

SPECIFIC PLAN

D.R. HORTON, INC.

PRATT FAMILY RANCH



JULY 2023



DRAFT SPECIFIC PLAN

PRATT FAMILY RANCH

Submitted to:



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Section 1 - Preface

The location of the Pratt Family Ranch Specific Plan (Specific Plan) is a site with historical relevance to the City of Visalia. The Pratt Family has lived in Visalia for generations and has made a positive impact on the community as a whole. Willis Layton Pratt, his wife, Mary Jane, and their children moved to the Visalia area in 1881. They purchased a large tract of land near what was then the very edge of town, north of the intersection of Houston Avenue and Santa Fe Street, where they farmed, raised cattle and hogs, and operated a dairy. They established the very first creamery in Visalia, providing dairy products to the community.

Willis' son, Thomas, and later his grandson, Orval, continued the dairying tradition. In 1926, Orval purchased land just south of the St. Johns River at what is now the corner of Mooney Boulevard and Pratt Avenue. The dairy was eventually moved to this site. Pratt's Dairy delivered milk in glass bottles to Visalia residents and all the schoolchildren in the Visalia schools.



The family built a new ranch house on the property in 1935. Orval's wife, Anna Lorene, helped run the dairy and was a board member of the Tulare County Farm Bureau, Tulare County American Cancer Society, and several other civic organizations. Orval's son, Glenn Owen Pratt, took over the dairy business and raised Hereford cattle there. In 1960, the family ended what was at the time the longest-running dairy operation in Visalia. Glenn, his wife, Arlene, and their family continued to live on the ranch, growing cotton, corn, milo, and wheat. It is said that they enjoyed sitting outside the ranch house, watching the Sierra Nevada change color as the sun set.

Each generation of the Pratt family participated in various civic organizations to help improve Visalia. In the early 1900s, a levee district was formed to use property tax revenue from the town to construct and maintain a levee to protect Visalia from St. Johns River's floodwaters. Multiple generations of Pratts served as trustees of Levee District #1. Property tax funding for levee maintenance was eliminated by Proposition 13 in 1978, but Glenn continued to walk the levee as a volunteer, looking for areas that needed maintenance. He was honored by the Board of Supervisors for his lifelong commitment to protecting the city from flooding when responsibility for maintaining the levee was transferred to Tulare County in the mid-2000s.

The Pratt Family Ranch neighborhood and this Specific Plan are named to honor the legacy of the Pratt family's eight decades of providing milk and dairy products to the families of Visalia and their seven generations of civic volunteerism in the community.

Section 2 - Introduction

2.1 - Purpose

The purpose of the Specific Plan is to provide design and development standards for a residential community with parks and trails in north Visalia consistent with the City of Visalia's General Plan. The Specific Plan includes policies and standards for each planned land use type to ensure a high-quality, compatible development within the Plan Area and with adjacent uses. The approximate 95-acre Plan Area will include sites for Low-Density Residential and Medium-Density Residential development and corresponding amenities such as aesthetic lighting fixtures, identified trails, and neighborhood parks.

2.2 - Plan Area Location & Description

The Specific Plan is located in the north of Visalia and comprises approximately 95 acres (see Figures 2-1 and 2-2). The Specific Plan Area (Plan Area) is bounded by the St. Johns River to the north and rural residential and uncultivated agricultural land to the east and west, with single-family residential communities to the south within the city limits of Visalia. The Plan Area will consist of Low-Density Residential and Medium-Density Residential land use designations, as shown in Figure 3-1. A portion of the Specific Plan falls within Tier 2, identified as the anticipated growth through 2030 by the City of Visalia's General Plan. It is anticipated to be developed by D.R. Horton, a national homebuilder. Tier 3, which accommodates growth beyond 2030, will be owned and developed by D.R. Horton. The Low-Density Residential portion of the Plan Area consists of approximately 51 acres and will result in a minimum of 102 lots. The Medium-Density Residential portion consists of approximately 26 acres and will result in a minimum of 260 lots. The development of Low-Density

Residential and Medium-Density Residential is consistent with the City of Visalia's General Plan land use and zoning designations. It will complement the existing developing uses in north Visalia. Table 3-1 shows a summary of the acreages of the planned land uses in the Specific Plan.

2.3 - Concept

The Specific Plan incorporates policies, standards, designs, and development guidelines that encourage high-quality, comprehensive new development consistent with the intent of the General Plan. The project's primary goal is to create a "legacy project." It is envisioned that the Plan Area and surrounding uses will result in a vibrant community with maximum connectivity to existing and proposed access points. The proposed conceptual layout of the Plan Area (Figure 4-1) allows for better connectivity between developments and encourages future expansion. Although most people commuting to and from the Plan Area will travel by automobile, pedestrian connectivity is a featured characteristic of the community. Pedestrian connectivity promotes a healthier lifestyle, aesthetically pleasing and safe routes to parking spaces, and connections between neighborhoods. Pedestrian connections are enhanced through the use of pedestrian paths and trail networks with rich landscaping. Circulation by the various modes of travel will be discussed in more detail in Section 4. The administration, implementation measures, and design and development standards outlined in this Specific Plan provide the framework for the development. The Specific Plan will be developed in concurrence with the adopted development policies and standards of the City of Visalia, except for deviations that are expanded on in later sections.

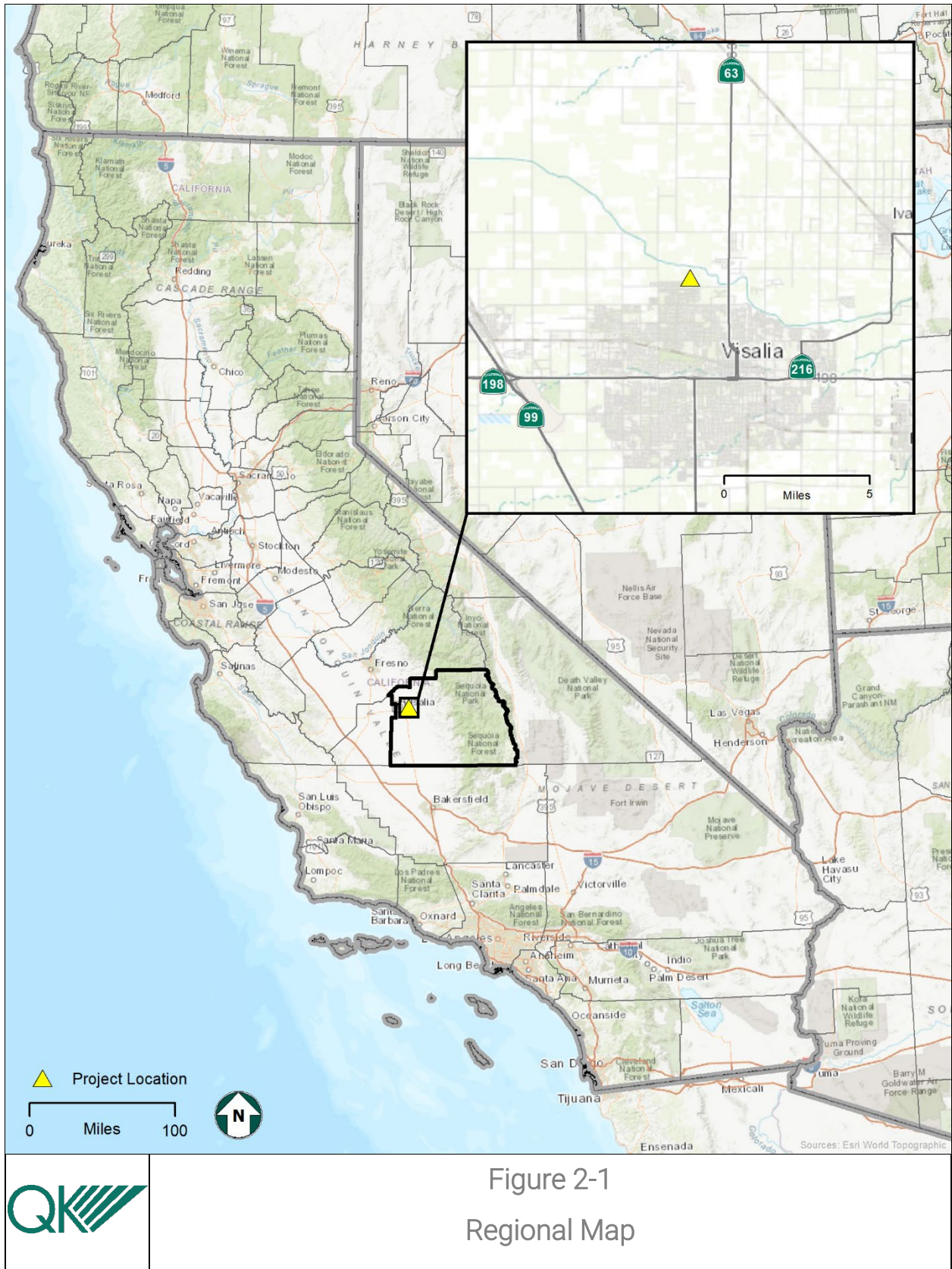




Figure 2-2
Plan Area Site

2.4 - Site Conditions

The figure above was developed using the existing land use codes determined by the Tulare County Assessor to accurately assess the taxes for a property. According to the Tulare County Assessor's Office, the existing land uses are described as what is currently on the property and/or what the property is currently being used for. As shown in Figure 2-3, the Plan Area and surrounding properties are identified as agriculture, except for the St. Johns River being classified as Miscellaneous and Public/Quasi Public. South of the Plan Area is primarily categorized as single-family residential. Since the Plan Area is located outside of the City of Visalia, the Plan Area is under the jurisdiction and zone designation of Tulare County, which is designated as AE-20 and AE-40 (Figure 2-4). These are exclusive agriculture zone districts. In addition, there are existing structures within the Plan Area. There is an existing single-family dwelling/farmhouse and a dilapidated barn.

According to an ALTA survey completed in 2020, the Plan Area is topographically flat. It has an elevation of approximately 320 feet above sea level to the southeast

of the property, with a variance of two feet sloping north to south. There is an access easement on the west side of the property and an irrigation/access easement on the property's east side (ALTA/NSPS Land Title Survey 2020). Powerlines run east to west on Pratt Road and south on Mooney Boulevard. A powerline is also on Pratt Road's southside and runs north, crossing onto the Plan Area. The Plan Area also has telephone lines running east to west on Pratt Road. There are two existing irrigation wells on the property and an irrigation vent pipe on the northeast side of the property (ALTA/NSPS Land Title Survey 2020).

2.5 - Surrounding Existing Land Uses

The Plan Area is in a developing area of north Visalia. Surrounding land uses consist of existing single-family residences to the south, agriculture and existing rural single-family residential to the west, vacant land and the St. Johns River to the north, and agricultural land to the east (see Figure 2-3).

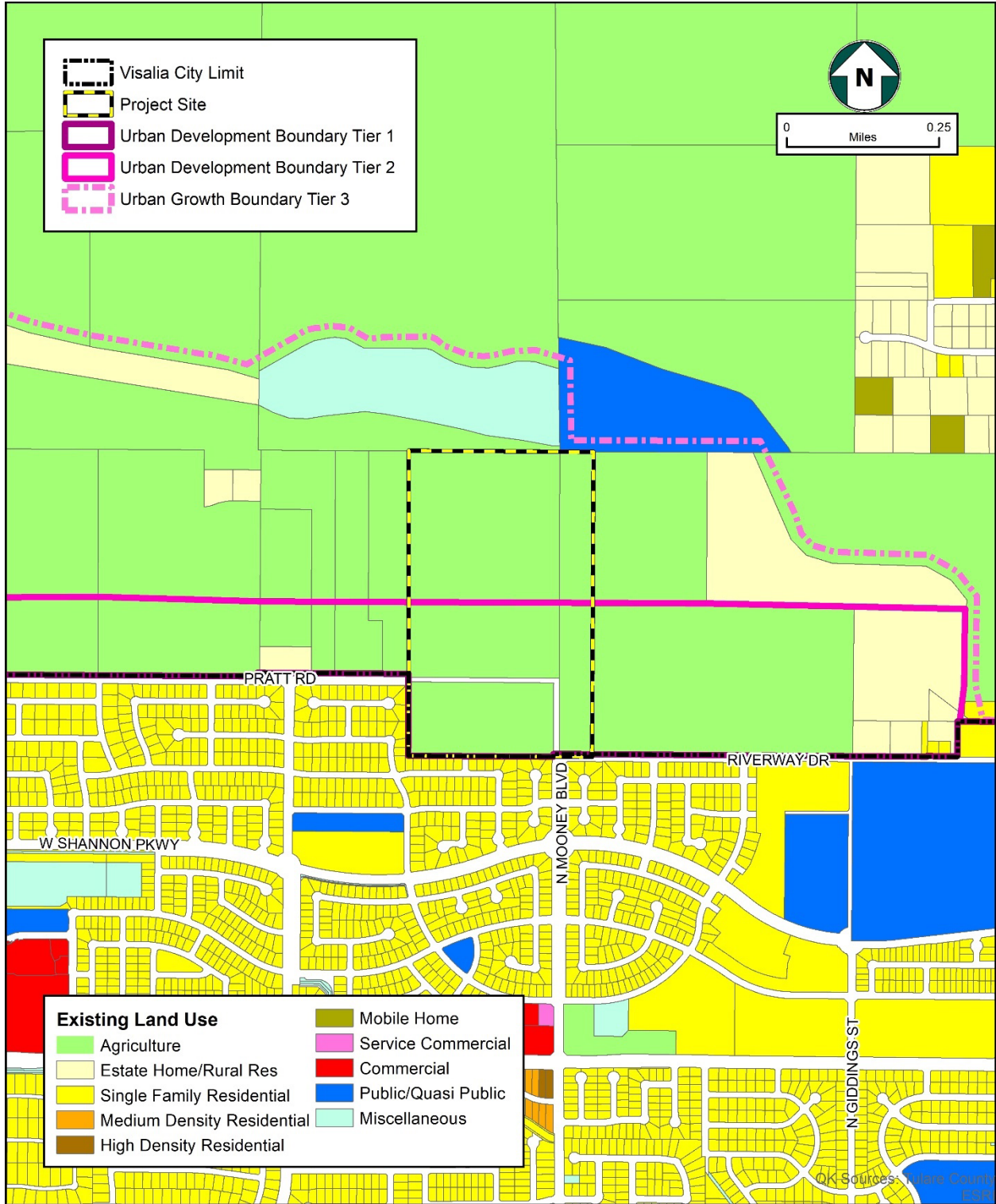


Figure 2-3
Existing Land Use



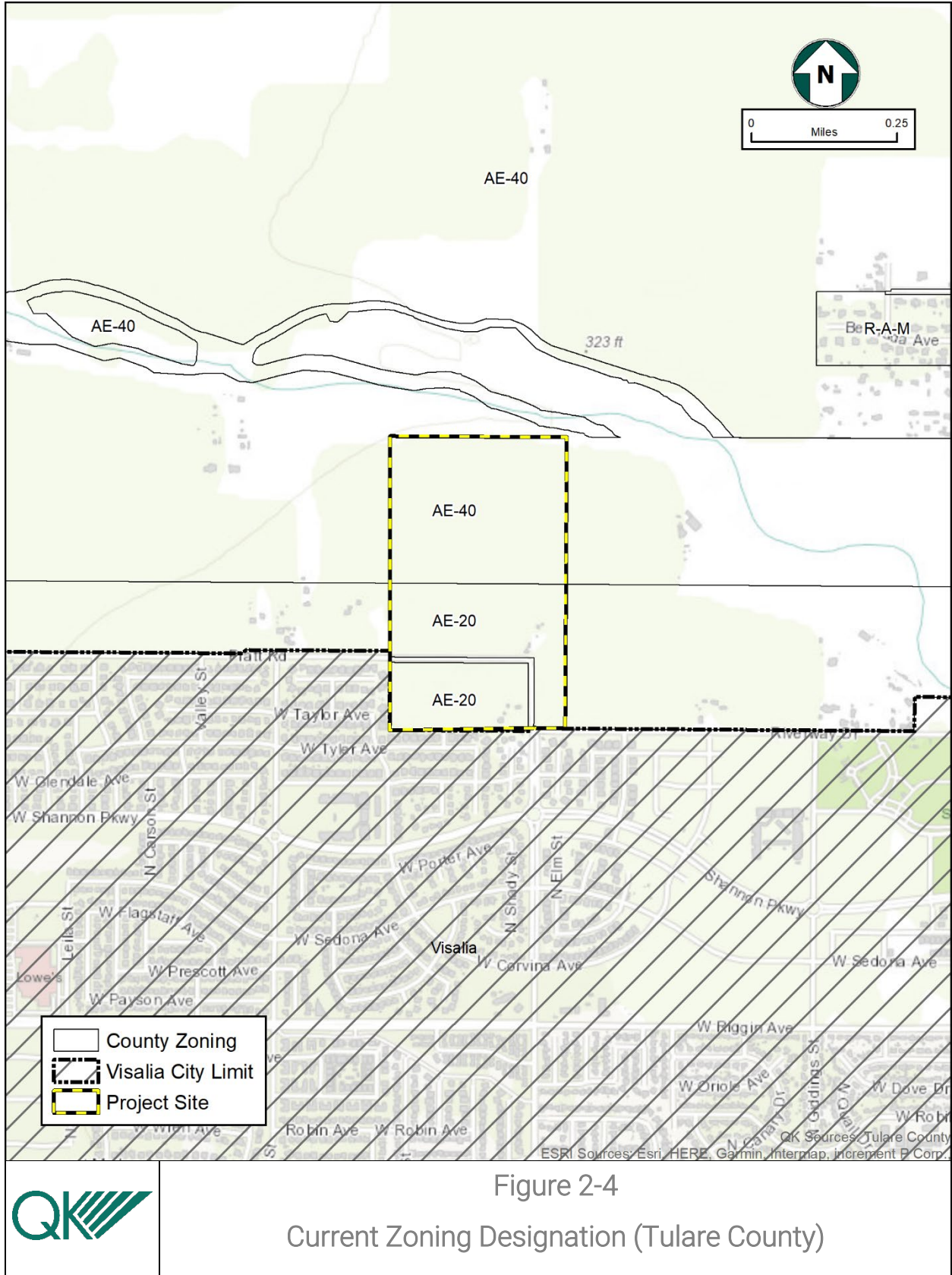


Figure 2-4

Current Zoning Designation (Tulare County)



Section 3 - Specific Plan, Land Use, and Zoning Applicability

3.1 - Guiding Principles

The Guiding Principles of this Specific Plan are derived from the City of Visalia's General Plan. A Specific Plan is intended to set parameters and guide development under its purview to maintain consistency with the City of Visalia's General Plan. Since the Specific Plan will be consistent with the City's General Plan, the Specific Plan will implement the policies and goals of the General Plan (City of Visalia 2014). Government Code Section 65454 states, "No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan" (California Legislative Information, 2021).

Goals and policies from the Visalia General Plan that are applicable to the Specific Plan are as follows:

- LU-0-7: Preserve and enhance qualities that make Visalia an ideal place to do business and promote a positive image of Visalia as a desirable place to do business and promote a positive image of Visalia as a desirable place to live, visit, and do business.
- LU-0-9: Protect agricultural land from premature urban development.
- LU-0-19: Ensure adequate land area is available for future housing needs, enabling an average citywide gross density of 5.3 dwelling units per acre of new residential development.
- LU-0-20: Allow sufficient density and intensity to enable new development to support all required infrastructure, community facilities, and open space.
- LU-P-22: Allow for City Council approval of Master Plans, following Planning Commission

review and recommendation, for sites under single ownership or unified control, which may include developable land within both multiple development tiers. Allow for rezoning of this master planned land, subject to execution of a development agreement between the City and the landowner conforming to the requirements of Government Code Section 65864 et seq., with the project allowed to annex and develop while the City is still limiting development approvals to land within the Tier 1 or Tier 2 designation.

- LU-0-23: Provide a range of housing types and prices within new neighborhood to meet the needs of all segments of the community.
- LU-0-25: Create an open space system that links neighborhoods, complements adjacent land uses, and serves multiple needs.
- PSCU 0-1: Design parks and recreation facilities that will enhance community identity and serve the recreation and social needs of Visalians of all ages, economic situations, and physical abilities.
- T-0-1: Develop and maintain a road system that is convenient, safe, efficient, and cost-effective.
- T-0-8: Encourage walking and bicycling in Visalia for commuting and recreational purposes and for the improvement of public and environmental health.
- OSC-0-9: Protect agricultural land from premature urban development.

Additional principles that are included outside of the General Plan:

- Create a legacy project to commemorate the Pratt Family’s contribution to the City of Visalia.
- Ensure attractive and orderly developments within the specified Plan Area, fostering a safe and healthy community.

3.2 - City of Visalia General Plan

The Specific Plan proposes a large residential community that offers several neighborhoods composed of two different residential land uses (Low-Density Residential and Medium-Density Residential) in conjunction with the Open Space land use. Uses are expected to consist of single-family residential neighborhoods and higher-density, small-lot residential gated communities. General guidelines for development are approximately 25.9 acres of Medium-Density Residential, 51.2 acres of Low-Density Residential, and up to 7.9 acres of OS. The Plan Area is bisected by the Tier 2 and Tier 3 boundary lines. The remainder of the acreage is devoted to rights of way dedications. Figure 3-1 shows the current General Plan land use designations for the Plan Area and adjacent uses. Figure 3-2 shows the proposed General Plan land use designation for the Plan Area. Furthermore, the current General Plan land use designations’ configuration will be altered to make the property more developable. The proposed land use designations provide the same or greater density of residential development, just in a different configuration. The Very Low Density is starting to phase out in the housing market and with the ever-growing need of housing, high-density homes are a more desirable use of land.

According to the City’s General Plan, the Low-Density Residential designation is intended to provide for single-family detached housing. Residential densities are typical of single-family subdivisions. The standard

residential density for this designation ranges from two to 10 housing units per gross acre. Buildout is assumed to be at least four units per gross acre. Additionally, the Medium-Density Residential designation can accommodate a mix of housing types, from small-lot starter homes, zero-lot-line developments, and duplexes to townhouses and garden apartments. Pedestrian-oriented design and clustering can support higher density. There are several different uses included within the Medium-Density designation. This Plan will limit the uses of single-family units that use Medium-Density setbacks. The typical residential density for this designation ranges from 10 to 15 housing units per gross acre. Buildout is assumed to be at least 10 units per gross acre.

Table 3-1
Plan Area Land Use Sizes

Land Use	Acreage
Low-Density Residential	51.0
Medium-Density Residential	25.0
<i>Subtotal</i>	76.0
Arterials & Collectors	11.7
HOA Park (Private)	0.3
Parks, Trails, Open Space & Landscape Strips	8.0
<i>Total</i>	96

Note: All sizes and acreages are approximated.

D.R. Horton intends to be the sole developer. If D.R. Horton is not the sole developer, the Specific Plan intends to set policies and standards to ensure consistency for different development projects.

The Specific Plan is consistent with General Plan Land Use Element Policy LU-P-50 since it will be compatible with the surrounding residential development. Pedestrian connections within the Plan Area and surrounding uses are included (reference Section 4).

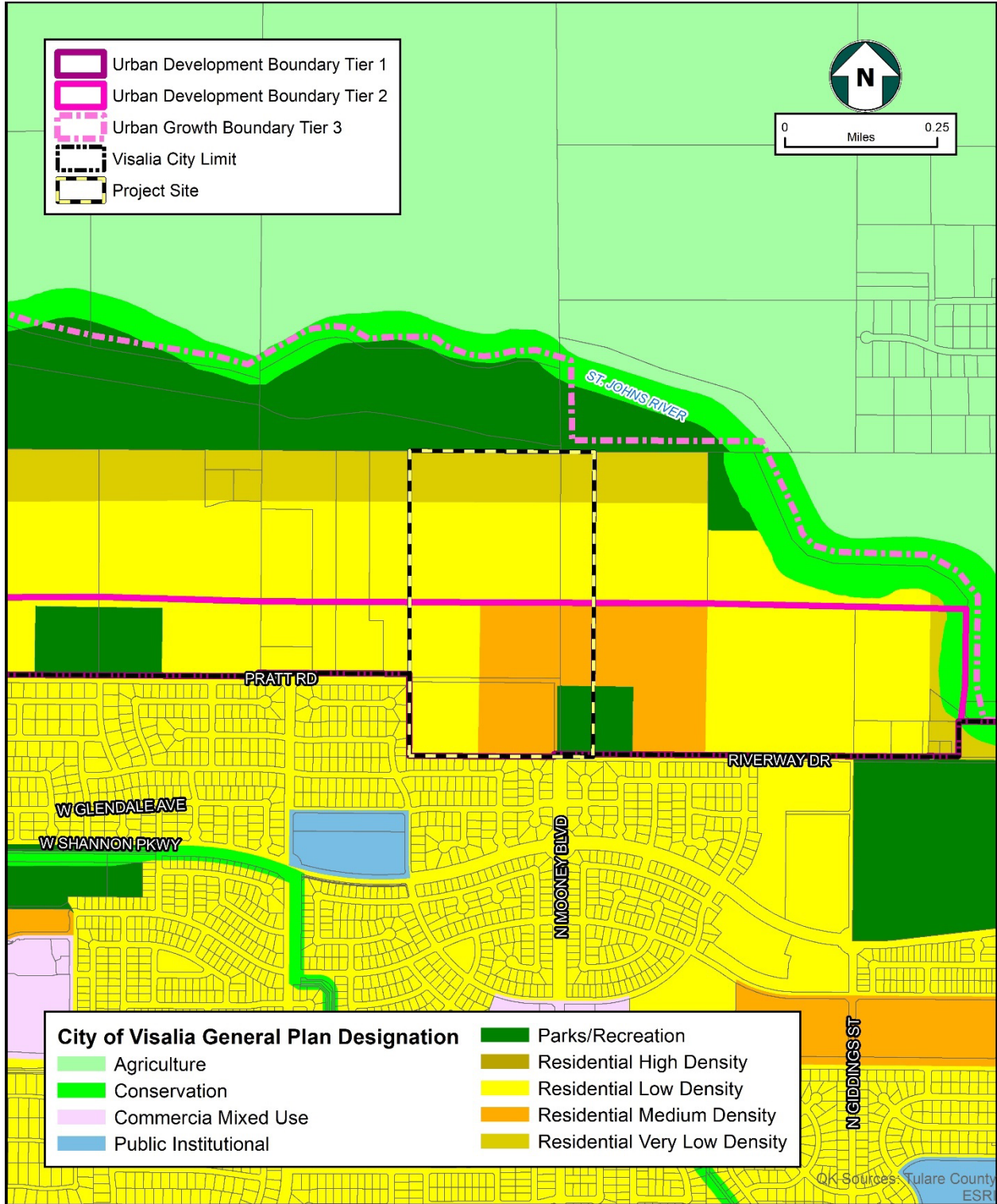


Figure 3-1
Current General Plan Land Use

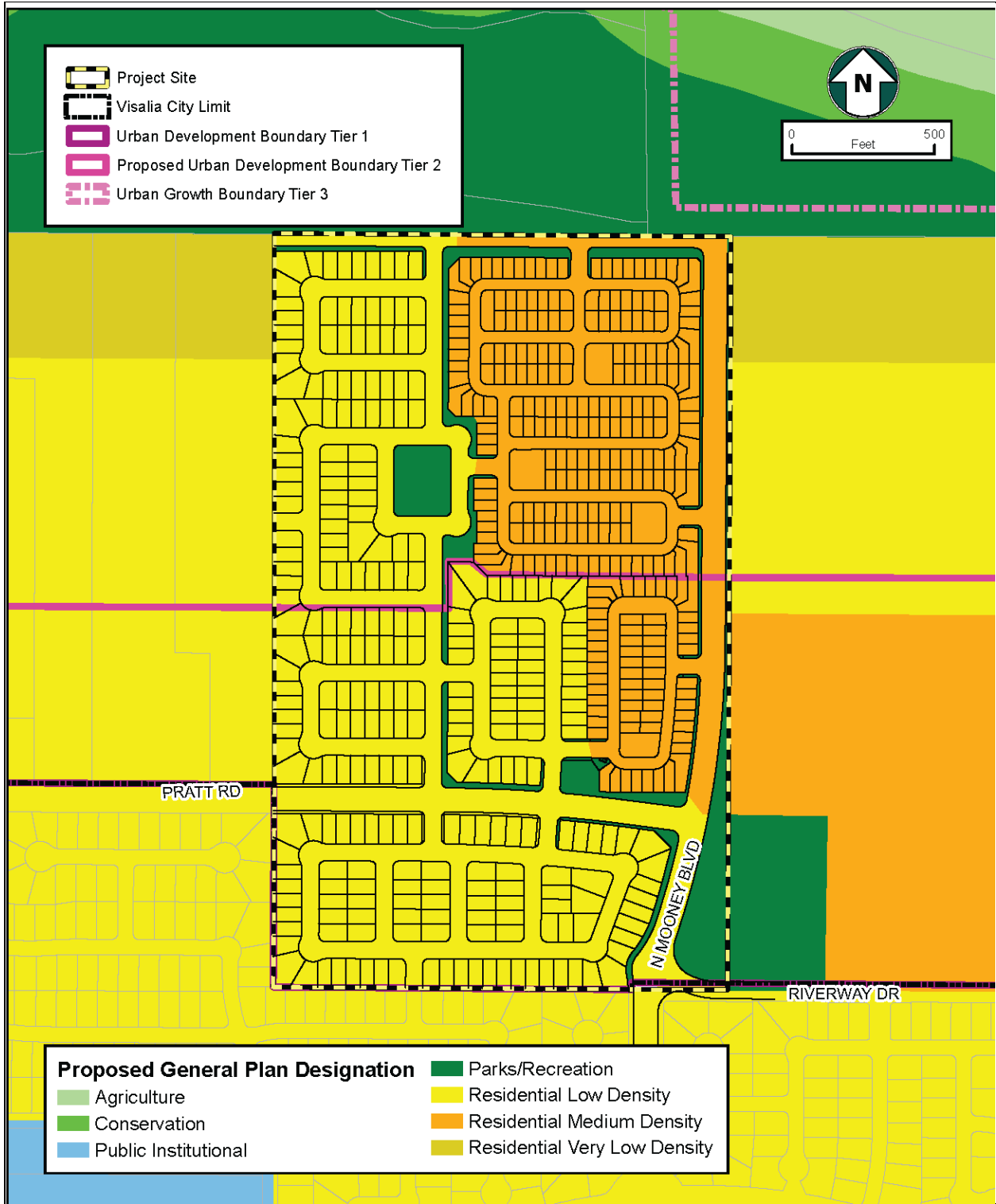


Figure 3-2
Proposed General Plan Land Use



The City's General Plan establishes three growth boundaries to regulate expansive development and maintain orderly growth. The first tier, also known as the Urban Development Boundary I or Tier 1, is mainly conterminous with the existing city limits. The second tier, also known as Urban Development Boundary II or Tier 2, comprises 27,936 acres total at buildout. The third tier, also known as the Urban Growth Boundary or Tier 3, comprises 32,648 acres total at buildout. See Figure 3-1 for a depiction of the Plan Area's relation to the City's Urban Development/Growth Boundaries.

The Specific Plan is consistent with General Plan Land Use Element Policy LU-P-22, which allows for City Council approval of Master Plans, following Planning Commission review and recommendation, for sites under a single ownership or unified control, which may include developable land within both multiple development tiers. Additionally, the policy allows for the rezoning of this master planned land, subject to the execution of a development agreement between the City and the landowner conforming to the requirements of Government Code Section 65864, with the project allowed to annex and develop while the City is still limiting development approvals to land within the Tier 1 or Tier 2 designation. As stated in Policy LU-P-21, approved master planned sites could then be annexed before development is permitted in Tier 2 or Tier 3 under Policy LU-P-21. The development agreement would spell out details on overall development, density/intensity and phasing, infrastructure needs, building standards, development impact fees, financing, and what each party would do. This policy will allow large landowners, with Council approval, to have a longer timeframe for development and infrastructure planning, consistent with the vision of the General Plan, and also "nail down" the numbers for their financial partners while still maintaining the City's interest in having concentric growth through a phasing plan.

Policy LU-O-12 provides for an orderly and efficient transition from rural to urban land uses. Policy LU-O-13 minimizes urban sprawl and leap-frog development by encouraging compact, concentric, and contiguous growth. Policy LU-O-16 creates a safe, walkable, and attractive urban environment for current and future generations of residents.

The Specific Plan is consistent with transit policies in the City's Circulation Element Policy T-P-32. The Specific Plan will incorporate adequate transit facilities from the conditions of approval, which could include bus turnouts along arterials, and bus stop amenities, including but not limited to lighted shelters, benches, and route information signs. In addition, Policy T-P-45 requires that collector streets incorporate bicycle transportation systems such as Class II bikeways and Class III bike route facilities.

Also, streets to be improved as a part of the Specific Plan will include Avenue 320, Mooney Boulevard, Pratt Avenue, and Riverway Drive. These will be developed as described in the City's General Plan Circulation Element and City Standard Drawings.

The Specific Plan will incorporate performance standards for noise reduction for new housing. Performance standards include (Policy N-P-3):

- Construct facades with substantial weight and insulation.
- Use sound-rated windows with enhanced noise reduction for primary sleeping and activity areas.
- Use sound-rated doors for all exterior entries at primary sleeping and activity areas.
- Use minimum setbacks and exterior barriers.
- Use acoustic baffling of vents for chimneys, attic, and gable ends.

- Install a mechanical ventilation system that provides fresh air under closed window conditions.

3.3 - Zoning Applicability

The purpose of this section is to give an overview of the regulatory requirements for the development of the Specific Plan. These standards address the information and requirements pertaining specifically to the zoning, density, and open space related to the site. Where this Specific Plan remains silent, the provisions and definitions within the City of Visalia Municipal Code shall apply. Where a conflict exists between these development standards and the City of Visalia Municipal Code, the standards contained herein shall apply. Particulars regarding any deviations from the development standards of the City's Municipal Code will be elaborated on in Section 4.

Depicted in Table 3-2 are the zoning designations that are consistent with the revised General Plan land use designations described in Section 3.2. The Pratt Ranch Specific Plan presents a more detailed picture of the specific product types proposed within the Plan Area. The development standards and zone designations provide a necessary assurance that the Plan Area will be developed in accordance with the quality and character set forth in this Specific Plan, Visalia's General Plan, and Municipal Code. Since the Plan Area is outside the city limits, the City of Visalia will be rezoning the site. This will allow for the rezoned designation to be the applicable zoning designation upon the initiation of annexation into the City (Figure 3-3). Figure 3-4 shows the proposed zoning of the Plan Area to maintain consistency with the proposed General Plan land use

designations. The proposed zoning on the site is approximately 36 gross acres of R-1-5, 20 gross acres of R-M-2, and 4 acres of QP.

3.4 - Zoning Consistency

As mentioned previously, the Specific Plan designates three zoning districts (Table 3-2). The two primary zoning designations of the Specific Plan are Single-Family Residential with a 4,000-square-foot lot minimum lot size (R-1-5) and Multi-Family Residential with a 2,500-square-foot minimum site area per dwelling unit (R-M-2). The third zoning designation is the Quasi-Public zone district, which is envisioned to be used as park space. The Specific Plan intends for single-family and multi-family developments that may allow a variation of densities to coexist within adjacent communities. As illustrated in the Conceptual Plan, there are two Medium-Density communities: one in Tier 2 and one in Tier 3. In addition, seven Low-Density neighborhoods depicted via the Conceptual Plan Area design have a mix of 4,000- and 5,000-square-foot lots. To meet the density requirements of the land use designations, the Specific Plan proposes smaller-lot single-family developments that meet the purpose and intent of the R-M-2 zone district, along with medium- to large-lot single-family developments that meet the requirements of the R-1-5 zone district. Pursuant to the City's Municipal Code, the developments are all permitted uses that cater to a neighborhood atmosphere with a mix of high and low concentrations of dwelling units and still preserve the desirable characteristics and amenities of a Low-Density development.

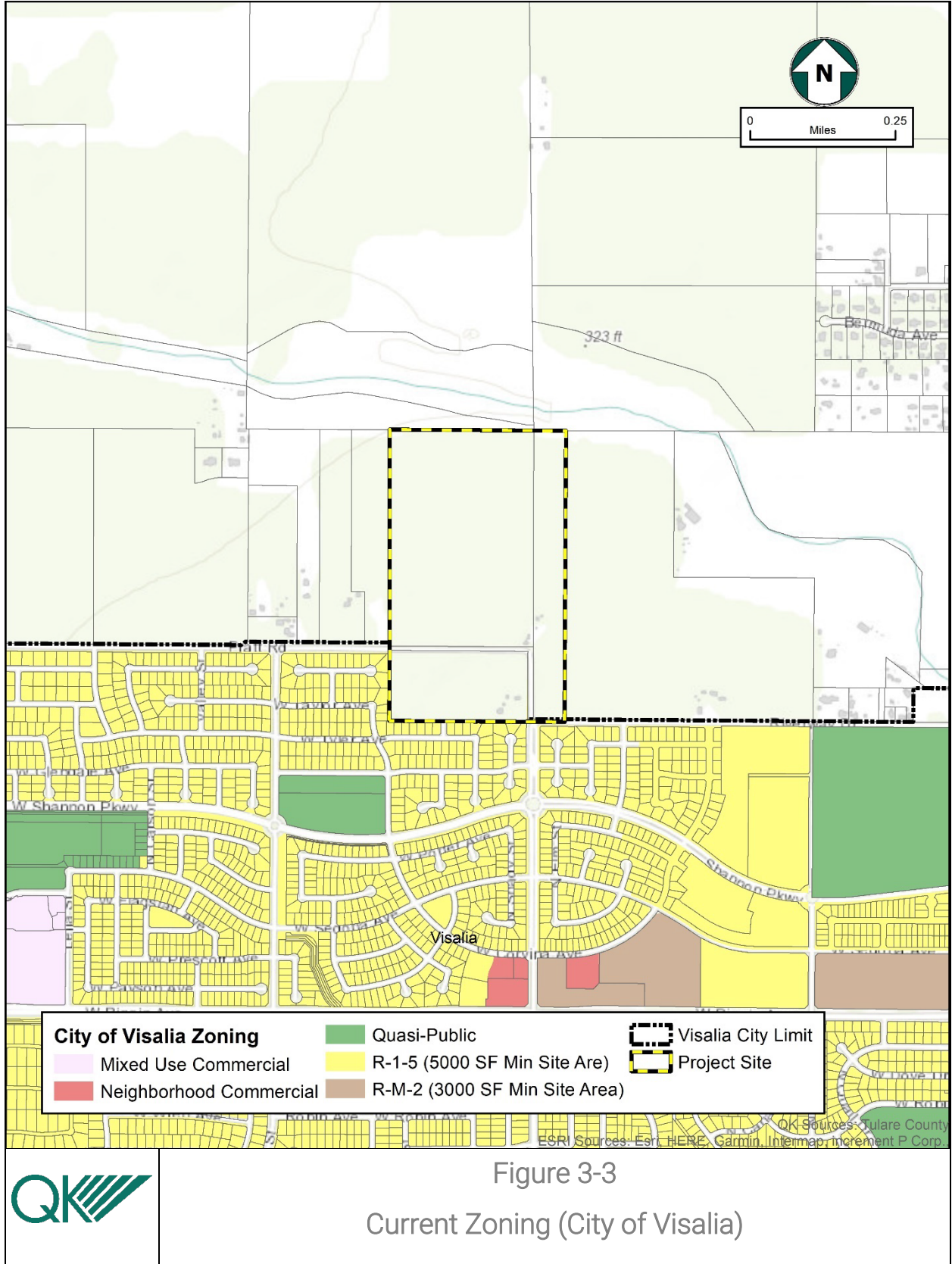


Figure 3-3
Current Zoning (City of Visalia)



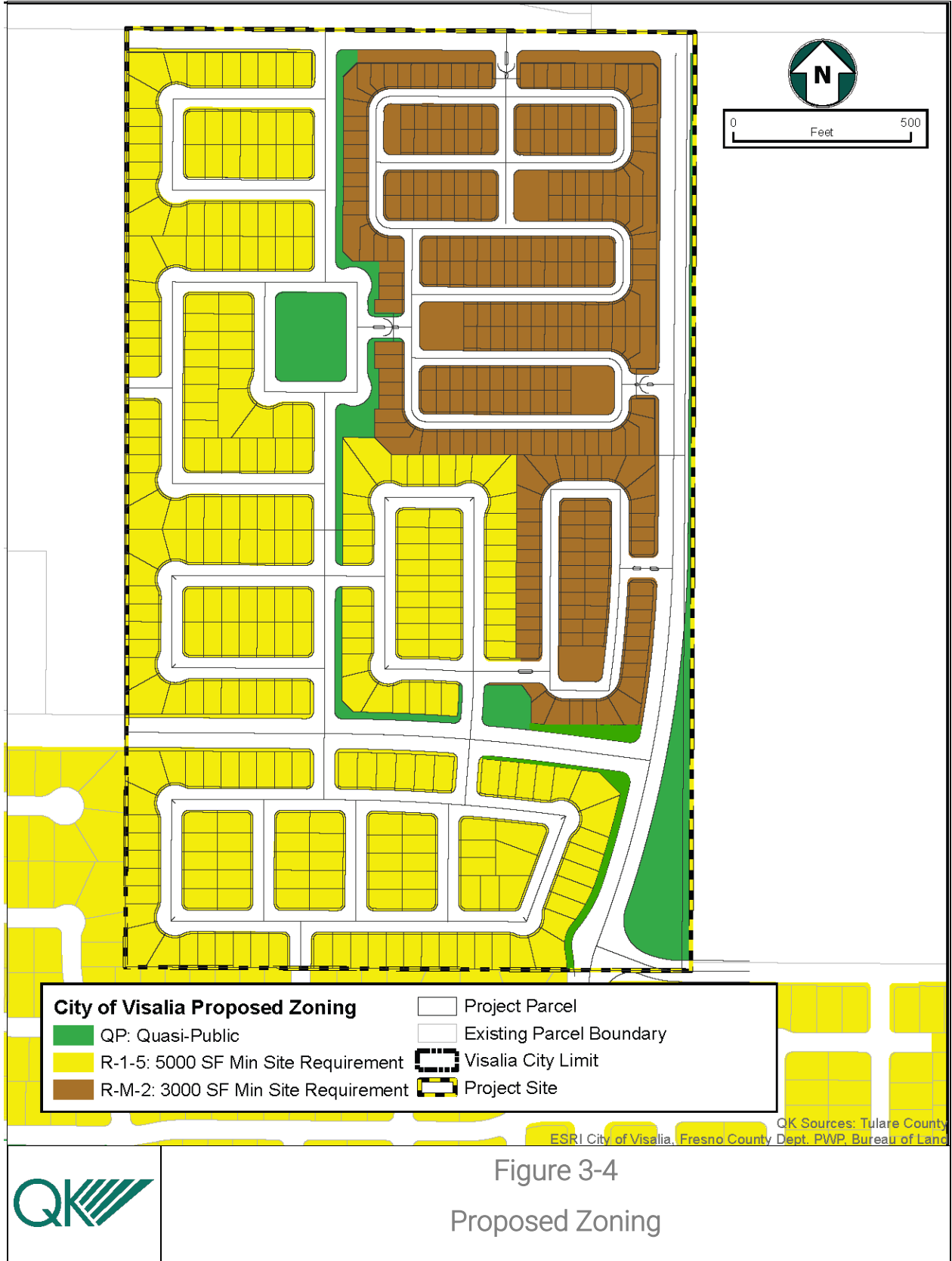


Table 3-2
Plan Area Land Use Sizes

General Plan Land Use Designation	Zoning Designation	Zoning Abbreviation
Low-Density Residential	Single-Family Residential 4,000 SF Min. Lot Size	R-1-5
Medium-Density Residential	Multi-Family Residential 2,500 SF Min. Site Area Per Dwelling Unit	R-M-2
Parks/Recreation	Quasi-Public	QP

3.4.1 - ZONING MAP AND ZONING PROCESS

These zoning regulations implement the General Plan land use designations for the Plan Area. The proposed zoning for the properties within the Specific Plan Area is shown in Figure 3-4, Zoning Map. Upon approval of the Specific Plan, the City of Visalia's Zoning Map will be amended to identify the Plan Area as the Pratt Family Ranch Specific Plan, and the zoning as set forth in this Specific Plan and as shown in Figure 3-4, shall apply upon annexation. Minor amendments to the proposed zoning boundaries may be made concurrent with subdivision approvals to ensure that final zoning designations precisely coincide with future street, utility facilities, or recreation facility lot lines. Major amendments or zone changes shall be considered amendments to the Specific Plan. They shall be processed in accordance with provisions of the City of Visalia codes and ordinances and California State law (more details Section 7.3).

3.5 - Overview of the City of Visalia's Zoning Code

The Specific Plan's Zoning Code is adopted and implemented for projects proposed within the Plan Area with the purpose of promoting the health, safety, and general welfare of future residents. The subsections below depict an overview of the City's Municipal Code

requirements that would typically apply. The development standards mentioned in the Specific Plan are either derived from the City's Municipal Code or created to produce a unique community layout consistent with the General Plan. In Section 4, the Specific Plan's Zoning Code requirements are articulated for future developments to adhere to unless otherwise stated.

3.5.1 - SINGLE-FAMILY RESIDENTIAL ZONE (R-1-5)

In the R-1 Single-Family Residential zones, the purpose and intent are to provide a living area within the City where development is limited to Low-Density concentrations of one-family dwellings and where regulations are designed to accomplish the following: to promote and encourage a suitable environment for family life; to provide space for community needed to complement urban residential areas and for institutions that require a residential environment; to minimize traffic congestion and to avoid an overload of utilities designed to service only Low-Density Residential use (City of Visalia 2017).

3.5.2 - MULTI-FAMILY RESIDENTIAL ZONE (R-M-2)

In the R-M Multi-Family Residential zones, the purpose and intent are to provide living areas within the two Multi-Family Residential zones (one medium density

and one high density) with housing facilities where development is permitted with a relatively high concentration of dwelling units and still preserve the desirable characteristics and amenities of a Low-Density atmosphere (City of Visalia 2017).

3.5.3 - DEVELOPMENT STANDARDS

Standards such as site area and setbacks are typically applicable to all developments within the City of Visalia. These parameters allow for the City to regulate spacing between structures and parcel sizes in specific zone designations in order to maintain consistent developments.

- **Site Area.** The minimum parcel size varies according to the zone district in which the parcel is located. However, this title shall not preclude parcels of less than the required minimum, which exists at the time of adoption of this title, from securing site plan review permits and building permits. Parcels of less than the required minimum size may be created upon approval of an acceptable Master Plan by the Site Plan Review Committee.
- **Setback.** The minimum building setbacks in each zone district shall be conformed to the requirements set forth in that zone district. However, the Site Plan Review Committee may grant an exception to the required standards based on the uniqueness of the property or the specific design needs of the project. The average setback and landscaping under such an exception shall be equal to the required standard.
- **Height Limits.** The height of a structure shall be measured vertically from the average elevation of the ground level along the front property line to the highest point of the

structure. Each zoning designation's height limits vary.

- **Off-Street Parking.** In order to prevent traffic congestion and shortage of curb spaces, off-street parking facilities shall be provided incidental to any new building or structure and major alterations and enlargements of existing uses. Off-street parking spaces or areas required shall be in proportion to the need for such facilities created by the particular type of land use. Off-street parking facilities shall also be laid out in such a manner that the facilities will protect public safety and insulate surrounding land uses from their impact.
- **Fences, Walls, and Hedges.** Fences may be constructed of any generally acceptable material except that barbed wire and electric-charged fences are specifically prohibited in any R-1 or R-M zone.
- **Signs.** The purpose of regulating signs is to preserve and enhance the aesthetic character and environmental values of Visalia while allowing a sensible approach to advertising and signage. These regulations recognize the importance of the business activity to the economic vitality of the City as well as the need to protect the visual environment. Section 17.48.010 of the Visalia Municipal Code lists the rules and regulations of all applicable sign regulations for residential districts. Signs within the Specific Plan will adhere to the Municipal Code guidelines.

3.6 - Applicable Entitlement Process

The overall Specific Plan consists of two phases. Each phase will consist of the entitlements mentioned below.

These requirements will be required per the processes of the City's Municipal Code.

3.6.1 - SITE PLAN REVIEW APPLICATION

Prior to the formal submittal of developments proposed to occur within the Plan Area, it is a requirement per the City's Zoning Ordinance that new or remodeled buildings and structures and improvements to land shall be reviewed to ensure substantial compliance with the General Plan, Municipal Code, policies, and improvement standards of the City. Furthermore, the approved Specific Plan will be used in order to review any proposed development as well.

3.6.2 - TENTATIVE SUBDIVISION MAP APPLICATION

A Tentative Subdivision Map will be required for the anticipated development. The overall Plan Area will be developed into two distinct phases, separated by the Urban Development Boundary Tier 2 and Tier 3. It is anticipated that both phases will be subdivided via two Tentative Subdivision Maps. Unless otherwise specifically noted in this Specific Plan, all parking, fencing, screening, and landscaping shall be per City ordinance(s)/standards.

3.6.3 - GENERAL PLAN AMENDMENT AND PREZONE

In conjunction with the Tentative Subdivision Map application, the project proposes to revise the existing configuration of the General Plan's land use designations into a design that will result in a more appealing community once developed. This new arrangement promotes a community design that allows for pedestrian travel by utilizing the open space/trail system and offering a variety of lot types not in clustered developments.

3.6.4 - ANNEXATION

All property that requests to be incorporated into a municipality's or service district's service area will need to propose an annexation. This will allow the property to be assimilated into the public agency's boundary and receive public services provided by the public agency. Along with the General Plan Amendment and Prezone, the annexation will be included as a part of the overall project's entitlements. The proposal of the annexation triggers the requirement for a Prezone in order to maintain consistency between zoning and the City's General Plan. Since the Plan Area is split into Tier 2 and Tier 3, the timing of permitted annexations will vary due to policies elaborated in the General Plan. The development proposed in the Tier 2 area will be processed before Tier 3.

Section 4 - Project Design and Development Standards

4.1 - Design and Development Standards

The following sections detail design and development standards for each use within the Plan Area, fencing/walls, signage, lighting, and landscaping.

As depicted in Table 4-1, the overall Plan Area has several communities with varying lot sizes. The Plan Area will consist of three General Plan land use designations, one of which is designated for Parks and Open Space. The other two designations are Low-Density Residential and Medium-Density Residential.

The Plan Area may offer a wide variety of lot sizes that will be consistent with the City's General Plan and the Plan Area's Specific Plan (see Figure 4-1). For the purpose of this section, the Tier 2 portion of the Plan Area will be developed right away, and Tier 3's portion will be considered conceptual. As shown in Figures 4-2 and 4-3, the intricate design maximizes the potential development of the Plan Area while establishing integrated communities that are connected via a pedestrian-oriented trail network. As previously mentioned in Section 2, all design or development standards from the City of Visalia Municipal Code are applicable unless otherwise stated specifically.

Table 4-1
Pratt Family Ranch Land Uses

	Lot Size	Land Use ¹	Gross Acreage	Proposed Dwelling Units	Minimum Density/ Gross Acre	Proposed Density
Tier 2	38' x 72'	Medium-Density Residential	6.12	60	10.00	9.8*
	45' x 90'	Low-Density Residential	8.12	52	2.00	6.4
	50' x 100'	Low-Density Residential	25.15	132	2.00	5.2
Tier 3	38' x 72'	Medium-Density Residential	19.91	207	10.00	10.3*
	50' x 100'	Low-Density Residential	17.97	90	2.00	5.0
Total				541		

*Combined density of the Medium-Density Residential is 10.00 Dwelling Units per acre.

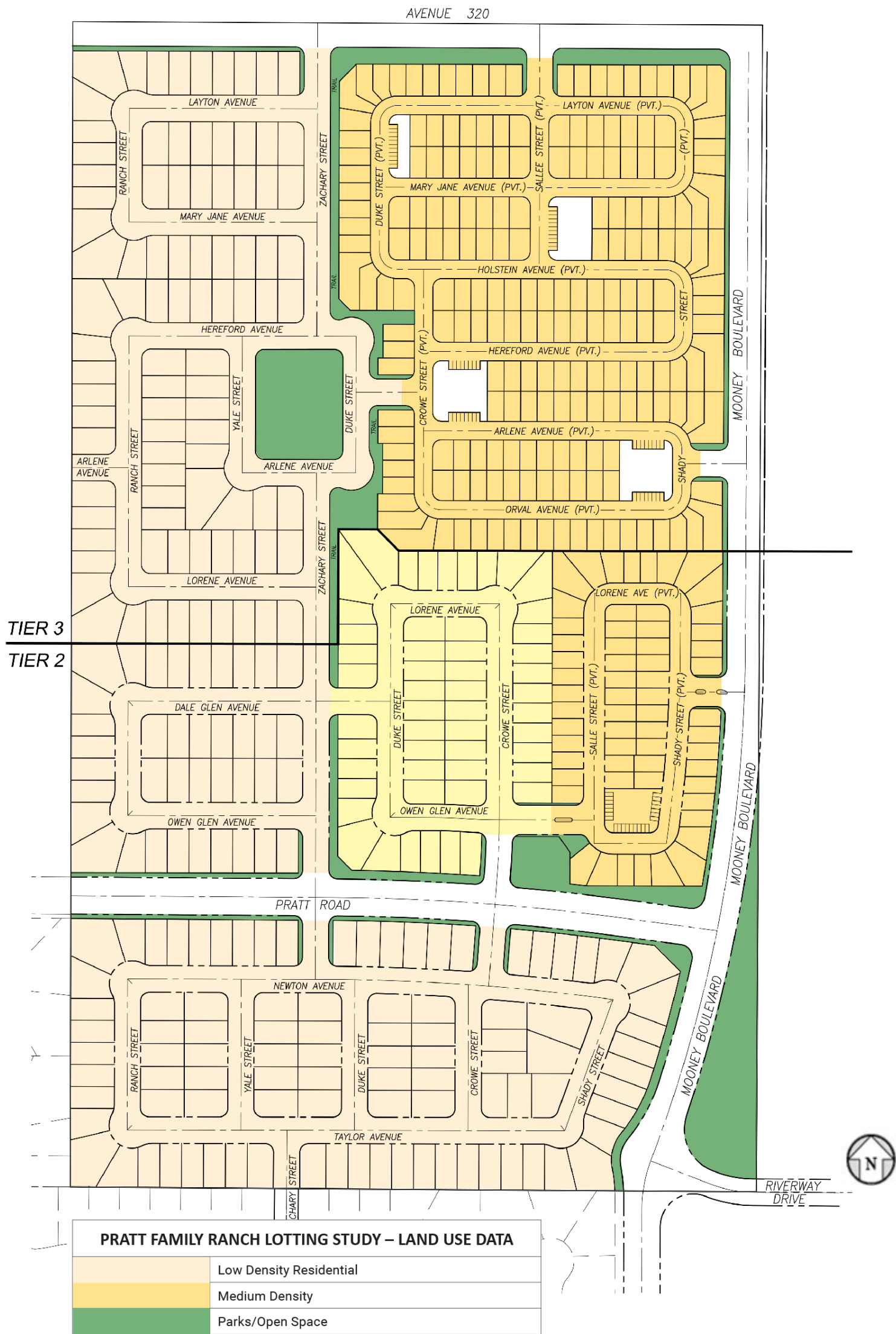
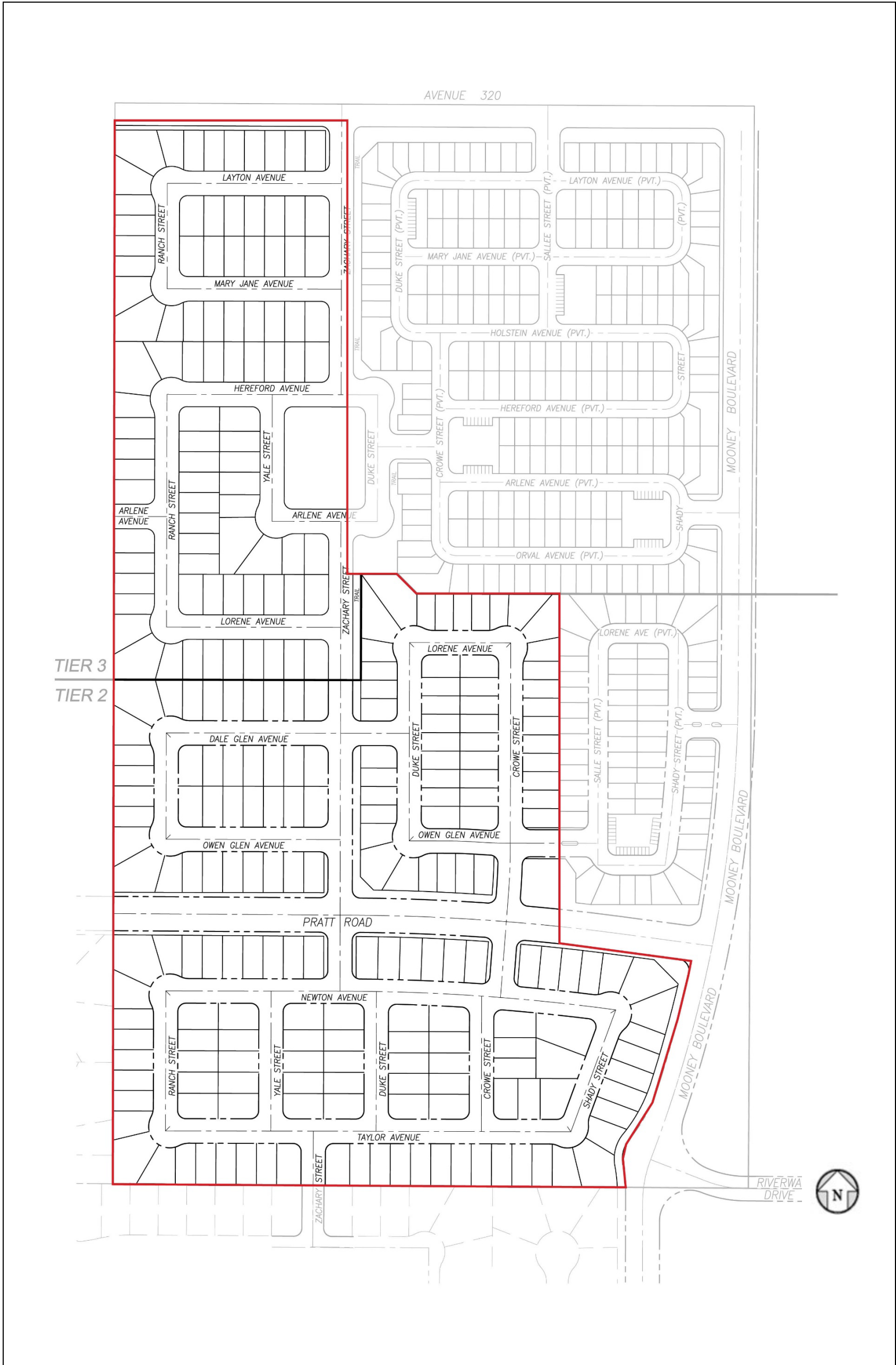



Figure 4-1
Plan Area Concept Plan



 Figure 4-2
Site Plan for Low-Density Residential Area



TIER 3
TIER 2



Figure 4-3
Site Plan for Medium-Density Residential Area

4.1.1 - RELATIONSHIP TO THE CITY OF VISALIA MUNICIPAL CODE

The Pratt Family Ranch zoning regulations identify only those uses and development regulations unique to the project. When specifics are given, those zoning regulations shall supersede those found in the City of Visalia Municipal Code. Where these zoning regulations do not address a use or development standard, the provisions of the City of Visalia Municipal Code shall apply. In particular, the majority of City development standards that are superseded are within Chapters 17.12¹ and 17.16².

4.1.2 - DEVELOPMENT STANDARD HIERARCHY

The hierarchy of applicability shall be first to the Pratt Family Ranch Specific Plan and these zoning regulations, and then to the applicable City of Visalia's Municipal Code and other applicable codes and ordinances.

4.1.3 - PURPOSE AND COMPLIANCE

This section aims to establish qualitative design standards and guidelines to ensure further that the quality and character of the Plan Area are upheld. Site design, architectural styling, and landscape design should be integrated to create a unified site design that will complement the surrounding residential neighborhoods. The Plan Area will promote visual diversity along the streetscape and promote the use of street-oriented architecture. The following standards and guidelines address site planning, parking, landscaping, architecture, lighting, signage and service, trash, utility, and storage areas for the site.

4.2 - Low-Density Residential

The Single-Family Residential (R-1) zone corresponds to Low-Density Residential land use designations. According to the City's Municipal Code, the R-1 zone accommodates several types of residential uses between three specific Single-Family Residential zones (R-1-5, R-1-12.5, and R-1-20). As proposed as a part of the development proposal for Tier 2 and the conceptual remainder of the Plan Area (Tier 3), the R-1-5 zone district development standards were used as a guide to shape the Low-Density portion of the Plan Area, as shown in Figure 4-1.

Any development proposed within the Planning Area must conform to the City's General Plan, Municipal Code, and the Specific Plan's design guidelines. Table 4-2 lists the development standards for the R-1-5 zoned (Low-Density Residential) portion of the Plan Area. As shown in Figure 4-2, the Low-Density Residential portion of the Plan Area is greater than 50 percent of the total site area. As shown in Table 4-1, the Plan Area has designations for both Low-Density Residential and Medium-Density Residential; there are three Low-Density Residential sites and two Medium-Density Residential sites. The R-1-5/Low-Density Residential area will have to provide a minimum of 274 dwelling units spread over the approximate 51 gross acres to meet the General Plan minimum density. Amenities that R-1-5/Low-Density Residential lots can access include centralized park space, dog park, pedestrian paths/trails, and open space. Pedestrian crossings in the interior of the Plan Area will include stamped asphalt resulting in increased driver awareness and aesthetics.

¹ City of Visalia Single-Family Residential Zone https://codelibrary.amlegal.com/codes/visalia/latest/visalia_ca/0-0-0-33770

² City of Visalia Multi-Family Residential Zone https://codelibrary.amlegal.com/codes/visalia/latest/visalia_ca/0-0-0-33965

Table 4-2
Low-Density Residential Development Standards

	Category	Regulation
Land Use	Applicable Zoning District	R-1-5 (5,000 SF Minimum Lot Size)
	Density Range	2-10 dwelling units/ gross acre
	Permitted Uses	Reference Visalia Municipal Code Sec. 17.12.020
	Accessory Uses	Reference Visalia Municipal Code Sec. 17.12.030
	Conditional Uses	Reference Visalia Municipal Code Sec. 17.12.040
Lot Size (Minimum)	Minimum Lot Sizes	4,000 square feet
	Minimum Lot Dimensions	45 feet width
		90 feet depth
Setbacks (Minimum)	Front Yard	15 feet to living space 20 feet to front-loading garages
	Side yard (corner lots)	10 feet from property line
	Side yard (interior lots)	5 feet from property line
	Rear yard	15 feet from property line
	Minimum rear yard square footage	Minimum 675 square feet
Distance Between Buildings		6 feet minimum (0 feet for attached units)
Building Massing	Building Height	Reference Visalia Municipal Code Sec. 17.12.110
	Accessory Structure	Reference Visalia Municipal Code Sec. 17.12.090
	Unit Density	Reference Visalia Municipal Code Sec. 17.12.060
Parking Requirements		Reference Visalia Municipal Code Sec. 17.34.020
Fencing and Walls		Reference Visalia Municipal Code Sec. 17.36

Section 17.12.135 of the Visalia Municipal Code depicts that lots less than 5,000 square feet (between 3,600 and 4,999 square feet) are only allowable if they are consistent with certain criteria. This section shall not apply for Low-Density Residential development in the Plan Area.

4.2.1 - PRATT FAMILY RANCH SPECIFIC PLAN – LOW-DENSITY RESIDENTIAL POLICIES AND STANDARDS

The policies and standards identified below will pertain to all developments within the Plan Area’s Low-Density Residential area.

- The development standards in Table 4-2 shall be used for the development of the Low-Density Residential area within the Plan Area.
- Lot sizes between 4,000 and 4,999 square feet will be included as a permitted use, and no other permitting criteria will be required.
- Architecture, landscaping, lighting, fencing, and any signage should be complimentary and work together to create and maintain neighborhood identity.
- Exterior wall materials, trim and architectural details that are visible from the street need to be applied equally to all sides of the building in order to promote a diverse community aesthetic for market-rate housing.

- Utility and mechanical equipment are to be screened from view. Ground-mounted air conditioners, coolers, antennas, or other appurtenances are to be screened from an offsite view.
- The Low-Density Residential designated area should incorporate variety in style and detail consistent with the design and color palette identified in the Specific Plan (Figure 4-1). This will allow for the unifying theme to provide a sense of cohesion for the entire site.
- Flashing details (vents, downspouts, and gutters) should be designed to complement the building’s overall design, including colors and materials.
- The size, scale, color, proportion, placement, and detailing of architectural features such as porches, balconies, chimneys, doors/windows, dormers, and fencing should be carefully considered to complement the overall massing and scale of the building.

4.3 - Medium-Density Residential

In accordance with the Specific Plan, the Medium-Density Residential designation within the Plan Area should accommodate small-lot detached single-family dwelling units (reference Figure 4-3). The multi-family portion within the Tier 3 area of the Plan Area is conceptual. A precise development plan shall be submitted to determine conformance with Specific Plan design guidelines. Pedestrian crossings will include stamped asphalt for driver awareness. Table 4-3 lists the development standards for the Medium-Density Residential designated area within the Plan Area. The communities within the Plan Area are not designated as such but are designed to be smaller, inclusive neighborhoods. The Medium-Density Residential area will provide approximately 267 dwelling units on 25.7 acres at a gross density of 10.4 dwelling units per acre. The Medium-Density Residential area is designed to be a gated community. Amenities in the Medium-Density Residential area include secure gated entryways, interior park space, pedestrian paths, and communal parking spaces.

Table 4-3

Medium-Density Residential Development Standards

	Category	Regulation
Land Use	Applicable Zoning District	R-M-2
	Density Range	10-15 units/gross acre
	Permitted Uses	Reference Visalia Municipal Code Sec. 17.16.020
	Accessory Structures	Are prohibited due to lot size constraints
	Conditional Uses	Reference Visalia Municipal Code Sec. 17.16.040
Lot Size (Minimum)	Minimum Lot Sizes	2,500 square feet
	Minimum Lot Dimensions	35 feet width
		70 feet depth
		A minimum of 33 feet of road frontage for all lots in the gated communities.

	Category	Regulation
Setbacks (Minimum)	Front Yard	12 feet to living space 18 feet to front-loading garages
	Side Yards (Corner and Interior lots)	4 feet from property line
	Rear Yard	10 feet from property line
	Minimum rear yard square footage	350 square feet
	Distance Between Buildings	
Building Massing	Building Height	Reference Visalia Municipal Code Sections 17.16.100
Parking Requirements		Reference Visalia Municipal Code Sections 17.34.20
Fencing and Walls		Reference Visalia Municipal Code Sections 17.36.040
Trash Storage		Trash bins are to be stored out of sight from the street, and bins are to be stored in garages or on the side of the residence.
Open Space and Recreational Areas		Five percent of the total site of the Medium-Density Residential sites shall be dedicated of the site to open, common, usable space, and/or recreational facilities for use by tenants. Within the HOA area, each lot will have its own private usable open space to assist with meeting the Open Space requirement.
Screening		Reference Visalia Municipal Code Sections 17.16.160
Screening Fence		Reference Visalia Municipal Code Sections 17.16.170
Landscaping		Reference Visalia Municipal Code Sections 17.16.180

**4.3.1 - PRATT FAMILY RANCH
SPECIFIC PLAN – MEDIUM-DENSITY
RESIDENTIAL POLICIES AND STANDARDS**

The policies and standards identified below will pertain to all developments within the Plan Area’s Medium-Density Residential area.

- The proposed single-family dwelling residences proposed in the Medium-Density Residential area are deemed as a permitted use if it meets the required density depicted in the City’s General Plan. All other uses shall

reference the City of Visalia’s Municipal Code Section 17.16.020.

- The development standards in Table 4-3 should be used for the development of the Medium-Density Residential area within the Plan Area.
- Architecture, landscaping, lighting, fencing, and any signage should be complimentary and work together to create and maintain neighborhood identity.
- Exterior wall materials, trim and architectural details that are visible from the street need to be applied equally to all sides of the building in

order to promote a diverse community aesthetic for market-rate housing.

- Utility and mechanical equipment are to be screened from view. Ground-mounted air conditioners, coolers, antennas, or other appurtenances are to be screened from an offsite view.
- The Medium-Density Residential designated area should incorporate variety in style and detail consistent with the design and color palette identified in the Specific Plan (Figure 4-1). This will allow for the unifying theme to provide a sense of cohesion for the entire site.
- Flashing details (vents, downspouts, and gutters) should be designed to complement the building's overall design, including colors and materials.
- The size, scale, color, proportion, placement, and detailing of architectural features such as porches, balconies, chimneys, doors/windows, dormers, and fencing should be carefully considered to complement the overall massing and scale of the building.

In order to provide the City of Visalia with a unique alternative for typical single-family dwelling units that is attractive to a first-time homebuyer, some creative design elements were implemented that deviate from typical development standards. For instance, lot size and setbacks for the Medium-Density Residential area differ from the City's Municipal Code. Shorter setbacks appeal to prospective home buyers that do not want the burden of maintaining a front yard with landscaping due to the investment of labor/capital and the perception of usable space. Additionally, the Model Water Efficient Landscape Ordinance (MWELO) standards limit front yard grass to 25 percent less of the landscaped area. However, it is still the homeowner's responsibility to have property equipment or hire a service to maintain a smaller front yard. The prospective homeowner can

potentially eliminate the grass altogether, reducing maintenance costs, all while maintaining an aesthetically pleasing front yard.

4.4 - Signage

Signs provide an important element of community design. Proper design and application of signs help orient people and increase a community's sense of place. By directing visitors and residents to desired locations, signage improves circulation efficiency and access to important destination points. The design and style of signage also contribute to the character and setting for residential, recreation, and public use areas. Section 17.48 Sign Regulations of the City of Visalia's Municipal Code shall apply to development within the Specific Plan.

The Plan Area will utilize a variety of permanent signs that intends to symbolize and identify each community and overall project name. Signage will be strategically placed throughout the arterial and collector roadways that will service the Plan Area as a part of the current development proposal in the Plan Area (Figure 4-4). The developer will be able to choose the styling and/or material of the signs as depicted in the examples shown in Figures 4-5a and 4-5b. The signs implemented in the Plan Area will be considered Monument Signs which are free-standing double-faced signs to be installed as shown on site plans and as illustrated in Figure 4-4. Signs may be double-faced with copy on both sides.

4.4.1 - SIGNAGE POLICIES

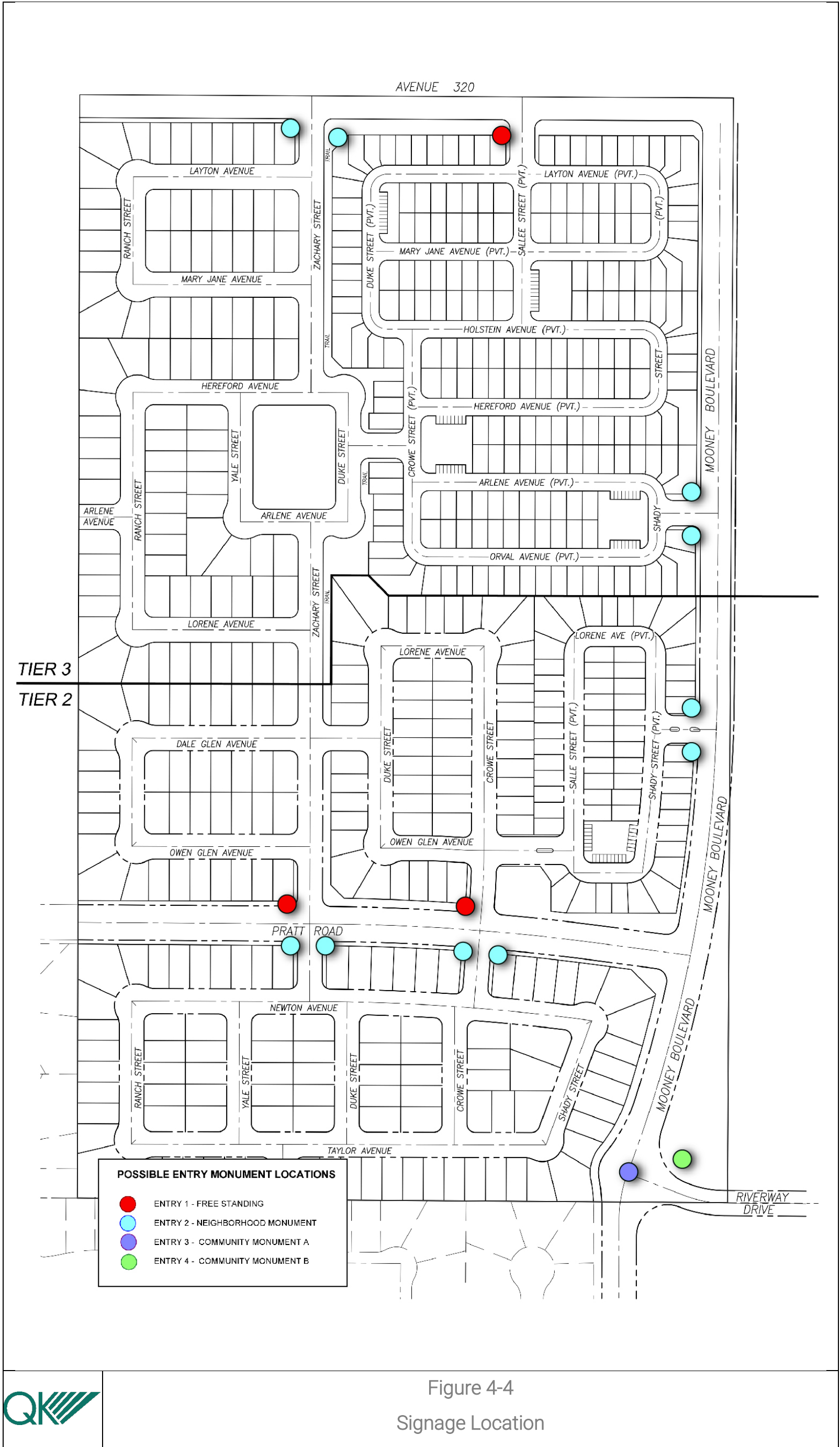
- All signs should be reviewed for conformance with these criteria and overall design quality. Approval or disapproval of sign submittals based on the aesthetics of design should remain the sole right of the developer.
- Prior to the installation and manufacture of any sign, the tenant should obtain a sign

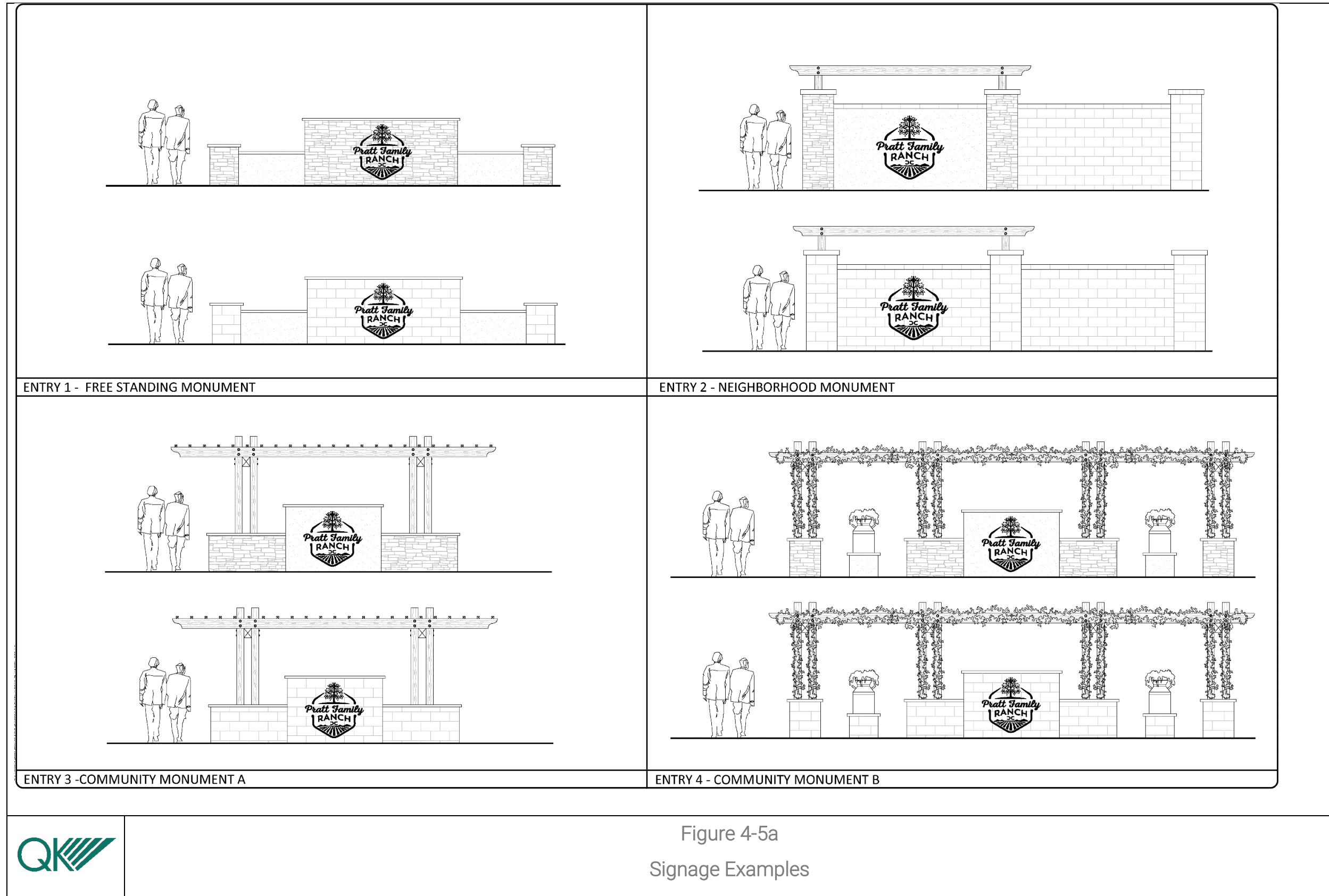
permit from the City of Visalia and provide a copy to the developer.

- Each developer should pay all costs for its signs, including manufacture, installation, maintenance, and City permits/certificates.
- The established Lighting and Landscaping Maintenance District (LLMD) should be responsible for any repair or damage to any surface caused by the signage or its installation.
- Signs will be allowed to be double-faced with copies on both sides.

4.4.2 - SIGN DESIGN

- Signs should be designed in a manner that is not only imaginative but also of high graphic quality. In addition, signs should be compatible with and complementary to adjacent facades. All signs will comply with Visalia Municipal Code Section 17.48.090.
- Notwithstanding the maximum square footage specified for copy area allowances, signs and topography in all cases should appear balanced and in scale within the context of the sign space and the building as a whole. The thickness, height, and color of sign lettering should be visually balanced and in proportion to other signs.
- Walls signs should be affixed without visible means of attachment. The location of all signs should be as directed by the developer.





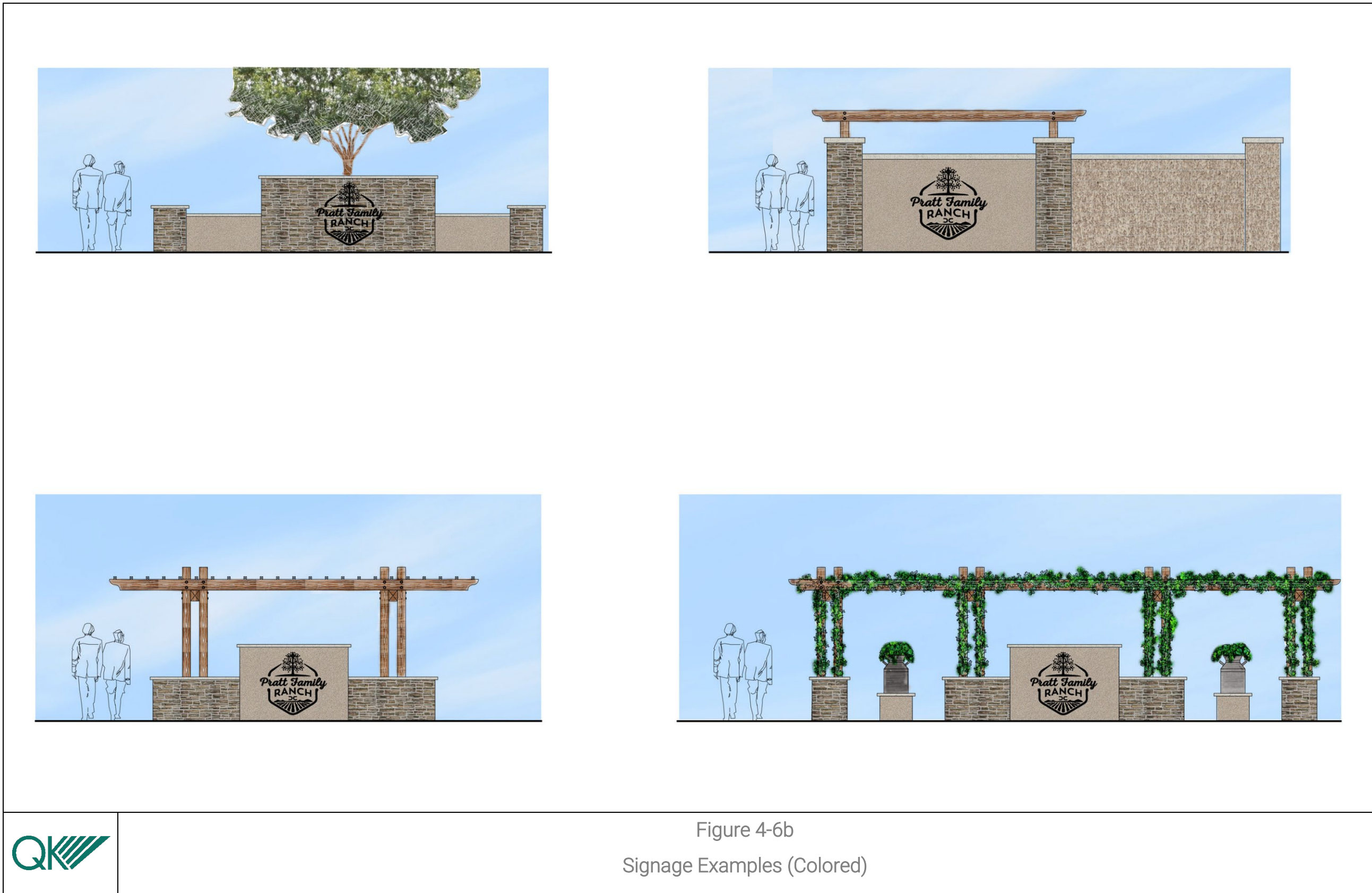


Figure 4-6b
Signage Examples (Colored)

4.5 - Fencing and Walls

Walls and fences are necessary elements for the Plan Area, providing safety, security, privacy, property definition, and noise attenuation. Walls and fences can also be included in gateway features and can provide separation between residential areas and more intensive uses. Poorly designed walls and fences can become a noticeable feature that detracts from the quality and character of a neighborhood. Therefore, all wall and fence designs within the Plan Area should be tightly regulated. A creative and controlled approach to walls and fences should be established to maintain an overall design consistency within the Plan Area. Fencing throughout the Plan Area should be coordinated under a single-fencing system that identifies the type, appearance, and placement. Fencing and walls should be completed as development occurs within the Plan Area and should be the responsibility of the adopted LLMD for maintenance and liability. The construction material may vary for each development proposal as long as the design of the walls/fencing is consistent with Figures 4-6a and 4-6b, and the location is consistent with Figure 4-7.

4.5.1 - WALL AND FENCE POLICIES AND STANDARDS

Plan Area

- Fence types should be located as illustrated in Figures 4-6a and 4-6b.
- Fences are to be located along property lines with the pursuant setbacks.
- Walls will be required to conform to the applicable zone district.

Low-Density Residential Designations

- Required block walls for residential developments along arterial or collector

roadways should be designed to provide a pedestrian pathway between the arterial or collector to the residential development. A pedestrian pathway should always be required as part of the block wall design abutting an arterial or collector roadway when a transit stop is located within one-quarter mile of the residential development.

- The pedestrian pathway is a designated walkway that is landscaped throughout the development.

Medium-Density Residential Designation

- Fences, walls, and hedges not exceeding seven feet in height should be permitted, except that a fence, wall, or hedge should not exceed three feet in height in a required front yard. A fence or wall may be allowed to a height of four feet, provided that the additional one-foot height is at least 50 percent open.
- The pedestrian pathway is a designated walkway that is landscaped throughout the development.
- Required block walls, fences, and wrought iron fences for multi-family developments along arterial or collector roadways should be designed to provide a pedestrian pathway between the arterial or collector to the multi-family residential development. A pedestrian pathway should always be required as part of the block wall or fences abutting an arterial or collector roadway when a transit stop is located within one-quarter mile of the multi-family residential development.

Additionally, all decorative fencing and walls used in the Plan Area should be installed and coordinated with appropriate landscaping consistent with the design guidelines/standards contained in Section 4.7.

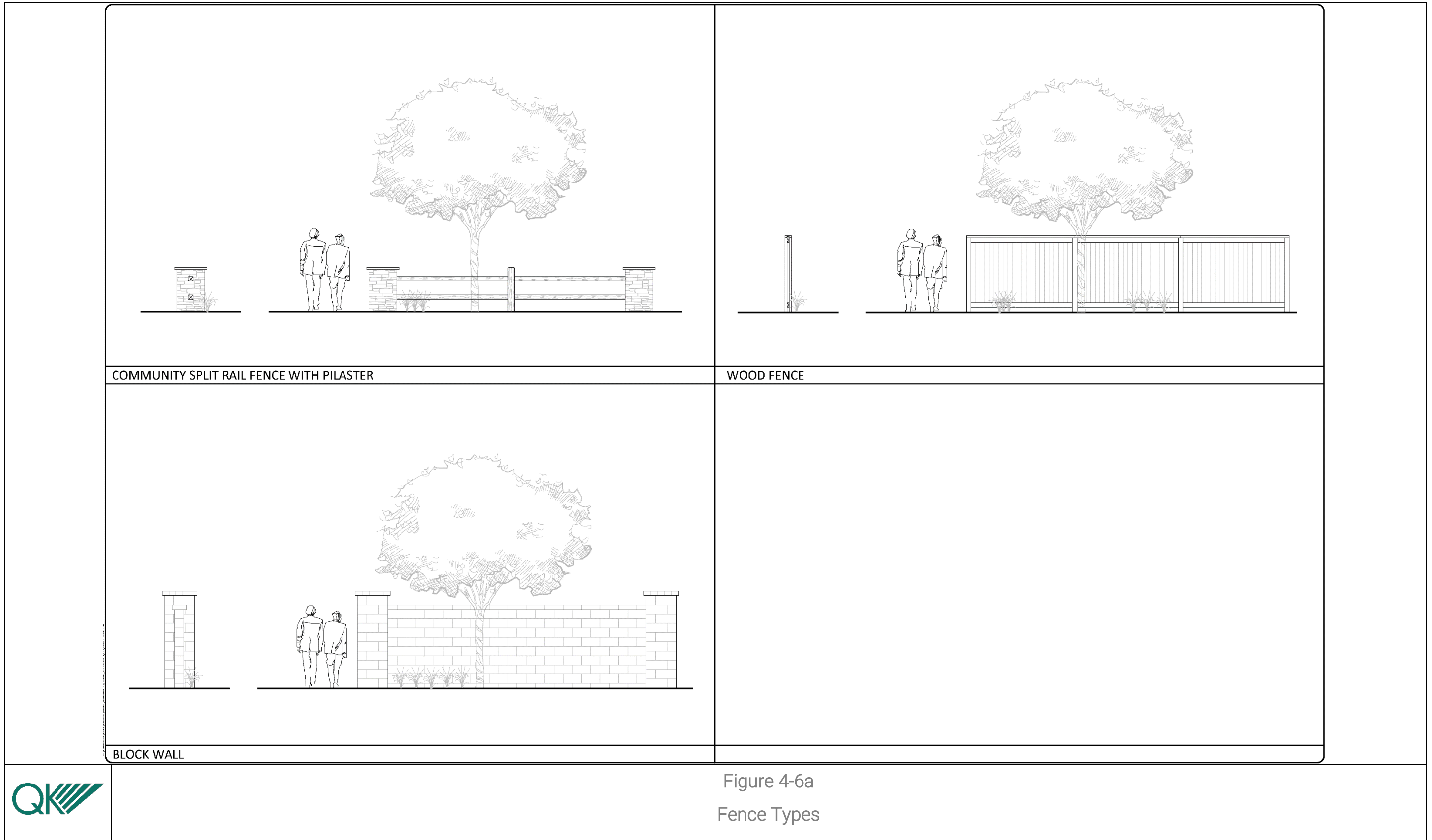


Figure 4-6a
Fence Types

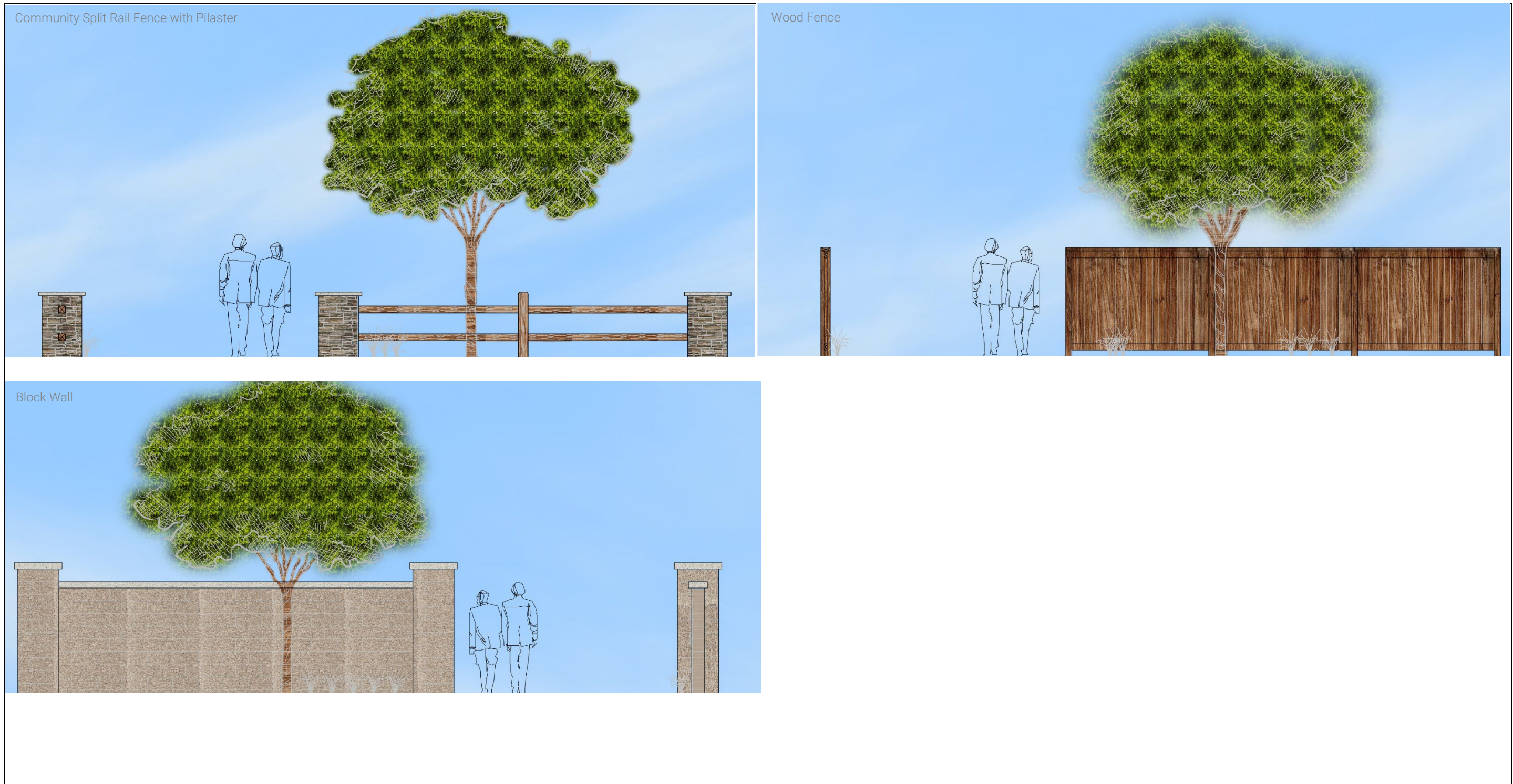


Figure 4-6b
Fence Types (Colored)



Figure 4-7
Fencing/Wall Type Location



4.6 - Streetscape and Lighting

An attractive streetscape can enhance the livability and desirability of the Plan Area. Features such as street trees, lighting, landscaping, sidewalks, street widths, housing setbacks, and fencing are just a few factors that contribute to an attractive streetscape. An emphasis on streetscape design is necessary to create areas that encourage pedestrian circulation and interaction while reducing auto dependency. An overall lighting plan can contribute to the community identity of the Plan Area.

Streetlighting along arterials and collectors street corridors will consist of the standard City's cobra head streetlight. The entire height of the pole will be approximately 29 feet. Along the local street corridors, each community will incorporate the City's standard ornamental streetlight design, which is approximately 25 feet in height. Figure 4-8 depicts the approximate location of the types of street lighting. The exact placement will coincide with the City of Visalia's design and improvement standards for local, collector, and arterial street corridors (Figures 4-8a and 4-8b). This will ensure that streetlight facilities will be properly spaced to provide sufficient lighting for vehicles, pedestrians, and cyclists.

4.6.1 - LIGHTING POLICIES AND STANDARDS

- Lighting should be provided to ensure a safe environment but should not cause areas of intense light or glare.
- Lighting should be sensitive to adjacent land uses and viewsheds. Architectural features or lighting fixtures that provide down-lighting and lighting that is shielded from adjacent uses should be implemented.

- Street lighting standards should be dependent upon City and Southern California Edison (SCE) requirements.
- All parking lots (within the Medium-Density Residential), pedestrian, and safety lighting should provide uniform illumination and be situated and shielded so as not to cause glare or excessive light spillage on adjacent uses.
- Plan Area theme lighting specifications are as follows:
 - Perimeter lights along Mooney Boulevard, Pratt Road, and Avenue 320: SCE cobra head drop glass on a 26-foot-high pole. The mounting element for the cobra headlight adds approximately three feet, for a total height of 29 feet. The luminaire should be a 120v Light-Emitting Diode (LED), cobra head style with Type II cutoff.
 - Interior lights along all local streets: City standard ornamental lights on an approximate 20-foot-high pole. The mounting fixture adds approximately two feet, totaling 22 feet. The luminaire should be an LED-style lighting implement.

Medium-Density Residential street and parking area lights will use the same design as the interior lights.

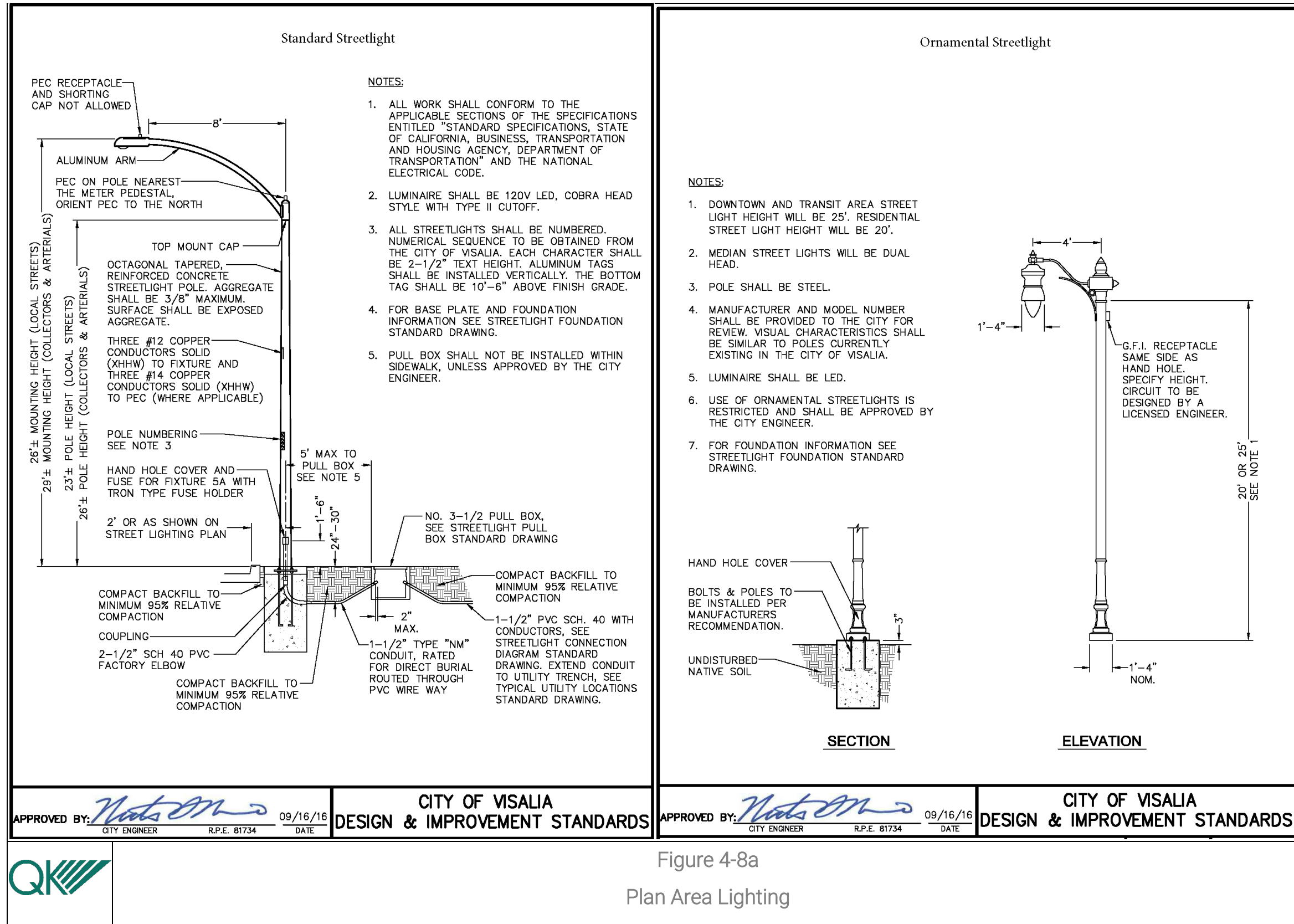


Figure 4-8a
Plan Area Lighting





Figure 4-8b
Plan Area Lighting



4.7 - Landscaping

Landscaping should be used to define the edges of properties, provide a transition between neighboring properties, and highlight pedestrian pathways. The landscape palette in Figure 4-9 provides a list of approved species. This landscape palette and plan have been established for the Plan Area to ensure the consistent and proper use of plant materials, trees, and shrubs that have been designed to landscape the streetscape, entryways, and different design elements programmed throughout the Plan Area. Final landscaping details will be provided with Improvement Plans as development occurs within the Plan Area and is subject to the Model Water Landscape Ordinance (MWLO) City standards. Pedestrian pathways will be constructed as adjacent development occurs.

Inspiration for the landscaping palette came from an interest in combining the aesthetic of the French Countryside with the rural aspects of the agrarian qualities of the San Joaquin Valley. Walls and fences will have landscaping incorporated into the design when they front along a major roadway. The texture and color of the plants selected will be deliberate in design, creating interesting patterns. Low-lying flowering shrubs will line the pedestrian pathway with prominent trees located at the entryways. The Plan Area will feature a mixture of deciduous and evergreen trees, providing a pleasing aesthetic throughout the year. French lavender will be placed in rows to imitate row crops found in the surrounding agricultural land. The landscape aesthetic will be unique to the Pratt Family Ranch Plan Area and reinforce the importance of a neighborhood community. Landscaping will play an integral role in the aesthetic view of the trail system that traverses the Plan Area. Figure 4-10 shows how the landscaping will interact with the architectural style of the French Countryside aesthetic. Figure 4-11 shows the color palette and material that will be used for

development within the Plan Area. The color scheme will be applicable for all residences constructed along with all public features within the plan area. Figure 4-12 depicts a conceptual design of the dog park located northeast of the Mooney Boulevard and West Riverway Drive intersection.

Landscaping Policies and Standards

- The landscaping specifications in Figures 4-9 through 4-11 should apply to all landscaped areas of the Plan Area.
- For all other specific landscaping policies, refer to the City of Visalia's Municipal Code.

4.8 - Elements of Project Design

4.8.1 - SITE PLANNING

Placement of structures will be sited in a manner that will complement the adjacent structures. Sites will be developed and coordinated in a manner to provide order and diversity. The Conceptual Map (Figure 4-1) outlines the potential lot configuration that can occur within the Plan Area. Any future development proposals may vary in design as allowed by the Specific Plan as long as it maintains consistency between City of Visalia's General Plan, Municipal Code, and Pratt Family Ranch Specific Plan.

Since the Plan Area is designated as primarily residential land uses, structures will be configured to minimize conflicts between vehicles and pedestrians. The use of enhanced paving and landscaping will define walkways allowing for an interior network to connect to trails and pedestrian paths outside of the Plan Area.

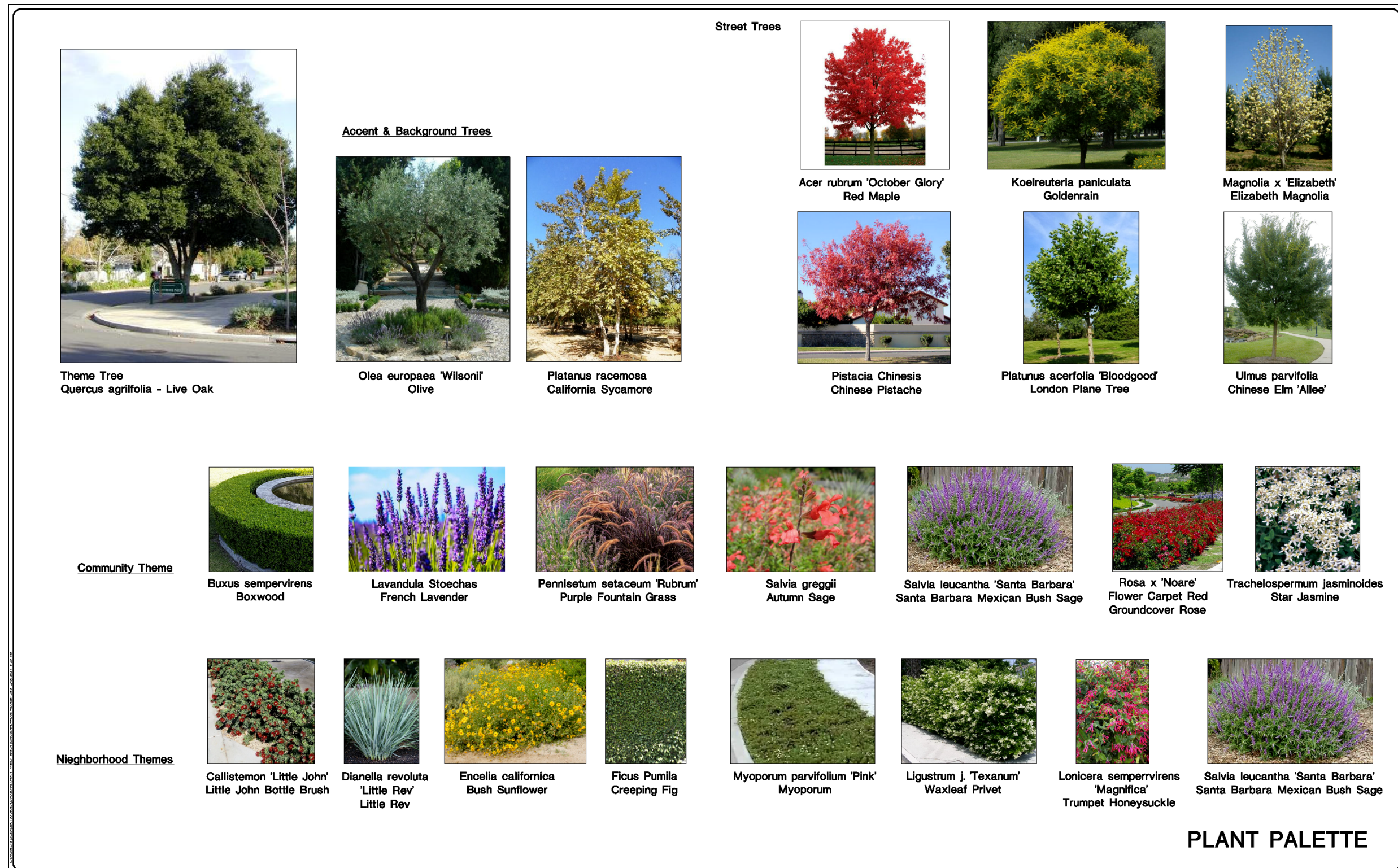


Figure 4-9
 Landscaping Palette



C-14 French Gray **C-10 Cool Gray**

ACCENT CONCRETE COLORS -LM SCOFIELD

WOOD STAIN - SHERWIN-WILLIAMS "SPICE CHEST"

DECORATIVE LASER CUT PANELS - ARTISAN PANELS

RUSTIC HARDWARE -

ACCENT STONE VENEER - EL DORADO STONE "CASTAWAY"

DECOMPOSED GRANITE - CALIFORNIA GOLD

COLOR PALETTE

Primary Colors
PMS 505 PMS 7495 Warm Gray 11

Secondary Colors
PMS 429 PMS 295 PMS 125 PMS 124 PMS 7502

Accent Colors
PMS 1805 PMS 2665 PMS 7499

PRIMARY COLOR PALETTE
These are the core colors of the Pratt Family Ranch brand.

SECONDARY COLOR PALETTE
Secondary colors are used in addition to the Primary palette.

ACCENT PALETTE
Accent colors are used to add interest and balance the Primary and Secondary palettes.

The Pratt Family Ranch core Maroon (Pantone 505C) and the Green (Pantone 7495) or the Gray (Warm Gray11) should remain the dominant colors.

Colors from the Accent palette can be used in addition to the Primary and Secondary palettes.

COLOR PALETTE BY RICHARD DARNER DESIGN

COLOR-MATERIAL EXHIBIT



Figure 4-11
Colors and Materials



Figure 4-12
Dog Park Concept

4.8.2 - ARCHITECTURE

The architectural styles for buildings in each of the villages shall provide a blend of building forms, massing, scale, and character that creates a pedestrian-oriented environment meant to be viewed and experienced on foot rather than from a car.

The overall architectural theme of the Plan Area shall be consistent with the landscaping palette and associated colors. The architecture and signage throughout the Plan Area will tie into the landscaping style of the French Countryside. Figure 4-11 shows the colors and materials used throughout the Plan Area for the building exterior, trim, and stonework.

Architecture Policies and Standards

- The height and scale should be compatible with that of the surrounding development.
- Color palettes of proposed structures should incorporate similar or complementary colors to the Specific Plan color palette.
- Elevations of structures should be approved by the City of Visalia's Planning Department in order to maintain a consistent theme.
- The roofline within the Medium-Density Residential area should not be closer than two feet to the respective property line.

Section 5 - Circulation

5.1 - Circulation

The circulation network primarily consists of local streets, collectors (Riverway Drive and Pratt Avenue) and arterials (Mooney Boulevard and Avenue 320), and interconnected pedestrian paths (reference Figure 5-1). Streets are intended to be an integral part of the community design and require careful design of the roadway, parkway landscaping, and the architectural treatment and location of the homes fronting that street. Street sections within and surrounding the Plan Area are designated hierarchically (Figures 5-2 and 5-3). The intent of the circulation network in the Plan Area is to provide safe and efficient movement for motorists, cyclists, and pedestrians. Numerous ingress/egress points throughout the Plan Area provide circulation options.

Pedestrian circulation is a prominent and important feature in the Plan Area. A designated pedestrian path connects the various land uses within the Plan Area. The pedestrian path network will be adequately landscaped in certain locations to provide shade and an aesthetic environment. All streets within the Plan Area are lined with sidewalks, with the exception of the gated Medium-Density Residential area. The sidewalk system is designed to accommodate two people walking side-by-side. A planting strip is provided between all residential streets and sidewalks to create a safety zone, separating pedestrian space from motor vehicle space. Planting strips must be wide enough to accommodate street trees and provide shade to pedestrians and cyclists. Cross-sections of roadways will be consistent with the City of Visalia's design and improvement standards with the exception of the right of way within the gated Medium-Density Residential area. The cross-section of the Medium-Density

Residential area is detailed in Figure 5-3. Attractive street trees that provide canopies and landscaping along the streets and roads are an important element of the design fabric of the community. These design concepts are embodied by the street sections included within this Specific Plan. Sidewalks are to be located on both sides of the street in all situations where the Plan Area fully encompasses the street's right of way.

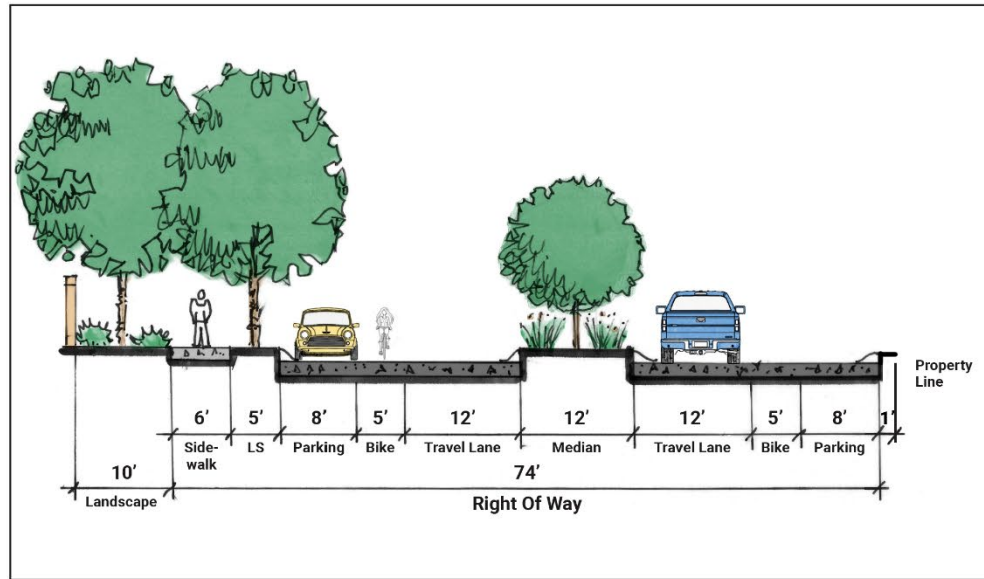
The Specific Plan, as a part of the Plan Area design, proposes to include a roundabout at the intersection of Riverway Drive and Mooney Boulevard. This will allow Mooney Boulevard to shift to the easterly edge of the Plan Area, maximizing the Plan Area's potential and offering greater neighborhood connectivity. A portion of Modoc Ditch will be undergrounded to accommodate the right of way for the proposed roundabout at Mooney Boulevard and Riverway Drive.

According to the City of Visalia's Circulation Element, Riverway Drive and Pratt Avenue are classified as collectors (both are two lanes) with a final right-of-way (ROW) width of 84 feet; Avenue 320 and Mooney Boulevard are classified as a planned arterial. Avenue 320's ROW at buildout will be 110 feet with four lanes. Currently proposed as a part of the Specific Plan is the south half of Avenue 320. Mooney Boulevard is designated in the General Plan as a two-lane arterial; however, the City of Visalia does not have a standard for a two-lane arterial. Therefore, the two-lane collector ROW diagram will be used for the purposes of this Specific Plan. All streets in the Plan Area will be constructed to their full width per City standards.

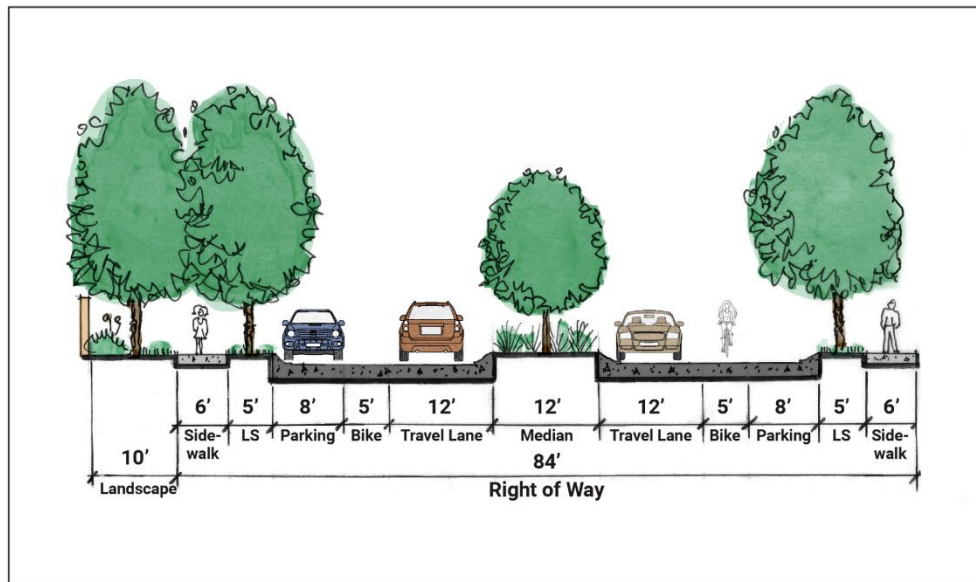


Figure 5-1
Circulation Plan



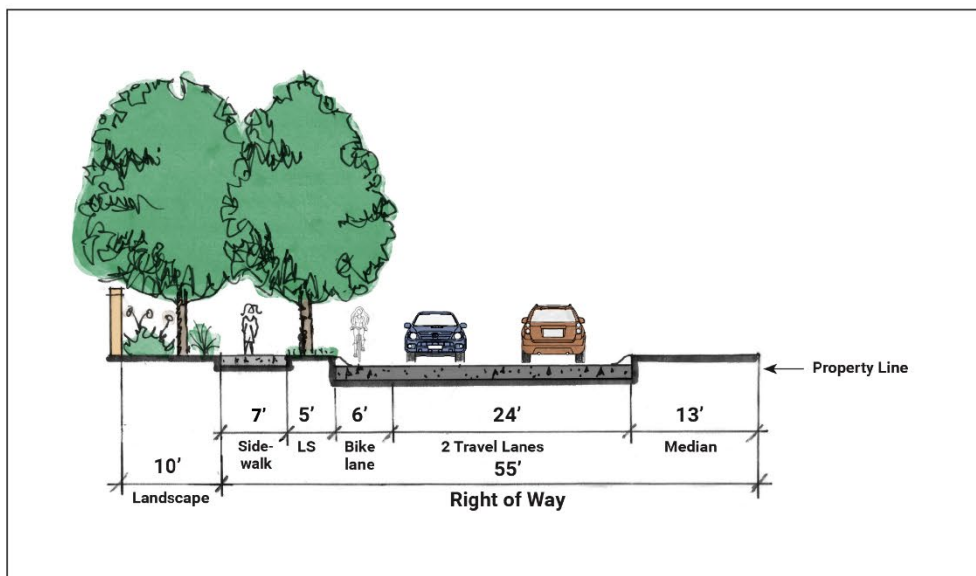


MOONEY BOULEVARD NORTH OF CURVE



MOONEY BOULEVARD
Looking North from Roundabout

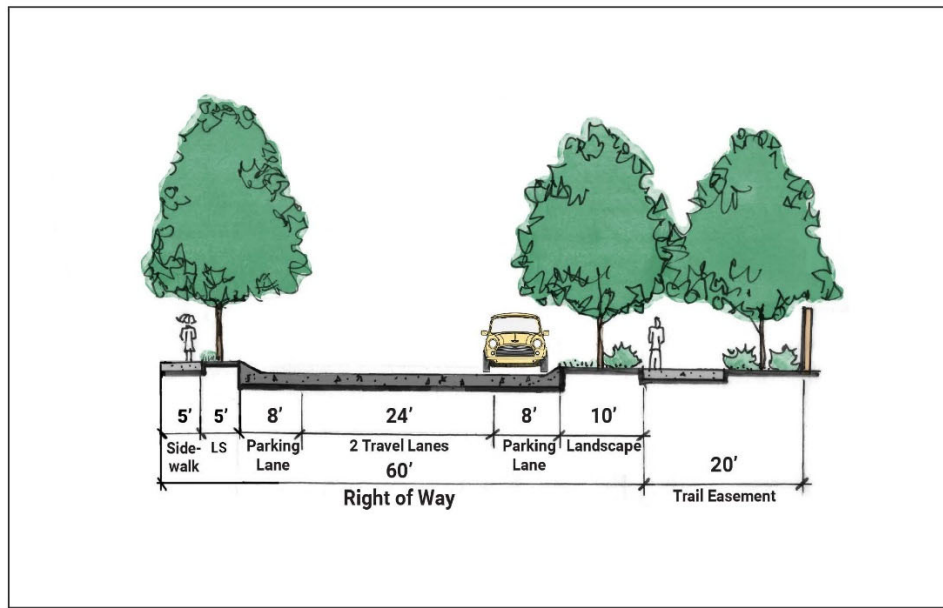
Note: Pratt Road – same, but with center turn lane instead of median



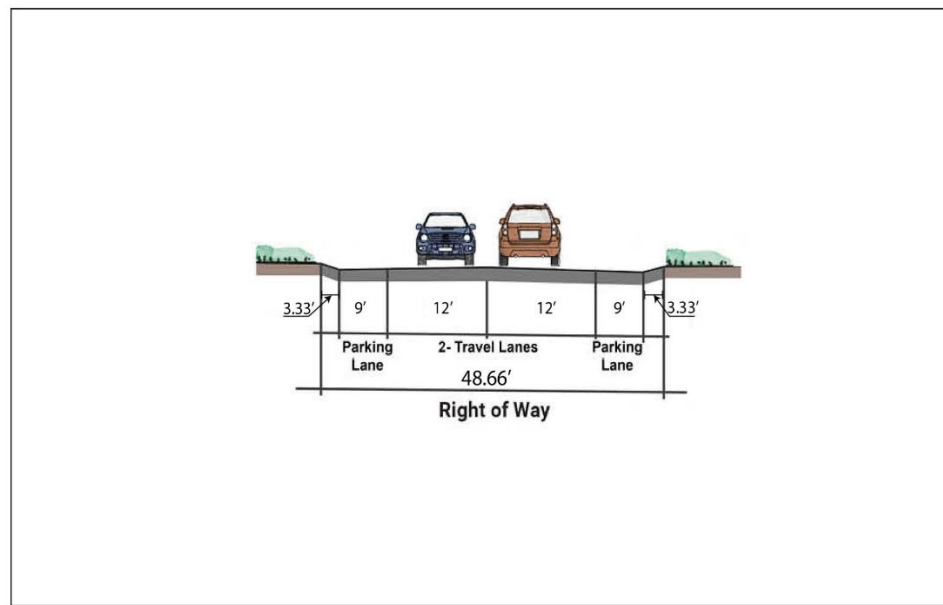
AVENUE 320



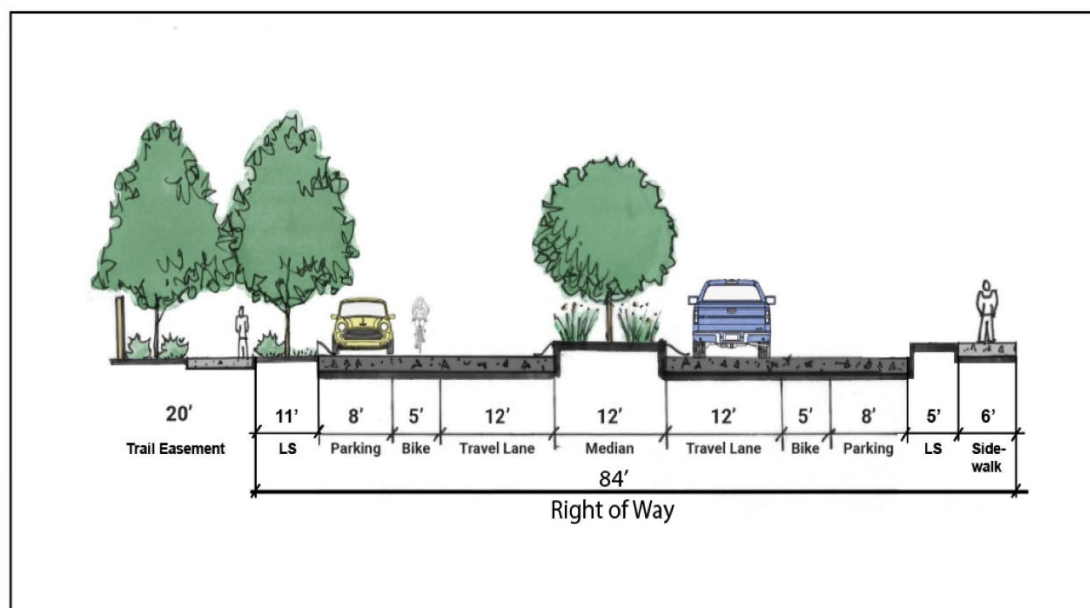
Figure 5-2
Street Cross Section #1-4



LOCAL STREET WITH TRAIL



PRIVATE STREET



MOONEY BLVD BETWEEN ROUNDABOUT AND PRATT ROAD



Figure 5-3
Street Cross Section #4-6

5.2 - Entryways

Public entryways into the site will be off Mooney Boulevard, Avenue 320, and Pratt Road. The entire Plan Area's entryways are designed to handle residential uses since that is the intention of the Specific Plan. As Pratt Road intersects the Plan Area horizontally, there are four entryways planned, two to the north and two to the south. Mooney Boulevard and Riverway Drive meet at the southeast corner and form a traffic circle. Mooney Boulevard deviates from a straight linear street to a curvilinear street whose alignment shifts to the east to meet the Plan Area's eastern boundary (Figure 5-1). As Mooney Boulevard travels northward, there are two entryways along the extent of the street, one of which will be a gated entrance. The extent of Mooney Boulevard ends at the intersection of Avenue 320 to the north. Avenue 320 caps off the northern boundary of the Plan Area. Avenue 320 has two entryways along the extent, one of which will be a gated entrance. See Figure 5-1 for reference.

5.3 - Public Transit

The circulation system within the Plan Area is designed to accommodate public transit services when planned by the City of Visalia. The nearest identified public transit routes and bus stops are along Riggins Avenue and Dinuba Boulevard. Currently, there are no bus stops or bus routes planned within or immediately adjacent to the Plan Area. As proposed in the Specific Plan, the Pedestrian Trail and Bike Path will connect to southbound Mooney Boulevard and allow for residents of the Plan Area to walk/ride to the nearest public transit routes/bus stops. Route 7 of the Visalia City Coach travels along Ferguson Avenue, connects with Routes 8 and 16 at the intersection of Dinuba & Shannon Parkway, and connects to the transit hub in Downtown Visalia, allowing residents to utilize the transit system citywide. Route 16 of the Visalia City Coach travels

along Dinuba Avenue, Riggins Avenue, and Demaree Avenue and is connected to Downtown Visalia. Route 7 has approximately 20-minute headways (60 minutes on Sundays) and operates from approximately 6:00 am to 9:40 pm on weekdays, 9:15 am to 6:40 pm on Saturdays, and 8:00 am to 3:45 pm on Sundays.

5.4 - Parking Requirements

The Pratt Family Ranch Specific Plan attempts to provide a balance between the parking needs and requirements of the different land uses within the Plan Area. For any use not specified in this section, the Planning Director or his/her designee shall have the authority to determine the appropriate parking requirements based upon similarities between parking generation characteristics of the proposed use with other similar uses identified in the Plan Area.

The parking requirements detailed below will be consistent with the City of Visalia's Municipal Code Chapter 17.34. The areas designated as Low-Density Residential shall have two parking spaces per dwelling unit minimum, and 50 percent of parking shall be covered. The areas designated as Medium-Density Residential shall have at least 1.5 parking spaces per dwelling unit for all multi-family developments. Signage will be posted within the gated communities to show where and when street parking is allowed and will be updated as necessary. Parking shall be enforced in the Medium-Density area by the HOA rules. Communal parking should be provided in the Medium-Density Residential area to add an additional .25 parking spaces per dwelling unit. Residents are encouraged to use their driveways for parking and use street parking on an as-needed basis.

5.5 - Pedestrian Circulation

Pedestrian access into and out of the Plan Area is integral in fostering neighborhood connectivity with the surrounding area. Figure 5-1 illustrates the pedestrian circulation within the Plan Area. Pathways have been provided to provide safe and efficient movement for pedestrians. Pedestrian pathways will be delineated with stamped asphalt at key intersections, greater-width sidewalks, and landscaping, including shade trees. The pedestrian path/trail proposed traverses through the Plan Area in a primarily north/south alignment (Figure 5-1). This configuration allows for a safe path of pedestrian travel from the Plan Area south on Mooney Boulevard in order to access the City of Visalia's public transit system. In addition, a future Class II Bike Path is planned to travel along Mooney Boulevard and continue through Pratt Road (Figure 5-1). It is anticipated that the pedestrian path/trail and bike route will be integral to the health and wellness of the community.

- The design of gated entryways shall be consistent with the development standards of the City's Municipal Code.
- Dedicated turn lanes shall be incorporated into the Mooney Boulevard design at gated entryways.
- On-street parking will be allowed except for on designated trash pick-up days. No parking signs will be posted throughout the gated community. Offenders will be fined by the HOA and have a loss of service if in violation of this policy.

5.5.1 - CIRCULATION POLICIES AND STANDARDS

- All roadway and pathway development standards and dimensions within the Specific Plan shall be approved by the City.
- Right-of-way designs illustrated in Figures 5-2 and 5-3 shall be utilized throughout the Plan Area when applicable.
- All streets within the Plan Area should be lined with the species of street tree specified in the landscape palette (reference Section 4.7).
- Traffic calming features may be utilized for traffic calming within the Plan Area.
- Safe and efficient movement of pedestrians within the Plan Area is paramount and shall be accomplished with pedestrian pathways, stamped asphalt, and landscaping.

Section 6 - Infrastructure

The Pratt Family Ranch Specific Plan will have a public facilities system that will complement and enhance the vision and design objectives of the project. All facilities will be developed to the required industry standards of the service provider and as required by the applicable City standards. The facilities will be developed to meet project objectives and to meet the quality demands of the target market. Each developer that wishes to develop within the Plan Area will coordinate to the fullest with the appropriate jurisdictions and service

providers to create a project that meets the standards required for Pratt Family Ranch. The project developer intends to continue this process as the project moves forward to ensure that state-of-the-art systems are included as appropriate and feasible.

Public utilities and services in the Plan Area will be provided by the following public and private companies, as detailed in Table 6-1 below.

Table 6-1
Plan Area Utility Provider

Utility/Service	Provider
Electricity	SCE
Gas	Southern California Gas
Water	California Water Service
Sewer	City of Visalia
Solid Waste	City of Visalia
Telephone	AT&T
Cable	Comcast
Police and Fire	City of Visalia
Public Schools	Visalia Unified School District

All infrastructure (streets, parking lots, wet and dry utilities) will be installed per construction plans approved by the City and relevant utility companies. Each pad constructed as part of overall development shall be graded so that sediments will not wash onto the site, nor will they contribute to the storm drain line. Responsibility for on and offsite infrastructure for this Plan will be retained by the project proponent(s). Reference Section 7.4 for phasing.

6.1 - Street Improvements

Development of each portion of the Plan Area will trigger street improvements to the extent to which the proposed development encompasses. For instance, if the Tier 2 area were to be developed, it would require the construction of full offsite improvements to Pratt Road and a portion of Mooney Boulevard. As Mooney Boulevard travels north along the east side of the Plan Area, it curves towards the eastern property line, and therefore up until a certain point along the curve of

Mooney Boulevard past the multi-family residential entrance, the development will not be required to be fully constructed. As it develops, Avenue 320 will be constructed in the northern portion of the Plan Area with two lanes.

Developments of rights of way will not require dedication for property owners outside of the designated Plan Area. The construction of ROW will be consistent with the street cross-sections illustrated in Section 5.

6.2 - Water

California Water Service Company (Cal Water), the third-largest publicly traded water utility in the United States, will be the potable water purveyor for the project. Cal Water also provides potable water to the majority of Visalia. A portion of the Pratt Family Ranch Plan Area, located south of Pratt Road, is already served by Cal Water. Thus, the remaining Plan Area outside of the city limits will need to be annexed in order to obtain service by Cal Water.

The Plan Area will continue the existing infrastructure that is currently existing in the surrounding right of way located at the Riverway Drive and Mooney Boulevard intersection. The current 12-inch lateral will need to be extended along the Mooney Boulevard alignment and west on Pratt Road to connect to the existing 12-inch lateral. All water laterals within each subdivision shall be six or eight inches. Furthermore, California Water Service will review each development proposal, and the service provider will provide specific requirements for each project. The provider's comments will supersede the requirements of the Specific Plan if they are not consistent. Water distribution infrastructure will be designed at the time of subdivision approval.

6.3 - Sanitary Sewer

The City of Visalia will provide the sanitary sewer disposal system for the projects within the Plan Area. Project wastewater will be collected and treated to disinfected secondary standards at the City of Visalia Wastewater Treatment Plant. The Plan Area will be served by an existing 15-inch sewer lateral located at the intersection of Riverway Drive and Mooney Boulevard. The sewer laterals will be extended north up Mooney Boulevard and shift west along Pratt Road until it reaches the Plan Area's western extent. Since the Plan Area consists of only residential uses, sewer lateral upsizing will not be necessary. City standard 8-inch sewer lines will be required in all local streets. The City of Visalia will review each development proposal, and subsequent requirements will be conditioned for the development.

6.4 - Storm Drain

Storm drainage service is provided by the City of Visalia. There is an existing 18-inch storm drain trunk line at the Riverway Drive and Mooney Boulevard intersection. The existing trunk line will be extended into the Plan Area in order to adequately serve each development. Since only residential uses are being proposed, storm drain lateral upsizing for other uses will not be necessary. Each development proposal will be reviewed by the City of Visalia, and subsequent requirements will be conditioned for the development.

6.5 - Gas/Electric/Telephone

Telephone, electric, and natural gas services can be accessed from the existing infrastructure along Mooney Boulevard. Undergrounding of these utilities will occur with each development in the Plan Area.

Section 7 - Administration and Implementation

7.1 - Specific Plan Administration

This Specific Plan represents a framework of development for the Pratt Family Specific Plan Project. Implementation of the project requires the approval of this Specific Plan and any subsequent submittals over the life of the project's buildout. This section sets forth the procedures needed to implement and administer the Specific Plan and those procedures required for its amendment, if necessary.

7.2 - Implementation

The Pratt Family Ranch Specific Plan will be implemented through the processing of this Specific Plan, one or more Tentative Subdivision Maps, one or more Annexations, and development standards contained herein or as required through the City of Visalia development entitlement process. Subsequent submittals may be required of the applicant(s) to submit any of the above information or supplemental information prior to the recordation of any final map or building permit.

7.2.1 - SUBSTANTIAL CONFORMANCE WITH THE SPECIFIC PLAN

It is recognized that as more detailed plans are prepared to implement the Specific Plan, adjustments to provisions of the Specific Plan may be required. Amendments may be issued by or on behalf of the property owner(s), or any proposal by the City, shall be filed with the Community Development Director, who will determine if the proposed modifications are "minor"

or "major" and the request or proposal shall be processed accordingly.

7.3 - Amendments to the Adopted Specific Plan

Proposed amendments to the Specific Plan shall be processed in accordance with the provisions outlined in the City of Visalia's Municipal Code, General Plan, and California State law.

7.3.1 - PROCEDURE

The property's development shall comply with the development standards approved in this Specific Plan and the adopted City of Visalia's Municipal Code. Amendments to this adopted Specific Plan by or on behalf of the property owner(s), or any proposal by the City, shall be filed with the Community Development Director, who will determine if the proposed modification is "minor" or "major" and the request or proposal shall be processed accordingly.

Minor Amendments

The following modifications to the Specific Plan constitute a minor amendment and are subject to ministerial review and approval by the Community Development Director or his/her designee; however, the City of Visalia shall have the discretion to determine whether the modifications are in substantial conformance with the Specific Plan³.

- Minor deviations from conceptual plans, architectural styling of buildings, exhibits or

³ Administrative approvals of minor adjustments need not follow amendment procedures outlined in Chapter 12.04 (Adoption of Specific Plans) of the City of Visalia Municipal Code. The administrative approval procedure for minor amendments shall only require consideration by the Planning Director in accordance with the requirements outlined in Section 6.5 of this Specific Plan.

drawings, including landscaping, wall design, wall alignment, and streetscape design modifications contained within the Specific Plan which maintain the established quality level and intent of the Plan.

- Final facility sizing and alignment of infrastructure improvements when directed by the City of Visalia.
- Deletion of unnecessary infrastructure improvements when approved by the City of Visalia.
- Any other modifications deemed minor by the City of Visalia.
- Specific Plan land use designations, as shown in Figure 3-2, Land Use Plan are not to be amended.
- All applicable provisions of State law are complied with. All proposed adjustments or modifications to the Specific Plan that are determined to not be in substantial conformance with the Specific Plan by the Planning Director shall be processed as amendments to the Specific Plan.

Major Amendments

A Major Specific Plan Amendment will constitute any change to the Specific Plan, which is not a minor amendment. The applicant shall submit an entitlement, and the Planning Commission shall hold a public hearing for a major amendment and submit their findings and recommendation to City Council. The City Council will be responsible for rejecting or adopting by resolution to the Specific Plan Amendment by a majority vote.

- Increase in the number of vehicle access points.
- Cumulative increase in development intensity greater than 10 percent.

If any future re-use is found inconsistent with this Specific Plan or the General Plan, then a Major Specific Plan Amendment would be required.

7.4 - Phasing

The Plan Area is divided into phases to ensure consistency with the City of Visalia's General Plan Urban Boundaries and Growth Management requirements for the development of Tier 2 and Tier 3, as depicted in Figure 4-1. Currently, the entire City of Visalia is encompassed within Urban Development Boundary Tier 2. Urban Growth Boundary Tier 3 will begin development once the City of Visalia has issued 12,800 building permits for housing units from April 1, 2010. All development that will occur will only take place within the scope of the Plan Area. No development is proposed outside of the Plan Area. Additionally, infrastructure will be constructed to the extent to which the proposed development will be adequately served or as recommended by the City of Visalia. There are two main phases proposed for the development of the Plan Area. Phase 1 is the development of all of the area within Tier 2, and Phase 2 will be all of the Tier 3 area. Sub-phasing will be allowed for each development that occurs and will be reviewed on a project-by-project basis; in accordance with City standards and the Subdivision Map Act.

The buildout schedule for the Specific Plan Area will occur during three takedown phases.

- Takedown 1 will include the full development of the Plan Area within Tier 2. Phase 1 of the first takedown will include the perimeter landscaping, sidewalk, and roadways of Pratt Road, landscaping, sidewalk, and roadways of a portion of Mooney Boulevard (shown on Figure 4-1), the construction of the Riverway Drive, and the Mooney Boulevard traffic circle.

Once Phase 1 has been completed, the other phased developments (Phases 2–4) within Takedown 1 will be built out as the market demands. Phases 2–4 may not develop in numerical order.

- Takedowns 2 and 3 will include the buildout of the Tier 3 portion of the Plan Area and include the construction of Avenue 320’s perimeter landscaping, sidewalk, and roadways, and the completion of Mooney Boulevard’s perimeter landscaping, sidewalk, and roadways north of the multi-family residential entrance in Phase 1, joining with Avenue 320.

However, a number of provisions, noted below, shall apply to each phase in order to ensure that all improvements necessary to adequately serve the phase are in place prior to construction or occupancy as appropriate:

- The backbone infrastructure within an individual phase and all additional infrastructure necessary to bring services to

that phase shall be constructed and operational to the satisfaction of the City prior to the final acceptance of site improvements within the respective phase or sub-phase.

- Prior to the delivery of combustible materials to a construction site, base roadways and community water systems shall be available at the boundary of the construction site.
- The City must approve a master grading, drainage, and utility plan in conjunction with the development of Tier 2 and Tier 3 residential sites.

7.5 - Maintenance

The City will establish a Landscape and Lighting (L&L) District to maintain public streetlights and local streets within the Plan Area. The Medium-Density Residential and gated community sites will establish a Homeowners Association (HOA) or equivalent. Refer to Table 7-1 for the maintenance responsibilities for the HOA or equivalent to establish for the Medium-Density Residential portion of the Plan Area.

Table 7-1
HOA or other maintenance District Responsibilities

Services	HOA (or equivalent)
Streets	X
Storm Drains	0
Water facilities	0
Sewer Facilities	0
Landscaping	X
Small Parks	X
Parking	X
Lights	X
CC&Rs	X

Notes: X = HOA will provide maintenance 0 = City will provide maintenance
The services outlined above will not be solely provided by the HOA. Within the Medium-Density Residential area, the HOA will provide maintenance service and collect dues.

7.6 - Financing

As development occurs within the Plan Area, each proponent of development shall be responsible for the financing or coordinating the financing of all onsite and offsite improvements within the extent of the Plan Area. Each phase's infrastructure will be added to and complement the infrastructure developed before it. The buildout of the project is anticipated to take five or more years, spanning two growth tiers. Once constructed, the infrastructure improvements will consist of elements for use by the general public and elements for the exclusive use of the area's residents. After construction, long-term maintenance of the improvements will be required, and the party bearing the obligation to maintain those improvements will vary depending on whether the improvement is for the general public or exclusively for the residents of the Plan Area. Although various techniques are available for financing the required infrastructure, the developer anticipates using private financing in conjunction with public financing for the development costs. Since, as previously discussed, certain elements of the infrastructure will be for the use of the general public; public financing may be appropriate for these elements. The selected financing mechanisms must be in place as required by the financing vehicle.

Other financing mechanisms may be utilized, such as creating private districts (Mello-Roos Community Facilities Districts), Landscaping and Lighting Districts, or homeowner's associations to fund maintenance of certain facilities within the Plan Area. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other financing and improvement-related obligations will be detailed in development agreements outside of the scope of the Specific Plan.

7.6.1 - THE CITY OF VISALIA'S DEVELOPMENT IMPACT FEES

A development impact fee is a monetary exaction than a tax or special assessment, which is charged by a local governmental agency to an applicant in connection with the approval of a development project. The purposes of the fees are to offset some or all of the associated costs to public facilities related to the development of the project. The listed fees below are not an exhaustive list. A comprehensive list of development impact fees will be submitted for each development within the Plan Area.

Drainage Fees

The development of land for urban uses substantially accelerates the concentration of surface and storm waters so that it is necessary to provide for the construction of and establishment and collection of drainage fees to defray all or a part of the actual or the estimated cost of constructing planned drainage facilities for the removal of surface and storm waters from drainage areas to promote and protect the public health, safety, and general welfare.

The drainage fee shall be paid on each parcel of land in the drainage area prior to the commencement of the work of any development thereon or, in the case of any division of a parcel of land, prior to the approval of the final subdivision or parcel map, or development, and shall be composed of an acquisition fee and a development fee to be paid unless otherwise specified in the City's Municipal Code.

Transportation Impact Fees

The City must expand its street system to maintain acceptable levels of service if new development is to be accommodated without reducing these levels of service to unacceptable levels as established in the Circulation

Element of the City’s General Plan. This must be done in order to promote and protect public health, safety, and welfare. Fees calculated shall be consistent with the reasonable methodology of the Traffic Impact Fee Update Nexus Study City of Visalia or any updated version thereof.

The payment of the transportation impact fee required shall be issued to the city engineer or his designee prior to the issuance of a building permit.

Public Safety Impact Fees

The funds collected from public safety impact fees are for the public facilities to support orderly development. Furthermore, the funds assist in regulating the use and development of land to assure that new development bears a proportionate share of the cost of capital expenditures necessary to provide for public facilities that serve such development.

General Facilities Impact Fees

The funds collected via the general facilities impact fee programs are used to assist in the implementation of the policies of the General Plan by providing for adequate general government public facilities (excluding public safety facilities for which a separate fee has been imposed and to support orderly development.

7.6.2 - LANDSCAPE AND LIGHTING MAINTENANCE DISTRICT (LLMD)

Pursuant to the Act and Proposition 218, all parcels that receive a special benefit conferred upon them as a result of the maintenance and operation of improvements and services shall be identified, and the proportionate special benefit derived by each identified parcel shall be determined in relationship to the entire costs of the maintenance and operation of improvements. The Act permits the establishment of

assessment districts by agencies to provide certain public improvements, including the operation, maintenance, and servicing of landscaping improvements.

The method for apportioning the assessment is based upon the relative special benefit derived by the properties in each Maintenance District over and above the general benefit conferred on real property located in each Maintenance District or to the public at large. Assessed parcels within each Maintenance District receive special benefits from the maintenance and operation of the improvements.

7.6.3 - HOMEOWNERS ASSOCIATIONS

A Homeowners Association will be used for the maintenance of certain improvements inside gated neighborhoods.

7.7 - Relationship of Specific Plan to Environmental Document

In order to be compliant with the California Environmental Quality Act (CEQA) (Public Resources Code 21000-21189) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387), an Initial Study/Mitigated Negative Declaration (IS/MND) is being prepared along in conjunction with the Specific Plan. Previous environmental documents covering the Plan Area also include the prior Program Environmental Impact Report for the Visalia General Plan (2014). The Specific Plan is not expected to result in any potentially significant environmental impacts after mitigation. Any development proposed within the Specific Plan shall have an abbreviated CEQA analysis if it is considered consistent with the Specific Plan (State CEQA Guidelines Section 15182).

7.8 - Reimbursement

According to the City of Visalia's Circulation Element, Avenue 320 and Mooney Boulevard are included in the City's Planned Circulation System Improvements inventory. The intention for the inventory is to define improvements to include in a long-range capital improvement program. The portion of Mooney Boulevard located in the Plan Area is a planned arterial to be built up as a new two-lane arterial. Avenue 320 is also a planned arterial to be built out as a two-lane; 1/2 arterial. The respective right-of-way widths vary from 84 feet to 110 feet (more detail in Section 5). The rate of reimbursement for the development of ROW shall be determined upon the processing of the entitlements with the City.

The specific details regarding reimbursement are identified in the City's reimbursement policies of the Municipal Code.

- A property owner who dedicates land or otherwise contributes funds for the capital costs of the facilities identified herein may be eligible for a credit for such contribution against the impact fee otherwise due.
- The chief financial officer shall determine (1) the value of the developer contribution; (2) whether the contribution meets the capital improvement needs for which the particular impact fee has been imposed; and (3) whether the contribution will substitute or otherwise reduce the need for capital improvements anticipated to be provided with impact fee funds. In no event, however, shall the credit exceed the amount of the otherwise applicable impact fee.
- Any application for credit must be submitted on forms provided by the City before development project approval. The application

shall contain a declaration under oath of those facts that qualify the property owner for the credit, accompanied by the relevant documentary evidence.

Fee credits for City reimbursable infrastructure will be handled as follows:

- Storm drain trunk lines - the cost of these lines will be credited against the City's storm drainage impact fees. If the cost exceeds the impact fees, then the difference will be reimbursed in cash to the developer at the Notice of Completion.
- Sanitary sewer trunk lines - the cost of these lines will be reimbursed in cash at the Notice of Completion.
- Arterial/collector streets - the cost of these streets will be credited against the City's transportation impact fees. If the cost exceeds the impact fees, then the difference will be reimbursed in cash to the developer at the Notice of Completion.

Right-of-way dedications made after January 1, 2000, are subject to reimbursement by the City in the form of a transportation impact fee credit. If a portion of a ROW dedication is intended for dedicated right turn/deceleration/merge lanes, then this portion is not subject to reimbursement. Transportation impact fee credit is assigned to the grantor of the ROW. If the developer is not the grantor and desires to utilize the credit for their project, then a notarized statement from the grantor assigning the credit to the developer will be required. Existing irrevocable offers of dedication that are accepted by the City Council will be assigned a transportation impact fee credit to the property owner in effect at the time of acceptance. Reimbursement is available to a developer from the City for storm drain trunk lines and sewer trunk lines identified in the City's

Storm Water Master Plan and Sewer System Master Plan. The developer will be reimbursed for 100 percent of the cost of storm drain trunk lines. The developer will be reimbursed for 100 percent of the cost of sewer trunk lines not needed by the developer. If the developer needs a sewer line and is required to enlarge the sewer line in accordance with the Sewer System Master Plan, then the developer will be reimbursed for the differential cost. The City will reimburse the developer for design and construction costs associated with the installation of these trunk lines.