: JEFFERY & ANNE MATSON	257	A.P.N.: 63-23-08 OWNER: EDWIN NEWBURG		

PROPERTY OWNERS LIST (CONT.)

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143	A.P.N.: 63-17-53 OWNER: NEIL & ELISA HEARD	144	A.P.N.: 130-12-05 OWNER: MARK HAWLEY	145	A.P.N.: 63-21-12 OWNER: EDWARD STRADER	146	A.P.N.: 63-23-12 OWNER: DAVIDAILE JONIT UNION AS DIST
144	A.P.N.: 63-17-55 OWNER: DONALD & JAMIE CHRISTENSEN	145	A.P.N.: 130-12-07 OWNER: WILLIAM & TERRI JERRY	146	A.P.N.: 63-21-13 OWNER: PAUL DOHILL	147	A.P.N.: 63-23-13 OWNER: FRANK MICHES
145	A.P.N.: 63-17-57 OWNER: TIM & LAURA MORRIS	146	A.P.N.: 130-12-08 OWNER: JEFFREY SCHLATER	147	A.P.N.: 63-21-14 OWNER: NORMAN & RAMONA MORRIS	148	A.P.N.: 63-23-14 OWNER: BERNARDO PROPP
146	A.P.N.: 63-17-58 OWNER: JEFFREY MEY	147	A.P.N.: 130-12-09 OWNER: ROBERT & EVELYN BORRA	148	A.P.N.: 63-21-15 OWNER: ELFRID EBAUS	149	A.P.N.: 63-23-15 OWNER: REBECCA GOMEZ
147	A.P.N.: 63-17-59 OWNER: MATTHEW PHINCK	148	A.P.N.: 130-12-10 OWNER: WILLIAM & KERA CENTER	149	A.P.N.: 63-21-16 OWNER: DAVID & ROBERTA FERRA	150	A.P.N.: 63-23-16 OWNER: GLEN RATHBUN
148	A.P.N.: 63-17-60 OWNER: GARY MOOS	149	A.P.N.: 63-17-01 OWNER: JOSE VALADEZ	150	A.P.N.: 63-21-17 OWNER: EDWARD & CAROL PRODA	151	A.P.N.: 63-23-17 OWNER: NORMAN ARDS
149	A.P.N.: 63-17-61 OWNER: ROBERT FREY	150	A.P.N.: 63-17-04 OWNER: JOHN KELLER	151	A.P.N.: 63-21-18 OWNER: EDWARD & MANDA COY	152	A.P.N.: 63-23-18 OWNER: ELIZABETH WILSON
150	A.P.N.: 63-17-62 OWNER: LEROY CHAMPAIN	151	A.P.N.: 63-17-07 OWNER: JOSE & RAQUEL BEARRA	152	A.P.N.: 63-21-19 OWNER: FERNANDO & BETTIE HANES	153	A.P.N.: 63-23-19 OWNER: FRANK MICHES
151	A.P.N.: 63-19-01 OWNER: DAY VALLEY HOSPITAL DISTRICT	152	A.P.N.: 63-17-08 OWNER: DONNA DAUBACHER	153	A.P.N.: 63-21-20 OWNER: LUCILLE & BRUCE LINDSAY	154	A.P.N.: 63-23-20 OWNER: DONALD & MARGARET CASTANEDA
152	A.P.N.: 63-21-40 OWNER: CATHERINE WELLS	153	A.P.N.: 63-17-09 OWNER: DANIEL & LINDA SHAFER	154	A.P.N.: 63-21-21 OWNER: MELVIN HULTSCH	155	A.P.N.: 63-23-21 OWNER: HOWARD & LINDA MILLER
153	A.P.N.: 63-21-41 OWNER: RICHARD & JANET SHADSHEN	154	A.P.N.: 63-17-10 OWNER: GARY LANN	155	A.P.N.: 63-21-22 OWNER: HELEN JORDAN	156	A.P.N.: 63-23-22 OWNER: JESSIE & ALICE HANEY
154	A.P.N.: 63-21-42 OWNER: ROBERTA & ROBERTA GREEN	155	A.P.N.: 63-17-17 OWNER: JORGE BRASEL	156	A.P.N.: 63-21-23 OWNER: ELLSWORTH RICO	157	A.P.N.: 63-23-23 OWNER: RAYMOND & MARY MURPHY
155	A.P.N.: 63-21-43 OWNER: CARL & CHRISTINE LEWIS	156	A.P.N.: 63-17-18 OWNER: CLETON HAYDEN	157	A.P.N.: 63-21-24 OWNER: MAIE MC COY	158	A.P.N.: 63-23-24 OWNER: RICHARD & JANET SHADSHEN
156	A.P.N.: 63-21-44 OWNER: AMIE FACHINES	157	A.P.N.: 63-17-19 OWNER: STEVEN CALABRA	158	A.P.N.: 63-21-25 OWNER: JOHN LENS	159	A.P.N.: 63-23-25 OWNER: CHARLOTTE PLACE
157	A.P.N.: 63-21-45 OWNER: JOSE & GENOVIEVA COITA	158	A.P.N.: 63-17-20 OWNER: ROY & CAROLYN HILSON	159	A.P.N.: 63-21-26 OWNER: ANTHONY BERNAL	160	A.P.N.: 63-23-26 OWNER: DOUGLAS WHITE
158	A.P.N.: 63-21-50 OWNER: ROBERT ALVARO	159	A.P.N.: 63-17-21 OWNER: EDWARD & EVELYN HART	160	A.P.N.: 63-21-27 OWNER: CARLOS & KATHY JOHNSON	161	A.P.N.: 63-23-27 OWNER: DOUGLAS WHITE
159	A.P.N.: 63-21-51 OWNER: ROBERT HERTSTIRA	160	A.P.N.: 63-17-24 OWNER: DONNA ANDERSON	161	A.P.N.: 63-21-28 OWNER: LILLIAN DICK	162	A.P.N.: 63-23-28 OWNER: JAMES & KATHARIN ANDERSON
160	A.P.N.: 63-21-52 OWNER: SORLEY SMITH	161	A.P.N.: 63-17-25 OWNER: DALE MOULTON	162	A.P.N.: 63-21-29 OWNER: ALBERT BUREYER	163	A.P.N.: 63-23-29 OWNER: DOUGLAS WHITE
161	A.P.N.: 63-21-53 OWNER: THELMA LOWMY	162	A.P.N.: 63-19-02 OWNER: DAY VALLEY HOSPITAL DIST	163	A.P.N.: 63-21-30 OWNER: JAMES & MARY HERTMELIN	164	A.P.N.: 63-23-30 OWNER: DOUGLAS WHITE
162	A.P.N.: 63-21-59 OWNER: DAVID LONG	163	A.P.N.: 63-21-06 OWNER: L. M. GOWES	164	A.P.N.: 63-21-31 OWNER: RICK & PAULA FIELDS	165	A.P.N.: 63-23-31 OWNER: JAMES & KATHARIN ANDERSON
163	A.P.N.: 63-21-60 OWNER: PHILP RIVERA	164	A.P.N.: 63-21-07 OWNER: L. M. GOWES	165	A.P.N.: 63-21-32 OWNER: EFRAN DUARTE	166	A.P.N.: 63-23-32 OWNER: ENRIQUE & GLORIA LOPEZ
164	A.P.N.: 63-21-61 OWNER: KENNETH & BETTY LEDORLE	165	A.P.N.: 130-12-02 OWNER: RAY & JEWELL TURN	166	A.P.N.: 63-21-33 OWNER: CHARLES & YVONNE WHITE	167	A.P.N.: 63-23-33 OWNER: DOUGLAS WHITE
165	A.P.N.: 63-21-62 OWNER: ALBERT GREGORY	166	A.P.N.: 130-12-03 OWNER: WILLIAM & KERA CENTER	167	A.P.N.: 63-21-34 OWNER: EDWARD & GENEVIEVA FRANCOIS	168	A.P.N.: 63-23-34 OWNER: JAMES & KATHARIN ANDERSON
166	A.P.N.: 63-23-01 OWNER: SEIL TRUST	167	A.P.N.: 130-12-04 OWNER: REYNOLD WALDROP	168	A.P.N.: 63-25-01 OWNER: MICHAEL & MELISSA TOLZ	169	A.P.N.: 63-23-35 OWNER: DOUGLAS WHITE

10.0 IMPLEMENTATION ELEMENT

10.1 PURPOSE

The preceding chapters of this Specific Plan provide the plans, policies and guidelines for the orderly development of the Southwest Oakdale planning area. This chapter sets forth a variety of implementing steps and regulatory and organizational procedures to implement the Specific Plan.

10.2 SUMMARY: SPECIFIC PLAN IMPLEMENTATION PROGRAM

The following shows the approximate sequence of the key implementing steps that should be followed by the City to effectively implement this Specific Plan.

- Prepare and circulate A Mitigated Negative Declaration on the Bridle Ridge Specific Plan.
- Approve A Mitigated Negative Declaration and adopt a Mitigation Monitoring Program.
- File Notice of Determination with State Office of Planning and Research (OPR) and pay environmental review fee to County Clerk.
- Adopt the Specific Plan.
- Adopt rezoning for the Specific Plan area.
- Annex currently unincorporated Specific Plan area into the City.
- Negotiate and adopt development agreements and set up financing mechanisms (assessment districts, impact fee ordinance, etc.).
- Review and approve individual Tentative Subdivision Maps.
- Adopt Public Improvement Plans.
- Adopt Final Maps.

10.3 KEY IMPLEMENTING ACTIONS OF THE SPECIFIC PLAN

10.3.1 MITIGATED NEGATIVE DECLARATION

To meet the requirements of the California Environmental Quality Act (CEQA), an Initial Study and Mitigated Negative Declaration, as authorized by Section 15168 of the CEQA guidelines, has been prepared to assess the environmental impacts of this Bridle Ridge Specific Plan. Given the substantial previous environmental review that was undertaken for the planning area as part of the City's General Plan update, the City made a determination that an EIR is not required, and that a Mitigated Negative Declaration was adequate to evaluate the Specific Plan's potential to generate and mitigate any adverse impacts on the environment.

The Mitigated Negative Declaration covers the development of the Bridle Ridge Planning Area as a total undertaking, although development is expected to occur in phased increments over a

number of years. Together, the program EIR prepared for the General Plan update and the subsequent Negative Declaration on the Bridle Ridge Specific Plan will expedite the processing of future projects in the planning area. Projects that are substantially consistent with the Plan, and are determined by the City's Initial Study to not result in new effects or require additional mitigation, may be approved without further environmental documentation. For other projects, only those factors with potential new impacts will require additional analysis.

10.3.2 APPROVAL OF THE MITIGATED NEGATIVE DECLARATION

When approving a Mitigated Negative Declaration, the City will also adopt a mitigation monitoring or reporting program for those mitigation measures included in the Negative Declaration or made a condition of the Specific Plan's approval to avoid significant impacts.

10.3.3 ADOPTION OF THE SPECIFIC PLAN

In adopting the Specific Plan, the City Council will make findings that the project is consistent with the content requirements and City objectives as identified in City of Oakdale Ordinance No.1032. Assuming the Specific Plan is found to be adequate and consistent with City policy, the City Council will adopt the Bridle Ridge Specific Plan by Resolution.

10.3.4 NOTICE OF DETERMINATION

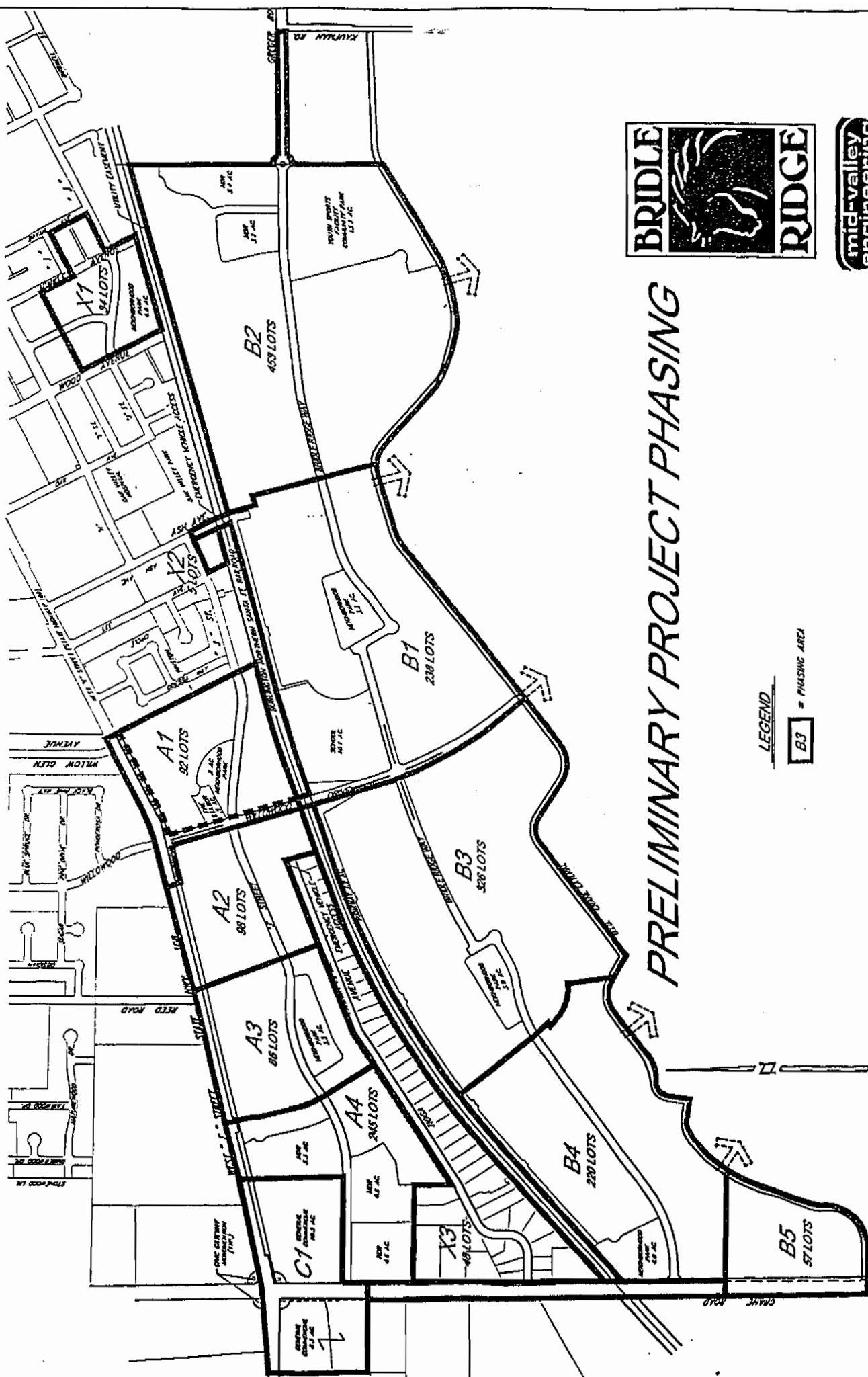
After deciding to certify the Environmental Document and adopt the Specific Plan, the City, must file a Notice of Determination. The Notice, which is intended to notify affected agencies of the City's decision, shall be filed with the Stanislaus County Clerk and with the State Office of Planning and Research.

10.3.5 PREZONING

Consistent with the City's Specific Plan Ordinance, the area will be prezoned to an SP-2 District. Adoption of the Specific Plan by the City Council will signify adoption of the SP-2 Zone District by the City. However, the SP-2 Zone District will only become effective following LAFCO approval and the City's acceptance of annexation (refer to Prezoning diagram in Figure 10.1).

10.3.6 ANNEXATION

The Bridle Ridge Specific Plan area is within the City's current Sphere Of Influence, but is outside the existing city limits. The City will be required to adopt a Resolution Of Annexation before filing an Application For Annexation with the Stanislaus County Local Agency Formation Commission. (LAFCO)



NOTE: THIS DRAWING IS DIAGNOSTIC TO
DEPCT POSSIBLE IMPROVEMENTS AND IS FOR
ILLUSTRATIVE PURPOSES ONLY. THIS DRAWING
IS NOT BINDING AND DOES NOT REPRESENT ANY
REQUIRED IMPROVEMENTS.



LAND PLANNING • ENGINEERING • SURVEYING

FIGURE 10.2

10.3.10 RESPONSIBILITIES FOR KEY IMPLEMENTING ACTIONS

The following table indicates the responsibilities for preparation of the documents discussed above:

Table 10.1 Bridle Ridge Specific Plan IMPLEMENTING RESPONSIBILITIES FOR KEY ACTIONS		
Key Implementing Actions	Preparation	Adoption
Negative Declaration	City	City
Notice of Determination	City	City
Specific Plan	Developer -	City
Rezoning	City	City
Annexation	City	LAFCO
Site Plans/Design Review	Developer	City
Tentative Maps	Developer	City
Public Improvement Plans	Developer	City
Final Subdivision Maps	Developer	City
Financing Plans	Developer	City

10.4 OTHER IMPLEMENTING ACTIONS

In addition to the foregoing key actions, the following actions will assist in Specific Plan preparation.

10.4.1 DEVELOPMENT AGREEMENTS

The City and the developers within the Bridle Ridge Plan Area may enter into a mutually-acceptable development agreement. Typically, such an agreement would be entered into before Final Maps are approved.

Such development agreements may set forth the roles that will govern the developments as they proceed through the approval process. Both the City and the project sponsors (developers) would commit themselves to proceed in accordance with the terms of the agreements. Under a development agreement, the City can agree to process future development applications in accordance with the Plans and laws in existence at the time of the agreements. In effect, the City promises not to change its planning or zoning laws applicable to these developments for a specified period of time. Thus, future land use decisions are not made according to the City's laws and policies in effect at that future time, but are made according to the known laws in effect, when the agreements were entered into.

10.3.7 TENTATIVE MAPS

The subdivision process in the Planning Area will be governed by the Subdivision Map Act, as well as City standards and procedures. Tentative maps must be substantially consistent with the Specific Plan. Given the size of the planning area, it is anticipated that tentative maps will be prepared from time to time for one (1) or more phases of development, rather than one tentative map for the entire area (see Figure 10.2).

10.3.8 PUBLIC IMPROVEMENT PLANS

The on-site and off-site public improvements necessary to serve the Southwest Oakdale planning area will be specifically designed at the appropriate time by the applicant developer. The applicant should prepare for City review and approval Public Improvement Plans, consisting of detailed engineering designs and documents for all utilities necessary to develop the land uses identified in the Specific Plan. These plans should include an infrastructure sequencing program that will allow orderly development throughout the Specific Plan area.

The sequencing program shall coordinate the installation of roads, sewer, water, drainage and other utilities that must be in place prior to specific levels of development being permitted.

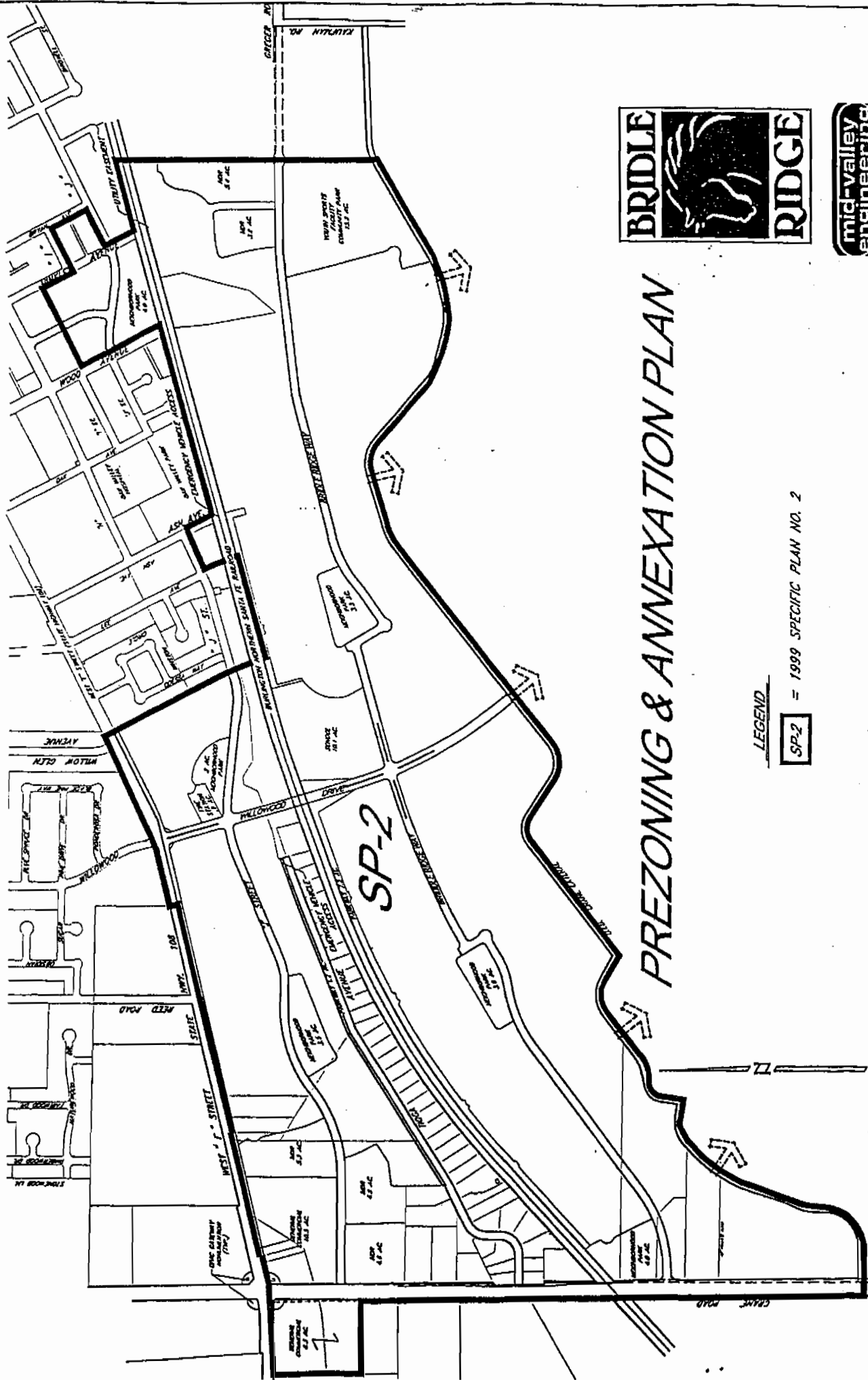
10.3.9 FINAL MAPS

When all issues associated with a particular Tentative Map are resolved, a corresponding Final Map will be filed and approved by the City, in keeping with City standards and procedures, and the Subdivision Map Act. Recordation of Final Maps is required prior to the sale of lots to new home buyers.

10.3.10 PROJECT PHASING PLAN

The preliminary phasing of the development of this Specific Plan is shown in Figure 10.2. The phasing proposal is conceptual in nature, having been formulated to be consistent with good planning principles and market conditions at the time of plan adoption. It is intended that project phasing will remain flexible enough to respond to changing conditions during the life of the project. Development will begin with either phase B1 and/or A1 which may occur concurrently. Subsequent phases will then occur in a consecutive manner provided adequate infrastructure is provided. Phase C1 may occur at any time during the project provided adequate infrastructure and street improvements have been provided. Phase X1, X2 and X3 cover areas that have previously developed within the County. No specific timeframe is assigned to these areas which could be developed at any time following annexation provided adequate infrastructure is provided. The order, timing and configurations of phases may be amended in the future subject to City approval.

[Specific Plan Errata as approved by City Council Resolution 99-10: 1/19/99]



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 200 N. JAVIER, SUITE 2 • MESA, AZ 85201 • PH: (480) 341-4041 • FAX: (480) 341-4042

FIGURE 10.1

PREZONING & ANNEXATION PLAN

LEGEND

SP-2 = 1999 SPECIFIC PLAN NO. 2

NOTE: THIS DRAWING IS DIAGNOSTIC TO
 IDENTIFY POSSIBLE PROBLEMS AND IS FOR
 PRELIMINARY DISCUSSION ONLY. IT
 IS NOT BINDING AND DOES NOT REPRESENT ANY
 REQUIRED IMPROVEMENTS.

RECORDED AT THE REQUEST OF AND
WHEN RECORDED PLEASE RETURN TO:

CITY CLERK
CITY OF OAKDALE
280 NORTH THIRD AVENUE
OAKDALE, CA 95361

LAW OFFICES OF MAYOL & BARRINGER
POST OFFICE BOX 3049
MODESTO, CA 95353
ATTENTION: JAMES D. MAYOL

DEVELOPMENT AGREEMENT BETWEEN CITY OF OAKDALE AND V.A.
RODDEN, INC., A CALIFORNIA CORPORATION, DONALD D. JACKSON
AND DOROTHY R. JACKSON, CO-TRUSTEES OF THE DONALD D.
JACKSON AND DOROTHY R. JACKSON FAMILY TRUST DATED
AUGUST 18, 1993 AND EDWARD RODDEN, AN INDIVIDUAL.

Table of Contents
Development Agreement

1. RECITALS	1
1.1 Code Authorization	1
1.2 Property Owner	1
1.3 Interest of Property Owners	2
1.4 Intent of Parties	2
1.5 Public Hearings	6
1.6 City Council Findings	7
1.7 Specific Plan	7
1.8 City Ordinance	7
2. DEFINITIONS	8
2.1 Agreement	8
2.2 Annexation	8
2.3 City	8
2.4 CEQA	8
2.5 Conditions of Approval	8
2.6 Effective Date	8
2.7 EIR	8
2.8 Vesting Tentative Maps	8
2.9 Final Maps	8
2.10 Master Tentative Large Lot Subdivision Map	9
2.11 Prior Approval	9
2.12 City Amendments	10
2.13 Planning Director	11
2.14 Project	11
2.15 Project Approvals	11
2.16 Property Owners	11
2.17 Real Properties	11
2.18 Reimbursement Agreement	12
2.19 Rules and Regulations	12
2.20 Subsequent Approvals	12
3. EXHIBITS AND RECITALS	12
3.1 Exhibits and Recitals Incorporated	12
4. GENERAL PROVISIONS	13
4.1 Real Properties Subject to the Agreement	13
4.2 Duration of Agreement	13
4.3 Assignment and Assumption	13
4.4 Recording	13
4.5 Amendment or Cancellation of Agreement	13
4.6 Cancellation by Mutual Agreement	14

Rudden DA July 2002

4.7 Amendment of Project Approvals	14
4.8 Binding Effect of Agreement	15
4.9 Notices	15
5. CONFLICTS OF LAW	16
5.1 Conflict of City and State or Federal Laws	16
5.2 Council Hearings.....	16
5.3 Cooperation on Securing Permits.....	16
5.4 Invalidity of Agreement/Severability	17
6. DEVELOPMENT OF THE REAL PROPERTIES	17
6.1 Applicable Law	17
6.2 Vested Right	18
6.3 Exception for Uniform Building Codes	18
6.4 Reservations or Dedications of Land for Public Purposes	19
6.5 Subsequent Enactments	19
6.6 Conditions of Approval	21
7. FEES, CREDITS, DEDICATIONS AND PUBLIC IMPROVEMENTS	22
7.1 Fees	22
7.1.1 Building and Grading Permits	23
7.2 Credits/Public Improvements	23
7.3 Condemnation by City	24
7.4 Parks, Open Space, Public Purposes and Dedications	25
7.5 Development Timing	25
7.6 Fees, Conditions and Dedications	25
7.7 Processing Fees	25
7.8 Police Power; Taxing Power	26
7.9 Design Review	26
7.10 Life of Subdivision Maps	27
7.11 Cooperation-Implementation	27
7.11.1 Processing	27
7.11.2 Other Governmental Permits and Fees	28
7.11.3 Third Party Legal Challenge	29
7.11.4 Annual Review	29
8. DEFAULT, REMEDIES AND TERMINATION	30
8.1 General Provisions	30
8.1.1 Option to Institute Legal Proceedings or to Terminate	31
8.1.2 Notice of Termination	31
8.1.3 Waiver	31
8.2 Default by Property Owners	32
8.2.1 Default by City	32
8.3 Enforced Delay, Extension of Time of Performance	32
8.4 Institution of Legal Action	32
8.5 Applicable Laws	33

9. MISCELLANEOUS PROVISIONS	33
9.1 Rules of Construction	33
9.2 Severability	33
9.3 Entire Agreement, Waivers, Amendments - Superseding	33
9.4 Project is a Private Undertaking	34
9.5 Attorneys' Fees	34
9.6 Reimbursement for Agreement Expense of City	34

Signature Page	35
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EXHIBIT A - Legal Description	
EXHIBIT B - Master Tentative Large Lot Subdivision Map	
EXHIBIT C - Sewer	
EXHIBIT D - Streets	
EXHIBIT E - Water	
EXHIBIT F - Drainage	
EXHIBIT G - Parks and Trails	
EXHIBIT H - Development Fees and Estimated Credit Summary	

THIS DEVELOPMENT AGREEMENT (hereinafter referred to as "Agreement") is made and entered into this 4th day of September, 2002, (the "Effective Date") by and between the CITY OF OAKDALE, a municipal corporation (hereinafter referred to as "City"), and V.A. RODDEN, INC., a California corporation, DONALD D. JACKSON AND DOROTHY R. JACKSON, CO-TRUSTEES OF THE DONALD D. JACKSON AND DOROTHY R. JACKSON FAMILY TRUST DATED AUGUST 18, 1993, AND EDWARD RODDEN, AN INDIVIDUAL (hereinafter collectively referred to as "Property Owners(s)" or "Developer").

1. RECITALS.

This Agreement is predicated upon the following facts:

1.1 Code Authorization. The City of Oakdale, a General Law city, is authorized pursuant to Article 2.5 of Chapter 4 of Title 7 of the Government Code, Sections 65864 through 65869.5, providing implementing legislation for the enactment of development agreements, to enter into binding development agreements with persons having a legal or equitable interest in real properties for the development of such properties in order to establish certainty in the development process.

1.2 Property Owners. Property Owners are the owners (as defined in section 2.16) of certain real properties located in the City of Oakdale, County of Stanislaus, California, more particularly described in Exhibit "A" (the "Subject Property") attached hereto and incorporated herein (the "Real Properties"). The Real Properties consist of approximately 282 acres of land within the Bridle Ridge Specific Plan of the City of Oakdale and/or within the City's 2015 General Plan area and Sphere of Influence.

1.3 Interest of Property Owners. Property Owners represent that they have an equitable or a legal interest in the Real Properties and that all other persons holding legal or equitable interests in the Real Properties are to be bound by the Agreement and have evidenced said consent by executing this Agreement in the appropriate place.

1.4 Intent of Parties. For the reasons recited herein, Property Owners and City have determined that the development of the Real Properties is a development project for which this Agreement is appropriate and that this Agreement:

a. will eliminate uncertainty in planning and provide for the orderly development of the Real Properties;

b. insure progressive installation of necessary improvements, by the Developer and/or the City, in such manner that the construction of infrastructure or actual residences by the Developer on the Real Properties, shall not be delayed by the lack of necessary improvements/public infrastructure, including but not limited to the availability of the Phase 2 Sewer Infrastructure (identified in Exhibit D hereto) on or before the time 760 building permits have been pulled within the entirety of the Specific Plan area.

c. provide for public services appropriate to the development of the Real Properties;

d. insure attainment of the maximum effective utilization of resources within the City at the least economic cost to its citizens;

e. achieve the goals and purpose of Section 10.5.5 of the Specific Plan which provides in pertinent part, that project phasing will remain flexible enough to respond to changing conditions during the life of the project.

(i) Sewer: As to the Phase 2 Sewer Infrastructure identified as such in Exhibit D, City agrees that it will use its best efforts to promptly select an engineer and cause improvement plans to be created. City further agrees that unless it or a third party has completed the construction of the Phase 2 Sewer Infrastructure as of the time 500 building permits have been pulled within the Specific Plan Area, that it shall have set aside a sum of money equal to the combined "Collection" and "Connection" fees of the City's Development Impact Fees (DIF) set forth in Exhibit "H" (which collectively equals \$1,530.00 per permit, multiplied by 500 = \$765,000.00). City further agrees that said sum should be made immediately available for reimbursement to the party constructing the Phase 2 Sewer Infrastructure to the reasonable satisfaction of the City. Developers agree they will forego credits for the sewer trunk line in Bridle Ridge Way in Exhibit "C" until the Phase 2 sewer infrastructure is complete and the costs for the infrastructure paid in full. In the event the actual cost of construction exceeds the amount specified for the Phase 2 Sewer Infrastructure in Exhibit "C" by more than ten percent (10%), the entire shortfall shall be available as a fee credit. At the option of the Developer, said entire shortfall shall be financed by an increase to the appropriate portion of the DIF, or through the formation of an area of benefit assessment district as provided in Chapter 31 Article IX of the City Code. City agrees to take all steps necessary to increase the DIF or to form an area of benefit assessment district, or take such other legislative action necessary to provide a mechanism whereby Developer is reimbursed for such amounts exceeding the cost specified for said Phase 2 Sewer Infrastructure. In the event the actual cost of construction is less than the amount specified in Exhibit C, Developer shall receive credit for that amount, as opposed to the credit set forth in Exhibit C. Notwithstanding the

foregoing, City agrees that it shall give due consideration to the transfer of available funds via a loan from other DIF categories for the purpose of funding construction of the Phase 2 Sewer Infrastructure. City understands and agrees that it is the intent of the Developer to utilize whatever option provides for the fastest reimbursement to the Developer.

(ii) Drainage Basins, Parks and Trails: Developer agrees that on or before the 200th building permit is issued in Phase B-1 of the Specific Plan, or such comparable Phase as is approved by the City pursuant to the filing of a final map, Developer shall have constructed the following improvements in Park #1 of the Project:

- a. site contour to accommodate the contributed dual use of the site as a park/storm detention area;
- b. curb, gutter, and sidewalk for the full perimeter of the site;
- c. irrigation per approved plans and specifications;
- d. seeded lawn;
- e. 40-15 gallon trees per acre; type to be determined by City.

The parties agree that no building permit in Phase B-2 shall be issued until the improvements set forth above have been completed in Park # 1.

The same improvements shall have been constructed in Park # 2 of the Project on or before the 200th building permit is issued in Phase B-3 of the Specific Plan, or such comparable Phase as is approved by the City pursuant to the filing of a final map. The parties agree that no building permit in Phase B-4 shall be issued until the improvements set forth above have been completed in Park # 2.

(iii) *Streets-Gregor/Bridle Ridge Way Extension:* Developer agrees that on or before the 328th Certificate of Occupancy is issued within the Subject Properties, or upon the partial closure of the Ash Avenue railroad under crossing as described below, whichever is earlier, Developer shall have constructed to City standards the roadway connecting Gregor/Bridle Ridge Way from its terminus in the Specific Plan Area to the existing Greger Ave. near Kaufman Road to provide a second vehicular access to the project. The parties further agree that on or before the 328th Certificate of Occupancy is issued within the Subject Properties, or two years from the date of execution of this Agreement, whichever is earlier, Developer shall have caused the Ash Avenue railroad under crossing to be closed to all through traffic, excepting there from pedestrian and limited emergency vehicle traffic. The pedestrian and limited emergency vehicle traffic shall be via an 8' X 8' box culvert designed and constructed in accordance with specifications to be provided by BNSF Railroad.

Notwithstanding the foregoing, the Parties agree that the City shall not be responsible for any delays in any development/construction of any infrastructure/improvements caused, prevented or delayed by Others, or caused, prevented or delayed by reason of war, insurrection, strikes, walkouts, riots, floods, earthquakes, fires, casualties, acts of God, governmental restrictions imposed or mandated by other governmental entities, enactment of conflicting state or federal laws or regulations, new or supplementary environmental regulations, litigation, or similar bases for excused performance. In such an event, the time for performance of the act by the City will be extended for a period equivalent to the period of delay, and performance of the act during the period of delay will be excused.

The Parties acknowledge that the entirety of the "financing strategy" for the timing, phasing and construction of public facilities infrastructure referenced in the Specific Plan was "Deferred to a Development Agreement," as part of the approval by the City of the Specific Plan. Thus, the Parties further acknowledge that, the Agreement and any Project Approvals allowed thereby shall be the sole vehicle whereby the timing, phasing, and construction of the entirety of the public facilities infrastructure and all other terms and conditions pertinent thereto shall be set forth, and agreed to by the Parties. In exchange for these benefits to the City, together with the public benefits provided by the development of the Real Properties, Property Owners desire to receive the assurance that they may proceed with development of the Real Properties in accordance with existing ordinances, in force and effect upon the Effective Date pursuant to the terms and conditions contained in this Agreement, based on the Project Approvals as defined in Section 2.15 of the Agreement. City acknowledges that development of the Real Properties is a large-scale undertaking, involving major investments by Property Owners, with development occurring in various phases over several years. Property Owners are unwilling to incur the required investment in development of the Project as hereinafter defined without binding assurances from the City of the continuity of vested rights to develop the Project in accordance with the fees and credits set forth herein, to proceed with the construction of infrastructure and actual residences on the Real Properties on the terms and conditions set forth herein. City, in turn, cannot be assured of realizing the benefits of the development of the Project without granting the binding assurances desired by the Property Owners.

1.5 Public Hearings. On July 10, 2002 (date), the Planning Commission of the City of Oakdale, after giving notice pursuant to Government Code Sections 65867, 65090 and 65091 held a public hearing on Property Owners' application for the Agreement. The City

Council of the City, after providing public notice as required by law, held public hearings on the Agreement on July 15, 2002 (date).

1.6 City Council Findings. In approving the Agreement, the City Council has made appropriate findings that the provisions of this Agreement and the Project are consistent with the Bridle Ridge Specific Plan, and City's General Plan, as well as all other applicable plans, policies and regulations of the City of Oakdale, and that the requirements of CEQA have been satisfied and any residential development and/or infrastructure pertinent thereto, that is consistent with the General Plan and the Specific Plan shall be exempt from further CEQA review provided there is no significant change proposed to the Specific Plan that would require further review, as defined by applicable law.

1.7 Specific Plan. Section 10.5.5 and Figure 10.2 of the Specific Plan sets forth a non-binding preliminary phasing schedule and approach to new development, with the goal of ensuring the availability of infrastructure (especially sewer treatment capacity) concurrent with new development. By this Agreement, the parties intend to fulfill the stated goal of the Specific Plan: to ensure the availability of such necessary infrastructure and, to create the sole vehicle whereby the timing, phasing, and construction of the entirety of the public facilities infrastructure and all other terms and conditions pertinent thereto shall be set forth, and reasonably agreed to by the Parties. The parties further agree, that as provided in Section 10.5.5, project phasing will remain flexible enough to respond to changing conditions during the life of the project.

1.8 City Ordinance. On August 5, 2002, the City Council of the City, following a duly noticed hearing adopted Ordinance No. 1091 (to be enacted), effective upon Sept 4 2002, approving the Agreement.

NOW THEREFORE, in consideration of the terms and provisions of this Agreement, the parties agree as follows:

2. DEFINITIONS.

Defined Terms: the following terms used in this Agreement shall have the following meanings:

- 2.1 "Agreement" means this Development Agreement.
- 2.2 "Annexation" shall have that meaning set forth in Recital 2.11(d) of this Agreement.
- 2.3 "City" means the City of Oakdale, California.
- 2.4 "CEQA" shall mean the California Environmental Quality Act.
- 2.5 "Conditions of Approval" means all conditions attached to the Project Approvals consistent with the Rules and Regulations, Applicable Law and this Agreement.
- 2.6 "Effective Date" means the day and year first above written, as authorized by Ordinance No. 1091 of the City of Oakdale.
- 2.7 "EIR" shall mean all environmental analysis done for this Project, including but not limited to the Certification of the Negative Mitigated Declaration /Environmental Determination Plan adopted and certified by City of Oakdale City Council Resolution No. 99-10 approved January 16, 1999, and amended February 16, 1999.
- 2.8 "Vesting Tentative Maps" shall mean the various phased vesting tentative subdivision maps, which may hereafter be filed for record for each respective phase of development of the Project.
- 2.9 "Final Maps" shall mean the various, phased final subdivision maps, which may hereafter be filed for record for each respective phase of development of the Project.

2.10 "Master Tentative Large Lot Subdivision Map" means a subdivision map whereby the Real Properties will be divided into large multi-acre lots, suitable for sale to individual builders. Individual residential lots will not be created by such a map but the zoning for certain residential product types will be designated for each large lot contained therein. A draft of a proposed Master Tentative Large Lot Subdivision Map is attached hereto as Exhibit B and incorporated herein by this reference. No portion of any of the multi-acre parcels created by any Master Tentative Large Lot Subdivision Map shall be eligible for building permits until approval and recordation of a final subdivision map for all or a portion of that specific multi-acre parcel. It is anticipated by Property Owners that the purchaser of any such multi-acre parcel(s) will ultimately be responsible for further subdividing and creating Vesting Tentative and/or Final Map(s) for the same.

2.11 "Prior Approvals" means those Project Approvals, which have been previously obtained by Property Owners, including but not limited to:

- a. City of Oakdale City Council Resolution No. 99-10 approved January 16, 1999, and amended February 16, 1999, and each specific item approved thereby;
- b. City of Oakdale Ordinance No. 1052 Amending the City of Oakdale Zoning Map to Designate Approximately 530 Acre Specific Plan Area as SF-2 (Bridle Ridge);
- c. City of Oakdale City Council Resolution No. 99-71 adopted July 6, 1999, Ordering the Bridle Ridge Reorganization to the City of Oakdale;
- d. Approval of annexation of the Real Properties (the "Annexation") to the City by action of the Local Agency Formation Committee of Stanislaus County (LAFCO) pursuant to Resolution No. 99-06 May 26, 1999, and subsequently consented to by the City pursuant to all requirements of law.

2.12. "City Amendments" means an amendment to the City's Development Impact Fees (DIF) adopting a fee schedule consistent with the fee credits to be provided to Property Owners pursuant to this Agreement in exchange for constructing those Public Improvements for "Streets," "Sewer," "Water," and "Drainage Basins, Parks and Trails," as set forth respectively in Exhibits "C," "D," "E," "F" and "G" attached hereto, which shall have been obtained by the City prior to or contemporaneous with the execution of this Agreement. By executing this Agreement, the City represents it has reviewed and approved the Public Improvement project list for the Subject Property obtained from the DIF which have been further defined and depicted in Exhibits "C," "D," "E," "F," and "G," and the cost estimates for the same set forth therein. In the event any question of interpretation arises as to the nature and scope of the construction of any specific Public Improvement set forth in Exhibits "C," "D," "E," "F," and "G," the terms of this Agreement shall prevail. Attached hereto as Exhibit "G" and incorporated herein by this reference is the "DIF, as amended," to be consistent with the City Amendments pertaining specifically to the Public Improvements, which, are part of this Agreement.

A summary of the entirety of the infrastructure project categories and fee credits earned by the construction of the same is attached hereto as Exhibit "H." The parties further agree that any infrastructure required in order to meet City standards in effect at the time of the execution of this Agreement but which were not included as a result of inadvertence, or added as a result of information gained from more precise engineering, shall be included in this Agreement and required to be constructed. In the event Developer is required to construct the same, it shall be entitled to a fee credit for the cost of construction. At the option of the Developer, the cost of construction for that item shall be financed by an increase to the appropriate portion of the DIF, or through the formation of an area of benefit assessment district

as provided in Chapter 31 Article IX of the City Code. City agrees to take all steps necessary to increase the DIF or to form an area of benefit assessment district, or take such other legislative action necessary to provide a mechanism whereby Developer is reimbursed for such amounts exceeding the cost specified herein for the particular item. City understands and agrees that it is the intent of the Developer to utilize whatever option provides for the fastest reimbursement to the Developer. Notwithstanding the foregoing, City agrees that it shall give due consideration to the transfer of available funds via a loan from other DIF categories for the purpose of funding construction of any item for which there is a shortfall.

2.13 "Planning Director" means the planning director of the City, or such person as the City Administrator shall designate to act as such for purposes of this Agreement.

2.14 "Project" is the project for development of the Real Property as represented by the Prior Approvals as noted in Section 2.11 hereof, as they may be amended from time to time.

2.15 "Project Approvals" means all land use and building approvals, permits and entitlements granted by the City including, without limitation, Prior Approvals, Subsequent Approvals, City Amendments and Conditions of Approval.

2.16 "Property Owners" means the person, persons or entity having a legal or equitable interest in the Real Properties as described in Exhibit A and includes the Property Owners' successors in interest.

2.17 "Real Properties" means those real properties owned by the Property Owners located in Oakdale, California, consisting of approximately 282 acres of land and more particularly described in Exhibit A.

2.18 "Reimbursement Agreement" means that certain Reimbursement Agreement for Bridle Ridge Specific Plan /Annexation costs in the approximate sum of \$700 per acre as more particularly defined in Resolution No. 2001-03, adopted January 16, 2001.

2.19 "Rules and Regulations" means the rules, regulations, ordinances, laws, general or specific plans, zoning, and official policies governing development, design, density and intensity of permitted uses, growth management, environmental review, construction and building standards and design criteria relating to development of real properties within the City, and in effect on the Effective Date of this Agreement.

2.20 "Subsequent Approvals" means any subsequent land use or development permit or entitlement applied for by the Property Owners or its successors in interest with respect to development of the Real Properties, which require the exercise of legislative or administrative discretion on the part of the City. Said subsequent approvals shall be reviewed by the City and if approved, shall be consistent with this Agreement, the Rules and Regulations, Ordinances, General and Specific Plan provisions in effect upon the Effective Date. Subsequent approvals shall include but not be limited to the following:

a. Master Tentative Large Lot Subdivision Maps, Vesting Tentative and/or Final Maps, which may include all or a part of the portions of the Real Properties identified in the Specific Plan;

b. Use permits;

c. Building Permits;

d. Any other approvals as may be necessary for the development of the Project.

3. EXHIBITS AND RECITALS.

3.1 Exhibits and Recitals Incorporated. The Recitals set out in Section 1 hereof and the Exhibits referred to in this Agreement, are incorporated herein as though set forth in full.

4. GENERAL PROVISIONS.

4.1 Real Properties Subject to the Agreement. This Agreement applies to and governs the development of the Real Properties as described in Exhibit A.

4.2 Duration of Agreement. The term of this Agreement shall commence upon the Effective Date hereof and shall expire on September 4, 2017, unless extended by mutual agreement of the parties in writing. Expiration of the Agreement shall not affect any rights of Property Owners arising from entitlements for the Projects approved or granted by the City prior to, concurrently with, or subsequent to the approval of this Agreement.

4.3 Assignment and Assumption. Developer shall have the right to sell, assign, or transfer this Agreement with all their rights, title and interests therein to any person, firm or corporation at any time during the term of this Agreement. The conditions and covenants set forth in this Agreement and incorporated herein by exhibits shall run with the land and the benefits and burdens shall bind and inure to the benefit of the parties. Developer shall provide City with written notice of any intent to sell, assign, or transfer all or a portion of the Subject Property at least thirty (30) days in advance of such action. Express written assumption by such purchaser, assignee or transferee, of the obligations and other terms and conditions of this Agreement with respect to the Subject Property or such portion thereof sold, assigned or transferred, shall relieve the Developer selling, expressly assumed. The form of the Assumption Agreement is attached hereto and incorporated herein by this reference.

4.4 Recording. This Agreement and all Amendments thereto, including Administrative Amendments, shall be recorded in the official Records.

4.5 Amendment or Cancellation of Agreement. Except as provided under Section 7.11.4 hereof relating to the City's annual review and Section 9 hereof, this Agreement

may be cancelled, modified or amended only by mutual written consent of the parties, in accordance with Government Code Sections 65867, 65867.5 and 65868.

4.6 Cancellation by Mutual Agreement: This Agreement may be canceled at any time by mutual written consent of all parties.

4.7 Amendment of Project Approvals. Upon the written request of Property Owners for a minor amendment or modification to any of the Project Approvals including, but not limited to, (a) the location of buildings, streets and roadways and other physical facilities, or (b) the configuration of the parcels, lots or development areas, the Planning Director shall determine whether the requested amendment or modification is consistent with this Agreement, the General Plan and Specific Plan and applicable provisions of the City Zoning and Subdivision ordinances in effect as of the Effective Date. For purposes of this Agreement, the determination of whether such amendment is minor shall be made by reference to whether such amendment or modification is minor in the context of the overall Projects. If the Planning Director finds that the proposed amendment is both minor and consistent with this Agreement, the General Plan and Specific Plan, and the applicable provisions of the City zoning and subdivision ordinances, the Planning Director may approve the proposed amendment without notice and public hearing. For purposes of this Agreement and notwithstanding any City ordinance or resolution to the contrary, lot line adjustments, minor variances as to density, relocation of densities which do not materially alter the overall density of the Real Properties as presently set forth in the Specific Plan and as contemplated in Exhibit B, bulk, height, lot coverage, and building setbacks and any related entitlements, design review approval shall be deemed minor amendments or modifications.

4.8 Binding Effect of Agreement. The provisions of this Agreement shall constitute covenants or servitudes, which shall run with the land comprising the Real Properties, and the burdens and benefits hereof shall inure to the benefit of the City and all estates and interests in the Real Properties and all successors in interest of the parties hereto.

4.9 Notices. All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or sent by certified mail, postage prepaid. Notices to the City shall be addressed as follows:

Bruce Bannerman
City Administrator
City of Oakdale
280 N. Third Avenue
Oakdale, CA 95361

Thomas N. Hallinan, Esq.
City Attorney
Bush, Ackley, Milich & Hallinan
366 West "F" Street
Oakdale, CA 95361

Steve Hallam
Planning Director
City of Oakdale
455 S. 5th Avenue
Oakdale, CA 95361

Notices to Property Owners shall be addressed as follows:

V. A. Rodden, Inc.
P. O. Box 485
Oakdale, CA 95361

Donald D. Jackson and
Dorothy R. Jackson, Co-Trustees
of the Donald D. Jackson and
Dorothy R. Jackson Family Trust
P. O. Box 485
Oakdale, CA 95361

Edward Rodden
1488 S. Walnut Springs Place

Green Valley, AZ 85614

A party may change its address by giving notice in writing to the other party in the manner provided above. Thereafter, notices, demands and other correspondence pertinent to this Agreement shall be addressed and transmitted to the new address.

5. CONFLICTS OF LAW.

5.1 Conflict of City and State or Federal Laws. In the event that state or federal laws or regulations enacted after the Effective Date of this Agreement prevent or preclude compliance with one or more provisions of this Agreement or require changes in plans, maps or permits approved by the City, each party shall provide the other party with written notice of such state or federal restriction, a copy of such regulation or policy and a statement concerning the conflict with the provisions of this Agreement. The parties shall, within thirty (30) days, meet and confer in good faith in a reasonable attempt to modify this Agreement to comply with such federal or state law or regulation.

5.2 Council Hearings. After the parties have met and conferred pursuant to Section 5.1 hereof, regardless of whether the parties have reached an agreement on the effect of the change in the federal or state law or regulation upon this Agreement, the matter shall be scheduled for hearing before the Council. Written notice of such hearing shall be given, pursuant to Government Code Section 65867 or then applicable statute. The Council, at such hearing, shall determine the exact modification or suspension necessitated by such federal or state law or regulation. Property Owners, at the hearing, shall have the right to offer oral and written testimony.

5.3 Cooperation on Securing Permits. The City shall cooperate with the Property Owners in the securing of any permits, which may be required as a result of modifications, amendments, or suspensions made pursuant to Section 5.1 hereof.

5.4 Invalidity of Agreement/Severability. If this Agreement in its entirety is determined by a court to be invalid or unenforceable, this Agreement shall automatically terminate as of the date of final entry of judgment. If any provision of this Agreement shall be determined by a court to be invalid and unenforceable, or if any provision of this Agreement is rendered invalid or unenforceable according to the terms of any statute of the State of California which became effective after the effective date of the adopting ordinance, and either party in good faith determines such provisions are material to its entering into this Agreement, that party may elect to terminate this Agreement as to all of its obligations remaining unperformed.

6. DEVELOPMENT OF THE REAL PROPERTIES.

6.1 Applicable Law.

a. As used in this Agreement regarding the Residential Property, the "Applicable Law of the Project" or "Applicable Law" shall mean and include all of the following, which are in effect upon the Effective Date:

- (i) City General Plan;
- (ii) Bridle Ridge Specific Plan;
- (iii) City Zoning Ordinance;
- (iv) Design Review Regulations;
- (v) The terms and conditions of this Agreement;
- (vi) The terms and conditions of the Project Approvals;
- (vii) All other Rules and Regulations of the City (whether the Laws be enacted by the City Council, the City Planning Commission, or the voters on the City of Oakdale) in effect on the Effective Date (the "Laws"), including, without limitation, the laws that related to or specify any one or more of the following:
the permitted uses of land or improvements; the density or intensity of use; the

rental rates or vacancy rates or conversion controls regarding rental properties; labor rules and rates; and building and uniform code standards for construction and occupancy (subject to the exception in Section 6.3) of this Agreement.

(viii) Notwithstanding the foregoing subparagraph (iv), nothing in this Agreement and/or the Applicable Law, whether now in existence or arising in the future, shall be interpreted to provide for or result in any annual (or other) limit, moratorium, or other limitation upon the number of, or phasing or pacing of, units which may be constructed on, or building permits which may be obtained for lots in the Real Properties, the processing or approval of any vesting tentative or final map(s), or any other land use entitlements, approvals, or permits, or the rate, timing, or sequencing thereof, during the term of this Agreement; and

(ix) All other Rules and Regulations in effect at the time of development of the portion of the Project to which they apply, to the extent that they do not conflict with any of the items listed in subparagraphs (i) through (v) of this Section 6.1(a) of this Agreement.

6.2 Vested Right. Developer shall have the vested right to develop the Real Properties in accordance with the Applicable Law of the Project, and to otherwise rely on the rights, benefits, entitlements as provided for in this Agreement, including but not limited to as set forth in Section 1.4 above.

6.3 Exception for Uniform Building Codes. The provisions of Section 7.1 shall not govern the application of the Uniform Building Code and other uniform construction codes relating to construction of the Project, provided that: (i) such uniform codes shall apply to the Real Properties only to the extent that the applicable code (and the applicable version or revision

of the code) is adopted by City and is in effect on a citywide basis; (ii) such uniform codes shall be interpreted and applied to construction upon the Real Properties in a reasonable manner consistent with the express provisions and limits on the particular uniform code provision(s) adopted by City; and (iii) provisions of such uniform codes shall be interpreted and applied to the Real Properties in a manner consistent with the generally prevailing interpretation of such provision(s) under the State Building Standards Code

6.4 Reservations or Dedications of Land for Public Purposes. Portions of the Real Properties are to be reserved or dedicated by the Property Owners as shown in Exhibits C, D, E, and F. Such reservations and dedications are to be imposed in accordance with the Laws in effect upon the Effective Date of this Agreement, and otherwise shall be made in accordance with the Subdivision Map Act and such Conditions of Approval to any Vesting Tentative Map(s) and/or Final Map(s), and at the time required by the Subdivision Map Act and such Conditions of Approval.

6.5 Subsequent Enactments.

a. This Agreement shall not preclude the City, in subsequent actions applicable to the Real Properties from applying new Rules and Regulations, which do not conflict with the Applicable Law or any provisions of this Agreement. However, any action or proceeding of the City that has any of the following effects shall be considered in conflict with this Agreement and the Applicable Law of the Project:

- (i) limiting or reducing the intensity or density of all or any part of the Real Properties, or otherwise requiring any reduction on the square footage or total number of proposed homes, buildings or other improvements;

(ii) limiting or restricting the development timing or phasing or pace of the development of the Real Properties in any manner;

(iii) limiting the location of building sites, buildings, grading, or other improvements on the Real Properties in a manner which is inconsistent with or more restrictive than the limitations included in this Agreement;

(iv) applying to the Real Properties any law, regulation, or rule otherwise allowed by this Agreement which is not uniformly applied on a Citywide basis to all substantially similar types of development projects in the City; or

(v) applying to the Real Properties a moratorium or other limitation affecting the processing or approval of subdivision maps, building permits or any other land use entitlements, approvals or permits, or the rate, timing or sequencing thereof;

(vi) applying to the Real Properties rent, vacancy or conversion controls, regulations and/or policies not in effect on the Effective Date; or

(vii) applying to the Real Properties "prevailing wage," "union shop," or other labor regulations or policies not in effect on the Effective Date, except those required by State or Federal laws and regulations.

b. The above list of actions is not intended to be comprehensive, but is illustrative of the types of actions that would conflict with this Agreement and the Applicable Law of the Project.

c. All City actions in applying any allowable new Rules and Regulations purportedly affecting the Real Properties must be consistent with this Agreement. If City

denies any Subsequent Approval for the Real Properties on the basis that it does not comply with a new Rule and Regulation, such denial must be consistent with this Agreement and the Applicable Law of the Project, and City must specify in writing when making such denial the modification or changes which are required to obtain approval. Any such specified modifications must comply with this subsection, and City shall approve any subsequently submitted Subsequent Approval, which complies with the specified modifications. City and Developer shall, with due diligence and in good faith, cooperate to interpret any new Rules and Regulations in a manner which provides for the issuance of Subsequent Approvals, and shall cooperate to require modifications to Subsequent Approvals consistent with this Agreement and the Applicable Law of the Project whenever reasonable and/or possible, rather than City denying applications for Subsequent Approvals. Any denial of any application for any Subsequent Approval which is based upon a Rule and Regulation, or any other factor which conflicts with this Agreement shall be null and void.

d. The City shall enforce the Reimbursement Agreement, which shall remain in full force and effect, notwithstanding the approval of this Agreement.

6.6 Conditions of Approval. Due to the size and scope of the proposed project, the development and improvements of the Real Properties may be completed in phases over the term of this Agreement. The Developer may prepare, a Master Tentative Large Lot Subdivision Map, Vesting Tentative Parcel Maps and/or Final Map(s) for the entirety and/or a portion(s) of the Real Properties. The Conditions of Approval that may be placed on such maps, or other entitlement, permit, or approval for such maps (collectively referred to herein as the "Phased Maps") shall be governed by this Agreement. This Agreement shall impose no greater or earlier duty of performance on Developer than the Conditions of Approval, which may be attached to

any of the foregoing maps. The Parties agree that, it is in the Conditions of Approval for any Vesting Tentative Map and/or Final Map where the timing and extent of required Public Improvements shall be set forth. The parties further agree that, as provided in Section 10.5.5 of the Specific Plan, it is intended that the project phasing will remain flexible enough to respond to changing conditions during the life of the project. Any such maps, or amendments thereto, that are consistent with the Specific Plan and this Agreement shall be processed in accordance with Applicable Law.

7. FEES, CREDITS, DEDICATIONS AND PUBLIC IMPROVEMENTS.

7.1 Fees. The DIF schedule (Exhibit H) shall constitute the entirety of City's fees applicable to the Project for the term of this Agreement (subject to adjustment for inflation as provided in the DIF and except as otherwise provided in this Section 7). Developer shall pay such DIF fees at the time of obtaining individual building permits, except to the extent any such fee is offset via a credit provided by City to Developer as set forth in Section 7.2 below, or is otherwise amended as provided in this Agreement. The Parties agree that in the event of a transfer of all or a portion of the Real Properties to a third party(ies), Property Owners may retain the right to receive fee credits in the form of a cash reimbursement from the City, so long as the purchasing third party(ies) transferee(s) agree to pay the entirety of the DIF without the credits provided for in this Agreement. City shall pay said cash reimbursements to Property Owners no less than quarterly provided that improvements for which credits may be due have been constructed at developers expense and accepted by City. Property Owners/Developer may retain the right to cash reimbursement for such fee credits by providing City written notice of its intent to do so for any portion of the Real Properties and so long as such specific improvements are completed to the reasonable satisfaction of the City by Property Owners/Developers. Property

Owners shall hold City harmless from any third party claim for fee credits on any portion of the Real Properties.

7.1.1 Building and Grading Permits. Upon application by Developer and payment of proper processing fees in accordance with the provisions governing such fees contained herein, including the application of credits in lieu of said fees as provided in Section 7.2 below, City shall issue building permits to Developer consistent with the Project Approvals and this Agreement, as they may be amended. In addition, upon application by Developer, City shall issue to Developer site clearance permits, rough and final grading permits, demolition permits, and other permits required for grading operations consistent with this Agreement.

7.2 Credits/Public Improvements. In lieu of paying the entirety of the applicable DIF, City shall provide to Developer, as an offset against said DIF, the credits set forth in Exhibits "C," "D," "E," "F," and "G," in consideration of Developer constructing those certain Public Improvements also set forth in Exhibits "C," "D," "E," "F," and "G". By this Agreement, the Developer is entitled to proceed with the development of the Real Properties in accordance with the rights, obligations and assurances of both the Developer and the City as defined in Section 1.4 above, in accordance with the Applicable Law of the Project and otherwise on the terms and conditions set forth herein.

In the event the actual cost of construction exceeds the amount specified herein for the particular item by more than ten percent (10%), said shortfall shall be financed in whole or part by the formation of an area of benefit assessment district as provided in Chapter 31 Article IX of the City Code subject to the legal limitations on any such procedure. City agrees to take all steps necessary to form an area of benefit assessment district, or take such other legislative action

necessary to provide a mechanism whereby Developer is reimbursed for such amounts exceeding the cost specified herein for the particular item. Notwithstanding the foregoing, City agrees that it shall give due consideration to the transfer of available funds via a loan from other DIF categories for the purpose of funding construction of any item for which there is a shortfall.

The parties further agree that any infrastructure required in order to meet City standards in effect at the time of the execution of this Agreement but which were not included as a result of inadvertence, or added as a result of information gained from more precise engineering, shall be included in this Agreement and required to be constructed. In the event Developer is required to construct the same, it shall be entitled to a fee credit for the cost of construction. At the option of the Developer, the cost of construction for that item shall be financed by an increase to the appropriate portion of the DIF, or through the formation of an area of benefit assessment district as provided in Chapter 31 Article IX of the City Code. City agrees to take all steps necessary to increase the DIF or to form an area of benefit assessment district, or take such other legislative action necessary to provide a mechanism whereby Developer is reimbursed for such amounts exceeding the cost specified herein for the particular item. Notwithstanding the foregoing, City agrees that it shall give due consideration to the transfer of available funds from other DIF categories for the purpose of funding construction of any item for which there is a shortfall. City understands and agrees that it is the intent of the Developer to utilize whatever option provides for the fastest reimbursement to the Developer.

7.3 Condemnation by City. Condemnation of any real property(ies) upon which any of the Public Improvements are to be located shall be occur in accordance with the Subdivision Map Act of the State of California and other applicable law. Reimbursement to the Developer

for any portion of its real property(ies) required to be dedicated for Public Improvement(s) shall be in such amount as set forth in the DIF for such item(s).

7.4 Parks, Open Space, Public Purposes and Dedications. Within sixty (60) days of a written request by the City, Developer shall dedicate portions of the Real Properties required for parks, open space and/or such other public purposes and otherwise pursuant to the terms and conditions set forth in Section 6.4 above. In exchange for such dedications, Developer shall receive such credits against the DIF, as are set forth in Exhibits "C," "D," "E," "F" and "G" and summarized in Exhibit I.

7.5 Development Timing. To the extent that the Project may or will be developed in phases, Developer shall not be required to initiate or complete development of any particular phase of the Real Properties within any period of time except as provided in the Conditions of Approval. By entering this Agreement, Developer shall not be obligated to build any structures, make any improvements or otherwise develop the Real Property; provided, however, that Developer must comply with all applicable terms of this Agreement if Developer builds any structures, makes any improvements, or otherwise develops the Real Property.

7.6 Fees, Conditions and Dedications. Property Owners shall make only those dedications, comply with only those conditions, and pay only those fees expressly prescribed in this Agreement or in force and applicable to the Projects as of the Effective Date of this Agreement subject to Section 7.7 below.

7.7 Processing Fees. Other than the fees and corresponding credits agreed to pursuant to this Agreement and the DIF, the City may only charge the processing fees for land use approvals, building permits and other similar permits and entitlements customarily applied to similar projects.

7.8 Police Power, Taxing Power. The City shall not otherwise impose or enact any additional conditions, exactions, dedications, fees or regulations, through the exercise of either the police power or the taxing power, related to the development of the Projects which are not in existence at the time of the Effective Date of this Agreement and as expressly permitted by this Agreement; provided, however, that the City may impose additional fees, dedications or exactions that are directly imposed by another governmental agency. The conditions, exactions, dedications, fees or regulations applicable to the Projects as provided in the Project Approvals, or as provided in this Agreement, shall not be subject to modification or renegotiation by City as a result of an amendment to any of the Project Approvals or of this Agreement, or as a result of the filing of any new subdivision map or parcel map, or any resubdivision of the properties (including a merger or lot line adjustment or the creation of new lots within a designated remainder parcel); provided, however, that if the new map or resubdivision of the properties increases the density of the Projects the City may impose additional fees on the new units added by the new map or re-subdivision to address impacts of the additional density and to adjust for effect of excess credits given on earlier homes. This may result in a surcharge on subsequent homes.

7.9 Design Review. To the extent that City has not previously approved final design details of a structure or improvement to be developed on the Real Properties as part of the Project, the Planning Director, on behalf of the City may consider and approve such design details prior to issuance of a building permit for such structure or improvement. All City actions in approving, denying, or modifying such design details must be reasonable and consistent with this Agreement. If City denies any design review for a structure or improvement that is part of the Real Properties, City will use its best efforts, within ten (10) days of such denial, to specify in

writing the modifications which are required to obtain design review approval. Any such specified modifications must comply with this section, and City shall approve any design details, which are subsequently submitted for City review and which comply with such specified modifications. City and Developer shall, with due diligence and in good faith, cooperate to obtain and issue design review approvals, and shall cooperate to require modifications rather than denying design review applications whenever reasonably possible.

7.10 Life of Subdivision Maps. Pursuant to Government Code Section 66452.6(a), the term of any Vesting Tentative Large Lot Subdivision Map, Vesting Tentative Map, or Final Map, or any resubdivision or amendment to any such maps (including any lot line adjustment or merger of lots within the properties) filed concurrent with or subsequent to the Effective Date of this Agreement shall automatically be extended for the term of this Agreement.

7.11 Cooperation-Implementation.

7.11.1 Processing. If necessary or required, upon satisfactory completion by Property Owners of all required preliminary actions and payments of appropriate processing fees, if any, City shall promptly commence and diligently proceed to complete all steps required or necessary for the implementation of this Agreement and the development by Property Owners of the real Properties in accordance with the Project Approvals, including, but not limited to, the following:

(a) Scheduling, convening and concluding all required public hearings consistent with applicable laws and regulations in force as of the Effective Date.

(b) Processing and approval in an expeditious manner, all maps, improvement plans, annexation requests, land use permits, building plans and specifications and other plans relating to the development of the Real Properties filed by

Property Owners, including, but not limited to, all zoning, Master Tentative Large Lot Subdivision Map, Vesting Tentative Maps, Final Maps, resubdivisions, amendments to maps, subdivision improvement agreements, lot line adjustments, encroachments, grading and building permits, associated zoning actions and related matters as necessary for the completion of the development of all lots and parcels comprising the Project.

Property Owners shall, in a timely manner, provide the City with all documents, applications, plans and other information necessary for the City to carry out its obligations hereunder and shall cause Property Owners' planners, engineers, and all other consultants to submit in a timely manner all required materials and documents therefor. It is the express intent of the parties to cooperate and diligently work to implement any zoning, or other land use, grading or building permits or approvals which are necessary or desirable in connection with the development of the Projects in substantial conformance with the Project Approvals (as they may be amended from time to time pursuant to the terms of this Agreement). If mutually agreed, and if paid for by Property Owners, City will engage outside consultants of its choice if necessary in order to comply with this section, at Developer's expense. The City hereby agrees that it will accept from Property Owners for processing and review all development applications for development permits or other entitlements for the use of the Real Properties in accordance with this Agreement, provided that said applications are submitted in accordance with the City rules and regulations.

7.11.2 Other Governmental Permits and Fees In addition, Property Owners shall apply in a timely manner for such other permits and approvals as may be required by other governmental or quasi-governmental agencies, including, without limitation, districts and special districts providing flood control, sewer and fire protections, having jurisdiction over the Projects.

in connection with the development of, or provision of services to, the Projects. City shall cooperate with Property Owners in its efforts to obtain such permits and approvals and shall, from time to time at the request of Property Owners, attempt with due diligence and in good faith to enter into binding agreements with any such entity necessary to assure the availability of such permits and approvals or services, provided such agreements are reasonable and not detrimental to City. City shall use its best efforts to work with other governmental and quasi-governmental agencies so as to limit to the extent possible the imposition of additional fees, dedications or exactions by or through such agencies.

- 7.11.3 Third Party Legal Challenge. In the event any legal action or special proceeding is commenced by any person or entity other than a party or a Landowner, challenging this Agreement or any provision herein, the parties and any Landowner agree to cooperate with each other in good faith to defend said lawsuit, each party and any Landowners to be liable for its own legal expenses and costs. Notwithstanding the foregoing, City may elect to tender the defense of any lawsuit filed by a third person or entity to Developer and/or Landowner(s) to the extent applicable thereto, and, in such event, Developer and/or such Landowner(s) shall hold the City harmless from and defend the City from all costs and expenses incurred in the defense of such lawsuit, including but not limited to, attorneys' fees and expenses of litigation awarded to the prevailing party or parties in such litigation. The Developer and/or Landowner(s) shall not settle any lawsuit on grounds which include, but are not limited to, non-monetary relief, without the consent of the City. The City shall act in good faith, and shall not unreasonably withhold consent to settle.

7.11.4 Annual Review. Each year during the term of this Agreement beginning in 2002, the City shall at the first City Council meeting in October, review the extent of good

faith compliance by Property Owners with the terms of this Agreement. Such periodic review shall be limited in scope to compliance with the terms of this Agreement pursuant to Government Code Section 65865.1.

At such review meeting, Property Owners shall be required to demonstrate good faith compliance with the terms of this Agreement pursuant to Government Code Section 65865.1. At the conclusion of such meeting, City shall make written findings and determinations, on the basis of substantial evidence, as to whether or not Property Owners or their successor(s)-in-interest have complied in good faith with the terms and conditions of this Agreement. If City finds and determines that Property Owners have not complied with such terms and conditions, City may terminate or modify this Agreement by giving notice of its intention to do so in the manner set forth in Government Code Sections 65867 and 65868. In the manner prescribed herein, the City shall deposit in the mail to Property Owners a copy of all public staff reports, documents and related exhibits concerning Property Owners' performance hereunder at least ten (10) days prior to any such periodic review. Property Owners shall be permitted an opportunity to respond to the City's evaluation of its performance, whether orally at a public hearing or in a written statement, at Property Owners' election. Such response shall be made to the City Council.

8. DEFAULT, REMEDIES AND TERMINATION.

8.1 General Provisions. In the event of default or breach of this Agreement or any of its terms and conditions, the party alleging such default or breach shall give the breaching party not less than sixty (60) days Notice of Default in writing, unless the parties extend such time by mutual consent in writing. The time of notice shall be measured from the date of certified mailing. The notice of default shall specify the nature of the alleged default, and, where appropriate, the manner and period of time in which said default may be satisfactorily cured. If the nature of the alleged default is such that it cannot reasonably be cured within such 30-day

period, the commencement of the cure within such time period and the diligent prosecution to completion of the cure shall be deemed a cure within such period. During any period of curing, the party charged shall not be considered in default for the purposes of termination of institution of legal proceedings. If the default is cured, then no default shall exist and the noticing party shall take no further action. During said sixty- (60) day period, the Parties agree to meet and confer and negotiate in good faith on at least two occasions in an attempt to resolve any such dispute. Such meetings shall each be of at least four (4) hours in length, or lesser if both sides agree. The City Administrator shall be present and in charge on behalf of the City.

8.1.1 Option to Institute Legal Proceedings or to Terminate. After proper notice, the expiration of said cure period, and after having participated in both of the aforementioned negotiating sessions, the noticing party to this Agreement, at its option, may institute legal proceedings or give notice of intent to terminate this Agreement pursuant to Government Code Section 65868. Following notice of intent to terminate, the matter shall then be scheduled for consideration and review by the City Council, within thirty (30) days, in the manner set forth in Government Code Section 65867 and 65868, as amended.

8.1.2 Notice of Termination. Following consideration of the evidence presented before the City Council, either party alleging a default by the other party may, at its option, give written notice of termination of this Agreement to the other party by certified mail. Written notice of termination of this Agreement shall be effective immediately upon certified mailing to the defaulting party.

8.1.3 Waiver. Failure or delay in giving notice of default pursuant to this section shall not constitute a waiver of any default. Except as otherwise expressly provided in this Agreement, any failure or delay by the other party asserting any of its rights or remedies as

to any default shall not operate as a waiver of any default or of such rights or remedies or deprive such party of its right to institute and maintain any actions or proceedings which it may deem necessary to protect, assert, or enforce any such rights or remedies.

8.2 Default by Property Owners. Government Code Section 65865.1, as amended, requires the Property Owners to demonstrate its good faith compliance with the terms of this Agreement at least annually. Such periodic review may result in amendment or termination of this Agreement provided a default has been established under the terms of this Agreement. The City shall not impose any fees or other exactions as a condition to a finding of good faith compliance with the terms of this Agreement.

8.2.1 Default by City. In the event that the City defaults on this Agreement, the City agrees that Property Owners in no event shall be obligated to proceed with or complete the Projects or any phase thereof, and may exercise all rights and remedies provided herein or under applicable law. In the event of default by the City, any resulting delays in Property Owners' performance shall not constitute grounds for termination or cancellation of this Agreement.

8.3 Enforced Delay, Extension of Time of Performance. In addition to specific provisions of this Agreement, performance by either party hereunder shall not be deemed to be in default, where delays or defaults are due to war, insurrection, strikes, walkouts, riots, floods, earthquakes, fires, casualties, acts of God, governmental restrictions imposed or mandated by other governmental entities, enactment of conflicting state or federal laws or regulations, new or supplementary environmental regulations, litigation, or similar bases for excused performance.

8.4 Institution of Legal Action. In addition to any other rights or remedies, either party may institute legal action to cure, correct or remedy any default, to enforce any covenants or agreements herein or to enjoin any threatened or attempted violation thereof; to recover

damages for any default; or to obtain any remedies consistent with the purpose of this Agreement.

8.5 Applicable Laws. This Agreement shall be construed and enforced in accordance with the laws of the State of California and the Applicable Law of the Project.

9. MISCELLANEOUS PROVISIONS.

9.1 Rules of Construction. The singular includes the plural; "shall" is mandatory, and "may" is permissive.

9.2 Severability. The parties hereto agree that the provisions are severable. If any provision of this Agreement is held invalid, the remainder of this Agreement shall be effective and shall remain in full force and effect unless amended or modified by mutual consent of the parties.

9.3 Entire Agreement, Waivers, Amendments – Superseding. This Agreement constitutes the entire understanding and agreement of the parties. This agreement integrates all of the terms and conditions mentioned herein or incidental hereto, and supersedes all negotiation or previous agreements between the parties with respect to all or any part of the subject matter hereof. To the extent there are conflicts or inconsistencies between this Agreement and any prior agreement, map approval, permit or conditions of approval, the provisions of this Agreement shall prevail. All waivers of the provisions of this Agreement must be in writing and signed by the appropriate authorities of the City or of Property Owners. All amendments, which are authorized in the manner provided by law, must be in writing, signed by the appropriate authorities of the City and Property Owners, in a form suitable for recording in the Office of the Recorder, County of Stanislaus. Any such amendments shall be promptly recorded. Upon the completion of performance of this Agreement or its earlier revocation and termination, a

statement evidencing said completion or revocation signed by the appropriate agents of Property Owners and the City shall be recorded in the Official Records of Stanislaus County, California.

9.4 Project is a Private Undertaking. It is specifically understood and agreed to by and between the parties hereto that: (1) the subject development is a private development; (2) the City has no interest or responsibilities for or duty to third parties concerning any improvements until such time and only until such time that the City accepts the same pursuant to the provisions of this Agreement or in connection with the various subdivision map approvals; (3) Property Owners shall have full power over and exclusive control of the Real Properties subject only to the limitations and obligations of Property Owners under this Agreement; and (4) the contractual relationship between the City and Property Owners is such that Property Owners is an independent contractor and not an agent of the City.

9.5 Attorneys' Fees. Should any action or dispute arise concerning the provisions hereof, the prevailing party shall be entitled to recover reasonable attorneys' fees and costs.

9.6 Reimbursement for Agreement Expense of City. Developer agrees to reimburse City for actual expenses incurred over and above fees paid by Developer as an applicant incurred by City directly relating to this Agreement, including recording fees, publishing fees and reasonable staff and consultants costs not otherwise included within application fees. This development agreement shall not take effect until the fees provided for in this section are paid to the City. Upon payment of all expenses, the Developer may request, and the City shall issue, written acknowledgment of payment of all fees.

Such reimbursement shall be paid within thirty (30) days of presentation from the City to Developer of a written statement of charges.

IN WITNESS WHEREOF, the parties have executed this Agreement on the date and year
first above written, as authorized by Ordinance No. 1091 (to be enacted)

CITY:

THE CITY OF OAKDALE, a municipal
corporation

By: *Pat Kuhn*

Its: Mayor Pat Kuhn

PROPERTY OWNERS:

V. A. RODDEN, INC.
a California Corporation

By: *William R. Jackson* 8/10/02

William R. Jackson, President

DONALD D. JACKSON AND DOROTHY
R. JACKSON, CO-TRUSTEES OF THE
DONALD D. JACKSON AND DOROTHY
R. JACKSON FAMILY TRUST DATED
AUGUST 18, 1993

By: *Donald D. Jackson*

Donald D. Jackson, Co-Trustee

By: *Dorothy R. Jackson*

Dorothy R. Jackson, Co-Trustee

EDWARD RODDEN, an Individual

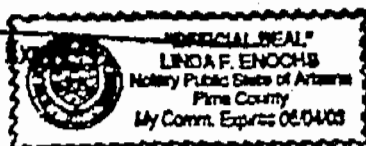
E. A. Rodden
E. A. Rodden

STATE OF ARIZONA
COUNTY OF PIMA

Subscribed and sworn to before me this 11th day of September 2002

Linda F. Enoch
Notary Public for Arizona

My Commission



CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California

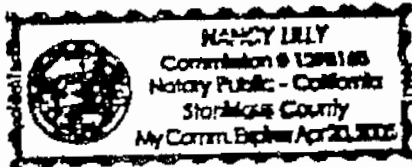
County of Stanislaus

SS.

On August 26, 2007 before me, Nancy Lilly, Notary Public
Date Name and Title of Officer (If Officer is Notary Public)
personally appeared PAT Kuhn
Name of Signer(s)

☒ personally known to me
☐ proved to me on the basis of satisfactory evidence

to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



Place Notary Seal Above

WITNESS my hand and official seal.

Nancy Lilly
Signature of Notary Public

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: Development Agreement b/w City of
Oakdale + V.D. Rodden
Document Date: 8/1/07 Number of Pages: 35 + Exh. A-H

Signer(s) Other Than Named Above: William R. Jackson
Donald D. Jackson

Capacity(ies) Claimed by Signer: Dorothy R. Jackson
Signer's Name: PAT Kuhn

Individual

Corporate Officer — Title(s): Mayor

Partner — Limited, General

Attorney in Fact

Trustee

Guardian or Conservator

Other

Signer Is Representing: City of Oakdale

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of

Stanislaus

SS.

On September 10, 2002 before me,

Nancy Lilly, Notary Public

personally appeared

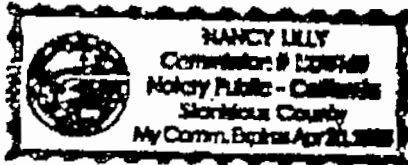
Donald D. Jackson, Dorothy R. Jackson &

William R. Jackson

☐ personally known to me

☒ proved to me on the basis of satisfactory evidence

to be the person(s) whose name(s) ~~is/are~~ subscribed to the within instrument and acknowledged to me that ~~he/she/they~~ executed the same in ~~his/her/their~~ authorized capacity(ies), and that by ~~his/her/their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



WITNESS my hand and official seal.

Nancy Lilly
Signature of Notary Public

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document:

Development Agreement

Document Date:

9/4/02

Number of Pages:

35+ Exh.

Signer(s) Other Than Named Above:

PAT Kuhn, E.W. Rodden

Capacity(ies) Claimed by Signer

Signer's Name:

Donald D. Jackson, Dorothy R. Jackson

Individual

& William R. Jackson

Corporate Officer — Title(s):

Partner — Limited

General

Attorney in Fact

☒ Trustee

Guardian or Conservator

Other:

Signer Is Representing:

Donald D. Jackson &

Dorothy R. Jackson Family Trust

V.A. RODDEN, INC., A CORPORATION, AS TO PARCEL NOS. 1 AND 2; EDWARD W. RODDEN, A SINGLE MAN, AND DONALD D. JACKSON AND DOROTHY R. JACKSON, CO-TRUSTEES OF THE DONALD D. JACKSON AND DOROTHY R. JACKSON FAMILY TRUST DATED AUGUST 18, 1993, AS TO PARCEL NOS. 3 AND 4

EXHIBIT A

Description: The land referred to herein is situated in the State of California, County of Stanislaus, UNINCORPORATED AREA, and is described as follows:

PARCEL NO. 1:

ALL THAT PORTION OF SECTIONS 15, 21 AND 22, TOWNSHIP 2 SOUTH, RANGE 10 EAST, MOUNT DIABLO BASE AND MERIDIAN, (INCLUDING A PORTION OF THE OAKDALE SYNDICATE TRACT) DESCRIBED AS FOLLOWS:

BEGINNING AT A 4 X 4 POST ON THE QUARTER SECTION LINE RUNNING EAST AND WEST THROUGH SECTION 22, ABOVE TOWNSHIP AND RANGE, SAID POINT BEING NORTH 89 DEGREES 28' WEST 15.36 CHAINS FROM THE QUARTER SECTION CORNER BETWEEN SECTIONS 22 AND 23; THENCE NORTH 0 DEGREES 13' WEST PARALLEL WITH THE EAST LINE OF SECTION 22, 29.125 CHAINS TO A POINT ON THE NORTH LINE OF AN OAKDALE IRRIGATION DISTRICT CANAL, SAID LAST MENTIONED POINT BEING THE TRUE PLACE OF BEGINNING OF THIS DESCRIPTION; THENCE ALONG THE NORTH LINE OF SAID CANAL THE FOLLOWING 22 COURSES AND DISTANCES; SOUTH 80 DEGREES 08' WEST 13.9266 CHAINS; SOUTH 78 DEGREES 18' WEST 5.6595 CHAINS; NORTH 74 DEGREES 18' WEST 8.1686 CHAINS; NORTH 49 DEGREES 21' WEST 10.594 CHAINS; NORTH 70 DEGREES 38' WEST 1.41 CHAINS; NORTH 88 DEGREES 43' WEST 1.324 CHAINS; SOUTH 74 DEGREES 37' WEST 7.00 CHAINS; SOUTH 69 DEGREES 27' WEST 2.82 CHAINS; SOUTH 51 DEGREES 40' WEST 29.047 CHAINS; SOUTH 87 DEGREES 53' WEST 1.23 CHAINS; NORTH 82 DEGREES 18' WEST 1.23 CHAINS; NORTH 55 DEGREES 23' WEST 5.3458 CHAINS; NORTH 62 DEGREES 48' WEST 1.09 CHAINS; NORTH 82 DEGREES 11' WEST 1.08 CHAINS; SOUTH 77 DEGREES 44' WEST 1.08 CHAINS; SOUTH 59 DEGREES 57' WEST 1.80 CHAINS; SOUTH 52 DEGREES 09' WEST 14.178 CHAINS; SOUTH 86 DEGREES 07' WEST 1.140 CHAINS; NORTH 58 DEGREES 42' WEST 2.688 CHAINS; NORTH 88 DEGREES 28' WEST 1.945 CHAINS; SOUTH 68 DEGREES 12' WEST 2.00 CHAINS; SOUTH 55 DEGREES 14' WEST 4.339 CHAINS TO A POINT ON THE EAST AND WEST QUARTER SECTION LINE OF SECTION 21; THENCE NORTH 89 DEGREES 20' WEST ALONG THE EAST AND WEST QUARTER SECTION LINE OF SECTION 21, 23.6844 CHAINS TO A POINT ON THE EAST LINE OF A 60 FOOT COUNTY ROAD; THENCE NORTH 0 DEGREES 14' WEST ALONG THE EAST LINE OF SAID 60 FOOT COUNTY ROAD 0.292 CHAINS TO A POINT ON THE SOUTH LINE OF THE RIGHT OF WAY OF THE A.T. & S.F.R.R.; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID RIGHT OF WAY TO A POINT WHICH IS NORTH 0 DEGREES 13' WEST 27.5977 CHAINS FROM THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 0 DEGREES 13' EAST AND PARALLEL TO THE EAST LINE OF SECTION 22, 27.5977 CHAINS TO THE TRUE PLACE OF BEGINNING OF THIS DESCRIPTION.

EXCEPTING THEREFROM ALL THAT CERTAIN REAL PROPERTY SITUATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 10 EAST, MOUNT DIABLO BASE AND MERIDIAN;

COMMENCING AT THE CONCRETE MONUMENT MARKING THE SOUTHEAST CORNER OF SECTION 15, AFORESAID, AND RUNNING THENCE NORTH 89 DEGREES 30' WEST 1008.80 FEET TO A POINT ON THE WEST LINE OF THE PACIFIC PEA PACKING COMPANY COLONY, THENCE CONTINUING NORTH 89 DEGREES 30' WEST 1121.02 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 39

EXHIBIT "A"

DEGREES 47' 30" EAST 252.28 FEET; THENCE NORTH 13 DEGREES 08' 30" EAST 228.85 FEET; THENCE NORTH 15 DEGREES 49' EAST 283.06 FEET, THENCE NORTH 11 DEGREES 31' WEST 184.29 FEET TO A POINT ON THE SOUTHERLY LINE OF THE OAKDALE BRANCH OF THE A.T. & S.F.R.R. COMPANY; THENCE SOUTH 75 DEGREES 08' WEST ALONG THE SOUTHERLY RIGHT OF WAY LINE OF SAID RAILROAD TO A POINT ON THE EASTERLY LINE OF A 40 FOOT PRIVATE ROAD; THENCE ALONG THE EASTERLY LINE OF SAID ROAD, SOUTH 8 DEGREES 08' 30" EAST 253.82 FEET AND SOUTH 10 DEGREES 09' 30" EAST 524.50 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL NO. 2:

A RIGHT OF WAY FOR ROAD PURPOSES THAT CERTAIN PRIVATE ROAD APPROXIMATELY 40 FEET WIDE NOW LOCATED AND ESTABLISHED; THE CENTER LINE OF SAID ROAD RUNNING FROM A POINT ON THE SOUTHERLY LINE OF THE ABOVE DESCRIBED PROPERTY; DISTANT 40.56 CHAINS WEST FROM THE EAST BOUNDARY OF SAID PARCEL OF LAND EXTENDED, AND RUNNING THENCE IN A GENERAL NORTHERLY DIRECTION ACROSS THE HEREINABOVE DESCRIBED LAND AND CONTINUING NORTHERLY THROUGH THE NORTHWEST QUARTER OF SECTION 22 AND THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 2 SOUTH, RANGE 10 EAST, TO THE STATE HIGHWAY, SAID ROAD TO BE USED IN COMMON AS APPURTENANT TO VARIOUS LANDS ADJACENT THERETO, INCLUDING THE LAND LYING SOUTH OF THE HEREINABOVE DESCRIBED LAND (ASH AVENUE EXTENDED SOUTHERLY).

PARCEL NO. 3:

ALL THAT CERTAIN REAL PROPERTY SITUATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 10 EAST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE CONCRETE MONUMENT MARKING THE SOUTHEAST CORNER OF SECTION 15, AFORESAID, AND RUNNING THENCE NORTH 89 DEGREES 30' WEST 1008.80 FEET TO A POINT ON THE WEST LINE OF THE PACIFIC PEA PACKING COMPANY COLONY, THENCE CONTINUING NORTH 89 DEGREES 30' WEST 1121.02 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 39 DEGREES 47' 30" EAST 252.28 FEET; THENCE NORTH 13 DEGREES 08' 30" EAST 228.85 FEET; THENCE NORTH 15 DEGREES 49' EAST 283.06 FEET, THENCE NORTH 11 DEGREES 31' WEST 184.29 FEET TO A POINT ON THE SOUTHERLY LINE OF THE OAKDALE BRANCH OF THE A.T. & S.F.R.R. COMPANY; THENCE SOUTH 75 DEGREES 08' WEST ALONG THE SOUTHERLY RIGHT OF WAY LINE OF SAID RAILROAD TO A POINT ON THE EASTERLY LINE OF A 40 FOOT PRIVATE ROAD; THENCE ALONG THE EASTERLY LINE OF SAID ROAD, SOUTH 8 DEGREES 08' 30" EAST 253.82 FEET AND SOUTH 10 DEGREES 09' 30" EAST 524.50 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THE MOBILE HOME OR MANUFACTURED HOUSING UNIT AND APPURTENANCES, IF ANY, LOCATED ON SAID LAND.

EXHIBIT "A"

PARCEL NO. 4:

A RIGHT OF WAY FOR PURPOSES OF INGRESS AND EGRESS OVER A STRIP OF LAND 25 FEET IN WIDTH ADJACENT TO THE WEST LINE OF THE FOREGOING DESCRIBED REAL PROPERTY, SAID RIGHT OF WAY BEING A PRIVATE ROAD EXTENDING FROM THE SOUTH END OF WOOD AVENUE IN A SOUTHERLY DIRECTION

ASSESSOR'S PARCEL NO.: 083-25-01-724 PARCEL NO. 1

ASSESSOR'S PARCEL NO.: 083-25-02-711 PARCEL NO. 3

EXHIBIT A

EXHIBIT C

Bridle Ridge

Sewer

VA Rodden Property

PFMP ELEMENTS PERTAINING TO BRIDLE RIDGE SPECIFIC PLAN

Revised C/F Service No.	Revised Project	Estimated Cost	Responsible Entity*	Credit to "D"
1 (Replaces 47.02.09.0.50)	Willow Glen Sewer Trunk and Outfall: Phase 1	\$387,520	D	N/A
2 (Replaces 47.02.09.0.50)	Willow Glen Sewer Trunk and Outfall: Phase 1, J St. to Graper		D	\$73,920
3 (Replaces 47.02.09.0.50)	Willow Glen Sewer Trunk and Outfall: Phase Two	\$1,344,000	C	N/A
4 (Replaces 51.02.03.0.7)	Willowwood Trunk: Graper to South Boundary SP	\$6,278	D	\$96,320
5 (Replaces 51.02.03.0.7)	J Street Sub-trunk	\$257,800	D	N/A
6 (Replaces 51.02.03.0.7)	Graper Road Sub-trunk: VA Rodden Property	\$713,440	D	0
7 (Replaces 51.02.03.0.7)	Graper Road Sub-trunk: Crane Rd. to VA Rodden Property	\$192,000	D	N/A
	Total	\$2,994,838		\$ 178,348.00

* C = City of Oakdale
* D = Developer (VA Rodden)
* Others

Revised C/F Service No.	Action Items
1	Phase A1 developer to construct the Phase 1 Willow Glen Avenue sewer trunk, pump station and temporary force main at Lee Avenue and provide 18" sub at J Street.
2	Developer will construct sewer trunk in Willowwood from Graper to the South St. boundary in phases as needed for new development.
3	Developer will construct sewer trunk in Willowwood from Graper to the South St. boundary in phases as needed for new development.
4	Phase A1, A2, & A3 developer shall construct J street sub-trunks in phases as needed for new development.
5	Developer shall construct sewer sub-trunks in Graper Road in phases as needed for development. Credits deferred until Phase Two Outfall complete.
6	Developer shall construct sewer sub-trunks in Graper Road in phases as needed for development. Credits deferred.

**Bridle Ridge
EXHIBIT C**

**Sewer
Opinion of Probable Cost**

**Opinion of Probable Cost
Revised PFMP Sewer Elements**

Willow Glen Sewer Trunk Phase 1 (Est. 1-25-2000 MK Valley Engineering)

No.	Item	Quantity	Unit	Unit Price	Amount
1	Pump Station (1000 GPM)	1	LS	\$ 175,000.00	175,000
2	12" Force Main	1315	LF	\$ 50.00	65,750
3	18" Sewer	1300	LF	\$ 40.00	52,000
4	6" Temporary FM at Lee Avenue	850	LF	\$ 30.00	25,500
5	Force Main Appurtenances	1	LS	\$ 4,000.00	4,000
Subtotal					322,250
10% Contingency					32,225
Total					354,475

Fees

Surveying (2% of Construction)	7,090
Engineering (5% of Construction)	17,724
Geotechnical	2,500
Construction Management (3% of Construction)	10,634
Construction Staking (3% of Construction)	10,634
Construction Administration (2% of Construction)	7,090
Caltrans Encroachment Permit	3,500

**Total Fees 59,171
Phase One Total 413,646**

Portion of Willow Glen Sewer Trunk Phase 1

To be Constructed by VA Rodden
(18" sewer from J street to Gregor Street)

No.	Item	Quantity	Unit	Unit Price	Amount
1	18" Sewer	1300	LF	\$ 40.00	52,000
Subtotal					52,000
10% Contingency					5,200
Total					57,200

Fees

Surveying (2% of Construction)	1,144
Engineering (5% of Construction)	2,860
Geotechnical	1,000
Construction Management (3% of Construction)	1,716
Construction Staking (3% of Construction)	1,716
Construction Administration (2% of Construction)	1,144

**Total Fees 9,580
Phase One Total 66,780**

Remaining Portion of Willow Glen Sewer Trunk Phase 1

To be Constructed by Others

**Total Project 413,646
VA Rodden Portion 66,780
Others Portion 346,866**

**Bridle Ridge
EXHIBIT C**

**Sewer
Opinion of Probable Cost**

Willow Glen Sewer Trunk Phase 2 (Est. 1-26-2000 Mid Valley Engineering)

No.	Item	Quantity	Unit	Unit Price	Amount
1	12" Force Main (Existing Street)	1995	LF	\$ 50.00	99,750
2	24" Gravity Sewer (Open Field)	2385	LF	\$ 153.00	357,750
3	24" Gravity Sewer (Existing Street)	1798	LF	\$ 170.00	305,660
4	Misc Upgrades @ River Crossing	1	LS	\$ 30,000.00	30,000
5	Pump Upgrades	1	LS	\$ 5,000.00	5,000
Subtotal					798,160
10% Contingency					79,816
Total					877,976

Fees

Surveying (2% of Construction)	17,560
Engineering (5% of Construction)	43,899
Geotechnical	5,000
Construction Management (3% of Construction)	26,339
Construction Staking (3% of Construction)	26,339
Construction Administration (2% of Construction)	17,560
Total Fees	138,696
Phase One Total	1,014,672

**Grager Road Sub-Trunk Sewer
Within VA Rodden Property**

No.	Item	Quantity	Unit	Unit Price	Amount
2	15" sub-trunk sewer	5818	LF	\$ 55.00	319,990
3	10" sub-trunk sewer	1378	LF	\$ 40.00	55,040
4	8" sub-trunk sewer	0	LF	\$ 30.00	0
5	Manholes	25	E/A	\$ 1,800.00	45,000
Subtotal					420,030
10% Contingency					42,003
Subtotal					462,033
15% Engineering					69,305
Geotechnical					5,000
Grager Road Sub-Trunk Sewer Total					538,338

Grager Road Sub-Trunk Sewer

Crane Road to W. Boundary VA Rodden Property

No.	Item	Quantity	Unit	Unit Price	Amount
1	8" sub-trunk sewer	0	LF	\$ 30.00	0
2	Manholes	0	E/A	\$ 1,800.00	0
Subtotal					0
10% Contingency					0
Subtotal					0
15% Engineering					0
Geotechnical					5,000
Crane Road to W. Boundary VA Rodden Property Total					5,000

Bridle Ridge
EXHIBIT C

Sewer
Opinion of Probable Cost

Willowood Greger Rd. to S. Boundary of SPA

No.	Item	Quantity	Unit	Unit Price	Amount
1	15" sub-trunk sewer	1070	LF	\$ 55.00	58,850
2	Manholes	3	EA	\$ 1,800.00	5,400
Subtotal					64,250
10% Contingency					6,425
Subtotal					70,675
15% Engineering					10,601
Geotechnical					5,000
Willowood Greger Rd. to S. Boundary of SPA Total					86,276

J Street Crane Road to E. Boundary SP Area

No.	Item	Quantity	Unit	Unit Price	Amount
1	10" sub-trunk sewer	1200	LF	\$ 40.00	48,000
2	8" sub-trunk sewer	0	LF	\$ 30.00	0
3	Manholes	10	EA	\$ 1,800.00	18,000
Subtotal					66,000
10% Contingency					6,600
Subtotal					72,600
15% Engineering					10,890
Geotechnical					5,000
Crane Road to W. Boundary VA Rodden Property Total					88,490

Exhibit D

Bridle Ridge
Streets
VA Hidden Property

**PFMP ELEMENTS
PERTAINING TO BRIDLE NOGE SPECIFIC PLAN**

[illegible]

¹ C = City of Dallas
² D = Developer (VA Riddick)

[illegible]

Exhibit D

Bridge Ridge Streets Opinion of Probable Cost

Opinion of Probable Cost Revised PPMP Street Elements

Willowood - North Line of Merkel Property to O.I.D. Canal (Est. 9-13-2000 Mid Valley Engineering)

No.	Item	Quantity	Unit	Unit Price	Amount
1	Clearing	1	LS	\$ 6,000.00	\$6,000
2	Grading	1	LS	\$ 12,000.00	\$12,000
3	8" Vertical Curb and Gutter	3063	LF	\$ 9.00	\$27,567
4	4" Concrete Sidewalk Only	19732	SF	\$ 2.25	\$44,442
5	Wheel Chair Ramp (Labor Only)	10	EA	\$ 300.00	\$3,500
6	Standard Barricade	31	LF	\$ 21.00	\$652
7	Pavement (Collector Section)	88136	SF	\$ 1.75	\$153,992
8	Median	4773	SF	\$ 2.50	\$11,933
9	Striping	1	LS	\$ 2,270.83	\$2,280
10	Land	117800	S	\$ 1.20	\$141,120
Subtotal					\$371,815
10% Contingency					\$37,181
Total					\$408,778

Fees

Surveying (2% of Construction)	\$8,178
Engineering (8% of Construction)	\$32,438
Geotechnical	\$1,500
Construction Management (3% of Construction)	\$12,263
Construction Staking (3% of Construction)	\$12,263
Construction Administration (2% of Construction)	\$8,178
Landscape Architect	\$6,000

Total Fees \$70,816

Total Estimate \$479,593

Approximate Length of Road (asphalt LF) 1,960

Estimate Per LF \$245

Proposed Estimates

Willowood - J Street to RR Tracks	550	LF	\$245	\$134,500
Willowood - RR Tracks to Greiner	710	LF	\$245	\$173,730

Willowood Drive Underpass at the BNSF RR (Est. 9-13-2000 Mid Valley Engineering)

No.	Item	Quantity	Unit	Unit Price	Amount
1	Grading	1	LS	\$ 325,000.00	\$325,000
2	Structure	1	LS	\$ 328,000.00	\$328,000
3	Footings	1	LS	\$ 60,000.00	\$60,000
4	Track Replacement	1	LS	\$ 70,000.00	\$70,000
5	Labor	1	LS	\$ 80,000.00	\$80,000
Subtotal					\$863,000
10% Contingency					\$86,300
Total					\$949,300

Fees

Surveying (2% of Construction)	\$18,968
Engineering (8% of Construction)	\$77,485
Geotechnical	\$4,000
Construction Management (3% of Construction)	\$28,473
Construction Staking (3% of Construction)	\$28,473
Construction Administration (2% of Construction)	\$18,968

Total Fees \$148,365

Total Estimate \$1,097,665

Exhibit D

Bridle Ridge Streets Opinion of Probable Cost

Greger Road - East Boundary of SP Area to Willowood (Est. 9-18-2000 McVale Engr.)

No.	Item	Quantity	Unit	Unit Price	Amount
1	6" Vertical Curb and Gutter	11148	LF	\$	\$120,314
2	4" Concrete Sidewalk Only	48821	SF	\$	\$105,572
3	Wheel Chair Ramp (Labor Only)	30	EA	\$	\$17,500
4	Pavement (Collector Section)	213633	SF	\$	\$374,208
5	Median	2368	SF	\$	\$5,968
6	Striping	1	LS	\$	\$7,484
10	Land	1500.00	SF	\$	150,000
Subtotal					\$701,043
10% Contingency					\$79,104
Total					\$780,147

Fees

Surveying (2% of Construction)	\$17,403
Engineering (5% of Construction)	\$43,507
Geotechnical	\$3,500
Construction Management (3% of Construction)	\$23,104
Construction Staking (3% of Construction)	\$23,104
Construction Administration (2% of Construction)	\$17,403
Total Fees	\$134,022
Total Estimate	\$1,014,170

Greger Road - Willowood to West Boundary Phase 3 (Est. 11-18-2000 McVale Engr.)

No.	Item	Quantity	Unit	Unit Price	Amount
1	6" Vertical Curb and Gutter	4513	LF	\$	\$49,317
2	4" Concrete Sidewalk Only	18387	SF	\$	\$43,521
3	Wheel Chair Ramp (Labor Only)	19	EA	\$	\$18,360
4	Pavement (Collector Section)	88618	SF	\$	\$151,403
5	Median	2361	SF	\$	\$5,978
6	Striping	1	LS	\$	\$3,028.08
7	Land	144000	SF	\$	172,800
Subtotal					\$424,098
10% Contingency					\$42,410
Total					\$466,508

Fees

Surveying (2% of Construction)	\$9,330
Engineering (5% of Construction)	\$23,325
Geotechnical	\$1,500
Construction Management (3% of Construction)	\$13,995
Construction Staking (3% of Construction)	\$13,995
Construction Administration (2% of Construction)	\$9,330
Total Fees	\$71,475
Total Estimate	\$537,983
Approximate Length of Road (scaled LF)	2,400
Estimate Per LF	\$224

Greger Road - West Boundary Phase 3 to West Bndry VA Rodden Property (Est. 9-18-2000 McVale Engr.)

Quantity	Unit	Unit Price	Amount
1150	LF	\$224	\$257,783

Greger Road - West Bndry VA Rodden Property to Crane Road (Est. 9-18-2000 McVale Engr.)

Quantity	Unit	Unit Price	Amount
1080	LF	\$224	\$241,920

EXHIBIT E

Bridle Ridge Water Improvements VA Rodden Property

PFMP ELEMENTS PERTAINING TO BRIDLE RIDGE SPECIFIC PLAN

Revised CPP Service No.	Revised Project	Estimated Cost	Responsible Entity*	Credit to "D"
84	Construct well (one of two)	\$316,250	D	\$333,920
87	Construct 500,000 gal Storage Tank	\$821,000	C	N/A
88	Construct 14" water main in Crane Road	Unknown	C	N/A
89a (Replaces 89)	Construct 10" water main Willowood - F St to J St.	\$21,250	D	N/A
89b (Replaces 89)	Construct 10" water main Willowood - J St to Greger	\$41,878	D	\$47,040
89c (Replaces 89)	Construct 12" water main Willowood - Greger to S. Body.	\$42,182	D	\$47,040
70b	Construct 12" water main Greger Road (VA Rodden Prop)	\$411,029	D	\$480,320
70c	Construct 12" water main Greger Road (VA Rodden Prop to Crane Road)	\$50,400	D	N/A
	Total	\$1,864,218		\$908,320.00

* C = City of Oakdale
* D = Developer (VA Rodden)

Revised CPP Service No.	Action Memo
64	Developer will construct a well with Phase B1 development and will receive full credits for cost of the well.
67	City will construct a 500,000 gallon storage tank when deemed necessary by the water study.
68	City will construct the 14" water main in Crane Road as determined necessary by the water study, to be paid by development fees.
69a	Developer will construct a 10" water main in Willowood from F Street to J Street, and will receive full credits for this cost.
69b	Developer will construct a 10" water main in Willowood from J Street to Greger Rd. and will receive full credits for this cost.
69c	Developer will construct a 12" water main in Willowood from Greger Rd to the south boundary and will receive full credits for this cost.
69d	Developer will construct a 10" water main in F Street from Willowood to Crane Road and will receive full credits for this cost.
70a	VA Rodden developer will construct a 12" water main in Greger Road and will receive full credits for this cost.
70c	Developer will construct 12" water main in Greger Road from VA Rodden property to Crane Road and will receive full credits for this cost.

EXHIBIT E

Bridle Ridge

Water

Opinion of Probable Cost
Revised PFM Street Elements

Opinion of Probable Cost

Greger Road Water Main Trunk (Within VA Rodden Property)

No.	Item	Quantity	Unit	Unit Price	Amount
1	12" Water Main	9519	LF	\$ 28.00	\$266,532
2	12" Gate Valve	51	Ea	\$ 1,100.00	\$56,100
Subtotal					\$322,632
10% Contingency					\$32,263
Total					\$354,895

Fees

Surveying (2% of Construction)	\$7,098
Engineering (5% of Construction)	\$17,745
Geotechnical	\$3,500
Construction Management (3% of Construction)	\$10,647
Construction Staking (3% of Construction)	\$10,647
Construction Administration (2% of Construction)	\$7,098

Total Fees \$58,734

Total Estimate \$411,629

Greger Road Water Main Trunk (VA Rodden Property to Crane Road)

No.	Item	Quantity	Unit	Unit Price	Amount
1	12" Water Main	1060	LF	\$ 28.00	\$29,680
2	12" Gate Valve	4	Ea	\$ 1,100.00	\$4,400
Subtotal					\$34,080
10% Contingency					\$3,408
Total					\$37,488

Fees

Surveying (2% of Construction)	\$750
Engineering (5% of Construction)	\$1,874
Geotechnical	\$1,500
Construction Management (3% of Construction)	\$1,125
Construction Staking (3% of Construction)	\$1,125
Construction Administration (2% of Construction)	\$750

Total Fees \$7,123

Total Estimate \$44,611

Well

No.	Item	Quantity	Unit	Unit Price	Amount
1	Well	1	LF	\$ 250,000.00	\$250,000
Subtotal					\$250,000
10% Contingency					\$25,000
Total					\$275,000

Fees

Surveying (2% of Construction)	\$5,500
Engineering (5% of Construction)	\$13,750
Geotechnical	\$0
Construction Management (3% of Construction)	\$8,250
Construction Staking (3% of Construction)	\$8,250
Construction Administration (2% of Construction)	\$5,500

Total Fees \$41,250

Total Estimate \$316,250

EXHIBIT E:

Bridge Ridge Water Opinion of Probable Cost

Storage Tank

No.	Item	Quantity	Unit	Unit Price	Amount
1	50% Gals. Storage Tank	200000	Gal	\$ 0.78	\$380,000
				Subtotal	\$380,000
				10% Contingency	\$38,000
				Total	\$418,000
Fees					
	Surveying (2% of Construction)				\$7,700
	Engineering (2% of Construction)				\$19,280
	Construction Management (2% of Construction)				\$11,560
	Construction Staking (2% of Construction)				\$11,560
	Construction Administration (2% of Construction)				\$7,700
	Total Fees				\$61,250
	Total Estimate				\$479,250

Willowood - Greger to South boundary

No.	Item	Quantity	Unit	Unit Price	Amount
1	12" Water Main	1070	LF	\$ 20.00	\$21,400
2	12" Gate Valve	2	EA	\$ 1,100.00	\$2,200
				Subtotal	\$23,600
				10% Contingency	\$2,360
				Total	\$25,960
Fees					
	Surveying (2% of Construction)				\$708
	Engineering (2% of Construction)				\$1,789
	Construction Management (2% of Construction)				\$1,061
	Construction Staking (2% of Construction)				\$1,061
	Construction Administration (2% of Construction)				\$708
	Total Fees				\$6,627
	Total Estimate				\$32,587

Willowood - P Street to J Street

No.	Item	Quantity	Unit	Unit Price	Amount
1	10" Water Main	540	LF	\$ 23.00	\$12,420
2	10" Gate Valve	2	EA	\$ 800.00	\$1,600
				Subtotal	\$14,020
				10% Contingency	\$1,402
				Total	\$15,422
Fees					
	Surveying (2% of Construction)				\$311
	Engineering (2% of Construction)				\$777
	Construction Management (2% of Construction)				\$468
	Construction Staking (2% of Construction)				\$468
	Construction Administration (2% of Construction)				\$311
	Total Fees				\$2,335
	Total Estimate				\$17,757

Willowood - J Street to Greger

No.	Item	Quantity	Unit	Unit Price	Amount
1	10" Water Main	1270	LF	\$ 23.00	\$29,210
2	10" Gate Valve	2	EA	\$ 800.00	\$1,600
				Subtotal	\$30,810
				10% Contingency	\$3,081
				Total	\$33,891
Fees					
	Surveying (2% of Construction)				\$678
	Engineering (2% of Construction)				\$1,747
	Construction Management (2% of Construction)				\$1,048
	Construction Staking (2% of Construction)				\$1,048
	Construction Administration (2% of Construction)				\$678
	Total Fees				\$5,199
	Total Estimate				\$39,090

Bridle Ridge EXHIBIT G

Parks and Trails VA Rodden Property

PFMP ELEMENTS PERTAINING TO BRIDLE RIDGE SPECIFIC PLAN

Revised CIP Service No.	Revised Project	Estimated Cost	Responsible Entity*	Credit to "D"
1 (portion of 103, 104, 106)	Phase A1 2.0 Acre Neighborhood Park	Unknown	D	N/A
2 (portion of 103, 104, 106)	Phase A3 3.5 Acre Neighborhood Park	Unknown	D	N/A
3 (portion of 103, 104, 106)	Phase B1 3.4 Acre Neighborhood Park	\$242,804	D	\$242,804
4 (portion of 103, 104, 106)	Phase B3 3.0 Acre Neighborhood Park	\$216,983	D	\$216,983
5 (portion of 103, 104, 106)	Phase B4 4.0 Acre Neighborhood Park	Unknown	D	\$0
6 (portion of 103, 104, 106)	Phase B2 15.5 Acre Community Park	\$830,000	D	\$830,000
7 (portion of 126)	Phase B4 Trails	Unknown	D	N/A
8 (portion of 126)	Phase B1 Trails	\$138,854	D	\$138,854
9 (portion of 126)	Phase B2 Trails	\$116,843	D	\$116,843
10 (portion of 126)	Phase B3 Trails	\$191,074	D	\$191,074
11 (portion of 127)	Phase B1 B2 B3 Trail Land Acquisition	\$175,183	D	\$175,183
12 (portion of 127)	Phase B4 Trail Land Acquisition	Unknown	D	N/A
	Total	\$2,511,811		\$2,511,811

* G = City of Oak
* D = Developer (VA Rodden)

Revised CIP Service No.	Action Items
1	Phase A1 developer will construct a 2 Ac Neighborhood Park and will receive full credits for cost.
2	Phase A3 developer will construct a 2 Ac Neighborhood Park and will receive full credits for cost.
3	Phase B1 developer will construct a 2 Ac Neighborhood Park and will receive full credits for cost.
4	Phase B3 developer will construct a 2 Ac Neighborhood Park and will receive full credits for cost.
5	Phase B4 developer will construct a 2 Ac Neighborhood Park and will receive full credits for cost.
6	Phase B2 developer will dedicate property for 15.5 acre Community Park and will receive credits @ \$50,000 per ac.
7	Phase B4 developer will construct trails and will receive full credits for cost.
8	Phase B1 developer will construct trails and will receive full credits for cost.
9	Phase B2 developer will construct trails and will receive full credits for cost.
10	Phase B3 developer will construct trails and will receive full credits for cost.
11	Developer will receive credits for trail land acquisition at \$80,000 per acre
12	Developer will receive credits for trail land acquisition at \$80,000 per acre

EXHIBIT G

Bridle Ridge

Parks and Trails

Opinion of Probable Cost

Phase B1- 3.4 Acre Neighborhood Park

No.	Item	Quantity	Unit	Unit Price	Amount
1	Park Improvements	145870	SF	\$ 0.75	\$109,403
				Subtotal	\$109,403
				10% Contingency	\$10,940
				Total	\$120,343
Fees					
	Surveying (2% of Construction)				\$2,407
	Engineering (5% of Construction)				\$5,017
	Geotechnical				\$2,500
	Construction Management (3% of Construction)				\$3,810
	Construction Staking (3% of Construction)				\$3,810
	Construction Administration (2% of Construction)				\$2,407
	Landscape Architect				\$2,000
				Total Fees	\$20,551
				Subtotal Improvements	\$140,894
2	Land Acquisition	3.4	Acres	\$ 30,000.00	\$102,000 (1/2 of land paid by drainage fee)
				Total Park	\$242,894

Phase B3- 3.6 Acre Neighborhood Park

No.	Item	Quantity	Unit	Unit Price	Amount
1	Park Improvements	131207	SF	\$ 0.75	\$98,405
				Subtotal	\$98,405
				10% Contingency	\$9,841
				Total	\$108,246
Fees					
	Surveying (2% of Construction)				\$2,165
	Engineering (5% of Construction)				\$5,412
	Geotechnical				\$2,500
	Construction Management (3% of Construction)				\$3,247
	Construction Staking (3% of Construction)				\$3,247
	Construction Administration (2% of Construction)				\$2,165
	Landscape Architect				\$2,000
				Total Fees	\$18,737
				Subtotal Improvements	\$125,983
2	Land Acquisition	3	Acres	\$ 30,000.00	\$90,000 (1/2 of land paid by drainage fee)
				Total Park	\$215,983

Phase B2- 15.5 Acre Community Park

1	Land Acquisition	15.5	Acres	\$ 60,000.00	\$930,000
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EXHIBIT G
Bridle Ridge
Parks and Trails
Opinion of Probable Cost

Phase B1 - Trails

No.	Item	Quantity	Unit	Unit Price	Amount
1	ROT Trail	1828	LF	\$ 30.00	\$40,840
2	OD Pathway	1365	LF	\$ 30.00	\$31,950
3	Willowood Underpass	200	LF	\$ 30.00	\$6,000
4	Fencing	3723	LF	\$ -	\$0
Subtotal					\$107,790
10% Contingency					\$10,779
Total					\$118,569

Fees

Surveying (2% of Construction)	\$2,371
Engineering (5% of Construction)	\$5,389
Geotechnical	\$2,500
Construction Management (3% of Construction)	\$3,557
Construction Staking (1% of Construction)	\$1,078
Construction Administration (2% of Construction)	\$2,371
Landscape Architect	\$7,000
Total Fees	\$24,266
Total Trails	\$142,835

Phase B2 - Trails

No.	Item	Quantity	Unit	Unit Price	Amount
1	ROT Trail	210	LF	\$ 30.00	\$6,300
2	OD Pathway	2800	LF	\$ 30.00	\$84,000
3	Fencing	3013	LF	\$ -	\$0
Subtotal					\$90,300
10% Contingency					\$9,030
Total					\$99,330

Fees

Surveying (2% of Construction)	\$1,987
Engineering (5% of Construction)	\$4,967
Geotechnical	\$2,500
Construction Management (3% of Construction)	\$2,980
Construction Staking (1% of Construction)	\$993
Construction Administration (2% of Construction)	\$1,987
Landscape Architect	\$2,000
Total Fees	\$17,414
Total Trails	\$116,744

Phase B3 - Trails

No.	Item	Quantity	Unit	Unit Price	Amount
1	ROT Trail	2319	LF	\$ 30.00	\$69,570
2	OD Pathway	2000	LF	\$ 30.00	\$60,000
3	Fencing	4800	LF	\$ -	\$0
Subtotal					\$129,570
10% Contingency					\$12,957
Total					\$142,527

Fees

Surveying (2% of Construction)	\$3,280
Engineering (5% of Construction)	\$8,199
Geotechnical	\$2,500
Construction Management (3% of Construction)	\$4,310
Construction Staking (1% of Construction)	\$1,425
Construction Administration (2% of Construction)	\$3,280
Landscape Architect	\$2,300
Total Fees	\$27,894
Total Trails	\$170,421

Phase B1,B2,B3 - Trail Land Acquisition

1 Land Acquisition	128630	SF	\$ 1.28	\$175,183
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Exhibit H

Bridge Ridge Project
Oakdale, California

V.A. Rodden Property Estimated Credit Summary

Account	Credit
Streets	\$2,853,584
Water	\$905,320
Sewer	\$170,240
Parks, Trails	\$2,011,811
Drainage	467,180
Total Credits	\$8,421,135

V.A. Rodden Property Estimated Fee Payment Summary

Total Estimated Units 1021

Fee Class	Fee Per Unit	Total Fee	Credits	Fee After Credits	Unit Fee After Credit
Streets	\$3,217	\$ 3,284,370.19	\$2,853,584	\$ 420,786	\$ 412
Wastewater Treatment	\$ 1,010	\$ 1,031,210.00	0	\$ 1,031,210	\$ 1,010
Wastewater Collection	\$ 1,072	\$ 1,084,512.00	\$170,240	\$ 924,272	\$ 905
Water	\$2,835	\$ 2,894,375.41	\$905,320	\$ 1,966,055	\$ 1,945
Storm Drain	\$783	\$ 798,954.80	467,180	\$ 331,775	\$ 325
Police	\$208	\$ 212,084.40	0	\$ 212,084	\$ 208
Fire	\$861	\$ 879,241.30	0	\$ 879,241	\$ 861
Parks	\$3,141	\$ 3,207,054.61	\$2,011,811	\$ 1,195,243	\$ 1,171
Library	\$62	\$ 63,489.08	0	\$ 63,489	\$ 62
General Government	\$251	\$ 256,305.70	0	\$ 256,306	\$ 251
Subtotal Growth-Related Public Facility Fees	\$ 13,438.37	\$ 13,721,987.54	\$8,421,135	\$ 7,300,442	\$ 7,100
Sewer Connection	\$ 625.00	\$ 638,125.00	0	\$ 638,125	\$ 625.00
Water Connection	\$ 180.00	\$ 183,780.00	0	\$ 183,780	\$ 180.00
Water Meter	\$ 178.00	\$ 178,675.00	0	\$ 178,675	\$ 173.00
Water Turn On	\$ 10.00	\$ 10,210.00	0	\$ 10,210	\$ 10.00
SMIP	\$ 13.91	\$ 14,202.11	0	\$ 14,202	\$ 13.91
Plan Check	\$ 756.86	\$ 775,806.85	0	\$ 775,807	\$ 759.63
Building (BMEP)	\$ 1,481.00	\$ 1,512,101.00	0	\$ 1,512,101	\$ 1,481.00
Subtotal Other City Fees	\$ 3,244.78	\$ 3,312,899.96	0	\$ 3,312,900	\$ 3,244.78
Total City Fees	\$ 16,684.13	\$ 17,034,498	\$ 8,421,135	\$10,613,362	\$ 10,316



CITY OF OAKDALE
City Council Staff Report

To: City Council

From: Pauline Hardie, Assistant Planner

Subject: Bridle Ridge Specific Plan Amendment To Allow An Encroachment Up To Two Feet Into The Required Five Foot Side Yard Setback

Report Date: June 25, 2002 **Meeting Date:** July 15, 2002

I. SYNOPSIS

As the Council may recall, the Specific Plan was adopted by the Oakdale City Council in January of 1999 (amended in February of 1999), and approved for annexation to the City by the Local Agency Formation Commission (LAFCO) in July of that year. The Bridle Ridge Specific Plan represents both a policy and regulatory document containing its' own development code and standards for a master planned community.

Within the development code, Table 5.2 of the Bridle Ridge Specific Plan, are the front, side and rear yard setback requirements for each specific zoning district. The applicant is requesting a minor amendment to the Development Code in regards to the Single Family Low Density Residential (SFLDR) District side yard setbacks in order to accommodate their product type and design features.

The present Development Code requires an interior five (5) foot minimum side yard setback for the SFLDR dwelling units. The applicant is requesting an amendment to allow architectural features (fireplaces, cantilevered or bay windows, eave projections and similar architectural features) to encroach up to two (2) feet into the required five (5) foot setback. If approved, these architectural features may extend two feet into the required side yards on one side of the residence, while the other side must meet the minimum side yard setback requirements without obstructions.



CITY OF OAKDALE
City Council Staff Report

Subject: Bridle Ridge Specific Plan Amendment
Meeting Date: June 1, 2002
Report Date: June 25, 2002

II. RECOMMENDATION

On a 5-0 vote, the Commission recommended that the City Council adopt the Specific Plan Amendment as proposed to the Development Code, Table 5.2, of the Bridle Ridge Specific Plan to allow fireplaces, cantilevered or bay windows, eave projections and similar architectural features to encroach up to two (2) feet into the five (5) foot side yard setback on one side of the residence. The other side must meet the minimum side yard setback requirements without obstructions.

The Council should note that this action to amend the development code of the specific plan will affect all properties in the specific plan area, offering this same side yard encroachment opportunity for all residential dwellings that will ultimately be constructed in Bridle Ridge (1,500± homes). At the recent joint Planning Commission/City Council workshop there was brief discussion regarding this issue.

III. ATTACHMENTS

1. Planning Commission Staff Report dated June 5, 2002
2. Draft Planning Commission Minutes for June 5, 2002
3. City Council Resolution



CITY OF OAKDALE
City Council Staff Report

To: City Council

From: Steven Hallam, Community Development Director

Subject: Bridle Ridge Specific Plan Amendment: Amend Land Use Diagram to Relocate the Designated 10-Acre School Site

Report Date: October 24, 2002 **Meeting Date:** November 4, 2002

I. SYNOPSIS

As the Council may recall, the Specific Plan was adopted by the Oakdale City Council in January of 1999 (amended in February of 1999), and approved for annexation to the City by the Local Agency Formation Commission (LAFCO) in July of that year. The Bridle Ridge Specific Plan represents both a policy and regulatory document containing its' own development code and standards for a master planned community.

The Specific Plan includes provisions for a broad range of public uses and facilities necessary to serve the future residents of this master planned community, including a site to accommodate a neighborhood elementary school. As described in attached staff report to the Planning Commission, the applicant, SCM Homes on behalf of the property owners, Rodden-Jackson, are requesting an amendment to Land Use Diagram to relocate the designated school site approximately 500 feet further south along the west side of Willowood Drive. The need to relocate the school is driven by restrictions of State guidelines regarding elementary school placement near active railroad lines.

At a public hearing held on October 2, 2002 the Planning Commission considered this requested amendment to the land use diagram, including some minor amendments to the text of the Plan, Section 9: Community Services and Facilities necessary to reflect comments received from the Oakdale Joint Unified School District. Note: An additional possible Plan amendment, revising the single family architectural design expectations of the Specific Plan (initiated by City Staff), was continued by the Planning Commission for further review and discussion at a later, separate meeting. It is anticipated that the applicant will be an active participant in this forthcoming subsequent amendment.

II. ENVIRONMENTAL REVIEW

The potential environmental impacts associated with these proposed amendments to the Specific Plan have been reviewed in accordance with the California Environmental Quality Act (CEQA). In addition the proposed amendments have been referred to all interested and affected public agencies for review and comment. A determination has



CITY OF OAKDALE
City Council Staff Report

Subject: Bridle Ridge Specific Plan Amendment #2
Meeting Date: November 4, 2002
Report Date: October 24, 2002

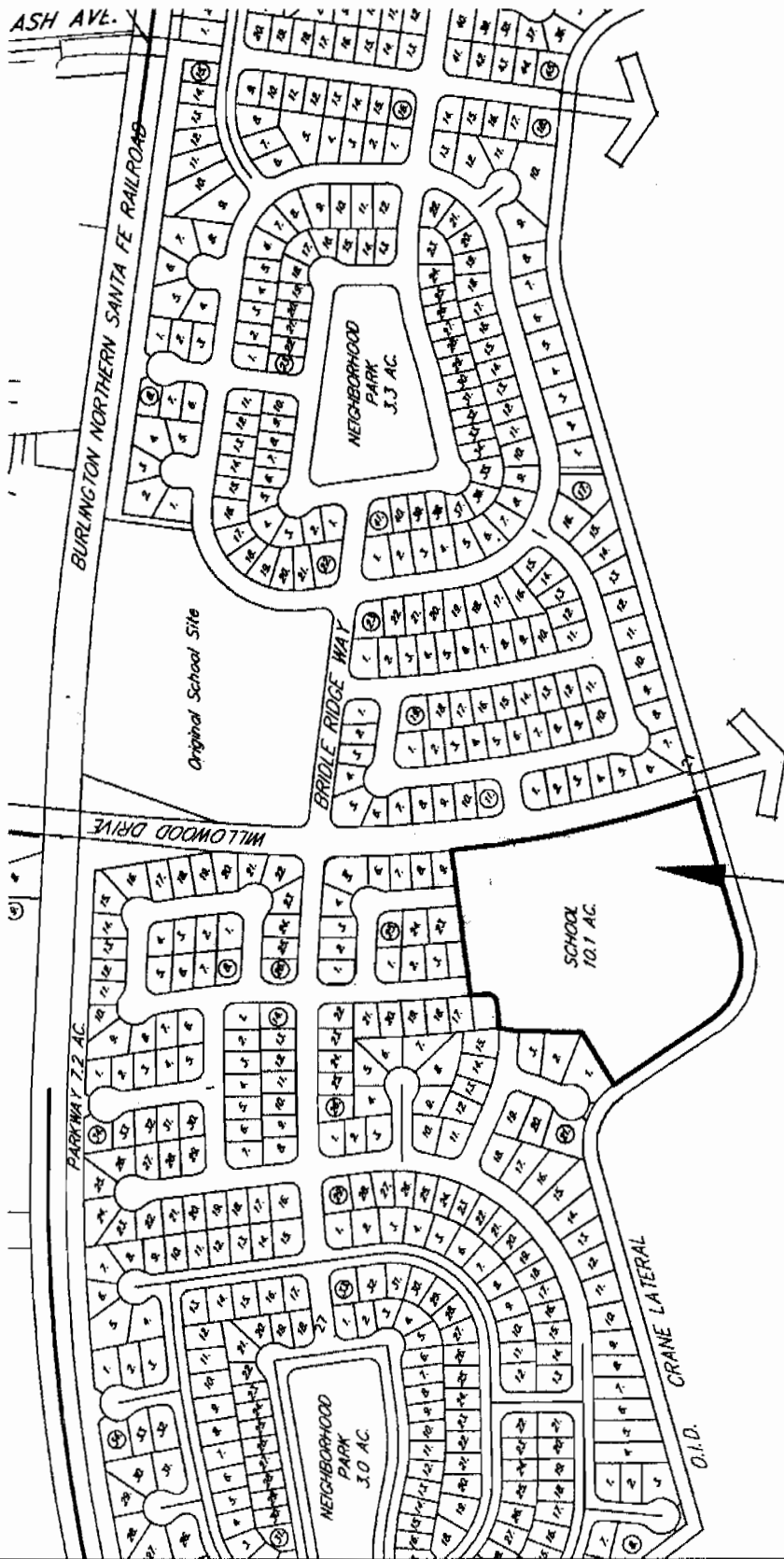
been made that these amendments to the Bridle Ridge Specific Plan are minor and will not generate any issues or significant effects that were not thoroughly and adequately covered under the scope of the previous Mitigated Negative Declaration was prepared, posted for public review and adopted by the City Council on February 16, 1999 (Attachment G). No new environmental assessment is therefore required.

III. RECOMMENDATION

On a 5-0 vote, the Commission adopted Resolution 2002-22 recommended that the City Council adopt the Specific Plan Amendment as proposed to amend Figure 5.1 – BRSP Land Use Summary Diagram with relocated school site; amend Figure 5.2 – BRSP Specific Plan Zoning Map; and to amend Section 9 – BRSP Community Services and Facilities Element as recommended by Staff.

IV. ATTACHMENTS

1. Draft City Council Resolution
2. Planning Commission Resolution 2002-22
3. Planning Commission Staff Report dated September 24, 2002
4. Excerpt of Planning Commission Minutes for October 2, 2002



Bridle Ridge
Specific Plan Amendment
Relocation of 10.1 Acre School Site

Proposed Relocated School Site



EXHIBIT A
TABLE 5.2
BRIDLE RIDGE DEVELOPMENT CODE

Zoning District	Land Use District	Lot Area	Lot Width	Lot Depth	Lot Coverage	Front Yard Setback	Side Yard Setback	Rear Yard Setback	Permitted Uses	Design Requirements
SPR-E	EST RES (estate residential)	15,000 sq. ft.	100 ft. min.	130 ft. min.	30%	All structures	Interior Corner 20 ft. min.	Primary unit 20 ft. min. Accessory 3 ft. min.	(RA)	None
SPR-A	SFLDR (8,000 s.f. min. lot)	Interior Lot 8,000 sq. ft. min. Corner Lot 8,500 sq. ft. min.	70 ft. min. 80 ft. min.	100 ft. min. 100 ft. min.	40%	Garage (all yards) Dwellings Porch/Arch Feature 20 ft. min. 15 ft. min. 10 ft. min.	Interior* Corner 5 ft. min. 15 ft. aggr. total 15 ft. min.	Primary unit 20 ft. min. Accessory* 3 ft. min.	Section 36-7 (R-1)	Section 7.4 & 7.6 SFR Design Expectations
SPR-1	SFLDR (6,000 s.f. min. lot)	Interior Lot 6,000 sq. ft. min. Corner Lot 6,500 sq. ft. min.	55 ft. min. 65 ft. min.	90 ft. min. 90 ft. min.	50%	Garage (all yards) Dwellings Porch/Arch Feature 20 ft. min. 15 ft. min. 10 ft. min.	Interior* Corner 5 ft. min. 10 ft. min.	Primary unit 20 ft. min. Accessory* 3 ft. min.	Section 36-7 (R-1)	Section 7.4 & 7.6 SFR Design Expectations
SPR-2	SFLDR (5,000 s.f. min. lot)	Interior Lot 5,000 sq. ft. min. Corner Lot 5,500 sq. ft. min.	50 ft. min. 55 ft. min.	90 ft. min. 90 ft. min.	50%	Garage (all yards) Dwellings Porch/Arch Feature 20 ft. min. 15 ft. min. 10 ft. min.	Interior* Corner 5 ft. min. 10 ft. min.	Primary unit 15 ft. min. Accessory* 3 ft. min.	Section 36-7 (R-1)	Section 7.4 & 7.6 SFR Design Expectations
SPR-2A		Interior Lot 4,500 sq. ft. min. Corner Lot 5,000 sq. ft. min.	45 ft. min. 50 ft. min.	90 ft. min. 90 ft. min.						

*Fireplaces, cantilevered or bay windows, eave projections and similar architectural features may encroach up to 2 feet into the required 5 foot side yard setback on one side of the residence, the other side must meet minimum side yard setback requirements without obstructions. [BRSP Amendment No. 1, approved by City Council Resolution 2002-101: 7/15/2002]

Accessory units may be connected to primary units with a decorative breezeway structure.

NOTES:

1. Rear lot garages may have zero side yard setbacks subject to easements.
2. Reduced lot requirements permitted in the SPR-2 district with alleyway loading garages.

