

VOLUME I

TABLE OF CONTENTS



Page

CHAPTER ONE: EXECUTIVE SUMMARY

1.1	Portrait of Ripon	1-1
	<i>Community Profile</i>	1-1
	<i>A Great Regional Setting</i>	1-1
	<i>Economic Base</i>	1-2
	<i>The Stanislaus River</i>	1-2
	<i>City Government</i>	1-4
1.2	Purpose of the General Plan.....	1-4
1.3	Overall Land Use, Housing, and Economic Goals	1-5
	<i>Land Use</i>	1-5
	<i>Housing</i>	1-6
	<i>Economic</i>	1-6
1.4	Initial and Update General Plan Development Process	1-6
1.5	Public Facilities Financing Plan.....	1-8
1.6	General Plan Organization.....	1-8
	<i>Volume I</i>	1-8
	<i>Volume II</i>	1-9
	<i>Volume III</i>	1-9

CHAPTER TWO: LAND USE AND GROWTH ACCOMMODATIONS

2.1	Introduction.....	2-1
	<i>Purpose</i>	2-1
	<i>Consistency with State Planning Law</i>	2-1
2.2	Goals and Policies.....	2-1
2.3	Population	2-4
2.4	Growth Accommodation.....	2-4

Adopted September 19, 2006

Table of Contents

Build-out Population2-4

2.5 Definitions of Land Use Categories.....2-4

2.6 The Planning Area2-9

Planning Area Boundaries.....2-9

Land Area Summary2-9

Comprehensive Planning Districts and Study Areas.....2-12

Phased Development2-67

2.7 Infrastructure.....2-69

Water Service2-69

Sewage Disposal System2-72

Storm Drainage System2-73

Solid Waste Disposal.....2-73

Public Facilities Finance Plan (PFFP)2-73

2.8 Other Services.....2-74

2.9 Schools.....2-74

2.10 Neighborhood Preservation2-75

CHAPTER THREE: CIRCULATION AND TRANSPORTATION

3.1 Introduction.....3-1

Acknowledgment3-1

Purpose3-1

Assumptions About the Future3-1

Key Issues and Concerns3-2

3.2 Goals and Policies.....3-2

3.3 Circulation System.....3-5

3.4 Description of Existing Conditions and Facilities3-5

Roads and Streets3-5

The Freeway3-8

Crossing the Freeway3-8

Crossing the Stanislaus River3-9

Existing Circulation System3-9

Levels of Service3-9

Roadway Classifications3-9

Table of Contents

Traffic Patterns 3-10
Traffic Collisions 3-10
Bus and Rail Transit Service 3-10
Bicycle Circulation 3-12
Off Street Parking 3-13
Air Transportation 3-13

3.5 Future Circulation and Transportation 3-15

Roads and Streets 3-15
The Freeway - State Route 99 3-15
Crossing the Freeway 3-17
Crossing the Stanislaus River 3-18
Moving East and West in Ripon 3-18
Moving North and South in Ripon 3-19
Ripon's 2040 Roadway Network 3-20
Moving Around in the Ripon Area 3-21
Intercity Transit 3-22
Intracity Transit 3-23
Train Service 3-23
Park and Ride Lots 3-23
Bicycle Circulation 3-23
Air Transportation 3-23

CHAPTER FOUR: COMMUNITY HEALTH AND SAFETY

4.1 Introduction..... 4-1

Consistency with State Planning Law 4-1

4.2 Goals and Policies..... 4-2

4.3 Seismic, Geological and Flood Hazards 4-4

Seismic and Geological Hazards 4-4
Flooding Hazards 4-5

4.4 Law Enforcement..... 4-8

4.5 Hazardous Materials Management..... 4-9

4.6 Future Conditions and Measures to Reduce Hazards 4-9

4.7 Fire Hazards and Protection..... 4-9

4.8 Noise 4-10

Table of Contents

	<i>How Noise Is Measured</i>	4-10
4.9	Existing Conditions.....	4-11
	<i>Traffic Sources</i>	4-12
	<i>Railroad Sources</i>	4-15
	<i>Noise Sensitive Land Uses</i>	4-15
4.10	Future Noise Generators	4-16
	<i>Traffic Sources</i>	4-16
	<i>Railroad Sources</i>	4-16
4.11	Mitigating Methods & Possible Solutions to Noise Problems.....	4-18
 CHAPTER FIVE: OPEN SPACE AND CONSERVATION		
5.1	Introduction.....	5-1
5.2	Goals and Policies.....	5-1
5.3	Existing Resources.....	5-3
	<i>Soils and Agricultural Resources</i>	5-3
	<i>Groundwater Resources</i>	5-4
	<i>River Resources</i>	5-4
	<i>Vegetation and Wildlife Resources</i>	5-5
	<i>Air Quality</i>	5-7
	<i>Archeological and Historical Resources</i>	5-8
	<i>Parks and Recreation Resources</i>	5-9
	<i>Other Recreational Facilities</i>	5-13
5.4	Effects of Future Development on Natural Resources.....	5-14
	<i>Soils and Agricultural Resources</i>	5-14
	<i>Groundwater Resources</i>	5-14
	<i>River Resources</i>	5-14
	<i>Vegetation and Wildlife Resources</i>	5-14
	<i>Air Quality</i>	5-14
5.5	Potential for Future Open Space and Recreation Resources.....	5-15
	<i>City Parks and Recreational Facilities</i>	5-15
	<i>Open Space/Recreation Opportunities along the Stanislaus River</i>	5-17

CHAPTER SIX: HOUSING

6.1 Introduction..... 6-1

Housing Program 6-1

Special Housing Needs 6-2

Overcrowding 6-2

Housing Conditions 6-2

Housing Needs Analysis 6-2

Regional Housing Needs Allocation 6-2

Land Inventory..... 6-2

Constraints..... 6-2

Citizen Participation..... 6-2

General Plan Consistency 6-3

The Housing Programs..... 6-3

6.2 Goals and Policies..... 6-4

6.3 Housing Needs in the City of Ripon..... 6-10

Housing Stock..... 6-10

Income Limits..... 6-12

Poverty Level 6-12

Housing Condition..... 6-13

Housing Costs..... 6-13

Overpayment 6-14

Overcrowding 6-15

Vacancy Rate 6-15

Population..... 6-16

Employment 6-17

Regional Housing Needs Allocation..... 6-17

Master Affordable Housing Schedule 6-18

Programmed Redevelopment Set-Aside Funds..... 6-19

Density Bonus 6-20

Assisted Housing Units at-Risk..... 6-21

Special Housing Needs 6-21

Large Households..... 6-21

Seniors 6-21

Female Householder..... 6-22

Farm-Worker Households 6-22

Emergency and Transitional Shelter 6-22

Persons with Disabilities 6-23

Migrant Workers..... 6-24

6.4 Energy Conservation..... 6-24

6.5 Constraints to Meeting Housing Needs 6-25

Table of Contents

Governmental Constraints..... 6-25
Growth Accommodation..... 6-25
Residential Land Use Categories 6-26
Zoning Analysis 6-26
Second Unit Dwellings..... 6-29
Planned Development Overlay District..... 6-29
Below Market Rate Housing Program..... 6-29
Land Inventory..... 6-29
Manufactured Housing and Mobile Homes..... 6-31
Small Lot and Zero Lot Line Developments 6-31
Subdivision Improvement and Development Standards 6-31
Building Codes and Enforcement..... 6-32
Development Permit Process and Approval..... 6-32
Development and Permit Fees..... 6-32
Infrastructure..... 6-33
Water Service..... 6-34
Sewage Disposal System..... 6-34
Storm Drainage System 6-34
Solid Waste Disposal..... 6-34
Schools..... 6-35
Non-Governmental Constraints..... 6-35
Cost of Construction..... 6-35
Cost of Capital..... 6-35

6.6 Housing Review: Progress Report..... 6-36

6.7 Resources Available to Ripon to Meet Housing Needs..... 6-39

Housing Density Bonus..... 6-39
Affordable Housing Exception..... 6-39
Ripon Redevelopment Agency..... 6-40
Housing Authority of the County of San Joaquin 6-40
Community Development Block Grant Program (CDBG) 6-40
H.O.M.E. (Renter and Owner)..... 6-40
The GAP Program..... 6-41

CHAPTER SEVEN: ECONOMIC DEVELOPMENT

7.1 Introduction..... 7-1

7.2 Goals and Policies..... 7-1

7.3 Economic History 7-2

Manufacturing and Processing Businesses 7-3
Diversified Industry Base..... 7-3
Tax Revenue Base 7-3

7.4 Comprehensive Economic Development Plan.....7-3

CHAPTER EIGHT: IMPLEMENTATION

8.1 Introduction.....8-1

8.2 Sphere of Influence.....8-1

Implementation Device Governing Submission and Approval of the Sphere of Influence8-1

8.3 Annexations8-1

Implementation Device Governing Submission and Approval of an Annexation.....8-1

8.4 Zoning.....8-2

Implementation Device Governing Submission and Approval of Zoning Development Code.....8-2

8.5 Miscellaneous Land Use Permits8-2

Implementation Device Governing Submission and Approval of Miscellaneous Land Use Permits.....8-2

8.6 Subdivisions.....8-2

Implementation Device Governing Submission and Approval of a Subdivision8-2

8.7 Annexation Agreements8-2

Implementation Device Governing Submission and Approval of Annexation Agreements.....8-3

8.8 Development Agreements.....8-3

Implementation Device Governing Submission and Approval of Development Agreements.....8-3

8.9 Project Fiscal Analysis Reports8-3

Implementation Device Governing Submission and Approval of Fiscal Analysis Reports.....8-3

8.10 Redevelopment Plan8-3

Table of Contents

Implementation Device Governing Submission and Approval of a Redevelopment Plan 8-3

8.11 Household Hazardous Waste Element..... 8-4

Implementation Device Governing Submission and Approval of Household Hazardous Waste Element..... 8-4

8.12 Source Reduction and Recycling Element..... 8-4

Implementation Device Governing Submission and Approval of the Source Reduction and Recycling Element..... 8-4

8.13 Wastewater Master Plan 8-4

Implementation Device Governing Submission and Approval of Wastewater Master Plan..... 8-4

8.14 Water Master Plan 8-4

Implementation Device Governing Submission and Approval of Water Master Plan..... 8-4

8.15 Storm Water Facilities Plan 8-4

Implementation Device Governing Submission and Approval of Storm Water Master Plan..... 8-5

8.16 Public Facilities Financing Plan..... 8-5

Implementation Device Governing Submission and Approval of Public Facilities Financing Plan 8-5

8.17 Conduct a Historical Survey 8-5

Implementation Device to Conduct a Historical Survey..... 8-5

8.18 Specific Plans 8-5

Implementation Device for Preparation of Specific Plans and Subsequent Development of Affected Properties 8-5

8.19 Planned Unit Developments (PUDs) 8-5

Implementation Device for Development as a Planned Unit Development (PUD).... 8-6

8.20	Neighborhood Preservation	8-6
	<i>Implementation Device to Continue Neighborhood Preservation</i>	8-6

CHAPTER NINE: COMMENTS AND RESPONSES

9.1	Comments and Responses.....	9-1
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EXHIBITS

1.1	Regional Map.....	1-3
2.1	Land Use Map.....	2-7
2.1a	Land Use Map.....	2-8
2.2	Planning Area and Sub-Area Map	2-11
2.3	Index of Comprehensive Planning Districts, Study Areas, and Buffer Areas	2-13
	2.3.1 <i>North Pointe Planning Area</i>	2-15
	2.3.2 <i>Ripona Planning Area</i>	2-17
	2.3.3 <i>Manley Planning Area</i>	2-19
	2.3.4 <i>South Stockton Planning Area</i>	2-21
	2.3.5 <i>Vera Planning Area</i>	2-23
	2.3.6 <i>South Jack Tone Planning Area</i>	2-25
	2.3.7 <i>North Wilma Planning Area</i>	2-27
	2.3.8 <i>North Jack Tone Planning Area</i>	2-29
	2.3.9 <i>Clinton South Planning Area</i>	2-31
	2.3.10 <i>North Ripon Planning Area</i>	2-33
	2.3.11 <i>Milgeo Planning Area</i>	2-35
	2.3.12 <i>Colony Planning Area</i>	2-37
	2.3.13 <i>Springcreek Planning Area</i>	2-39
	2.3.14 <i>Olive Planning Area</i>	2-41
	2.3.15 <i>West Ripon Planning Area</i>	2-43
	2.3.16 <i>Graves/Mello Study Area</i>	2-45
	2.3.17 <i>Frederick Study Area</i>	2-47
	2.3.18 <i>Southeast Buffer Area</i>	2-49
	2.3.19 <i>Santos Buffer Area</i>	2-51
	2.3.20 <i>South Austin Buffer Area</i>	2-53
	2.3.21 <i>Moncure Buffer Area</i>	2-55
	2.3.22 <i>Wagner Buffer Area</i>	2-57
	2.3.23 <i>Carrolton Buffer Area</i>	2-59
	2.3.24 <i>Graves (West) Study Area</i>	2-61
	2.3.25 <i>North Clinton South Planning District</i>	2-63
	2.3.26 <i>Leroy Study Area</i>	2-65
2.4	Phasing Plan.....	2-68

Table of Contents

2.5	Existing School Sites	2-76
3.1	Existing Streets Map.....	3-7
3.2	Bike Plan Map	3-14
3.3	Circulation System.....	3-16
4.1	Flood Plain Map.....	4-7
4.2	CNEL Noise Contour Map, (1997).....	4-14
4.3	Projected CNEL Noise Contours	4-17
5.1	Existing Parks	5-11

CHARTS

2.1	Land Area Summary	2-9
3.1	State Route 99 Traffic Volumes - 2004	3-8
3.2	State Route 99 Traffic Volumes	3-15
3.3	State Route 99 Interchanges	3-17
4.1	Traffic Counts (2003)	4-15

TABLES

2.1	Population-Historical.....	2-4
2.2	Comprehensive Planning District and Study Area, and Buffer Area Summary	2-12
3.1	Level of Service	3-10
3.2	Roadway Classifications.....	3-11
3.3	Existing Major Intersections.....	3-12
3.4a	East-West Traffic Volumes.....	3-19
3.4b	North-South Traffic Volumes.....	3-20
4.1	Land Use Compatibility for Community Noise Environments	4-13
5.1	Ripon Planning Area Sensitive Species.....	5-6
5.2	Stanislaus River – Estimated Flow Requirement for Salmon Runs and Spawning Grounds ..	5-7

Adopted September 19, 2006

Table of Contents

5.3	Ripon Parks.....	5-12
5.4	City Park Standards	5-15
5.5	Future Recreation Facilities	5-16
6.1	Quantified Objectives Summary	6-3
6.2	Housing Stock.....	6-11
6.3	Household by Type.....	6-11
6.4	Housing Tenure.....	6-12
6.5	HUD Definitions of Household Income Levels.....	6-12
6.6	Income Limits - 2005.....	6-12
6.7	Ripon Poverty Status in 1999	6-13
6.8	Housing Value Owner Occupied Units in Ripon.....	6-14
6.9	Owner Cost as a Percentage of Household Income 1999	6-14
6.10	Gross Rent as a Percentage of Household Income 1999	6-15
6.11	Occupants Per Room.....	6-15
6.12	Vacancy Status.....	6-16
6.13	General Population Characteristics.....	6-16
6.14	Population Projections	6-17
6.15	Employed Civilian Population 16 Years and Over.....	6-17
6.16	Regional Housing Needs Allocation 2001-08	6-18
6.17	Master Affordable Housing Schedule.....	6-19
6.18	Programmed Redevelopment Set Aside Funds.....	6-20
6.19	Residential Densities/Designations 2003.....	6-20
6.20	Age of Householder	6-22
6.21	Farm, Fishing, and Forestry Employees in Ripon	6-22

Table of Contents

6.22	Disability Status of Non-Institutionalized Persons in Ripon	6-23
6.23	General Plan Residential Density Categories	6-26
6.24	Summary of Residential Zoning Standards	6-28
6.25	Suitable Vacant Land by Zone - 2005	6-30
6.26	Suitable Vacant Land (In Acres) By Income Category - 2005	6-30
6.27	Vacant Land Inventory - 2005	6-31
6.28	Permit Processing Times and Fees.....	6-33
6.29	Ripon Housing Construction 1998-2005	6-36

FIGURES

4.1	Earthquake Fault Map.....	4-6
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VOLUME I - CHAPTER ONE

EXECUTIVE SUMMARY



1.1 PORTRAIT OF RIPON

Community Profile

Known for its *small town* charm, Ripon presents a quality of life unequalled in the region. The quaintness of the community is demonstrated by the Main Street area of the historical downtown section of the City, with its landscaped areas and innovative storefronts. The result of these improvements along with a surge in the construction of high-quality housing throughout the community continues to make Ripon an extremely desirable place to live and work.



Main Street looking west.

A Great Regional Setting

Nestled along the Stanislaus River, and located in the northern section of the San Joaquin Valley, Ripon is the southern most community in San Joaquin County. It lies between Stockton (20 miles to the north) and Modesto (4 miles to the south) and is bisected by State Route 99 and the Central Valley route of the Union Pacific Railroad. (*Exhibit 1.1 shows Ripon's regional location.*) Ripon is fast becoming recognized for being a strategic location for regionally related businesses and services.

In the past ten years Ripon has been selected as the site for two major auto/truck travel plazas, and a state crime laboratory.

Economic Base

Ripon’s economic base has long been tied mainly to agriculture and related businesses. And, while agriculture continues to play a large part in Ripon’s economy, during the past ten years, Ripon along with the rest of San Joaquin County has begun to transition towards other non-agriculture industries. As for Ripon, the transportation and traveler accommodation industry has increased its presence in the community with the addition of a second travel plaza, fast food restaurants, and motels at the Jack Tone Road/State Route 99 interchange area.



Located at the Jack Tone Interchange

The Stanislaus River

Acting as the City’s southern boundary, and the boundary between San Joaquin and Stanislaus Counties, the Stanislaus River, with its source high in the Sierra Nevada Mountains, is truly one of the last pristine waterways remaining in the California Great Central Valley.

The community has identified the Stanislaus River corridor as its most valuable natural resource because of the wide variety of wildlife and the numerous recreation opportunities it provides, and vows to conserve and preserve it.

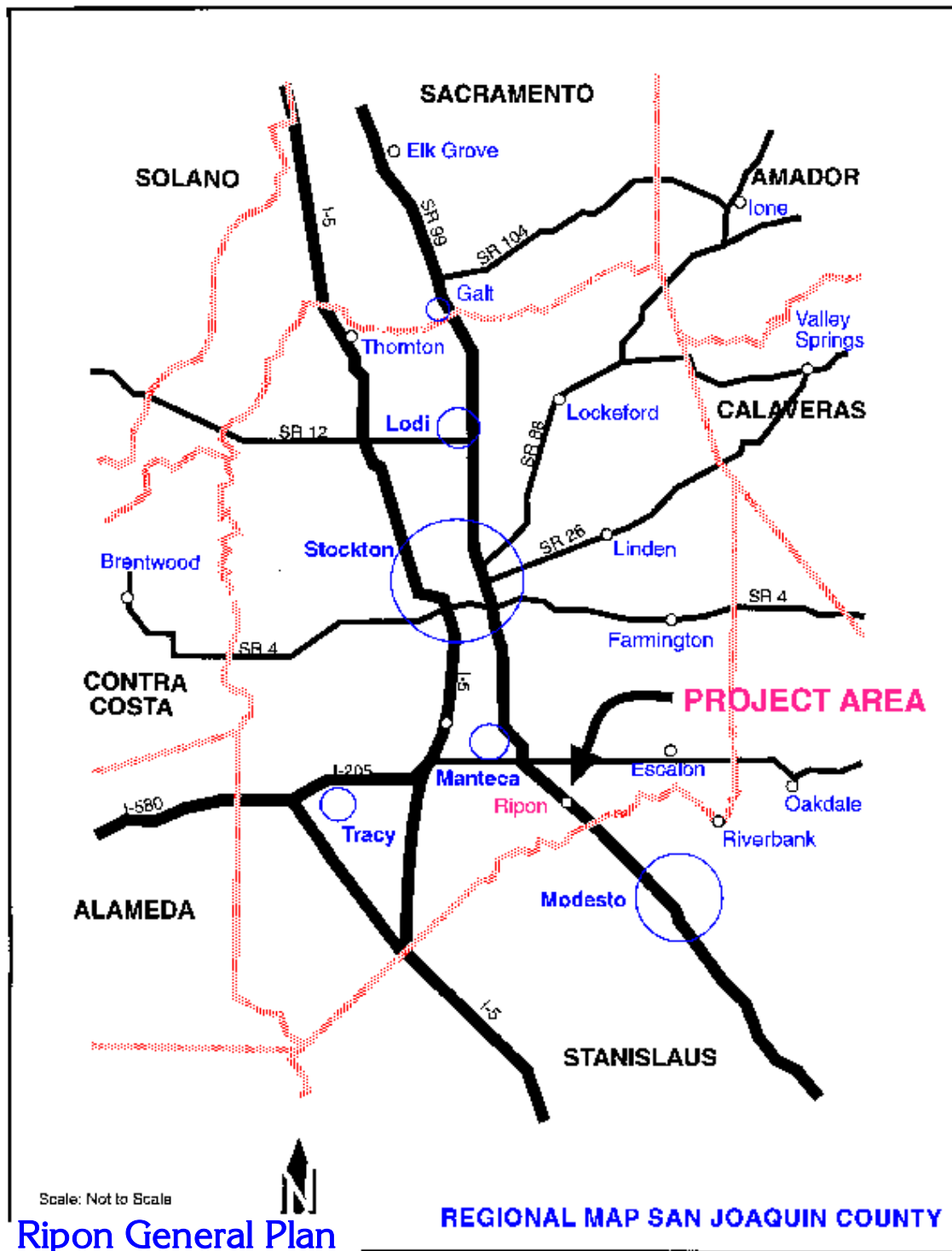


Exhibit 1.1

City Government

Ripon is a general law city operating under a council-administrator form of government with the five-member City Council elected at large. From its incorporation until 1994, council members were selected using a ward system. In 1994, the city changed its process and now elects its council at-large within the community by the electorate within the community. The council however continues to designate the Mayor from their body.

In 1990, a new City Hall/Police Department facility was constructed to house the administrative, planning, building, engineering, utilities, and police services, but in 1999, the Building Department was relocated to the Public Works Yard on Vera Avenue. Then in 2002 it was determined that the present facility was not adequate to meet the ever-growing needs for service to the community, and construction is now underway on a major addition to this facility.



City Hall Council Chambers under construction

1.2 PURPOSE OF THE GENERAL PLAN

A General Plan expresses a long-range public policy to guide the use of private and public lands within the community’s boundaries. This Plan looks into the future not two to five years, but to the year 2040.

The Ripon General Plan is the principal policy document designed to help the City in maintaining a sense of community, while enhancing the lives of its citizens. In California, the General Plan is often described as a “blueprint for future growth” or a “constitution for future development” of a community.

A major challenge for any community is to create a blueprint of how the future vision can be achieved within the setting of the real world. Equally challenging is how the plan can be implemented in a dynamic setting of change. The General Plan for a community should be viewed as a document that evolves over time. This can only be accomplished if enough flexibility is provided within the plan for midcourse corrections while maintaining a clear perspective of the plans original intent.

For a practical matter, the General Plan is a set of policies, exhibits, charts, tables, figures, and other graphics that collectively respond to California State Law, and is structured to meet local conditions.

STATE PLANNING LAW REQUIRES GENERAL PLANS ADDRESS THE FOLLOWING SEVEN MANDATED SUBJECTS:

Land Use - Establishes land use, growth accommodation and community design goals, policies, and actions to give direction to development in Ripon.

Circulation (transportation) - Consists of general location and extent of transportation facilities and public utilities all correlated with the land use.

Housing - Sets goals, policies and programs for housing development for all economic segments of the community.

Open space - Regulates open space for preservation and managed production of natural resources, outdoor recreation and public health and safety.

Conservation - Provides for the conservation, development and utilization of all natural resources.

Safety - Plans for protecting the community from fires, seismic, floods and geological hazards.

Noise - Identifies and appraises noise problems in the community and possible solutions to any existing or foreseeable noise problems. Noise must be considered when establishing the pattern of land uses.

Besides these mandated subjects, communities are beginning to identify a variety of other subjects of special interest that also affect them.

SOME MORE FREQUENTLY DISCUSSED SUBJECTS ARE:

Economic Development - Objective is to improve employment opportunities, stimulate business activity, diversify and strengthen the local economy, increase local revenues, and encourage investment in the community.

Air Quality - Addresses air quality within the context of land use and transportation planning.

Historic Preservation - Establishes goals and polices to preserve historical structures and places.

The Plan provides a framework to consider these concerns in an integrated and coordinated fashion.

1.3 OVERALL LAND USE, HOUSING, AND ECONOMIC GOALS

The following are the overall land use, housing, and economic goals and policies developed during the community outreach program as recommended by the Update Task Force:

Land Use

- *Provide a framework for orderly development to promote balanced residential growth, and maintaining property value, and reevaluate where such growth should be located.*

- *Provide adequate sites for commercial and industrial uses*
- *Encourage the economic growth and well being of the entire community*
- *Provide adequate public services consistent with the need of housing and population increases*
- *Develop and implement a resource conservation program for the area along the Stanislaus River corridor.*

Housing

- *Maintain the existing residential growth accommodation program to provide for orderly and balanced development on both sides of State Route 99.*
- *Maintain attractive residential neighborhoods with a variety of dwelling types and prices affordable to all segments of the population.*

Economic

- *Develop and implement an economic development program that would provide adequate jobs to housing balance by helping business growth and encourage the economic revitalization of the Downtown area.*
- *Provide adequate land located to facilitate the expansion of Ripon's economic base.*
- *Produce employment opportunities for Ripon residents.*

1.4 INITIAL AND UPDATE GENERAL PLAN DEVELOPMENT PROCESS

In August 1992, the City Council approved the Ripon General Plan Revision program. As directed by the Council, the program contained three (3) major components.

- *The formation of two (2) advisory committees.*
 - *A Citizen Advisory Committee composed of members of the community, both within and outside the existing city limits, who represented a variety of interests.*
 - *A Technical Advisory Committee composed of city department heads and staff representatives of other public agencies.*
- *Creation of a public outreach effort.*
 - *Publication of public information articles in local newspapers.*
 - *Distribution of information to citizens at community wide special events.*
 - *Presentations to local civic clubs and business organizations.*
 - *Sponsorship of awareness meetings throughout the community to solicit input from interested persons on*

the various land use proposals developed by the committee.

- *Preparation of a Preferred Land Use Alternative.*

During the next thirty-two (32) months, the committees held a total of twenty-four (24) meetings, including four (4) community outreach meetings to solicit input from interested persons on the various land use proposals.

In January 1995, the committees submitted a “Preferred Land Use Alternative” report to the City Council that contained their recommendation. The Council subsequently approved the report and directed staff to begin preparation of the draft plan.

Consultants were eventually selected to perform the following tasks:

Circulation Element (San Joaquin County Council of Governments)

Environmental Impact Report (In Site Environmental-Charles Simpson)

Public Facilities Financing Plan (Taussig & Associates)

Draft Plan and other elements (Lou Thanas - Planning Consultant)

In June 2002, the City Council approved the update of the Ripon General Plan 2035 and the following process:

- *The formation of an update steering committee consisting of the City’s department heads along with various consultants for specific elements.*
 - The steering committee was formed at its first meeting on June 18, 2002.
- *Conduct a public outreach effort*
 - Presentations were made to the Ripon Unified School District and Ripon Consolidated Fire Board of Directors, and two public information meetings were held at the Ripon City Hall.

During the period of June 2002 through May 2003, the steering committee held monthly meetings to review various proposals for changes in the land use, circulation, housing, open space, safety and economic development elements. The following are some of the major decisions made by the committee incorporated into the proposed updated document:

- *Amend the primary urban boundaries to increase developable lands equivalent to those used up during the previous 5-year period.*
- *Remove approximately 400 acres from the primary urban boundary in the southeast and increase the urban development lands in the north along the Jack Tone Road corridor.*
- *Facilitate an exchange of lands designated as Urban Reserve within the Ripon General Plan boundary on the south side of State Route 99 near Austin Road with the City of Manteca for similar acreage on the north side of State Route 99 west of Jack Tone Road.*

At the end of this series of meetings, the committee approved a draft land use diagram, and changes in the plan document were initiated.

Consultants were selected to perform the following tasks:

Circulation Element (CCS Planning and Engineering, Inc.)

Environmental Impact Report Update (InSite Environmental – Charles Simpson)

Public Facilities Financing Plan Update (Goodwin & Associates)

Housing Element (Lou Thomas – Planning Consultant)

Subsequently, a public review draft of the updated general plan (Ripon General Plan 2040) was prepared for circulation.

1.5 PUBLIC FACILITIES FINANCING PLAN

Incorporated by reference in the Ripon General Plan 2035 is the Public Facilities Financing Plan (PFFP), initially prepared by Taussig and Associates, which describes those public facilities such as water, sewer, storm drain, roadways, police stations, libraries, parks and recreation facilities (community centers, youth activity centers, softball/baseball/ soccer complexes, etc.) needed to serve future developed areas in the general plan, and those costs associated with constructing these facilities.

Included in the 2005 Update, prepared by Goodwin & Associates, are amended fees to address adjusted costs associated with these various facilities.

1.6 GENERAL PLAN ORGANIZATION

The General Plan 2040 (2005 Update) document consists of three (3) volumes. Volume I is organized into topical chapters that discuss the seven subjects mandated by state law, along with the added subject of Economic Development. Volume II is the Environmental Impact Report (EIR) for the General Plan 2040 (2005 Update) and Volume III is the technical appendix.

Volume I

Chapter One - Executive Summary, presents an introduction and background.

Chapter Two - Land Use, illustrates the Planning Area land use with written material and diagrams.

Chapter Three - Circulation, provides information on transportation for the present and future.

Chapter Four - Community Health and Safety, refers to health and safety concerns and discusses noise.

Chapter Five - Open Space and Conservation, describes area resources.

Chapter Six - Housing, discusses methods of achieving affordable housing and providing the City's share of the regional housing needs.

Chapter Seven - Economic Development, presents the City's economic development strategy.

Chapter Eight - Implementation, presents the tools available to the City to attain its General Plan goals.

Volume II

The primary purpose of a General Plan Environmental Impact Report (EIR) is to fulfill the California Environmental Quality Act (CEQA) requirements for the disclosure of the environmental impacts, and identification of mitigation measures and alternatives prior to adoption of a General Plan. And, while not as specific as an EIR prepared for a project application, a General Plan EIR can serve as the primary basis for preparing Initial Studies, issuing Negative Declarations, or information included in future EIRs.

The City of Ripon's General Plan 2035 EIR served as a: *1) tiering document; 2) Program EIR; and 3) Master Environmental Assessment*, in an effort to streamline the permitting of projects whenever appropriate. The City of Ripon intends the General Plan 2040 (2005 Update) EIR to serve as such. All of these documents are detailed in the General Plan EIR Purpose and Organization Section.

Volume III

The Technical Appendix contains a list of documents incorporated by reference within the text of the General Plan and while not attached as part of the policy document, are available for review at City Hall or the Ripon Public Library. Background material used in the preparation of the General Plan is contained in the separate documents. While the information contained in these documents was not adopted as policy by the City Council, and are not essential for the day-to-day use or implementation of the Plan, they nevertheless provide valuable aid in the overall understanding of the Plan.

Reference Document List

City of Ripon Redevelopment Plan

City of Ripon Source Reduction and Recycling Element

City of Ripon Wastewater, Water, and Storm water Master Plans

City of Ripon Ground Water Conservation and Preservation Plan

City of Ripon Urban Water Management Plan

City of Ripon Public Facilities Financing Plan

City of Ripon Comprehensive Economic Development Plan

City of Ripon Bicycle Route Master Plan

San Joaquin County General Plan

San Joaquin County General Plan Public Health and Safety Element - Seismic, Geological and Flood Hazard Components

San Joaquin County Household Hazardous Waste Element

San Joaquin County Council of Governments Circulation and Transportation Element

San Joaquin County Multi-species Habitat Conservation and Open Space Plan

San Joaquin Valley Air Pollution Control District Air Quality Attainment Plan

VOLUME I - CHAPTER TWO

LAND USE AND GROWTH

ACCOMMODATIONS



2.1 INTRODUCTION

Purpose

The Land Use Chapter establishes land use, growth accommodation and community design goals, policies, and actions to give direction to development in Ripon. The Land Use chapter provides the central policy background on which to base all land use decision-making in the City. It is through the realization of the goals and carrying out of corresponding actions that the future land use patterns of Ripon will continue to be shaped.

Assumptions of this land use component are: 1) *continued growth will require the eventual conversion of agricultural lands*; 2) *demand for new residential development will remain at its current pace*; and 3) *the demand for new commercial and industrial uses will increase*.

ESTABLISHING A VISION. The underlying intent of the land use component is to support the vision of the community as developed through a citizen participation program early in the General Plan process.

Consistency with State Planning Law

State Government Code requires that a general plan include a land use component that designates the general distribution and general location and extent of various types of land use. This chapter includes a land use diagram and land use standards that meet the State Government Code requirements.

2.2 GOALS AND POLICIES

GOAL A: A BALANCE BETWEEN JOBS, HOUSING, EDUCATIONAL, AND RECREATIONAL OPPORTUNITIES.

Policy A1. Designate adequate land to meet residential, commercial, and industrial development needs.

Policy A2. Designate adequate land intended for public and quasi-public uses to support existing and new residential, commercial, and industrial development.

Policy A3. Urban development should be kept as contiguous as possible to avoid premature urbanization of valuable farmland, promote resident convenience, and provide for economy in city services.

Policy A4. Preserve natural resource areas while providing open space to meet recreation needs.

Policy A5. The City may require that development occurring on newly annexed lands are done as a Planned Unit Development or that a Specific Plan be prepared.

Policy A6. The City may require execution of an Annexation Agreement before the annexation of any land to the City.

Policy A7. The City may require the execution of a Development Agreement for any commercial or industrial development or residential development of ten or more units.

Policy A8. The City will annex enough residentially designated land to provide for a projected residential growth rate in the 3% - 6% range for the urban planning period. At its discretion the City Council will annually review development activities and determine the rate of growth to be followed during a specified period.

Policy A9. The City will annex sufficient land designated for job generating uses to provide for a projected ratio of at least two jobs per household.

Policy A10. The City will ensure that proposed development within newly annexed territory will not be a fiscal burden. Development project applications may be required to include a financial analysis of the projects impact on the City.

Policy A11. Development within the Stanislaus River floodplain and residential development within the sewer buffer from the wastewater treatment ponds will be prohibited by the City.

Policy A12. Nonresidential uses, large group care facilities, small shelters, and mobile home parks in residential districts should be on major streets because of increased traffic and noise.

GOAL B: ASSURE ECONOMIC VIABILITY OF THE COMMUNITY BY RETAINING AND RENEWING EXISTING COMMERCIAL AND INDUSTRIAL USES AND DESIGNATING SUFFICIENT NEW COMMERCIAL AND INDUSTRIAL AREAS TO MEET FUTURE CITY NEEDS.

Policy B1. Create job generating development corridors at strategic locations.

Policy B2. Encourage diversified industry and other job generating uses in the City.

Policy B3. Ensure that land use proposals can fund services.

Policy B4. Encourage businesses and professional uses in the commercial centers.

GOAL C: ENCOURAGE A PROSPEROUS AND VIBRANT DOWNTOWN.

Policy C1. Create both a physical and financial environment that enhances the desirability to locate certain new businesses in the downtown area

Policy C2. Encourage expansion and/or retention of established businesses.

Policy C3. Ensure that new businesses in the downtown area are carefully integrated into the surrounding area.

GOAL D: PROMOTE ACTIVE CITIZEN INVOLVEMENT IN COMMUNITY PLANNING.

Policy D1. Expand citizen awareness of public informational meetings by using the available community cable channel and any other public information devices available to the City.

Policy D2. Continue to organize its public commissions with emphasis on community planning.

GOAL E: PROVIDE ADEQUATE PUBLIC SERVICES TO SERVE THE COMMUNITY.

Policy E1. Require residential and commercial development to connect to City water, non-potable water, wastewater

treatment and storm drainage systems.

Policy E2. Industrial, mixed use and highway service development may install on site water, non-potable water, wastewater treatment and storm drainage systems if approved by the City Engineer and City Council.

Policy E3. The Public Facilities Financing Plan (PFFP) is incorporated by reference to this Chapter of the General Plan and can be found in Volume III (Technical Appendices).

Policy E4. Evaluate new development projects for consistency with planned facilities identified in the PFFP.

Policy E5. Adopt, and update as required, City fee ordinance, which reflects current estimates of public facilities costs and the allocation of those costs to future urban development.

Policy E6. Subdivision projects shall be referred to utility agencies for comment. Easements necessary to provide service to the project shall be dedicated on the final map or parcel map.

Policy E7. Subdivision projects shall be referred to the Ripon Unified School District and Ripon Consolidated Fire District for comment.

Policy E8. The City shall require, to the extent possible, that new school facilities, fire facilities, and police facilities are constructed concurrently with new residential development.

Policy E9. The City shall work with the Ripon Unified School District, the Ripon Consolidated Fire District, and the Ripon Police Department to identify, establish, and implement additional measures that may be necessary to adequately finance these facilities in the City, consistent with applicable State law.

Policy E10. The City shall ensure that new development provides necessary infrastructure to develop residential projects that will meet the needs of the community, including schools, irrigation and drainage facilities and water wells.

GOAL F: GROUNDWATER MANAGEMENT PURSUANT TO THE CITY’S URBAN WATER MANGEMENT PLANS TO AVOID OVERDRAFT AND MAINTAIN DRINKING WATER QUALITY.

Policy F1. Expand City’s existing system to regularly monitor and evaluate the physical condition and quality of the groundwater system underlying Ripon, and to identify the need for supplemental water as required.

Policy F2. Identify and secure available sources of supplemental surface water for replacement or recharge of groundwater as required.

Policy F3. Manage land use and sewage disposal as required to maintain adequate groundwater quality.

GOAL G: EFFICIENT USE OF WATER RESOURCES THROUGHOUT THE COMMUNITY PURSUANT TO THE CITY’S GROUND WATER MANAGEMENT AND PRESERVATION PLAN.

Policy G1. Promote water conservation through public dissemination of groundwater and municipal water use information.

Policy G2. Develop a plan, financing mechanism, and target date for installation of water meters on un-metered portions of the water system.

Policy G3. Promote reclamation and reuse of municipal and industrial wastewaters for irrigation, recharge, or other

beneficial uses.

Policy G4. Encourage development and relocation of regional irrigation and drainage systems to align parallel to existing or approved roadways.

2.3 POPULATION

During the 1980's, Ripon experienced rapid growth well above the 4% annual rate it typically experienced since its incorporation in 1945. In fact, between 1980 and 1987, the annual growth rate exceeded 10%. (*Table 2.1 gives a detailed summary of the population levels from 1960 through 2005*)

Year	Population
1960	1,894
1970	2,679
1980	3,509
1990	7,436
2000	10,146
2003	11,571
2004	12,275
2005	13,241

Source: U.S. Census and State Department of Finance

Faced with the problems that such growth inevitably presents to a community (wastewater treatment, schools, etc.), The City created a growth accommodation program in 1988, which allowed development to continue, but at a much more acceptable rate. Since implementation of the program, the City has experienced an annual growth rate of 3.9%.

2.4 GROWTH ACCOMMODATION

The City's residential growth accommodation program sets the average annual residential growth rate at 3% to 6% during the planning period shown in General Plan 2040. Percentage rates for any single year could go higher or lower although the City policy would be to maintain growth at 3% to 6% through the planning period. The City Council, in 1999, set an interim maximum rate at 3% with the option to raise it to 4% if an individual project contained features for the good of the community. Enough land will be annexed by the City to provide for the projected growth rate.

Build-Out Population

According to the State Department of Finance, as of January 1, 2005, Ripon had a population of approximately 13,241 persons. It is anticipated that annual residential development within the Primary Urban Area will be at a rate of 4% (*an average of a little more than 700 people per year*), and will result in an estimated total population of about 40,000 at build-out of the general plan no earlier than the year 2040.

2.5 DEFINITIONS OF LAND USE CATEGORIES

The Land Use Map (*Exhibit 2.1 and 2.1a*) illustrates proposed land use in Ripon and the surrounding area through the year 2040, depending on the rate of growth. Boundary lines between the land use designations usually follow parcel lines. These lines may be made more specific by amendments to the General Plan as more detailed planning for projects are undertaken in these areas.

The following is a list of the land uses identified in the General Plan 2040. It contains a description of each land use designation, the applicable zone, and the building intensity (i.e., number of dwelling units, floor area ratio for commercial/office and industrial building, etc.).

Extremely-Low Density Residential (R1-R, UR): Single-family detached, secondary residential units, limited agricultural uses, public and quasi-public uses, and similar and compatible uses with a maximum residential density of one half (.5) dwelling units per gross acre.

Very-Low Density Residential (R1-E, R1-E (A), UR): Single-family detached and attached homes, secondary residential units, limited agricultural uses, public and quasi-public uses, and similar and compatible uses with a maximum residential density of two (2) dwellings per gross acre. (A) indicates lots with alley access.

Low Density Residential (R1-L, R1-L (A), R1-UC, R1,R1(A) R1-C, R1-C(A), UR): Single-family detached and attached homes, secondary residential units, limited agricultural uses, public and quasi-public uses, and similar and compatible uses with maximum residential density range of three and one half (3.5) to five (5) dwellings per gross acre. (A) indicates lots with alley access.

High-Low Density Residential (R1-U, R1-U(A), R1-UC, UR): Single-family detached and attached homes, secondary residential units, limited multi-family residential units, limited agricultural uses, public and quasi-public uses, and similar and compatible uses with a maximum residential density of seven (7) dwellings per gross acre. (A) indicates lots with alley access.

Medium Density Residential (R3, R1-UC, UR): Single-family and multi-family residential units, public and quasi-public uses, and similar and compatible uses with a maximum residential density of thirteen (13) dwelling units per gross acre.

High Density Residential (R4, R1-UC, UR): Single-family and multi-family residential units, group quarters, public and quasi-public uses, and similar and compatible uses with a maximum residential density of sixteen (16) dwelling units per gross acre.

Very High Density Residential (R4-U, UR): Multi-family residential units, group quarters, public and quasi-public uses and similar and compatible uses with a maximum residential density of twenty-two (22) dwellings per gross acre.

Neighborhood Commercial (C1, UR): Retail, service, and office uses, restaurants, service stations, public and quasi-public uses, and similar and compatible uses. The floor- area ratio (FAR) may not exceed .40.

Community Commercial (C2, UR): Retail, service, and office uses, public and quasi-public uses, and similar and compatible uses. The floor- area ratio (FAR) may not exceed .40.

Urban Core (R1-UC, PO, C1, C2, C3, M1, M2, UR): Retail, service and office uses, single and multiple family residential uses, public and quasi-public uses, and similar compatible uses. The floor area ratio (FAR) for nonresidential uses may not exceed .20. Residential density will be those applicable to the various R districts within which a property is located.

Highway Service (C4, UR): General retail sale uses, institutional uses, tourist uses, service uses, public and quasi-public uses, and similar and compatible uses. The floor- area ratio (FAR) may not exceed .40.

Commercial Recreation (C5, UR): Areas used for commercial recreation such as golf courses, sports complexes, etc. The floor area ratio (FAR) may not exceed .20.

Regional Commercial (C2-R, UR): Areas for very large retail and service related uses intended to serve a market area greater than the local community (i.e. malls). The floor area ratio (FAR) may not exceed .30.

Professional Office (PO, UR): Professional and administrative offices, medical and dental clinics, laboratories, financial institutions, public and quasi-public uses, and similar and compatible uses. The floor- area ratio (FAR) may not exceed .40.

Business Park (BP, UR): Areas for very large corporate office, and research and development centers. The floor area ratio (FAR) may not exceed .30.

Mixed Use (MU, UR): Mixed commercial, professional office, and industrial uses. The floor- area ratio (FAR) may not exceed .40.

Light Industry (M1, UR): Industrial parks, warehouses, distribution centers, light manufacturing, public and quasi-public uses, and similar and compatible uses. The floor- area ratio (FAR) may not exceed .40.

Heavy Industry (M2, UR): Manufacturing, processing, assembling, research, wholesale and storage uses, trucking terminals, railroad and freight stations, public and quasi-public uses, and similar and compatible uses. The floor- area ratio (FAR) may not exceed .40.

Public Municipal Service (P-MS): City owned lands used to provide municipal services.

Public Park (P-P): Existing and potential park sites in each statistical area to meet applicable ratios for mini, local, neighborhood, community, and regional parks.

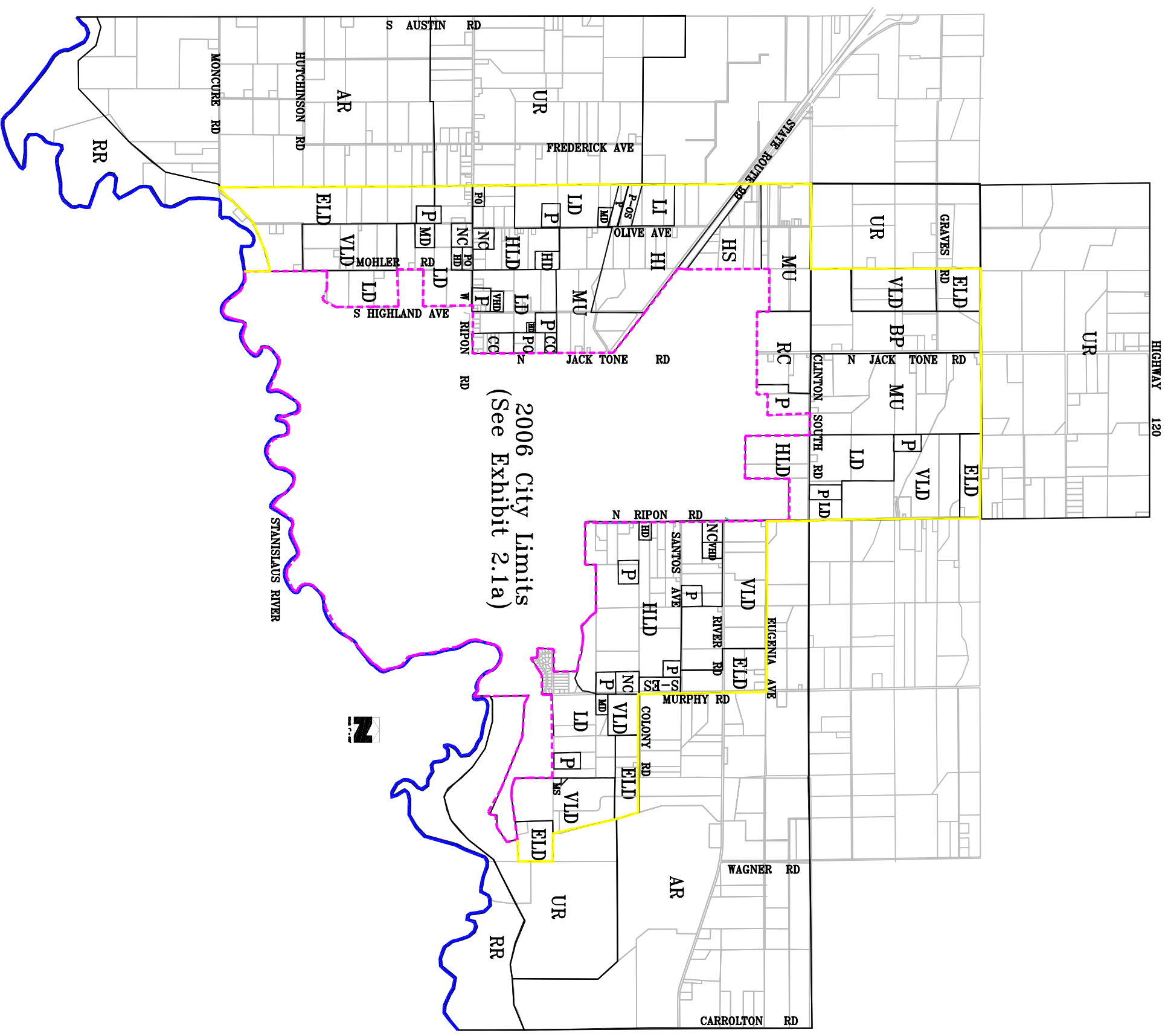
Public Open Space (P-OS): Open space in areas intended as buffers and for low intensity public and quasi-public uses.

School (S-ES, S-HS): Existing and potential school sites in each statistical area to met accepted student generation data, with a student body population as determined by the school district.

Urban Reserve (UR): Areas planned primarily for residential, commercial and industrial uses, when services are available. The average residential density is assumed to be five dwelling units per acre and the average population per household is assumed to be three. The commercial and industrial floor-area ratio (FAR) is assumed to be .40. No Urban development may occur on lands designated Urban Reserve before the General Plan is amended to specify a primary land use designation for the property.

Agricultural Reserve (AR): Primarily for agricultural uses, support uses directly related to agriculture, public and quasi-public uses and similar and compatible uses. No urban development may occur on lands designated Agricultural Reserve.

Resource Reserve (RR): Planned open space areas along the Stanislaus River corridor restricting urban development. Average population is estimated to be three (3) persons per household for the residential designations. Land coverage, the area of a building site covered by structures, is regulated in the residential zones. In most of the commercial and industrial designations the land coverage or floor area ratio (FAR) does not exceed 40% because of the development requirements for building setbacks, height limits, landscaping, and parking.

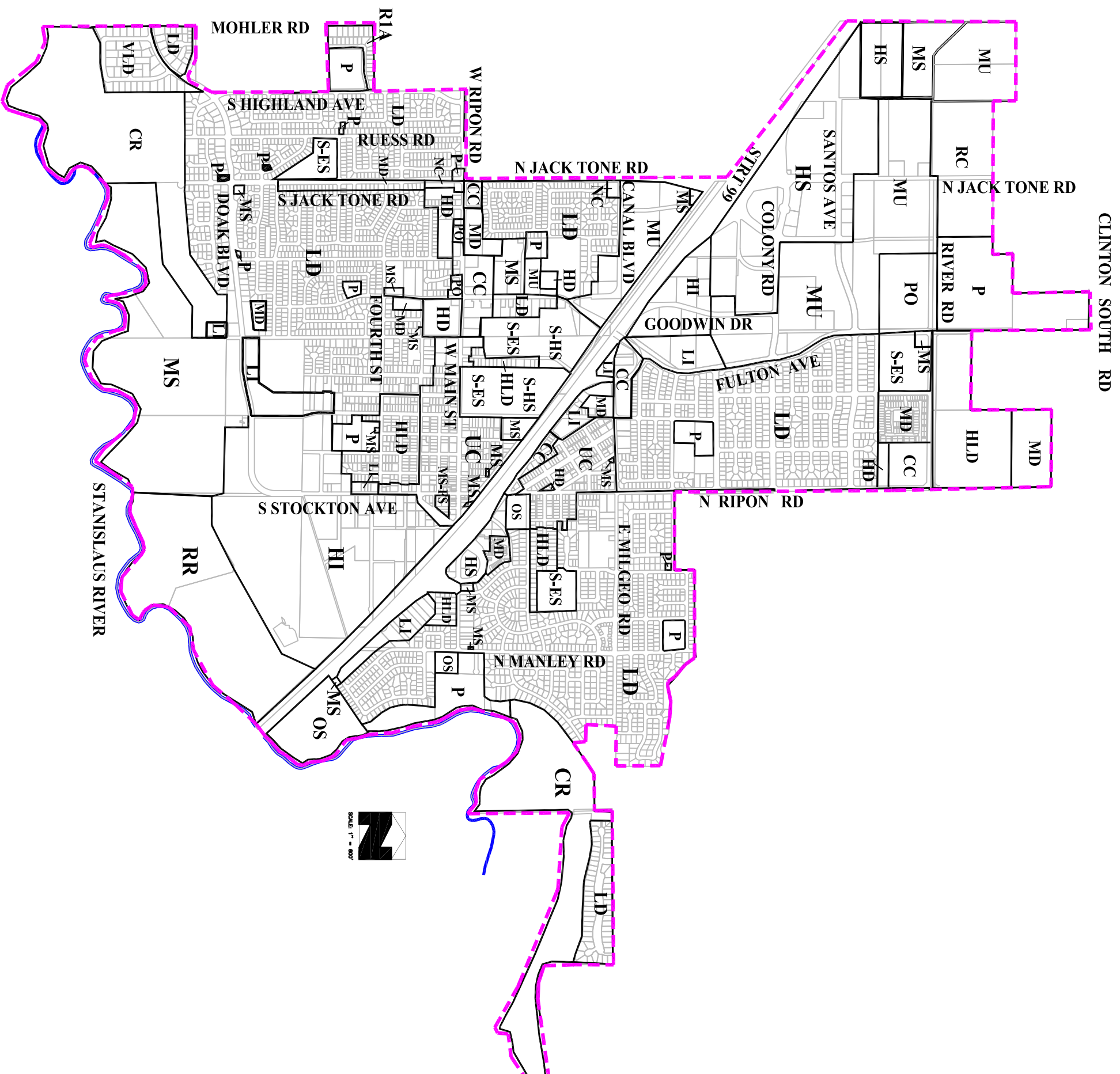


2006 City Limits
(See Exhibit 2.1a)

LEGEND

- ELD (Extremely Low Density Residential)
- VLD (Very Low Density Residential)
- LD (Low Density Residential)
- HLD (High Low Density Residential)
- MD (Medium Density Residential)
- HD (High Density Residential)
- VHD (Very High Density Residential)
- UC (Urban Core)
- NC(Neighborhood Commercial)
- CC (Community Commercial)
- RC (Regional Commercial)
- HS (Highway Service)
- CR (Commercial Recreation)
- PO (Professional Office)
- BP (Business Park)
- MU (Mixed Use)
- LI (Light Industrial)
- HI (Heavy Industrial)
- MS (Municipal Service)
- MS-FS (Municipal Service-Fire Station)
- P (Park)
- OS (Open Space)
- S-HS (High School)
- S-ES (Elementary School)
- AR (Agricultural Reserve)
- UR (Urban Reserve)
- RR (Resource Reserve)

VOLUME I
RIPON GENERAL PLAN 2040
EXHIBIT 2.1 – LAND USE MAP



LEGEND

- ELD (Extremely Low Density Residential)
- VLD (Very Low Density Residential)
- LD (Low Density Residential)
- HLD (High Low Density Residential)
- MD (Medium Density Residential)
- HD (High Density Residential)
- VHD (Very High Density Residential)
- UC (Urban Core)
- NC (Neighborhood Commercial)
- CC (Community Commercial)
- RC (Regional Commercial)
- HS (Highway Service)
- CR (Commercial Recreation)
- PO (Professional Office)
- BP (Business Park)
- MU (Mixed Use)
- LI (Light Industrial)
- HI (Heavy Industrial)
- MS (Municipal Service)
- MS-FS (Municipal Service-Fire Station)
- P (Park)
- OS (Open Space)
- S-HS (High School)
- S-ES (Elementary School)
- AR (Agricultural Reserve)
- UR (Urban Reserve)
- RR (Resource Reserve)

VOLUME I
RIPON GENERAL PLAN 2040
EXHIBIT 2.1a - LAND USE MAP

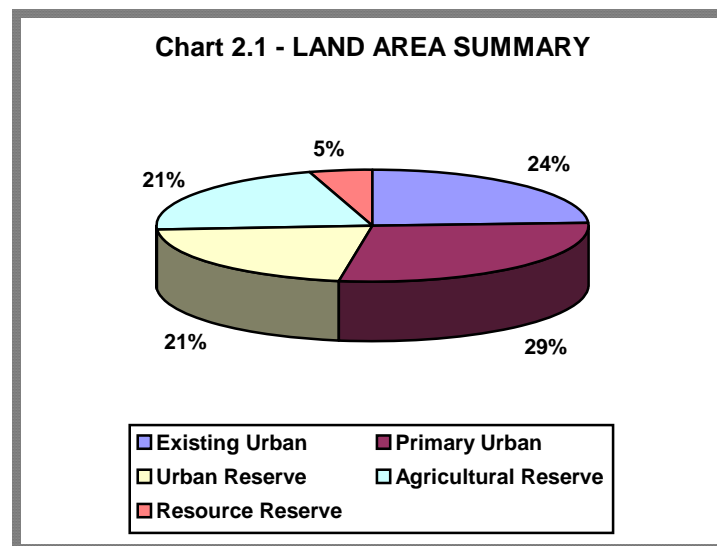
2.6 THE PLANNING AREA

Planning Area Boundaries

The Ripon Planning Area consists of approximately 13,400 acres both within and outside the existing City limits. This area, as shown in *Exhibit 2.2*, is generally bounded by Austin Road to the west, Carrolton Road to the east, Highway 120 to the north, and the Stanislaus River to the south.

Land Area Summary

The Ripon Planning Area is divided into five (5) urban and non-urban categories. Three (3) urban development areas have been established to assist in achieving orderly and balanced growth, while two (2) reserve areas are designated for study and non-urbanized buffer purposes during the planning period. (*Chart 2.1; Land Area Summary, details the acreage and percentages associated with each of these areas.*)



Existing Urban Area (Existing City Limits as of January 01, 2006). There are approximately 3,250 acres within the Urban Core Area. It includes most of the urban development within the City limits as it existed in January 2006, and approximately 450 acres of undeveloped lands situated in various spots throughout the City:

Primary Urban Area (*Sphere of Influence minus the Existing Urban Area*). Those lands designated for future development during the planning period of the General Plan, aside from those within the Existing Urban Area contained within the Primary Urban Area. There are approximately 3,775 acres contained in the Primary Urban Area. It is generally bounded by a line midway between Frederick Road and Olive Avenue on the west; approximately ¼ mile north of Graves Road on the north; Murphy Road on the east; and the Stanislaus River on the south. The Primary Urban Area is depicted by the yellow line in exhibit 2.1. (*The Primary Urban Area boundary also delineates the Sphere of Influence boundary for the City of Ripon.*)

Secondary Urban Area (*Area outside the Primary Urban Area within the City of Ripon's long term planning influence*). Those lands outside the Primary Urban Area not anticipated to develop during the 35 year planning period. There are approximately 6,380 acres contained in the Secondary Urban Area. These lands have been designated as one of the following Reserve Areas:

- *Urban Reserve Area*. This area contains approximately 2,875 acres and is intended for study purposes should the need arise to expand the Primary Urban Area. Otherwise, development of lands in this area would not

occur prior to 2040.

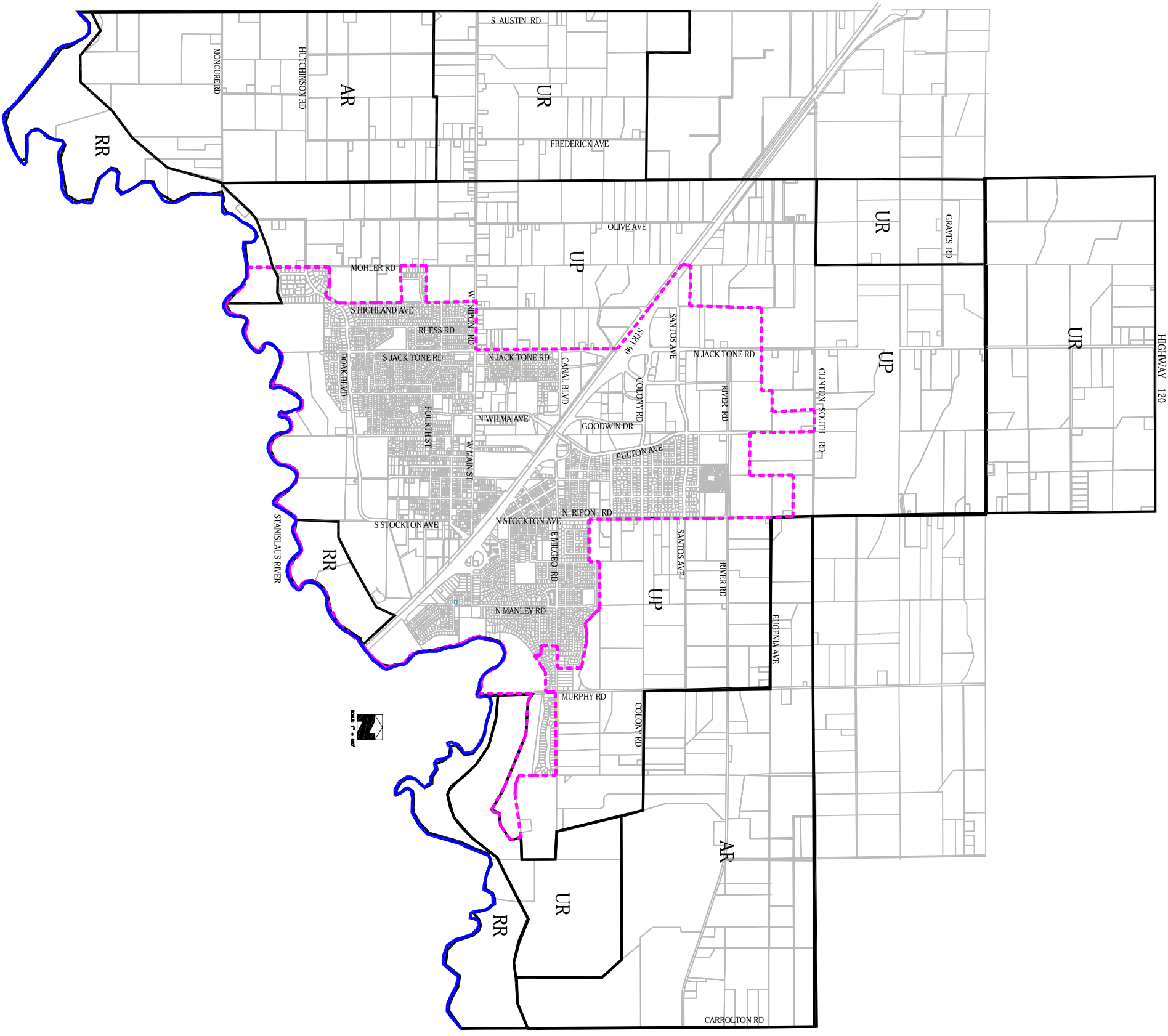
- *Agricultural Reserve Area.* Approximately 2,875 acres within the Ripon Planning Area has been designated Agricultural Reserve. The properties within this area are not eligible for urban development within the current planning period, however, they would serve as agricultural buffers between development adjacent, but outside of, the Planning Area and Ripon
- *Resource Reserve Area.* There are approximately 630 acres designated as Resource Reserve in the Secondary Urban Area. These lands are located along the Stanislaus River corridor and are not intended for urban development. Rather, these lands would become a part of the community’s wildlife habitat preservation efforts and passive recreation program.

	Existing Urban Area		Primary Urban Area	Secondary Urban Area	Total Acreage
	Developed	Undeveloped	Undeveloped	Undeveloped	
Residential	1,412 acres	45 acres	2,234 acres	0 acres	3,691 acres
Industrial	264 acres	72 acres	227 acres	0 acres	563 acres
Commercial	169 acres	95 acres	264 acres	0 acres	529 acres
Mixed Use	85 acres	150 acres	635 acres	0 acres	870 acres
Professional Office	2 acres	27 acres	209 acres	0 acres	238 acres
Parks/Open Space	359 acres	63 acres	130 acres	0 acres	552 acres
Municipal Service	217 acres	0 acres	20 acres	0 acres	237 acres
Schools	114 acres	0 acres	15 Acres*	0 acres	129 acres
Reserve Areas	174 acres	0 acres	39 acres	6,379 acres	6,592 acres
Totals	2,796 acres	452 acres	3,773 acres	6,379 acres	13,400 acres

Total Ripon Planning Area Acreage **13,400 acres**

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Residential includes ELD, VLD, LD, HLD, MD, HD, and VHD 2. Industrial includes LI and HI 3. Commercial includes NC, CC, RC, and HS 4. Mixed Use include MU 5. Professional Office includes PO and BP | <ol style="list-style-type: none"> 6. Parks/Open Space includes P, OS, and CR 7. Municipal Service includes MS and MS-FS 8. Schools includes S-HS and S-ES 9. Reserve Areas includes RR, UR, and AR |
|---|---|

* School sites in the Primary Urban Area are to be located in conjunction with the Ripon Unified School District and are therefore not necessarily accounted for in the School acreage for the Primary Urban Area



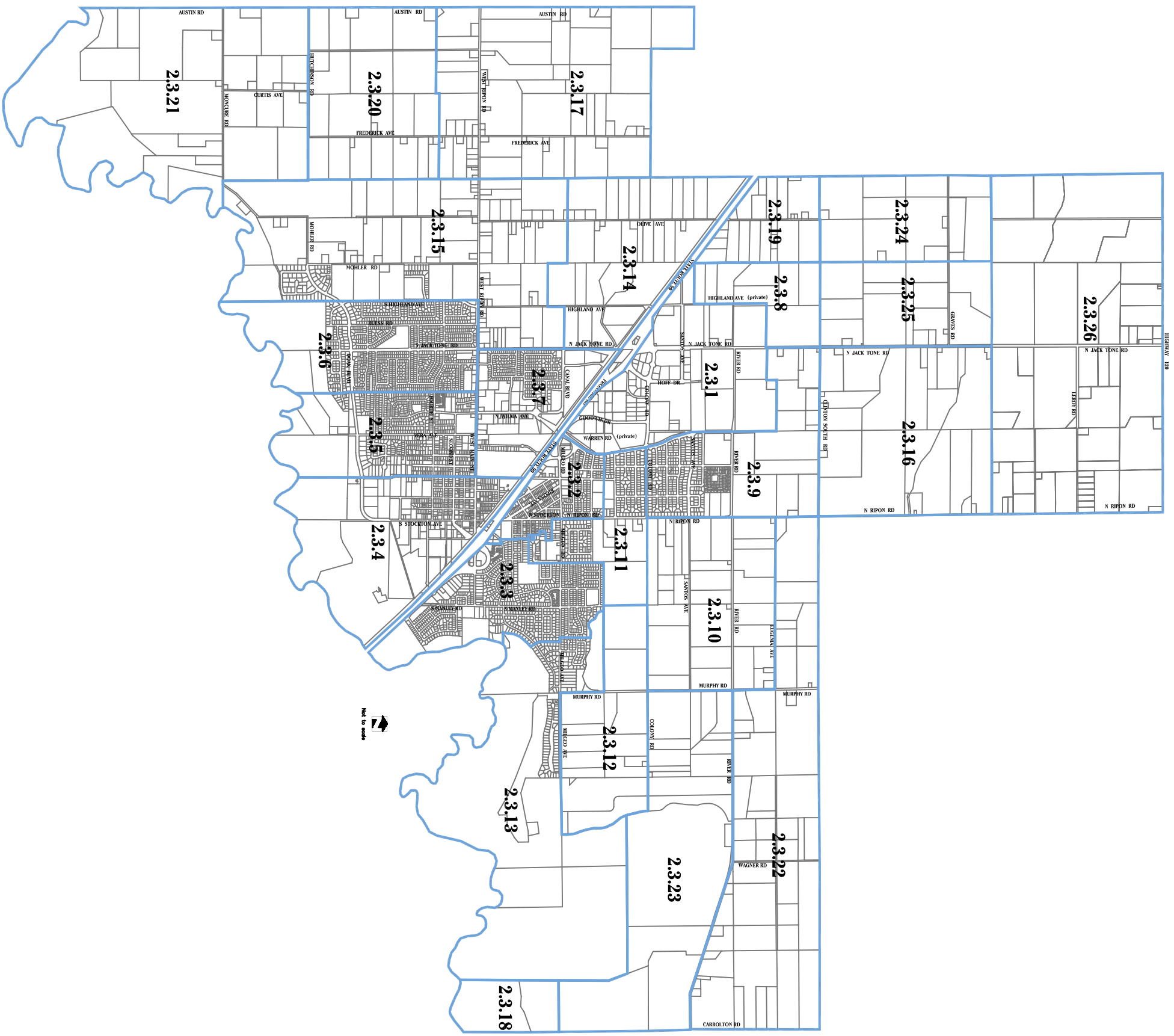
- AR - Agricultural Reserve
- UR - Urban Reserve
- UP - Urban Primary/Sphere of Influence
- RR - Resource Reserve
- Core - 2005 City Limits

VOLUME I
 RIPON GENERAL PLAN 2040
 EXHIBIT 2.2 - PLANNING
 AREA AND SUB AREAS

Comprehensive Planning Districts and Study Areas

To assist in orderly and incremental development of the Ripon Planning Area, the Urban Core, Primary Urban, and Urban Reserve Areas have been separated into twenty-one (21) planning districts and study areas. *(Exhibit 2.3 delineates each of these districts, and are described in Table 2.2, Comprehensive Planning District, Study Area, and Buffer Area Summary.)*

Exhibit No.	Comprehensive Planning	Acreage
2.3.1	North Pointe Planning District	480
2.3.2	Ripona Planning District	146
2.3.3	Manley Planning District	357
2.3.4	South Stockton Planning District	533
2.3.5	Vera Planning District	352
2.3.6	South Jack Tone Planning District	437
2.3.7	North Wilma planning District	270
2.3.8	North Jack Tone Planning District	165
2.3.9	Clinton South Planning District	402
2.3.10	North Ripon Planning District	485
2.3.11	Milgeo Planning District	210
2.3.12	Colony Planning District	335
2.3.13	Springcreek Planning District	971
2.3.14	Olive Planning District	467
2.3.15	West Ripon Planning District	960
2.3.16	Graves/ Mello Planning District	639
2.3.17	Frederick Study Area	841
2.3.18	South/East Buffer Area	117
2.3.19	Santos Planning District	176
2.3.20	South Austin Buffer Area	489
2.3.21	Moncure Buffer Area	1035
2.3.22	Wagner Buffer Area	903
2.3.23	Carrolton Buffer Area	716
2.3.24	Graves (West) Study Area	323
2.3.25	North Clinton South Planning District	319
2.3.26	Leroy Study Area	1272



- LEGEND**
- 2.3.1 North Pointe PD
 - 2.3.2 Ripona PD
 - 2.3.3 Manley PD
 - 2.3.4 South Stockton PD
 - 2.3.5 Vera PD
 - 2.3.6 South Jack Tone PD
 - 2.3.7 North Wilma PD
 - 2.3.8 North Jack Tone PD
 - 2.3.9 Clinton South PD
 - 2.3.10 North Ripon PD
 - 2.3.11 Milgeo PD
 - 2.3.12 Colony PD
 - 2.3.13 Springcreek PD
 - 2.3.14 Olive PD
 - 2.3.15 West Ripon PD
 - 2.3.16 Graves/Mello PD
 - 2.3.17 Frederick SA
 - 2.3.18 Southeast BA
 - 2.3.19 Santos PD
 - 2.3.20 South Austin BA
 - 2.3.21 Moncure BA
 - 2.3.22 Wagner BA
 - 2.3.23 Carrolton BA
 - 2.3.24 Graves (West) SA
 - 2.3.25 North Clinton South PD
 - 2.3.26 Leroy SA

VOLUME I
RIPON GENERAL PLAN 2040
EXHIBIT 2.3 - INDEX OF
COMPREHENSIVE PLANNING
DISTRICTS, STUDY AREAS,
AND BUFFER AREAS



NORTH POINTE PLANNING DISTRICT

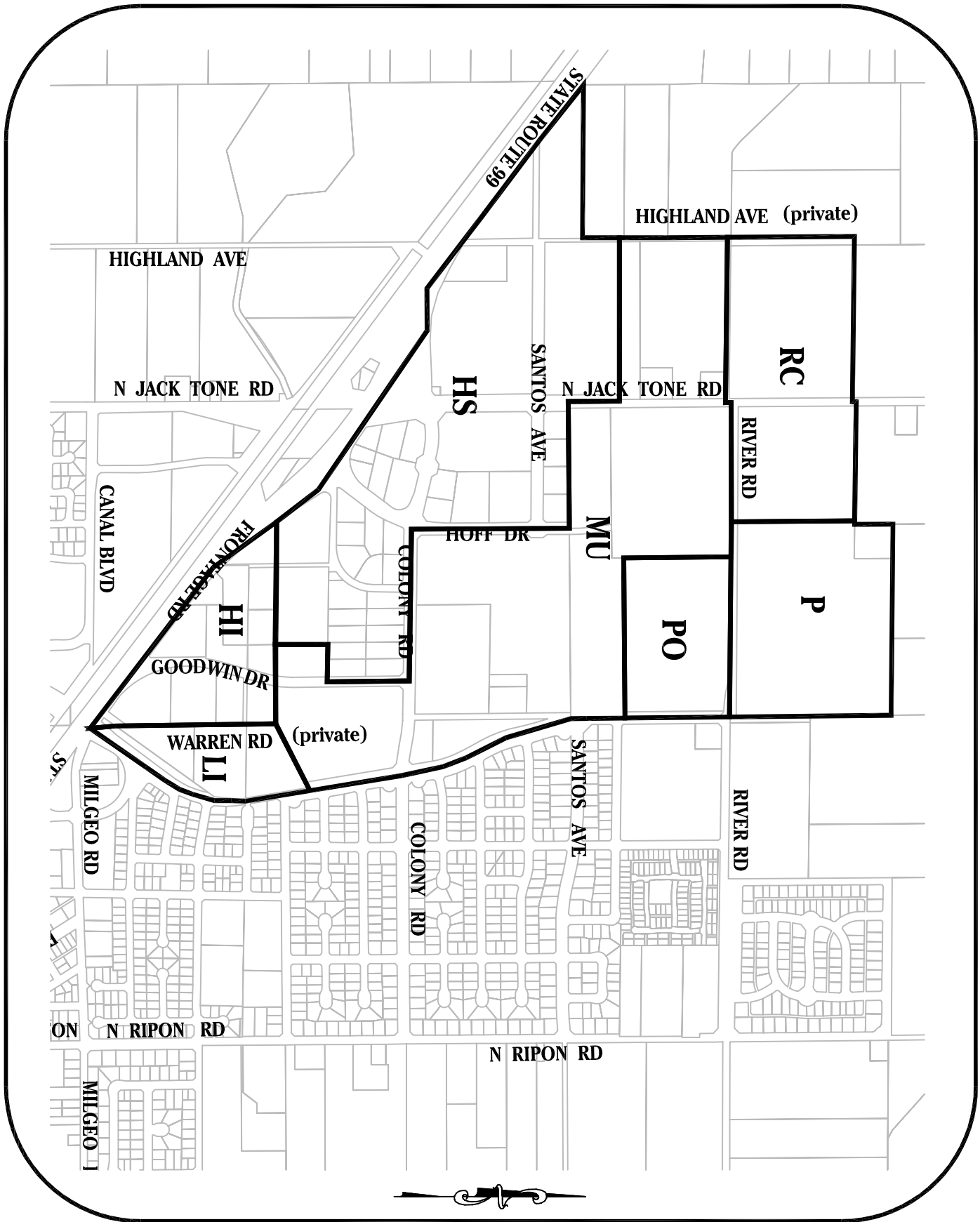


Exhibit 2.3.1

NORTH POINTE PLANNING DISTRICT

OVERVIEW: The North Pointe Planning District is in the Phase One development area and the core area, and is anticipated to provide the majority of new jobs at general plan build-out.

LAND USE LIST:

158 acres	Mixed Use (MU)
140 acres	Highway Service (HS)
18 acres	Light Industrial (LI)
33 acres	Heavy Industrial (HI)
49 acres	Public Park (P)
56 acres	Regional Commercial (RC)
<u>26 acres</u>	Professional Office (PO)
480 acres	

BUILDOUT ESTIMATES OF UNDEVELOPED LANDS:

- *Population:* n/a
- *Jobs:* 8,249

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Extensions of River Road, Santos Avenue, Colony Road and Hoff Drive.
- *Utilities:* Sanitary Sewer (1,400 LF - 24" and 1,818 LF - 21"); upgrade sanitary sewer to 3.2 mgd at Jack Tone and Frontage Roads; water (5,050 LF - 24"); and construction of two (2) new wells.
- *Parks:* A new 80-acre Community Park on River Road.

SPECIAL CIRCUMSTANCES:

- A regional storm water detention pond, which can serve up to 1,000 acres of development in this District, is located on a 50-acre municipal service site in the northeast quadrant.
- Approximately sixty-four (64) acres remain under Williamson Act contract and will continue to be used for agricultural purposes. The City will honor the contracts and prohibit urban development on the property.

RIPONA PLANNING DISTRICT

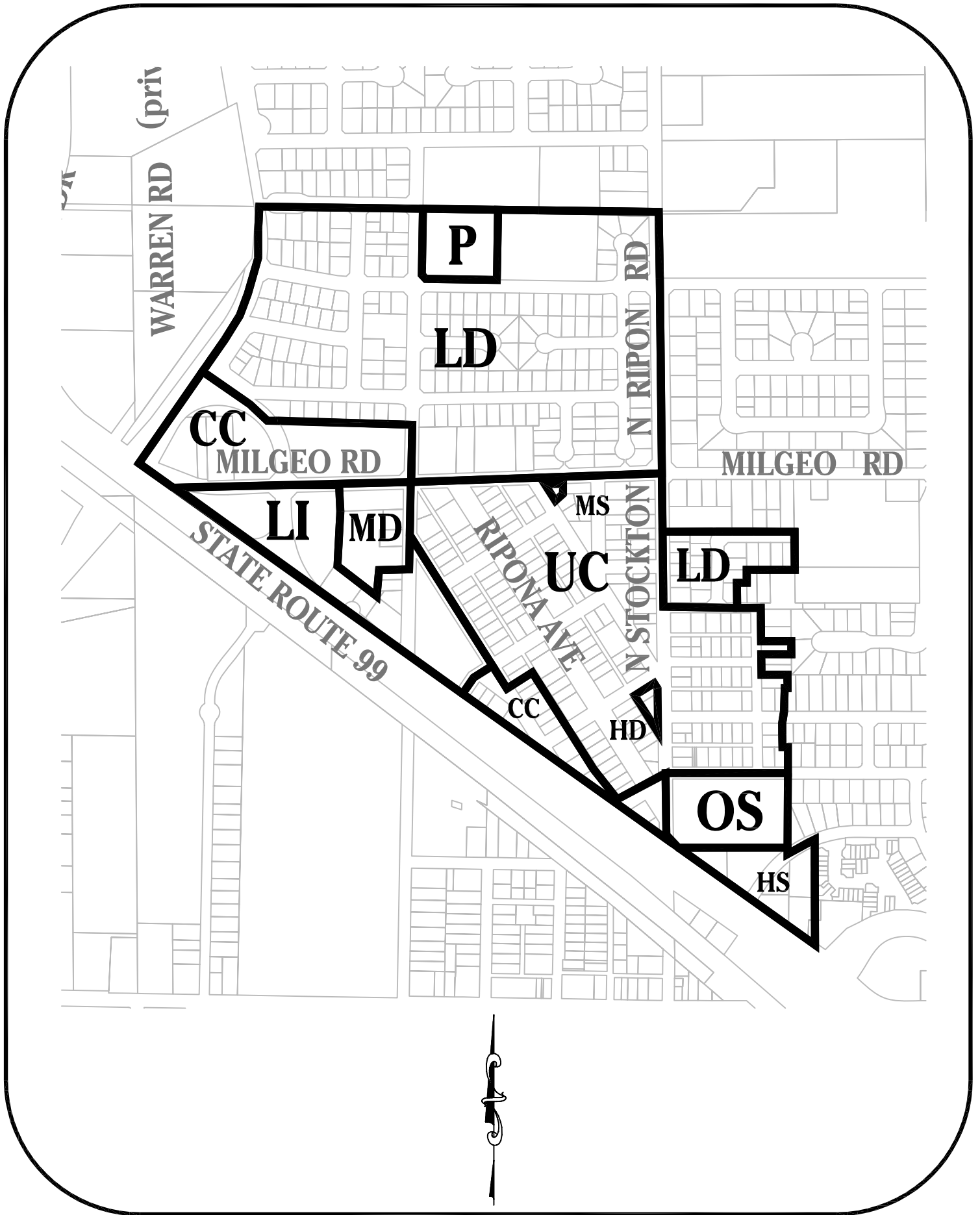


Exhibit 2.3.2

RIPONA PLANNING DISTRICT

OVERVIEW: The Ripona Planning District is in the Core Area, and consists of two separate sub-areas. The properties south of Milgeo Road are built-out except for two small sections designated for commercial/industrial uses. Approximately ten acres north of Milgeo Road is undeveloped and is designated for commercial use.

LAND USE LIST:

60 acres	Low Density Residential (LD)
42 acres	Urban Core (UC)
4 acres	Medium Density Residential (MD)
½ acre	High Density Residential (HD)
15 acres	Community Commercial (CC)
12 acres	Light Industrial (LI)
3 acres	Public Park (P)
½ acre	Municipal Service (MS)
4 acres	Highway Service (HS)
<u>5 acres</u>	Open Space (OS)
146 acres	

BUILDOUT ESTIMATES FOR UNDEVELOPED LANDS:

- *Population:* n/a
- *Jobs:* 242

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Extension of Fulton Avenue over-crossing to Shasta Avenue, realignment of northbound on and off-ramps, and widen N. Acacia Avenue as a minor collector.
- *Utilities:* Sanitary Sewer force main (1,250 LF - 12")

SPECIAL CIRCUMSTANCES:

- Realignment of the Fulton Avenue over-crossing and northbound State Route 99 on and off-ramps.

MANLEY PLANNING DISTRICT

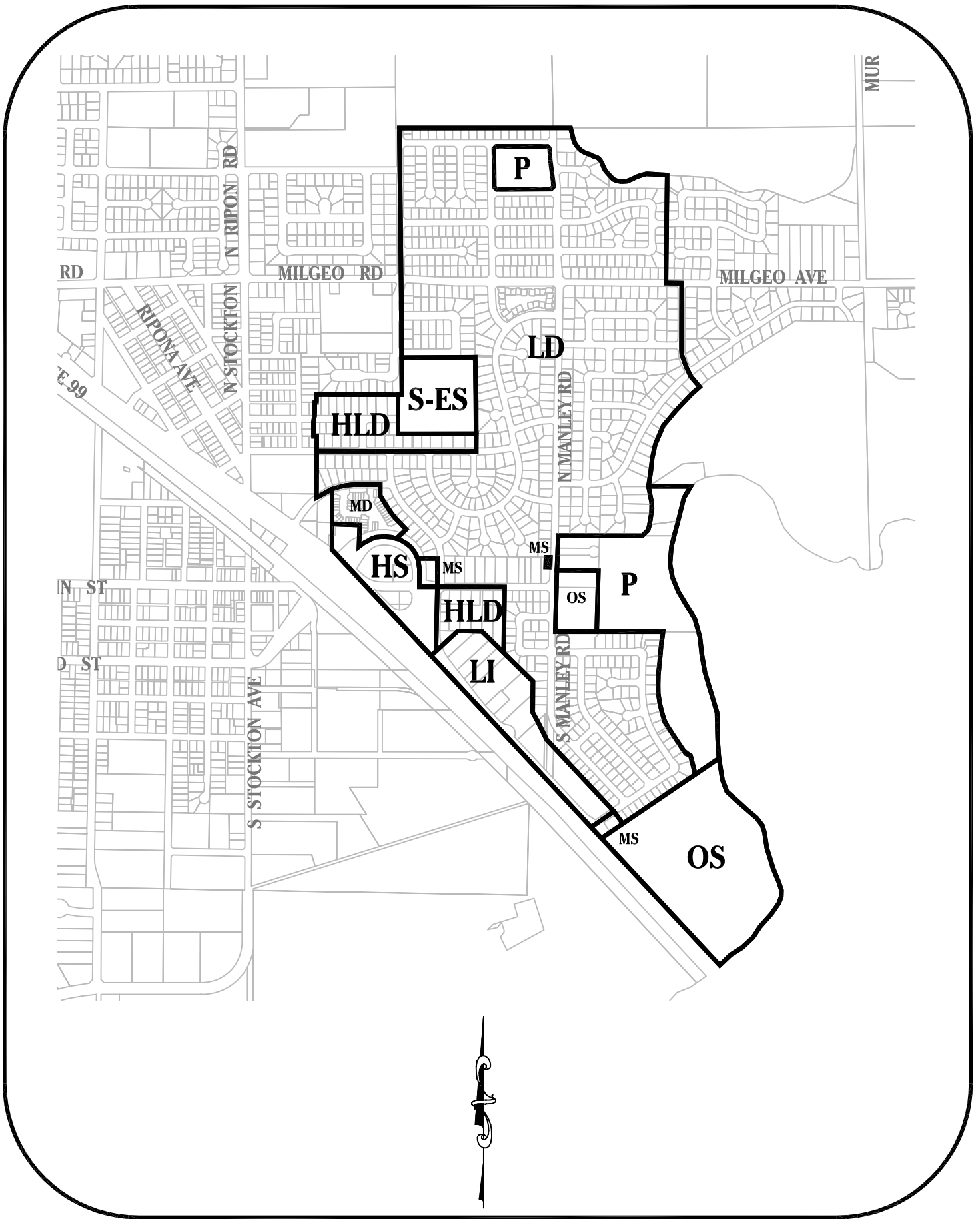


Exhibit 2.3.3

MANLEY PLANNING DISTRICT

OVERVIEW: This district is within the Core Area.

LAND USE LIST:

226 acres	Low Density Residential (LD)
16 acres	High Low Density Residential (HLD)
5 acres	Medium Density Residential (MD)
11 acres	Highway Service (HS)
16 acres	Light Industrial (LI)
33 acres	Public Park (P)
34 acres	Open Space (OS)
10 acres	Elementary School (S-ES)
<u>2 acres</u>	Municipal Service (MS)
357 acres	

BUILDOUT ESTIMATES FOR UNDEVELOPED LANDS:

- *Population:* n./a
- *Jobs:* 182

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Utilities:* Sanitary sewer (1,150 LF - 24")

SPECIAL CONSIDERATIONS:

- Mavis Stouffer Park (a community park) is located in this District.
- Open space areas may be eligible for the City's wildlife habitat program.

SOUTH STOCKTON PLANNING DISTRICT

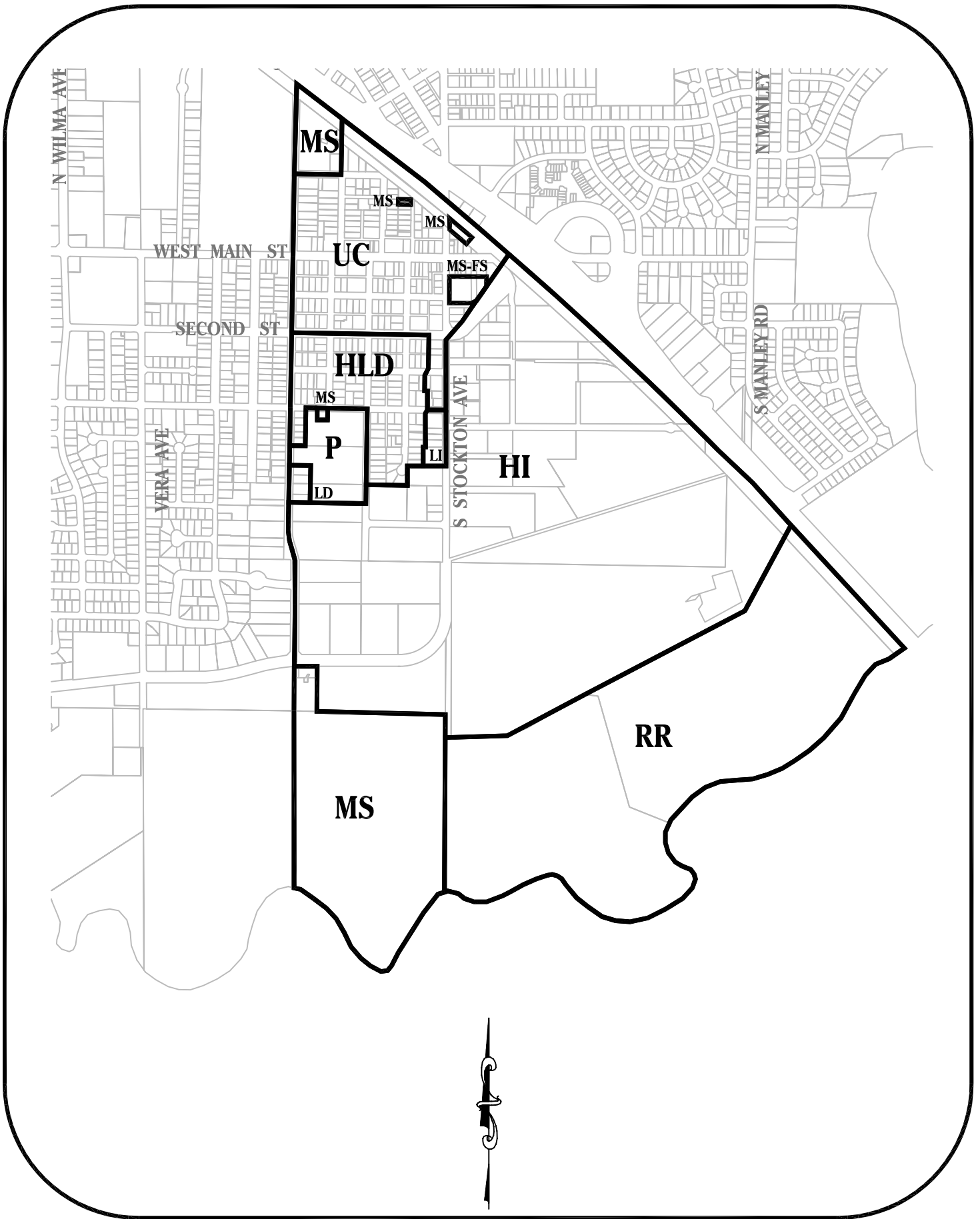


Exhibit 2.3.4

SOUTH STOCKTON PLANNING DISTRICT

OVERVIEW: This District lies entirely within the Core Area. It contains the majority of the City’s current industrial uses.

LAND USE LIST:

237 acres	Heavy Industry (HI)
2 acres	Light Industry (LI)
26 acres	High Low Density Residential (HLD)
53 acres	Urban Core (UC)
10 acres	Public Park (P)
2 acres	Fire Station (MS-FS)
65 acres	Municipal Service (MS)
<u>138 acres</u>	Resource Reserve (RR)
533 acres	

BUILDOUT ESTIMATES FOR UNDEVELOPED LANDS:

- *Population:* n/a
- *Jobs:* 256

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Widen and extend S. Stockton Avenue as a minor collector and construct (new) South Frontage Road.
- *Utilities:* Sanitary Sewer force main (5,000 LF - 12"); water (1,500 LF - 16")

SPECIAL CIRCUMSTANCES:

- Includes the City’s Central Business District and most of the buildings and sites, which would have significant historical value.
- The Ripon Community Center is located in this District.
- Resource Reserve areas may be eligible for the City’s wildlife habitat programs.

VERA PLANNING DISTRICT

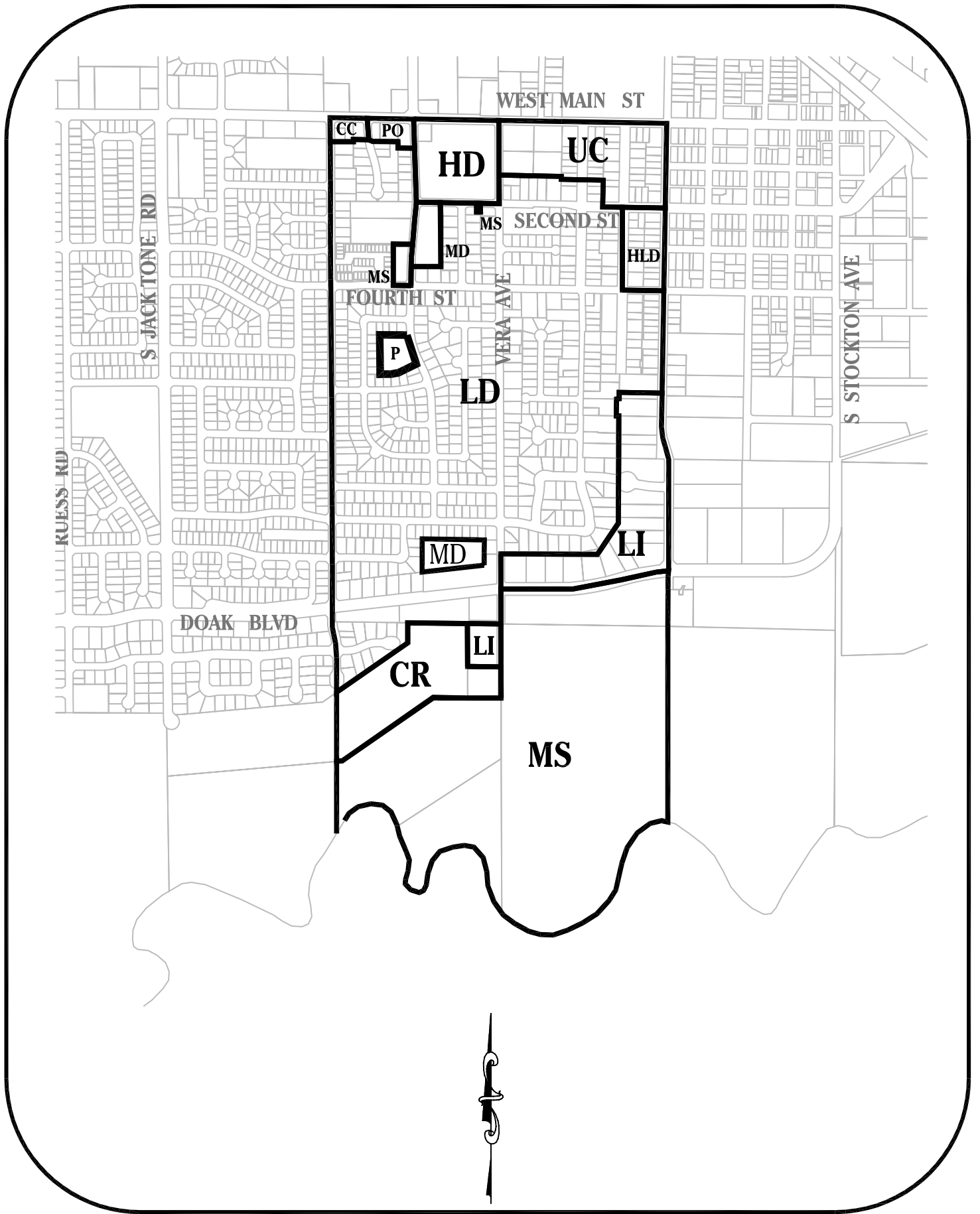


Exhibit 2.3.5

VERA PLANNING DISTRICT

OVERVIEW: The Vera Planning District is within the Core Area, and has practically all of the land uses shown in the general plan within its boundaries.

LAND USE LIST:

18 acres	Light Industry (LI)
1.5 acres	Professional Office (PO)
16 acres	Urban Core (UC)
1 acre	Community Commercial (CC)
15 acres	Commercial Recreation (CR)
170 acres	Low Density Residential (LD)
5 acres	High Low Density Residential (HLD)
2.5 acres	Medium Density Residential (MD)
10 acres	High Density Residential (HD)
2 acres	Public Park (P)
103 acres	Municipal Service (MS)
<u>8 acres</u>	Mixed Use (MU)
352 acres	

BUILDOUT ESTIMATES FOR UNDEVELOPED LAND:

- *Population:* 244
- *Jobs:* 208

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Utilities:* Water (2,500 LF - 16")

SPECIAL CIRCUMSTANCES:

- The City's wastewater treatment facility is located in the southern portions of the District along the Stanislaus River.
- Resource Reserve areas may be eligible for the City's wildlife habitat programs.

SOUTH JACK TONE PLANNING DISTRICT

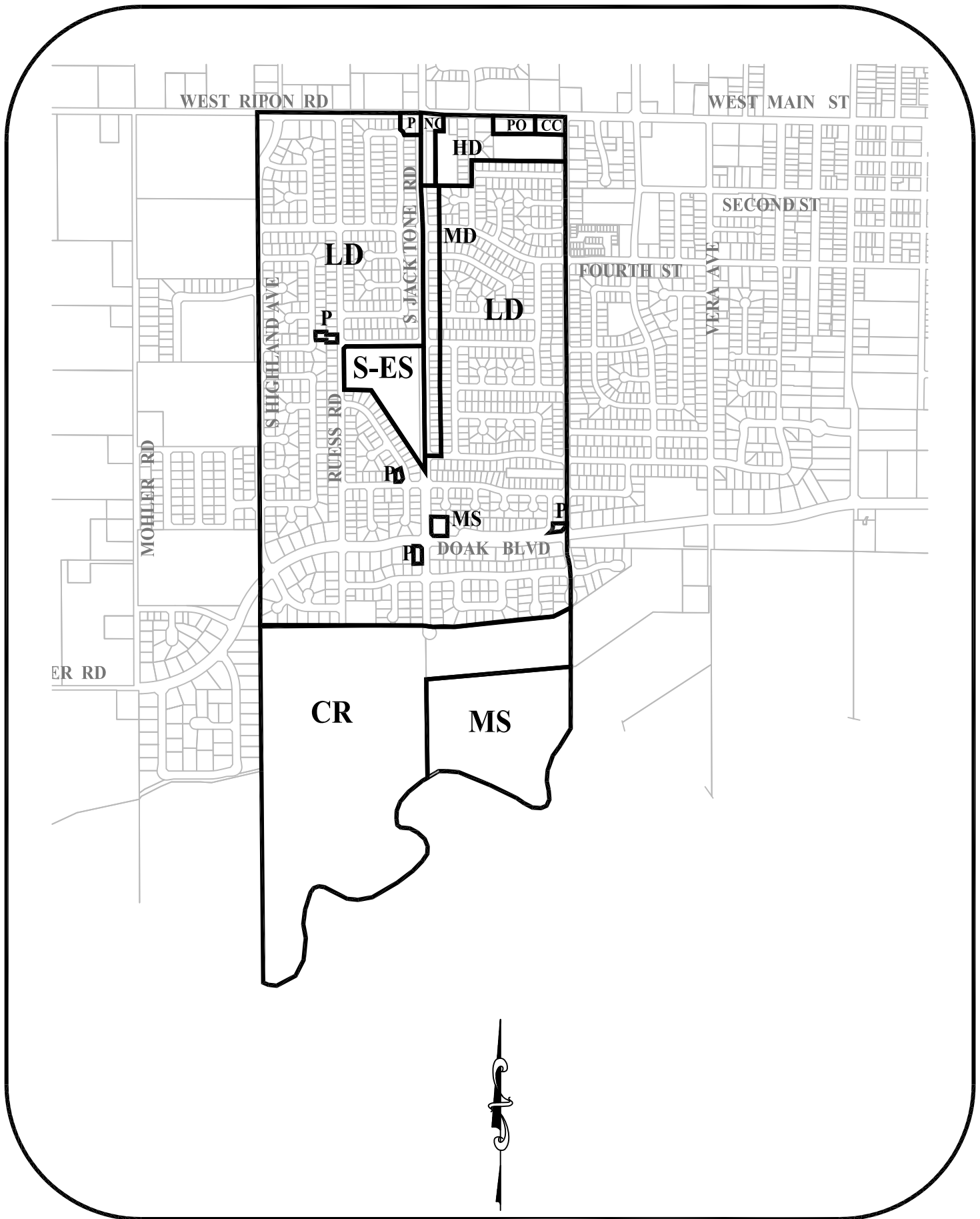


Exhibit 2.3.6

SOUTH JACK TONE PLANNING DISTRICT

OVERVIEW: The South Jack Tone Planning District is bounded on the north by West Main Street, on the south by the Stanislaus River, on the east by Robert Avenue, and on the west by South Highland Road. The properties in this district are in the Core Area.

LAND USE LIST:

266 acres	Low Density Residential (LD)
7 acres	Medium Density Residential (MD)
13 acres	High Density Residential (HD)
1 acre	Neighborhood Commercial (NC)
1 acre	Community Commercial (CC)
104 acres	Commercial Recreational (CR)
1.5 acres	Professional Office (PO)
11 acres	Elementary School (S-ES)
2 acres	Public Park (P)
<u>30.5 acres</u>	Municipal Service (MS)
437 acres	

BUILDOUT ESTIMATES FOR UNDEVELOPED LANDS:

- *Population:* 76
- *Jobs:* 19

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Extend Highland Avenue as a minor collector; widen West Main Street as a major arterial.
-
- *Utilities:* Sanitary Sewer (1,000 LF - 24"); water (2,600 LF - 16" and 4,000 LF - 12")

SPECIAL CIRCUMSTANCES:

- PD (Planned Development) may be required for development of parcels of more than 20 acres in size.

NORTH WILMA PLANNING DISTRICT

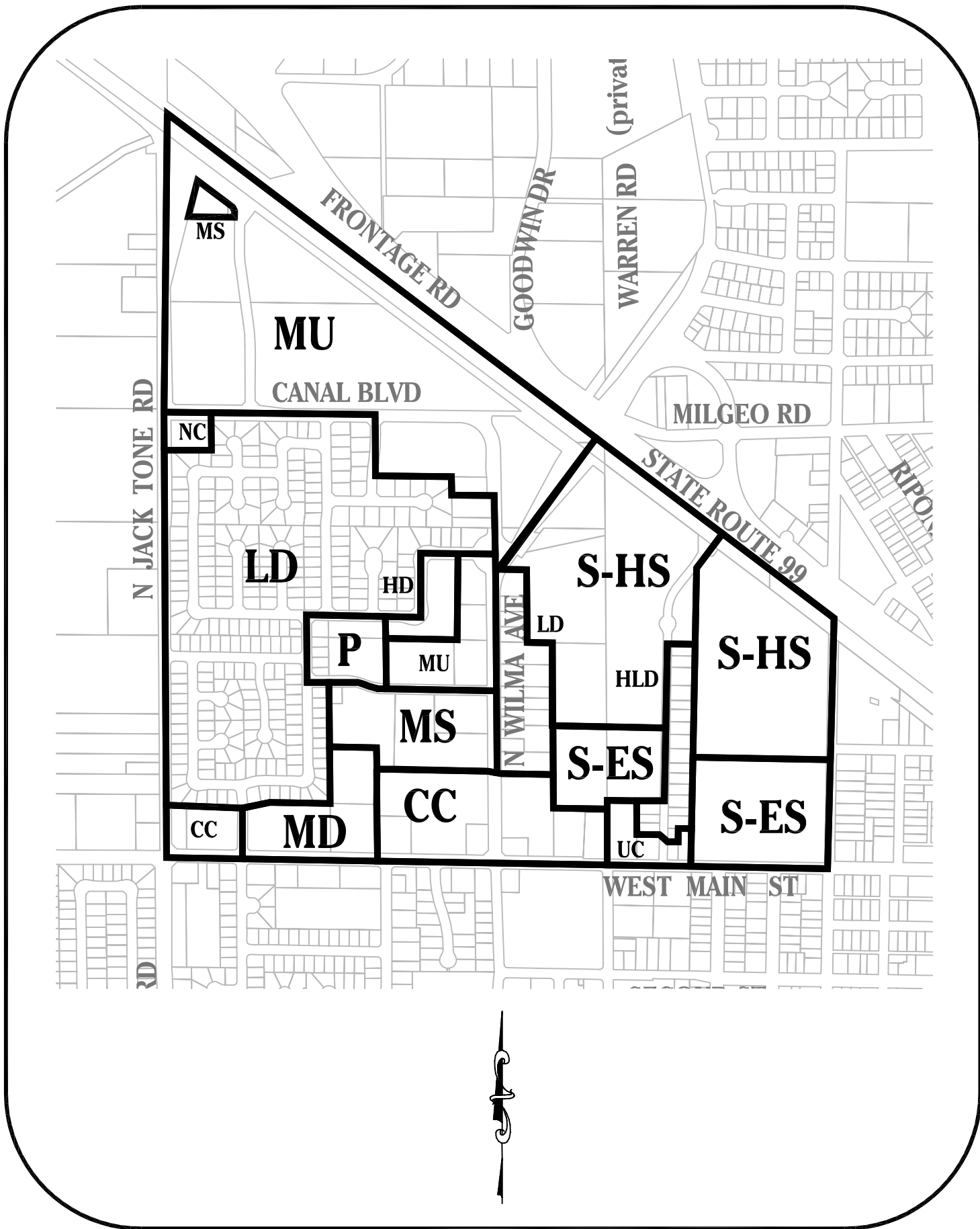


Exhibit 2.3.7

NORTH WILMA PLANNING DISTRICT

OVERVIEW: This district is located north of West Main Street, and lies within the Core development area. Approximately 50% of the District is within the Jack Tone Road Specific Plan.

LAND USE LIST:

75 acres	Low Density Residential (LD)
8 acres	Medium Density Residential (MD)
5 acres	High-Low Density Residential (HLD)
3 acres	High Density Residential (HD)
1.5 acres	Neighborhood Commercial (NC)
19 acres	Community Commercial (CC)
69 acres	Mixed Use (MU)
20 acres	Elementary School (S-ES)
53 acres	High School (S-HS)
5 acres	Public Park (P)
<u>11.5 acres</u>	Municipal Service (MS)
270 acres	

BUILDOUT ESTIMATES OF UNDEVELOPED LANDS:

- *Population:* 448
- *Jobs:* 517

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Construct (new) South Frontage Road; reconstruct Wilma Avenue over-crossing intersection with North Wilma Avenue; and widen North Wilma Avenue as a major collector.
- *Utilities:* Sanitary sewer force main (1,250 LF - 12"); water (3,500 LF - 12")

SPECIAL CIRCUMSTANCES:

- PD (Planned Development) may be required for development of parcels of more than 20 acres in size.

NORTH JACK TONE PLANNING DISTRICT

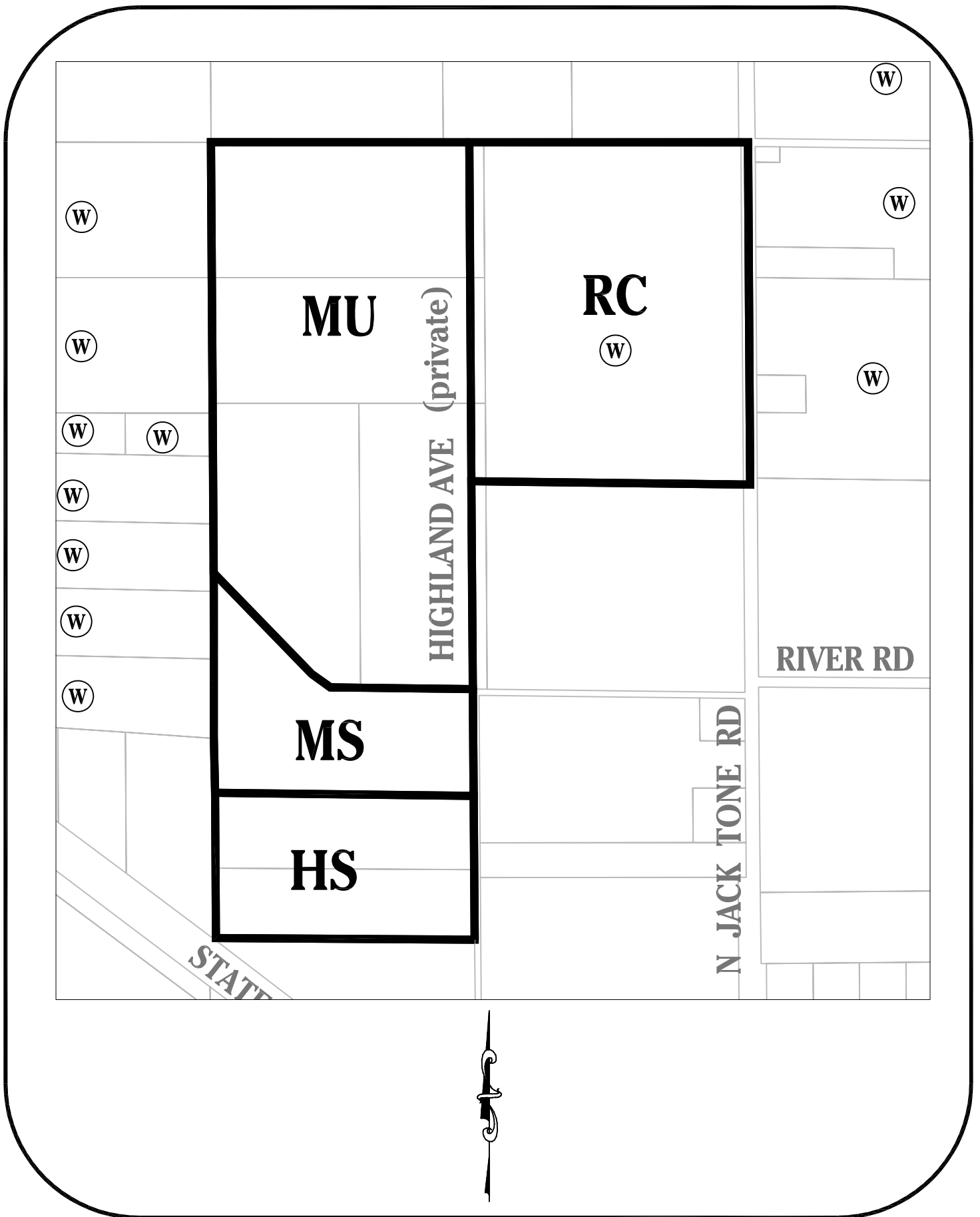


Exhibit 2.3.8

NORTH JACK TONE PLANNING DISTRICT

OVERVIEW: The North Jack Tone Planning District lies within the Phase One and Phase Four development areas, and includes a small portion of the North Pointe Commerce area.

LAND USE LIST:

52 acres	Regional Commercial (RC)
74 acres	Mixed Use (MU)
19 acres	Municipal Services (MS)
<u>20 acres</u>	Highway Service (HS)
165 acres	

BUILDOUT ESTIMATES:

- *Population:* n/a
- *Jobs:* 3,054

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Extend River road as a major arterial; relocate North Frontage Road to accommodate 8 lanes on SR99; widen North Jack Tone road a major arterial; and construct (new) Clinton south road as a minor collector.
- *Utilities:* Sanitary Sewer (2,254 LF - 30" and 1,244 LF - 24"); water (2,000 LF - 24" and 2,500 LF - 12")

SPECIAL CIRCUMSTANCES:

- Specific Plan may be required for this District.
- PD (Planned Development) may be required for development of parcels of more than 20 acres in size.
- There is one (1) parcel totaling approximately 48 acres with a Williamson Act contract.

CLINTON SOUTH PLANNING DISTRICT

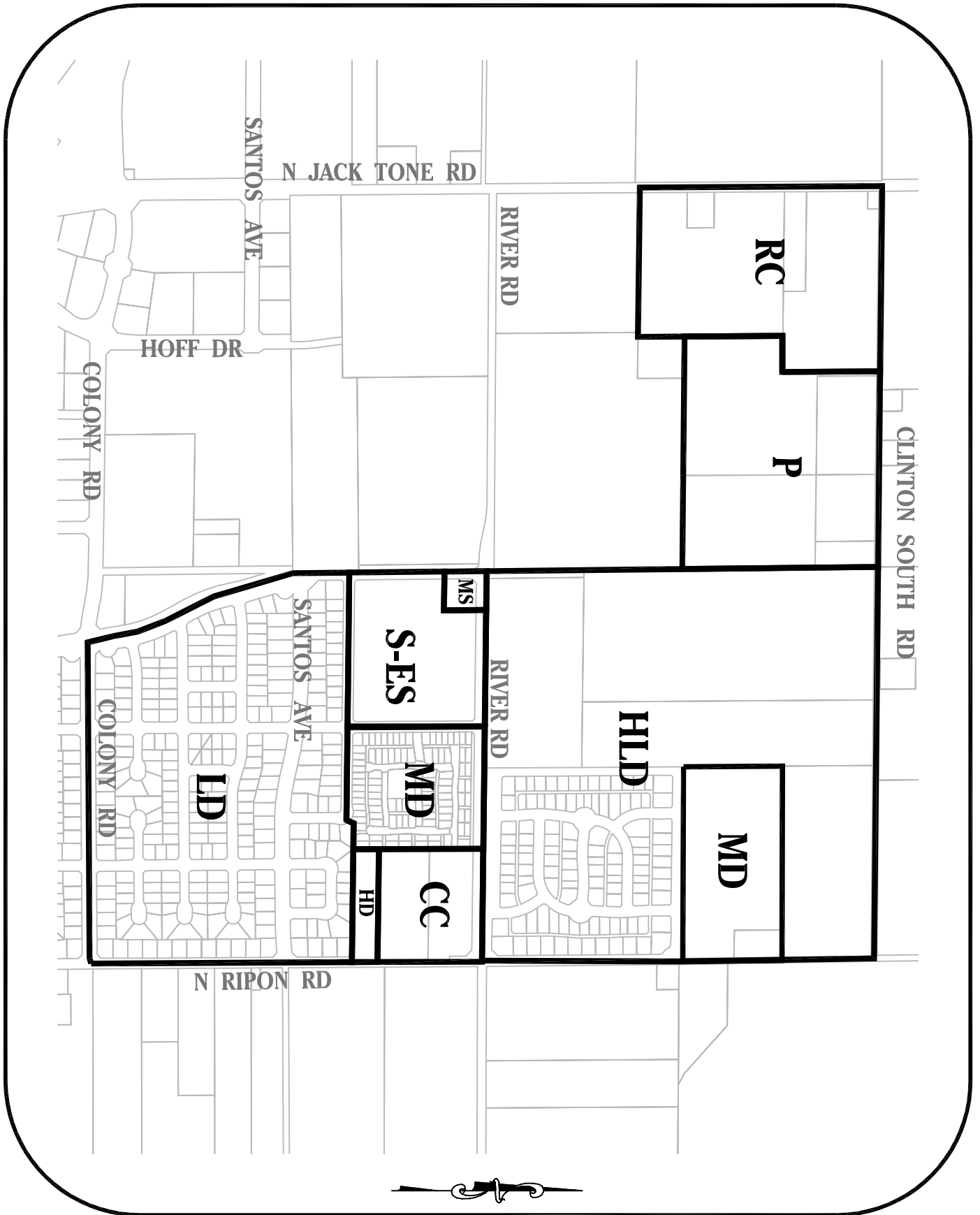


Exhibit 2.3.9

CLINTON SOUTH PLANNING DISTRICT

OVERVIEW: The Clinton South Planning District located in the northeast portion of the Primary Urban Area lies within the Phase One development area. Most of the properties are currently under Williamson Act contract and would not be eligible for urban development until removed.

LAND USE LIST:

100 acres	Low Density Residential (LD)
141 acres	High-Low Density Residential (HLD)
38 acres	Medium Density Residential (MD)
3 acres	High Density Residential (HD)
42 acres	Regional Commercial (RC)
80 acres	High School (S-HS)
20 acres	Elementary School (S-ES)
2 acres	Municipal Service (MS)
1 acre	Municipal Service - Fire Station (MS-FS)
12 acres	Community Commercial (CC)
<u>44 acres</u>	Park (P)
402 acres	

BUILDOUT ESTIMATES:

- *Population:* 1,742
- *Jobs:* 1,364

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Widen North Jack Tone Road as a major arterial, and North Ripon Road as a minor arterial; construct (new) Fulton Avenue as a major collector; extend Colony and Santos Roads as major collectors; and widen Clinton South Road as a minor collector; and widen River Road as a major arterial.
- *Utilities:* Sanitary sewer (2,100 LF - 12" and 1,000 LF - 21"); water (4,300 LF - 24" and 5,300 LF - 12"); construction of two (2) wells
- *Schools:* An elementary school on the south side of River Road and a high school on the south side of Clinton South Road.

SPECIAL CIRCUMSTANCES:

- There are six (6) parcels totaling approximately 119 acres with Williamson Act contracts.
- A municipal site for joint Fire Station/Police Station may be required to be located somewhere within this planning district. Site to be approximately 1 acre in size and location shall be determined by Police and Fire Department.
- Master Planning may be required for this District.
- PD (Planned Development) may be required for development of parcels of more than 20 acres in size.

NORTH RIPON PLANNING DISTRICT

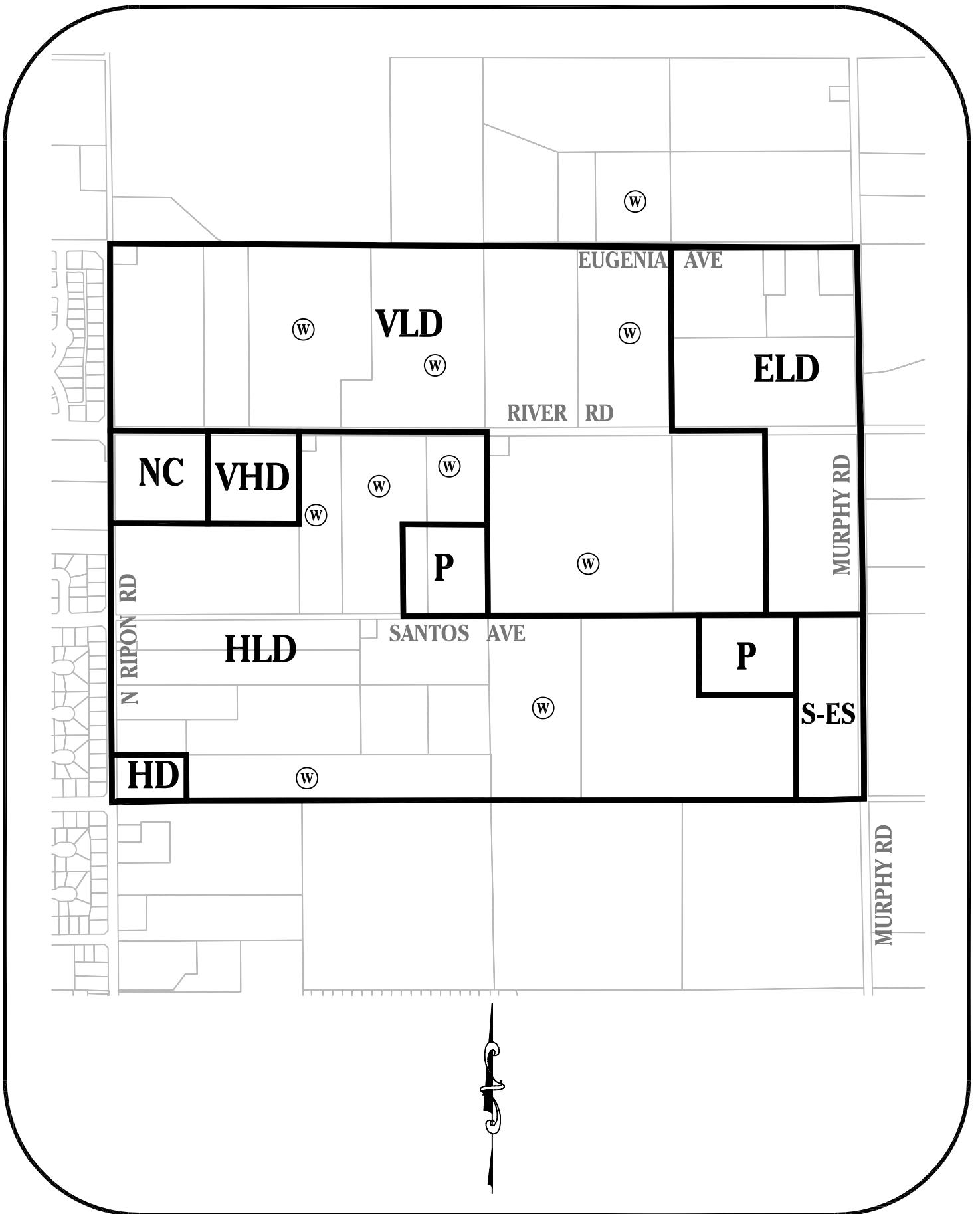


Exhibit 2.3.10

NORTH RIPON PLANNING DISTRICT

OVERVIEW: This district lies within Phase Two and Phase Four development areas. Like the Clinton South Planning District, many of the properties in the North Jack Tone Planning District are currently under Williamson Act contract and would not be eligible for urban development until removed.

LAND USE LIST:

181 acres	Very Low Density Residential (VLD)
61 acres	Extremely Low Density Residential (ELD)
186 acres	High-Low Density Residential (HLD)
4 acres	High Density Residential (HD)
10 acres	Very High Density Residential (VHD)
10 acres	Neighborhood Commercial (NC)
15 acres	Elementary School (S-ES)
<u>18 acres</u>	Public Park (P)
485 acres	

BUILDOUT ESTIMATES:

- *Population:* 4,855
- *Jobs:* 303

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Widen River Road as a major arterial, North Ripon Road as a major collector, and Murphy road as a major collector; and extend Colony Road as a minor collector.
- *Utilities:* Sanitary sewer (1,311 LF - 10"); water (5,300 LF - 24", 4,000 LF - 16", and 2,600 LF - 12"); construction of one (1) new well; undergrounding and relocation of the existing SSJID irrigation canal and regional storm drainage facilities.
- *Parks:* Two (2) new neighborhood parks (Santos/Manley Roads and on Santos Road west of Manley Road).
- *Schools:* A new elementary school.

SPECIAL CIRCUMSTANCES:

- There are nine (9) parcels totaling approximately 186 acres with Williamson Act contracts.
- Specific plan may be required for this District.
- PD (Planned Development) may be required for development of parcels of more than 20 acres in size.
- An Elementary School site/sites may be required to be located somewhere within this planning district. Site/sites to be approximately 15 acres in size and locations shall be determined by the Ripon Unified School District.

MILGEO PLANNING DISTRICT

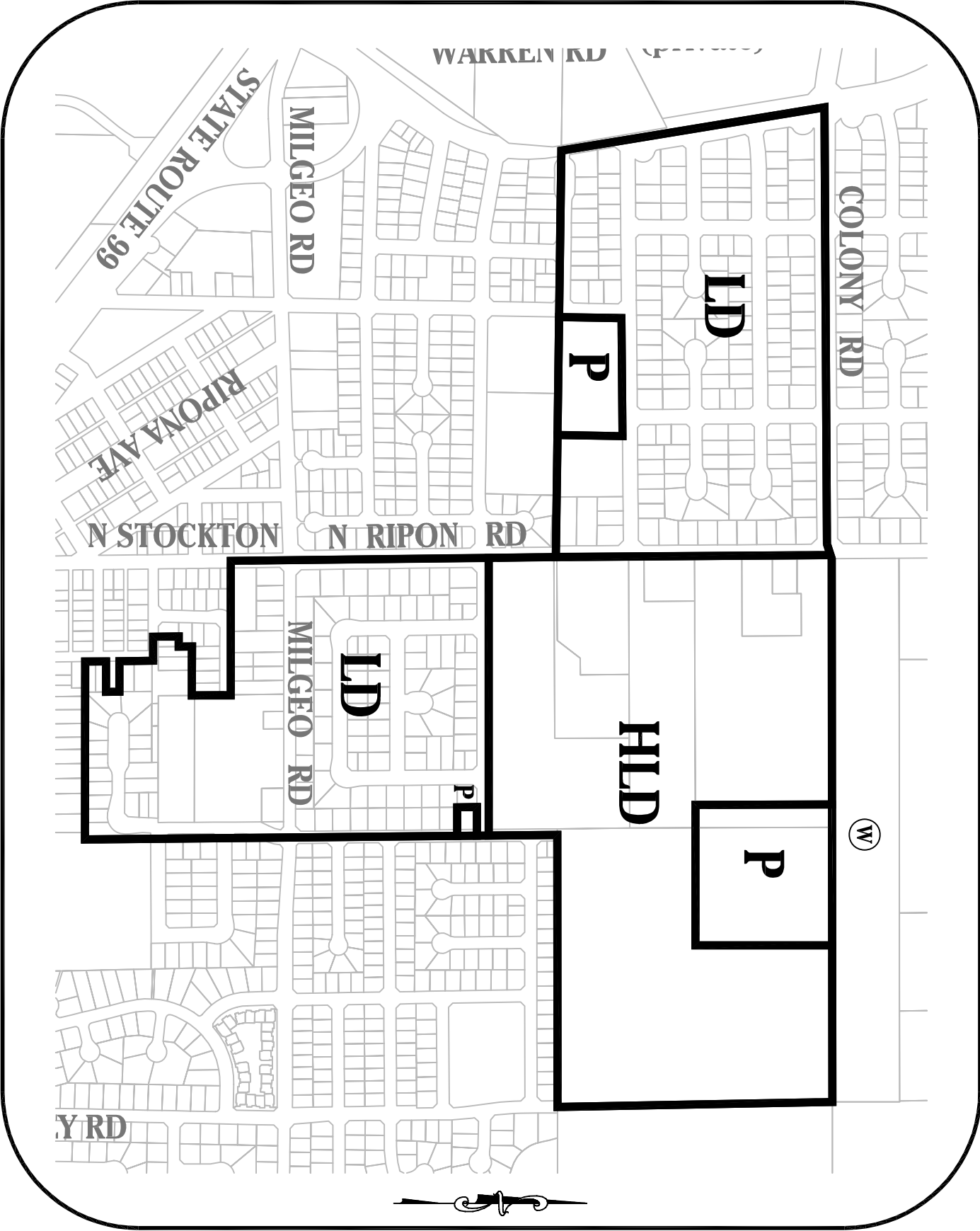


Exhibit 2.3.11

MILGEO PLANNING DISTRICT

OVERVIEW: About one-half of this district lies within the Core Area while the other half is in the Phase Two development area. As of late 1997, all of the properties in this district are outside of the corporate City limits, and consist of a mixture of medium and small size parcels.

LAND USE LIST:

112 acres	Low Density Residential (LD)
83 acres	High-Low Density Residential (HLD)
12 acres	Elementary School (S-ES)
<u>15 acres</u>	Public Park (P)
210 acres	

BUILDOUT ESTIMATES OF UNDEVELOPED LANDS:

- *Population:* 1,287
- *Jobs:* n/a

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Widen Milgeo Road as a minor collector, and North Ripon Road as a minor arterial; extend Colony road as a major collector; and construct (new) Shasta Road as a minor collector.
- *Utilities:* Sanitary sewer (1,250 LF - 24" and 239 LF - 12"); water (3,000 LF - 12" and 2,600 LF - 16"); construction of one (1) new well
- *Parks:* A new neighborhood park at Colony Road.
- *Schools:* A new elementary school at North Ripon and Colony Road.

SPECIAL CIRCUMSTANCES:

- PD (Planned Development) may be required for development of parcels of more than 20 acres in size.
- Master Planning may be required for the entire area north of the Boesch-Kingery Estates and Vermeulen Meadows Subdivisions.
- An Elementary School site/sites may be required to be located somewhere within this planning district. Site/sites to be approximately 12 acres in size and locations shall be determined by the Ripon Unified School District.

COLONY PLANNING DISTRICT

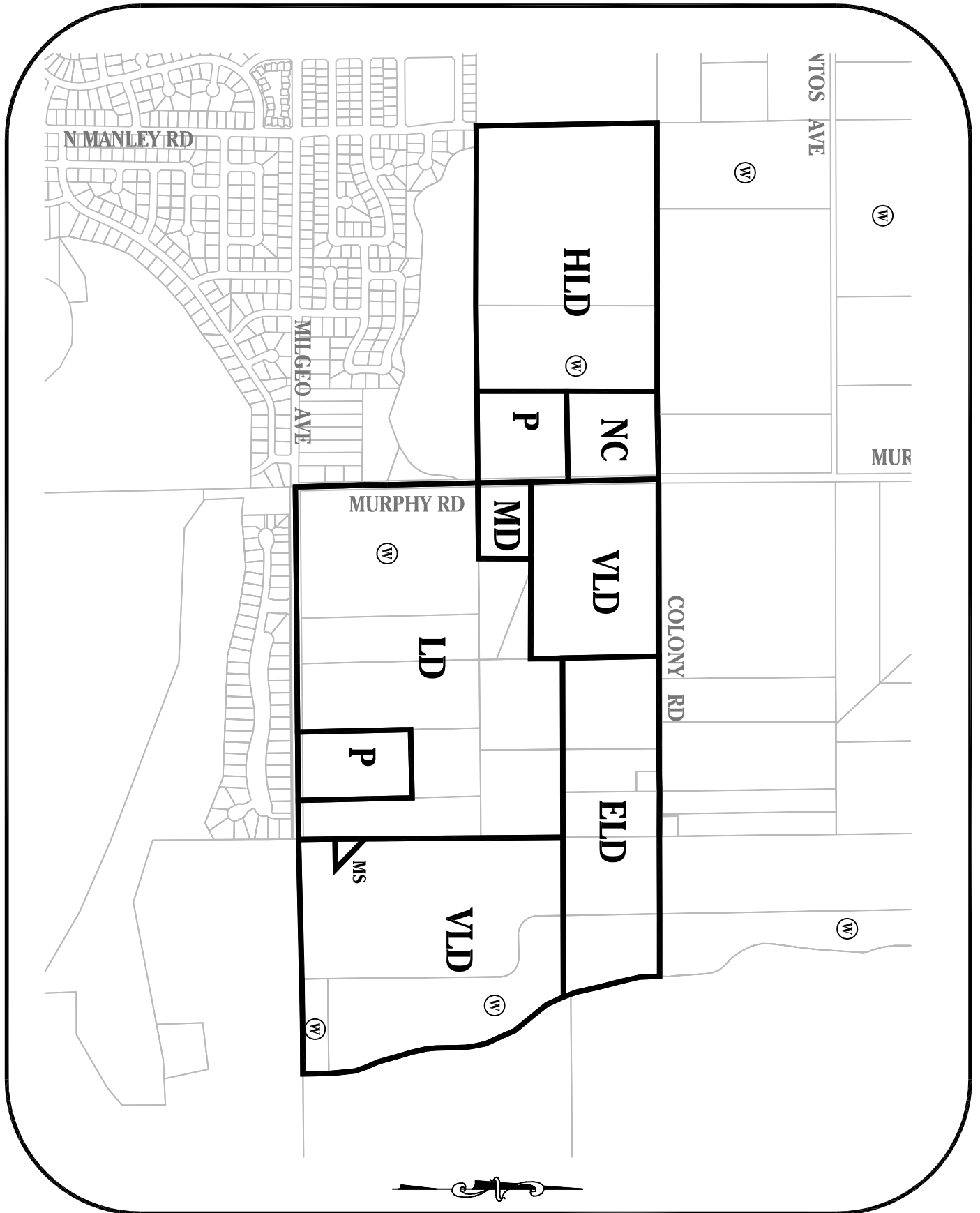


Exhibit 2.3.12

COLONY PLANNING DISTRICT

OVERVIEW: The Colony Planning District is located in the mid-northeast area of the Primary Urban Area, and lies within the Phase Four and Phase Five of the development areas.

LAND USE LIST:

98 acres	Low Density Residential (LD)
5 acres	Medium Density Residential (MD)
62 acres	High-Low Density Residential (HLD)
99 acres	Very Low Density Residential (VLD)
40 acres	Extremely Low Density Residential (ELD)
10 acres	Neighborhood Commercial (NC)
15 acres	Elementary School (S-ES)
20 acres	Public Park (P)
1 acre	Municipal Service (MS)
<u>335 acres</u>	

BUILDOUT ESTIMATES OF UNDEVELOPED LANDS:

- *Population:* 2,711
- *Jobs:* 303

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Widen Murphy and Milgeo Roads as minor collectors; extend Colony Road as a minor collector; and construct (new) Shasta Road as a minor collector.
- *Utilities:* Sanitary sewer (4,000 LF - 24"; 1,350 LF - 18"; and 1,698 LF - 15"); water (6,000 - 12" and 9,600 LF - 16"); construction of new sanitary sewer lift station; construction of one (1) new well; undergrounding and relocation of the existing SSJID irrigation canal and regional storm drainage facilities.

SPECIAL CIRCUMSTANCES:

- There are four (4) parcels totaling approximately 105 acres with Williamson Act contracts.
- An Elementary School site may be required to be located somewhere within this planning district. Site to be approximately 15 acres in size and locations shall be determined by the Ripon Unified School District.
- PD (Planned Development) may be required for development of parcel of more than 20 acres in size.
- Specific plan may be required for area east of Murphy Road.

SPRINGCREEK PLANNING DISTRICT

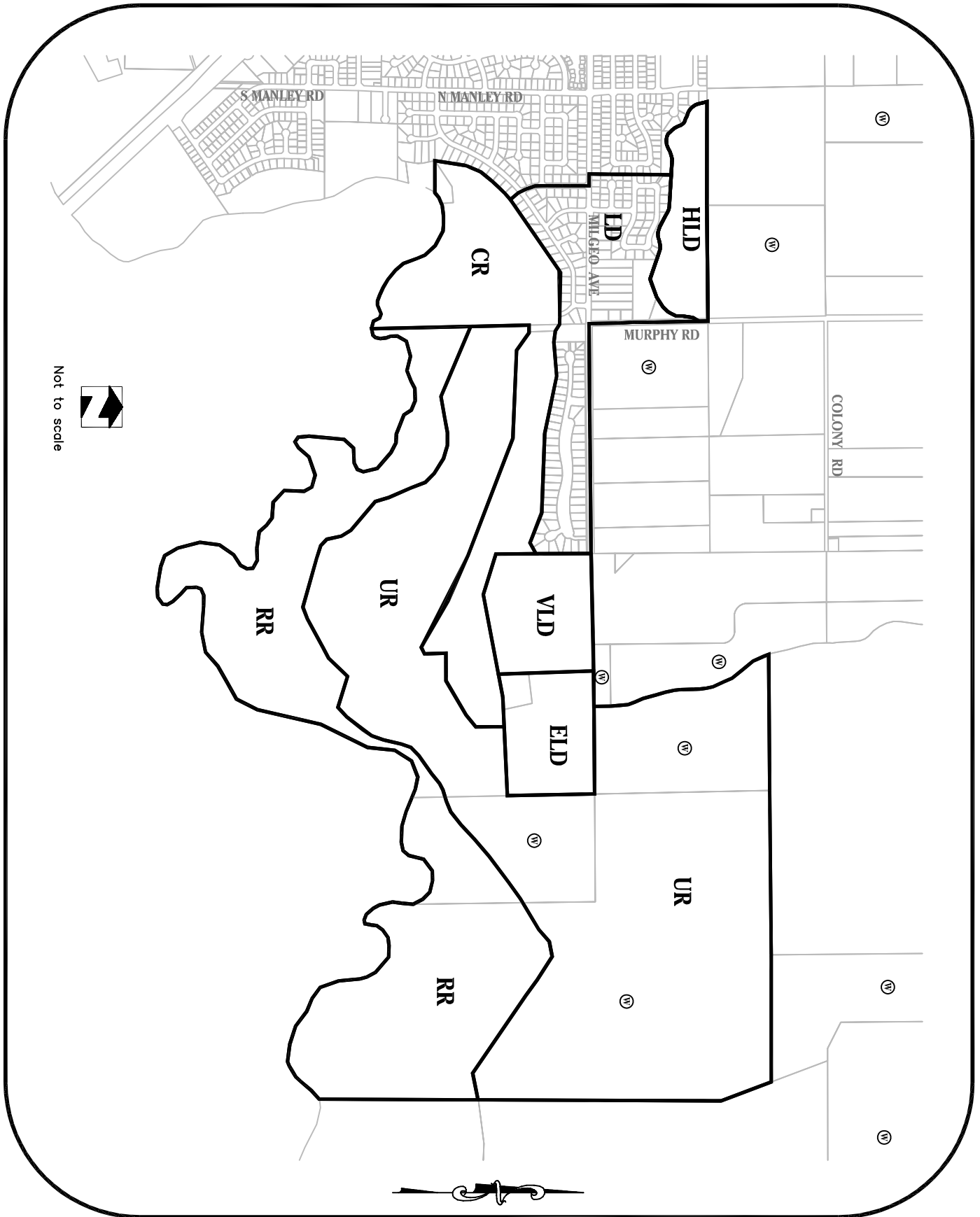


Exhibit 2.3.13

SPRINGCREEK PLANNING DISTRICT

OVERVIEW: The Springcreek Planning District is located within Phase Four and Phase Five development areas.

LAND USE LIST:

36 acres	Very Low Density Residential (VLD)
33 acres	Extremely Low Density Residential (ELD)
82 acres	Low Density Residential (LD)
26 acres	High Low Density Residential (HLD)
110 acres	Commercial Recreational (CR)
440 acres	Urban Reserve (UR)
<u>244 acres</u>	Resource Reserve (RR)
971 acres	

BUILDOUT ESTIMATES OF UNDEVELOPED LANDS:

- *Population:* 955
- *Jobs:* n/a

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Widen Milgeo and Murphy Roads as minor collectors; and extend Murphy Road as a minor collector.
- *Utilities:* Sanitary sewer (4,015 LF - 15"); new sanitary sewer pump station (0.5 mgd); water (2,000 LF - 12"); construction of two (2) new wells

SPECIAL CIRCUMSTANCES:

- PD (Planned Development) may be required for resident development of parcels of more than 20 acres in size.
- There are three (3) parcels totaling approximately 416 acres with Williamson Act Contracts.

OLIVE PLANNING DISTRICT

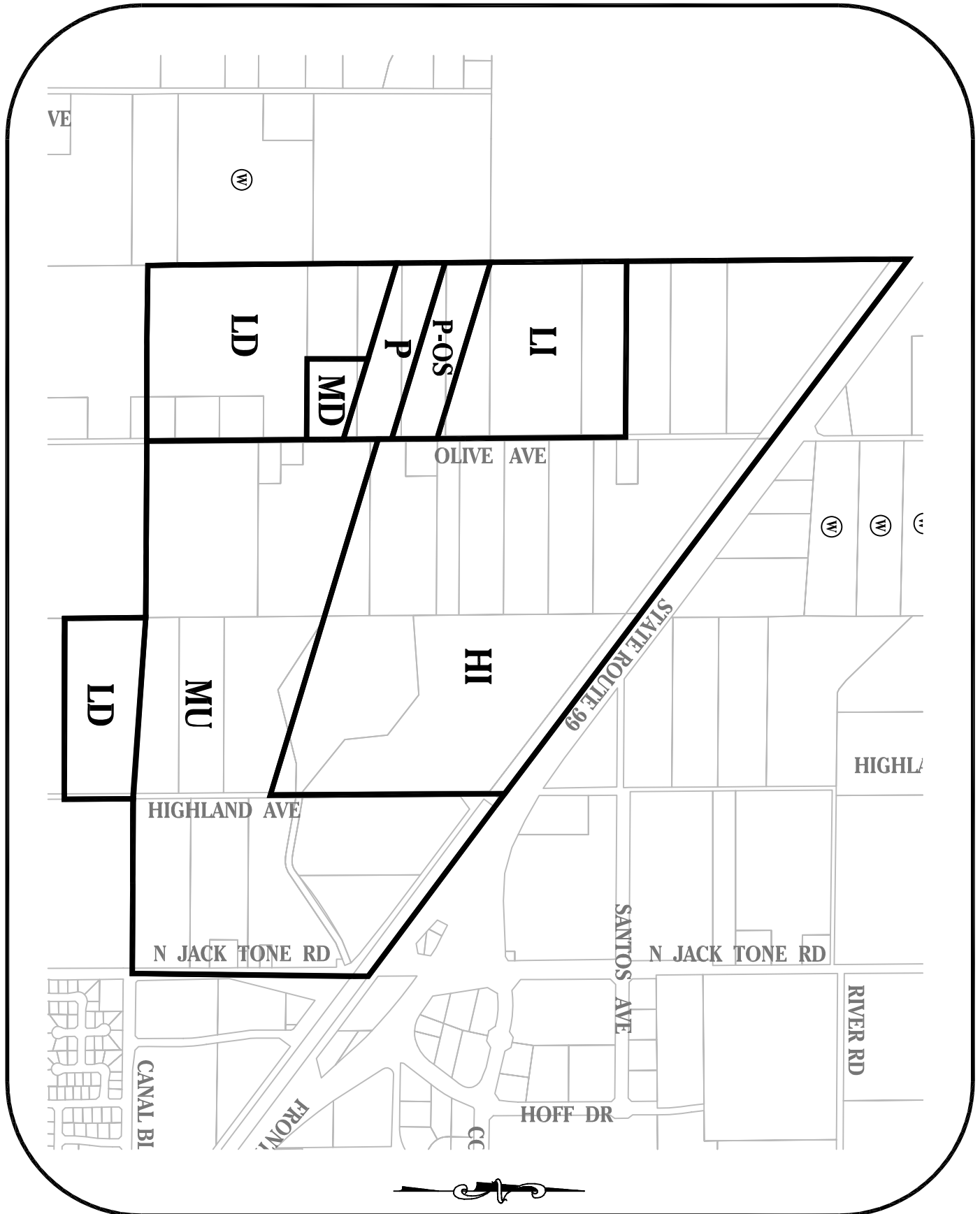


Exhibit 2.3.14

OLIVE PLANNING DISTRICT

OVERVIEW: This district is located within the Phase Two and Phase Five development areas, and some of the properties are in the Jack Tone Road Specific Plan.

LAND USE LIST:

62 acres	Low Density Residential (LD)
5 acres	Medium Density Residential (MD)
152 acres	Mixed Use (MU)
36 acres	Light Industry (LI)
191 acres	Heavy Industry (HI)
21 acres	Public Park/Open Space (P-OS)
14 acres	Elementary School (S-ES)
467 acres	

BUILDOUT ESTIMATES OF UNDEVELOPED LANDS:

- *Population:* 851
- *Jobs:* 4,190

PUBLIC FACILITIES AND SERVICES: Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Widen North Jack Tone Road as a major arterial, widen Highland Avenue as a major collector, and widen Olive as an expressway; extend Canal Boulevard as a major collector; and construct Mohler Road as a major collector, and construct (new) South Frontage Road.
- *Utilities:* Sanitary sewer (940 LF - 30"; 839 LF - 36"; 2,000 LF - 42"; and 4,200 LF - 12"); water (5,300 LF - 24" and 3,900 LF - 16"); construction of two (2) new wells

SPECIAL CIRCUMSTANCES:

- PD (Planned Development) may be required for resident development of parcels of more than 20 acres in size.
- Those properties between North Jack Tone Road and Highland Avenue are within the Jack Tone Road Specific Plan.
- An Elementary School site/sites may be required to be located somewhere within this planning district. Site/sites to be approximately 14 acres in size and locations shall be determined by the Ripon Unified School District.

WEST RIPON PLANNING DISTRICT

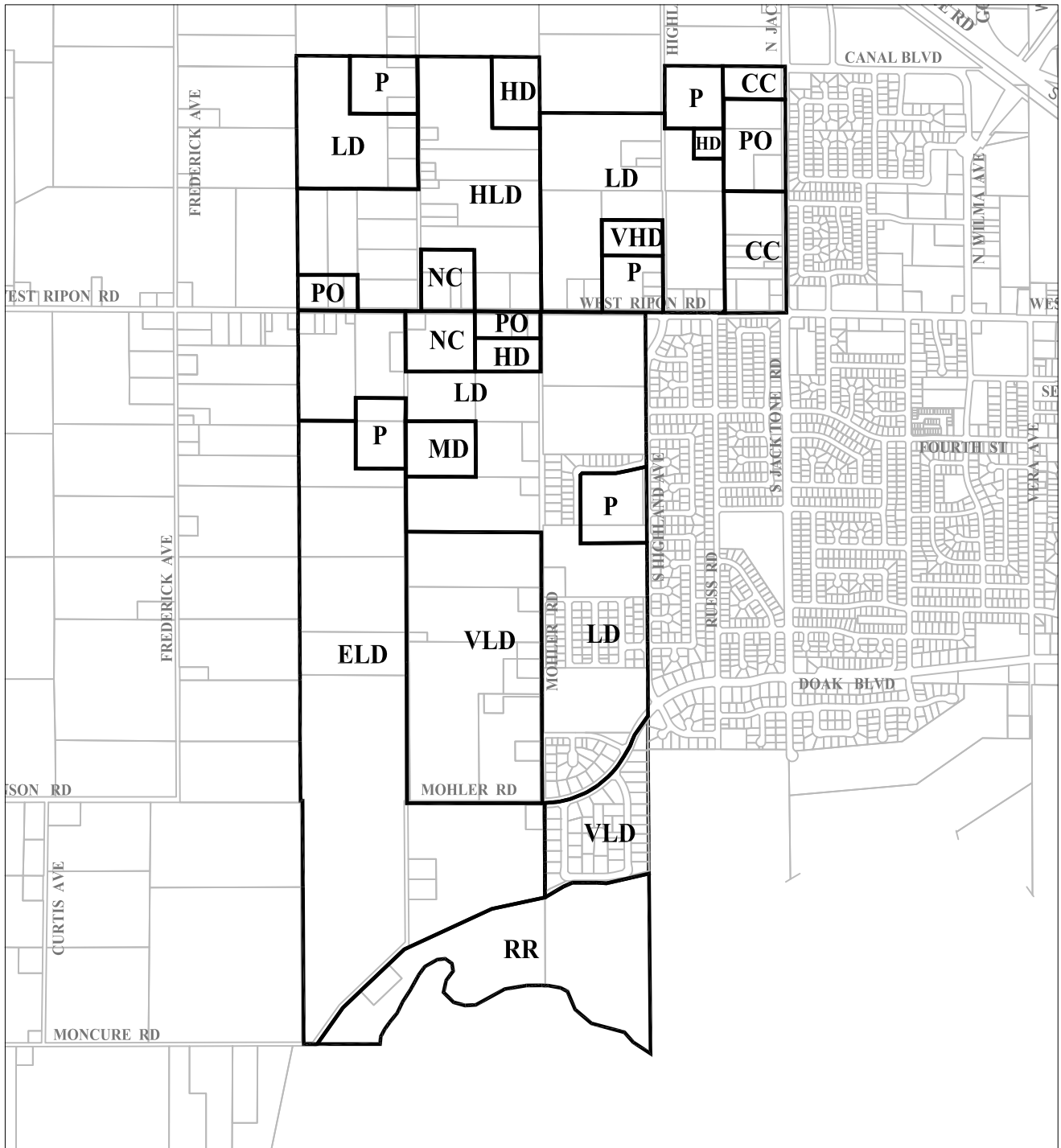


Exhibit 2.3.15

WEST RIPON PLANNING DISTRICT

OVERVIEW: The West Ripon Planning District is located within the Phase Two, Phase Three and Phase Five development areas, and a number of properties are in the Jack Tone Road Specific Plan.

LAND USE LIST:

127 acres	Very Low Density Residential (VLD)	20 acres	Neighborhood Commercial (NC)
200 acres	Extremely Low Density Residential (ELD)	305 acres	Low Density Residential (LD)
99 acres	High Low Density Residential (HLD)	10 acres	Medium Density Residential (MD)
17 acres	High Density Residential (HD)	6 acres	Very High Density Residential (VHD)
20 acres	Neighborhood Commercial (NC)	30 acres	Community Commercial (CC)
21 acres	Professional Office (PO)	56 acres	Elementary School (S-ES)
51 acres	Public Park (P)	74 acres	Resource Reserve (RR)
<u>1 acre</u>	Municipal Service – Fire Station (MS-FS)		
960 acres			

BUILDOUT ESTIMATES OF UNDEVELOPED LANDS:

- *Population:* 6,396
- *Jobs:* 2,062

PUBLIC FACILITIES AND SERVICES:

Development within this District will require the provision of those public facilities and services identified in the Public Facilities Financing Plan (PFFP). Among those major facilities are:

- *Streets:* Widen West Main Street as a major arterial, widen and extend Mohler Road as a major collector, and widen Highland Avenue as a major collector; extend Canal Boulevard as a major collector, and extend Doak Boulevard as a minor collector; and extend and widen Olive Avenue as an expressway.
- *Utilities:* Sanitary sewer (6,600 LF - 48"; 5,550 LF - 12"; and 4,000 LF - 24"); water (2,600 LF - 24"; 11,200 LF - 16"; and 10,500 LF - 12"); new pump station (10.6 mgd); construction of three (3) new wells
- *Parks:* Five (5) new neighborhood parks (Canal Boulevard/North Highland Avenue, Canal Boulevard/Olive, South Highland, West Ripon/Highland Avenue and South Olive Road)

SPECIAL CIRCUMSTANCES:

- PD (Planned Development) may be required for residential development of parcels of more than 20 acres.
- Separate Specific Plans may be required for west of Highland and either side of W. Main Street.
- An Elementary School site/sites may be required to be located somewhere within this planning district. Site/Sites to be approximately 56 total acres in size and locations shall be determined by the Ripon Unified School District.
- A municipal site for joint Fire Station/Police Station may be required to be located somewhere within this planning district. Site to be approximately 1 acre in size and locations shall be determined by Police and Fire Department.
- There are fifteen (15) parcels totaling approximately 307 acres with Williamson Act Contracts.

GRAVES/MELLO PLANNING DISTRICT

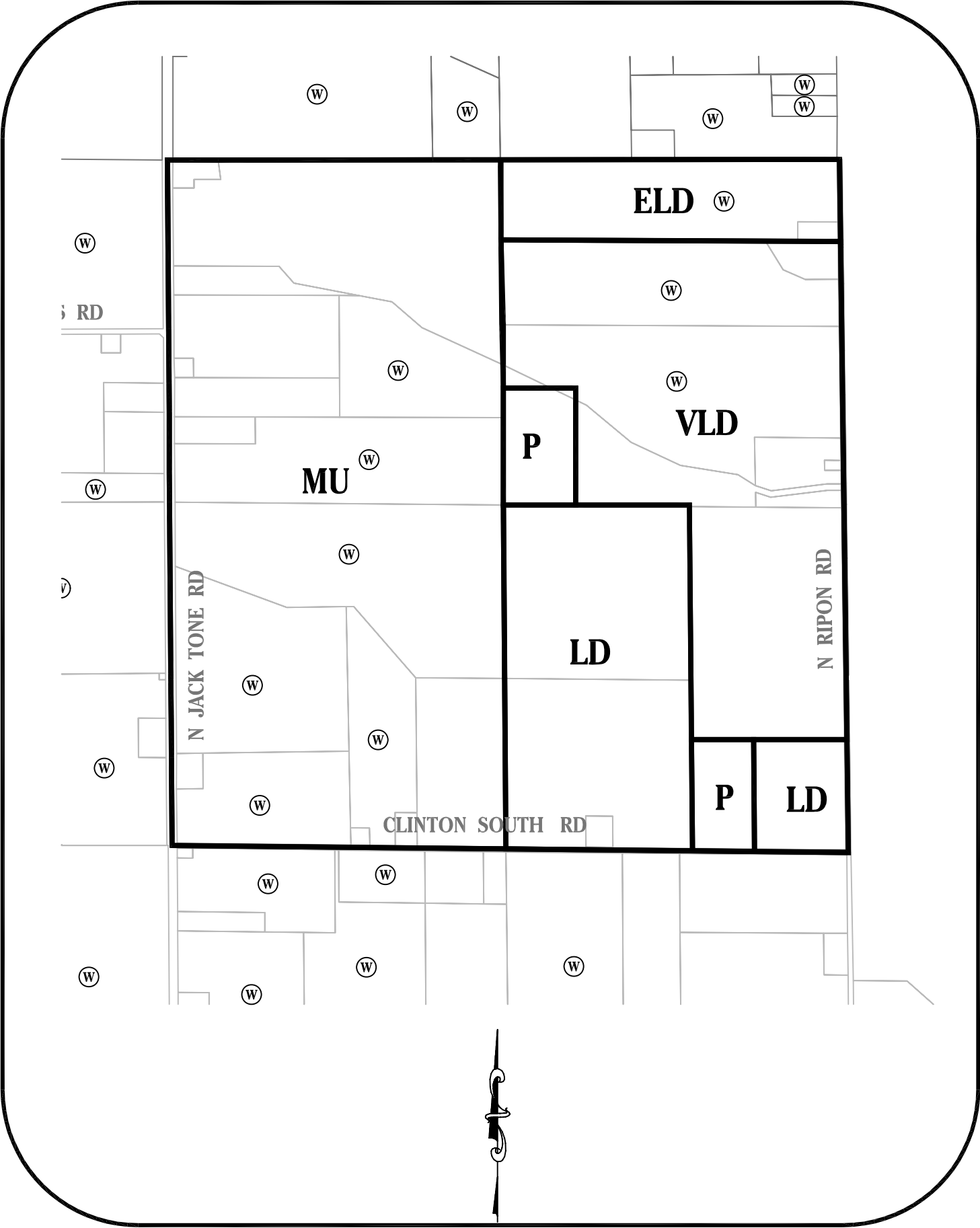


Exhibit 2.3.16

GRAVES/MELLO PLANNING DISTRICT

OVERVIEW: The Graves/Mello planning district is located in the Phase Three development area:

LAND USE LIST:

316 acres	Mixed Use (MU)
103 acres	Low Density Residential (LD)
162 acres	Very Low Density Residential (VLD)
38 acres	Extremely Low Density Residential (ELD)
<u>20 acres</u>	Public Park (P)
639 acres	

BUILDOUT ESTIMATES OF UNDEVELOPED LANDS:

- *Population:* 2,140
- *Jobs:* 3,727

PUBLIC FACILITIES AND SERVICES:

- *Utilities:* Sanitary sewer (1,341 LF - 18"; 1,299 LF - 15"; and 1,324 LF - 12"); water (5,300 LF - 24"; 10,600 LF - 12"; and 10,600 LF - 16"); construction of five (5) new wells

SPECIAL CIRCUMSTANCES:

- There are nine (9) parcels totaling approximately 313 acres with Williamson Act contracts.
- An Elementary School site/sites may be required to be located somewhere within this planning district. Site/Sites to be approximately 28 total acres in size and locations shall be determined by the Ripon Unified School District.

FREDERICK STUDY AREA

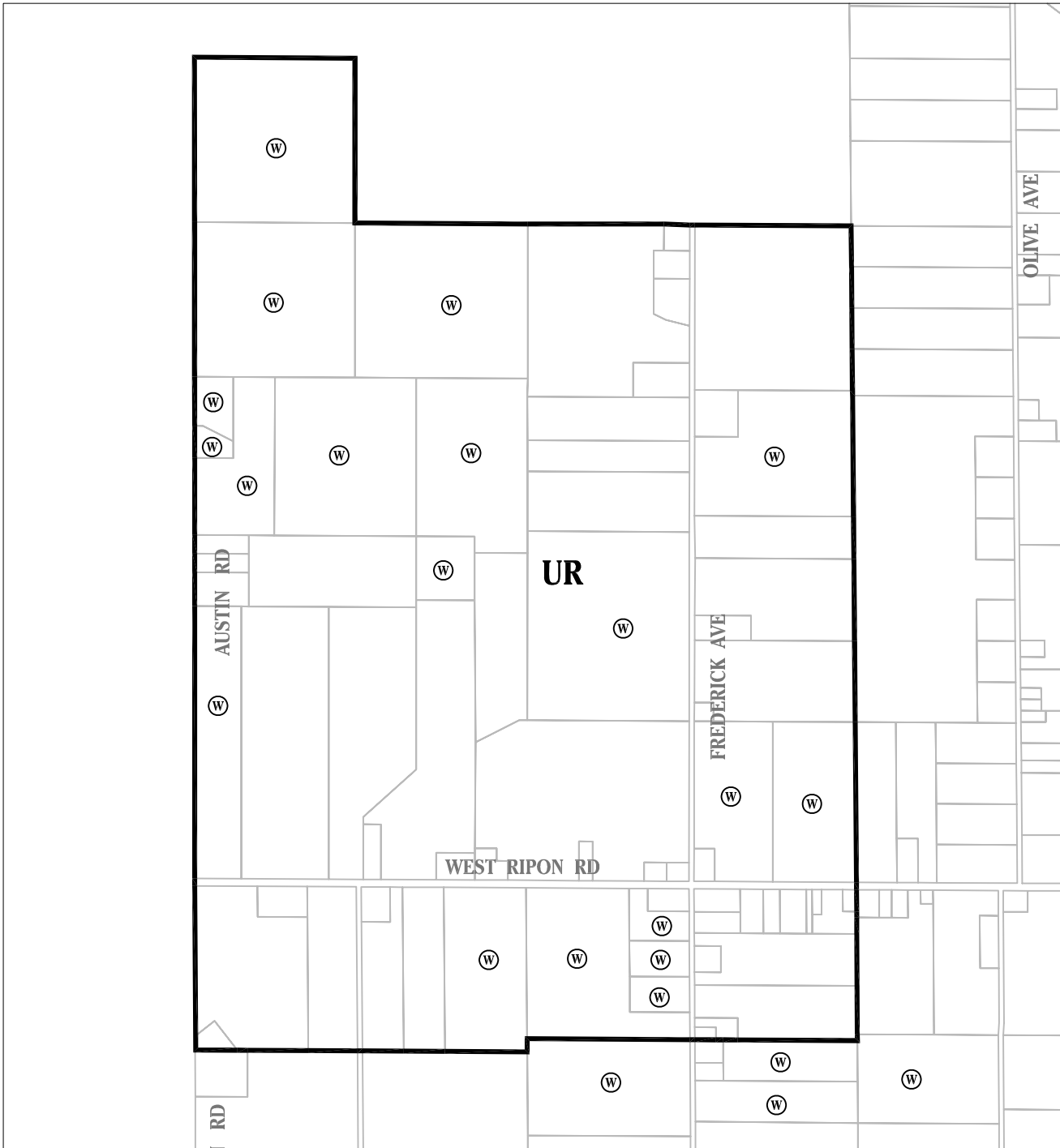


Exhibit 2.3.17

FREDERICK STUDY AREA

OVERVIEW: This 841 acre study area is located in the Urban Reserve Area and is not eligible for development within the planning period of the General Plan.

LAND USE LIST:

841 acres Urban Reserve (UR)
841 acres

SPECIAL CIRCUMSTANCES:

- There are nineteen (19) parcels totaling approximately 377 acres with Williamson Act Contracts.
- Open space areas may be eligible for the City's wildlife habitat program.

SOUTHEAST BUFFER AREA

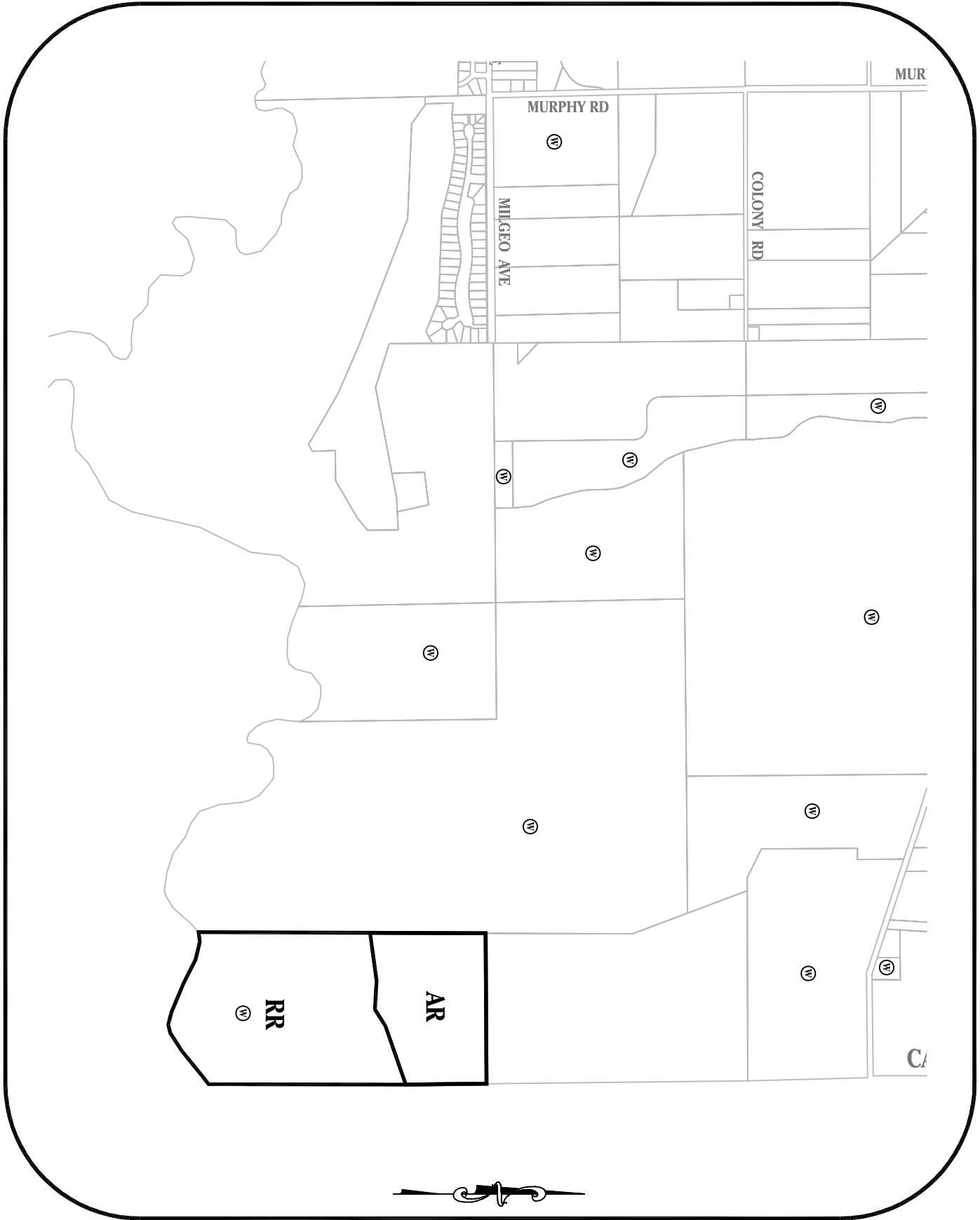


Exhibit 2.3.18

SOUTHEAST BUFFER AREA

OVERVIEW: This 117 acre buffer area is located within the Agricultural Reserve Area and Resource Reserve area and is not eligible for development within the planning period of the General Plan.

LAND USE LIST:

40 acres	Agricultural Reserve (AR)
<u>77 acres</u>	Resource Reserve (RR)
117 acres	

SPECIAL CIRCUMSTANCES:

- Resource Reserve areas may be eligible for the City’s wildlife habitat programs.
- Selected properties may be eligible for participation in the City’s agricultural land preservation program.
- There is one (1) parcel totaling approximately 77 acres with a Williamson Act Contract.

SANTOS PLANNING DISTRICT



Exhibit 2.3.19

SANTOS PLANNING DISTRICT

OVERVIEW: The Santos Planning District lies within Phase Two and Phase Five development areas.

LAND USE LIST:

93 acres	Mixed Use (MU)
<u>83 acres</u>	Highway Service (HS)
176 acres	

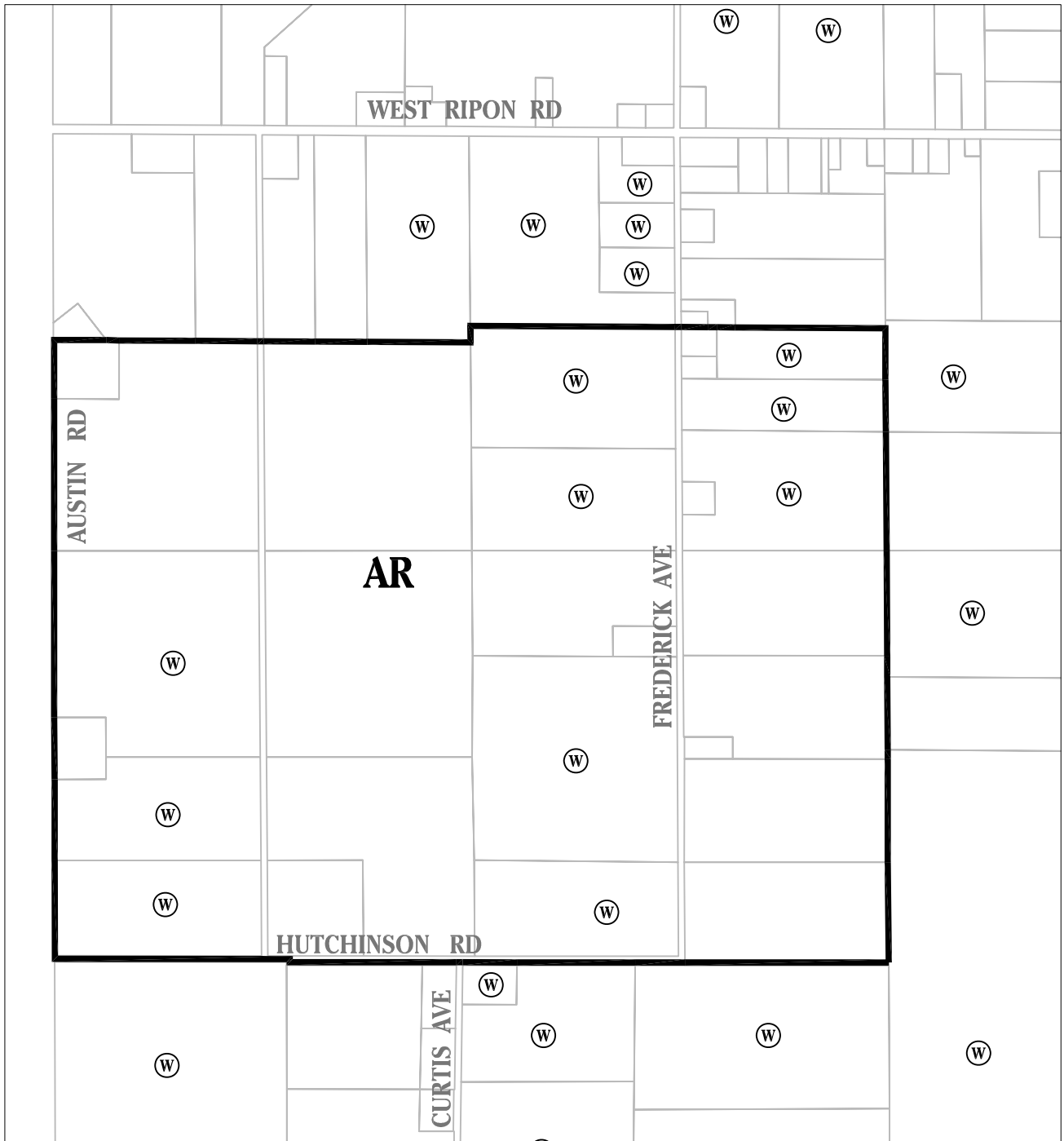
BUILDOUT ESTIMATES OF UNDEVELOPED LANDS:

- *Population:* n/a
- *Jobs:* 3,619

SPECIAL CIRCUMSTANCES:

- There are twelve (12) parcels totaling approximately 132 acres with Williamson Act contracts.

SOUTH AUSTIN BUFFER AREA



SOUTH AUSTIN BUFFER AREA

OVERVIEW: This 489 acre buffer area is located within the Agricultural Reserve Area and is not eligible for development within the planning period of the General Plan.

LAND USE LIST:

489 acres Agricultural Reserve (AR)
489 acres

SPECIAL CIRCUMSTANCES:

- There are ten (10) parcels totaling approximately 257 acres with Williamson Act Contracts.
- Selected properties may be eligible for participation in the City’s agricultural land preservation and wildlife habitat programs.

MONCURE BUFFER AREA

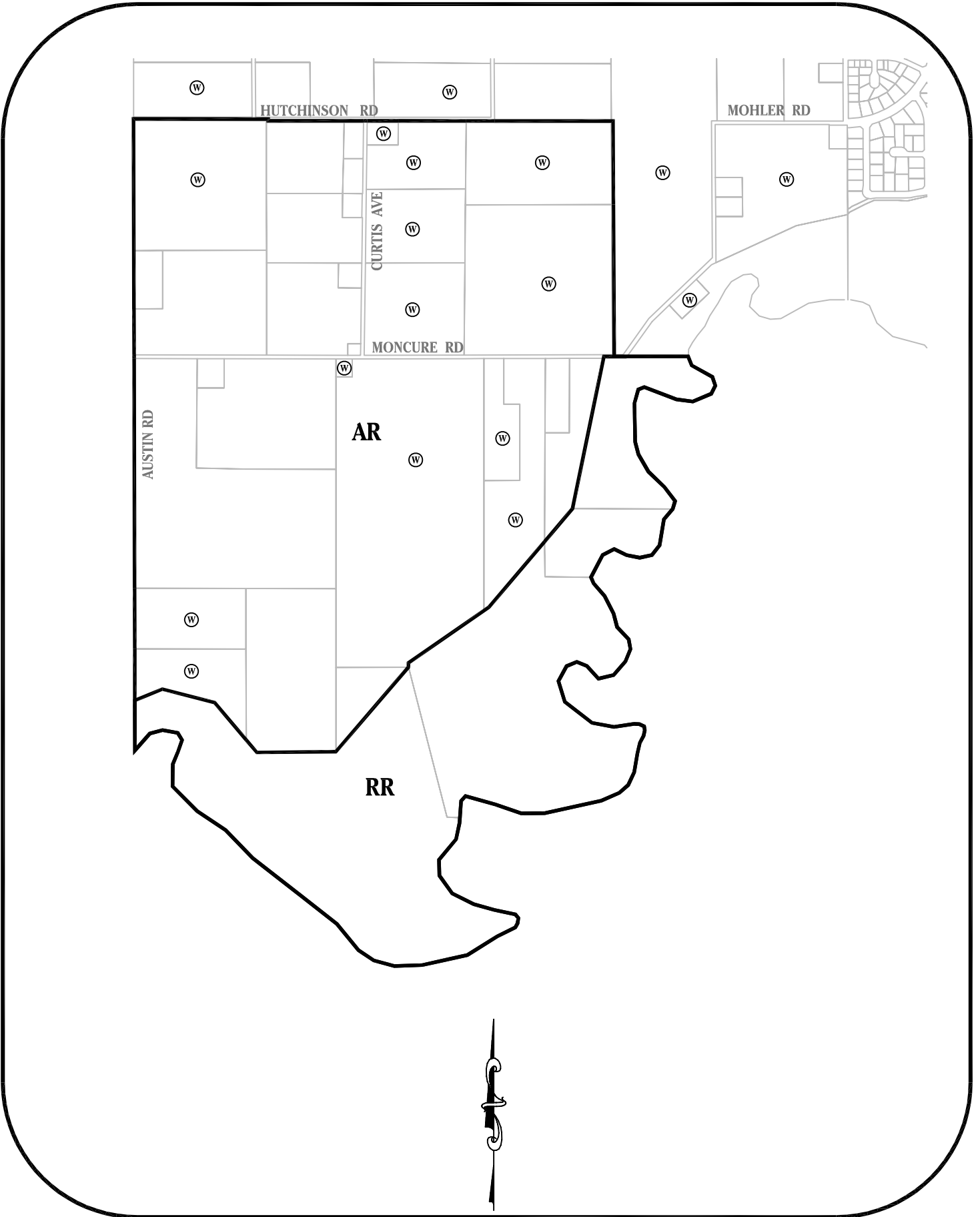


Exhibit 2.3.21

MONCURE BUFFER AREA

OVERVIEW: This 1035 acre buffer area is located within the Agricultural Reserve and Resource Reserve Areas and is not eligible for development within the planning period of the General Plan.

LAND USE LIST:

728 acres	Agricultural Reserve (AR)
<u>307 acres</u>	Resource Reserve (RR)
1035 acres	

SPECIAL CIRCUMSTANCES:

- There are thirteen (13) parcels totaling approximately 413 acres with Williamson Act Contracts.
- Selected properties may be eligible for participation in the City’s agricultural land preservation and wildlife habitat programs.

WAGNER BUFFER AREA

OVERVIEW: This 903 acre buffer area is located within the Agricultural Reserve Area and is not eligible for development within the planning period of the General Plan.

LAND USE LIST:

903 acres Agricultural Reserve (AR)
903 acres

SPECIAL CIRCUMSTANCES:

- There are thirty-two (32) parcels totaling approximately 653 acres with Williamson Act Contracts.
- Selected properties may be eligible for participation in the City’s agricultural land preservation and wildlife habitat programs.

CARROLTON BUFFER AREA

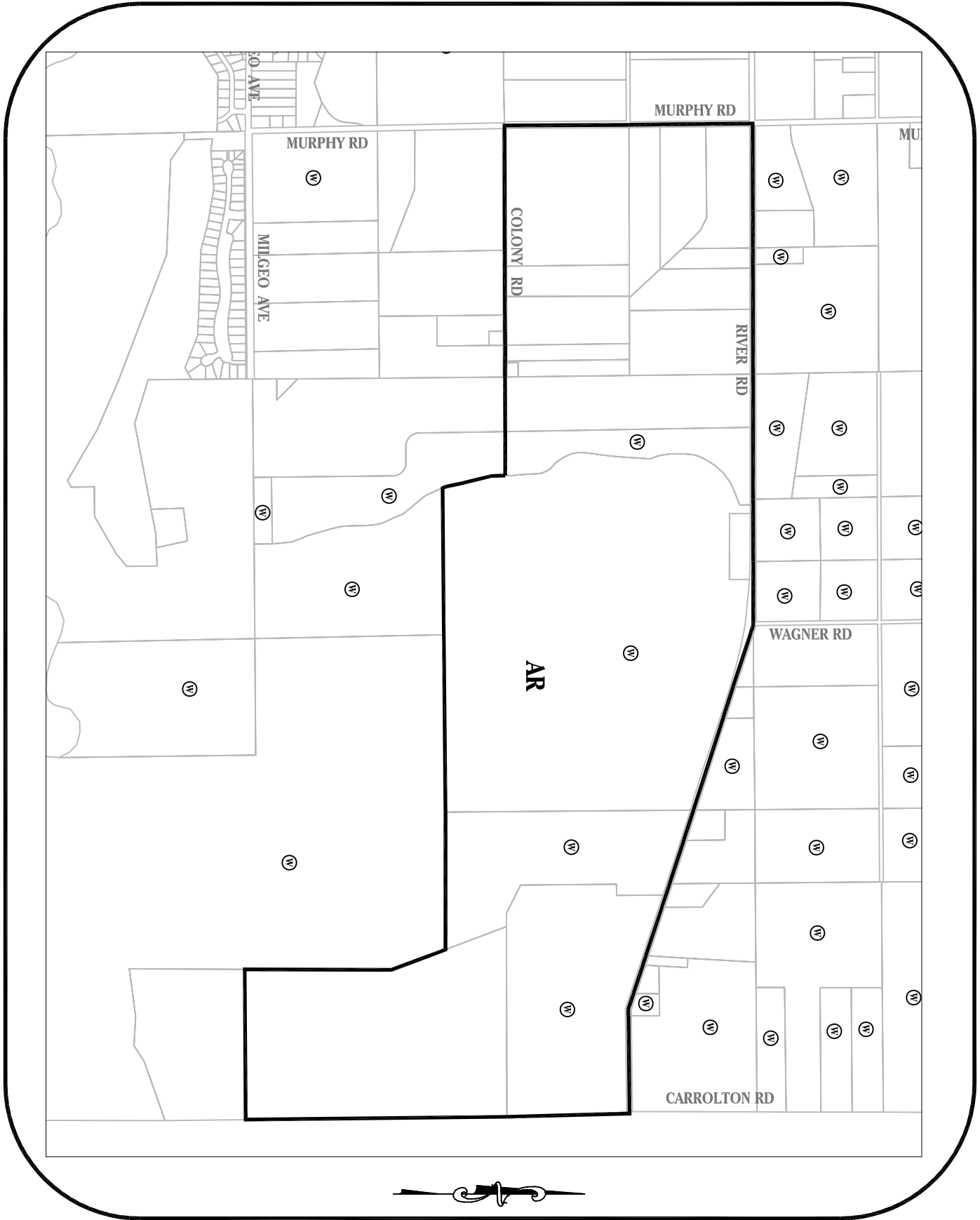


Exhibit 2.3.23

CAROLTON BUFFER AREA

OVERVIEW: This buffer area contains approximately 716 acres located within the Agricultural Reserve Area, and is not eligible for development within the planning period of the General Plan.

LAND USE LIST:

716 acres Agricultural Reserve (AR)
716 acres

SPECIAL CIRCUMSTANCES:

- There are four (4) parcels totaling approximately 405 acres with Williamson Act Contracts.
- Selected properties may be eligible for participation in the City’s agricultural land preservation and wildlife habitat programs.

GRAVES (WEST) STUDY AREA

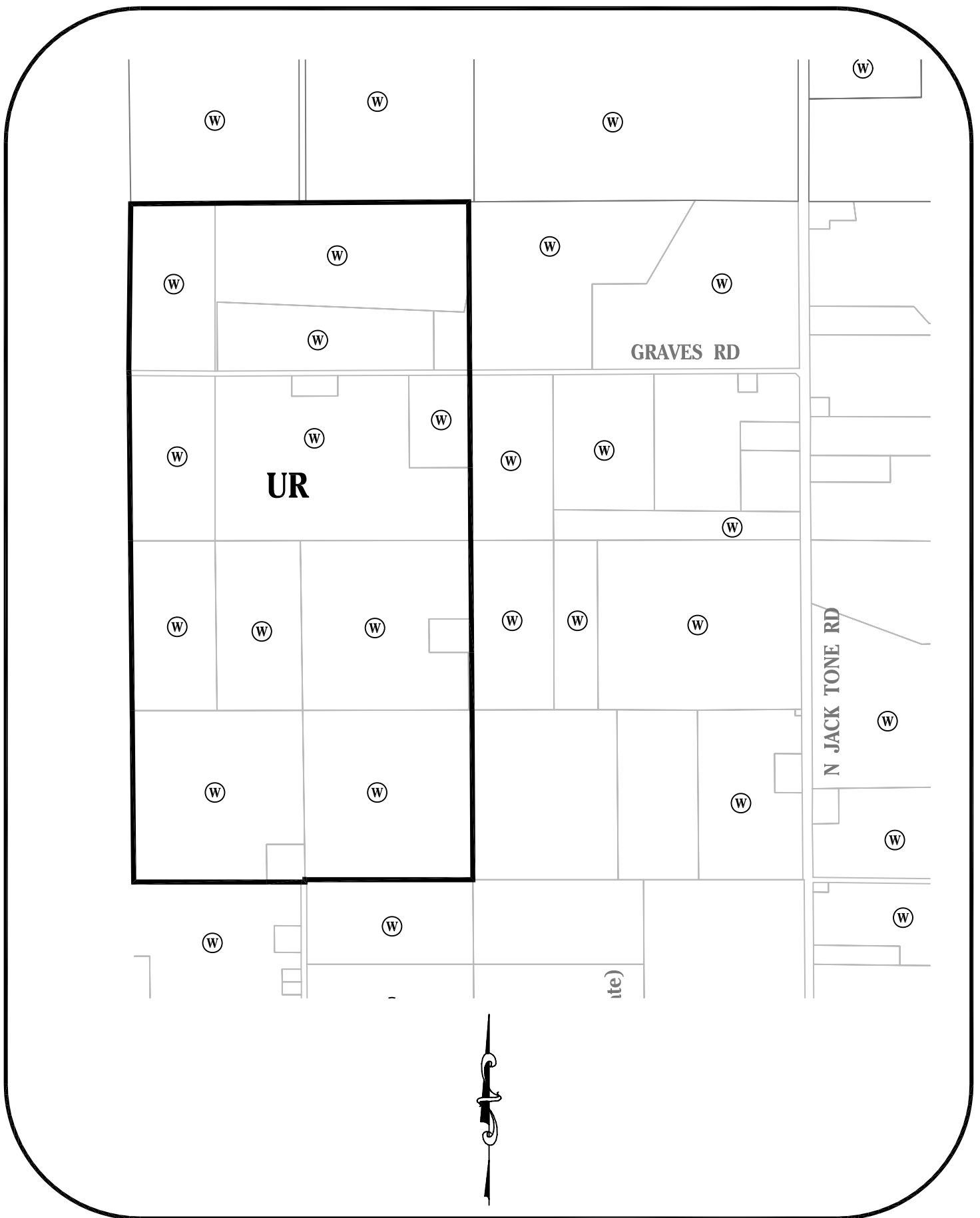


Exhibit 2.3.24

GRAVES (WEST) STUDY AREA

OVERVIEW: This area contains approximately 323 acres located within the Urban Reserve Area. Development of this area is not anticipated within the planning period of the General Plan.

LAND USE LIST:

323 acres Urban Reserve (UR)
323 acres

SPECIAL CIRCUMSTANCES:

- There are eleven (11) parcels totaling approximately 309 acres with Williamson Act contracts.
- Selected properties may be eligible for participation in the City’s agricultural land preservation and wildlife habitat programs.

NORTH CLINTON SOUTH PLANNING DISTRICT

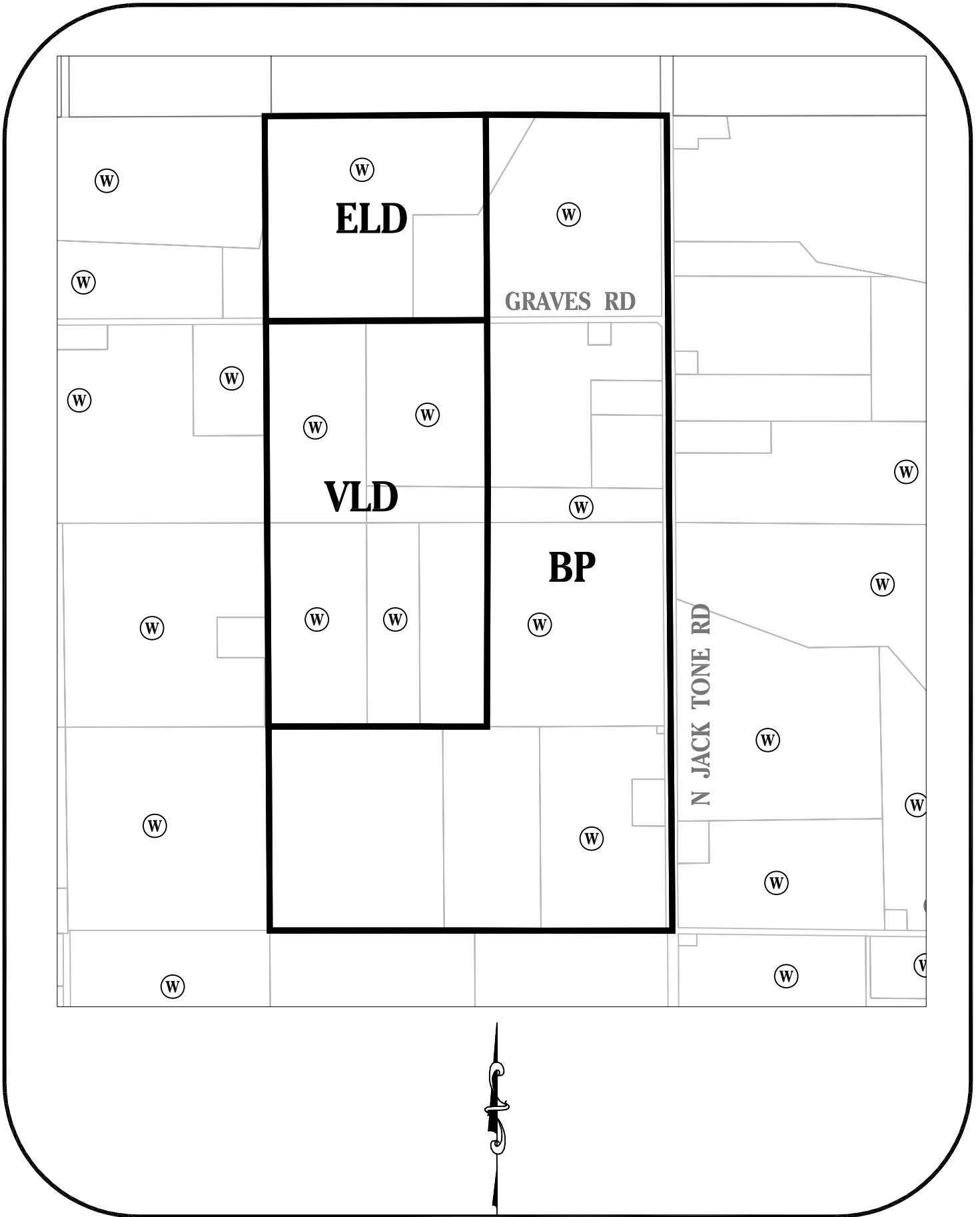


Exhibit 2.3.25

NORTH CLINTON SOUTH PLANNING DISTRICT

OVERVIEW: The North Clinton South Planning District lies within the Phase Three development area.

LAND USE LIST:

44 acres	Extremely Low Density Residential (ELD)
87 acres	Very Low Density Residential (VLD)
<u>188 acres</u>	Business Park (BP)
319 acres	

BUILDOUT ESTIMATES OF UNDEVELOPED LANDS:

- *Population:* 592
- *Jobs:* 5,518

SPECIAL CIRCUMSTANCES:

- There are nine (9) parcels totaling approximately 230 acres with Williamson Act contracts.

LEROY STUDY AREA



Exhibit 2.3.26

LEROY STUDY AREA

OVERVIEW: This area contains approximately 1272 acres located within the Urban Reserve Area. Development of this area is not anticipated within the planning period of the General Plan.

LAND USE LIST:

1272 acres Urban Reserve (UR)
1272 acres

SPECIAL CIRCUMSTANCES:

- There are thirty-four (34) parcels totaling approximately 1005 acres with Williamson Act contracts.

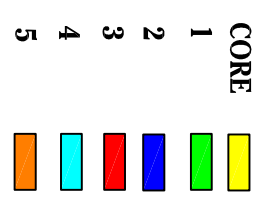
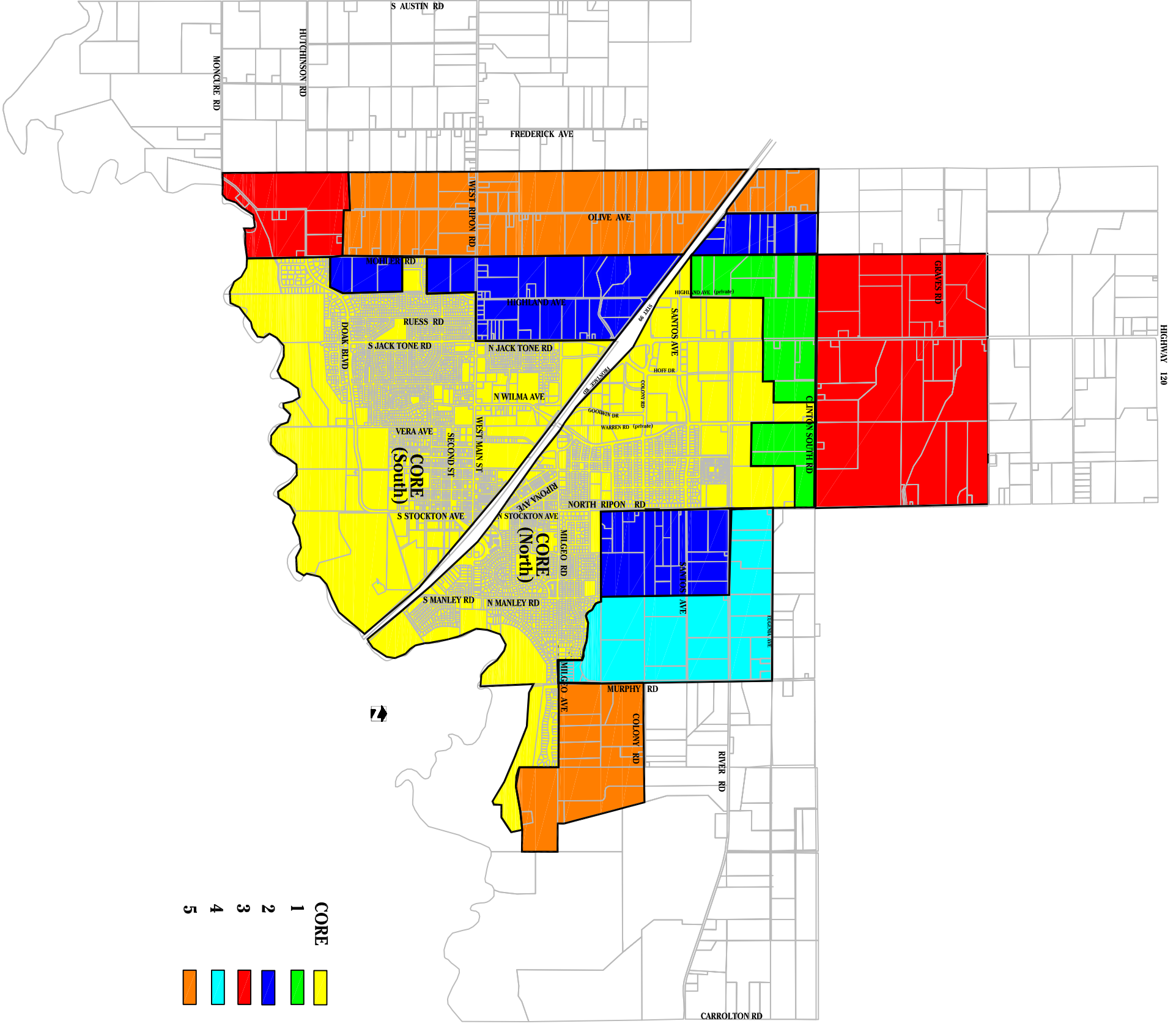
Phased Development

Phased development as shown in Exhibit 2.4 is proposed and intended to permit development of those areas contiguous to the urban core area as City services become available.

- **Phase One** is south of Clinton South Road up to the current developed city, between North Ripon Road and approximately ½ of a mile west of Jack Tone Road. This phase is colored green on the Phasing Plan map.
- **Phase Two** is located in four sections of the planning area: Section 1 is located between South Highland Avenue and Mohler Road just north of Doak Blvd. Section 2 is located between Jack Tone Road and Mohler Road approximately from West Main Street extending north to State Route 99. Section 3 is located between Olive Avenue and approximately ½ of a mile west of Jack Tone Road from State Route 99 extending north to Clinton South Road. And finally Section 4 is located between North Ripon Road and Manley Road from the existing city limits extending north to River Road. This phase is colored blue on the Phasing Plan map.
- **Phase Three** is divided into two sections: Section 1 is located between Mohler Road and extends approximately ½ of a mile west of Mohler Road (Future Olive Expressway) from the Stanislaus River extending north approximately ¾ of a mile. Section 2 is located between Mohler Road and North Ripon Road from Clinton South Road extending north approximately 1 mile. This phase is colored red on the Phasing Plan map.
- **Phase Four** is located between Manley Road and Murphy Road from the existing city limits and extends approximately ¼ of a mile north of River Road. This phase is colored cyan on the Phasing Plan map.
- **Phase Five** is divided into two sections: Section 1 is located between Murphy Road and extends approximately 1 mile east of Murphy Road from the existing city limits and extends north to Colony Road. Section 2 is located between Mohler Road and extends approximately ½ of a mile west of Mohler Road (Future Olive Expressway) from approximately ¾ of a mile north of the Stanislaus River and extends north to Clinton South Road. This phase is colored orange on the Phasing Plan map.

Phased Development

Phased development as shown in *Exhibit 2.4* is proposed and intended to permit development of those areas contiguous to the urban core area as City services become available.



VOLUME I
 RIPON GENERAL PLAN 2040
 EXHIBIT 2.4 - PHASING PLAN

2.7 INFRASTRUCTURE

The effects on the infrastructure (i.e., basic installation of roads, potable and non-potable water distribution lines, storm drainage collection lines, and sanitary sewer collection lines, etc.) of future development within the 2000 City Limits are expected to be small. On the other hand, projected development of the unincorporated portions of the Planning Area will produce substantial demand for new and upgraded infrastructure. The following sections discuss the implications of the various elements for the infrastructure system.

Water Service

Groundwater Basin

The City of Ripon has its own water system that provides water to all residents and businesses within the City. Groundwater is the source of potable water supply. The City also has non-potable supplies from non-potable City wells, surface water from the South San Joaquin Irrigation District, and treated non-potable groundwater from Nestle groundwater extraction and treatment facilities. Several industries and schools have wells on their own property for irrigation and industrial use.

The City of Ripon is located within California's Central Valley, at the northern end of the San Joaquin Valley. Groundwater supplies 40 percent of the water used in the San Joaquin Valley during years with normal precipitation, and higher percentages during drought years. In the drought year of 1977, groundwater provided about 80% of agriculture needs in the San Joaquin Valley.

The Central Valley is considered an alluvial basin, which acts as a groundwater resource. There are two primary groundwater aquifers underlying the City of Ripon planning area. The two aquifers have a combined annual recharge of 196,000 to 263,000 acre-feet annually. Using a conservative estimate of 15% of the specific yield, the estimated available groundwater per 1,000 surface acres is approximately 6,000 acre-feet. Over the approximately 10-square mile of planning area, this would amount to nearly 40,000 acre-feet. This analysis has not taken into account surface water infiltration along the Stanislaus River, which would increase the potential groundwater available in the Ripon area.

The City was an active participant in the October 2001 Water Management Plan for San Joaquin County that was conducted under the lead of the San Joaquin County Flood Control and Water Conservation District. The County Study identified that the Eastern San Joaquin County Groundwater Basin, which includes the Ripon area, is critically over drafted in some parts. The critical overdraft areas are located in the central part of the basin near Stockton, and near the northern boundary north of the Mokelumme River. The study identified that overdraft is not typically a problem in the southern portion of the basin, where Ripon is located, since irrigation districts in that area have sufficient surface water supplies and conveyance facilities and have historically not relied heavily on groundwater for irrigation.

Ripon is located at the southernmost boundary of the basin and has not experienced overdraft due to its location adjacent to the Stanislaus River and its relatively small demand compared with other users. The City has adopted a Groundwater Preservation Plan to proactively address stabilizing and enhancing the groundwater levels in the Ripon area as future growth occurs. This plan provides the planning framework for groundwater recharge basins in the general area around the City.

Potable Municipal Groundwater Wells

All of Ripon's potable water currently is supplied from (8) groundwater wells. These wells tap underground reserves or aquifers from approximately 125 to 450 feet below the ground surface. The aquifers are replenished by rainfall, the Stanislaus River, and agricultural irrigation water. Annual water production in Ripon over the last twenty-five years has increased from 1,067 acre-feet in 1980 to 2,195 acre-feet in 1990, to 4,021 acre-feet in 2000 4,565 acre-feet in

2002, and finally in 2005 to 4,615 acre-feet.

The City currently has well capacity in excess of their average daily demand, and uses the wells to help meet summer peaking needs. In the future, the City will construct additional groundwater wells as needed to meet increased demands. If the City's existing potable wells were pumped at their maximum capacity over the entire year, the total water supply would be almost 16,000 acre-feet.

Currently the City has a 1.55 million gallon (MG) elevated water storage tank, which was constructed in 2002, and currently a 2.5 million gallon elevated water storage tank is under construction. Water storage is used to help meet peak hour needs and for fire protection.



1.55 million gallon (MG) water tower constructed in 2002



2.5 million gallon (MG) water tower under construction

In 1996 the City completed the upgrade and replacement of all substandard potable water lines per improvements identified in the Ripon Redevelopment Agency Downtown Water System Improvement Project.

The City has a master plan for expansion of the potable water system to meet the present and future demands of the community. Expansion will consist of additional wells and above ground storage capacity to ensure an adequate supply of potable water. The City plans to construct 10 new 1.5M elevated storage tanks, and 13 new domestic water wells during the planning period covered by the Water Master Plan 2040.

Groundwater Quality

The City chlorinates all its potable groundwater. All wells and storage tanks are designed to allow chlorine injection. One well has GAC filters to remove chemicals. The most prevalent chemicals found in groundwater in the Ripon area include: trichloroethylene (TCE), tetrachloroethylene (PCE), a solvent used for dry cleaning; and dibromochloropropane (DBCP), an agricultural pesticide for control of worms.

Other groundwater quality issues faced by the City include hardness, nitrates, arsenic, and total dissolved solids (TDS).

- Hardness is an aesthetic issue, not a health and safety issue. Hard water requires use of more soap for cleaning, and can cause scaling and staining of water heaters and fixtures.
- Nitrates are a health and safety issue. The safe nitrate limit for domestic water is set at 45 mg/L by the U.S. Environmental Protection Agency. The City is exploring treatment options in lieu of abandoning wells with high nitrate levels. The City has abandoned a few wells because of nitrate contamination.
- Arsenic at levels close to the new maximum contaminant limit (10 ug/l) recently adopted by EPA has been found at two wells. The City will provide treatment when required.

- TDS is not an issue for drinking water, but is a potential issue with respect to wastewater disposal. The TDS of the City's potable drinking water is below the secondary limit of 500 mg/1, and well below the maximum of 1,000 mg/1. However, future wastewater disposal requirements for disposal by percolation may require reductions in the TDS of treated wastewater effluent, which is typically higher in TDS than the potable groundwater. This may require additional wastewater treatment or alternative disposal methods in the future.

On all potable wells, the following protection measures are used: sanitary seals at a minimum of 150 feet in depth, well head is set up 2 feet above ground level; and daily visual inspections are made. During construction of new wells, the City ensures that there are no sewer lines within 50 feet.

Non-Potable Municipal Groundwater Wells

The City has two non-potable municipal wells that can be used as supply for the non-potable water system. The water quality of these wells is not suitable for potable use, but can be used for irrigation and other suitable uses. Currently the City has a 550,000 gallon storage tank with booster pumps for non-potable water use and storage.

The wells could provide up to 2,800 acre-feet per year of non-potable water if pumped 365 days per year at the design production rate. Assuming that the wells are pumped for 6 months each year for irrigation during the dry season, the annual volume would be 1,400 acre-feet per year.

South San Joaquin Irrigation District Surface Water

The South San Joaquin Irrigation District (SSJID), a 72,000-acre district that surrounds and includes the City, has historically provided water for agricultural irrigation in the Ripon area. SSJID's major facilities and assets include full or partial ownership in several storage reservoirs, various rights in the Federal New melons Reservoir project, about 30 miles of water transmission facilities, and more than 350 miles of distribution pipelines and channels located throughout the District.

In 1999, the City of Ripon entered into an agreement with the SSJID for surface water that can be used for groundwater recharge or municipal and industrial (M&I) use. The City intends to use this water for non-potables uses, such as irrigation or for industrial/commercial process or cooling water.

SSJID has an extensive distribution system in and around Ripon allowing for the delivery of water to locations favorable to groundwater recharge. Currently, the City has three basins used to recharge SSJID water: a quarter-acre water hazard on a golf course, a twenty acre open field, and an approximately 3-acre site between the City's wastewater ponds and the City's urban area. In the future, the City will distribute the water between groundwater recharge and the City's non-potable water system.

Other Non-Potable Water Sources

In 2003, the City entered into an agreement with Nestle to receive treated groundwater from its Groundwater Treatment Facilities for conveyance to other parties for non-potable water uses. Nestle currently operates in the City a groundwater extraction and treatment system that is currently discharging to the City's industrial sewer. Nestle will be constructing additional groundwater extraction and treatment facilities. Treatment includes GAC filters and air stripping, and the treated groundwater is high quality. Both the City and Nestle desired that such treated groundwater be dedicated to beneficial non-potable uses.

According to the terms of this agreement, Nestle will supply the City with treated groundwater at an average rate of about 500 gallons per minute year-round. To convey the treated groundwater from the Nestle facility, the City has completed construction of a pipeline that ties into the City's existing non-potable system.

Non-Potable Water System

The City has a codified ordinance for the distribution and use of non-potable water in a system entirely separate from the City's potable water supply. The intent of the non-potable water system is to supplement and conserve the City's potable groundwater supply. Water used in the non-potable system does not need to meet current potable water standards and could be either groundwater that is not suitable for domestic use or surface water from SSJID (or other future sources). Non-potable water will be used for landscape irrigation, and for industrial/commercial uses such as cooling water.

The City's current Water Efficient Landscape Ordinance specifies that all new or rehabilitated landscapes must include an irrigation design plan including a dual water system to permit non-potable water, unless the City grants a written exemption. The irrigation systems must make use of non-potable water unless the City grants a written exemption stating that non-potable water is not available and will not be available in the foreseeable future.

The non-potable system currently includes three sections of pipeline north of Highway 99 with four planned phases of expansion. In 1995 the City constructed approximately 6,000 linear feet of 12-inch non-potable water line in a commercial/industrial area. In 1996, a subdivision was constructed with approximately 1,400 linear feet of 12-inch non-potable water line. This section of the non-potable water line was tied into a well site that is no longer used for domestic water due to high nitrate levels. In 2003, the City constructed a pipeline from the Nestle groundwater treatment facility that ties into the existing non-potable lines located on the north and south sides of Highway 99. When this pipeline is completed, there will be about 3 miles of non-potable pipeline in place.

The non-potable system master plan adopted by the City will eventually extend pipelines throughout the incorporated and unincorporated areas of Ripon.

Sewage Disposal System

The City provides domestic sewage disposal for all residents, businesses, and schools within the City. Industrial sewage is also provided for all users, *except Fox River Paper Company, which has its own facility*. A combination of ponding, aeration and land irrigation is the method used for sewage disposal. Approximately 100 acres in the floodplain of the Stanislaus River has been isolated from the river by levees and separated into two-acre to five-acre ponds. An additional 18-acre site, not protected by levees, is used for the industrial water disposal.

The City operates eight (8) sanitary sewage pump stations; Doak Boulevard and Jack Tone Road, Oak Street, Parallel Avenue, Jack Tone Road and North Frontage Road, Boesch Drive and North Acacia Avenue, Franklin Avenue, East Milgeo Rd, and at the treatment plant headwork's at the south end of Acacia Avenue.

The use of ponding aeration for domestic and industrial sewage is an efficient and economical means of treating sewage. Occasionally ponds produce an odor when there are algae blooms. This has been a major reason for designating areas near to the treatment ponds for nonresidential use. Continued restriction of residential uses near to the treatment ponds appears prudent. Other cities that use mechanical aeration have adopted similar policies.

Eighty (80) acres of ponds are available to process domestic effluent similar to a farming operation and can process effluent from more than thirteen thousand (13,000) people at normal rates of production.

The industrial effluent is handled like a farming operation using flood irrigation. Diked levees are formed to handle one day's effluent and the areas are rotated on a 14-day schedule. The soil is currently tilled after the irrigation; in the future it may be used to plant crops. During potential flooding, industrial effluent is placed in the domestic ponds. Modest user fees, sewer district taxes, and annexation hookup fees help offset costs for operation and expansion of sewer facilities. The City Council, in 1993, moved to adopt a study done by Dewante and Stowell to look at other

alternatives for sewage treatment. A policy statement, setting a goal to build a Wastewater Treatment Plant, has also been adopted by the City Council.

The City is currently exploring the possibility of connecting with the City of Modesto's wastewater disposal system as an alternative to modifying or expanding Ripon's existing disposal system.

At this time, it is envisioned that the system connection would necessitate the extension of a force main line, possibly 16 to 18 inches in diameter, eight miles to Modesto's Sutter Avenue plant, and modification of an existing lift station at the Ripon facility.

THE MAJOR ISSUES BEING STUDIED WITH MODESTO

1. The specific type of project anticipated to be undertaken.
2. The maximum and minimum intensity of any anticipated subsequent project, such as the number of residences in a residential development, and, with regard to a public works facility, its anticipated capacity and service area.
3. The anticipated location, and alternative locations, for the collection facilities.
4. A capital outlay or capital improvement program, or other scheduling or implementing device that governs the submission and approval of subsequent projects.

Storm Drainage System

Ripon has four (4) systems for handling storm water run off. Storm water drainage in the older industrial part of the City west of State Route 99 flows into the industrial sewage lines. Another portion is pumped into South San Joaquin Irrigation District lines or canals. The largest portion of the drainage flows by gravity through seven (7) outfalls directly into the Stanislaus River. The commercial area north of State Route 99 near Jack Tone Road is collected and taken to a storm water detention pond. The water can be pumped south into a City gravity storm drainage line in Jack Tone Road that drains into the Stanislaus River. Most of the soils in the planning area are of the sandy loam type, providing good percolation and little erosion and sedimentation. The terrain generally slopes toward the Stanislaus River, allowing gravity flow of storm water. Although the current system appears adequate for severe storms, the City shall encourage the installation of new drainage facilities to accommodate future growth and enhance existing storm water protection.

The City has developed a sixty-acre storm basin in the North Pointe Area to serve approximately one thousand acres of future development in the area.

Solid Waste Disposal

Solid waste is collected from residences, schools, and businesses by the City in its own equipment and delivered to San Joaquin County's Lovelace Transfer Station where it is combined with other wastes and shipped to the Foothill Land Disposal Site. Solid waste from commercial, and industrial, plants is handled by private operators.

In 2000, the City disposed of 9,602 tons of solid waste. The figures are taken from the annual report prepared by San Joaquin County. The average solid waste disposal in 2000 was approximately one ton per person, based on a population of 10,400.

Public Facilities Finance Plan

A Public Facilities Finance Plan (PFFP) has been prepared to implement Ripon's General Plan. The PFFP provides

an approach by which all public facilities required to serve land uses in the General Plan can be funded. The PFFP includes:

- *List of all public improvements by major facility category*
- *Estimated facility costs by category*
- *Recommended level of funding by financing mechanism for each facility category*
- *Computation of annual or total financing burdens assigned to each land use type under each recommended financing mechanism*
- *A discussion of the tool procedures associated with recommended funding mechanisms*
- *Sufficient detail to proceed with implementation of first phase development.*

Land Use Goal E incorporates by reference the Public Facilities Finance Plan into this Chapter of the General Plan and it can be found in the Technical Appendices (Volume III).

2.8 OTHER SERVICES

Natural gas service is provided by, Pacific Gas & Electric Company, telephone service is provided by Verizon; and cable T.V. is provided by Charter Communications.

Both Pacific Gas and Electric Company (PG&E) and the Modesto Irrigation District (MID) provide electrical service to the community.

2.9 SCHOOLS

Schools for Ripon residents are provided by the Ripon Unified School District (public schools), Ripon Christian Schools (private), Yosemite Junior College District (Modesto Junior College and Columbia Junior College), and the San Joaquin Community College District (San Joaquin Delta College).

The school board and teachers of the public school system have established criteria for classroom size and instruction aimed at providing quality education for the community's children.

This tends to reduce the potential for securing state support for new facilities, because the least support is given to schools having only twenty-five students per classroom.

The community has shared the interests of the school board and teachers in providing a quality school system, and collects fees from all residential construction to offset costs for new schools, mainly restrooms and administrative facilities.

Current public schools within the City Limits are Ripon Elementary and Ripon High School (Acacia and Main), Ripona Elementary School (Oregon), Weston Elementary School (Jack Tone and Stanley) and Park View Elementary (Cindy Drive and E. River Road).

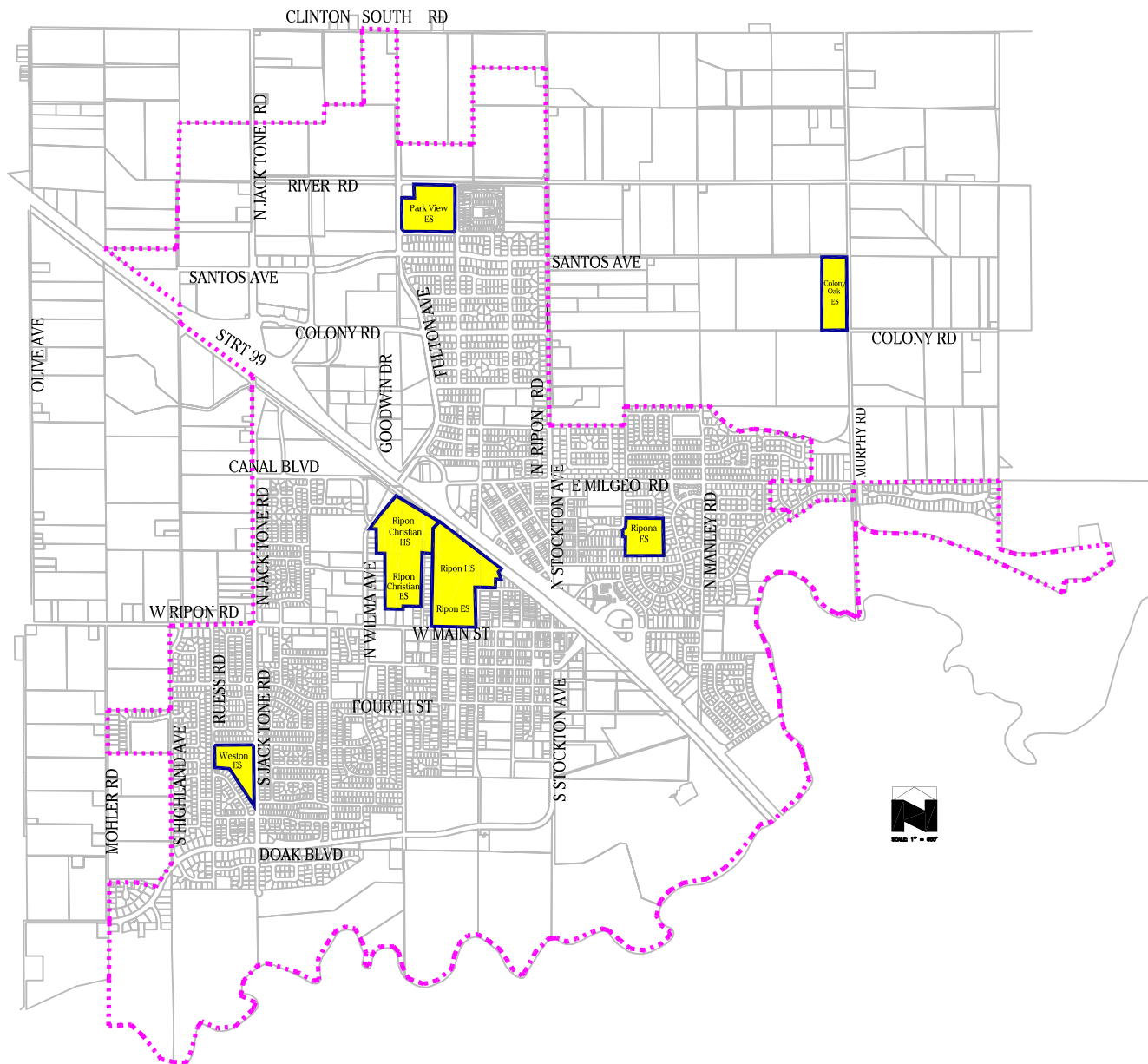
Colony Oak Elementary, at Murphy and Santos, is the only public school campus not actually located within the current City limits. *(Exhibit 2.5 shows existing school sites.)*

2.10 NEIGHBORHOOD PRESERVATION

The City's code enforcement effort is designed to protect the health, safety and welfare of its citizens. Code enforcement activities include monitoring and rehabilitation programs to detect and improve housing units in deteriorating condition. Rehabilitation efforts preserve housing, commercial, and industrial units from demolition with a goal of improving the appearance of neighborhoods and make the City an attractive and desirable place.

In an effort to approach code enforcement in a comprehensive manner the City created the Neighborhood Code Compliance Division in 1999 under the Director of Planning and Economic Development. Under these new provisions, the code compliance team was created consisting of representatives from each of the City's regulatory departments (i.e. Planning, police, building) along with the City Attorney's office and Ripon Consolidated Fire District. The team meets on a monthly basis to review and act on code complaints, and on occasion, holds hearings regarding extreme cases. Through the team, staff monitors ongoing violations for the removal of abandoned vehicles, trash and weeds. These activities are part of the effort toward preserving clean and attractive neighborhoods.

VOLUME I
 RIPON GENERAL PLAN 2040
 EXHIBIT 2.5 - EXISTING
 SCHOOL SITES



VOLUME I - CHAPTER THREE

CIRCULATION AND

TRANSPORTATION



3.1 INTRODUCTION

The Circulation and Transportation Chapter presents goals and policies that: 1) coordinate the transportation and circulation system with planned land uses; 2) promote the efficient movement of people, goods and services within the Ripon area; 3) use the existing systems to their fullest extent; and 4) plan for practices that will improve the systems.

Acknowledgment

San Joaquin County Council of Governments (COG) prepared a draft for Circulation and Transportation to be included in the Ripon General Plan Update. This chapter, as it has been drafted, uses the document as a model. The complete document as prepared by SJCOG is included in the Appendix to the General Plan.

Purpose

Circulation and transportation are required topics in any general plan under California State Law. It is designed to:

- *Show the existing and future demands on the transportation system and adjacent land areas during the Planning Period to 2040;*
- *Identify the location and general scope of existing and future transportation routes and facilities, based upon the above needs;*
- *Identify policies and priorities to be used by the City in preparing its future capital improvement programs, and in dealing with development proposals within and next to the City's boundaries;*
- *Establish a technical basis to support policies to fund these improvements.*

Assumptions About the Future

The City of Ripon has established principles and policies in its General Plan to guide the community's development and growth throughout the planning period. These principles and policies have a direct impact on the circulation system. They establish assumptions that a discussion on circulation must address.

KEY TRANSPORTATION ASSUMPTIONS IN RIPON'S GENERAL PLAN ARE:

1. At an annual growth rate of 4%, Ripon will have a population base of 20,524 by the year 2020, and an employment base of 5,192.
2. The City will change from a community that exports workers to other cities and counties to one that imports

workers to the area.

3. Ripon will undertake a sizeable effort toward economic development that relies upon the circulation system as a prime community attribute. Community building and enhancing activities will continue to be promoted in Ripon's circulation system as evidenced by the adoption of the Bicycle Route Master Plan.
4. While Ripon's Circulation System will continue to support its strong economic ties to Stanislaus County and the City of Modesto, greater emphasis will be given to regional connections with the addition of the Olive/River expressway and future river crossing linking with Gates Road.
5. As of the 2000 Census, Ripon is included in Modesto's Urban Area. All Federal transit funds will be received through the City of Modesto.

Understanding that these population and employment projections are comparatively high for a community the size of Ripon is important; they are targeted by the City to take advantage of future opportunities afforded by Ripon's strategic location. Ripon lies along a major intrastate transportation corridor, State Route 99 and the Central Valley route of the Union/Pacific Railroad. It is also positioned on the outer edge of the Bay Area's commute patterns.

Key Issues and Concerns

This discussion on Circulation must be responsive to the pressing community-wide needs of the City of Ripon. These are expressed below as issues and concerns, and are simply illustrative of more detailed discussions that will follow in the rest of this chapter.

ISSUES AND CONCERNS:

1. What steps can the City take to expand opportunities for non-automobile trips within the Ripon area, and to points outside the Ripon area? Specifically this deals with transit and bicycle opportunities including those to Stanislaus County.
2. What roadways are going to need to be widened, extended, and created to meet the future demands caused by population and employment growth?
3. What interchange improvements will be necessary to approach State Route 99 in an effective manner?
4. Can an alternative be provided over the Stanislaus River so that more than one option exists?
5. What opportunities will be presented with the development of River Road as a regional expressway?

3.2 GOALS AND POLICIES

GOAL A: PROVIDE A CIRCULATION SYSTEM CORRELATED WITH EXISTING AND PROPOSED LAND USE THAT CONTRIBUTES TO EFFICIENT AND SAFE MOVEMENT OF PERSONS, GOODS, AND SERVICES WITHIN AND THROUGH RIPON.

Policy A1. The City will maintain existing streets and intersections in a safe condition and require new streets to be built to City standards, except under extraordinary circumstances which require a finding to be made by the City Engineer that to deviate will not adversely affect the health, safety, and welfare of the citizens of the City.

Policy A2. The City will require adequate access and circulation be made available to every new development, without adversely affecting the existing circulation system.

Policy A3. New streets will be designed to discourage heavy through traffic within residential neighborhoods, but will also provide direct and adequate access for emergency service vehicles.

Policy A4. The City will consider visual aesthetics and safety aspects in future developments, including landscaping requirements and setback requirements.

Policy A5. The City will not allow private streets in residential developments except in Planned Unit Developments.

Policy A6. A Level of Service (LOS) of “D” will be the minimum standard for all streets within the City.

Policy A7. Require off-street parking for all development, and any other project or event that will cause a safety or parking congestion problem when parking is allowed on the streets.

Policy A8. Implement parking control measures, as necessary, to promote the efficient use of parking facilities.

Policy A9. The City will consider the creation of new alleys in development projects. However, they will be required to be constructed to City standards with those in residential projects being dedicated to the City as public rights-of-way if not located in a Planned Unit Development.

Policy A10. The City will maintain a program of identification and surveillance of high traffic accident locations, with emphasis on early detection and correction of conditions that could potentially constitute traffic hazards.

GOAL B. MINIMIZE THE ADVERSE EFFECTS OF DEVELOPMENT ON THE EXISTING AND FUTURE CIRCULATION FACILITIES.

Policy B1. Development within the city that is likely to generate significant levels of daily or peak hour traffic on local streets will be required to have a traffic study prepared by a qualified traffic engineer at the applicants expense. The study will identify potential traffic impacts and specify improvement measures needed to assure an acceptable service level on affected streets.

Policy B2. On and off-site circulation improvements, dedication of rights-of-way, and reciprocal easements may be required at the time of development as conditions of approval.

Policy B3. Development will be responsible for paying all costs associated with providing all new streets or expanded roadway facilities required by traffic access and circulation needs of that development.

Policy B4. Investigate potential locations for park and ride lots and a multi-modal station within the community with an emphasis for facilities near State Route 99.

Policy B5. Pursue alternate funding sources, including County, State, and Federal funds to implement the City’s Circulation Plan.

Policy B6. The City will actively support and encourage the San Joaquin County Council of Governments and Caltrans in promoting planning and funding for additional mainline SR99 improvements as needed.

GOAL C: ADEQUATE ON STREET AND OFF-STREET PARKING WILL BE PROMOTED.

Policy C1. Off-street parking will be required for development and where the potential parking demands for a project or event will cause a safety or parking congestion problem when parking is allowed on the streets.

Policy C2. Parking variances will be allowed only for the most unusual conditions and circumstances, and only after all other possible actions and conditions have been identified and studied; payment of in-lieu fees may be required if variances are permitted.

Policy C3. Efficient use of available public parking facilities will be promoted by using parking control measures such as time limits and other controls when necessary.

GOAL D. SUPPORT A PUBLIC TRANSIT SERVICE THAT MEETS THE NEEDS OF THE LOCAL RESIDENTS.

Policy D1. The City will support public transit service that meets the needs of the City's residents.

Policy D2. The City will provide for intercity connections to serve major work centers within the community.

Policy D3. The City will provide for transit connections at park-and-ride lots and at the multi-modal station.

Policy D4. The City will work to encourage increased rail service to the region, and a rail stop in the community.

GOAL E. TO ENCOURAGE SAFE BICYCLING AT THE LOCAL AND REGIONAL LEVELS.

Policy E1. The City will provide safe and convenient bicycle facilities to various destinations throughout the community for commuting, shopping, employment, recreational riders, and children.

Policy E2. The City will provide facilities that link schools, parks, civic facilities, employment centers, shopping, and the Central Business District.

Policy E3. The City's Master Bicycle Plan will connect regional facilities plus adapt to an overall system.

Policy E4. The City of Ripon Bicycle Route Master Plan, a copy of which is available for review in the Ripon Planning Department, is incorporated by reference to this Chapter of the General Plan and is listed as a resource document in Volume III (Technical Appendix) accompanying this document.

GOAL F. TO COORDINATE THE IMPLEMENTATION OF APPROPRIATE TRANSPORTATION CONTROL MEASURES WITH OTHER AGENCIES.

Policy F1. The City will select, with agencies such as the San Joaquin Valley Unified Air Pollution Control District, appropriate voluntary transportation control measures to reduce demand for the single occupant automobile travel.

GOAL G: THE CITY WILL ENCOURAGE THE SAFE AND EFFICIENT MOVEMENT OF FREIGHT WITHIN AND THROUGH THE COMMUNITY.

Policy G1. Recognizing the mixed use of the State Route 99/Jack Tone Road Interchange for both truck and other vehicular traffic, the City will continue to implement standards and controls to reduce any potential conflict issues.

GOAL H. PROMOTE UTILIZATION OF EXISTING RAIL FACILITIES TO DEVELOP MULTI-MODAL TRANSPORTATION FACILITIES AND AS A PART OF THE CITY'S OVERALL ECONOMIC DEVELOPMENT EFFORT.

Policy H1. Encourage state and regional transportation agencies to include a City of Ripon stop in passenger rail

transportation plans.

Policy H2. Incorporate provisions for rail transportation in proposed multi-modal station plans.

Policy H3. In the consideration of commercial and industrial development proposals located in the vicinity of existing railroads, provide for preservation of access to main line railroad facilities.

GOAL I: PROMOTE MAINTENANCE AND DEVELOPMENT OF HIGH-QUALITY AIR TRANSPORTATION FACILITIES BY OTHER JURISDICTIONS.

Policy I1. Cooperate with and support San Joaquin and Stanislaus County airport facilities in the development of passenger and airfreight services.

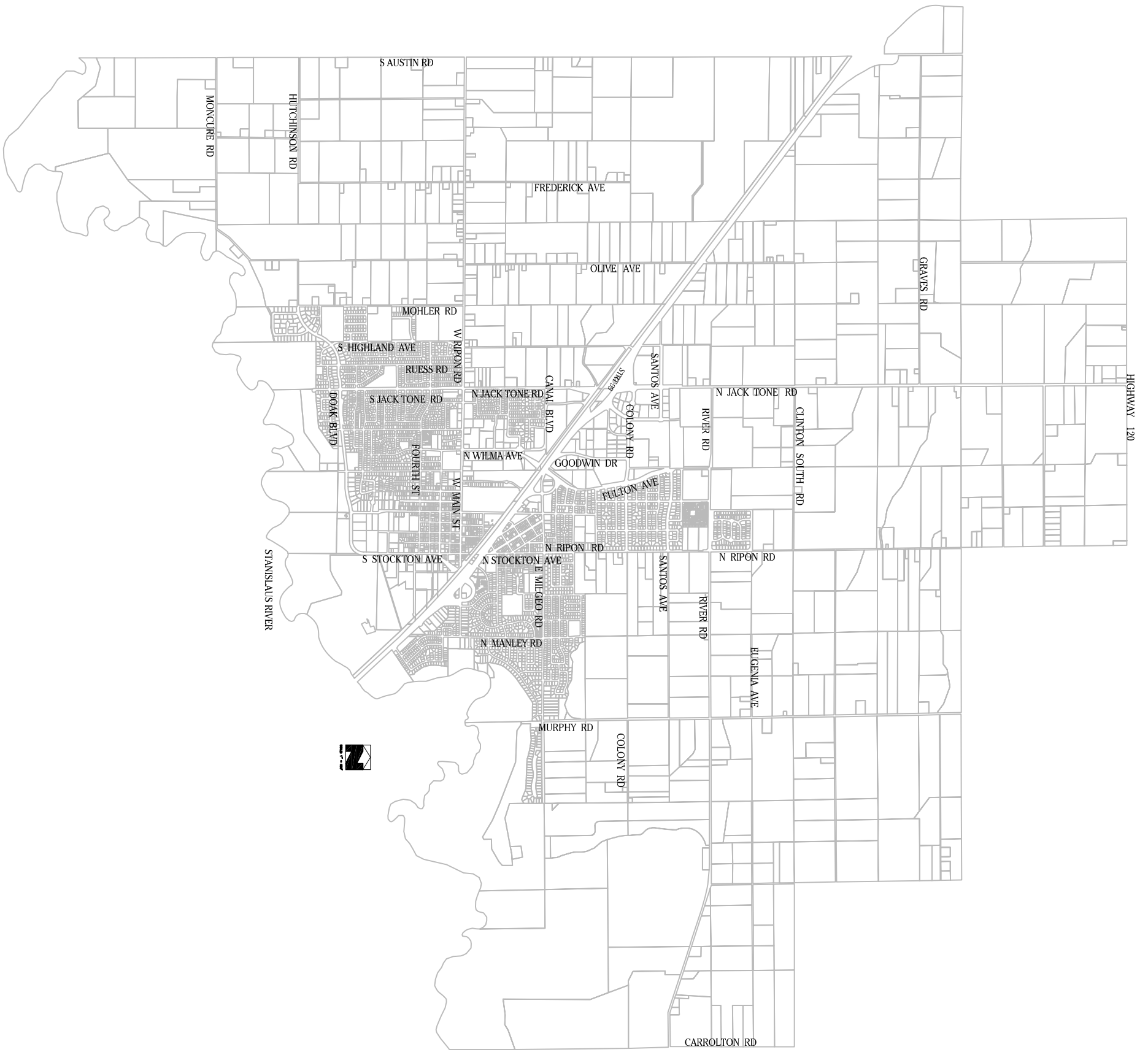
3.3 CIRCULATION SYSTEM

The general well being of Ripon, and any modern city, is dependent on its ability to transport people and goods efficiently and safely within, and through its boundaries. The network of highways, roads, and streets that move its residents and goods define, and simultaneously constrain the City itself. Mobility within and through Ripon is still easy because of its small size. Some aspects of its physical setting constrain future expansions of the City's transportation systems.

3.4 DESCRIPTION OF EXISITING CONDITIONS AND FACILITIES

Roads and Streets

Like any community, Ripon, has developed a road and street system that is the backbone of its transportation network. No matter the choice of method of transportation (auto, pedestrian, bicycle or transit) a traveler in Ripon will be following the roadway network. The system works to serve the needs of the existing community well. However, opportunities and constraints exist for the City's future. Both as an obstacle and an opportunity, State Route 99 bisects the community. The roadway network varies significantly on each side of the freeway, and there has not been a seamless meshing of the two. The southwest side is the older developed part of town with a common grid system for the most part. Most of the community activity is off West Main Street, with industrial and school activities located against the River or the Freeway while the Jack Tone Road corridor is rapidly becoming a major highway service center. The northeast side has developed with residential activity nestled between the old County pattern and commercial and industrial activity along the frontage road. *(Exhibit 3.1 shows the street network as it exists in 2005.)*

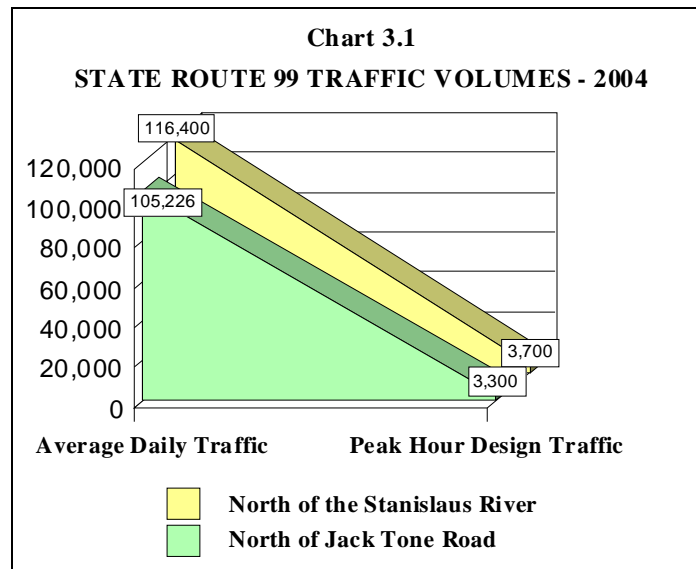


VOLUME I
 RIPON GENERAL PLAN 2040
 EXHIBIT 3.1 - EXISTING
 STREET MAP

The Freeway

State Route 99, Ripon's gateway to the rest of California, bisects the community as a six-lane freeway.

As shown in **Chart 3.1**, over 100,000 vehicles a day pass through Ripon. This is the most heavily traveled north-south route through the Central Valley connecting Northern and Southern California.



Source: T.Y. Lin International

The City's location contributes in large part to Ripon's population growth during the 1980s and 90s. Ripon is an attractive residential area for professionals working in Modesto, Stockton and the Bay Area. The easy access to the freeway system is probably a major factor in residential location decisions. The same factor could prove important for economic development opportunities for the City.

Crossing the Freeway

Physical limitations to travel between the northeast and southwest portions of the City are created by State Route 99, and the Union Pacific/Southern Pacific Railroad running parallel through the City. Transportation movements between northeast and southwest portions of the City are funneled onto three (3) overpasses. This has significant implications for the City's growth, internal communication, and safety. All three (3) connections span the freeway and the railroad tracks.

Two (2) of the roadways connecting the north and south parts of the City have limitations.

- *The Main Street over crossing is a route requiring at least two turns to cross the Freeway but provides full freeway access north and south.*
- *The Fulton Avenue over crossing is an interchange with northbound freeway access only, and is limited to two travel lanes crossing the freeway.*

However, the Jack Tone Road interchange is a dynamically designed facility which will serve large volumes of traffic, especially trucks, long into the future. It is the center-piece of a thriving highway service corridor focusing on highway motorists.

Crossing the Stanislaus River

State Route 99 is Ripon's only direct access southward across the Stanislaus River to Salida, Modesto, and other destinations to the south. A single southern crossing limits the City circulation system and restricts regional travel. (It can be closed by emergencies.) However, with the construction of the recently completed bike/pedestrian bridge over the Stanislaus River such users no longer need to use the SR99 Bridge.

Existing Circulation System

Main Street's function is to move traffic east to west. It provides access to residential, school, and park areas of the City on both sides of State Route 99. West Main Street has been reconstructed in the Downtown area, and widened between Wilma Avenue and Jack Tone Road as the result of development.

Milgeo Road is a minor collector, but its role is limited because of many driveways and intersections.

Doak Boulevard has been developed into a two-lane minor collector with a landscaped median from Mohler Road to Vera Avenue in the residential areas while turn lanes have been provided between Vera Avenue and S. Stockton Street in industrial districts. Eventually, Doak Boulevard will continue westerly and connect with Hutchinson and ultimately with Austin Road.

Colony Road is a minor arterial serving east to west traffic between North Ripon Road and Jack Tone Road interchange.

Santos Avenue is a minor arterial serving east to west traffic between North Ripon Road and Fulton Drive and Hoff Drive to Frontage Road.

River Road is a major arterial and the connection between N. Ripon and N. Jack Tone Road has been completed. It is anticipated that it will become an expressway in the future with westerly extension to a new interchange between Austin and Jack Tone Roads.

State Route 99 divides north-south travel, except at Jack Tone Road because of the State Route 99/Jack Tone interchange. North Manley Road, Fulton Avenue and Stockton Avenue/North Ripon Road are important north-south roads on the north side of the State Route 99. Jack Tone Road, Robert Avenue, Wilma Avenue and Stockton Avenue serve as north south collectors on the south side of State Route 99. Frontage roads provide access to highway and commercial service businesses on both sides of State Route 99.

Level of Service

To evaluate the operational characteristics of a roadway, a simple grading system is used that compares the traffic volume carried by a road with the capacity of that road. The ratio of the volume to capacity (volume/capacity) is an indicator of traffic conditions, speeds, and driver maneuverability. *(See Table 3.1)*

Roadway Classifications

Roads can be classified and defined several different ways, but the most commonly used approach is to characterize them by their function, that is, how they are used. *(See Table 3.2)*

Traffic Control Device Development Fees are being collected from residential, commercial and industrial development based upon the traffic each project is expected to produce. The fees will be used for traffic signals and other improvements when traffic volumes require.

Table 3.1 LEVEL OF SERVICE	
A	Conditions of free flow; speed is controlled by driver's desires, speed limits, or physical roadway conditions.
B	Conditions of stable flow; operating speeds beginning to be restricted; little or no restrictions on maneuverability from other vehicles.
C	Conditions of stable flow; speeds and maneuverability more closely restricted; occasional backups behind left turning vehicles at intersections.
D	Conditions approach unstable flow; satisfactory speeds can be maintained by temporary restrictions may cause extensive delays; little freedom to maneuver; comfort and convenience low; at intersections, some motorists, especially those making left turns may wait through one or more signal changes.
E	Conditions approach capacity; unstable flow with stoppages of momentary duration; maneuverability severely limited.
F	Forced flow conditions; stoppages for long periods; low operating speeds.

Traffic Patterns

Ripon has little in the way of traffic congestion. Most streets have plenty of capacity, and peak hours are not a serious issue. The heaviest amount of congestion is at State Route 99 especially during peak commute periods; State Route 99/Jack Tone Road interchange; and Colony and Santos intersections where heavy truck traffic leads to delays. *(The major intersections within the City, which are currently controlled by 4-way stops or signalization, are shown in Table 3.3.)*

Traffic Collisions

A motor vehicle striking another motor vehicle accounts for the largest number of reported collisions. The last fifteen years (1985 [17] to 2000 [28]) have shown an ever-increasing rate in these types of crashes. This is consistent with the growth of the City, but it is not a particularly high figure. While drawing conclusions from these numbers is difficult, there has been an increase in the number of collisions attributed to improper turns.

Bus and Rail Transit Service

Ripon owns a nine-passenger bus, operated by volunteers, used for transit service within the City and trips to Modesto.

Services are designed primarily for the elderly and disabled. On Thursdays the bus makes a round-trip to Modesto at a cost of \$1.00 per passenger. The number of riders has been quite small ranging from 400 to 600 passengers a year. Special trips are available at a cost of \$15.00 per passenger.

Presently San Joaquin Regional transit provides service from Ripon to other cities in San Joaquin County. No passenger rail stops are available in Ripon. Amtrak passenger services are found in Modesto, approximately 15 miles,

or Stockton, about 25 miles.

Commuter rail service is provided by ACE with the closest facility being located in Manteca.

Table 3.2 ROADWAY CLASSIFICATIONS		
Street Type	Description	Examples
Local	Low volume, two lane roads primarily permitting access to abutting residences and businesses and connecting to a higher order of roadways; usually narrow with limited traffic, and less than 1,000 vehicles per day.	Manor Drive, Camellia Court and Blossom Drive
Collector	Two lane roadways with vehicle volumes less than 10,000 vehicles per day that have access to driveways with homes or small businesses.	Fourth Street and Wilma Avenue south of West Main Street
Minor Arterial	Often two lane roads with limited access and higher rates of speed than collectors or local streets. Often designed to carry up to 20,000 vehicles a day and have signalized intersections.	West Main Street, Jack Tone Road, and Main Street over the freeway
Major Arterial	Characterized by two or more lanes of traffic with very limited access, high rates of speed and signalized intersections, and carrying more than 20,000 vehicles per day.	<i>Jack Tone Road north of Canal Boulevard in the future</i>
Expressway	High volume, two or more lanes of traffic with restricted access and controlled (possibly grade separated) intersections, and carrying more than 20,000 vehicles per day at relative high rates of speed.	<i>River Road and Olive Expressway in the future</i>
Freeway	Operated and maintained by the Department of Transportation (Caltrans), these facilities are designed as high volume, high speed facilities for intercity and regional traffic. Access to these roadways is limited.	State Route 99

The nearest Greyhound Bus stations are in Modesto or Manteca.



Single lane roundabout on Doak Boulevard

Table 3.3 EXISTING MAJOR INTERSECTIONS		
Four Way Stops	Roundabouts	Signalized Stops
West Main Street and Acacia Avenue	Doak Boulevard and Jack Tone Road	West Main Street and Jack Tone Road
West Main Street and South Stockton Avenue	Ruess Road and Jack Tone Road	West Main Street and North Wilma Avenue
Second Street and South Stockton Avenue	Colony Road and Fulton Avenue	West Main Street and Robert Avenue
Milgeo Road and Manley Road	Santos Avenue and Fulton Avenue	West Colony Road and North Jack Tone Road
East Main Street and Main Street Over Crossing	River Road and North Ripon Road	West Santos Avenue and North Jack Tone Road
North Stockton Ave and Milgeo Road	Wilma Avenue and Fulton Avenue	
Jack Tone Road and State Route 99 Frontage Road		
West Colony Road and Hoff Drive		

Bicycle Circulation

In October 1994, the City adopted its first ever Bicycle Route Master Plan (*Exhibit 3.2*), which proposed improvements that would initiate bicycle lanes, paths, and routes. A Bicycle Advisory Committee was established to conduct informational meetings and receive comments at public hearings. A City survey of bicycle users showed 170 bicycle trips to school sites plus various trips to the Senior Citizens Center, City Hall, and retail locations. The generally low traffic volumes makes bicycle riding a popular recreational activity in Ripon.

Today, the City is in the process of implementing some of the programs, and providing some of the improvements, outlined in the Master Plan. Currently, there are Class 1 bikeways along Santos Avenue, Hoff Drive, Jack Tone Road, Fulton Avenue, River Road and Colony Road on the north side of State Route 99 and along portions of Doak Boulevard on the south side of State Route 99. Class 2 bike lanes have been delineated on South Jack Tone Road from West Main Street to Doak Boulevard and along sections of Doak Boulevard.

Currently plans are underway to convert the Class 2 bike lane on Jack Tone Road between Doak Boulevard and Canal Boulevard to a Class 1 Bike lane.

In addition, a ‘bike bridge’ across the Stanislaus River at the end of Parallel Avenue has been erected to eliminate the safety concerns of pedestrians and bicyclists using the State Route 99 Bridge.

Off-Street Parking

Off-street parking is required by the Development Code for all development, including shopping centers, churches, schools, business and industrial users. In addition, off-street parking is required for civic and social activities where the number of people involved or the nature of the activities has a potential to cause traffic congestion and traffic safety problems.

Downtown where most of the properties are already developed without off-street parking, parking is provided by on-street diagonal parking spaces. A few private off-street parking lots or parking areas, and a 38-space City owned parking lot, found south of Main Street and west of Stockton Avenue, serves the Downtown area. Additionally, a new City owned parking lot containing 38 off-street parking spaces is currently under construction at North Stockton Avenue and South Frontage Road, north of Main Street.

Parking demands on average weekdays are satisfied by these parking facilities. The Main Street reconstruction project added parking for the Downtown area by converting parallel stalls to diagonal stalls. Concern remains that parking will become a problem because some parking congestion is still being experienced at the east end of Main Street, and the City has taken some interim steps to relieve the problem by making minor improvements along the Union Pacific railroad tracks between Industrial and North Stockton Avenues. The City has leased a parking lot on Industrial for additional Downtown parking and a park and ride lot from the now departed Nestlé's coffee plant.

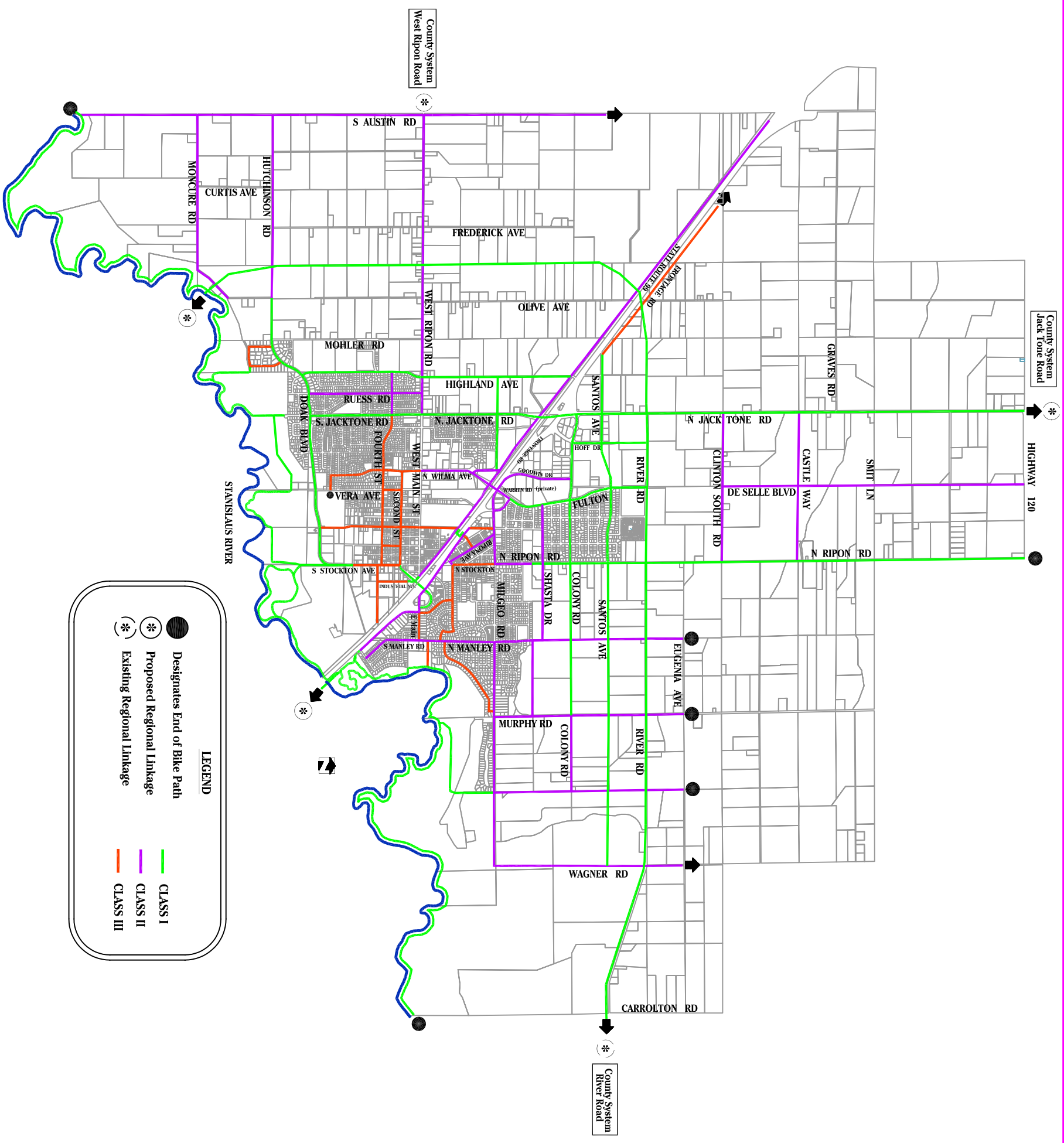
Air Transportation

While there are no airfields within the Ripon Planning area, there are five (5) within a moderate commute distance.

STOCKTON METROPOLITAN AIRPORT located fifteen (15) miles to the north presently does not have any commercial air passenger service, but it does have airfreight and general aviation services.

MODESTO AIRPORT, about ten (10) miles to the south, has limited commercial passenger service plus airfreight and general aviation.

SAN FRANCISCO INTERNATIONAL, OAKLAND INTERNATIONAL, and SACRAMENTO INTERNATIONAL are the nearest large airports serving Ripon residents with long distance or international flights.



LEGEND

- Designates End of Bike Path
- * Proposed Regional Linkage
- (*) Existing Regional Linkage

- CLASS I
- CLASS II
- CLASS III

VOLUME I
RIPON GENERAL PLAN 2040
EXHIBIT 3.2 - BIKE PLAN
MAP

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3.5 FUTURE CIRCULATION AND/TRANSPORTATION

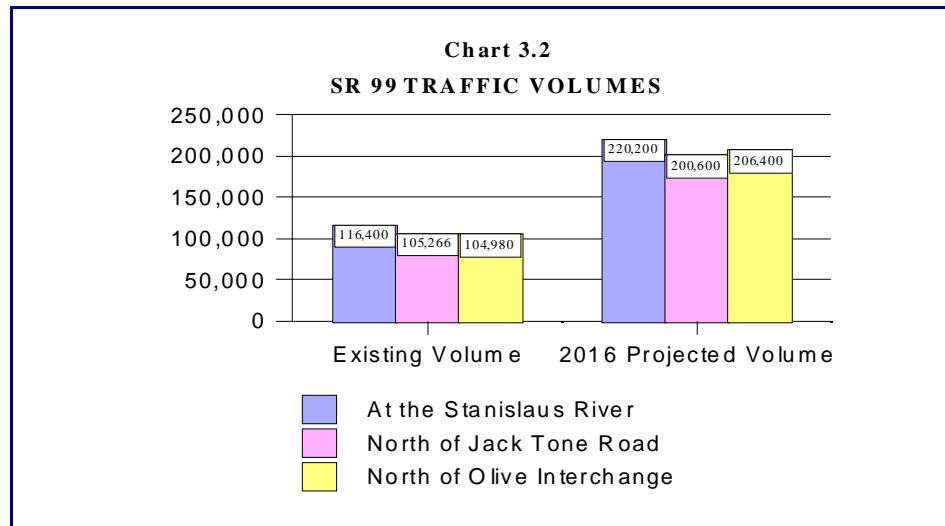
Road and Streets

Ripon will provide roads, streets, and programs to manage anticipated traffic volumes. The roadway network will continue to serve as the backbone of the transportation system, but will be asked to do several things in the coming years. *(Exhibit 3.3 shows the future circulation system.)*

The Freeway - State Route 99

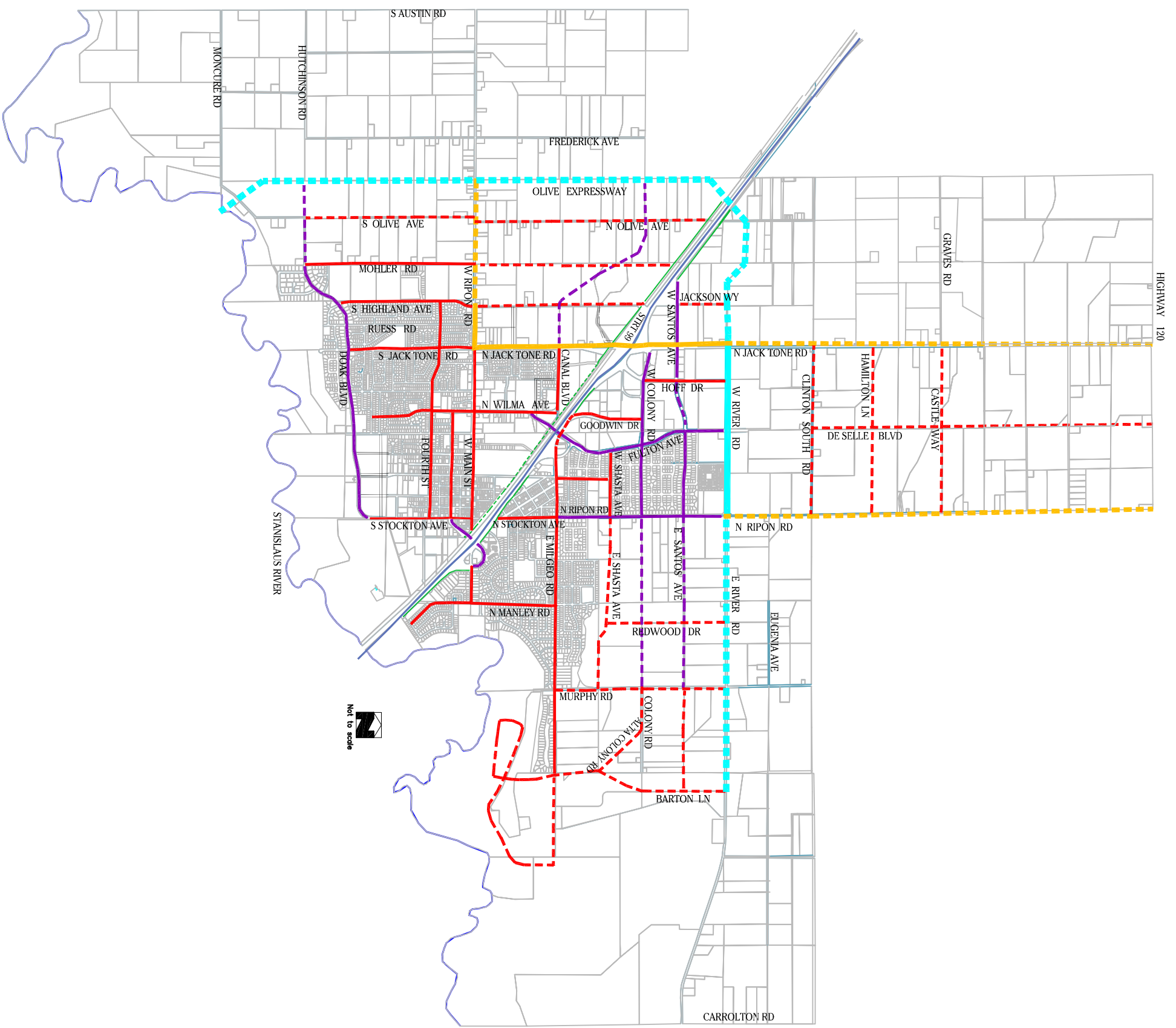
State Route 99 was widened to six lanes in 1998 from the Milgeo off ramp to State Route 120, but the numbers in *Chart 3.2* suggest the Freeway will need eight lanes. San Joaquin County 2020 Regional Transportation Plan, as it is adopted, does not include this widening. If it is not widened, this segment of State Route 99 will operate at, or near capacity, with low operating speeds on both a daily and an average peak hour basis. *(Traffic volumes on State Route 99 are projected to increase as shown on Chart 3.2.)*

Source: T.Y. Lin International



Freeway access to and from Ripon are provided by the Main Street and Jack Tone Road interchanges for north and southbound traffic, and at the Fulton overpass for northbound traffic. The Fulton and Main Street interchanges have little capacity for storing vehicles from the northbound State Route 99 side of the Freeway. Additional storage capacity will be needed. The ramps at the Main Street interchange on the southbound side of the Freeway should operate within acceptable limits. A new interchange at Olive Avenue and State Route 99 is recommended and currently being studied.

The State Route 99 and Jack Tone Road interchange has been reconstructed. Improvements included lengthening the ramps and the addition of another lane of storage and two northbound ramps which increases capacity and enhanced access to and from state Route 99.

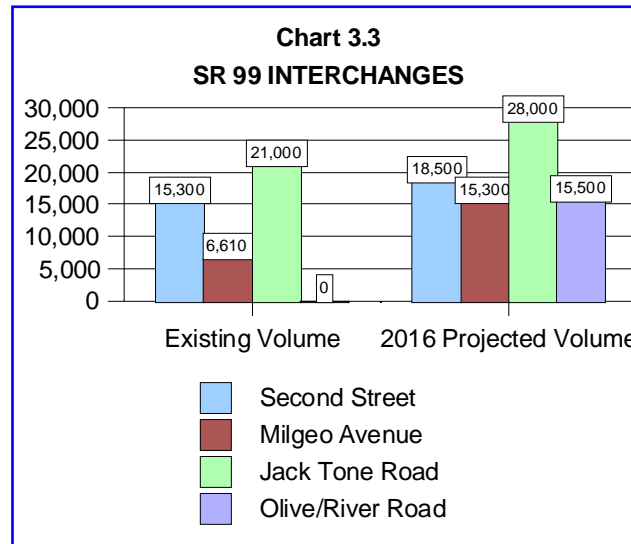


- LEGEND**
- Freeway
 - Major Arterial (140' R.O.W.)
 - Minor Arterial (102' R.O.W.)
 - Expressway (84' to 140' R.O.W.)
 - Collector (70' to 84' R.O.W.)
 - Frontage (50' to 70' R.O.W.)
 - Local Street (60' to 74' R.O.W.)
 - * Future Shown as Dashed

VOLUME I
RIPON GENERAL PLAN 2040
EXHIBIT 3.3
CIRCULATION SYSTEM

Additional capacity at the Main Street interchange on and off-ramps will be reached by intersection modifications at East Main Street.

An Olive Expressway will be constructed to State standards, and will likely be a diamond configuration, though that will be determined in the environmental and design process. *(Chart 3.3 shows the anticipated total daily averages for these interchanges.)*



Source: City of Ripon Traffic Counts (2003)

A recent feasibility study has determined that an Austin Interchange and an Olive Expressway Interchange will be needed to serve future development between existing Jack Tone Road and existing Austin Road.

Crossing the Freeway

Projected traffic volumes for the interchanges at Jack Tone Road and the one proposed at Olive and River Roads will handle a sizeable amount of newly generated traffic within the City. Jack Tone Road interchange has been completed with four through lanes and full freeway access to State Route 99. The Olive Road over crossing may not need four lanes for the short term, but it should be constructed with four lanes to adapt to potential growth in the area. Turn lanes will be necessary to handle movements at the ramp intersections assuming a standard diamond interchange is built.

The Main Street interchange will not have to be widened because its existing four lanes will handle the anticipated volumes. Stockton Avenue and East Main Street intersections will need to be monitored. The East Main Street intersection may have to be modified with new intersection controls.

The Fulton Avenue over crossing will have to be widened to accommodate the four lanes to the north and south.

Reconstruction of the Jack Tone Road interchange provides the added value of giving Ripon no at grade railroad crossing of any street except spurs serving industrial sites. This is a major boom for the community by improving emergency response time, roadway congestion and safety.

Crossing the Stanislaus River

Two additional automobile lanes have been added to the State Route 99 crossing, however even with six lanes, the Freeway will operate with conditions approaching unstable, but with bearable speeds.

Since there is no present alternative in the Ripon area to crossing the Stanislaus River, this Plan proposes a new four-lane structure across the River at Olive Avenue connecting to Gates Road in Stanislaus County. While a four-lane road is not required by the projections developed in this Plan, the structure should be geared to serve the area well beyond the life of the General Plan. The bridge will provide a detour for traffic delayed by incidents on State Route 99, improve emergency services, improve regional circulation, and create another connection between San Joaquin and Stanislaus Counties.

Moving East and West in Ripon

Several new east-west arterial and collector roadways are proposed by this Plan.

On the south side of the freeway, Second Street and Main Street will continue to serve their traditional function with significant changes only to Main Street. adding a lane in each direction west of Jack Tone Road.

Doak Boulevard will be extended westerly to intersect with the Olive Avenue expressway.

Two (2) new roadways, Canal Boulevard and South Frontage Road, will be needed to serve east to west movement south of State Route 99.

Canal Boulevard will connect S. Jack Tone Road with Olive expressway and serve commercial, retail, and residential traffic. It can be constructed as a four-lane collector, but left turn lanes will be necessary, particularly at the connection to the South Frontage Road. This roadway will serve as a connector for truck traffic between Jack Tone Road and the industrial area at the southeast end of the City.

Garrison Way will parallel the Freeway. East of Olive Avenue it will serve traffic as an alternate route to the downtown and industrial areas of the City. At Olive Avenue the frontage road will carry traffic west towards the Austin Road interchange. At this time, it is anticipated that the South Frontage Road will only need to be two lanes in width with occasional turn pockets for traffic circulation. Extensive intersection work at Olive Avenue and Austin Road is anticipated with both locations likely to require signalization.

On the north side of the State Route 99, an extensive new system of roads is currently being developed. Shasta Road, Colony Road, Santos Avenue and River Road, connecting with the newly constructed/realigned Fulton Avenue (a north/south road currently being developed), all serve vital east/west traffic circulation needs.

Shasta Road will be a minor collector with limited access and will carry approximately 10,000 vehicles per day at its intersection with Fulton Avenue. Shasta can function as a two-lane undivided road with access controls at Fulton Avenue, North Ripon Road, and Murphy Road.

Colony Road serves both as a collector and major arterial. East of Fulton Avenue, Colony Road collects local traffic. West of Fulton Avenue, it carries largely commercial traffic from State Route 99 to Jack Tone Road.

Santos Road, like Colony Road, serves many of the same functions. It carries traffic from the residential areas of the northern part of the City to Jack Tone Road. Santos Avenue currently functions as a two-lane collector east of Fulton Avenue and is identified as a major arterial west of Fulton Avenue to accommodate commercial traffic.

River Road will serve the northern part of the City as a six-lane expressway collecting traffic destined for Jack Tone Road, the Olive Avenue Expressway, and points east. River Road will serve a larger regional function carrying traffic

from Escalon, Riverbank, and Oakdale.

Further to the north, Clinton South Avenue and the extension of Graves Road will serve as minor collectors. *(Table 3.4a details the existing and projected 2040 traffic volumes for those roadways traveling east and west).*

Table 3.4a East – West Traffic Volumes		
Street	Existing Volumes	2040 Projected Volumes
Doak Boulevard (West of South Jack Tone Road)	705	5,458
Fourth Street (West of South Acacia Ave)	1,339	5,423
Second Street (Main Street Interchange)	15,105	22,046
West Main Street (West of North Wilma Ave)	6,860	6,469
Canal Boulevard (East of North Jack Tone Road)	N/C	4,217
Garrison Way (West of North Jack Tone Road)	N/C	8,932
Milgeo Road (West of North Manley Road)	5,535	2,948
Shasta Avenue (North Ripon Road to Fulton Avenue)	N/C	2,209
Colony Road (North Ripon Road to Fulton Avenue)	N/C	3,769
Santos Avenue (North Ripon Road to Fulton Avenue)	N/C	7,710
River Road (East of North Jack Tone Road)	N/C	33,319
N/C: No Current Data		

Source: T.Y. Lin International

Moving North and South in Ripon

North-south traffic roadways in Ripon will be North Stockton Avenue (North Ripon Road), Fulton Avenue, Murphy Road, Jack Tone Road and the Olive Avenue Expressway.

North Ripon Road will develop as a four lane divided road north of Milgeo, while, north of Clinton South Avenue, it can function as a two-lane roadway with turn pockets during this planning period, but right-of-way must be reserved for its future. North Stockton Avenue south of Milgeo Road will experience a slight increase in traffic with the majority of the traffic traveling to the downtown area diverting to Fulton Avenue.

Jack Tone Road will be a six-lane divided roadway with turn pockets at intersections between State Route 99 and River Road. North of River Road, Jack Tone Road will be four lanes with turn pockets. Traffic signals at the intersections of Colony Road and Santos Avenue have been installed to maximize traffic flow during peak hours. The intersection at River Road and Jack Tone Road will have some sort of intersection control, alternatives for this intersection control will be analyzed and evaluated as plans for this intersection are developed. South of State Route 99 Jack Tone Road could function with four lanes with turn lanes, although it will experience unstable traffic flow near State Route 99 by 2016. *(Table 3.4b details the existing and projected 2040 traffic volumes for those roadways traveling north and south).*

Table 3.4b North – South Traffic Volumes		
Street	Existing Volumes	2040 Projected Volumes
North Ripon Road (North of Milgeo)	3,577	5,677
North Wilma Avenue (South of State Route 99)	6,154	13,884
Fulton Avenue (South of River Road)	N/C	8,553
North Jack Tone Road (South of Santos Ave)	15,458	23,117
North Jack Tone Road (South of Frontage Road)	9,662	16,243
Olive Expressway (Garrison Way to West Ripon Road)	N/C	16,434
Olive Expressway (River Road to State Route 99 Interchange)	N/C	24,590
South Stockton Ave (Main Street to Second Street)	5,465	6,469
North Manley Road (North of East Main Street)	5,535	13,586
Murphy Road (North of East Milgeo Road)	2,681	8,822
N/C: No Current Data		

Source: T.Y. Lin International

Fulton Avenue will ultimately be a four lane divided roadway. Intersections with Colony and Santos have roundabouts while the intersection at River Road will have intersection controls.

Ripon's 2040 Roadway Network

FREEWAY

- State Route 99

EXPRESSWAY

- Olive Expressway
- River Road

MAJOR ARTERIAL

- Jack Tone Road (*Canal Boulevard to Highway 120*)
- River Road (*Olive Road Interchange to Murphy Road*)

MINOR ARTERIAL

- Jack Tone Road (*West Main Street to Canal Blvd*)
- West Main Street (Jack Tone Road to Stockton Avenue) and West Ripon Road. (Olive Expressway to Jack Tone Road)
- Main Street Over crossing (*Stockton Avenue to East Main Street*)
- State Route 99 Frontage Road North (*Austin Road to River Road*)
- Santos Avenue (*Frontage Road North to Fulton Avenue*)
- Fulton Avenue (*Arc Way to River Road*)
- Wilma Avenue (*West Main Street to Canal Boulevard*)
- Colony Road (*Jack Tone Road to Fulton Avenue*)
- North Ripon Road (Milgeo Avenue to Highway 120)
- Canal Boulevard (*Jack Tone Road to N. Highland Avenue*)

COLLECTORS

- Stockton Avenue and Doak Boulevard (*Second Street to Olive Avenue*)
- Stockton Avenue (*North Frontage Road to Milgeo Ave*)
- Manley Road (*East Main Street to Milgeo Avenue*)
- Jack Tone Road (*West Main Street to Doak Boulevard*)
- Highland Avenue (*Doak Boulevard to Canal Boulevard*)
- Garrison Way (*S. Stockton Avenue to Olive Avenue*) (*West Main Street to the Stanislaus River*)
- Second Street (*Wilma Avenue to Stockton Avenue*)
- East Main Street (*State Route 99 to Manley Road*)
- Wilma Avenue (*West Main Street to Seventh Street*)
- Shasta (*Murphy Road to Fulton Avenue*)
- Santos Avenue (*Murphy Road to Fulton Avenue*)
- Clinton South Avenue (*North Ripon Road to Jack Tone Road*)
- Graves Road (*North Ripon Road to Jack Tone Road*)

While it has always been Ripon's desire to provide for a Level of Service C, by today's standards this is a high level of service for roadways. Level of Service C is when conditions of traffic flow are stable, operating speeds and maneuverability are sometimes restricted and occasional backups occur behind left turning vehicles at intersections. Therefore, the City has to reluctantly lower the standard to Level of Service D. Level of Service D maintains satisfactory speeds but temporary restrictions may cause extensive delays and little freedom to maneuver. Some drivers, especially those making left turns, may have to wait through one or more signal changes.

Moving Around in the Ripon Area

Ripon's traffic focus in the year 2020 will be shared between the existing downtown to Jack Tone Road. This is the result of expanded employment opportunities in commercial and industrial activities near State Route 99. Traffic conditions on most streets south of the Freeway and east of Jack Tone will remain similar to today's circumstances or increase modestly. Significant changes will be the addition of Canal Boulevard to connect Jack Tone. In addition the construction of South Frontage Road will act as a frontage Road serving trucks between the industrial areas to the Jack Tone interchange, and eventually the Olive Road interchange.

Traffic on Jack Tone Road will increase dramatically and at the interchanges, and there will be a need for traffic controls. Otherwise, conditions on Ripon areas south of the freeway will not change very much.

Changes in the north will be noticeable, as Jack Tone Road becomes a busy arterial. A high percentage (25%) of trucks will increase concerns along Jack Tone. Ripon's interchanges will serve regional plus local functions.

INTERSECTION CONTROL MEASURES WILL BE DETERMINED AS CONDITIONS DICTATE. CONTROL MEASURES CAN BE IN THE FORM OF SIGNALIZATION OR ROUND-A-BOUTS. THOSE MAJOR INTERSECTIONS LIKELY TO BE REQUIRED TO HAVE INTERSECTION CONTROLS ARE:

- East Main Street and Main Street Over crossing/ Northbound State Route 99 Ramps
- Fulton Avenue and River Road
- Jack Tone Road and River Road
- Jack Tone Road and State Route 99 Ramps
- Jack Tone Road and Canal Boulevard
- Milgeo Road and Arc Way/State Route 99 Ramps

- Olive Avenue and State Route 99
- W. Santos Avenue and Jack Tone Road
- Main Street Over crossing and Southbound State Route 99 Ramps
- Shasta Avenue and North Ripon Road
- South Stockton Avenue and Main Street Over crossing
- Stockton Avenue and Main Street
- Fulton Avenue and Arc Way
- N. Ripon Road and River Road
- Santos Avenue and N. Ripon Road
- W Colony Rd and Fulton Avenue
- W Santos Avenue and Fulton Avenue
- S. Jack Tone and Doak Boulevard
- Ruess Road and Doak Boulevard

Ripon traffic model has produced some street segment improvements if the Olive Avenue/State Route 99 interchange is constructed. The Circulation and Transportation Appendix contains those improvements.

Structures proposed for construction by this document are: Olive Avenue Bridge over the Stanislaus River, Olive Avenue and River Road interchanges at State Route 99, and reconstructed Fulton Avenue interchange and over crossing at State Route 99.

Intercity Transit

The City of Ripon will provide public transit services to meet the needs of its population, and to encourage fewer automobile trips. The transportation disadvantaged, specifically the elderly and physically disabled, have been targets of the existing public transit program and will continue to be priorities for the City. The public component to the existing service will be expanded gradually to provide internal city trips for commute, academic, recreational and shopping trips. By the year 2016, the City's current transit service may no longer be a volunteer driver service, but will have professional drivers with a larger vehicle fleet serving daily trips over expanded hours. The service may also involve some limited fixed route service during peak hours to meet an expanded intercity commuter population.

As an example, Tracy's transit service when it was a city of 25,000 provided a model of a transit program to serve Ripon's potential needs. At the time, Tracy ran six, twelve passenger minibuses on a demand response (dial-a-ride) basis. Tracy Trans, as it was called, carried 30,000 to 35,000 passengers a year. The system was designed strongly to serve the disabled, the elderly, and youth. The demographics of Tracy ten years ago were different from those projected for Ripon because the Ripon of 2016 will have a stronger employment base and more urban characteristics. This, along with the City's own efforts to mitigate for air quality concerns and reduce congestion during peak hours would argue for a component of the system to serve employment sites.

The value of transit, as compared to roadways, is the capital equipment in transit can be moved from site to site to respond to the changing needs of the community. By comparison, a roadway is fixed so it cannot simply be moved. Because of this flexibility with transit, the City should be prepared to invest in this service as demand warrants, and as its policies dictate. For illustrative purposes, the following public transit service would fit these needs. It could be that Ripon will not grow to the point in 2016 that this extent of service is needed. In such a case, the capital and operations would be less.

- *Ripon Transit Capital Needs: Six, 15-passenger minibus fleet*
- *Ripon Transit Operations Needs: Demand Response System Fixed Route, Peak Hour Component Weekday*

Service, 7:00 a.m. to 7:00 p.m.

Intracity Transit

Presently, the City provides a general-purpose dial-a-ride service with a 9-passenger bus. The service, which goes to Modesto one day a week primarily for medical appointments and shopping, is operated by volunteer drivers and is limited to the disabled and senior citizens. Additionally, SJRTD continues to provide a fixed route service to Ripon and the surrounding area. By the year 2016, Ripon will be experiencing significant increases in demands for commuter service. The San Joaquin Council of Governments Regional Transit Systems Plan recently initiated regional transit service for Ripon by SJRTD on a Stockton-Manteca-Ripon- route. The service provides a weekday route for commuters and shoppers alike, on a fixed route system with stops on the north and south sides of the community.

Train Service

While an intracity passenger rail stop serving the community is desirable, future rail service rests in the hands of the State of California. Presently, rail service is provided by AMTRAK on the Valley line by stations in Modesto and Stockton. Local commuter service is provided by ACE, a rail line between Stockton, and San Jose with a station in Manteca.

Park and Ride Lots

Park and ride lots to serve the Ripon Planning Area's commuters will continue to be provided at the current Industrial Avenue location, as well as a possible future one near the Olive interchange. Anticipated capacity in both locations will be fifty (50) vehicles.

Bicycle Circulation

A Bicycle Route Master Plan for the area has been adopted by the City. It is a Plan that seeks to take advantage of Ripon's size and short distances to encourage bicycles as alternative transportation to the automobile.

Air Transportation

Air service to Ripon will continue to be supplied by the Stockton Metropolitan Airport and the Modesto Airport. The City supports a regional airport for the Stockton-Modesto area to help improve passenger service.

VOLUME I - CHAPTER FOUR

COMMUNITY HEALTH

AND SAFETY



4.1 INTRODUCTION

This Chapter focuses on issues that must be considered in the physical development of the Ripon Planning Area and sets policy direction. Environmental conditions that have the potential to affect the community adversely include flooding, fire, geological and seismic hazards. Additional issues of concern to the City are personal safety and management of hazardous materials.

Hazards are natural or man made conditions that have the potential to threaten life, cause injury, or damage property. Disasters are specific events resulting from interaction between hazards and human populations. Through investigation of hazard risk and careful land use planning to reduce or restrict development in high risk areas, the potential for disaster can be reduced. Development siting, design considerations, and emergency preparedness can reduce, if not eliminate, risks of hazards to the Ripon Planning Area.

Safety is a required topic of the General Plan, and is consistent with the other chapters of the Ripon General Plan Update.

Consistency with State Planning Law

State legislation requires that a safety analysis, be adopted by counties and cities as part of their general plans. That legislation also permits cities to adopt portions of the County General Plan Safety Element that pertains to their City for addressing the requirement for a local Safety Element.

This approach is used by including Goal I of the Community Health and Safety Goals and Policies for seismic, geological, and flood hazards.

The function of this chapter is to identify hazards due to seismic and geological activity, fire, flooding, and noise, and propose measures to protect the community against these hazards. This document is designed to fulfill these requirements.

THE HAZARDS CONSIDERED IN THIS ELEMENT ARE:

Seismic - including faulting, ground shaking, liquefaction, and seiches

Geological - including subsidence, erosion, expansive soils, and landslides

Fire

Flood

Emergency services

Eliminating all risks is not possible due to natural hazards. Steps can be taken to reduce risk, however, these measures may each carry a cost. In this chapter, an attempt has been made to balance the damaging potential of

natural hazards against the costs of mitigating these hazards.

4.2 GOALS AND POLICES

GOAL A: PREVENT LOSS OF LIVES, AND PROPERTY DAMAGE DUE TO GEOLOGICAL HAZARDS.

Policy A1. Require preparation of geological reports or engineering reports for development located in areas of suspected significant geological hazards.

Policy A2. In cooperation with state and local emergency service agencies, the City of Ripon will prepare and maintain a Community Emergency Preparedness Plan.

Policy A3. The Department of Public Works shall maintain maps and records which delineate areas known to be affected by site-specific geologic hazards.

Policy A4. The Ripon General Plan shall be amended to incorporate data and/or analysis provided by the State Mining and Geology Board pursuant to the Seismic Hazard Mapping Act.

GOAL B: PREVENT LOSS OF LIFE, AND PROPERTY DAMAGE DUE TO THE COLLAPSE OF BUILDINGS AND CRITICAL FACILITIES, AND THE DISRUPTION OF ESSENTIAL SERVICE IN THE EVENT OF AN EARTHQUAKE.

Policy B1. The City will not approve any change in use to higher occupancy or more intensive use in unreinforced masonry structures constructed before 1940 until an engineering evaluation of the structure has been conducted and all structural deficiencies are corrected.

Policy B2. Enforce building codes and City ordinances regarding earthquake protection.

Policy B3. Encourage the Ripon Consolidated Fire District's efforts to provide adequate resources (facilities, apparatus, equipment and personnel) needed to service development. Specifics such as numbers and locations of stations, staffing levels of apparatus and stations, service levels and response times are as defined in the Ripon Consolidated Fire District Strategic Plan, originally developed by 9-1-1 Consulting. This plan will be periodically updated by the District to ensure its appropriateness.

GOAL C: PREVENT LOSS OF LIVES, INJURY, AND PROPERTY DAMAGE DUE TO FLOODING.

Policy C1. Continue to participate in the National Flood Insurance Program. To this end, the City will enforce local regulations according to standards adopted by the Federal Emergency Management Agency.

Policy C2. Prohibit the construction of buildings within the 100-year flood plain.

Policy C3. Construction in the vicinity of existing levees should be coordinated with the responsible maintenance agency to ensure that structures, ponds, or water applications do not result in weakening of the flood control structures. Such areas will be designated 'special study' districts, and must comply with the provisions of that district.

GOAL D: PREVENT LOSS OF LIFE, INJURY, AND PROPERTY DAMAGE DUE TO WILD LAND AND URBAN FIRES.

Policy D1. All new non-residential development will be equipped with automatic interior sprinkler systems to meet the Uniform Building Code.

Policy D2. Encourage the Ripon Consolidated Fire District to maintain a regular program of fire inspection for existing commercial and industrial buildings. Involve the District at the planning stage of new development to ensure

appropriate life safety and fire issues are addressed.

Policy D3. Require that the construction of new roads and streets be adequate as to width and turning radius to simplify access by firefighting apparatus. Plans for new streets will be submitted for review and comment to the Ripon Consolidated Fire District.

Policy D4. All development will be required to meet the minimum fire flow rates specified by the City's Fire Code.

Policy D5. Enforce building and fire codes and City ordinances regarding fire protection.

Policy D6. Support the Ripon Consolidated Fire District in the establishment and adjustments of fees and/or funds collected from new development for capital facilities, apparatus, and equipment required to mitigate the impact of new growth.

GOAL E: TO PREVENT CRIME AND PROMOTE THE PERSONAL SECURITY OF RIPON RESIDENTS.

Policy E1. The Ripon Police Department will continue to promote neighborhood security programs and provide crime prevention training for neighborhood groups and associations.

Policy E2. The City will promote personal security when reviewing the design of development.

Policy E3. Encourage the participation of local citizens in the Volunteers in Police Service (VIPS) Program, Police Reserves, and the Technical Reserves.

GOAL F. TO PROVIDE SATISFACTORY LEVEL OF POLICE SERVICE.

Policy F1. The City will try, through adequate staffing and equipping, to maintain the minimum feasible police response times for police calls for service. Depending on available revenue and demographics, the City should use 1.5 sworn officers per one thousand population as its 'target' ratio.

Policy F2. The City will continuously monitor response times.

GOAL G: TO PROTECT CITY RESIDENTS FROM THE EFFECTS OF HAZARDOUS MATERIALS.

Policy G1. City approvals of all development will consider the potential for the production, use, storage, and transport of hazardous materials, and its associated impacts upon any and all Hazardous Material Teams.

Policy G2. Within its authority, the City will regulate the production, use, storage, and transport of hazardous materials to protect the health of Ripon residents.

Policy G3. The City shall conduct audits of its own hazardous materials use and storage to ensure that City-owned materials are properly stored and marked, and that, City employees responsible for the storage, use and transport of Hazardous materials are properly trained and certified.

GOAL H: TO PROVIDE CITY EMERGENCY PROCEDURES THAT ARE ADEQUATE IN CASE OF POTENTIAL NATURAL OR MAN MADE DISASTERS.

Policy H1. The Police Department will maintain and periodically update the City's Emergency Response Plan. As part of the periodic update, the City will review County and State emergency response procedures that must be coordinated with City procedures.

Policy H2. The City will conduct periodic emergency response exercises to test the effectiveness of City emergency response procedures.

GOAL I: SUPPORT AND RECOGNIZE THE REQUIREMENTS OF THE SEISMIC, GEOLOGICAL AND FLOOD HAZARDS COMPONENTS OF THE SAN JOAQUIN COUNTY GENERAL PLAN PUBLIC HEALTH AND SAFETY ELEMENT.

Policy I1. The Seismic, Geological and Flood Hazard Components of the San Joaquin County General Plan Public Health and Safety Element are incorporated by reference to this Chapter of the General Plan and can be found in Volume III (Technical Appendices) accompanying this document.

GOAL J: PROTECT RESIDENTS FROM HEALTH HAZARDS AND ANNOYANCE ASSOCIATED WITH EXCESSIVE NOISE LEVELS.

Policy J1. To require noise buffering, barriers, and/or setbacks as construction techniques in developments in the proximity to the highway, railroad, or major streets as required to maintain City noise standards.

Policy J2. To control noise sources in residential neighborhoods by restricting through truck traffic to designated truck routes.

Policy J3. To require analysis of potential noise from developments and require mitigating measures to reduce noise impacts to adopted City noise standards.

Policy J4. To examine any source of noise projected at or above 70 dB at 50 feet for compatibility with existing or projected planned neighborhood land use before granting a rezoning or conditional use permit.

Policy J5. Develop a community noise ordinance.

Policy J6. The Land Use Compatibility Standards set forth in General Plan *Table 4.1* are the adopted noise standards of the City of Ripon.

Policy J7. To minimize the duration of heavy equipment operations in the vicinity of residential uses or other sensitive noise receptors, especially during evening and early morning hours.

Policy J8. Coordinate with and encourage Caltrans to install sound barrier walls along sections of State Route 99 affecting residential uses.

4.3 SEISMIC, GEOLOGICAL, AND FLOOD HAZARDS

Seismic and Geological Hazards

No known seismic or geological faults are found in the Ripon Planning Area. The nearest faults are the Tracy-Stockton Fault and a small buried fault that extend south from Banta to Stanislaus County. These faults have no surface trace and have not had any movement over the last three million years. *Figure 4.1 is a map compiled for the San Joaquin County General Plan (adopted July 1992) which shows that such hazards do not exist in the Ripon Planning Area.*

Active or potentially active faults such as the Calaveras Fault, Hayward Fault, Green Valley-Concord Fault, the Midland Fault and the San Andreas Fault are also shown on the Map.

Like any other place in the Valley, the area could be affected by earthquakes along faults in other parts of the

region and elsewhere in California. Recorded earthquakes from outside the Ripon Planning area have produced ground shaking in and around the City.

A maximum intensity earthquake could cause considerable damage in ordinary structures. Most injuries, loss of life and property damage during earthquakes result from structural failures due to ground shaking. Damage from ground shaking is a combined function of the structural integrity of the buildings before the earthquake, and the quality of soils or bedrock underlying the buildings.

Older structures generally were not built to withstand the lateral stress imposed by the ground shaking of a major earthquake. Generally, the older the structure, the less likely it is to resist an earthquake. This applies particularly to buildings having walls of reinforced brick held together by sand lime mortar, and usually to all multi storied buildings that do not have steel reinforcements.

Flooding Hazards

Flooding is one of the costliest natural hazards in California. In the Ripon area the problem of flooding, defined as breaching of the banks of a natural water course, is limited to property along the Stanislaus River. Completion of the New Melones Dam has significantly reduced the chance of damage along the flood plain of the River. The older parts of the City have never been known to flood. (*Exhibit 4.1 shows the 100 Year Flood area in the Planning Area.*)

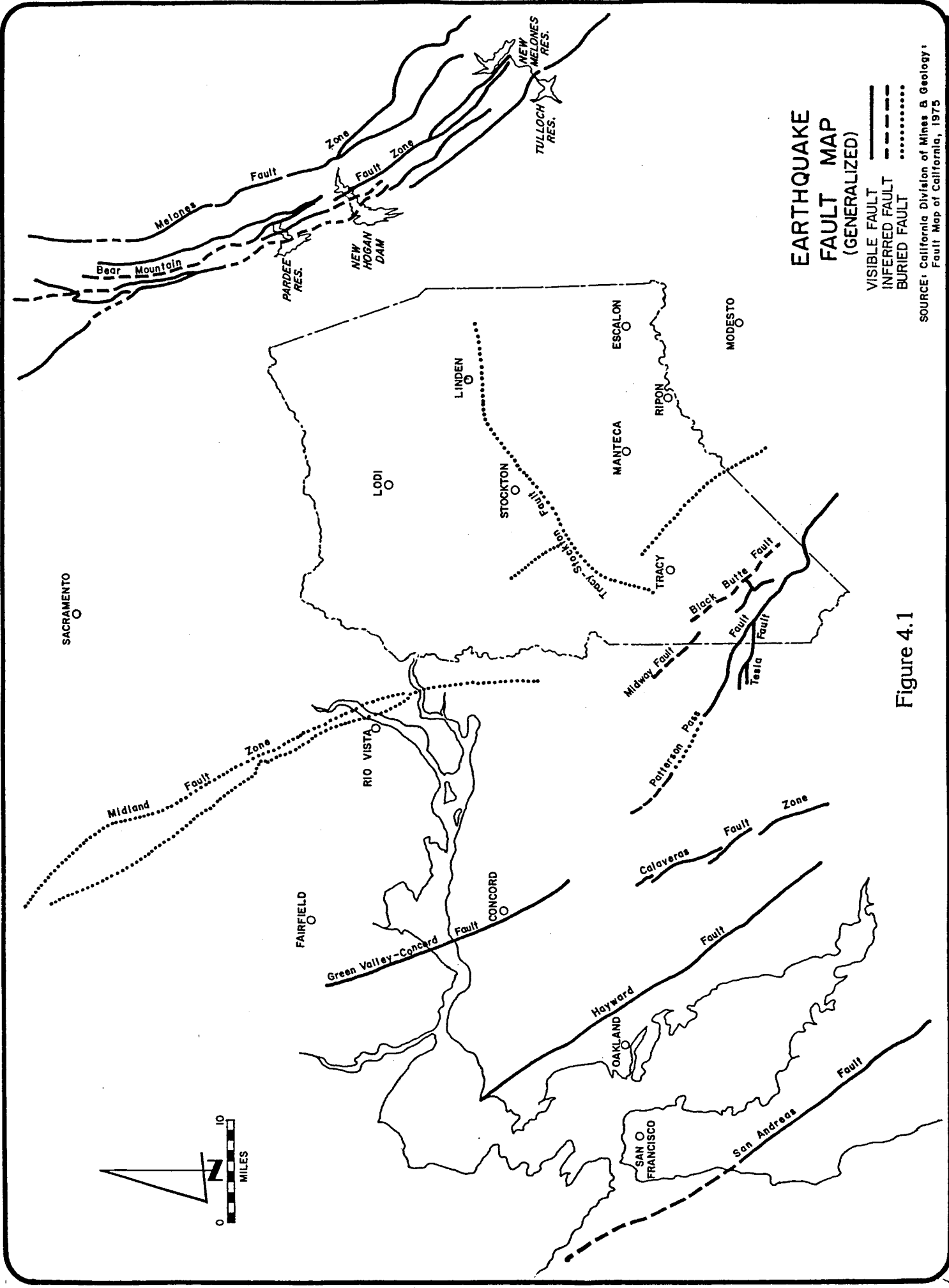
Programs for reducing flood losses include structural and non-structural approaches, some directed at preventing floods, and others controlling that which cannot be prevented. New Melones Dam on the Stanislaus River is a method of prevention. Channel maintenance and development is an additional means of flood prevention. Nonstructural measures include flood forecasting, zoning, exclusions from designated floodway and building code requirements.

In conformity with Federal Emergency Management Agency (FEMA) standards, no building within the flood plain, except by special permit, is permitted within the city.

New Melones and Tullock dams have been identified as having the potential of inundating Ripon in case of dam failure. Inundation areas for each dam are found in the San Joaquin County General Plan Public Health and Safety Element's. Despite the presence of these dams, the risk of flooding is considered very low, because the likelihood of dam failure is low. A dam failure can occur as the result of an earthquake, as an isolated incident due to structural instability, or during heavy rains that exceeds design capacity.

The San Joaquin County Public Health and Safety Element adopted July 1992 contains additional data on the Ripon Planning Area for seismic, geological, and flooding hazards.

Policy I of the Community Health and Safety Goals and Policies recommend adoption by reference portions of the San Joaquin County Public Health and Safety Element covering the Ripon Planning Area.

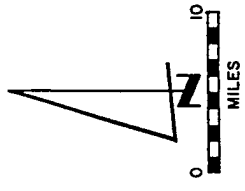


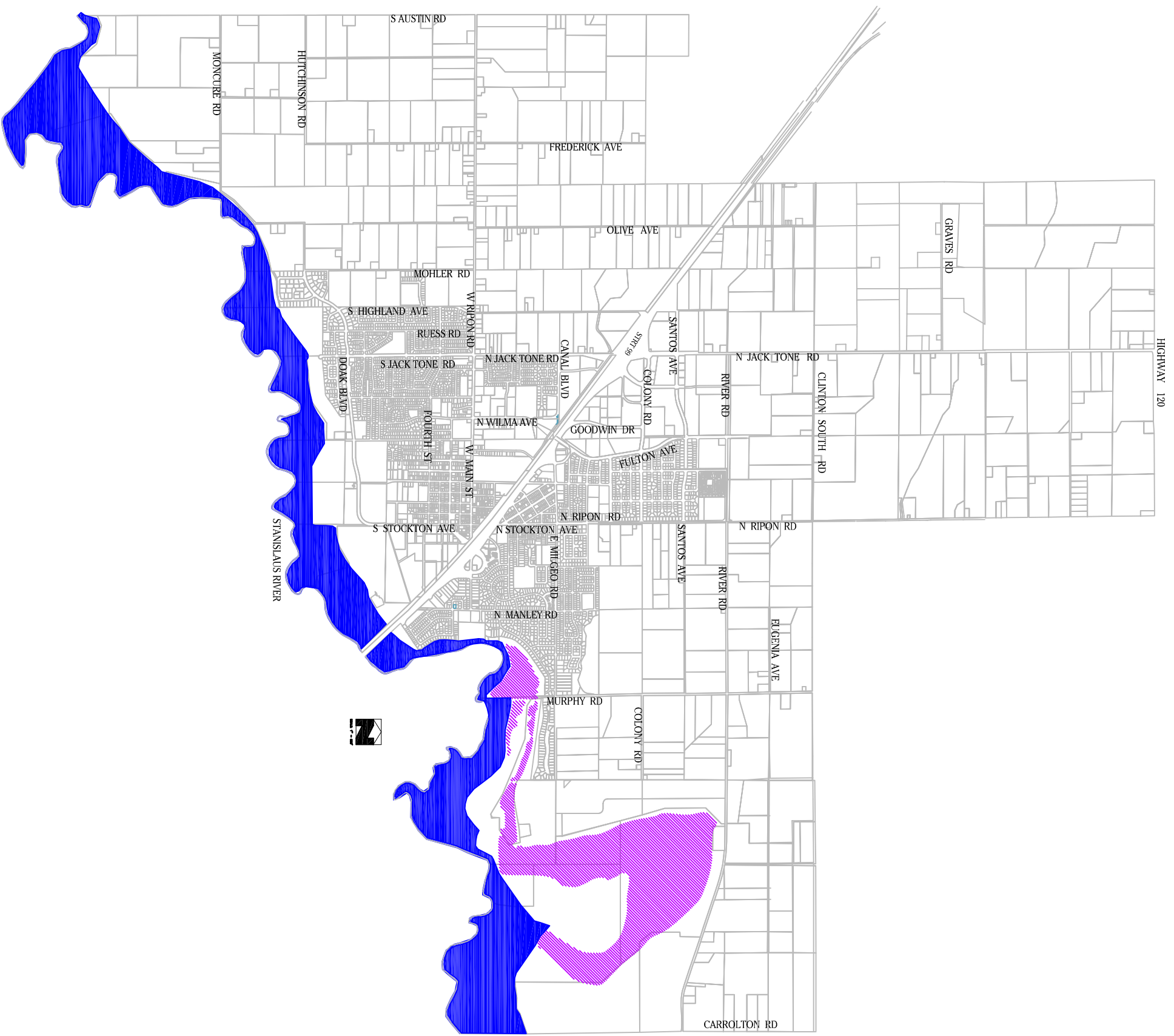
EARTHQUAKE FAULT MAP (GENERALIZED)

- VISIBLE FAULT ———
- INFERRED FAULT - - - - -
- BURIED FAULT ·····

SOURCE: California Division of Mines & Geology;
Fault Map of California, 1975

Figure 4.1





- 100 Year Flood Plain
- FEMA Proposed

VOLUME I
 RIPON GENERAL PLAN 2040
 EXHIBIT 4.1 - FLOOD
 PLAIN MAP

4.4 LAW ENFORCEMENT

Police protection within the City Limits is provided by the City's police force. The average level of staffing is one officer per patrol unit. The number of patrol beats range from one to three, depending on personnel availability. All police calls for service are handled from the central facility; average response time is three to five minutes for all calls. Calls involving Part 1 offenses or other life-endangering situations have an even faster average response time.

In 2000, the Ripon Police Department had a total staff of 13 sworn officers. This represented a staff to population ratio of approximately 1.3 officers for per 1,000 persons. In the 1994 Uniform Crime Reports, it was reported the Nation's law enforcement community employed an average of 2.3 full time officers for every 1,000 inhabitants. Ripon's Police Departments personnel includes the thirteen sworn officers, five dispatchers, an office manager, an animal control officer, police reserve officers, and volunteers in police service.

The Department also sponsors a Crime Prevention Program, and a large, viable, volunteer program that includes Police Reserve Officers, Technical Reserve Officers, Citizen Volunteers, an Intern Program, and a Police Chaplain program.

Citizen Volunteers give service by helping crime prevention patrols, business watch, traffic control, vacation checks, neighborhood watch, senior liaison and administrative operations.



City of Ripon Police Officer



City of Ripon VIPS (Volunteers in Police Services)

Contract police dispatching for the City of Escalon is also provided by the Ripon Police Department.

Law enforcement in the unincorporated area is the responsibility of the San Joaquin County Sheriffs Department. The sheriffs department maintains a beat that includes the Ripon area. This beat is designated as District 7 and includes Manteca, Lathrop, Escalon and Farmington. Usually one or two officers are on duty for this beat, but often during evening hours no officers are available. The Sheriffs Department has law enforcement power within incorporated cities and outside corporate limits. Coroner's service is provided throughout the County by the Sheriffs Department.

The California Highway Patrol (CHP) handles all traffic-related incidents on the freeway and in the unincorporated County area. This includes issuing traffic citations, and investigating vehicle accidents and auto theft. Fifty CHP officers are assigned to the Stockton office and 25 officers assigned to the Tracy Office.

4.5 HAZARDOUS MATERIALS MANAGEMENT

Production, storage, and transportation of hazardous materials within the City have the potential for accidents and spills. The City has the ultimate responsibility to ensure that mitigation of these types of incidents is properly conducted according to all applicable law. In addressing this issue, the City has entered into an agreement with the Ripon Consolidated Fire District to participate in the Joint County Hazardous Materials Response team. The District maintains adequate numbers of personnel trained to meet the minimum requirements to maintain membership on the team per team policy.

4.6 FUTURE CONDITIONS AND MEASURES TO REDUCE HAZARDS

Build out within the 2004 City Limits is expected to result in the need for at least three (3) additional police officers, one (1) additional dispatcher and one (1) additional community service officer. Future development of the areas outside the existing City Limits will require additional law enforcement officers and equipment.

The Police Department has thirty four (34) full-time employees, fifteen (15) volunteers who average 160 hours per week of volunteer time, and three (3) Police Reserve Officers who average approximately twenty (20) hours per month. Based on the number of volunteer hours worked, the Department has a total of thirty-eight (38) full time employees.

Ripon's Police Facility has approximately 5,450 square feet, which is an average of 227 square feet per full time employee. Based on an industry average of 250 square feet per employee, the Department would need approximately 6,000 square feet to meet its present needs.

The Police Department has updated the Emergency Services Operational Plan for the City, and periodic exercises are conducted to help the City prepare for emergencies. Mutual assistance agreements between the City, County, and other agencies throughout the County will continue to assure aid in case of emergencies.

4.7 FIRE HAZARDS AND PROTECTION

The threat to structures from wild land fires is extremely low because the City is surrounded on the west, north, and east sides by land primarily used for agricultural orchard crops. The south side of the City is bounded by the Stanislaus River and associated vegetation. The development of the habitat area adjacent to Stanislaus River by the U.S. Fish and Wildlife Service will significantly increase developments in the area. Wild land fires will occur in the river bottom area and are usually caused by human error.

Ripon Consolidated Fire District is responsible for both the City and the surrounding area that consists of 55 square miles. The Insurance Services Office (ISO) currently classifies the area in the City as a Class 4 and the rural area is a Class 9.



Fire Station No. 1 located on S. Stockton Ave.

The Ripon Consolidated Fire District employs a Fire Chief, Assistant Chief, Administrative Secretary, and a part time Receptionist/Clerk. The District also employs 12 full-time emergency personnel and utilizes approximately 50 volunteers to assist staffing two stations and 10 pieces of apparatus, including an Advanced Life Support Ambulance. The City currently has an adequate water supply to meet the emergency needs of the Fire District. The City, using Redevelopment funds, has replaced the water system in the older parts of the community. New development is required to install water systems sufficient to address the potential emergency needs. The City has also installed a 1,500,000 gallon water tower to augment the water supply and construction is underway for a 2,500,000 gallon water tower.

4.8 NOISE

The primary purpose of the noise discussion is to describe the existing and projected noise environment in Ripon so that harmful and annoying sound levels can be avoided or reduced. Major noise sources are identified, noise levels throughout the community are recorded, and the effects of noise on the community are discussed.

Three aspects of environmental noise are important in determining subjective response: the intensity (amplitude) or level of the sound, the frequency spectrum of the sound and time varying character of the sound. The combination of these three dimensions produces what we hear.

How Noise is Measured

Because hearing varies widely between individuals, what may seem loud to one person may not to another. Although loudness is a personal judgment, precise measurement of sound is made possible by the use of decibels (dB) calculated on a logarithmic basis. Zero dB is the threshold of hearing, and the ear begins to feel pain at 120 dB.

An average person will perceive a 10 dB sound level increase at any level as a doubling of loudness. Thus, 90 dB will sound twice as loud as 80 dB, and four times as loud as 70 dB.

Sound levels drop off at 4.5 decibels for every doubling of distance from a noise source. Thus, without barriers, a source that is 90 dB at 50 feet will be 85.5 dB at 100 feet, and 81 dB at 200 feet. With barriers in the way, sound levels will be further reduced, depending on the barriers height, length, and type of construction. Sound levels in decibels are not combined by simple addition. Combining two identical sound sources increases the overall sound level by only three decibels. If one source is more than 10 decibels above another, the lesser noise adds practically nothing to the overall sound level.

The range of sound frequencies that the human ear can hear is tremendously wide; however, the ear does not hear all frequencies equally. In measuring sound frequency, the most widely used decibel scale is the A-weighted decibel scale (dBA), which is measured on a sound level meter using the A-weighting filter network. The A-weighting filter reduces very high and very low frequency components of sound similar to the response of the human ear, and give good correlation with subjective reactions to noise.

The ambient noise of the community is all environmental noise, which is usually a composite of sound from many sources near and far. An intrusive noise is that noise that intrudes above the existing ambient noise, such as the noise of individual events like a passing car or train, an aircraft flying overhead, or a lawnmower in the neighborhood

To represent the cumulative effects of varying noise levels throughout the day adequately, noise level descriptors that average the hourly noise levels have been developed. These systems averages the noise levels for a twenty-four-hour period, giving extra weight to the evening or night sound levels in recognition of the facts that people are much more disturbed by noise at night than at any other time. Two primary community noise level systems currently in use are the Community Noise Equivalent Level (CNEL) and the Day-Night Average Level (Ldn).

The CNEL system calculates average sound levels from the A-weighted sound levels during a 24-hour day, after addition of five decibels to sound levels in the evening between 7:00 p.m. and 10:00 p.m., and after addition of 10 decibels to sound levels in the night hours after 10:00 p.m. and before 7:00 a.m.

The Ldn system calculates average sound levels from the A-weighted sound levels during a 24-hour day, after addition of 10 decibels to sound levels in the night hours after 10:00 p.m. and before 7:00a.m.

Average noise levels calculated with the CNEL or Ldn systems have been found to differ only slightly. For the purposes of this Noise Element the two systems will be regarded as essentially identical.

For this Noise discussion, areas with CNEL or Ldn noise levels of 70 dBA or greater (at 50 feet) will be considered noise impacted. Mitigation measures for new residential land uses may be required. CNEL or Ldn noise levels of less than 65 dBA will be considered in the acceptable range for residential land uses (based on HUD standards). Interior noise levels should not be more than 45 CNEL. *(Table 4.1 shows the compatibility of various land uses with various community noise exposure levels using the CNEL and Ldn systems.)*

The Noise contours presented in this Noise discussion have been prepared using the methodology of “The Noise Guidebook” published by the U.S. Department of Housing and Urban Development, Washington, D.C., 1985. The noise contours presented are extremely useful for generalized planning; however, they should not be used as highly accurate estimators of the noise levels at specific locations.

4.9 EXISTING CONDITIONS

Noise in the planning area is primarily from vehicular traffic and railroad operations, with some impact from aircraft operations. No existing industrial activities have been identified which generate noise at levels causing residents to be uncomfortable. A small train switching area in the southeast portion of the City is in an industrial area that tends to mitigate any potential adverse noise effects.

Within the City, the major sources of existing noise are the traffic along Highway 99 and the train operations on Union Pacific Railroad that is parallel and next to the highway. Traffic on the major circulation routes within the City is a less significant noise source. Noise more than 65 Ldn along most local streets and roads is within street right-of-ways and low speeds and traffic volume does not ordinarily make up a nuisance.

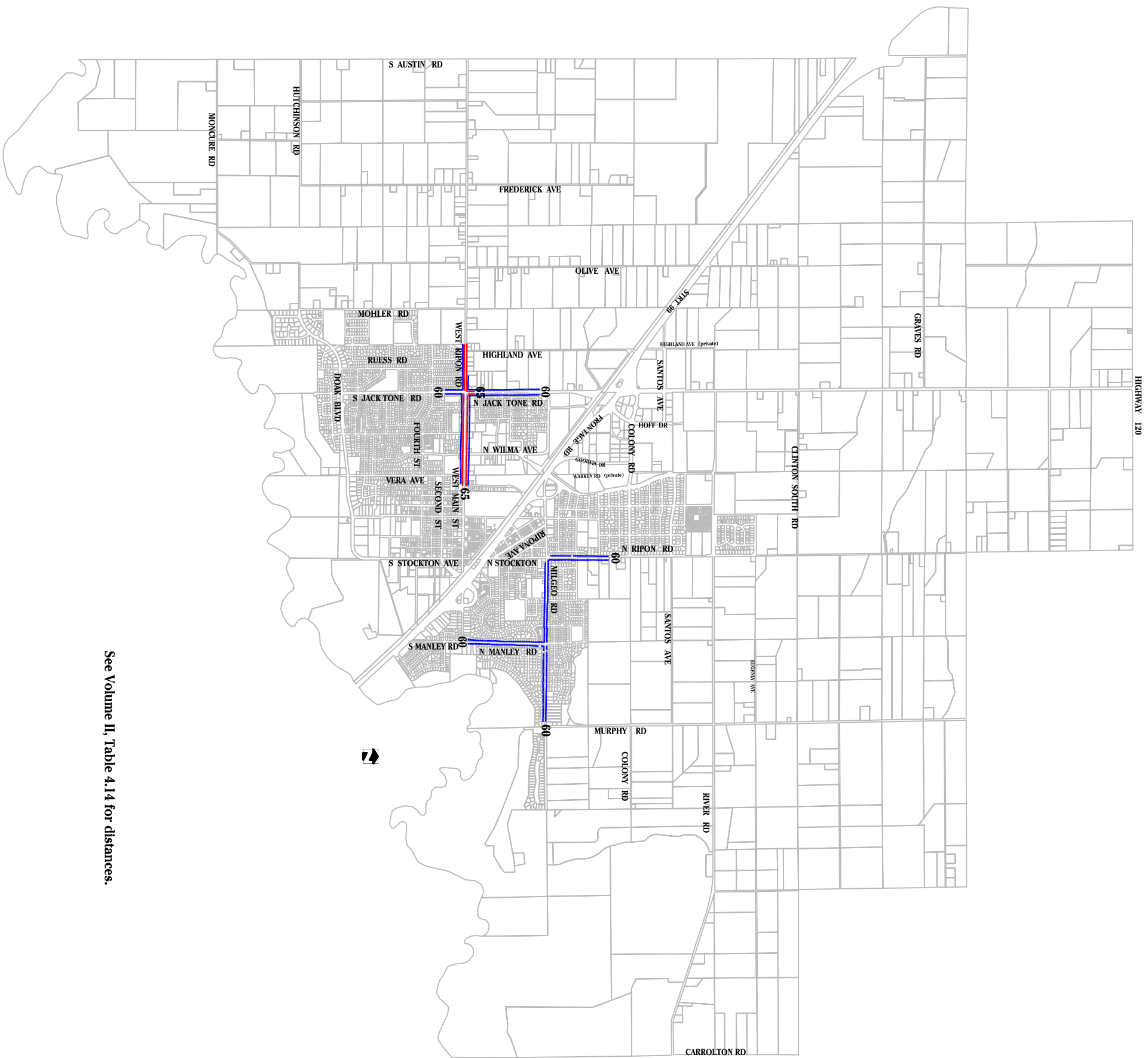
Traffic Sources

Vehicular traffic, including auto, trucks, buses, utility, and maintenance vehicles, generally establishes the ambient sound in a community. This ambient level varies throughout the day based upon the intensity of other community sound sources. Ambient level is dependent upon traffic flow rate, average vehicular speed, distance to sound receivers, and the ratio of type of vehicles. *The estimated existing noise levels generated by vehicular traffic levels are shown using CNEL noise contours in **Exhibit 4.2** for Highway 99 and the highest volume local streets (West Main Street and Jack Tone Road).* Superimposed upon this ambient level are the intrusive, single event sounds emitted from “specially equipped” trucks, cars, or motorcycles. All vehicular sounds are attributable to four sources: rolling stock (tires, gears, etc.), body rattles, vehicular aerodynamics, and engine noises. (*Chart 4.1 shows traffic counts taken in 2003 by the San Joaquin County Council of Governments.*)

Truck traffic on these roadways is estimated at approximately ten percent of the total except Jack Tone Road south of West Main that at this time carries very few trucks. In April 1996 Jack Tone Road at the north City Limits carried approximately 3,790 (vpd) and at the South side of the Union Pacific Railroad tracks carried approximately 5,708 (vpd).

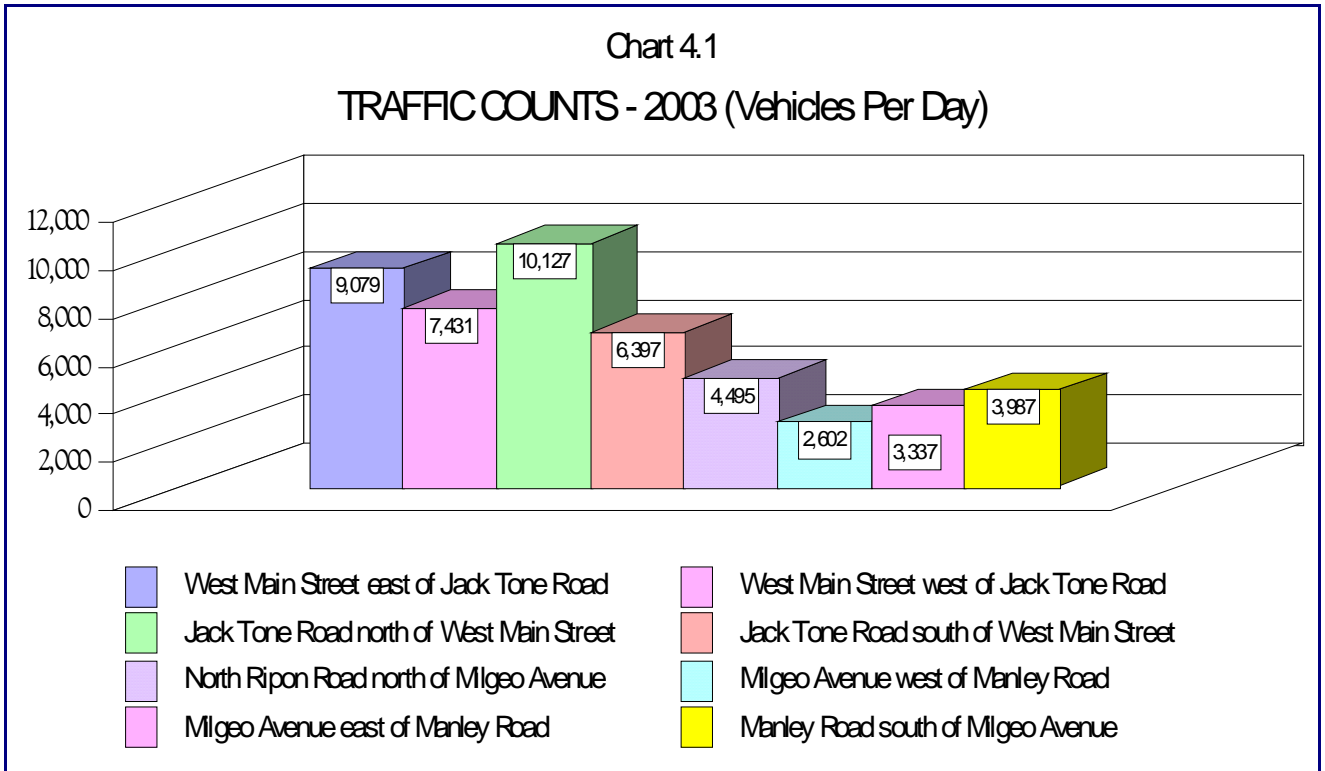
Table 4.1
LAND USE COMPATIBILITY
for Community Noise Environments

Land Use Category	Community Noise Exposure Ldn or CNEL, dB						Interpretation
	55	60	65	70	75	80	
Residential-Low Density Single Family, Duplex, Mobile Homes							<p>Normally Acceptable Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p> <p>Conditionally Acceptable New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.</p> <p>Normally Unacceptable New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p> <p>Clearly Unacceptable New construction or development should generally not be undertaken.</p>
Residential- Multi. Family							
Transient Lodging - Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							



See Volume II, Table 4.14 for distances.

VOLUME I
 RIPON GENERAL PLAN 2040
 EXHIBIT 4.2 - CNEI NOISE
 CONTOUR MAP (2004)



Source: City of Ripon (CalCounts)

Caltrans 2000 Route Segment Report showed traffic counts on State Route 99 at the Stanislaus River as 72,600 (vpd) and 66,500 (vpd) at Jack Tone Road. Approximately fourteen percent of those vehicles were trucks.

Railroad Sources

The Union Pacific Railroad main route through the San Joaquin Valley runs through Ripon. A large share of the development along the railroad is commercial or industrial which creates a partial barrier to the transport of noise.

Any construction of residential uses adjacent to the railroad or the highway shall be insulated and constructed to meet acceptable standards.

Currently, an average of approximately 16 to 18 train operations occur per day on this railroad line according to the Union Pacific Railroad Company. Each train consists of an average of three locomotives and 80 cars, traveling at speeds up to 60 mph.

Comparing State Route 99 CNEL levels shown, equivalent daily noise produced by existing rail traffic is less extensive than that of the existing highway traffic when averaged more than twenty-four hours. *(Note that the contours shown in Exhibit 4.2 also adequately represent the Year 2005 KNEEL contours for this railroad line, because no significant increase in the projected volumes of future train operations has been identified.)*

Noise Sensitive Land Uses

Residential land uses are the primary land uses, which can be affected by noise sources that might expose potential

residents to unacceptable noise. Naturally, those residential areas within or near to Highway 99 and the railroad are the most sensitive within the residential land use category. Existing land uses within the City that are especially sensitive to noise include schools, a rest home/ convalescent hospital, and recreation areas such as parks.

4.10 FUTURE NOISE GENERATORS

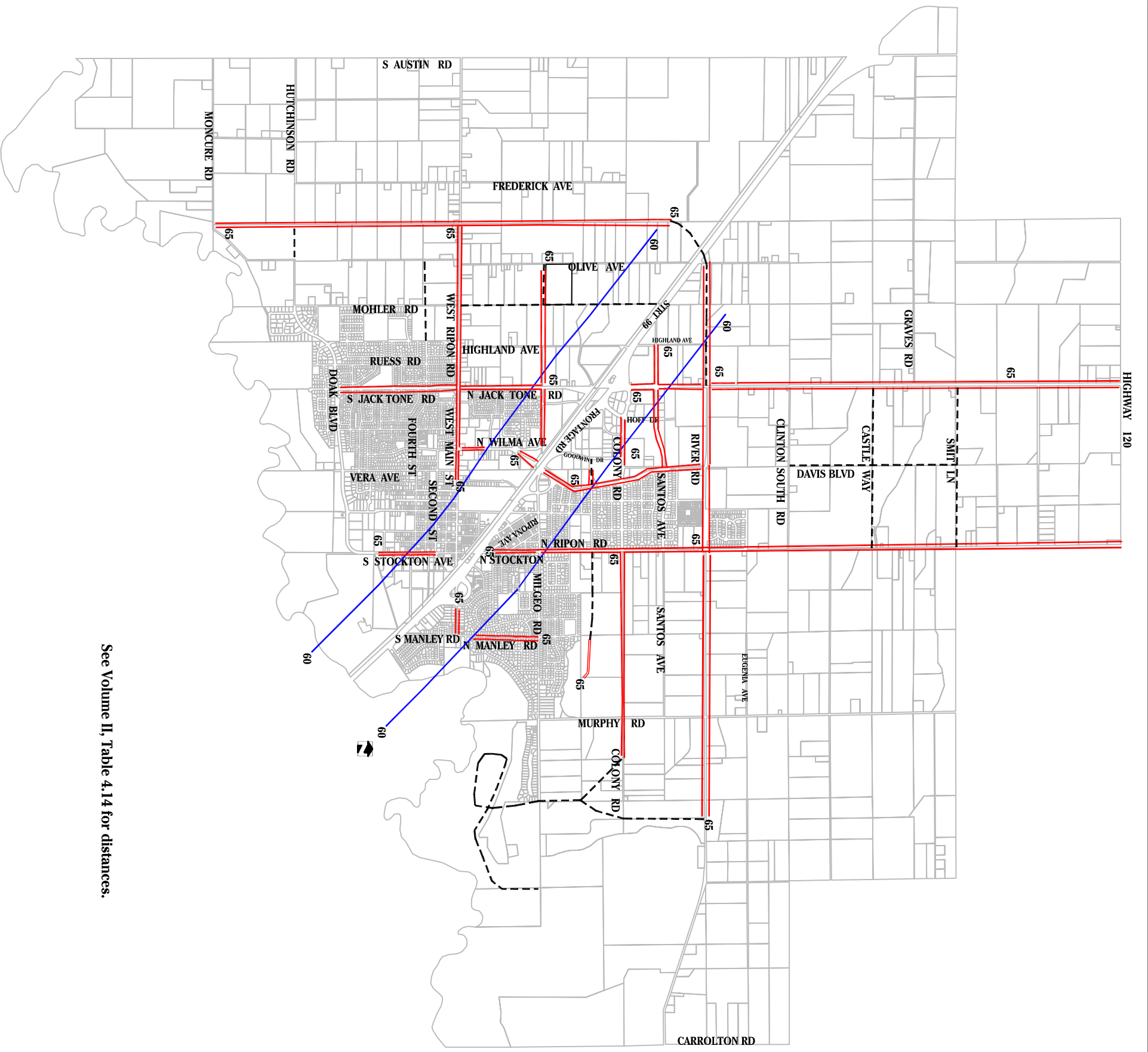
Traffic Sources

Noise generation within the existing City will increase along Highway 99 as traffic increases, unless improvement of noise controls of trucks improve significantly. Caltrans District 10 estimates that by the Year 2010 the daily traffic volume levels will have reached a total of 82,000 (vpd) including an estimated 14,750 trucks.

Existing local major streets such as West Main Street, Jack Tone Road and River Road can be expected to experience increases in daily traffic volumes that are approximately proportionate to the increase in residential and non-residential land uses. Doak Boulevard running along the south side of the City between South Stockton Avenue and South Mohler Road will be extended westerly to Olive Avenue. It is also expected to serve as a traffic collector adding traffic to Jack Tone Road south of West Main Street. The traffic on these roadways is expected to increase to at least 2.5 times the 2000 daily traffic volume levels. *(Exhibit 4.3 shows the projected Year 2040 CNEL noise levels to be generated by Highway 99 and the highest volume local streets.)*

Railroad Sources

According to the Union Pacific Railroad Company, specific projections are not available for Year 2010. Train operations on the main line through Ripon and specific trends toward increased operations cannot be identified at this time. The highway traffic noise level within the area bounded by the railroad dominates those from the railroad. *(CNEL contours of Exhibit 4.3 also serve to represent the future noise levels associated with the railroad line.)*



See Volume II, Table 4.14 for distances.

VOLUME I
 RIPON GENERAL PLAN 2040
 EXHIBIT 4.3 - CNEL NOISE
 CONTOUR MAP (2004)

4.11 MITIGATING METHODS AND POSSIBLE SOLUTIONS TO NOISE PROBLEMS

The Land Use Chapter of this plan reflects the community noise contour data of this noise element in the designation of land uses to achieve as much noise compatible land use as possible within the planning area.

Noise impact studies by a qualified acoustical engineer may be required for any future development that appears to have the potential to generate or be exposed to significant noise sources. Such impact studies may be required to identify the potential noise impacts by or on the development, and to recommend measures to mitigate such noise impacts to within an acceptable range.

A performance standard of 45 CNEL interior noise level for all residential construction next to major community noise sources should be enforced. Building Code energy standards currently require dual pane windows and insulation that reduce interior noise to acceptable standards.

VOLUME I - CHAPTER FIVE

OPEN SPACE

AND CONSERVATION



5.1 INTRODUCTION

The Open Space and Conservation Chapter describes the various recreational, cultural, and natural resources within the Planning Area and establishes policies and programs to be used to protect and maintain these resources.

5.2 GOALS AND POLICIES

GOAL A: TO PROVIDE AND MAINTAIN PARKS SUITED TO THE NEEDS OF RIPON RESIDENTS AND VISITORS.

Policy A1. City park acquisition, dedication and development efforts will be based on a minimum standard of 3 to 5 acres of community and neighborhood park land per 60 to 80 acres residential or 1,000 population. This standard is separate and exclusive of school site acreage within the City limits.

Policy A2. Pursue State and County funding to augment City revenue to the extent such funding is available.

Policy A3. Continue to impose park development fees on all new residential development.

Policy A4. Promote and encourage the preservation of open space areas along the Stanislaus River and maximize its potential for public enjoyment.

Policy A5. The City will continue to explore leasing of U.S. Army Corps of Engineers fee title lands along the Stanislaus River, and other lands, which may be available for public recreational purposes.

GOAL B: TO MAINTAIN RECREATION PROGRAMING SUITED TO THE NEEDS AND INTERESTS OF RIPON RESIDENTS.

Policy B1. Encourage continued use of school facilities for City-sponsored recreation programs.

Policy B2. The City's Parks and Recreation Commission will survey community attitudes and preferences for recreational programs.

Policy B3. The City's Parks and Recreation Commission will annually update statistics on participation in the various City recreation programs and use of City recreation facilities.

GOAL C: PROTECT ARCHEOLOGICAL SITES

Policy C1. The city will not knowingly approve any public or private project that may adversely affect important archeological sites.

Policy C2. Development proposals that may adversely impact archeological sites will be referred to the California Archeological Inventory at Stanislaus State University. Archeological site evaluations will be conducted at the expense of development proponents.

Policy C3. The City will require site-specific archeological surveys for sites determined to be highly sensitive for cultural resources and evaluation of potential historical structures. Surveys and evaluations shall be conducted at the expense of development proponents.

Policy C4. The City will advise applicants that, in accordance with State law, if any cultural resources are discovered during project-related construction activities, all work is to stop and the City and a qualified professional are to be consulted to determine the importance and appropriate treatment of the find. If Native American remains are found, the County Coroner and the Native American Heritage Commission, Sacramento (916-653-4082), are to be notified immediately for recommended procedures.

GOAL D: TO REDUCE THE IMPACT OF URBAN DEVELOPMENT ON SURROUNDING AGRICULTURAL AND RIPARIAN HABITAT AS MUCH AS POSSIBLE, CONSISTENT WITH THE POLICIES OF THE GENERAL PLAN.

Policy D1. Discourage premature conversion of agricultural lands to reduce the intrusion of urban development into agricultural areas. Strategies include deterring development of properties subject to Williamson Act contracts, for which a notice of non-renewal has not been filed.

Policy D2. Continue to prohibit urban building within flood plain areas except by special permit.

Policy D3. Projects in the vicinity of the Stanislaus River should be referred to the California Department of Conservation for comment with regard to mineral resources in conjunction with project CEQA reviews.

Policy D4. The City shall require submittal of a Notice of Intent with the Regional Water Quality Control Board and a copy of the Storm Water Pollution Prevention Plan filed with the City prior to approval of improvement plans for any project greater than one acre.

Policy D5. The City shall implement the Groundwater Management Plan adopted by the City Council. This program includes, but is not necessarily limited to: the ongoing collection and analysis of well quantity and quality data; the identification of recharge areas within the Planning Area; inter-agency coordination and planning to protect and enhance recharge areas; establishment of a well head protection program to ensure well and aquifer testing for new city wells; and the installation of monitoring wells, as required.

Policy D6. The City shall review design and operation parameters for storm water detention facilities and make feasible adjustments to these plans, which would promote recharge of storm water to the groundwater system. For example, siting detention facilities in areas of maximum infiltration capacity; increasing detention time for where necessary storage capacity is not compromised, and adjustment of area/depth ratios to maximize infiltration.

Policy D7. The City shall review the siting and design of proposed terminal storm drainage and explore options for detention of runoff in highly permeable materials adjacent to the Stanislaus River. These options may be coordinated with potential retirement of the City's sewage treatment facility and future recreational development in this area.

Policy D8. The City shall require verification of compliance of new industrial development and uses with applicable hazardous materials and waste regulations in conjunction with Project Plan Review.

Policy D9. Proposed land uses and structures within or crossing the Stanislaus River channel or floodplain shall be subject to hydrologic and biologic analysis, and conditioned as required, to ensure that existing resources and functions are not significantly affected.

Policy D10. Tentative map applications shall be required to identify existing native trees greater than six inches in diameter and to include a plan, which maximizes their preservation. The plan should address siting of development to avoid tree removal as well as construction controls needed to avoid damage to remaining trees.

Policy D11. Planning of projects which involve encroachment into the Stanislaus River riparian, areas shall be designed to minimize potential habitat losses.

Policy D12. The City of Ripon will continue to participate in the San Joaquin County Habitat Conservation and Open Space Plan (SJHCOSP).

Policy D13. Project applicants who elect not to participate in the (SJHCOSP) shall be required to prepare biological analyses and provide alternative mitigation sufficient to reduce significant effects to less than significant.

Policy D14. The City shall encourage landowners within the Primary Urban Area to file for non-renewal of Williamson Act contracts if they anticipate development within the planning period.

Policy D15. Prohibit the conversion of agricultural lands to urban uses, unless the property is contiguous to existing or approved urban uses and such conversion is consistent with patterns of urban development.

GOAL E: TO CONSERVE AIR QUALITY WITHIN THE PLANNING AREA.

Policy E1. Coordinate air quality efforts with other local, regional and state agencies.

Policy E2. Identify and implement measures to reduce emissions associated with future development through the California Environmental Quality Act (CEQA) review process.

Policy E3. Emphasize alternatives to motorized transportation.

Policy E4. The Air Quality Attainment Plan prepared by the San Joaquin Valley Unified Air Pollution Control District is incorporated by reference to this Chapter of the General Plan.

GOAL F: TO PROTECT AND PRESERVE HISTORICALLY SIGNIFICANT BUILDINGS, SITES AND STRUCTURES.

Policy F1. Establish regulations that encourage the preservation of important historic resources, including flexible parking and other associated requirements, which allow historic structures to remain in use in the future.

GOAL G: PRESERVE THE RIPARIAN AREA ALONG THE STANISLAUS RIVER FOR RECREATIONAL USES.

Policy G1. Prohibit all development within the riparian area along the Stanislaus River, except recreational uses where the City has acquired land or an easement, as long as the uses do not interfere with capacity of the river during floods.

Policy G2. Recognize the special resource Ripon has in undeveloped river frontage and draft a plan for public enjoyment and preservation of the natural environment.

5.3 EXISTING RESOURCES

Soils and Agricultural Resources

Agriculture has formed the traditional economic base for communities within the California Central Valley.

Agriculture not only supports local economies, but, carries regional and statewide economic significance so the conversion of agricultural lands must be considered as development is proposed. Expanding urban growth can have negative effects on surrounding agricultural practices. Among these are use conflicts between agricultural and urban uses and the tendency for urban land speculation to raise property values which in turn impact agricultural operations.

Most of the farmland in the planning area is found outside Ripon's city limits. A variety of crops are grown. Almonds, walnuts and peaches are the main tree crops, with beans, alfalfa, and corn being the major row crops.

United States Department of Agriculture soil survey of San Joaquin County shows the principal soil types of the Ripon area are in the Delhi, Veritas and Tinnin series. All three of the soil types are suited to irrigated row, field, orchard, and vineyard crops. Most agricultural land in the area is rated by the California Department of Conservation as either "prime" or "of statewide importance". Prime farmland is the most suitable for a variety of agricultural uses based on soil characteristics, irrigation, and other indicators. Farmland of statewide importance is distinguished from prime farmland because it is less desirable with respect to rooting depth, permeability, salinity or alkalinity, or erosion hazard. These classifications do not provide information about actual productivity of the land, which is also affected by availability of irrigation water and the use of agricultural management techniques. Many valuable commodities, for example milk, are produced in areas with poor soils.

The California Land Conservation Act of 1965, as amended, commonly known as the Williams Act, is a voluntary tax incentive program for preserving agricultural land and open space lands. The county and the property owner enter into a ten-year contract. The contract is renewed automatically each year unless it is canceled or one party gives notice of non-renewal. The county places restrictions on the use of the land and is guaranteed that the property will remain in an agricultural or open space use. The property owner is guaranteed that the property will be taxed according to the income it is capable of generating from agriculture and other compatible uses, rather than its full market value.

Many parcels in the Ripon planning area are held under Williamson Act contracts and are not available for annexation until notices of non-renewal or other releases are filed. When Williamson Act contracts are subject to notices of non-renewal, the City should approve development of such properties only where such properties are contiguous with existing or approved urban development.

Runoff from all soils in the planning area is slow and the hazard of water erosion is slight. Soil permeability in the planning area is rapid to moderately rapid, and the hazard of wind erosion is moderate to high (U.S. Department of Agriculture, Soil Conservation Service).

Groundwater Resources

Ground water is a renewable natural resource found beneath the earth's surface in water conducting geologic formations called aquifers. A ground water basin can be replenished again naturally, by either rainfall, snowmelt and surface run off, or it can be replaced artificially through groundwater recharges.

The Stanislaus River, surface water from the mountains, and the hills to the east of the planning area all play a role in recharging the underground aquifers. Underground water levels have not varied greatly over the last twenty years, except under severe drought conditions equalized in subsequent wet years. Currently, ground water levels are between 27 and 35 feet below the ground surface.

Ripon uses deep wells for the community water source. All of the water supplied to city customers meets the minimum public health standards. The city has one well contaminated with VOC's (volatile organic chemicals). The VOC's is removed by filtration through a carbon filter. Man made chemical contaminants continue to plague valley community water systems. Most can be removed with carbon filtration. Nitrate removal requires a sophisticated system for removal. Usually it is more cost effective to abandon the well and construct a new well and seal the upper aquifers. The city has abandoned a few wells because of nitrate contamination.

River Resources

The Stanislaus River, which forms the boundary between Stanislaus County and San Joaquin County, is a narrow river

lined with riparian vegetation. The river is fed by mountain streams whose rate of flow is controlled by several reservoirs further upstream, including New Melones reservoir. Except in unusual rainfall conditions which effect water releases into the San Joaquin River, the flows are kept well below 8,000 cubic feet per second (cfs).



A look at the Stanislaus River from the bike bridge

During emergencies, the New Melones flow rate has been restricted, thus requiring increased flows later and for longer periods. Under these conditions, land within the flood plain may flood. This includes the City industrial sewer ponds and solid waste composting area and some Fox River Paper Company industrial sewer pond areas that lie within the flood plain. City business and residential areas are above the 100-year flood plain.

As part of the New Melones reservoir project, the Corps of Engineers has acquired flood and riparian easements along the river, as well as a few sites for recreation development. In these areas, the extensive vegetation will be protected. The Ripon recreation area is included in this group for public access, but as of 1996, development of this area is not planned.

Vegetation and Wildlife Resources

Vegetation, fish, and wildlife have commercial, recreational, educational and aesthetic values and play critical roles in the food chain. Various species of plants, wildlife, and fish have become extinct due to human influences, coupled with insufficient concern for conservation.

Consequently, the United States Congress passed the Endangered Species Act in 1973. The State enacted a parallel act, the California Endangered Species Act. These two acts, with the California Environmental Quality Act and National

Environmental Policy Act, help to protect the ecosystems that endangered and threatened species need to survive. Generally, the term endangered refers to a species that is in danger of becoming extinct throughout all or a significant portion of its range. Threatened (Federal and State) or rare (State) species is one that could become endangered in the future.

Surrounding Ripon, the San Joaquin valley floor contains some of the most fertile soils in the nation. Although most agricultural operations are disruptive to native plants and animals, some crops do provide food to wildlife. Along the edges of fields and orchards, dense protective cover for wildlife and food for birds are found where stands of weeds, blackberry brambles and brush are left undisturbed. Game birds, small animals, and rodents are also found in these

undisturbed areas.

The Stanislaus River is the location of riparian habitats in the planning area. Riparian vegetation is characterized by Oak, Willow, and Cottonwood along the river banks that are home to some sensitive species. (Table 5.1 lists the sensitive species in the planning area.)

Table 5.1 Ripon Planning Area Sensitive Species 2005	
Species	Classifications
Valley elderberry longhorn beetle (VELB) (<i>Desmocerus dimorphus californicus</i>)	Federal Threatened
Riparian woodrat (<i>Neotoma fuscipes</i>)	Federal Threatened
Riparian brush rabbit (<i>Sylvilagus bachmani riparius</i>)	Federal Endangered; State Endangered
Western Yellow Billed Cuckoo (<i>Coccyzus Americanus Occidentalis</i>)	State Endangered; Federal Candidate
Delta button celery (<i>Eryngium racemosum</i>)	State Endangered

Source: California Department of Fish & Game natural diversity database

Fish need suitable food supplies and cover. The removal of vegetation along watercourses reduces the quality of suitable fish habitat and can cause an increase in water temperature that may lead to fish mortality. Maintaining shoreline and aquatic vegetation provides cover for protection from predators and serves as a food source. Certain Characteristics, of the stream environment are necessary to ensure survival of fish. A stable flow of water that closely resembles the natural environment is the most critical element. This is not always easily achieved downstream of impoundments. Adequate stream flow is an important consideration for the dam operators. Water depth, force and velocity are characteristics that are closely associated with flow. Each fish species has specific requirements for each of these characteristics. (Table 5.2 shows the estimated flow requirements for salmon runs and spawning grounds on the Stanislaus River.)

Table 5.2 Stanislaus River - estimated flow requirements Table for salmon runs and spawning grounds		
Month	Amount (Cubic feet per second)	Location
January 1 to February 28	150	Goodwin Dam to mouth
March 1 to March 31	700	Ripon to mouth
April 1 to April 30	900	Ripon to mouth
May 1 to May 31	1200	Ripon to mouth
June 1 to June 30	1000	Ripon to mouth
July 1 to September 20	100	Goodwin Dam to mouth
October 1 to December 31	200	Goodwin Dam to mouth

Source: San Joaquin County General Plan, Resources: California Department of Fish & Game

Air Quality

The Ripon planning area lies in the northern portion of the San Joaquin Valley air basin bounded by the coastal mountain ranges on the west and the Sierra Nevada Range on the east. The Carquinez Strait is a sea level gap in the coastal range, found approximately 60 miles northwest of Ripon. The intervening terrain is flat. Prevailing wind direction in the planning area is from the northwest, resulting from breezes through the Carquinez Strait and Altamont Pass. In the winter, winds diminish. Average rainfall for the year in San Joaquin County is approximately 14 inches, while U.S. Weather Bureau records show the average annual temperature is approximately 60 degrees Fahrenheit.



Idle Air Technology at work at Love's Travel Center

Local governments' responsibility for air quality increased significantly with the passage of the California Clean Air Act (1988) and the 1990 amendment to the Federal Clean Air Act. Both pieces of legislation place emphasis on reducing motor vehicle trips and vehicle miles traveled at the local level. San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) is required to include transportation control measures and indirect source programs in its air quality attainment plan. Cities and Counties through their Council of Governments are responsible for most implementation measures. (*The air quality attainment plan prepared by the San Joaquin Valley Unified Air Pollution Control District is adopted by reference into this plan by Goal E of the Open Space and Conservation Goals and Policies.*)

Urban emission sources in the San Joaquin County area plus what is transported from the San Francisco Bay Area are the main sources of two existing air quality problems. Currently, the entire San Joaquin valley has been designated as "non-attainment" by protection Agency (EPA) for both ozone and PM-10.

Ozone, the main component of photochemical smog, is primarily a summer/fall period pollution problem. Federal and State ozone standards have been periodically exceeded in parts of San Joaquin County for many years. The major contributors to regional ozone problems are motor vehicle emissions and evaporation of various organic compounds (fuels, solvents, etc.). Ozone is not emitted directly into the air, but is formed through a complex series of chemical reactions involving other compounds (various organic compounds, nitric oxides, and nitrogen dioxide) which are directly emitted.

Fine particulate matter (PM-10) is particulate matter 10 microns in diameter. Among the many sources for PM-10 is construction activities (i.e., the movement of soil, use of heavy equipment, bulk materials handling, asphalt paving, etc.) which can generate emission associated with development projects. The San Joaquin Valley Unified Air Pollution Control District adopted Regulation VIII (Fugitive Dust Prohibitions) to reduce the amount of PM-10

entrained into the ambient air from man-made sources.

The state has classified the San Joaquin Valley urbanized areas, with the exception of the Fresno area, as “attainment” for carbon monoxide (CO) due to the infrequency of CO exceedences. Official federal redesignation is pending.

Carbon monoxide (CO) is primarily a winter period pollution problem. Motor vehicle emissions are the dominant source of CO in most areas. (As a directly emitted pollutant, transport away from the emission source (such as a roadway) is accompanied by dispersion and reduced pollutant concentrations with increased distance.)

Archeological and Historical Resources

Archaeological sites can yield information about prehistoric activities of man; evidence of earlier historic cultures that once inhabited an area, and sites of cultural, social or economic importance to these past peoples; and sites having spiritual or cultural significance to living Native Americans. The locations of archaeological sites, unlike other types of historical resources, are not to be publicized. Archaeologists recommend that such sites be left untouched until competent professional research can be done.

A plaque for California Historic Landmark #436, New Hope, is at the Ripon Community Center located at Fourth and Locust streets. New Hope was the first known agricultural society in the San Joaquin Valley.

No buildings found within the City are on the National Register of Historical Places. Several buildings in the City have historical significance such as the Odd Fellows Hall, the first brick building on Main Street, and the Markham Building on Main at Stockton Streets.

The City has adopted an ordinance with provisions for a historic preservation district and consideration should be given for the establishment of a historic preservation commission.



The Old Odd Fellows Building located on E. Main Street

Parks and Recreation Resources

Parks within the City of Ripon are operated and maintained by the City. The City has a Parks and Recreation Commission, which is a six-member advisory body appointed by the City Council. The commission presides over the City's parks and recreation programs and makes recommendations for the recreation facilities. The Parks and recreation Department is responsible for park planning and recreation activity programming. The Public Works Department maintains all City parks and recreation facilities.

City owned parks include Mistlin Sports Park on River Road, Mavis Stouffer Park east of Highway 99 next to the Stanislaus River, Thiemann Park on Fourth Street, Vermeulen Park on Azalea Street, Harvest Estates Park on Pecan Drive, Curt Pernice Skate Park on Hughes Lane, Lan Park on South Highland Avenue, Boesch-Kingery Park on East Boesch Dr, Veterans Memorial Park on First Street, a small park on Wilma Avenue and many small parks throughout the City. (*Exhibit 5.1 shows the location of parks and open space, and Table 5-3 is a summary of parks and recreation facilities in the City.*) Described below are some of the Cities parks and their associated facilities.

The Mistlin Sports Park is an eighty (80) acre site intended for future development as a park and regional storm drain facility. Presently, eight (8) soccer fields, an interactive water feature, a two diamond baseball complex with amphitheater, a gazebo and dog-run have been developed with additional recreational facilities anticipated over the next 5-year period which include a four-diamond lighted baseball/softball complex and associated accessory buildings.



Mistlin Sports Park Water Play Area



Amphitheater nestled between baseball fields



Hot Air Balloon Festival at Mistlin Sports Park



Thiemann Park

Mavis Stouffer Park is a twenty eight (28) acre park found along the Stanislaus River, in which the natural setting has been maintained in its design and development, including river overlooks. The park has play field areas used either as

two baseball diamonds or two soccer fields, playground equipment, picnic facilities, and parking areas. The Clarence Smit Museum is also located in the park.

Thiemann's Park is a ten (10) acre facility that provides three baseball diamonds, playground equipment, four (4) tennis courts, and parking areas in addition to the Community Center building.

Boesch-Kingery Park is a seven (7) acre park with athletic fields and playground equipment.

Vermeulen Park is a four (4) acre facility with athletic fields and playground equipment with a turf play area.

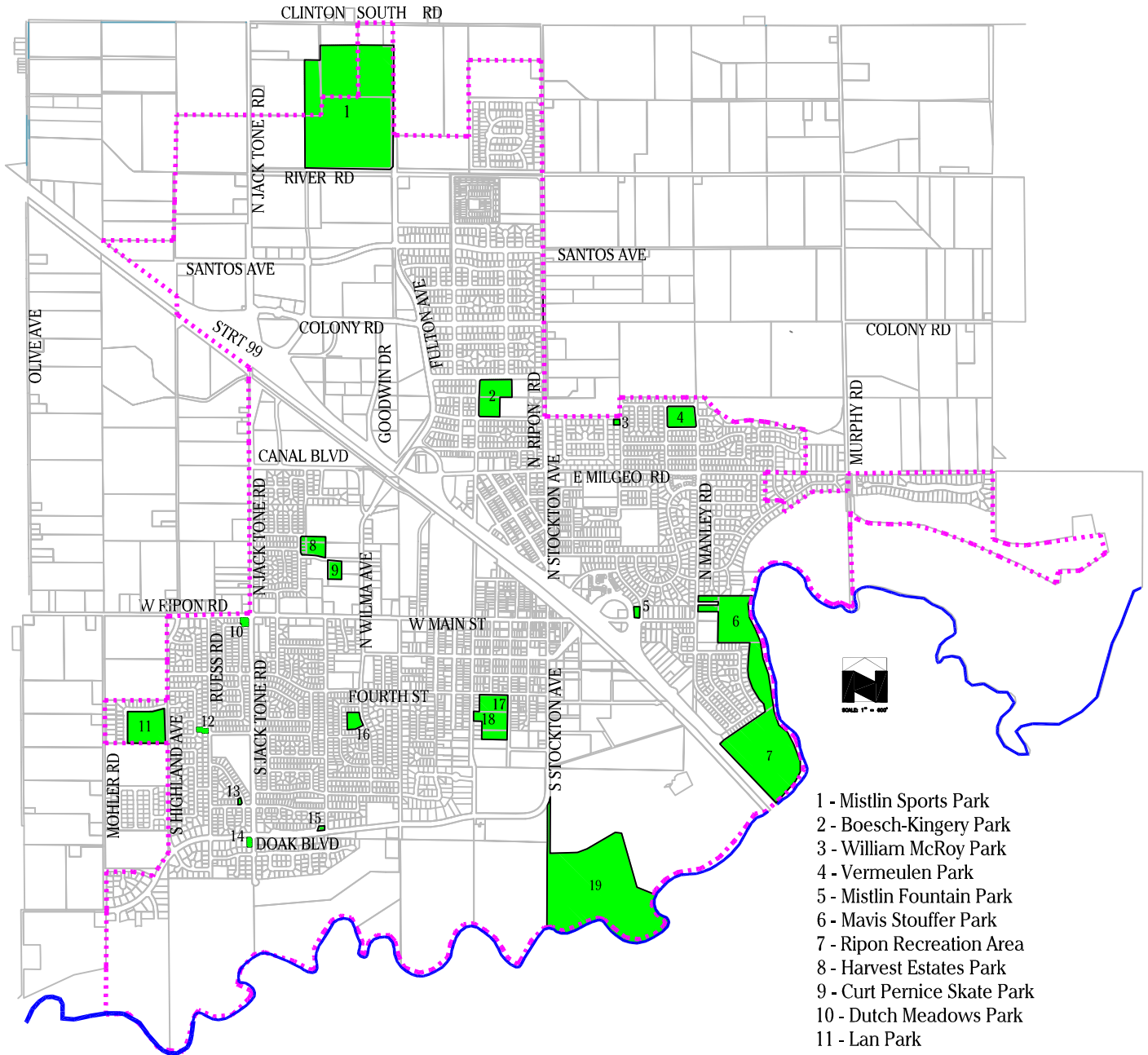
Lan Park is a ten (10) acre park with soccer fields, baseball field, basketball courts, and picnic area.

Wilma Park is a small facility (1.5 acres) equipped with an athletic field, basketball courts and playground equipment with a turf play area.

Harvest Estates Park is a 4.7 acre park that provides basketball courts, playground equipment and a turf play area.

Seven (7) mini parks (tot lots) in residential areas are equipped with playground equipment.

VOLUME I
RIPON GENERAL PLAN 2040
EXHIBIT 5.1 - EXISTING
PARK SITES



- 1 - Mistlin Sports Park
- 2 - Boesch-Kingery Park
- 3 - William McRoy Park
- 4 - Vermeulen Park
- 5 - Mistlin Fountain Park
- 6 - Mavis Stouffer Park
- 7 - Ripon Recreation Area
- 8 - Harvest Estates Park
- 9 - Curt Pernice Skate Park
- 10 - Dutch Meadows Park
- 11 - Lan Park
- 12 - De Jong Park
- 13 - Zumstein Park
- 14 - Postma Park
- 15 - Country Woods Park
- 16 - Wilma Park
- 17 - Veterans Park
- 18 - Acacia Park
- 19 - Oak Grove Park

**Table 5-3
Ripon Parks**

Park name	Location	Type	Size	Equipment
Mavis Stouffer	Stouffer Street	Community	28.3 acres	Athletic fields, playground, picnic area, gazebo, sand volley ball, restrooms, Smit Museum
Thiemann Park	Fourth and Locust	Community	9.4 acres	Community Center building, tennis courts, athletic fields, playground, restrooms, picnic area
Oak Grove	Stockton Ave. near the River	Community	57.25 acres	Undeveloped
Mistlin Sports Complex	River Road extension east of Jack Tone Rd.	Community	80.0 acres	Soccer Fields, playground, restrooms, picnic area, interactive water feature, softball, baseball
Army Corps.	801 S. Parallel	Community	30.5 acres (lessee)	Bike bridge, trails, restrooms
Jack Tone Golf	South end of Ruess Rd.	Community	107.5 acres (lessor)	Public 18 hole golf course and driving range
Mistlin Fountain/Park	East Main & Oak St.	Community	0.4 acres	Fountain, waterfalls, landscaping, trees, gazebo, and picnic areas.
Pernice Skate Lan	1241 Hughes Ln. Kelcie Drive & Mary Jo Way	Community	0.8 acres	Skate park, picnic area, restrooms
Vermeulen	Azalea Street	Neighborhood	4.2 acres	Two grass soccer fields, one grass little league baseball diamond, and two concrete basketball courts, and picnic area
Wilma	Wilma at Manor	Neighborhood	4.2 acres	Athletic fields, playground, and basketball courts.
Harvest Estates	Pecan Drive	Neighborhood	1.6 acres	Athletic fields, playground basketball courts
Boesch-Kingery	North Acacia Ave	Neighborhood	4.7 acres	Basketball and handball court, athletic fields and, playground.
Acacia	610 S. Acacia Ave.	Mini-park	7.0 acres	Athletic fields, playground
De Jong	Between Ruess Rd. and Bob Way	Mini-park	0.5 acres	Picnic area, restrooms
Magnolia Terrace	Boesch Dr. & John Roos Dr.	Mini-park	0.3 acres	Picnic area, grass play area, and play equipment
Postma	Doak Blvd. & Jack Tone Rd.	Mini-park	0.3 acres	Play equipment, picnic area, gazebo
Dutch Meadows	Jack Tone & West Main	Mini-park	0.3 acres	Tire swing, belt swings, track rides, and a space whirl, picnic area
Zumstein	Bailey & Zumstein	Mini-park	0.4 acre	Playground, picnic area
Country Woods	Robert Ave. & Doak Blvd.	Mini-park	0.2 acre	Playground, picnic area

Source: Ripon Planning & Building Department, Ripon City Engineer

All the campuses within the Ripon Unified School District are open to the public for recreational use after school hours and have large playgrounds and park facilities. The elementary schools provide playground equipment while the high school provides a 25 yard x 25 meter swimming pool (a joint venture project with the City) and gymnasiums that the parks and recreation department uses for various recreational activities.

The U.S. Army Corps of Engineers owns a thirty-acre site along the Stanislaus River immediately east of Highway 99. The site is planned for development as a park and recreation area. It will provide picnic sites, swimming, fishing, and hiking trails to view natural vegetation and wildlife. In addition, the Corps has more than thirty acres of additional easement along the north side of the river. This easement area provides a natural habitat for birds and wildlife and is contained within the flood plain of the river.

Other Recreational Facilities

Other recreational facilities within and around Ripon include: the *Community Center*, a 15,215 sq ft facility with a kitchen, bar area, restroom facilities, two main halls (6,000 and 4,400 sq ft respectively) and associated storage areas; the *Senior Citizens Center* located at the corner of S. Wilma Avenue and Fourth Street, a 6,880 sq ft facility which includes expanded dining room, craft room, game room, kitchen, bathrooms, lounge area, conference room, and office; *Little League facilities*, three diamonds (one lighted); *Softball Complex* (two lighted diamonds; three *Soccer fields*; *Four-court (lighted) Tennis Facility*; *Four-court Sand Volleyball Facility*; a 25 yard x 25 meter *Community Swimming Pool* (located on the high school campus) shared with the school district; two gyms and a multipurpose building on the high school campus, shared with the school district; *Caswell State Park* located approximately 4 miles southwest of Ripon; the *Ripon Athletic Club*, located on Main St.; *Spring Creek Golf Club*, a private development; and *Jack Tone Golf Course*, a joint venture between the City and a private developer, is located on the south side of Doak Boulevard at Jack Tone Road.



Community Center at Thiemann Park



Mavis Stouffer Park volleyball courts and gazebo



Spring Creek Golf Course



Community Swimming Pool located at Ripon High School

5.4. EFFECTS OF FUTURE DEVELOPMENT ON NATURAL RESOURCES

Soils and Agricultural Resources

The primary impact on soils and agriculture of future development within the Planning Area will be the loss of productive farmland. This will primarily be felt in the unincorporated area, since very little land within the existing City limits is devoted to agricultural uses.

Groundwater Resources

Future development within the Planning Area is expected to have only minimal effect on underground aquifers. Natural recharge from the Stanislaus River and the availability of good surface water for irrigation of surrounding agricultural uses reduces the need for groundwater pumping.

It is unknown how the quality of groundwater may change in the future. The City may be forced to abandon an excessive number of its wells as sources of drinking water due to nitrate or organic chemical contamination in excess of health standards. Annexations and additional development may have to be prohibited until an adequate source of good water can be identified and developed. The City has an ongoing program for monitoring the water quality in all of its wells to provide early detection of recognized potential water quality problems.

River Resources

Future development within the planning area is not expected to produce significant adverse impacts on the Stanislaus River. One potential effect is increased storm drainage runoff, since seven of the City's storm drain lines flow by gravity into the river.

The City acquired land in the flood plain along the River to restrict development and to enhance recreational opportunities. Some development in this area could be undertaken to provide bicycle, pedestrian, and equestrian paths for greater public use of this resource.

Vegetation and Wildlife Resources

Ripon's policy prohibits building within the Stanislaus Rivers 100-year flood plain except by special permit; consequently, development within the Planning Area is not expected to have significant effects on existing riparian habitat and vegetation or other areas along the river supporting wildlife.

Any construction within the 100-year flood plain of the Stanislaus River would require a Stream Bed Alteration Agreement from the Department of Fish and Game as required by Sections 1601-03 of the Fish and Game Code.

Removal of land from agricultural use could affect the availability of habitat for common animals such as pheasants, quail, and rabbits.

Air Quality

Air quality would unavoidably and adversely be affected to a minor degree by residential, commercial, and industrial development within the Planning Area. The adverse effects would be due to increased emissions generated by automobile travel and stationary source additions resulting from such urban development.

Another important air quality issue locally is that of odors. Odors from poultry farms bordering the urbanized area may prove objectionable at times to residents of developing portions of the Planning Area. Additionally, odors from the City's domestic and industrial sewer ponds need to be recognized in consideration of compatible land uses near these ponds.

5.5 POTENTIAL FOR FUTURE OPEN SPACE AND RECREATION RESOURCES

City Parks and Recreation Facilities

The total developed and undeveloped City park land, exclusive of school recreation facilities, provides 344.75 acres of combined neighborhood and community parks and recreation facilities. This represents approximately 25.7 acres per 1,000 persons within the City limits, at the 2005 population level of 13,241. *(This compares favorably with State and National guidelines for parks and recreational facilities, as shown in Table 5.4, which suggests that between 2.0 and 4.0 acres per 1,000 persons is appropriate. In the past the City has used a rule of thumb of one park per 60 to 80 acres for residential development.)*

Park Type	Service Area	Acres per 1,000 Population
Mini-park (tot lot)	Designed to serve the immediate neighborhood within walking distance to the park	.25 - 1.0
Neighborhood	Designed for more intense use with expanded opportunities for the neighborhood and entire community	2.0 - 2.5
Community	Designed for a variety of uses which may include intense recreation facilities (i.e. aquatic centers, community centers, athletic fields/ complexes) as well as areas of natural quality for passive outdoor recreation, such as walking, hiking, biking, viewing, sitting, and picnicking	2.5 - 4.0
Regional	Designed to serve an area far greater than the local community and to provide facilities which attract recreation activities from throughout the region.	15 - 20

Source: National Recreational Park Association and the State of Calif.

Regional park facilities for the Ripon area are provided by Caswell State Park and the Corps of Engineers park and bike bridge along the Stanislaus River, and the Mistlin Sports Complex on River Road.

Future needs for neighborhood and community park facilities can be estimated using the existing parks to population ratios. At the City's projected Year 2040 population level of 40,000, a total of at least forty-one (41) acres of additional neighborhood/community parks and recreation facilities will be needed to maintain the existing ratio.

For the purposes of this discussion, a mini park is typically expected to be similar in nature to a neighborhood park, but involving less land area (primarily at the expense of some turf play area found in neighborhood parks). A neighborhood park provides playground equipment and turf play areas, but no restrooms, formal ball field areas or parking areas. Neighborhood parks are typically expected to be in the range of 5 to 10 acres or less for a mini park. Community parks are typically expected to be larger 25+ acres depending on the types and extent of recreation facilities provided. A community park provides formal ball field facilities, picnic areas, restrooms, parking areas, and possibly other amenities besides playground equipment and turf play areas. *(Future Recreation Facilities are shown in Table 5.5)*

**Table 5.5
Future Recreation Facilities**

Facility Type	Quantity	Description	Total Cost	Time Frame
Aquatic Centers	2	25-meter pool, recreation pool with slide and play equipment, locker rooms, offices, concession area, associated areas	06.0 million	2020/2035
Tennis Complex	2	A state of the art lighted four court tennis complex with landscaping, restrooms, and parking areas.	02.0 million	2010/2025
Com /Rec Centers	2	A 16,000 square foot facility, consisting of a main hall with additional meeting rooms, offices, kitchen, restrooms, storage and parking.	15.0 million	2010/2030
Senior Citizens Center	1	A 10,000 square foot facility with a main hall, meeting rooms, game rooms, arts and crafts rooms, kitchen, restrooms, offices, and parking.	03.0 million	2020/2035
Gymnasium/ YAC	2	A 8,500 square foot facility consisting of a 7,000 square foot gym, locker room, restrooms, game room, computer room, offices, meeting rooms, associated storage areas, and parking.	04.0 million	2005/2020
Sports Complex	2	A state of the art sports complex with 6 lighted baseball/softball fields and 12 soccer/multi-sport fields with batting cages, play equipment, water features, restaurant/concession area, meeting rooms, offices, game rooms, restrooms, storage areas, maintenance areas, and parking.	15.0 million	2005/2030
Football Stadium	1	A lighted football/soccer stadium, including a running track, with practice fields and parking	03.0 million	2010
Skateboard /BMX Parks	2	33,000 square foot facility with street course, in ground course, skating pool, landscaping, restrooms, and parking.	02.0 million	2015/2030
Stanislaus River Trail	1	Approximately 2 miles of biking and hiking trails extending from Stouffer Park west beyond Jack Tone Golf Course and out towards Caswell State Park	02.0 million	2006
TOTAL			52.0 mil.	

Open Space/Recreation Opportunities along the Stanislaus River

Since City policy prohibits building within the Stanislaus River flood plain area except by special permit, a unique opportunity exists to use some of these areas for open space and recreation. For example, from Stouffer Park the flood plain area follows the rivers on the north side to Highway 99 and possibly westward.

Cooperation between the City, the Corps of Engineers, and affected property owners and developers will be necessary to use the potential of this area that might otherwise be an untapped recreational and open space asset. These policies should be actively pursued.

In 2005, the City sold 57.25 acres of property, an oak grove, to San Joaquin County and is leasing it back for open space. The City also acquired an easement for public access to the Corps of Engineers park site next to State Route 99 and the Stanislaus River.



U.S. Fish and Wildlife Riparian Habitat Restoration

VOLUME I - CHAPTER SIX

HOUSING



6.1 INTRODUCTION

The Housing Chapter is intended to guide residential development and preservation in a way that supports the overall economic and social values of the community. The residential character of a city is largely dependent on the type and quality of its residential neighborhoods and the dwelling units within them. This chapter on housing is an official response to a continuing awareness of the need to provide housing for all economic segments of the community. It establishes goals, policies, and programs about the development of housing, and adopts a program of actions to be undertaken toward this end. In addition, the discussion identifies and analyzes housing needs and resources and constraints to meeting these needs, including the City's share of the countywide housing needs for all income levels.

Housing is a basic human necessity, and historically low-income families have always had some difficulty in adequately meeting that need. Housing costs have risen over the past several years faster than the incomes of Ripon residents. As a result, most low-income families find themselves in the position of paying a larger share of their income for housing. Many moderate-income families also find it more difficult to afford adequate housing. The provision of housing has become a critical and multifaceted problem requiring complex solutions that will need to be undertaken jointly by all levels of government and the private sector.



Custom Home in Montecito Estates



99 Unit Senior Development providing 42 Affordable homes

Housing Program

The Housing Chapter, according to State Code, must include a statement of community goals, quantified objectives and policies concerning the maintenance, improvement, and development of housing, and include a program to implement these policies, and achieve these goals and objectives. The program should contain goals the community can realistically achieve, and should: 1) identify adequate sites that will be made available to ease and encourage the development of a variety of types of housing for all income levels; 2) help in the development of adequate housing to meet the needs of low and moderate income households; 3) address, and where appropriate and legally possible, remove government constraints in the maintenance, improvement, and development of housing; 4) conserve and improve the condition of the existing affordable housing stock; and 5) promote housing opportunities for all persons regardless of race, sex, color, religion, ethnicity, national origin, ancestry, lawful occupation, family status, disability or age of owners or intended occupants of a residential development or emergency shelter.

Special Housing Needs

An assessment of any special housing needs is required such as those of the elderly, large families, farm workers, persons with disabilities and families with female heads of households.

Overcrowding

An analysis and assessment of overcrowding in the City is required to be included in a housing discussion.

Housing Condition

Documentation of the number of substandard units in the community is required, including the number suitable for rehabilitation and the number in need of replacement. If possible, the number suitable for rehabilitation should be further broken down into owner and renter occupied units for program targeting.

Housing Needs Analysis

State Government Code requires that localities document and analyze population employment trends, quantify population trends, and quantify existing and future needs including the locality's share of the region's housing needs.

Regional Housing Needs Allocation

Localities must quantify existing and future housing needs for all income levels. These needs are to include the locality's share of regional housing needs. The San Joaquin Council of Governments determines Ripon's share of regional need.

Land Inventory

A housing discussion must contain an inventory of land suitable for residential development including vacant sites and sites having potential for development. The discussion must also include an analysis of the relationship between zoning and public facilities, and services to these sites.

Constraints

State Government Code requires an analysis of the potential and actual government constraints to the maintenance, improvement, and development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction. The purpose of the constraints analysis is to identify governmental and non-governmental factors unique to the community that inhibit development, maintenance, or improvement of housing. Once identified, decision makers can take steps to reduce or eliminate the constraints through the implementation of programs and actions.

Citizen Participation

This Housing Chapter was prepared as part of Ripon's General Plan Update. As part of the planning process, extensive public information meetings were conducted. The program consisted of several public informational meetings held at City Hall and with groups such as the Chamber of Commerce, Ripon Unified School District, Ripon Consolidated Fire District, the Ministerial Association, and Agriculture Community.

A Public Review Draft was prepared and made available to the community

General Plan Consistency

California Government Code requires that General Plans contain an integrated, internally consistent set of policies. To ensure internal consistency is maintained, a review of all of the sections of the Plan was conducted as part of the public workshops. Housing is linked to the goals, policies, and actions of Land Use and Circulation to ensure each section supports the implementation of the entire Plan. Assumptions used in the Plan use existing and projected population, employment, and dwelling unit figures generated from both City land use data and Census data.

The Housing Programs

This Section contains the City’s statement of goals, policies, programs, and quantified objectives for housing. *(Table 6.1 summarizes the City’s quantified objectives contained in this Chapter which were established based on existing and projected fiscal and political realities rather than unrealistic and unattainable expectations for meeting the City’s affordable housing demand.)*

The proposed actions contained in this Section reflect the City’s philosophy that its primary role will be one of encouraging the construction of housing by developers. Where feasible and necessary, the City, and San Joaquin County Community Development Department, will take direct action to seek funding for housing activities. More often than not, the City will use its ability to soften the impact of regulation on housing cost and production as its primary tool to achieve its objectives.

The City in the Annual Report will monitor program achievement. Programs and housing production will be part of a yearly review by the Planning Commission and City Council.

**Table 6.1
QUANTIFIED OBJECTIVES SUMMARY**

Category	Construction	Rehabilitation	Conservation
Very Low-Income	29		0
Low-Income	66	14	11
Moderate-Income	54		83
Above Moderate Income	689		

Source: Ripon Planning and Economic Development Department

Ripon has approximately 2,994 acres of vacant land designated for residential development, with 149 of those acres designated for multifamily construction. The City has taken actions to provide opportunities for the construction of affordable housing.

An Affordable Housing Committee has been formed (that includes members from the City Council, Planning Commission and City Staff to monitor progress of the programs and to help project proponents in identifying possible funding sources and potential project sites. Renter and owner occupied residential rehabilitation programs have been implemented throughout the community using Community Development Block Grant and Redevelopment funds.

6.2 GOALS AND POLICIES

GOAL A: IDENTIFY ADEQUATE SITES THAT WILL BE MADE AVAILABLE TO HELP AND ENCOURAGE THE DEVELOPMENT OF A VARIETY OF TYPES OF HOUSING FOR ALL INCOME LEVELS.

Policy A1. Provide an adequate supply of land at various densities to meet the housing demand of all income segments of the community.

Program A1a. Annexing Land. Property Owners have contacted the City regarding annexation of lands designated for

low-density residential development in the northeast part of the City. The City will continue to work with property owners of vacant land within the City's Sphere of Influence that it determines is appropriate for R1-U and R-3 zoning to meet very low and low income housing demand. The City will continue to determine interest and readiness of properties to annex and develop by meeting regularly with property owners regarding annexing land for development of housing for all population segments of the City. As part of the annexation process the City includes in development agreements a requirement that each development participate in the City's affordable housing program.

Quantified Objectives. The City will maintain an inventory of land available to provide for the development of sufficient housing for all income groups. Annex and rezone sufficient land to accommodate 37 dwelling units for very low income households and 33 dwelling units for low income households at densities of 13 to 22 units per acre, to annex sufficient land to accommodate 24 dwelling units for moderate income households. **Table 6.27** summarizes the Vacant Land Inventory.

Program Responsibility. Planning and Economic Development Department

Timing. Ongoing

Proposed Action A1b. Encouragement of Varying Lot Size/Cost, to Increase the Opportunity for Low Cost Housing. The City will encourage developers of new single-family residential subdivisions to design lots of varying sizes and costs along with a corresponding variety in home costs to assist in the opportunity for low cost housing.

Program Responsibility. Planning and Economic Development Department

Timing. Ongoing

The City will identify sites on corner lots in the older areas of the City that are zoned R1-UC that can be appropriately developed for duplexes and triplexes for lower income households. The City encourages developers to disperse modest single family residences, townhouses and/or duplexes in their projects for lower income households. An Ordinance amendment, R1-U District, was adopted by the City to give an opportunity to developers for a variety of lot sizes. Minimum lot sizes range from five thousand (5,000) square feet for interior lots and six thousand (6,000) square feet for corner lots. A maximum density of seven (7) units per gross acre is permitted.

Program Responsibility. Planning Commission and Planning and Economic Development Department

Timing. Ongoing

Policy A2. Evaluate the potential for meeting some of the City's housing needs through infill development of underused sites.

Program A2a. Locating Sites Within the City of Infill Development or Re-Use of Under Used Parcels. The City will continue to study vacant and under-used site within the present City Limits to determine the feasibility for development for residential uses. The City will then act to zone suitable sites for residential densities of 13 to 22 units per acre for lower income households and five to seven units per acre for moderate-income households. Additionally, the City will monitor the amount of land zoned for single family and multifamily development, and encourage and assist in zone changes to accommodate affordable housing.

Quantified Objective. City Staff will survey the City for any potential sites and maintain an inventory of available infill land.

Program Responsibility. Planning and Economic Development Department

Timing. Ongoing

Program A2b. Consider Rezoning Land for Residential Use. The City will determine if there are any parcels more than one acre not committed to an approved development that would be suitable for rezoning to residential to accommodate moderate or low income housing. If suitable site less than one acre are available they will be considered in the analysis.

Quantified Objective. City Staff will survey the City for any potential sites and submit a report for the Planning Commission and City Council where appropriate.

Program Responsibility. Planning and Economic Development Department

Timing. Ongoing

GOAL B: ASSIST IN THE DEVELOPMENT OF ADEQUATE HOUSING TO MEET THE NEEDS OF LOW AND MODERATE INCOME HOUSEHOLDS.

Policy B1. Encourage development of housing for senior citizens and low and moderate-income persons.

Program B1.a. Senior and Low Income Housing. Housing developers will be helped in finding sites and designing projects that will attract and accommodate senior and low-income households. The City will continue to work with nonprofit housing developers with a record of activity in the area to determine their interest in developing in Ripon. Meetings will continue to be held with these developers to identify the housing program types that appear feasible such as self-help housing and rental construction.

Quantified Objective. City Staff will maintain a vacant land inventory and other data for developers interested in constructing senior and low-income housing in Ripon. City Staff will help property owners and developers in obtaining funding for 95 senior, very low and low-income units. These would likely be a combination ownership and rental units.

Program Responsibility. Planning and Economic Development Department

Timing. Ongoing

Proposed Action B1b. GAP Program. Ripon will continue to support and encourage continued funding of the GAP Program to assist first time homebuyers. The Ripon Redevelopment Agency will continue to fund the GAP Program to help first time buyers with their down payment.

Quantified Objective. The Planning and Economic Development Department will administer Redevelopment Agency and other designated funds for the GAP financing program. At least \$500,000 of Redevelopment Agency funds will be used each year to help first time low income and first time moderate income buyers to make down payments on housing units.

Program Responsibility. Planning and Economic Development Department

Timing. Ongoing

Policy B2. The City will utilize development agreements to encourage developers to use the Density Bonus and other incentives to provide low-income housing.

Proposed Action B2b. Density Bonus. Ripon's Development Code permits up to 35% increase in the allowed density range based on the projects design and ability to meet housing needs of low-income households. City Staff will assist developers and non-profit agencies and developers in taking advantage of the Density Bonus provisions in the

code during pre-application conferences for projects.

Quantified Objective. As development agreements for projects are negotiated, City staff will identify specific segments of the project that will improve from an increase in density to benefit senior and lower income households.

Program Responsibility. Planning and Economic Development Department

Timing. Ongoing

Policy B3. Provide technical assistance to developers and nonprofit organizations in the application of local, state and federal funding for rehabilitation of existing housing stock, and provide new housing opportunities.

Proposed Action B3b. Alternate Funding. The City will pursue alternate funding for affordable housing proposals identified by housing developers.

Quantified Objective . City and County staffs will review and evaluate housing funding for affordable housing proposals identified by housing developers. Publish and distribute information on funding available and assist developers in the preparation of applications for funding.

Program Responsibility. Ripon Planning and Economic Development Departments and San Joaquin County Neighborhood Preservation Division.

Timing. Funding cycles vary with each program, but the City will attempt to define at least two affordable housing proposals for which it can seek funding between 2005 and 2009.

GOAL C: ADDRESS, AND WHERE APPROPRIATE AND LEGALLY POSSIBLE, REMOVE GOVERNMENTAL CONSTRAINTS IN THE MAINTENANCE, IMPROVEMENT, AND DEVELOPMENT OF HOUSING.

Policy C1. Reduce, where possible, the number of nonresidential uses permitted in the medium and high-density residential zoning districts.

Program C1a. Evaluation of Uses. A review of the multiple family residential districts should be conducted of the uses that are not residential or related to residential uses. Provide a sufficient amount of zoned land to accommodate development of all housing types and income levels. Monitor the amount of land for all types of housing and initiate zone changes if necessary.

Quantified Objective. City Staff and the Planning Commission will continue to evaluate the nonresidential uses in the zones and prepare reports for the Planning Commission and City Council, respectively as needed.

Program Responsibility. Planning and Economic Development Department and Planning Commission.

Timing. Ongoing.

Proposed Action C1b. Second Unit Dwellings. The City will compare the standards in the Second Unit Dwelling provisions with the State Government Code to determine if any changes are needed. Encourage the development of second dwelling units to provide additional affordable housing opportunities.

Quantified Objective. A review will be conducted of the recently enacted legislation. Amend the Ripon Municipal Code to reflect the recent changes in State Law pertaining to the construction of second unit dwellings. City Staff will evaluate the standards and report to the Planning Commission and City Council consideration to revise Development Regulations as needed.

Program Responsibility. Planning and Economic Development Department and Planning Commission.

Timing. Ongoing.

Program C2b. Identifying Zones that are Appropriate for Homeless Shelters. Although the City has not identified a need for homeless or transitional housing facilities, the City added small shelters in the R-3, R4 and R4-U Zones to the Development Code as allowed in these zoning categories in the event the need for such a use arises. Staff will monitor the requirements of homeless persons in the City and assist agencies that provide service to persons in need of emergency shelter.

Quantified Objective. Staff will contact agencies and religious organizations that provide services to the homeless to determine the number of homeless persons who have been residents of Ripon. A comprehensive report with recommendations will be prepared and submitted to the Planning commission and City Council.

Program Responsibility. Planning and Economic Development Department

Timing. Ongoing

GOAL D: CONSERVE AND IMPROVE THE CONDITION OF EXISTING AFFORDABLE HOUSING STOCK.

Policy D1. Continue to allocate in the Community Development Block Grant (CDBG), H.O.M.E., and Redevelopment Agency funds to the City's rehabilitation program.

Program D1a. Rehabilitation. San Joaquin County through its Community Development Department will continue to administer the housing rehabilitation program for the City of Ripon.

Quantified Objective. Rehabilitate annually at least four dwellings occupied by very low and low-income households.

Program Responsibility. Planning, and Economic Development Department, and San Joaquin County Neighborhood Preservation Division.

Timing. Submit funding requests annually.

Program D1b. Infrastructure Improvement. The City will continue to use Redevelopment Agency financing to improve streets, sidewalks, curb, gutters, and the water distribution and sewage collection systems.

Quantified Objective. The Engineering and Public Works Departments will continue to improve the City's infrastructure to encourage the use of vacant and underused parcels for low-income housing in the City's older areas.

Program Responsibility. Planning and Economic Development, Public Works and Engineering Departments.

Timing. Ongoing

Policy D2. Preserve single-family neighborhoods through appropriate zoning.

Program D2a. Preserve Single Family Areas. The City will maintain single-family zoning in predominately single family neighborhoods and areas to preserve the current single-family use.

Quantified Objective. City Staff will periodically review the zoning throughout the City.

Program Responsibility. Planning and Economic Development Department

Timing. Ongoing

Policy D3. The City will continue to enforce required energy standards

Program D3a. Energy Conservation. The City will enforce energy standards required by the Building Code, promote proper solar orientation and encourage tree planting.

Quantified Objective. The City Staff will review project applications to ensure compliance with energy standards.

Program Responsibility. Planning and Economic Development Department

Timing. Ongoing

GOAL E: PROMOTE HOUSING OPPORTUNITIES FOR ALL PERSONS REGARDLESS OF RACE, RELIGION, SEX, MARTIAL STATUS, ANCESTRY, OR COLOR.

Housing Opportunities and Accessibility

Policy E1. Provide information on state and federal fair housing laws.

Program E1a. Fair Housing Information. The City will provide fair housing information to interested citizens. All requests for fair treatment on housing will be referred to the San Joaquin Fair Housing, Inc.

Quantified Objective. All recipients of locally administered housing assistance funds will be required to acknowledge their understanding of fair housing law and affirm their commitment to the law. Distribute fair housing information in English and Spanish at City Hall, Library, and Senior Center.

Program Responsibility. City Staff and San Joaquin Fair Housing, Inc.

Timing. Ongoing

Policy E2. Implement the requirements of the Americans with Disabilities Act (ADA). The City will encourage developers to continue to provide housing for persons with disabilities.

Program E2a. Americans with Disabilities Act. The City will ensure multifamily housing meets state and federal requirements for disabled access. Regularly monitor City ordinances, codes, and policies and procedures to ensure that they comply with the reasonable accommodation for disabled provisions.

Quantified Objective. Federal and State funds will be used to provide new units of supportive housing for persons with disabilities.

Program Responsibility. Planning and Economic Development Department.

Timing. Ongoing Annually

Policy E3. Provide rental assistance to very low-income households.

Program E3a. Rental Assistance. The City will encourage the use of HUD Section 8 funds for providing rental assistance to very low-income households, and assist the San Joaquin Housing Authority to meet the growing demand for public housing units and rental assistance through voucher programs.

Program E3b. The City will cooperate with the San Joaquin County Housing Authority to increase the number of Very Low Income Households helped by this program.

Program E3c. Work with the San Joaquin Housing Authority and use all the influence the City has to obtain more housing vouchers for the Housing Authority.

Program Responsibility. Planning and Economic Development Department and San Joaquin County Housing Authority.

Timing. Ongoing

Policy E4. Assess the need for farm worker housing in the City.

Program E4a. Work with farm owners and central labor suppliers to determine the number of farm workers who may need housing. The resulting report should address: permanent workers, seasonal resident workers and migrant workers.

Program Responsibility. Planning and Economic Development Department

Timing. Ongoing

6.3 HOUSING NEEDS IN THE CITY OF RIPON

The City of Ripon's affordable housing challenge is to meet the housing needs of its current and future residents by providing a range of purchase and rental units that are affordable to all income groups. This section provides a summary of the housing needs in Ripon by identifying: *existing and projected housing needs; analyzing population and housing trends; and addressing special needs within the Ripon area.*

Based on U.S. Census Bureau, Census 2000 data, current sales and rental prices, and the definition of affordability, the following housing assistance needs have been identified for each group:

Low and Very Low Income Households who are not homeowners probably cannot qualify for home ownership without some form of a deep subsidy, unless their incomes rise significantly. Subsidies for some rental units may be needed to remain affordable to very low-income households.

Moderate Income Households are expected to afford rental units without financial assistance, however, they may require some assistance in purchasing a home.

Above Moderate Income Households are considered financially able to find affordable units for purchase or rent within the Ripon housing market without any special efforts by the City.

Housing Stock

In 1960, Ripon had 632 dwelling units, and the 1990 Census showed Ripon had 2,653 dwelling units. The U. S. Census Bureau, Census 2000 shows a total of 3,432 housing units. These figures show that approximately 82% of the housing units in Ripon are less than 40 years old. *(See Table 6.2.)*

Table 6.2 HOUSING STOCK					
Year	Total	Single Family	2 - 4 Units	5+ Units	Mobile homes
1960	632	608	0	24	0
1970	874	806	0	68	0
1980	1,306	1,136	61	109	0
Detached - Attached					
1990	2,653	2,138 - 111	170	32	3
2000	3,432	2,899 - 95	136	293	9

Source: Ripon Housing Element (1988); 1990 Census; Census 2000.

Single-Family households are predominate in Ripon with 45.5% of them having children less than 18 years of age. Of the 3,368 total households, 322 are female households, and 209 of them have children less than 18 years of age. Household types are listed in [\(Table 6.3\)](#).

**Table 6.3
Household By Type**

Type	Number	Percent
Total households	3,368	100
Family households (families)	2,681	79.6
With children under 18 years	1,534	45.5
Married-couple family	2,227	66.1
With own children under 18 years	1,247	37.0
Female householder, no husband present	322	9.6
With own children under 18 years	209	6.2
Non-family households	687	20.4
Householder living alone	570	16.9
Householder 65 years and over	262	7.8
Households with individuals under 18 years	1,625	48.2
Households with individuals 65 years and over	662	19.7
Average household size	2.98	--

Source: U.S. Census Bureau, Census 2000

The majority of the housing units in Ripon are owner-occupied, as shown in [\(Table 6.4\)](#) below.

**Table 6.4
HOUSING TENURE**

Type	Number	Percent
Occupied Housing Units	3,368	100
Owner Occupied Housing Units	2,398	71.2
Renter Occupied Housing Units	970	28.2

Source: U.S. Census Bureau, Census 2000

Income Limits

Household income is an important consideration when evaluating housing needs because low income typically limits a households’ ability to afford adequate housing and services.

Based on annual nationwide surveys, the United States Department of Housing and Urban Development (HUD) calculates household standards for federal housing programs which is indicated in (Table 6.5) below.

**Table 6.5
HUD Definitions of Household Income Levels**

VERY LOW - 0-50% of Median Income
LOW - 51-80% of Median Income
MODERATE - 81-120% of Median Income
ABOVE MODERATE - More than 120% of Median Income

The California Department of Housing and Community Development (HCD) uses this data to establish household income limits. The income limits for San Joaquin County for 2005 are shown in (Table 6.6) below.

**Table 6.6
Income Limits - 2005**

Persons/Household	1	2	3	4	5	6	7	8
Income Categories								
Very Low	19,350	22,100	24,900	27,650	29,850	32,050	34,300	36,500
Lower	30,950	35,400	39,800	44,250	47,800	51,300	54,850	58,400
Medium	38,700	44,200	49,800	55,300	59,700	64,100	68,600	73,000
Moderate	46,400	53,000	59,750	66,350	71,600	76,900	82,300	87,600

Source: California Department of Housing and Community Development

Housing affordability refers to the financial ability of a household to rent or buy a housing unit. Government agencies, lenders, and landlords generally consider a household eligible to rent or buy if monthly payments do not exceed 30% of the total household income. Given this guideline, the monthly rent or mortgage rate a household can afford is easily calculated, although ownership costs will vary with interest rates, down payments, and the type of financing instrument.

Poverty Level

According to the 2000 Census, Ripon’s poverty status in 1999 was 126 households or 4.7% of the total population, which was a very slight increase over the 4.6% reported in the 1990 Census. The income characteristics of Ripon have likely been affected by development trends in the last 20 years. About 82% of the dwelling units in Ripon have been constructed since 1980. Residents in these homes are likely to have higher incomes, on average, than other residents of the community. (See Table 6.7)

**Table 6.7
Ripon Poverty Status in 1999**

Type	Number	Percent
Families	126	4.7
Families with related children under 18	99	6.0
Families with related children under 5	34	6.8
Families with female householder, no husband present	71	22.0
Families with female householder with related children under 18 years	65	27
Families with female householder with related children under 5 years	21	48
Individuals 65 years and older	108	11.5

Source: U.S. Census Bureau, Census 2000

Housing Condition

Since the September 1997 windshield survey conducted by Ripon's Building Official conducted a windshield housing survey in September 1997, and estimated approximately 310 residential structures or 12.2% of the City's total housing units to be in a deteriorated condition. About 245 of those structures may be in need of significant repairs or should be replaced.

Residential units that currently exhibit structural decline are in Ripon's older neighborhoods built before World War II. The cost of lots in developing areas makes repairing and rehabilitating homes in the City's older areas attractive economically for lower income families.

Rehabilitation and replacement of older homes is an ongoing effort encouraged by the City. Ripon annually allots Community Development Block Grant (CDBG), H.O.M.E., and Redevelopment Funds for its Rehabilitation Program administered by the San Joaquin County Community Development Department.

Housing Costs

Housing has become a less affordable commodity. Median price of housing in Ripon is low compared with the Bay Area and other higher cost areas of California, but incomes of City residents are lower. Increases in the cost of housing have affected the ability of City residents to afford housing within their means, particularly those who want to own a home.

Generally, the standard for determining housing affordability used by HUD and lending institutions is that housing costs should not exceed 30% of gross household income. When computing the City's housing needs, analysis is necessary to find the percentage of unaffordable units within the various income levels. "Affordability" is defined as a household's ability to pay for housing based on income. According to current accepted standards, very low or low-income households that pay more than 30% of their monthly income for housing face a financial hardship.

The data is an estimate based on census tables and does not represent a complete count of all households. This is the only available data that measures housing costs as a percent of income. The table uses households with incomes equal to or less than \$44,250 per year (80% of County median family income by household size) as a cut off for lower income households. This was the targeted income for small cities Community Development Block Grant (CDBG) program.

The 2000 Census showed that the median house value in Ripon was \$166,500. By comparison, the median house value in San Joaquin County was \$142,400. Ripon homeowners were paying a medium mortgage payment of \$1,285 and San Joaquin County homeowners were paying a median monthly mortgage cost of \$ 1,235 per month. (See [Table 6.8](#))

According to the 2000 Census the median gross rent in San Joaquin County was \$617. At the same time the median contract rent in the City of Ripon was \$643. Using 2000 Census data, median income for very low-income households in Ripon was \$23,750.

Table 6.8
Housing Value Owner Occupied Units in Ripon

VALUE	NUMBER	PERCENT
Less than \$50,000	6	0.3
\$50,000 to \$99,999	106	4.5
\$100,000 to \$149,999	865	36.6
\$150,000 to \$199,999	603	25.5
\$200,000 to \$299,999	620	26.2
\$300,000 to \$499,999	142	6
\$500,000 to \$999,999	20	0.8
\$1,000,000 or more	0	0
Total Units	2,362	
Median \$166,500		

Source: U.S. Census Bureau, Census 2000

Overpayment

Measures of overpayment vary from 25% to 30% of a households' income. (Table 6.9) shows Owner Cost as a Percentage, and (Table 6.10) shows the Gross Rent Percentage of Household Income.

If 25% is used as a basis of overpayment, 888 or 37.6% of Ripon's owners over paid on their mortgages.

Table 6.9
Owner Cost as a Percentage of Household Income 1999

Owner	Number	Percent
Less than 15 percent	594	25.1
15 to 19 percent	346	14.6
20 to 24 percent	519	22.0
25 to 29 percent	332	14.1
30 to 34 percent	215	9.1
35 or more	341	14.4
Not computed	15	0.6

Source: U.S. Census Bureau, Census 2000

As for renters, 468 or 50.8% over paid for housing.

Table 6.10
Gross Rent as a Percentage of Household Income 1999

Renter	Number	Percentage
Less than 15 percent	135	14.6
15 to 19 percent	148	16.1
20 to 24 percent	134	14.5
25 to 29 percent	109	11.8
30 to 34 percent	78	8.5
35 percent or more	281	30.5
Not computed	37	4.0

Source: U.S. Census Bureau, Census 2000

Overcrowding

The U.S. Census Bureau defines overcrowding as a dwelling unit that houses more than one person per room and extreme overcrowding is defined as more than 1.5 persons per room. Overcrowding should also be evaluated in terms of other factors such as cultural expectations, size of rooms, availability of common open areas, as well as age and relationship of persons in the units.

The 2000 Census lists Occupant Per Room in occupied housing units. It does not differentiate between owner occupied and rental units.

Overcrowding is not a serious problem in Ripon because less than 6% of the occupied units are overcrowded, as shown on (Table 6.11).

Table 6.11
Occupants Per Room

	Percent	Number
Occupied Housing Units	100	3,369
1.00 or less	94.3	3,176
1.01 to 1.50	3.3	112
1.51 or more	2.4	81

Source: U.S. Census Bureau, Census 2000

To alleviate overcrowding in rental units, the City could use incentives to encourage developers to provide some 3 and 4 bedroom units in their project.

The City is attempting to ease overcrowding in owner occupied units by participating in the Community Development Block Grant rehabilitation program using Community Development Block Grant (CDBG), H.O.M.E., and City Redevelopment funds to rehabilitate existing housing.

Vacancy Rate

Vacancy rate is an indicator of housing availability and market conditions. A 5% vacancy rate is considered the minimum required to allow reasonable rental mobility. A lower vacancy rate will decrease the renter's ability to find appropriate housing and the strong market pressure will allow rates to rise. Ripon's vacancy rate, according to the 2000 Census, was 2.3% for-rent and for-sale units. Vacancy status for rental housing units was 24 (1%) and "for-sale" units was 55 (2.2%) with an overall vacancy rate of 4.1%. The California Department of Finance Population and Housing Estimates show Ripon averaging a 4% to 5% vacancy rate since 1990. (Table 6.12) indicates the changes

during the previous 10-year period.

**Table 6.12
Vacancy Status**

	Number	Percent
Vacant Housing Units	78	100
For rent	16	20.5
For sale only	26	33.3
Rented or sold/not occupied	11	14.1
Occasional use	5	6.4
For migratory workers	0	0
Other vacant	20	25.6

Source: U.S. Census Bureau, Census 2000

Population

The population trends, demographics, and special needs of a community largely determine the amount and type of housing needed. This section reviews the population characteristics of Ripon. (See Table 16.13)

Future housing needs are partially created by forces outside the City. There has been, and will likely continue to be, a movement of people from the greater San Francisco Bay Area. Most jobs are still being created along the Interstate 580 and Interstate 680 corridors of the Livermore Valley. This is likely to create a search for economical housing. Future housing needs generated by these employment opportunities will be largely determined by what takes place in the communities surrounding that area. Economics, political interests, ability to provide infrastructure, water, schools, and way of life will all play a part.

It is likely, however, that the San Joaquin Valley will continue to experience steady demand for housing because of that employment growth.

**Table 6.13
General Population Characteristics**

	1990 Census	2000 Census
Total Population	7,436	10,400
Total Households	2,404	3,368
Total Housing Units	2,653	3,432

Source: U.S. Census Bureau, Census 1990 & 2000

Population projections are needed to permit a community to determine its future housing requirements. (Table 16.14) shows the population projections for Ripon and San Joaquin County as developed by the San Joaquin Council of Governments.

**Table 6.14
Population Projections**

AREA	2000	2005	2010	2015	2020
Ripon	10,400	13,047	15,695	18,342	20,524
San Joaquin County	566,600	633,348	700,095	766,843	832,851

Source: San Joaquin Council of Governments

Employment

Employment in Ripon is varied with management/professional with 32.8% the largest group and sales/office with 27.6% the next highest group. The U.S. Bureau of the Census, Census 2000 figures for employed civilian population 16 and over are shown in *(Table 6.15)*.

**Table 6.15
Employed Civilian Population 16 Years and Over**

Occupation	Number	Percent
Management, professional and related occupations	1,507	32.8
Service occupations	675	14.7
Sales and office occupations	1,267	27.6
Farming, fishing and forestry occupations	67	1.5
Construction, extraction and maintenance occupations	497	10.8
Production, transportation, and material moving occupations	581	100
Total	4,594	100

Source: U.S. Census Bureau, Census 2000

Regional Housing Needs Allocation

State Government Code requires the San Joaquin County Council of Governments (SJCOG), and other councils of Governments, to set existing and projected regional housing needs, both for their respective regions and for local jurisdictions within their respective region. Regional housing plans have been developed since 1981.

Council of Governments are required to consider the following factors when determining local shares or projected housing need: the market demand for housing; employment opportunities; availability of suitable sites and public facilities; commuting patterns and public transportation facilities; the loss of units in assisted housing developments that changed to non-low-income use through mortgage prepayments; subsidy contract expirations or end of use restrictions; type and tenure of housing; and the housing needs of farm workers. The purpose of the regional housing needs plan is to help plan for future residential growth so that residents of all income levels will have access to housing, both within the region and by jurisdictions. Distribution of regional housing needs must promote efficient commuting patterns, and the provision of housing close to employment opportunities or public transportation facilities. The COGs are also directed to seek to reduce the concentration of lower income households in cities or counties that already have disproportionately high proportions of lower-income households.

Providing adequate housing sites is vital to satisfying the housing need of all portions of the community. As indicated in *(Table 6.16)*, Ripon must provide adequate sites for the construction of 1,208 units from 2001-2008, as determined by the San Joaquin County Council of Governments in its Regional Fair Share Housing Plan (RHNA). Provision of adequate sites is a key function of the Land Use and Zoning Regulations.

**Table 6.16
Regional Housing Needs Allocation 2001-08**

INCOME CATEGORY	ALLOCATED UNITS
Very Low	228
Low	181
Moderate	206
Above Moderate	593
Total	1,208

Source: San Joaquin Council of Governments (Adopted December 5, 2002)

The Land Use Chapter of the General Plan and the Zoning Ordinance provide the planning and regulatory framework for the future development of adequate housing sites. A variety of residential development is possible in the City, ranging in density up to 22 units per acre excluding density bonuses. Housing alternatives included in the Ripon Development Code are second unit dwellings, density bonuses and an affordable housing exception. There are seven (7) residential land use designations provided by the Land Use Plan.

The City will continue programs and procedures with the intent of achieving its fair share of the regional housing allocation. The City will encourage low-income housing units in density bonus projects. The affordable housing exception will be used when infill development occurs.

Master Affordable Housing Schedule

An affordable housing schedule has been developed for approved single-family residential projects that identifies the type of housing by income level (very low, low and moderate). Pending multiple-family projects are included in the list and it is anticipated that approximately 50 units (30 very low and 20 low) will be constructed during the next 5 year period. *(See Table 6.17)*

Table 6.17
Master Affordable Housing Schedule*
(January 1, 2001 through December 31, 2008)

	Very Low	Low	Moderate	Total	Constructed	Inside RDA
ACLC	2	12		14	14	Yes
* Augusta Pointe			2	2	2	No
Bethany Town Square	7	7	7	21		Yes
* Brookline	2	5		7	7	No
* California/Locust		2	1	3	3	Yes
* Carolinas			6	6	6	No
* Chesapeake	12	30		42	42	No
Cornerstone I	4	4	4	12		No
Cornerstone II	7	5	2	14		No
* DeJong		1	7	8	8	No
* Farmland			3	3	1	No
* Grand View			2	2	2	No
Iron Gate East/West	4	4	4	12		No
* Magnolia		6		6	6	No
* Montecito			6	6	6	No
Palm Grove	2	2	2	6		No
* Poppy Hills			6	6	6	No
* Ripona			1	1	1	Yes
* Seven Oaks			5	5	5	No
* Shadow Glenn			2	2	2	No
* Spring Creek Meadows II		1	1	2	2	No
Verandas		6		6		No
Vermeulen Meadows			2	2		No
Wagner Woods	5	7	6	18		No
Total	45	92	69	206	113	
% of RHND	20%	51%	33%	33%		
Balance	183	89	137	409		

Source: Ripon Planning and Economic Department:

* Constructed as of January 1, 2006

Programmed Redevelopment Set-Aside Funds

Several specific projects and sites have been identified and designated as suitable for housing. (Table 6.18) shows the development projects that have RDA set-aside funds allocated for affordable housing units. The list does include pending multiple-family projects, and it is anticipated that approximately \$2.5 million will be allocated during the next 5 years.

Table 6.18
Programmed Redevelopment Set Aside Funds

Project	Number Type Units	GAP Funds	Off-Set Funds
Carolinas	6 moderate	Yes	Yes
Chesapeake Landing	42 very low, low	No	Yes
Magnolia	6 low	Yes	No
Seven Oaks	5 moderate	Yes	No
Grand View	2 moderate	Yes	No
Montecito	6 moderate	Yes	No
Poppy Hills	6 moderate	Yes	No
Augusta Pointe	2 moderate	Yes	No
Shadow Glenn	2 moderate	Yes	Yes
Brookline	7 very low & low	Yes	No
Spring Creek Meadows II	1 low and 1 moderate	Yes	No
Wagner Woods	6 very low, 7 low & 5 moderate	No	Yes
Cornerstone II	5 very low & 2 low	No	No
Palm Grove	2 very low, 2 low & 2 moderate	Yes	Yes

1. Assumes \$50,000 per GAP Loan

2. Only applies if very low income units are provided

Source: Ripon Planning and Economic Development Department

Density Bonus

Ripon's Development Code includes a housing density bonus section that regulates concessions and incentives for the development of housing for low income and very low income individuals and senior citizens. If the Density Bonus concept is used, greater residential densities may be achieved. The Ordinance allows 25% increase in the allowed range of density based on the project's design and ability to meet certain housing criteria. Density is considered a necessary component in providing for affordable housing. (See Table 6.19)

Table 6.19
Residential Densities/Designations 2003

Symbol	Designation	Density	Density bonus 25%	Average Density
ELD	Extremely Low	.5	.625%	.56
VLD	Very Low	.5 to 2	2.5%	2.25
LD	Low	3.5 to 5	6.25%	5.63
HLD	High- Low	7	8.75%	8
MD	Medium	13	16.25%	14.5
HD	High	16	20%	18
VHD	Very high	22	27.5%	25

Source: Ripon Planning and Economical Development Department

In 1998, the City implemented its Density Bonus Program. Since that time, the City processed one project, the Bethany Garden West senior PUD, on a 3.2 acre site, resulting in a total of 45 units, of which 29 were constructed using the density bonus provisions.

Assisted Housing Units At-Risk

Over the last thirty (30) years the Department of Housing and Urban Development (HUD) and the Federal Housing Administration (FHA) have administered many subsidy programs to encourage the development of multi-family housing for low and moderate income households and for elderly and disabled persons. These subsidies took many forms, including mortgage and rental subsidies.

Private owners of government assisted rental housing developments are often eligible to end rent restrictions once a specified contract period has expired. Government issued contracts including subsidy, mortgage prepayment, or rent restrictions often extend to 40 or 50 years; however, borrowers may have the option of prepaying their loans after 20 years, after which time they may convert their low income rental units to market rates.

Ripon has no assisted rental housing units that are at risk of converting to market housing, nor are there any rental developments that might fall into this category in the future. The Ripon City Council adopted Resolution 92-19 on May 5, 1992 which made the finding that there is no assisted housing in the City at risk.

Special Housing Needs

There are particular groups that need special housing. These groups include large families, seniors, persons with disabilities, migrant and seasonal workers, female-headed households, and homeless people. Large families need larger units with more bedrooms and baths, while senior households may need smaller units. Persons with disabilities may need specially constructed units. Female-headed households often need low cost housing and may include both large-family and elderly persons. Migrant and seasonal workers need housing accessibly to agricultural areas. Homeless persons need emergency shelter and assistance in finding permanent housing.

Large Households

Large households (defined as five or more persons) may have specific needs that differ from traditional families due to income and housing stock limitations. About 2.4% of the households in Ripon have more than 1.51 or more persons per room. This is a small percentage of Ripon's household.

Seniors

Ripon's 65 and over population increased from 9% in 1990 to 17.9% in 2000. Many of the seniors in the City live alone.

Some seniors have the physical and financial ability to continue driving well into retirement, but there are those that cannot or chose not to drive. Housing designed for seniors should take into consideration close and easy access to medical, transportation, commercial and recreational facilities. Walkable neighborhoods are also very important to seniors.

There are 262 senior householders living alone in the City. There were 108 individuals 65 years and over in poverty status in 1999 according to the 2000 Census. This group finds it difficult to find adequate housing because of the low income. *(See Table 6.20)*

**Table 6.20
Age of Householder**

	Number	Percent
65 to 74	284	8.4
75-84	231	6.9
84 and over	88	2.6
65 and over Total	603	17.9

Source: U.S. Census Bureau, Census 2000

Female Householder

Female headed households tend to earn low incomes, thus limiting housing availability. In 2000, females headed 322 Ripon households and 209 of those had children less than 18 years of age. The poverty level in this group was 27%. Providing housing opportunities for female-headed households relates both to affordability and child care services.

Farm Worker Households

Ripon located in the San Joaquin Valley, is located in a rich agricultural area. Most of the farms in the area are family farms ranging in size from 20 to 60 acres. Agriculture is also changing over to crops that can be harvested mechanically. This change has resulted in the need for fewer farm workers.

The San Joaquin County Housing Authority maintains housing at sites in French Camp and east of Lodi on Harney Lane. Some larger farmers provide housing for their employees in season.

According to the 2000 Census, there were approximately 67 Ripon residents employed in farming, fishing, and forestry occupations. There is no fishing or forestry in the City so it can be assumed that the residents of Ripon are employed in farming. Employment in farming does not necessarily mean the status of the person is always that of the migrant or a seasonal worker; it is likely that some residents engaged in farming, do so on a large scale and employ others, or are permanent residents with continuing employment on nearby farms. The Housing needs for farm workers can be fulfilled in the City’s affordable housing approach because the need is small. (See Table 6.21)

**Table 6.21
Farm, Fishing, and Forestry Employees in Ripon**

Type	1990		2000	
	Number	Percent Total Employment	Number	Percent Total Employment
Farming, Fishing and Forestry	116	2.4	67	1.5

Source: U.S. Census Bureau, Census 2000

Emergency and Transitional Shelter

The housing needs of those seeking emergency shelter or transitional shelter has increased dramatically in recent years. The fastest growing population of those in need of shelter is families with children. Factors contributing to the rise of homeless population include the lack of affordable housing, increase in the number of persons who fall below the poverty level, reductions in public subsidies to the poor, and removing the mentally ill from institutions.

The City of Ripon had no homeless persons as of 2005. Those looking for emergency shelter or transitional shelter go to Manteca, Modesto and Stockton where services are available.

The Ripon Police Department reports they do not observe any homeless in the City of Ripon. Occasionally officers

will find the presence of an abandoned campfire down by the Stanislaus River; however, they do not have any individuals making it an extended campsite. The campsites appear to be used for overnight stays while traveling along State Route 99.

In addition, to the publicly subsidized programs, some private organizations, including several local churches, have programs to help homeless persons. The primary provider of such services for Ripon residents is Love Thy Neighbor, a private corporation in Manteca that while it has no housing facilities, arranges and provides financial assistance for homeless people in search of places to stay. It also provides a wide range of associated services for both individuals and families in need, including a food kitchen.

Ripon’s revised Development Code permits small shelter in the R-3, R-4 and R4-U residential districts with site plan approval by the Planning Commission. Small shelters are defined as any public or private building that provides a homeless shelter or transitional housing for the homeless up to two families or not more than 5 adults.

Persons with Disabilities

Physical disabilities can hinder access to housing units of normal design as well as limit the ability to earn an adequate income. Disabled persons may need specially designed housing to assist with their independence and it should be located as to be convenient for services and transportation. Housing opportunities for the disabled can be maximized through housing assistance programs. Ripon encourages developers to construct single level units, ground floor units, and units that incorporate design features such as widened doorways, access ramps, and lower drain boards and other features accessible to the disabled. (See Table 6.22)

**Table 6.22
Disability Status of Non-Institutionalized Persons in Ripon**

	Number	Percent of Age Group
Population 5 to 20 years	175	6.1
Population 21 to 64 years	842	15.4
Population 65 years and over	454	48.4

Source: U.S. Census Bureau, Census 2000

Persons with disabilities in Ripon have different housing needs depending on the nature and severity of the disability. Physically disabled persons generally require modifications to the housing units such as wheelchair ramps, elevators or lifts, wide doorways, accessible cabinetry, modified fixtures and appliances. If the disability prevents the person from operating a vehicle, the proximity to services and access to public transportation are also important. People with severe or mental disabilities may also require supportive housing, nursing facilities, or care facilities. If the physical disability prevents individuals from working or limits income, then the cost of housing and the costs of modification can become even more of a concern. Because physical handicaps vary, this group does not congregate toward a single service organization making it difficult to estimate the number of individuals and specific needs. In addition, many disabled people rely solely on Social Security income, which is insufficient for market rate housing.

A growing number of architects, designers, and developers are integrating universal design principles into their buildings to increase accessibility. The intent of universal design is to simplify design and construction by making products, communications, and buildings more usable by as many people as possible without the need for adaptation or specialized design. Applying these principles, in addition to the regulations specified in the Americans with Disabilities Act (ADA) to construction in Ripon will increase opportunities in housing and employment for everyone.

A group care facility is defined in Ripon’s Development Code as “a facility authorized, certified, and licensed by the State of California to provide non-medical care and supervision on a 24 hour-a-day basis to either mentally disordered or otherwise disabled persons, to dependents and neglected children or to aged individuals”. Small Group Care facilities, six persons or less, are permitted in all residential zones by a Site Plan Permit that is approved by Staff in the

same manner as any other residential use. Large Group Care facilities, more than six persons, are permitted in the R4 (Multiple Family Residential) and R4-U (Multiple Family Residential Urban) Zones with a Site Plan Permit approved by the Planning Commission. Site Plan Permits do not require noticed public hearings.

Ripon's Building Code and Development Code comply with ADA. All multifamily complexes are required to provide handicapped parking at a rate of one for every twenty non-handicapped spaces. One parking space is provided for each dwelling designated for people with disabilities. The City works with developers of special needs housing and will reduce parking requirements if the applicant can demonstrate a need for reduced parking.

The Ripon City Hall and other offices are accessible to persons with disabilities. Disabled applicants are treated with the same courteous one-to-one service as all applicants when completing forms to apply for building permits, planning or other applications. Applications for retrofit are processed over-the-counter in the same manner as for any improvement to a residence.

Migrant Farm-Workers

Public projects in outlying parts of San Joaquin County, and low cost apartments and lodging in Modesto and Stockton largely satisfy the need for the region's farm worker housing and are expected to continue to do so during the planning period of this plan.

6.4 ENERGY CONSERVATION

State law requires every city preparing a housing element to conduct an analysis of opportunities for energy conservation with respect to residential development. Opportunities for energy conservation are several types: energy savings from new construction techniques that emphasize energy conservation; subdivision design and building orientation that maximize winter sun exposure; helping homeowners in weatherizing their homes; and other efforts by the City at promoting and encouraging conservation.

The City will continue to enforce energy standards required by the Building Code that define construction standards that promote energy conservation such as insulation, air leakage, vapor barriers, space conditioning, water heating plumbing system measures and lighting.

The City, through its subdivision ordinance and development standards, will promote energy efficiency through approvals that include proper solar orientation and landscape design standards that encourage tree planting.

San Joaquin County Department of Aging Energy Assistance has a program for weatherization for elderly and low-income homes throughout the County. Energy assistance is also included in rehabilitation projects administered by San Joaquin County Neighborhood Preservation in the City.

Pacific Gas and Electric (PG&E) offers weatherization programs that provide conservation measures at low or no cost to the homeowner.

6.5 CONSTRAINTS TO MEETING HOUSING NEEDS

Many factors can potentially affect the City's ability to achieve its housing objectives for all income groups. Some of these factors arise from, or are controlled by, the City itself. Other factors that could affect the City's housing objectives involve actions or regulations carried out by other public agencies and levels of government, which Ripon cannot control. The City's housing program can also be affected by circumstances that arise from the operation of the private sector, which provides most of the capital and labor to construct and improve housing in Ripon.

THIS SECTION FOCUSES ON TWO TYPES OF CONSTRAINTS:

1. *Governmental constraints relating to zoning, code enforcement, subdivision and development standards, fees and exactions, infrastructure capacity, and the City’s development permit process; and*
2. *Non-governmental constraints arising from the interplay of capital and financing costs, the cost of land and construction, and other factors affecting the private sectors ability to meet housing demand and need between Ripon’s current and future residents.*

Governmental Constraints

Land use controls are intended to improve the overall quality of housing, but they may serve as a constraint to housing development. Examples of those land use controls are zoning, subdivision improvement standards, development and permit fees, and infrastructure standards.

Growth Accommodation

Development during the 1980’s alerted the City to problems related to rapid growth because City services were not able to keep up. Therefore a growth accommodation policy was adopted in the 1988 General Plan. While percentage rates for any single year could go higher, the City policy would maintain growth at a rate in the range of 3% to 6% during the planning horizon by annexing sufficient land to provide for the projected residential growth. This policy will continue during the planning horizon for General Plan 2040 by maintaining an up to ten (10) year supply of vacant residential land.

To further monitor and maintain this growth accommodation policy with the adoption of the 1988 General Plan, the City implemented a building permit allocation schedule. Developers of residential projects of ten (10) or more units are required to execute a development agreement which includes a provision limiting the maximum number of building permits issued to each developer. Projects using local financial assistance (i.e., RDA funds) for affordable housing are not included in this allocation schedule, except that no more than fifty (50) building permits shall be allocated in any year for such projects.

Ripon’s share of the regional housing need can be fulfilled within this policy by providing adequate housing sites to satisfy the demands of all income levels of the community. Each new project is required in the development agreement to include its share of low-income housing.

In August of 2001, the City adopted the Below Market Rate (BMR) Housing Program into Title 16 of the Development Code implementing a method for providing affordable housing opportunities to all segments of the community. A developer of 10 or more units must enter into an affordable housing agreement with the City to include in a residential project at least 10% of the dwelling units for rent or initial sale to lower income households. A recorded document restricts resale of the property to assure that the owner-occupied or rental dwelling units will remain affordable.

Growth within the Primary Urban Area is anticipated to be at a rate of 4.5% per year with a build-out population estimated to be around 39,000 persons.

Residential Land Use Categories

Residential land use categories, as shown in *(Table 6.23)*, in Ripon are cumulative, rather than exclusive. This means that, overall, all residential land uses allowed in lower density residential categories are also allowed in the higher density residential categories. In addition, the High Density residential category permits certain other uses with an approved use permit.

Table 6.23 GENERAL PLAN RESIDENTIAL DENSITY CATEGORIES			
Category	Density	Zone	Standards
Extremely Low	.5	R1-R	Single Family with limited agriculture
Very Low	2	R1-E	Single Family with limited agriculture
Low	3.5 to 5	R1-R1-L	Single Family with limited agriculture
High Low	7	R1-U	Single Family with limited agriculture
Medium Density	13	R3	Multi family
High Density	16	R4	Multi family with limited institutional uses
Very High Density	22	R4-U	Multi family with limited institutional uses

Source: Ripon Planning and Economic Development Department

Zoning Analysis

The Development Code, initially adopted in March 1999 and amended during the subsequent period, is intended to serve as the basis for all land use regulations. The Development Code is the primary tool for implementing the goals and policies of the Ripon General Plan.

Standards contained in the Development Code are in harmony with the intended uses and densities for the various General Plan land use designations.

Single-family residences are permitted in higher density R-3 and R-4 zones. This could present a problem in finding sites for lower income housing if sites zoned R-3 and R-4 are developed for single family residences rather than apartments.

Nonresidential uses such as private clubs, lodges, and nurseries that are not related to or incidental to residential uses are no longer permitted in the R-4 or the R4-U Zones in the Development Code adopted in 1999. The R-4 zone is the City’s multifamily zone with a density high enough to make it feasible to develop low-income multifamily housing. Present zoning regulations permit land zoned for high density use to be used instead for nonresidential uses. The Planning Commission allows densities of 13 to 22 units per gross acre with Site Plan approval. These densities appear adequate to satisfy affordable housing developments.

One possible solution is to amend the Development Code to make development of single-family detached and non-residential uses in the R-3 and R-4 zones possible as conditional uses. Approval could be subject to the City finding that the site on which a development is proposed in one of those two zones is not needed to meet the City’s affordable housing needs. Another possible solution is to increase the amount of land zoned R-3 and R-4 so that it exceeds the estimated need during the planning period. Land uses other than multifamily housing could be accommodated without negatively affecting the City’s ability to meet its lower income housing needs.

The Planned Development Overlay District (PD) allows mixed –use projects containing residential, commercial, and civic uses that are desirable and compatible with surrounding uses. The PD zone could be used in the City Core Area

or in the commercial and industrial areas developing in the north area of the City. The Planning Commission in recommendation to the City Council must consider a PD plan or specific plan. Likewise, the Below Market Rate (BMR) Housing Program, adopted August 2001, is intended to provide a method to give affordable housing opportunities for all segments of the community, and for the City to meet its fair share of the regional housing needs program. A balanced community is only possible if part of the new housing built in the City is affordable to low and moderate-income households. Requiring builders of new housing in all zones to include some housing affordable to low and moderate-income households is fair because zoning and other ordinances concerning new housing in the City should be consistent with the community's goal of economic balance.

There is limited land in the City designated on the Land Use Element diagram of the General Plan or zoned for multifamily use; however, residential uses are permitted in the C-2, C-3, and MU (Mixed Use) zones with an approved use permit subject to certain findings and meeting the development standards of the zones.

The minimum 6,000 square foot lot size does constrain some affordable housing development, but using a density bonus or a planned unit development can reduce the lot size. *(Refer to Table 6.24 for a summary of the residential zoning standards.)*

**Table 6.24
Summary of Residential Zoning Standards**

Zone	Lot Size (sq. ft.)	DU gross ac	Height	Parking	Width	Other Permitted Uses
R1-R	87,120 (2 Acres)	.5	35 ft.	2 covered	200 ft	Home Occupation, Farming & Gardening
R1-E	16,000 20,000 cor.	2	35 ft.	2 covered	100 ft	Home Occupation, Farming & Gardening
R1-E(A)	14,000 16,000 cor.	2	35 ft.	2 covered	85 ft	Home Occupation, Farming & Gardening
R1-C	12,000 14,000 cor.	3.5	35 ft.	1 covered	75 ft.	2 family at corner, Home Occupation
R1-C(A)	10,000 12,000 cor.	3.5	35 ft.	1 covered	75 ft.	2 family at corner, Home Occupation
R1-L	8,500 9,500 cor. 9,000 av.	4	35 ft.	2 covered	60 ft. int.	2 family at corner, Home Occupation, Limited Agriculture
R1-L(A)	7,500 8,500 cor. 8,000 av.	4	35 ft.	2 covered	60 ft. int.	2 family at corner, Home Occupation, Limited Agriculture
R-1	6,500 int. 7,500 cor. 7,000 av.	5	35 ft.	2 covered	60 ft. 70 ft. cor.	2 family at corner, Home Occupation, Limited Agriculture
R-1(A)	5,000 int. 6,000 cor. 5,500 av.	5	35 ft.	2 covered	60 ft. 70 ft. cor.	2 family at corner, Home Occupation
R1-U	6,000 int. 7,000 cor.	7	35 ft.	2 covered	Varies with underlying zones	2 family at corner, Home Occupation
R1-U(A)	5,000 6,000 cor.	7	35 ft.	2 covered	Varies with underlying zones	2 family at corner, Home Occupation
R1-UC	5,000 int. 6,000 cor.	7	35 ft.	2 covered	50 ft. 60 ft. cor.	Home Occupation
R-3	3,500 per DU	13	35 ft.	1.5 spaces per DU, 1 covered	60 ft.	Limited Multi family, Private schools; With use permit: Medical Offices, Rest Homes
R-4	2,400 per DU	16	45 ft.	2 spaces per DU, 1 covered	55 ft.	Multi family, nonresidential uses
R4-U	2,400 per DU	22	45 ft.	2 spaces per DU/ 1 covered	55 ft. per building	Multi family, nonresidential uses

Source: Ripon Planning and Economic Development Department

Second Unit Dwellings

Secondary residential units may be permitted on residentially zoned lots that already contain a legally created

dwelling.

Second units are also encouraged in new residential projects. A secondary residential unit is a separate unit containing sleeping quarters, kitchen and a bathroom. An existing residential unit may be remodeled to add separate kitchen and bathroom facilities that are not shared in common.

Minimum requirements for second dwelling units are: the unit is for rental only; no more than one existing residence on the property; and the second dwelling unit must be on the same lot as an existing single family dwelling; with only one second dwelling unit is allowed on a lot.

Planned Development Overlay District

The Planned Development Overlay District (PD) is designed to provide a maximum environmental choice for the residents of the City by encouraging flexibility and creativity of design, greater diversity of building types, open space arrangements in keeping with the general intent of the Development Code, and consistent with the intent and purpose of the General Plan. Design flexibility includes zero lot line, cluster, attached and similar non-typical residential designs that may entail modifications of lot area and width, yard area, structure height, lot coverage or open space requirements.

A PD is permitted in any zone for any of the uses permitted in that zone. Subject to City Council review, the Planning Commission is authorized to examine, approve, approve with conditions, or deny any planned unit development proposal. PD's do not impose standards that constrain the development of affordable housing.

Below Market Rate Housing Program

In an effort to meet the acute need in Ripon for affordable housing and comply with the State's 'fair share of regional housing requirements', the City adopted a Below Market Rate (BMR) Housing Program. Developers of residential projects with more than ten (10) units, implemented through development agreements, must provide at least three percent (3%) of their project affordable to low and three percent (3%) to moderate-income households for rent or owner-occupancy. The developer has an option to either build three percent (3%) very low or pay an in-lieu fee. Buyer's resale or regulatory agreements are recorded against the properties to ensure affordable for the household income category.

Land Inventory

An inventory of vacant land is maintained by the Planning and Economic Development Department. All sites listed on the inventory can be readily connected to the City water and sewer systems by the extension of lines. *(Table 6.25 and 6.26 shows the potential number of units that could be developed on this vacant land if all of the parcels are developed under the existing zoning.)*

There are approximately 373 acres on which 1,059 dwelling units could be constructed within the City. Landowners are discussing possible annexation in the near future. In addition the Land Use Diagram shows territory outside the 2005 City boundaries designated High Density on the west side of Jack Tone Road adjacent to the proposed extension of Canal Boulevard, and High Density on the east side of N. Ripon Road near the easterly extension of Santos Avenue. *(Table 6.27 shows a vacant land inventory as of 2005 for residential development.)*

Landowners are discussing possible annexation in the near future. As a policy, Ripon does not initiate annexations, but the City encourages and assists property owners with annexations that comply with City and LAFCO polices. To initiate the application, the applicant must file a request for a pre-application conference with the Policy Review Committee. Property owners then apply for annexation and pay a City fee of \$2,343 indexed annually. Local Agency Formation Commission (LAFCO) and State fees are also required. An annexation agreement must be a part of the

application. The annexation agreement includes a development concept with a written description including maps, diagrams and fiscal impact. A pre-zoning application must be filed simultaneous with the annexation request. Annexations require public hearings before the Planning Commission and City Council.

After the City Council approves the annexation, the annexation request is then forwarded to LAFCO. The approximate processing time is twenty to twenty six weeks.

Some dwelling units affordable to low income households are expected to become available through development of duplexes on corners. Another method of providing some low income housing would be to encourage developers to take advantage of the density bonus provisions in the Zoning Ordinance and disperse some low income dwellings in their residential projects.

Table 6.25
Suitable Vacant Land By Zone - 2005

Zoning	R1	R3	R4
Acres	363	10	11.5
Units	905	202	184

Source: Ripon Planning and Economic Development Department

Table 6.26
Suitable Vacant Land (In Acres) By Income Category - 2005

Zone	R1	R3	R4
Very Low Income	0	0	184
Low Income	50	202	0
Moderate Income	257	0	0
Above Moderate Income	598	0	0

Source: Ripon Planning and Economic Development Department

Table 6.27
Vacant Land Inventory - 2005

Location	Estimated Size Acres	Zoning	Estimated Units	Affordable Units
River/ N. Ripon	250	R1	483	50
Milgeo South of Stockton	15	R1	60	6
Doak/ Vera	4.5	R4	72	7
Total	384.5		1,291	150

Source: Ripon Planning and Economic Development Department

Manufactured Housing and Mobile Homes

Manufactured housing means a factory built dwelling unit designed specifically for placement on a permanent foundation. Manufactured housing is permitted as a single-family residence in the residential zones, the agricultural reserve zone and in a Planned Unit Development, when those units comply with City ordinances under the same conditions as new construction. Manufactured housing is encouraged as a method of providing affordable housing.

Mobile homes are permitted in mobile homes parks and as temporary uses as caretaker mobile homes.

Small Lot and Zero Lot Line Developments

Ripon's Zoning Ordinance permits affordable housing exceptions when they are included in a development agreement or an affordable housing agreement. Single-family units can be constructed on interior lots and two family units can be constructed on corner lots. Lots may be reduced to 3,500 square feet if the dwelling is one story in height. Zero lot lines are permitted when two single-family units are constructed next to each other.

Subdivision Improvement and Development Standards

Ripon's Subdivision Ordinance carries out the requirements of the State Subdivision Map Act. The Ordinance does not, by itself, impose any unreasonable or extraordinary standards for development, but merely implements the requirements of state law.

Ripon's development standards for new residential development are meant to ensure compatibility between land uses and to maintain the livability and safety of its neighborhoods. Development standards include parking standards, building setback requirements, landscaping and fencing for multi-family housing, and construction for certain on site improvements such as curbs, gutters, and sidewalks.

These standards are not a constraint to the development of housing because they are considered minimum standards designed to protect the public health, ensure compatibility between adjacent land use, and to maintain and enhance the livability of Ripon's neighborhoods.

Building Codes and Enforcement

Building permits are issued for new construction and rehabilitation only after demonstrated compliance with Building Code standards and adopted codes. In order to simplify conservation of existing housing stock in case of rehabilitated buildings, only those portions of the building that are being reconstructed are required to be brought into conformity with current standards. The remainders of those structures are only required to be brought into conformity with minimum building code regulations. This makes it easier to rehabilitate and conserve housing stock, and to encourage rehabilitation without imposing unreasonable restrictions.

Development Permit Process and Approval

The permit process in Ripon conforms to the State Planning Law. Permits are reviewed by Staff, and if required, by the Planning Commission and City Council.

Pre-application conferences between a developer and City Staff are encouraged to identify and solve any issues or problems and to identify conditions of approval. Pre-application conferences reduce public hearing time because issues may be resolved and conditions of approval have been established.

Under current procedures the time required to process a general plan amendment, rezoning, or a tentative subdivision map takes approximately 8 to 20 weeks for the review and public hearing process to be completed. Use permits and tentative parcel maps take less time, 9 to 12 weeks, because only Planning Commission approval is required. When a project requires multiple applications, the applications are processed concurrently to expedite the approval process. Improvement of the development permit process will continue to be a primary aim of the City.

Development and Permit Fees

Homebuilders in the Ripon area have not shown that development fees charged by the City are unreasonable or significantly affect their ability to produce housing. City fees represent 10% to 14% of the total cost of a new

dwelling unit in Ripon.

Construction fees are based on International Conference of Building Officials standards. A Public Facilities Finance Plan (PFFP) fee of \$35,186 (2006) is charged when a building permit is issued for a residential unit. Park fees of \$12,392 per dwelling unit are included in the above amount. School fees established by state law are paid directly to the School District before issuance of a building permit. Fire fees are paid directly to the Fire District before issuance of building permits.

The time required to process a project varies greatly from one project to another and is directly related to the size and complexity of the proposal and the number of actions and approvals needed to complete the process. It should be noted that each project does not necessarily have to complete each step in the process. Small-scale projects that are consistent with the General Plan and zoning do not generally require general plan amendments, rezones, or variances. If an environmental impact report is required for a project, it is processed along with the other required actions. Ripon encourages the joint processing of related applications for a single project. As an example, a rezone application may be reviewed concurrently with a general plan amendment, and tentative subdivision map. Time, money and effort are saved for both the developer and the City. It is important to note that time lines cannot be shortened because it is necessary to comply with State laws as they relate to public notice requirements and compliance with the California Environmental Quality Act. *(Refer to Table 6.28 for the various processing fees).*

**Table 6.28
Permit Processing Times and Fees**

Application	Approx. Processing Time in Weeks	Comments
General Plan Amendment (Fee \$2,343)	18 to 20	Requires public hearing before the planning commission and City Council. State Code limits the number of times an element can be amended each calendar year.
Specific Plan (Fee determined by City Engineer/ \$781 Minimum)	18 to 20	Requires public hearing before the Planning Commission and City Council.
Specific Plan or Specific Plan amendment (Fee \$2,343)	18 to 20	Requires public hearing before the Planning Commission and City Council.
Rezoning (Fee \$1,246)	18 to 20	Requires public hearing before the Planning Commission and City Council.
Planned Development (Fee \$858)	9 to 12	Requires public hearing before the Planning Commission and City Council.
Use Permit (Fee \$1,174)	9 to 12	Requires public hearing before the Planning Commission and City Council.
Variance (Fee \$1,017)	9 to 12	Requires public hearing before the Planning Commission and City Council.
Site Review Staff (\$356)	2 to 4	Staff level review
Site Review Planning Commission (Fee \$549)	9 to 12	Requires Planning Commission review
Tentative Subdivision Map (Fee \$3,124)	18 to 20	Requires public hearing before the Planning Commission and City Council.
Minor subdivision (Parcel Map) (Fee \$1,875)	9 to 12	Requires public hearing before the Planning Commission
Voluntary Merger (Fee \$425)	9 to 12	Requires Planning Commission review
Environmental Impact Report (Fee Cost + \$3,420)	18 to 20	Processing and review time limits are controlled through CEQA. Accepted by decision-making body.
Environmental Assessment/Initial Study (Fee \$102 + Mitigation Monitoring)	3 to 4	An initial study is prepared for any project requiring CEQA review. It is then accepted by the decision making body.
Annexation (Fee \$2,343 + LAFCO & State Fees)	20 to 26	Requires public hearing before the Planning Commission. After City action, LAFCO must review and approve.
Appeals of (Staff & Planning Commission decisions (Fee \$356)	4 to 8	The Planning Commission hears appeals of Staff decisions, and Planning Commission decisions are heard by the City Council.

Source: Ripon Planning and Building Department

Infrastructure

Ripon provides public facilities and services for existing development. Developers are responsible for connection to the existing system and construction of the infrastructure within their development. The following sections discuss and summarize the infrastructure within the Planning Area. A more detailed discussion of public facilities and services is included in the Land Use Element.

Water Service

Ripon has its own water system that provides water to all residents and businesses within the City. Several industries and schools have wells on their own property for irrigation and industrial use. Ripon's system consists of seven wells and one 550,000 gallon storage tank and 1.5 million gallon elevated storage tank. Pumping capacity of the wells is 9,000 gallons per minute and with the current storage capable of an additional peak capacity flow rate in excess of 8,000 gallons per minute. The City is in process of developing two new water wells, and a new 2.5 million gallon elevated storage tank is now being designed for 2004/2005 construction.

In addition to the domestic drinking water system, the City is now in the process of bringing online a non-potable water (NPW) system. The dual water/non-potable water system is expected to be online in the summer of 2003. This system will make use of older municipal wells that do not meet drinking water standards. This system will serve City parks, commercial and industrial users of process water and irrigation water needs. The non-potable system is expected to reduce loading on the drinking water system. Currently there are approximately 3,200 connections.

Is it anticipated that with the increased capacity the water system could serve a population of approximately 15,000 persons which is the City's projected population for 2010.

Sewage Disposal System

Ripon provides domestic sewage disposal for all residents, businesses, and schools within the city. Industrial sewage is also provided for all users except Fox River Paper which has its own facility. A combination of ponding, aeration and land irrigation for industrial waters are methods employed for sewage disposal. Approximately eighty (80) acres in the flood plain of the Stanislaus River has been isolated from the river by levees and separated into 2 and 5-acre ponds. An additional 18-acre pond, not protected by levees, is used for industrial water disposal.

In 2002 the City completed a Waste Water Treatment Facility renovation and expansion, so the plant is now capable of 2.5 million gallons per day. Current effluent flows are 1.2 million gallons per day.

User fees, sewer district taxes, and annexation hookup fees help offset costs for operation and expansion of sewer facilities.

Storm Drainage System

Ripon has four (4) systems to dispose of storm water run off. Storm water from the older part of the City in the industrial area west of State Route 99 flows into the industrial sewage lines. Another portion is pumped out into South San Joaquin Irrigation District lines and canals. The largest portion of the storm drainage flows by gravity through seven (7) outfall/discharge points into the Stanislaus River. A regional detention pond is included in the North Pointe project north of State Route 99 and Jack Tone Road.

Solid Waste Disposal

Solid waste is collected from residences and schools by City staff using City owned equipment. After it is collected, solid waste is transported to San Joaquin County's Lovelace Transfer Station. Private operators collect Solid waste from commercial and industrial users.

Schools

Schools for Ripon residents are provided by the Ripon Unified School District (public schools), Ripon Christian Schools (private), Yosemite Junior College District, and the San Joaquin Community College District.

Non-Governmental Constraints

The extent to which residential construction occurs within a community is largely determined by the local, state and national economic climate. Factors such as market conditions, interest rates, financing terms, and land cost may impose non-governmental constraints to production of new housing.

Cost of Construction

The cost of construction is primarily dependent on the cost of labor and materials. Construction costs in Ripon are comparable to costs throughout the Central Valley. Non union labor is typically used for residential construction and there are no unusual costs with obtaining materials.

Construction costs in Ripon run approximately \$200 per square foot. The source of this figure was a review of Building Permit fees. Ripon uses the International Conference of Building Officials good standard for a basis of building permit fees.

Cost of land is influenced by the cost of the raw land, the cost of holding the land during the development process, and the cost of providing services to meet City standards for development. The cost of raw land is influenced by variables such as scarcity, location, availability of public utilities, zoning, general plan designation, and unique features like trees, water frontage, and adjoining uses. A finished lot with all improvements in place currently (summer 2002) has a cost of approximately \$80,000. In 1992, the San Joaquin County Community Development Department's Housing Element stated that the price of raw land in the Ripon area was \$67,500 to \$160,000 an acre.

Cost of Capital

There are two kinds of capital used in providing housing: capital used by developers for initial site preparation; and, construction and capital used by the home buyer. The availability and price of both types affect the cost of housing.

Financing for developers is currently readily available but it is costly. Costs usually run 2% to 4% over the prime interest rate. Mortgage rates fluctuate weekly and are now running about 7% for a fixed 30-year loan. Variable mortgage loans are also common on the market and those rates vary with lenders and terms.

6.6 HOUSING REVIEW: PROGRESS REPORT

State Law requires each City to review its Housing Element to examine and evaluate the goals, policies, and programs.

The Planning and Economic Development Department performs these duties.

The City of Ripon adopted a Housing Element in 1998, and this is an evaluation of those goals and programs:

The evaluation of the City's previously adopted Housing Element addresses these three issues: the effectiveness of the previous element through actual results of goals, policies and objectives;

The progress implementation in what was planned versus what actually was adopted; and appropriateness of the goals, policies and objectives incorporating what was learned from the previous Housing Element into the goals, policies and programs of the current Element.

Ripon, in adopting its Housing Element in 1998, set realistic goals and policies. The program statements were set out clearly and with time lines that could be easily addressed in a review.

While some of the goals were accomplished as a result of a specific action, several are ongoing efforts to provide

housing for all economic segments of the community.

One example of a goal which was dealt with by a specific action was one intended to address, and where appropriate and legally possible, to remove governmental constraints in the maintenance, improvement and development of housing. Subsequently, a Development Code was adopted by the City that permits smaller lot sizes, reduces non-residential uses in the R-4, Multiple Family Residential District, and the R4-U, Multiple Family Residential Urban District.

The City’s accomplishments under the programs adopted in the 1998 Housing Element are summarized in *Table 6.29*

**Table 6.29
Ripon Housing Construction 1998-2005**

Income Level	Number of Units
Very Low Income	4
Low Income	12
Moderate Income	45
Above Moderate Income	460
Total	521

Source: Ripon Planning & Economic Development Department

GOAL A: IDENTIFY ADEQUATE SITES THAT WILL BE MADE AVAILABLE TO HELP AND ENCOURAGE THE DEVELOPMENT OF A VARIETY OF TYPES OF HOUSING FOR ALL INCOME LEVELS.

Policy A1: Provide an adequate supply of land at various densities to meet the housing demand of all income segments of the community.

Accomplishment. Approximately 373 acres of land are within the City on which 1,059 dwelling units could be built. The Below Market Rate Housing Program was adopted in 1999 to promote housing for lower income households. Developer can enter into an affordable housing agreement to include 10% of the dwelling units to be made available to lower income households. During the period between 1998 and the present, 500 acres have been annexed, of which 290 acres were for residential development.

Policy A2: Evaluate the potential for meeting some of the City’s housing needs through infill development.

Accomplishment. The Development Code was amended to include small lot and zero lot lines. The R1-U and R1-UC zones were adopted in 2000. The R1-U District provides an opportunity for single-family dwellings on a variety of lot sizes. The R1-UC District purpose is to retain single-family housing in the core of the City.

The City’s Affordable Housing Committee identified five (5) properties within the 2005 City Limits as potential multi-family project sites, two of which have actually begun construction.

GOAL B: ASSIST IN THE DEVELOPMENT OF ADEQUATE HOUSING TO MEET THE NEEDS OF LOW AND MODERATE-INCOME HOUSEHOLDS.

Policy B1. Encourage development of housing for senior citizens and low and moderate-income persons.

Accomplishment. Housing construction in Ripon from 1998 to 2005 included 4 units for Very Low Income households, 45 units for Moderate Income households and 460 for Above Moderate Income households.

Policy B2. Support and encourage continued funding of the Gap Program to assist first time homebuyers

Accomplishment. Ripon’s Redevelopment Agency recently sold bonds and \$1,000,000 will be allocated for additional

senior housing \$1,000,000 will be used for multi-family housing construction. The Agency fund the Gap Program that assists first time home buyers. An affordable Housing Committee has been established to monitor programs and assist project proponents in identifying funding sources and potential project sites.

Policy B3. Density bonuses will be encouraged and granted to developers who include low income housing units in their projects

Accomplishment. During pre-application and preliminary development agreement meetings, Ripon staff explains the City's density bonus provisions.

GOAL C: ADDRESS, AND WHERE APPROPRIATE AND LEGALLY POSSIBLE, REMOVE GOVERNMENTAL CONSTRAINTS IN THE MAINTENANCE, IMPROVEMENT AND DEVELOPMENT OF HOUSING.

Policy C1. Reduce, where possible, the number of nonresidential uses permitted in the medium and high-density residential zoning districts.

Accomplishment. Ripon's Development Code was initially adopted in March 1999 and was amended during the subsequent period, and some lands designated for non-residential development was redesignated to facilitate development of medium and high-density residential projects.

Policy C2. Consider the revision of the zoning standards for secondary residential units.

Accomplishment. Provisions governing Second Unit Dwellings were revised to meet State requirements in the Development Code.

Policy C3. Designate an appropriate zone or zones for emergency shelters and transitional housing for homeless persons.

Accomplishment. Small shelters located in the medium and high-density zones were added to the Development Code that was adopted March 1999.

GOAL D: CONSERVE AND IMPROVE THE CONDITION OF EXISTING AFFORDABLE HOUSING STOCK.

Policy D1. Continue to allocate in the Community Development Block Grant (CDBG), H.O.M.E, and Redevelopment Agency funds to the City's rehabilitation program.

Accomplishment. San Joaquin County Community Development's Neighborhood Preservation Division administers Ripon's rehabilitation programs for homeowners using CDBG, H.O.M.E. and Redevelopment Agency funds. Since 1982 the Redevelopment Agency has allocated \$1,250,000 to the housing rehabilitation program.

Policy D2. Continue to allocate Redevelopment Agency funds to improve water and sewer systems, storm drainage systems and streets.

Accomplishment. Ripon's Redevelopment Agency allocates funds for infrastructure improvement. Agency funds were contributed to the reconstruction of the interchange at State Route 99 and Jack Tone Road that was completed in 2001. Construction of a 1.5 million gallon elevated water storage tank was completed in 2002.

Policy D3. Preserve single-family neighborhoods through appropriate zoning.

Accomplishment. The R1-U District was adopted to provide an opportunity for a mixture of new housing projects by permitting a variety of lot sizes from 5,000 square feet to 10,000 square feet. Retention of single-family units in the core of the City is the purpose of the R1-UC District adopted in 1999. Lots 4,500 square feet in area are permitted in

this district.

Policy D4. The City will continue to enforce required energy standards.

Accomplishment. Energy standards that are required by the Building Code are enforced by the city Building Department. Energy standards require dual pane windows and insulation. Each developer is required to plant trees with each new dwelling. The City supports Modesto Irrigation District and P.G&E. programs to encourage retrofit measures such as weather-stripping and insulation.

GOAL E: PROMOTE HOUSING OPPORTUNITIES FOR ALL PERSONS REGARDLESS OF RACE, RELIGION, SEX, MARITAL STATUS, ANCESTRY OR COLOR.

Policy E1. Provide information on State and Federal fair housing laws

Accomplishment. Fair housing information brochures are available in City Hall to interested citizens. Requests for fair treatment on housing are referred to the San Joaquin Fair Housing, Inc.

Policy E2. Implement the requirements of the Americans with Disabilities Act (ADA)

Accomplishment. The City Building Department enforces ADA requirements during construction. Department of Public Works applies ADA standards when constructing or reconstructing sidewalks.

Policy E3. Provide rental assistance to very low-income households.

Accomplishment. The City cooperates with the San Joaquin County Housing Authority to provide rental assistance to very low-income households.

6.7 RESOURCES AVAILABLE TO RIPON TO MEET HOUSING NEEDS

There are several resources available to the City that can provide financial and technical assistance in the development, financing, and rehabilitation of housing for low and moderate income households. The following is a brief description of the resources available to the City that help very low and low income families.

The Community Development Block Grant (CDBG) Program, the H.O.M.E. program, and the owner occupied and rental housing rehabilitation program are administered by the San Joaquin County Development Department for the City of Ripon.

Housing Density Bonus

The purpose of a density bonus, according to the Government Code of California, is to provide for and regulate concessions of incentives for the development of housing which would be made available to low income persons, very low income persons, and senior citizens through density bonuses or other incentives of equal financial value.

The Housing Density Bonus section of Ripon's Development Code entitles a developer to a twenty-five percent density

bonus over the housing unit density allowed on the site by existing zoning and General Plan designation when a developer agrees to construct a housing development with one or more of the following types of affordable housing: *Twenty percent (20%) of the units for low income persons, Ten percent (10%) of the units for very low income persons, Fifty percent (50%) of the units for senior citizens.*

If the developer has shown economic necessity, the City will grant an additional incentive. The additional incentive

may be a reduction in site development standards, modification of Zoning Code requirements, or reduction of design requirements that exceed minimum building standards.

Affordable Housing Exception

The affordable Housing Exception permits one family dwelling on an interior lot or any two family dwelling on a corner lot be built on lots less than the district minimum if they are one story. Lot size may be 3,500 square feet in the R1 and R1-UC districts and to 4,000 square feet in the R1-A, R1-C and R1-U districts.

Ripon Redevelopment Agency

The Redevelopment Agency of The City of Ripon is the tax collecting body. Part of these funds is then used to rehabilitate and provide housing for persons with very low, low, and moderate incomes. These funds are used with CDBG and H.O.M.E. monies.

Ripon's Redevelopment Agency was established in 1982 to provide a mechanism to eliminate blight conditions in the City. The Agency has allocated and spent more than \$8.0 million dollars on various projects. Of this total, \$1,250,000 was allocated to the housing rehabilitation program.

The Redevelopment Agency recently sold bonds and \$1,000,000 is designated for funding affordable housing

The Agency's Five-Year Implementation Plan includes programs for implementation of affordable housing and a housing production plan. An Affordable Housing Committee was formed to monitor the programs in the CHAS and assist project proponents in identifying funding sources and potential project sites. San Joaquin County Community Development Department's Neighborhood Preservation Division administers the City's rehabilitation programs for homeowners using CDBG, H.O.M.E. and Redevelopment Agency funds.

The Housing Production Plan (AB 315 Plan) contains estimates of total new and rehabilitated units by year, and describes programs for meeting those estimates. San Joaquin County Council of Governments Regional Housing Needs Allocation, 2001-08, shows Ripon's Fair Share 1,208 housing units needed from 2001 and ending on 2008.

Housing construction in Ripon has met the City's fair share, however, **Table 6.29** indicates the number of housing units constructed for very low and low income groups did not meet the City's fair share. Measures to reduce this deficit are discussed in the Housing Programs.

Housing Authority of the County of San Joaquin

The Housing Authority provides very low income households with a monthly rental subsidy so they can afford privately owned and operated housing in Ripon. The Housing Authority expects to continue to give households Section 8 rental subsidies in future years.

Community Development Block Grant Program (CDBG)

CDBG is a Federal block grant intended to develop viable urban communities by providing decent housing and a suitable living environment and expanding economic opportunities to persons of low and moderate income.

Eligible activities include acquisition, public facilities and improvements, demolition, public services, removal of architectural barriers, relocation, construction of housing, housing rehabilitation, special economic activities, and planning and administration. Funds may be used as loans or grants. Sixty percent (60%) of funds received by grantees must be used for activities that benefit persons of low and moderate income.

H.O.M.E. (Renter and Owner)

H.O.M.E. is a Federal housing program block grant intended to expand the supply of affordable housing. Eligible activities include moderate rehabilitation, substantial rehabilitation, new construction, site improvements, acquisition, tenant-based rental assistance, financing costs and relocation benefits. Funds may be used as loans or grants, interest rate and subsidies, equity or other methods approved by HUD (Housing and Urban Development).

For rental housing, at least 90% of the funds must be used for units that serve households at or below 60% of the area median income. For home ownership programs, 100% of the funds must be used for units that serve households at or below 80% of the area median income.

The GAP Program

The “GAP” Program, funded by Ripon Redevelopment Agency funds, helps first-time home buyers. The program targets very low, low and moderate income households. The loans are intended to fill the GAP between the cost of a home and how much the household can afford. Funds are limited and are awarded on a first come first served basis.

The program began January 1, 1995 with \$200,000 in funding. Since that time over \$1.8 million has been allocated to the program which funded a total of 85 loans, and as of January 1, 2006, 48 were still outstanding.

VOLUME I - CHAPTER SEVEN

ECONOMIC DEVELOPMENT



7.1 INTRODUCTION

The objective of the Economic Development Chapter is to improve employment opportunities for local residents, stimulate business activity, diversify and strengthen the local economy, increase local revenues, and encourage additional investment in the community.

7.2 GOALS AND POLICIES

GOAL A: TO DEVELOP AND CONTINUALLY UPDATE A COMPREHENSIVE ECONOMIC DEVELOPMENT PLAN AS THE CITY'S ECONOMIC STRATEGY FOR THE EXPANSION AND RETENTION OF EXISTING BUSINESSES, AND THE ATTRACTION OF NEW RETAIL, COMMERCIAL AND INDUSTRIAL USES.

Policy A1. Develop and implement an Industrial and Commercial Revitalization Program that integrates elements of the City's economic development and redevelopment program, a community development block grant program, and capital improvement program into a vehicle for City wide economic development.

Policy A2. Develop and implement a community marketing program that identifies the City's economic strengths and targets prospective business groups that could best use them.

Policy A3. Collect, assemble and distribute information regarding demographics, labor force characteristics, development availability, and other factors about businesses seeking to expand or move into the City.

Policy A4. Establish a business outreach program aimed at strengthening communication between existing businesses and the City.

Policy A5. Help in the structuring of financial programs and incentives to eliminate barriers to small business expansion. Participate in a program of selective financial assistance targeted at business retention, expansion and attraction.

Policy A6. Prepare revisions to development regulations that would encourage more land efficient firms and provide clear, logical development and performance standards for industrial, commercial, and service uses. Thoughtfully prepared development and performance standards would help create an image of quality in development projects.

Policy A7. Develop and promote a strong public commitment to economic development to protect existing businesses while encouraging new businesses to settle within the City.

GOAL B: TO CONTINUE EFFORTS TO DIVERSIFY INDUSTRIAL SECTOR EMPLOYMENT BY PLACING GREATER EMPHASIS ON MEDIUM TO SMALL SCALE, NON-POLLUTING INDUSTRY.

Policy B1. Provide industrial sites that are well located, appropriately sized, served by adequate utilities, and well served by access routes linking them to the local labor force.

Policy B2. A component of the Economic Development Program is to develop a plan including the identification of public and private sector responsibilities, for development of industrial facilities.

Policy B3. Support the maintenance and rehabilitation of industrial facilities and their surrounding areas to preserve jobs, use public facilities effectively, prevent the out migration of firms, and conserve scarce land resources.

GOAL C: TO PROVIDE EMPLOYMENT OPPORTUNITIES AND INCREASE CITY REVENUES BY EXPANDING AND MAINTAINING DIVERSITY IN RIPON'S ECONOMIC BASE AND BY FOCUSING DEVELOPMENT EFFORTS UPON THE RETAIL AND SERVICE SECTORS.

Policy C1. Encourage small and medium sized businesses within the community to expand.

Policy C2. Encourage the concentration of commercial and office centers that can be more easily serviced than strip development.

Policy C3. Enhance sales tax revenues by strengthening Ripon's retailing to serve the needs of local residents and to attract shoppers from outside the City.

GOAL D: TO FOSTER THE REDEVELOPMENT OF THE DOWNTOWN AREA AS A COMMUNITY FOCAL POINT TO ENCOURAGE ECONOMIC GROWTH WHILE RETAINING THE AREA'S UNIQUE CHARACTER AND HERITAGE.

Policy D1. Reinforce the unique character of the downtown area.

Policy D2. Examine existing City development fees to create a development incentive program targeted at the area.

Policy D3. Explore incentives and innovative financial techniques aimed at encouraging private sector reinvestment.

Policy D4. Identify and pursue changes in the infrastructure that would enhance the revitalization effort.

Policy D5. In partnership with the Chamber of Commerce and other business associations, promote selected commercial and industrial expansion.

Policy D6. Develop a marketing strategy for the city including promotional information, a community profile, and development data. Prepare and maintain resident employment statistics for use by prospective business when locating in the city. Provide regular updates of this information.

GOAL E: ENSURE THAT VACANT LANDS ARE DEVELOPED WITH NEEDED USES. PRESERVE PROPERTY VALUES BY REQUIRING PROPERTY MAINTENANCE OF EXISTING COMMERCIAL, OFFICE, AND INDUSTRIAL BUILDINGS.

Policy E1. Pursue those business prospects identified by the community as desirable.

Policy E2. Limit warehousing to those uses developed with manufacturing or sales.

7.3 ECONOMIC HISTORY

Since it's founding in 1875, Ripon's economic base has been based on farming and agriculturally related businesses. The Ripon area is important for growing almonds because of its sandy soils. Known as California's Almond Capital, the nut has been the mainstay of the economy for many years. While almonds dominate, other crops such as grapes, walnuts, peaches, olives, eggs, poultry, and milk are produced in the area.

Manufacturing and Processing Businesses

Ripon area farming operations attracted agriculturally associated manufacturing and processing businesses such as

Nulaid Eggs, DenDulk Poultry, Golden West Nuts, NuCal Foods, Ripon Milling, and Franzia Winery.

Farm equipment manufacturers and agriculture chemical producers located here to supply area farmers. Ripon Farm Service, Jack Rabbit Industries, and Ripon Manufacturing were founded to supply the agricultural community. Trucking firms such as Aartman Trucking and Wever Trucking were established to transport agricultural products to market.

Diversified Industry Base

Over the past 50 years, Ripon's industrial base has diversified. Besides the agriculturally related businesses, a variety of other types of industry such as paper, steel fabrication, motorist services, and non-agricultural transportation have been established. Firms like Fox River Paper Company, Guntert Steel, Jimco Truck Stop, Flying J and Love's Travel Plaza, David Hall Masonry and Silverado Inc. are all examples of this diversity.

Ripon has become recognized for being a strategic location for regionally related industries. The State of California constructed a regional crime lab in the community to serve a six-county area.

Tax Revenue Base

Traditionally, Ripon has had only enough retail and service businesses to serve local customers. As a small farming community, the needs of the residents were typically met by small, locally owned businesses that sell groceries, sporting goods, hardware, dry cleaning, barber and beauty shops, insurance, and real estate. While this was adequate once, it is no longer the case.

As the community has grown, so has the need for more affordable and diverse goods and services. This increase has now reached a level, which local businesses cannot supply, thereby forcing residents to shop 'down the road', resulting in a significant loss of sales tax revenue for large and specialty items like autos, appliances, and home furnishings. This loss has the likelihood of creating a very serious problem for our residents because residential development requires more services than all the revenues it generates through property taxes. Without increased funds it will become more difficult to maintain Ripon's current high service levels.

7.4 COMPREHENSIVE ECONOMIC DEVELOPMENT PLAN

The City Council has adopted, an Economic Development Plan. The purpose of the Plan is to identify the economic development strategy for the community, detailing efforts for the overall development of service, retail, industrial, and special category businesses. The overall goals of the Plan are; to create a balance between jobs and households; and to provide for the generation of at least \$650 per capita in total tax.

A Business Retention and Expansion Program developing programs and policies that promote a diversified stable local economy are included in the Plan. A successful Program serves a variety of local economic development needs. It supports existing businesses through identifying and solving immediate problems that hinder their vitality. It also provides access to a variety of public services - training, financing, infrastructure - which can promote the long term success of the business community.

The Plan contains methods to encourage retail, commercial and manufacturing development. Goals, policies and action programs are designed to accomplish the task without sacrificing Ripon's small town character.

Small businesses are vital contributors to Ripon's economy. A Small Business Assistance Program is included in the Plan to help resolve some problems small businesses experience regarding starting and expansion.

While the City has made significant strides to simplify its development and permitting procedure, an efficient and

responsive process supports the City’s desire to maintain good relations with the development community and existing businesses.

To aid in accomplishing the goals in the Plan, the City has allocated \$500,000 in redevelopment funds to be used for economic development projects within the community.



Shopping Center on W. Main and Wilma

VOLUME I - CHAPTER EIGHT

IMPLEMENTATION



8.1 INTRODUCTION

Chapter Eight, General Plan Implementation, presents a variety of tools available to the City to put into action the “vision for the future” set forth in the Plan. The General Plan can be successful only if the vision for physical development is realistic and can be carried out. The City carries out the General Plan through the review of privately initiated development requests such as subdivisions, rezoning, conditional use permits and building permits. In addition, the City undertakes public development through redevelopment and construction of the infrastructure. Finally, the City considers a variety of administrative and financial tools that encourage public and private development. This chapter presents the tools to guide development in the City by implementing the policies contained in earlier chapters.

8.2 SPHERE OF INFLUENCE

The sphere of influence is a plan for the probable physical boundaries and service area of a City. A sphere of influence is adopted by the Local Agency Formation Commission (LAFCO) according to State Government Code. Following adoption of the Ripon General Plan Update, Ripon’s Sphere of Influence should be expanded to include the boundaries shown on the Land Use Diagram. In this way, land use policy direction would be provided for all of the land within the Sphere of Influence.

Implementation Device Governing Submission and Approval of the Sphere of Influence

San Joaquin County LAFCO uses Ripon’s Sphere of Influence as a guide for approving annexations to the City. In determining spheres of influence, the LAFCO must consider and make written findings on the present and possible service capabilities of the City; its range of services; projected future population growth; type of development occurring in or planned for the area; present and probable future service demands of the area; adequacy of existing services and who provides them; social and economic interdependence and interaction between the City and the area surrounding it; and the effect on agricultural preserves.

8.3 ANNEXATIONS

Annexations, known technically as reorganizations, are the inclusion, attachment, or addition of territory to a City. Annexations to Ripon are reviewed by the San Joaquin County Local Agency Formation Commission (LAFCO).

Implementation Device Governing Submission and Approval of an Annexation

LAFCO is required to consider certain factors such as: population; population density; land area and land use; assessed valuations; natural conditions; proximity to other populated areas; projected growth of the area; needs; cost; and adequacy of government services. LAFCO is also required to consider the effect that a proposed annexation will have on: adjacent areas and local government structure within the county; conformity with adopted LAFCO policies on orderly development; agricultural preserves and open space uses; boundary lines; conformity with city and county general and specific plans; and the sphere of influence.

8.4 ZONING

Ripon's Zoning Ordinance is Title 16 of the City's Municipal Code. The purpose of zoning is to regulate the use of buildings, structures, and land for industry, business, residence, open spaces including agriculture, recreation, enjoyment of scenic beauty, use of natural resources, and other purposes.

Implementation Device Governing the Submission and Approval of Zoning

Title 16 of Ripon's Municipal Code regulates the submission and approval of Zoning, which must be adopted by ordinance. At least one public hearing before the Planning Commission and City Council is required before adoption by the City Council.

Development Code

The development code (Title 16) combines the provisions commonly found in separate zoning and subdivision ordinances.

8.5 MISCELLANEOUS LAND USE PERMITS

The City processes a variety of permits that help development. Examples include, but are not limited to, the following: conditional use permits, variances, and building permits.

Implementation Device Governing Submission and Approval of Miscellaneous Land Use Permits

Procedures governing the approval of miscellaneous land use permits are found in the Ripon Municipal Code. Conditional Use Permits and variances require public hearings before the Planning Commission. Building Permits are reviewed by Staff for compliance with the Uniform Building Codes and Title 16 of the Ripon Municipal Code.

8.6 SUBDIVISION

Subdivision is the process used to divide raw land for subsequent development. The procedure is governed by the State Subdivision Map Act and Title 16 of the Ripon Municipal Code. The Codes distinguish between major (five or more parcels) and minor (four or fewer parcels) subdivisions. Major subdivisions require a tentative and final map, while minor subdivisions require a parcel map.

Implementation Device Governing Submission and Approval of a Subdivision

A subdivision map can be conditionally approved by the City Council providing the Council finds the proposed subdivision, with its design and improvements, is consistent with the Ripon General Plan and the Ripon Municipal Code.

8.7 ANNEXATION AGREEMENTS

Annexation Agreements are contracts between the City and owners of property proposed for annexation. An annexation agreement may be combined with a development agreement.

Implementation Device Governing Submission and Approval of Annexation Agreements

Title 16 of the Ripon Municipal Code authorizes annexation agreements. The agreement may include conditions, terms, restrictions, requirements and phasing for the annexation.

8.8 DEVELOPMENT AGREEMENTS

Development Agreements are contracts that give private developers assurance that the necessary permits will be issued despite changes in regulations, and the City with assurances of the adequacy of the development and completion of the project.

Implementation Device Governing Submission and Approval of Development Agreements

State Government Code and Ripon Municipal Code specify minimum contents of development agreements. Some contents of the agreements are duration of the agreement, the permitted uses of the property, density and intensity of the use, maximum size and height of the proposed buildings, and dedication of land for public purposes. The agreement may also include conditions, terms, restrictions, and requirements for subsequent approvals.

8.9 PROJECT FISCAL ANALYSIS REPORTS

A project fiscal analysis report is required to show the fiscal impact a project will have on the existing City and its residents. These studies are to identify service costs, project revenues, and mitigation measures. The report is professionally prepared at the developers expense.

Implementation Device Governing Submission and Approval of Fiscal Analysis Reports

The city will determine a threshold project size above which a fiscal impact analysis is required and set fiscal standards that must be met by the project. Fiscal analysis reports are submitted with a project application so they can be considered during the environmental and project reviews at the public hearings.

8.10 REDEVELOPMENT PLAN

California Community Redevelopment Act of 1945 gives cities the authority to establish redevelopment agencies and gives these agencies the authority to attack problems of urban decay. To remedy these problems, agencies are given certain fundamental tools such as the authority to buy and sell real property, negotiate with property owners, the authority to impose land use and development controls according to a comprehensive plan for redevelopment.

An amendment to the Redevelopment Plan added territory to the existing project being considered by the City. The largest portion of the added territory is in the northern part of the City, but areas in the southern and eastern parts of the City are involved. Some unincorporated areas are part of the plan. A preliminary list of proposed public works, housing and economic development projects and programs are included in the Plan.

Implementation Device Governing Submission and Approval of a Redevelopment Plan

Ripon City Council members also serve as the Board of the Redevelopment Agency and have the authority to conduct public hearings on redevelopment plans and matters. Ripon’s Redevelopment Agency was established in 1982 to provide a mechanism to eliminate blight conditions in the City and thus ensure the City’s economic base

would grow and remain healthy through the provision of new public improvements, commercial development, and affordable housing.

8.11 HOUSEHOLD HAZARDOUS WASTE ELEMENT

The State Public Resources Code requires the City to adopt a Household Hazardous Waste Element, which identifies a program for safe collection, recycling, treatment, and disposal of hazardous wastes generated by households in the City. Wastes identified should be separated from the solid waste stream.

Implementation Device Governing Submission and Approval of Household Hazardous Waste Element

Ripon is the lead agency responsible for handling clean up procedures. The City has sponsored a member of the Ripon Consolidated Fire District to participate in the Joint County Hazardous Materials Response Team.

8.12 SOURCE REDUCTION AND RECYCLING ELEMENT

The State Public Resources Code requires the City to adopt a Source Reduction and Recycling Element to show the methods by which the City will reduce the amount of solid waste disposed of by the City.

Implementation Device Governing Submission and Approval of the Source Reduction and Recycling Element

The City of Ripon has adopted a Source Reduction and Recycling Element to meet the State Public Resources Code. The Code requires the element to consider recycling, waste characterization, source reduction, composting, solid waste facility capacity, education and public information, funding, and special waste.

8.13 WASTEWATER MASTER PLAN

The City developed a Wastewater Master Plan to construct, operate and maintain various wastewater facilities. In developing the Plan, consideration is given to rehabilitation of existing facilities, expansion of current excess demand and the timely expansion for future demand. As the City's population increases, the City updates the Wastewater Master Plan as appropriate to address the sewage collection and treatment needs anticipated in the General Plan.

Implementation Device Governing Submission and Approval of Wastewater Master Plan

Ripon's Wastewater Master Plan was last revised in 2003. The Plan encompasses the entire Ripon General Plan area.

8.14 WATER MASTER PLAN

The City developed a Water Master Plan to construct, operate and maintain various water facilities to provide water to Ripon residents, businesses and industries.

Implementation Device Governing Submission and Approval of Water Master Plan

A Water Master Plan was prepared for Ripon, and last revised in 2003 to include areas in the 2040 Ripon General Plan.

8.15 STORM WATER FACILITIES PLAN

Storm water drainage facilities may be constructed, operated, maintained and replaced in a way that will provide the best possible service to the public, given the financial abilities and constraints of the City.

Implementation Device Governing Submission and Approval of Storm Water Master Plan

A Storm Drain Study Master Plan was prepared for Ripon, and last updated in 2003 for the areas included in the Ripon General Plan 2040.

8.16 PUBLIC FACILITIES FINANCING PLAN

Several options are available to cities to finance public facilities such as streets, water, sewer, storm drainage, schools, parks, Fire and Police stations, and public utilities.

Implementation Device Governing Submission and Approval of Public Facilities Financing Plan

A Public Facilities Financing Plan was adopted for the City of Ripon.

8.17 CONDUCT A HISTORICAL SURVEY

The City conducted a Historical Survey to identify historical sites, buildings and structures.

Implementation Device to Conduct a Historical Survey

City Council should consider appointing a committee to identify historical sites, buildings and structures and to prepare a report. The committee should determine whether a historical preservation district should be added to the Zoning Ordinance.

8.18 SPECIFIC PLANS

The City should consider requiring the preparation of specific plans for the systematic implementation of the general plan for development of those properties of one (1) acre or less and fifty (50) acres or more in size, and development consistent with such plans.

Implementation Device for Preparation of Specific Plans and Subsequent Development of Affected Properties

The City should prepare development guidelines for each of the Planning districts for those properties which would require the preparation of a Specific Plan.

8.19 PLANNED UNIT DEVELOPMENTS (PUD)

The City should consider requiring a Planned Unit Development (PUD) permit for any development project either requesting or necessitating a special consideration of the density, intensity, or other zoning provisions (i.e., lot dimensions, setbacks, structure heights, etc.).

Implementation Device for Development as a Planned Unit Development (PUD)

The City should prepare development guidelines for the types of projects which would require a PUD permit.

8.20 NEIGHBORHOOD PRESERVATION

Neighborhood Preservation is a combination of code enforcement and rehabilitation. Rehabilitation conserves structures, and code enforcement both saves buildings and is used to remove unwanted materials.

Implementation Devices to Continue Neighborhood Preservation.

Community Development Block Grant (CDBG) funding is an important source for housing rehabilitation. The City will continue to work with San Joaquin County to obtain these funds. Code enforcement will remain a priority with Staff.

VOLUME I - CHAPTER NINE

COMMENTS AND

RESPONSES



9.1 COMMENTS RECEIVED

This chapter displays the comments received on the Draft General Plan and the Planning Department's written responses to the comments. Comments received on the Draft Plan included letters from agencies and individuals. A list of comments is provided below. All comments are shown verbatim on the following pages.

- State Clearing House and Planning Unit, Terry Roberts (February 10, 2006)
- Department of Conservation, Denis J. O'Bryant (February 9, 2006)
- Department of Transportation, Tom Dumas (February 8, 2006)
- Department of Water Resources, Mike Mirmazaheri (Jan 30, 2006)
- Department of the Army, Michael Finan (January 17, 2006)
- San Joaquin Valley Air Pollution Control District, Debbie Johnson (January 12, 2006)
- Modesto Irrigation District, Celia Aceves (February 6, 2006)
- San Joaquin Valley Department of Public Works, Thomas Dumas (February 8, 2006)
- Ripon Consolidated Fire District, Dennis Bitters (January 14, 2006)
- Ripon Unified School District, Leo Zuber (February 3, 2006)
- PG&E Land Services, Alfred Poon (January 19, 2006)



Arnold
Schwarzenegger
Governor

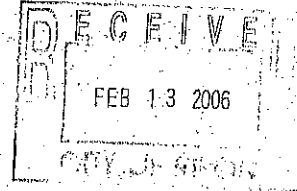
STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

February 10, 2006

Ernie Tyhurst
City of Ripon
259 North Wilma Avenue
Ripon, CA 95366



Subject: General Plan EIR 2040 Update
SCH#: 1994062005

Dear Ernie Tyhurst:

The State Clearinghouse submitted the above named Draft BIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 9, 2006, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1A

**Document Details Report
State Clearinghouse Data Base**

SCH# 1994062005
Project Title General Plan EIR 2040 Update
Lead Agency Ripon, City of

Type EIR Draft EIR
Description General Plan EIR Update.

Lead Agency Contact

Name Ernie Tyhurst
Agency City of Ripon
Phone 209-599.2108 **Fax** 209-599.2685
email
Address 259 North Wilma Avenue
City Ripon **State** CA **Zip** 95366

Project Location

County San Joaquin
City Manteca, Modesto
Region
Cross Streets Along State Route 99
Parcel No.
Township

Range	Section	Base
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Proximity to:

Highways 99
Airports Stockton and Modesto
Railways UPRR
Waterways Stanislaus River
Schools Ripon Unified School & Ripon Christian School
Land Use N/A

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 2; Department of Conservation; Department of Forestry and Fire Protection; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 10; Department of Housing and Community Development; Native American Heritage Commission; State Lands Commission; Regional Water Quality Control Bd., Region 5 (Sacramento); State Water Resources Control Board, Division of Water Rights

Date Received 12/27/2005 **Start of Review** 12/27/2005 **End of Review** 02/09/2006

Note: Blanks in data fields result from insufficient information provided by lead agency.

Response to comment letter from Governors office of Planning and Research, State Clearinghouse and Planning Unit, February 10, 2006.

Response 1A: This letter acknowledges the circulation of the Draft EIR and the Ripon General Plan Update 2040 to state agencies for review pursuant to CEQA. The letter also transmits comments received by the SCH from state agencies to the City. No response is required.



DEPARTMENT OF CONSERVATION

DIVISION OF LAND RESOURCE PROTECTION

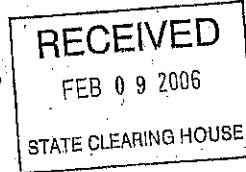
601 K STREET • MS 1B-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0950 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEB SITE conservation.ca.gov

TO: Project Coordinator
Resources Agency

Mr. Ernest A. Tyhurst, Director
Ripon Department of Planning and
Economic Development
259 North Wilma Avenue
Ripon, CA 95366

Clear
2-9-06
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FROM: 
Dennis J. O'Bryant, Acting Assistant Director
Department of Conservation, Division of Land Resource Protection

DATE: February 9, 2006

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE CITY OF
RIPON 2040 GENERAL PLAN SCH# 1994062005

The Department of Conservation's Division of Land Resource Protection (Division) monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. The Division commented on the Notice of Preparation for this project in its letter of October 8, 2004, and now has the following comments on the DEIR.

2A

The DEIR notes that implementation of the General Plan Update may result in up to 4,200 acres of agricultural land conversion to urbanized land uses. The DEIR notes several goals and policies to lessen land use conflicts between the proposed land uses and adjacent agricultural land uses, however, does not offer any mitigation measures to reduce the agricultural land conversion impacts of the project.

2B

As noted in our previous letter, the Division recommends that the City consider the purchase of agricultural conservation easements on qualifying agricultural lands as mitigation to lessen the impacts of the project. This mitigation would be similar to the easements purchased through payment of developer fees for habitat conservation pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (Plan).

2C

*The Department of Conservation's mission is to protect Californians and their environment by:
Protecting lives and property from earthquakes and landslides; Ensuring safe mining and oil and gas drilling;
Conserving California's farmlands; and Saving energy and resources through recycling.*

Project Coordinator and Mr. Ernest A. Tyhurst, Director
February 9, 2006
Page 2 of 2

Some local agencies have proposed a multi-purpose approach by requiring purchase or payment of fees for habitat conservation easements to both preserve habitat and agricultural lands. If this approach is used, it should be noted that land use restrictions based on habitat value may also restrict agricultural land from being used for its highest and best uses (permanent crops or orchards) and, therefore, not fully mitigate the agricultural land conversion impact. This is illustrated in the land value hierarchy set forth in the Plan which breaks down habitat conservation fees for orchards and vineyards (low value habitat) and row and field crops (high value habitat).

2C

The General Plan and the DEIR note that lands under Williamson Act contract are not available for annexation until the contracts are cancelled by non-renewal or other release. The General Plan and DEIR should clarify whether this is city, county or Local Agency Formation Commission (LAFCO) policy and whether the planning area includes land under contract in Farmland Security Zones. According to Government Code §51243, if a city annexes land under Williamson Act contract, the city must succeed to all rights, duties and powers of the county under the contract unless conditions in §51243.5 apply to give the city the option to not succeed to the contract. Although a city may have protested a contract and although LAFCO may have upheld the protest, conditions in §51243.5 may not have been met to give the city the option to not succeed to the contract. A LAFCO must notify the Department of Conservation within 10 days of a city's proposal to annex land under contract (Government Code §56753.5). A LAFCO must not approve a change to a sphere of influence or annexation of contracted land to a city unless specified conditions apply (Government Code §§51296.3, 56426, 56426.5, 56749 and 56856.5).

2D

Thank you for the opportunity to comment on the DEIR. If you have questions on our comments, or require technical assistance or information on agricultural land conservation, please contact the Division at 801 K Street, MS 18-01, Sacramento, California 95814; or, phone (916) 324-0850.

cc: San Joaquin County RCD
3422 West Hammer Lane, Suite A
Stockton, CA 95219

Responses to comment letter from California Department of Conservation, Division of Land Resource Protection, February 9, 2006.

Response 2A: This comment introduces the agency's roles and responsibilities in agricultural land conservation, and introduces its comments on the Draft EIR. No response is necessary.

Response 2B: This comment restates and characterizes information provided in the Draft EIR. No response is necessary.

Response 2C: This comment suggests that the City institute a program for mitigation of agricultural land conversion, specifically the purchase of agricultural conservation easements. The City currently has no such program in place. However, City staff will recommend that the City Council adopt Agricultural Land Mitigation Fund in conjunction with the adoption of the Ripon General Plan Update 2040. Adoption of the fund will involve the imposition of an agricultural impact fee on new development amounting to \$4,500 per acre, to be collected at the time of building permit issuance. The purpose of the fee will be to mitigate the loss of agricultural land resulting from urban development. Among other things, the fees will be used to leverage other funds for the acquisition of land and or the execution of conservation easements. The EIR has been amended to reflect this proposal.

The City of Ripon appreciates the Department of Conservation's input on other potential agricultural land mitigation systems. This information will be considered by City decision makers as the General Plan Update 2040 proceeds through the review and process.

Response 2D: The General Plan and Draft EIR discussion of Williamson Act contracts is not a reflection of City, County or other policies but rather the requirements of the California Government Code, which governed Williamson Act contract administration and cancellation. The City of Ripon expects that Williamson Act contracts affecting certain lands proposed for annexation will have either expired by non-renewal or will be considered by the City Council for immediate cancellation, subject to the applicable Government Code requirements.

The Ripon Planning Area does/not include lands that are under contract in Farmland Security Zones. This information has been added to the EIR.

This comment provides additional information as to the City's obligation to succeed to Williamson Act contracts that were executed in the County, unless the provisions of Government Code Section 51243.25 apply. The City is aware of its obligations pursuant to the Government Code and would intend to abide by all relevant requirements with respect to Williamson Act contract cancellation.

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 STOCKTON, CA 95201
(1976 E. CHARTER WAY/1976 E. DR. MARTIN
LUTHER KING JR. BLVD. 95205)
TTY: California Relay Service (800) 735-2929
PHONE (209) 941-1921
FAX (209) 948-7194



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Flex your power!
Be energy efficient!

February 8, 2006

**10-SJ-99-PM-Various
SCH 1994062005 (DEIR)
Ripon General Plan**

Ernest Tyhurst
City of Ripon
Department of Planning and Economic Development
259 North Wilma Avenue
Ripon, CA 95366

Dear Mr. Tyhurst:

The California Department of Transportation (Department) appreciates the opportunity to have reviewed the Draft Environmental Impact Report (EIR) for the General Plan 2040 Update for the proposal to accommodate 8,000 new dwelling units, and 1,600 acres of commercial and industrial area. The Department has the following comments:

- Proposed development may create a major impact on state facilities. When combined with the cumulative impacts of other existing and proposed development in this area, the resulting traffic will contribute to the significant congestion forecasted to SR-99. Therefore, the Department recommends the collection of impact fees on a "Fair Share" basis for future improvements to this facility.
- Balancing the demand for housing and employment at a community scale enables residents to live and work in the same area, potentially decreasing demand on inter-regional transportation facilities.
- Paths, greenways, and other passive recreational uses such as linear parks can also increase mobility and are an appropriate fit along local rivers, creeks, and canals, provided they are constructed in an environmentally conscientious manner. Continuity and connectivity are important considerations that may necessitate coordination with adjoining jurisdictions.

3A

3B

3C

"Caltrans improves mobility across California"

Mr. Tyhurst
February 8, 2006
Page 2

- While recognizing that topographic and environmental constraints may preclude a strict interconnected grid street network, roads which are routed in parallel can provide an alternative to using the interregional roads or highway, thereby helping to alleviate congestion on State facilities. A street system with minimal interconnectedness -- where drivers are siphoned from local streets to major streets or highways -- concentrates traffic, leaving few choices to drivers. An interconnected grid street system offers the traveler multiple paths to reach any destination, thereby alleviating potential congestion by providing alternative routes.
- In lieu of reliance on the automobile for every trip, the Department supports the concept of a local circulation system which is pedestrian-, bicycle-, and transit-friendly in order to enable residents to choose alternative modes of transportation. Also, a mixture of land uses creates opportunities to substitute walking for driving. Improved transit accommodation through the provision of park and ride facilities, signal prioritization, or other enhancements can also improve mobility.

3D

3E

FUNCTIONAL UNIT COMMENTS

Traffic Operations

- The proposed local and regional growth will result in the need to widen State Route 99 (SR-99) to 8 lanes within the City of Ripon vicinity. Implementation of high occupancy vehicle (HOV) lanes and ramp meters will be necessary in order to alleviate some of the future congestion.
- On Page 4-37, park-and-ride lots are mentioned for use as part of the transit system. Park-and-ride lots (as well as the regional transit routes themselves) should also be coordinated for use with the anticipated HOV lanes and ramp meters (GOV bypass lane opportunities) to create a comprehensive HOV system. The park-and-ride lots should be consistent with the Department Ramp Metering, HOV, and Park-and-Ride plans and/or policies.
- In order to maintain the integrity of the State Highway System (SHS), proposed local development projects with potential impact to the SHS will need to be reviewed by the Department. Projects impacting the SHS may require a Traffic Impact Study in order to determine the necessity for and types mitigation to increased traffic.

3F

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3H

"Caltrans improves mobility across California"

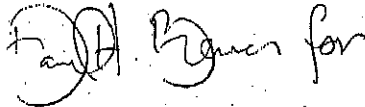
Mr. Tyhurst
February 8, 2006
Page 3

Environmental Planning

- The Department is responsible for the maintenance and operation of State and Interstate highways within California. Any proposal that would affect that, or environmental resources within the existing highway right-of-way, are of concern to the Department. 3I
- The Draft EIR identifies the need for a new interchange on SR-99 at two locations, which will require coordination with the Department. **If the proponents for the individual development proposals allowed under the General Plan will need to encroach upon SR-99, an application for an Encroachment Permit will need to be submitted to the Department.** Adequate environmental studies of potential impacts to environmental resources within existing highway right-of-way (with particular emphasis on biological and cultural resources and hazardous waste exposure) will need to accompany that application. 3J

If you have any questions or would like to discuss our comments in more detail, please contact Dan Brewer at (209) 948-7142 (e-mail: dan.brewer@dot.ca.gov) or me at (209) 941-1921.

Sincerely,



**TOM DUMAS, Chief
Office of Intermodal Planning**

c: SMorgan CA Office of Planning and Research

Response to comment letter from California Department of Transportation, February 8, 2006.

Response 3A: This comment notes that the project may involve a significant effect on state facilities and requests the collection of fair share fees for improvement of those facilities. The City of Ripon collects local (i.e. Ripon) Public Facilities Fees as well as Regional Transportation Impact Fees (RTIF) to cover the local share cost of transportation improvements necessitated by new urban development. In addition, the City of Ripon supports the concept of the collection of additional sales tax revenues to support major transportation improvements.

In addition to local transportation improvements, the various impact fees are directed to necessary improvements of state highway interchanges, such as the planned Austin Road and Olive/River Road interchanges with SR 99. Some impact fee money may also be used to make up the local match to state and federal funding for state highway main line improvements. However, these improvements are funded by other revenue sources including gas taxes.

The City of Ripon contributes to reductions in potential future traffic on state highway facilities through its various land use planning and transportation improvement programs, including the construction of parallel facilities to provide local road alternatives to state highway use.

Response 3B: This comment recommends balance in housing and employment as a part of the City Planning Program. The Ripon General Plan Update 2040 incorporates this concept already.

Response 3C: This comment is a general planning recommendation that promotes the incorporation of non-auto transportation routes and associated recreational values in urban planning. The Ripon General Plan Update 2040 makes substantial provision for the development of bikeways, pedestrian paths, and green ways. The purpose of these facilities is to support non-auto transportation; the concepts of continuity and connectivity are extensively incorporated in the proposed plan.

Response 3D: This comment is also a general transportation planning recommendation promoting interconnected streets and alternative transportation routes, including routes that parallel state highways. These concepts are incorporated in the Circulation Element of the Ripon General Plan Update 2040. See previous responses.

Response 3E: This general planning recommendation again promotes the incorporation of non-auto transportation modes in transportation planning. The City has made substantial provision for pedestrian and bicycle facilities, including the adoption of a bikeways master plan. Provisions for future transit stops are incorporated into major commercial development, among other things.

Response 3F: This comment restates the probability that SR 99 will need to be widened to eight lanes as a result of local and regional growth. The Draft EIR identifies the potential

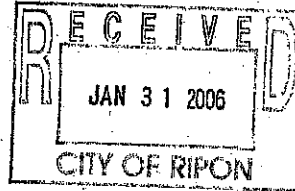
impacts of urban development in the City of Ripon on this future need. The City routinely requires the reservation of right-of-way that would support necessary highway expansion in conjunction with urban development in the vicinity of SR 99. The City has incorporated infrastructure to support future ramp metering and other improvements in its recent expansion of the SR 99 Jack Tone interchange; the City anticipates that similar provisions will be made in conjunction with future interchange improvements.

Response 3G: The City of Ripon recognizes the need to coordinate with Cal Trans with respect to park-and-ride lots. This has been the practice of the City in conjunction with large projects in the SR 99 vicinity, including the SR 99/Jack Tone Road interchange improvements.

Response 3H: This comment suggests the preparation of traffic impact studies in conjunction with new development. This is a routine matter in the City of Ripon; traffic studies are required for major projects, and these studies are required to address freeway interchanges as well as local roads.

Response 3I: This comment identifies the agency's maintenance and responsibilities for the state highway system. The City of Ripon recognizes the need to coordinate with Cal Trans on any project that would affect state facilities.

Response 3J: This comment identifies state highway encroachment permit requirements. The City is familiar with these requirements and would coordinate with Cal Trans and obtain any necessary permits together with any required environmental review, in conjunction with projects involving state highway encroachments.

DEPARTMENT OF WATER RESOURCES1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 942360001
(916) 653-5791

JAN 3 0 2006

Ernest Tyhurst
City of Ripon
259 North Wilma Avenue
Ripon, California 95366General Plan EIR 2040 Update
State Clearinghouse (SCH) Number: 1994062005

Staff for The Department of Water Resources has reviewed the subject document and provides the following comments:

Portions of the proposed project may be located within a regulated stream over which The Reclamation Board has jurisdiction and exercises authority. If the project includes any "channel reconfiguration" that was not previously permitted, new plans must be submitted. Section 8710 of the California Water Code requires that a Board permit must be obtained prior to start of any work, including excavation and construction activities, within floodways, levees, and 10 feet landward of the landside levee toes. A list of streams regulated by the Board is contained in the California Code of Regulations, Title 23, Section 112.

Section 8(b)(2) of the Regulations states that applications for permits submitted to the Board must include a completed environmental questionnaire that accompanies the application and a copy of any environmental documents if they are prepared for the project. For any foreseeable significant environmental impacts, mitigation for such impacts shall be proposed. Applications are reviewed for compliance with the California Environmental Quality Act.

Section 8(b)(4) of the Regulations states that additional information, such as geotechnical exploration, soil testing, hydraulic or sediment transport studies, biological surveys, environmental surveys and other analyses may be required at any time prior to Board action on the application.

You may disregard this notice if your project is outside of the Board jurisdiction. For further information, please contact Sam Brandon of my staff at (916) 574-0651.

Sincerely,

Mike Mirmazaheri, Chief
Floodway Protection Sectioncc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

4A

Response to comment letter from California Department of Water Resources, January 30, 2006.

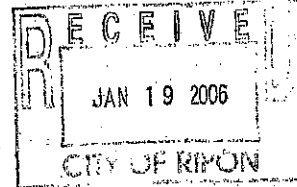
Response 4A: This comment provides information regarding the State Reclamation Board's permit requirements for projects that encroach on rivers, creeks or other channels subject to Reclamation Board jurisdiction. There are no such projects identified in the Ripon General Plan Update 2040. However, the City of Ripon acknowledges the need for Reclamation Board approval for any projects that may, in the future, be located within their jurisdiction. No further response is required.



DEPARTMENT OF THE ARMY
 U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
 CORPS OF ENGINEERS
 1325 J STREET
 SACRAMENTO, CALIFORNIA 95814-2922

REPLY TO
 ATTENTION OF

January 17, 2006



Regulatory Branch (200600006)

Ernie Tyhurst
 City of Ripon
 Dept of Planning and Economic Development
 259 N. Wilma Avenue
 Ripon, California 95366

Dear Mr. Tyhurst:

We are responding to your December 28, 2005, request for comments on the Ripon General Plan and EIR. This project is located at Latitude 037° 44' 28.9", Longitude 121° 7' 12.0", in Township 2 South, Ranges 7 and 8 East, in San Joaquin County, California.

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial, intermittent and ephemeral streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work.

The range of alternatives considered for this EIR should include alternatives that avoid impacts to wetlands or other waters of the United States. Applicants should prepare a wetland delineation, in accordance with the "Minimum Standards for Acceptance of Preliminary Wetland Delineations", under "Jurisdiction" on our website at the address below, and submit it to this office for verification. Every effort should be made to avoid project features which require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation.

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Please refer to identification number 200600006 in any correspondence concerning this project. If you have any questions, please contact Marc Fugler at our Delta Office, 1325 J Street, Room 1480, Sacramento, California 95814-2922, email Marc.A.Fugler@usace.army.mil, or telephone 916-557-5255. You may also use our website: www.spk.usace.army.mil/regulatory.html.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Finan', written over a faint horizontal line.

Michael Finan
Chief, Delta Office

Response to comment letter from Department of the Army, US Army Corps of Engineers, January 17, 2006.

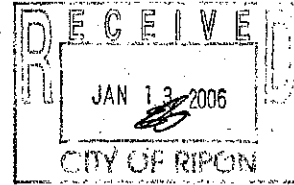
Response 5A: This comment identifies the Corps' jurisdiction over waters of the United States and wetlands, and the permit requirements associated with potential work affecting those resources. Due to the very porous nature of soils in the Ripon vicinity, wetland resources are relatively limited. However, projects that would potentially impact wetlands would be subject to the permit requirements identified by the Corps. The potential need for Corps permits has been added to the EIR.

Response 5B: The proposed General Plan Update 2040 does not include development plans that would involve potentially significant impacts on wetlands; therefore alternatives that would avoid wetlands are not warranted. The remainder of this comment addresses procedures for wetland delineation and permits for fill or disturbance of wetlands. These would be applicable to any projects within the planning area that have the potential for wetland impact. These requirements would be applicable to a future bridge crossing of the Stanislaus River; however, as noted in Response 5A, few other if any other such projects would be anticipated within the planning area.



San Joaquin Valley
Air Pollution Control District

January 12, 2006



Reference No. C20060014

Ken Zuidervaart
Planning and Economic Development
259 N. Wilma Avenue
Ripon, CA 95366

RE: City of Ripon – Draft 2040 General Plan and Environmental Impact Report (DEIR)

Dear Mr. Zuidervaart:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above and offers the following comments:

The District concurs with the project's DEIR that this project may have a significant air quality impact. The District's preliminary analysis indicated that the potential emissions from this project exceed the District's Thresholds of Significance for ozone precursors. All mitigations included in the DEIR should be implemented to the extent specified to reduce air quality impacts.

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The mitigation discussed in Volume II – Chapter Four, Goal E: *To Conserve Air Quality Within The Planning Area*, section *Additional Recommended Mitigation* (page 4-83 and 4-84) "No additional general plans policies are recommended for reducing potential air quality effects to less than significant" the District recommends the City of Ripon to consider implementing an ordinance to limit fireplaces and wood burning stove in new residential development. This type of ordinance would reduce emission above and beyond the District's Rule 4091 (Wood Burning Fireplaces and Wood Burning Heaters). This rule limits PM10 and PM2.5 emissions from residential development. Construction plans for residential developments may be affected by section 5.3, specifically:

§5.3 Limitations on Wood Burning Fireplaces or Wood Burning Heaters in New Residential Developments.

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- 5.3.1 No person shall install a wood burning fireplace in a new residential development with a density greater than two (2) dwelling units per acre.
- 5.3.2 No person shall install more than two (2) EPA Phase II Certified wood burning heaters per acre in any new residential development with a density equal to or greater than three (3) dwelling units per acre.
- 5.3.3 No person shall install more than one (1) wood burning fireplace or wood burning heater per dwelling unit in any new residential development with a density equal to or less than two (2) dwelling units per acre.

Based on the information provided, the proposed project will be subject to the following District rules. The following items are rules that have been adopted by the District to reduce emissions throughout the San Joaquin Valley, and are required. To identify additional rules or regulations that apply to this project, or for further information, the applicant is encouraged to contact the District's Small Business Assistance Office at (559) 230-5888. Current District rules can be found at <http://www.valleyair.org/rules/1ruleslist.htm>.

6C

Regulation VIII (Fugitive PM10 Prohibitions)- Regulation VIII (Rules 8011-8081) is a series of rules designed to reduce PM10 emissions (predominantly dust) generated by human activity, including construction, road construction, bulk materials storage, and landfill operations. Residential projects 10.0 or more acres in area, requires a Dust Control Plan be submitted to the District as specified in Section 6.3.1 of Rule 8021. Residential sites 1.0 to less than 10.0 acres; an owner/operator must provide written notification to the District at least 48 hours prior to start earthmoving.

The District's Dust Control Plan template is available at:
<http://www.valleyair.org/busind/comply/PM10/forms/DCP-Form%20-%2010-14-2004.pdf>. submitted as specified in Section 6.3.1 of Rule 8021. If a residential site is 1.0 to less than 10.0 acres, an owner/operator must provide written notification to the District at least 48 hours prior to his/her intent to begin any earthmoving activities.

Rule 3135 (Dust Control Plan Fee) This rule requires the applicant to submit a fee in addition to a Dust Control Plan. The purpose of this fee is to recover the District's cost for reviewing these plans and conducting compliance inspections. Information on the fee and a Dust Control Plan template are available at the following District website:
<http://www.valleyair.org/rules/curnrules/Rule%203135%201005.pdf>

Rule 4102 (Nuisance) applies to any source operation that emits or may emit air contaminants or other materials. In the event that the project or construction of the project creates a public nuisance, it could be in violation and be subject to District enforcement action.

Rule 4103 (Open Burning) regulates the burning of agricultural material. Agricultural material shall not be burned when the land use is converting from agriculture to nonagricultural purposes. In the event that the project burned or burns agricultural material, it would be in violation of Rule 4103 and be subject to District enforcement action.

Rule 4601 (Architectural Coatings) limits volatile organic compounds from architectural coatings. This rule specifies architectural coatings storage, clean up and labeling requirements.

Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). If asphalt paving will be used, then paving operations of this project will be subject to Rule 4641. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.

Rule 4902 (Residential Water Heaters) limits emission of NOx from residential developments.

Future development of the Neighborhood Commercial portion of the project may be subject to additional District Rules not specified above. To identify additional rules or regulations that apply to future development, the applicant should contact the District's Small Business Assistance Office at (559) 230-5888 at the time that development is proposed.

The District encourages innovation in measures to reduce air quality impacts. There are a number of features that could be incorporated into the design/operation of this project to provide additional reductions of the overall level of emissions. (Note: Some of the measures may already exist as City development standards. The suggestions listed below should not be considered all-inclusive and remain options that the agency with the land-use authority should consider:

- Trees should be carefully selected and located to protect the building(s) from energy consuming environmental conditions, and to shade paved areas. Trees should be selected to shade paved areas that will shade 50% of the area within 15 years. Structural soil should be used under paved areas to improve tree growth.
- For Structural Soil see <http://www.hort.cornell.edu/uh/outreach/csc/>
For Tree Selection see <http://www.ufel.org/>
For Urban Forestry see <http://www.coolcommunities.org> <http://wcufr.ucdavis.edu>
http://www.tgc.org/bookstore/energy/downloads/sjv_tree_guidelines.pdf
- If transit service is available to the project site, improvements should be made to encourage its use. If transit service is not currently available, but is planned for the area in the future, easements should be reserved to provide for future improvements such as bus turnouts, loading areas, route signs and

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shade structures. Appropriations made to facilitate public or mass transit will help mitigate trips generated by the project.

- Multi-story parking facilities should be considered instead of open parking lots in commercial areas to reduce exposed concrete surface. Alternatively, parking may be incorporated into the structure by building parking as the first floor or as a basement level. Large expanses of exposed concrete in parking lots exacerbate the "heat island" effect as well as widen the distance patrons and employees must cross. "Heat islands" created by this and similar projects contribute to the reduced air quality in the valley by heating ozone precursors.
- Sidewalks and bikeways should be installed throughout as much of the project as possible and should be connected to any nearby existing and planned open space areas, parks, schools, residential areas, commercial areas, etc., to encourage walking and bicycling. Connections to nearby public uses and commercial areas should be made as direct as possible to promote walking for some trips. Pedestrian and bike-oriented design reduces motor vehicle usage and their effects on air quality. Sidewalks and bikeways should be designed to separate pedestrian and bicycle pathways from vehicle paths. Sidewalks and bikeways should be designed to be accommodating and appropriately sized for anticipated future pedestrian and bicycle use. Such pathways should be easy to navigate, designed to facilitate pedestrian movement through the project, and create a safe environment for all potential users (pedestrian, bicycle and disabled) from obstacles and automobiles. Mid-block paths should be installed to facilitate pedestrian movement through long blocks (over 500' in length) and cul-de-sacs. Sidewalks should be designed for high visibility (brightly painted, different color of concrete, etc.) when crossing parking lots, streets and similar vehicle paths. Clearly marked and highly visible pedestrian accesses create a safer environment for both pedestrians and vehicles. Pathways through the project should be built in anticipation of future growth/development.
- As many energy conserving and emission reducing features as possible should be included in the project. Energy conservation measures include both energy conservation through design and operational energy conservation. Examples include (but are not limited to):
 - Increased energy efficiency (above California Title 24 Requirements)
See <http://www.energy.ca.gov/title24/>.
 - Energy efficient windows (double pane and/or Low-E)
 - Use Low and No-VOC coatings and paints. See South Coast's site for No-VOC Coatings at <http://www.aqmd.gov/prdas/brochures/paintguide.html>
 - High-albedo (reflecting) roofing material. See <http://eetd.lbl.gov/coolroof/>
 - Cool Paving. "Heat islands" created by this and similar projects contribute to the reduced air quality in the valley by heating ozone precursors. See <http://www.harc.edu/harc/Projects/CoolHouston/>, <http://eande.lbl.gov/heatisland/>
 - Radiant heat barrier. See <http://www.eere.energy.gov/consumerinfo/refbriefs/bc7.html>
 - Energy efficient lighting, appliances, heating and cooling systems. See <http://www.energystar.gov/>
 - Install solar water-heating system(s)
 - Install photovoltaic cells
 - Install geothermal heat pump system(s)
 - Programmable thermostat(s) for all heating and cooling systems
 - Awnings or other shading mechanism for windows
 - Porch, patio and walkway overhangs
 - Ceiling fans, whole house fans
 - Utilize passive solar cooling and heating designs. (e.g. natural convection, thermal flywheels)
See http://www.eere.energy.gov/RE/solar_passive.html
 - Utilize daylighting (natural lighting) systems such as skylights, light shelves, interior transom windows etc. See <http://www.advancedbuildings.org>
 - Electrical outlets around the exterior of the unit(s) to encourage use of electric landscape maintenance equipment
 - Bicycle parking facilities for patrons and employees in a covered secure area. Bike storage should be located within 50' of the project's entrance. Construct paths to connect the development to nearby bikeways or sidewalks. See <http://www.vtpi.org/tdm/tdm85.htm>, <http://www.bicyclinginfo.org/>

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- Employee shower and locker areas for bicycle and pedestrian commuters
- On-site employee cafeterias or eating areas
- Low or non-polluting landscape maintenance equipment (e.g. electric lawn mowers, reel mowers, leaf vacuums, electric trimmers and edgers, etc.)
- Pre-wire the unit(s) with high speed modern connections/DSL and extra phone lines
- Natural gas fireplaces (instead of wood-burning fireplaces or heaters)
- Natural gas lines (if available to this area) and electrical outlets in backyard or patio areas to encourage the use of gas and/or electric barbecues
- Low or non-polluting incentives items should be provided with each residential unit (such items could include electric lawn mowers, reel mowers, leaf vacuums, gas or electric barbecues, etc.)
- Exits to adjoining streets should be designed to reduce time to re-enter traffic from the project site

More information can be found at:

<http://www.lgc.org>, <http://www.sustainable.doe.gov/>, <http://www.consumerenergycenter.org/index.html>
<http://www.clwmb.ca.gov/GreenBuilding/>

- The applicant/tenant(s) of the commercial portion of the project should be encouraged to implement measures that reduce the amount of vehicle traffic to and from the project area that further reduce air pollution in the valley. This could include such provisions as encouraging employees to rideshare or carpool to the project site, preferential parking spaces for employees who participate in carpooling or vanpooling, incorporating a compressed workweek schedule, or incentives for employees who use alternative transportation. Check out the "Spare the Air" section of our website
- The project should include as many clean alternative energy features as possible to promote energy self-sufficiency. Examples include (but are not limited to): photovoltaic cells, solar thermal electricity systems, small wind turbines, etc. Rebate and incentive programs are offered for alternative energy equipment. More information can be found at:
<http://www.dsireusa.org/>, <http://rredc.nrel.gov/>, <http://www.energy.ca.gov/renewables/>
- Construction activity mitigation measures include:
 - Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent
 - Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site
 - Install wind breaks at windward side(s) of construction areas
 - Limit area subject to excavation, grading, and other construction activity at any one time
 - Limit the hours of operation of heavy duty equipment and/or the amount of equipment in use
 - Replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set)
 - Curtail construction during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak-hour of vehicular traffic on adjacent roadways, and "Spare the Air Days" declared by the District.
 - Implement activity management (e.g. rescheduling activities to reduce short-term impacts)
 - Off road trucks should be equipped with on-road engines when possible.
- Construction equipment should have engines that meet the current off-road engine emission standard (as certified by the California Air Resources Board), or be repowered with an engine that meets this standard. To find engines certified by the California Air Resources Board, see <http://www.arb.ca.gov/msprog/offroad/cert/cert.php>. This site lists engines by type, then manufacturer. For more information on heavy-duty engines, please contact Tom Astone, Air Quality Specialist, at (559) 230-5800.
- Diesel equipment should use verified alternative diesel fuel blends, biodiesel, or Ultra Low Sulfur Diesel (ULSD). The California Air Resources Board (CARB) has verified specific alternative diesel fuel blends for NOx and PM emission reduction. Only fuels that have been verified by CARB should be used. Information on alternative diesel blends can also be found at CARB's website-

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<http://www.arb.ca.gov/fuels/diesel/aitdiesel/aitdiesel.htm>. Information on biodiesel can be found on the EPA's website <http://www.epa.gov/oms/models/biodst.htm>.

- Idle reduction technologies save fuel and reduce diesel emissions from idling trucks and construction equipment. The applicant should incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies. Examples of such technologies can be found on the U.S. Environmental Protection Agency's website <http://www.epa.gov/otaq/smartway/idlingtechnologies.htm>. Idle reduction mitigation measures include:
 - The applicant/tenant(s) should require that all diesel engines be shut off when not in use on the premises to reduce emissions from idling.
 - If Truck Refrigeration Units (TRU's) will be utilized, provide an alternative energy source for the TRU to allow diesel engines to be completely turned off.
 - Electrify truck-parking areas to allow trucks with sleeper cabs to use electric heating and cooling to eliminate the need to idle their diesel engines.

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District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions please call me at (559) 230-5800.

Sincerely,


Debbie Johnson
Air Quality Specialist
Central Region

c: File

**Response to comment letter from San Joaquin Valley Air Pollution Control District,
January 12, 2006.**

Response 6A: This comment affirms the Draft EIR's finding that the project may involve a significant air quality impact and affirms that EIR mitigation measures would be implemented. The City of Ripon will adopt a mitigation monitoring implementation plan in conjunction with General Plan approval; this will provide for implementation of all applicable mitigation measures.

Response 6B: This is a specific recommendation that the city adopt an ordinance limiting the insulation of fireplaces or wood burning stoves in new residential development. The City routinely refers developers to the APCD for input and advice on the implementation of its recommendation. Existing APCD regulations currently limit the number of wood burning appliances that may be installed. The City believes that, if the prohibition of wood burning appliances is an air quality priority, a rule prohibiting such appliances should be adopted by the District.

Response 6C: This comment identifies the various adopted APCD regulations that would potentially apply to new development within the City of Ripon. Developers, contractors, and other entities are responsible for compliance with these rules and regulations. The EIR has been amended to note these requirements. No further response is necessary.

Response 6D: This comment provides the input as to potential measures to reduce energy use and associated air emission. The City of Ripon supports the incorporation of all available mitigation measures in new development. New development projects are routinely conditioned to comply with APCD recommendations wherever possible. Developers are directed to coordinate with APCD staff to develop project-specific mitigation agreements.

Response 6E: As documented in the General Plan, limited transit service is available to the City of Ripon. The City requires the incorporation of transit-supporting facilities in major retail development, which encourages broader use of the transit system. The City will continue to participate in the annual "unmet transit needs" process and to promote the expansion and development of the local transit system wherever feasible.

Response 6F: This is a general recommendation regarding minimizing the expansion of paved surfaces within the City. See Response 6D.

Response 6G: This is a recommendation for incorporation of sidewalks and bikeways in new development as noted in the response to Cal Trans, response 3C and 3E, the City of Ripon makes substantial requirements for the incorporation of these facilities. These requirements include the installation of 10-12 foot class one bikeways on all arterial streets. In addition, the City has adopted a master bikeway plan.

Response 6H: See Response 6D.

Response 6I: See Response 6D.

Response 6J: See Response 6D.

Response 6K: The Draft EIR acknowledges the APCD's Regulation VIII, which provides for dust control during construction. The APCD's *Guide to the Analysis and Mitigation of Air Quality Impacts* indicates that conformant with Regulation VIII requirements will reduce construction air quality impacts to less than significant.

Response 6L: The City of Ripon does not maintain substantial numbers of construction equipment. However, the City is making substantial strides toward incorporation of clean air vehicle in its fleet. The City has constructed a compressed natural gas (CNG) filling station for public vehicles that currently include garbage trucks. Other vehicles in the fleet will be converted to CNG as opportunities warrant. The City fleet also includes several all-electric vehicles. In addition, the City is currently constructing a major expansion of the City Hall facility; this facility will include a solar photovoltaic system. The City is also exploring the use of photovoltaic and other energy conservation technologies at City installations. In addition, the City is constructing a public-accessible CNG station that will promote the public use of clean-air vehicles.

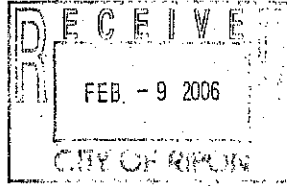
Response 6M: The City supports the use of idle reduction technology's and has promoted the installation of such equipment at the two large travel plazas located at the SR99/Jack Tone Road interchange.

Note: Since the submittal of this comment letter, APCD Rule 9510, the Indirect Source Rule, has become effective. Like other APCD rules, Rule 9510 will be applicable to the future urban development within the City of Ripon.



February 6, 2006

City of Ripon
Attention: Planning Director
259 North Wilma Avenue
Ripon, CA 95366



1231 Eleventh St.
P.O. Box 4060
Modesto, CA 95352
(209) 526-7373

**Regarding: Environment Impact Report of General Plan Update
Austin Road West, Carrolton Road East, Graves Road to the north, and the
Stanislaus River to the North, Ripon**

Thank you for allowing the District to comment on this referral received on 1/4/06 with a due date of 2/3/06. In order to reply in a timely manner, please provide a minimum working days review period. If you have any questions, please contact me at 526-7433. Below are our recommendations for this project.

DOMESTIC WATER

- No comments at this time.

IRRIGATION

- No Irrigation problems or concerns at this time.

ELECTRICAL

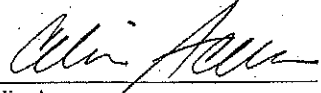
- The Modesto Irrigation District has existing overhead 69kv transmission and 17kv distribution overhead lines and underground electric facilities within and adjacent to the subject area.
- In conjunction with related site/road improvement requirements, existing overhead and underground electric facilities within or adjacent to proposed projects shall be protected, relocated or removed as required by the District's Electric Engineering Department. Appropriate easements for electric facilities shall be granted as required.
- Installation of electric facilities shall conform to the District's Electric Service Rules.
- Costs for relocation and/or under grounding the Districts facilities at the request of others will be borne by the requesting party. Estimates for relocating or under grounding existing facilities will be supplied upon request.
- Extension, reconstruction or removal of existing facilities will be specifically addressed when improvement plans are submitted for individual development proposals.
- A 10' PUE is required along all existing and proposed street frontages.

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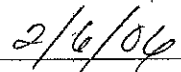
ORGANIZED 1887 • IRRIGATION WATER 1904 • POWER 1923 • DOMESTIC WATER 1994

The Modesto Irrigation District reserves its future rights to utilize its property, including its canal and electrical easements and rights-of-way, in a manner it deems necessary for the installation and maintenance of electric, irrigation, agricultural and urban drainage, domestic water and telecommunication facilities. These needs, which have not yet been determined, may consist of poles, cross arms, wires, cables, braces, insulators, transformers, service lines, open channels, pipelines, control structures and any necessary appurtenances, as may, in District's opinion, be necessary or desirable.

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Celia Aceves
Risk and Property Analyst



Date

Response to comment letter from Modesto Irrigation District, February 6, 2006.

Response 7A: This comment identifies the existence of MID electrical facilities in the City of Ripon and establishes the District's regulations and requirements for connecting to the MID system as well as utility easement requirements for new development. These are routine matters that are considered by the City in the review of all new development projects. These projects are routinely referred to MID for comment.



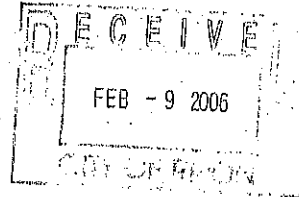
THOMAS R. FLINN
DIRECTOR



P. O. BOX-1810 - 1810 E. HAZELTON AVENUE
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THOMAS M. GAU
DEPUTY DIRECTOR
MANUEL SOLORIO
DEPUTY DIRECTOR
STEVEN WINKLER
DEPUTY DIRECTOR
ROGER JANES
BUSINESS ADMINISTRATOR

February 8, 2006



Mr. Ernest Tyhurst
Planning Director
City of Ripon
259 North Wilma Road
Ripon, California 95366

SUBJECT: 2040 GENERAL PLAN UPDATE AND DRAFT ENVIRONMENTAL IMPACT REPORT

Dear Mr. Tyhurst:

The San Joaquin County Department of Public Works has reviewed the above mentioned document and has the following comments:

From Traffic Engineering:

1. Page 2-33, Public Facilities and Services: Colony Road is to be extended as a minor collector. However, Colony Road will serve as the SR 99 access road and should likely be a major collector.
2. The County is encouraging an extension of Manley Road to meet the Colony Road extension. This would shift traffic away from the residential Spring Creek Drive.

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From Transportation Planning:

1. Most of the streets noted for improvement under the Public Facilities and Services section for the various planning districts are not indicated on the planning district's respective exhibit. Please revise the exhibits to reflect the roadways and specific limits to be improved. The text portion should also be revised to state the limits of the street segments proposed to be improved as well as any additional through lanes.
2. Please note, for any roadways proposed to be improved, whether the proposed improvements are consistent with the County's General Plan. If there are any inconsistencies, please identify and address accordingly.
3. Was the San Joaquin Council of Governments (SJCOG) Travel Demand Forecasting Model or another model used for the circulation element? If the SJCOG model wasn't used, please identify what model was used and associated methodology.
4. Page 3-12 states that a new interchange at State Route 99 and Olive Avenue is recommended. This location does not appear to meet the minimum interchange spacing required by Caltrans. Has the City received concurrence/approval from Caltrans on this?
5. Pages 3-16 to 3-17 states that the over crossing proposed at, "...Olive and River Roads will handle a sizeable amount of newly generated traffic within the City." What does this mean? Please state whether this proposed facility will be constructed to meet the traffic demand or not, and if not, what mitigation is proposed which will meet demand.

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6. Page 3-17 states, "Reconstruction of the Jack Tone Road Interchange will also provide...". Wasn't this project completed? Is the City stating there will be another reconstruction of this interchange? Please clarify.
7. The document states on page 3-17 that despite the fact that this proposed General Plan does not require a river crossing at Olive Avenue to Gates Road, the City desires this crossing to serve the area beyond the life of the General Plan. The County requests the City enter an agreement with the County upon such time as this crossing is actively pursued.
8. The County requests the City involve the County early in the development of any major roadway projects which may affect the County to ensure circulation issues between the two agencies are adequately planned and mitigated.
9. Page 3-20 states the intersection of Jack Tone Road (6 lanes) at River Road will be a traffic circle. On what basis has the City made this determination? Per the City's Table 3.4, the projected traffic volume for Jack Tone Road is shown at over 26,000 vehicles per day. Will the traffic circle provide an adequate Level of Service at this location based on that volume?

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Thank you for the opportunity to comment. Should you have any questions or need additional information, please contact me at 468-8494.

Sincerely,



Andrea Vallsjo
Assistant Planner

AV:mk
TP-6B014-M1

c: Tom Okamoto, Senior Civil Engineer
Michael Selling, Senior Civil Engineer
Dwayne Sabiniano, Engineering Assistant II

**Response to comment letter from San Joaquin County Public Works Department,
February 8, 2006.**

Response 8A: This is a comment on the Circulation Element of the Ripon General Plan Update 2040, rather than a comment on the EIR. No response is necessary. However, rather than being a Minor Collector as suggested by the County, Colony Road is actually classified as a “Minor Arterial,” which is a higher classification.

Response 8B: This is a comment on the Circulation Element of the General Plan, rather than the EIR. No response is necessary. The roadway system proposed by the Circulation Element is intended to improve east-west circulation in the subject area; the intent of the Ripon General Plan Update 2040 is to discourage north-south movement along Manley Road.

Response 8C: As with the previous comments, this comment addresses the Circulation Element of the Ripon General Plan Update 2040, rather than the EIR. No response is necessary. The County’s suggestion is appreciated; however, the City wishes to maintain its current description of planned circulation improvements.

Response 8D: For the most part, planned circulation improvements identified in the Ripon General Plan Update 2040 would be improvements to existing or future City streets; as the City limits are expanded with planned new urban development, sections of existing County road would be annexed into the City in conjunction with the adjoining development properties. As a result, provisions of the San Joaquin County General Plan would no longer be relevant for these street sections.

The Ripon General Plan Update 2040 envisions the improvement of River Road, including sections outside the City limit, as a regional arterial. This roadway section is not identified as a major road by the County, and this proposal is inconsistent with the existing County Ripon General Plan Update 2040 designation. River Road is, however, a major transportation route in the Ripon vicinity, and this two-lane facility is currently accommodating heavy traffic loads. River Road will need to be improved; expansion of this roadway to a major four-lane facility has been discussed in detail with the County Department of Public Works.

This and all other projects that involve County roads would be coordinated with Department of Public Works staff. An example of this is existing City-County cooperation with regard to the Olive Road-Austin Road feasibility study; interagency coordination on this project also includes the San Joaquin County Council of Governments and the City of Manteca.

Response 8E: The traffic impact analysis included in the EIR was based on a model developed specifically for the City of Ripon by TYLIN Transportation Engineering. The traffic model was based on the San Joaquin County COG Model. DETAILS REGARDING METHODOLOGY WHEN AVAILABLE. A copy of the modeling report is available for review at the City offices.

Response 8F: As noted in Response 8D, the City is working closely with the City of Manteca, San Joaquin County, the San Joaquin County COG and Cal Trans on plans for the future interchange. CITY ADD DETAILS? IS CITY PREPARING PSR?

Response 8G: The planned interchange would be designed to accommodate projected future traffic. Construction of the improvement would follow preparation of a Project Study Report, project engineering and environmental review. Each state of review would include consideration of future traffic loading at this location.

Response 8H: This is a typographical error that will be corrected in the final document. The City has no plans for additional improvement to the Jack Tone Road interchange.

Response 8I: The future Olive Avenue bridge is expected to involve a multi-agency effort, including the City, San Joaquin County, Stanislaus County, and the US Army Corp of Engineers, among others. As plans for this project mature, it is anticipated that one or more interagency agreements will be required.

Response 8J: See Responses 8D and 8F.

Response 8K: The final General Plan Update 2040 documents and EIR will reference improvements at this location as “intersection control,” noting that alternatives for intersection control will be evaluated as plans for this intersection are developed. The use of a roundabout would constitute one potential option for intersection control at this location.

DIRECTORS
Loren Schiemper - Chairman
Matt Terry - Vice Chairman
Bill Berghorst - Secretary
Ron Smith
Dennis Van Der Maalen

Ripon Consolidated Fire District

142 S. Stockton Ave.
Ripon, CA 95366
Phone 209-599-4209 Fax 209-599-2847

FIRE CHIEF
Dennis Bitters

January 14, 2006

Mr. Ernie Tyhurst
City of Ripon
Department of Planning
259 N. Wilma Ave.
Ripon, CA 95366

RE: City of Ripon general Plan Update 2040

Dear Ernie:

The Ripon Fire District has reviewed the draft document provided to the District dated December 28, 2005 and submits the following comments for consideration. These comments are very similar to those provided in a letter to you dated November 1, 2004, but have been updated pursuant to recent discussions and studies involving the future of District services.

Land Use and Growth Accommodations – Chapter 2

Policy E8 and E9 – In light of the impact that Fire and Rescue/EMS service and availability has on the ability for growth to continue, the District feels that there should be language comparable to these policies with respect to the construction and financing of future fire stations and facilities. While a statement is made later in the document under *Community Health and Safety* (Chapter 4, Policy B3) these particular policies are more specific and it would seem appropriate that comparable language be included with respect to the District's facilities.

Community Health and Safety – Chapter 4

Policy B3 – Is it appropriate for us to define “adequate resources” in the form of a ratio? This method has been adopted in Goal F of this chapter setting the “target ratio” of police officer staffing at 1.5 sworn officers per thousand population.

In light of the CityGate report commissioned by the City of Ripon and its statements concerning the amounts of personnel needed to safely handle structure fires, the District must insure the ability to assemble adequate trained personnel in an immediate time-frame to address such incidents. One must also keep in mind that the District provides the Advanced Life Support Ambulance service for the community as well, and this requires a

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constant staffing level of one paramedic and one emergency medical technician twenty four hours per day, which substantially impacts our daily staffing. While many agencies use a target of 1 to 1.5 on-duty firefighters per one thousand populations as a 'target' ratio, it might be more appropriate to use a response time/distance policy to ensure adequate location and numbers of stations. As a minimum for effectiveness and personnel safety, each fire engine should be staffed with 1 captain, 1 operator, and 1 firefighter. Each ambulance must be staffed with 1 paramedic and 1 emergency medical technician, as dictated by San Joaquin County requirements.

The District commissioned a Blue Ribbon Advisory Committee in 2005 to address levels of service, which includes staffing levels and station location determination. The recommendation of this committee was to maintain response times not to exceed 5 minutes of travel time, which is consistent with the Time-Temperature Curve and Cardiac/Respiratory Arrest Recovery models, as well as being consistent with San Joaquin County requirements. This methodology would set the standards for station locations, numbers and staffing levels.

Policy G1 and G2 – The District is tasked with the regulation of production, use, storage, and transportation of hazardous materials. This also poses an impact on District staffing requirements.

These comments constitute the major concerns of the District. We would look forward to meeting with your staff to address these areas in the General Plan Update 2040 document. Once again, we appreciate solicitation of our involvement and the opportunity to comment on this important process.

Sincerely,

Dennis Bitters
Fire Chief

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Response to Comment letter from Ripon Consolidated Fire District, January 14, 2006.

Response 9A: The comment letter from the Ripon Consolidated Fire District consists of three policy recommendation applicable to the proposed Ripon General Plan Update 2040. These are not comments on the EIR and do not require a response. However, these comments have been considered by the City of Ripon. CITY DISCUSS DISPOSITION OF THESE COMMENTS?



Ripon Unified School District

304 North Acacia Avenue • Ripon, CA 95366 • (209) 599-2131 • Fax (209) 599-6271

Leo M. Zuber, *Superintendent*
Lisa M. Bojé, *Curriculum & Instruction*
Terry Shireman, *Educational Services*

February 3, 2006

Ernest Tyhurst, *Planning Director*
City of Ripon
259 North Wilma Ave.
Ripon, CA 95366

Re: Comments in Response to the Draft Environmental Impact Report for the Proposed City of Ripon General Plan Update 2040 Project

Dear Mr. Tyhurst:

The Ripon Unified School District (the "District") appreciates the opportunity to review and comment upon the Draft Environmental Impact Report (the "DEIR") for the above-referenced project. The District has an obligation to its students and the public to ensure that impacts on its students, staff, facilities, and learning environment are thoroughly evaluated and mitigated. The District has approximately half a dozen school sites operating in the project area serving hundreds of students. A school is a particularly sensitive land use, and as such potential impacts must receive the utmost scrutiny.

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The District submits the following comments and requests that they be fully addressed in the Final EIR.

PRELIMINARY CONCERNS

According to the public review notice published with the DEIR, the review period for the project DEIR will last from December 23, 2005 through February 6, 2006, and a public hearing was held on January 10, 2006. The notice does not make it clear when the final EIR will be certified, or whether comments will be accepted during the hearing to certify the EIR.

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The information and documents provided with the DEIR make it difficult for interested parties and agencies to perform a meaningful evaluation of potential impacts the project may have. Among the most significant deficiencies is the lack of detailed, legible maps. The DEIR includes only large-scale maps that provide little detailed information on the project's potential, localized impacts. Additionally, the DEIR lacks information concerning the scope of impacts anticipated as a result of the project. For example, the City has not indicated whether utilities or pipelines will be included in the project. What other elements are proposed? At the very least, the District needs assurance that no elements of the project will create a conflict for the District under Title 5 of the California Code of Regulations.

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Finally, the DEIR appears to rely on documents and reports prepared in the past. However, the documents do not always mention where copies of the referenced materials are available for review. See CEQA Guidelines section 15152(g). Additionally, some of the CEQA documents referenced are several years old. Is the City convinced that the referenced documents are not outdated in any respect? Does the City plan to rely on these archaic documents with no follow-up evaluation?

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BOARD OF TRUSTEES

Frank Ferral • Claudia Nepote • Larry J. Stewart • Carla Travaille • David Withycombe

AIR QUALITY

The Public Resources Code specifically addresses the threat of hazardous air emissions near school sites. According to Public Resources Code section 21151.4:

No environmental impact report or negative declaration is to be approved for any project involving the construction or alteration of a facility within 1/4 of a mile of a school which might reasonably be anticipated to emit hazardous or acutely hazardous air emission ... which may pose a health or safety hazard to persons who would attend or would be employed at the school, unless both of the following occur:

- (a) The lead agency preparing the environmental impact report or negative declaration has consulted with the school district having jurisdiction regarding the potential impact of the project on the school.
- (b) The school district has been given written notification of the project not less than 30 days prior to the proposed approval of the environmental impact report or negative declaration.

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Does the lead agency consider the project to fit within the parameters of Public Resources Code section 21151.4? If so, have the required steps been taken?

Although air quality guidance standards are cited in the DEIR, it is unclear exactly how those standards are applied to the project, or the extent of potential impacts. The DEIR simply concludes as follows:

The General Plan policies and programs provide substantial air quality mitigation as described above. These measures will not reduce impact [sic] to less than significant. No additional general plan policies are recommended for reducing potential air quality effects to less than significant.

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The DEIR should be clarified so that readers may be fully aware of the anticipated impacts. The DEIR should also explain what further mitigation measures were considered, and why they were rejected.

The policies cited as mitigation measures for air quality impacts in the DEIR include the following:

"Coordinate air quality efforts with other local, regional and state agencies."

"Identify and implement measures to reduce emissions associated with future development through the California Environmental Quality Act review process."

"Emphasize alternatives to motorized transportation."

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These are not real mitigation measures as they fail to define a specific course of action or create real obligations to act.

Air quality analysis should not be limited to application of general thresholds. Localized impacts may still be significant even if certain region-wide standards are met. Localized impacts, particularly with respect to grading and construction, should be analyzed.

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An additional concern regarding fugitive dust is the potential for people being exposed to San Joaquin Valley Fever from spores in fill material. Mitigation measures are necessary addressing the safety of the children and staff of District school sites.

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PROPOSED EXTENSION OF FRONTAGE ROAD

The District is particularly concerned about the proposed extension of a frontage road across District property that is currently part of the Ripon High School campus. The DEIR appears to presume that

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the frontage road will simply serve as a mitigation measure for project impacts associated with traffic and circulation.

The DEIR should include analysis of the frontage road as a project that will impact the District. The analysis should address the impact that a taking of District property will have on District programs. As proposed, the frontage road right-of-way will adversely impact the school's varsity baseball field, the practice area for the football program, available student parking and the district bus parking area and garage.

Student safety will also be compromised. Access to the high school and a nearby elementary school will also be affected because students using an existing pedestrian overcrossing will have to cross the frontage road. No mention is made of mitigation measures to ensure safe crossing of the road.

A new road would provide access to the back of the Ripon High School campus. This has the potential to create a security problem, allowing unauthorized access to the back of the school. The District is also concerned about future hazardous materials transport occurring on the new road extension. What spill management plans will be prepared? This issue needs to be further analyzed in the DEIR. The District would also like to review any spill management plans to ensure that they adequately protect students and staff at the District's school sites.

The DEIR frontage road layout appears to be based on the current Ripon High School campus configuration. The District may expand the school in the future leading to impacts from noise and dust and emissions from vehicles, as well as approval complications with the California Department of Education. The DEIR cannot be considered adequate without contemplating the placement of additional school buildings on the northern part of the campus in the future.

With respect to air quality impacts resulting from construction and operation of the frontage road, airborne pollutants will be redistributed to the immediate vicinity of the high school creating a potentially significant local impact near the high school campus. This issue requires adequate study and mitigation.

MITIGATION MEASURES

For most impact categories, the DEIR simply refers back to policies in the proposed general plan in lieu of providing real mitigation measures. The cited policies are, for the most, statements of general objectives rather than commitments to substantive action. As such, they are inadequate under CEQA.

For mitigation measures that defer the definition of the action that will be taken until some future study is done, it is important to specify both the standard that must be met, and what will happen if the future study shows the standard cannot be met. Specifically, if the standard cannot be met, then the impact-inducing activities should stop and some sort of subsequent EIR prepared which acknowledges the significant, unmitigatable impact.

Many of the mitigation measures in the DEIR rely on the successful establishment of a Public Facilities Finance Plan ("PFFP"). What will happen if the City is successful in implementing the PFFP or the PFFP does not generate adequate revenue to fund the mitigation measures in the DEIR?

The DEIR does not adequately address cumulative impacts of foreseeable projects. CEQA prohibits a lead agency from dividing a project into a series of smaller projects for purposes of evading review. Similarly, the cumulative impacts of projects that may overlap in certain respects must be evaluated. Projects approved under the new general plan may impact the same resources and create cumulatively significant impacts. Thus, the cumulative impacts must be considered.

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LAND USE

In its discussion of land use issues, the DEIR at Page 4-16 briefly addresses schools and provides as follows with respect to mitigation:

Level of Significance: Potentially Significant

Mitigation Provided by General Plan and Related Documents: Land Use Goals and Policies E will minimize potential schools effects.

Additional Recommended Mitigation: The following policies should be added to Land Use Goal/Policy E:

Level of Significance After Mitigation: Mitigation Measures will reduce the potential impacts to less than significant.

The DEIR fails to disclose impacts to schools, fails to explain how "Policy E" will mitigate those impacts, and fails to describe or even name the "Additional Recommended Mitigation."

HYDROLOGY, WATER QUALITY, BIOLOGICAL RESOURCES

The DEIR provides that a new bridge will be constructed over the Stanislaus River. Will this aspect of the project require permitting from the Army Corps of Engineers or California Department of Fish and Wildlife?

Has the City consulted with the California Department of Fish and Game or the United States Fish and Wildlife Service regarding the project? If so, what were the results of those consultations?

NOISE

The level of noise associated with construction may disturb the District's schools' learning environment. Noise from construction has been found to result in avoidable significant environmental effects. How effectively has the EIR projection for noise addressed the school environment? This potential impact should be evaluated. Will the school schedule be taken into account when construction activities are planned in the vicinity of school sites?

Also, the proposed frontage road will increase traffic noise in the vicinity of Ripon High School. Measures should be incorporated to mitigate increased traffic noise impacts.

PROJECT ALTERNATIVES

The DEIR devotes a scant two and a half pages to analysis of project alternatives. Only two alternatives are addressed in addition to the "no project" alternative; they are "Reduced Scope General Plan" and "Larger Urban Development Area." Both alternatives include a general description and a conclusion reading, "This alternative was considered in conjunction with the adoption of the city's existing General Plan 2035 and was rejected in favor of the adopted plan. As previously described, therefore, this alternative is moot." Additionally, at Page 2-4, the DEIR provides that "both alternatives are considered moot for purposes of this project."

This is not good faith alternatives analysis. If an analysis is considered "moot" at first glance, the DEIR should explain why. The DEIR should also consider new alternatives that are not "moot." Cursory rejection of an alternative after an internal review process is insufficient because it fails to keep the public informed.

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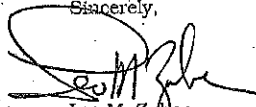
10P

10Q

CONCLUSION

The District looks forward receiving responses to the comments offered above, and hereby requests formal notification of any public hearings that may be scheduled with respect to the proposed project. The District reserves its right to supplement these comments and provide additional comments in the future.

Sincerely,



Leo M. Zutter
Superintendent

cc: Trustees

Responses to comment letter from Ripon Unified School District, February 3, 2006.

General Response: Several of the comments submitted by the Ripon Unified School District mis-characterize the EIR as a study of a specific development project rather than a general plan. This reflects a misunderstanding of the nature of a general plan EIR, and more broadly a program-level environmental analysis is under the California Environmental Quality Act. The referenced comments are identified in more detail below.

CEQA defines (CEQA Guidelines Section 15161) a project EIR as “the most common type of EIR (that) examines the environmental impacts of a specific development project.” In a project-level EIR, the EIR must examine all elements of the project in detail and provide project-specific analysis of impacts, mitigation measures and alternatives.

The CEQA Guidelines address the preparation of general plan EIRs, indicating that these documents require a lesser level of detail due to their programmatic nature. The EIR requirement for a general plan may actually be satisfied by the general plan itself, if the general plan addresses all of the points required to be included in an EIR. A general plan EIR may also be prepared as a Program EIR (CEQA Guidelines Section 15168), which allows the City to provide a broader analysis of the environmental impacts associated with the range of development activities that would be generally authorized by the General Plan.

In either case, the required scope of an EIR is guided by CEQA’s general rule related to “degree of specificity” (CEQA Guidelines Section 15146). The degree of specificity of an EIR must correspond to the degree of specificity of the activity addressed in the EIR. This section specifically addresses the adoption or amendment of a local general plan. Section 15146 (b) states that such an EIR “should focus on the secondary effects that can be expected to follow from the adoption or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow.”

The Ripon General Plan EIR has been prepared in accordance with the above-described requirements. Consequently, the EIR does not address potential environmental impacts and mitigation measures at the project level but rather provides a general programmatic description of these impacts, consistent with CEQA requirements. Similarly, the mitigation measures identified in the EIR are general in nature and consist of General Plan policies that will apply broadly to future development projects.

The comment letter includes comments on numerous specific issues and provides specific recommendations regarding mitigation measures that may be appropriate to future development projects. These comments will be considered by the City in its consideration of the Ripon General Plan Update 2040 as well as future development projects.

Response 10A: See General Response.

Response 10B: The Ripon Planning Commission and City Council will each consider and ultimately certify the Final EIR on the Ripon General Plan Update 2040, after public hearings before each body. The initial Planning Commission meeting is scheduled for late May 2006. The initial City Council meeting is scheduled for June 2006.

Response 10C: See General Response. Urban development envisioned by the Ripon General Plan Update 2040 would include the extension of urban utilities, including electrical, gas, sewer, water and storm drain pipelines. The Ripon General Plan Update 2040 proposes no other specific projects other than the types of development that could occur in accordance with the plan's land use designations. The City is not aware of any element of the Ripon General Plan Update 2040 that would involve a conflict for the RUSD under Title 5 of the California Code of Regulations.

Response 10D: All documents referenced in the EIR are available for review at Ripon City Hall, 259 North Wilma Avenue, Ripon, CA. The proposed Ripon General Plan Update 2040 is based upon the most recent version of the Ripon General Plan and EIR, which were last certified and adopted by the Ripon City Council in 1998. The current Ripon General Plan Update 2040 and EIR are the result of recent additional study and analysis. Any information carried forward from the previous general plan and EIR has been subject to detailed re-evaluation.

Response 10E: See General Response. The Ripon General Plan Update 2040 makes no specific proposal for any land use that would involve hazardous air emissions in the vicinity of school sites, or any facility described by Public Resources Code Section 21151.4.

Response 10F: See General Response. The referenced air quality policies would apply to future development projects in conjunction with other applicable air quality rules and regulations.

Response 10G: See General Response. The proposed policy measures are appropriate mitigation measures in the programmatic general plan EIR context.

Response 10H: See General Response. The City agrees that land development occurring in the context of the Ripon General Plan Update 2040 may involve localized air quality impacts. These potential impacts would be considered on a project-specific basis in conjunction with future CEQA environmental review, or these impacts would be addressed via existing or future Air Pollution Control District regulations. The San Joaquin Valley APCD's existing Regulation VIII addresses the potential air quality impacts of grading and construction; these potential effects, and the applicability of APCD regulations, were addressed in the Ripon General Plan Update 2040 and EIR.

Response 10I: This comment raises a general concern, which is addressed by both City and future development project conformance with applicable particulate matter emission controls. Control of these emissions is within the purview of the San Joaquin Valley APCD.

Response 10J: See General Response. This comment raises issues related to a City proposal to extend a roadway known as the South Frontage Road along the southwest edge of SR 99 in the vicinity of the existing Ripon High School campus. The General Plan EIR makes no specific proposal with respect to the project, and its potential impacts are not addressed in detail in the EIR. The City of Ripon has, in the past, made specific proposals for development of this roadway and has prepared project-specific environmental review

documents in conjunction with the consideration of these projects. Development of the South Frontage Road segment adjacent to the Ripon High School is not currently under consideration. Should that project be reconsidered, the City will proceed with project-specific environmental consideration. As a part of that future project, the RUSD's environmental concerns will be addressed in detail.

Response 10K: See General Response and Response 10G. The GP EIR does not identify "future studies" as mitigation measures. Instead the EIR identifies general plan policies and standards that will apply to future development.

Response 10L: This comment raises a hypothetical question regarding the potential success of the City's Public Facilities Finance Plan (PFFP). The City has successfully implemented its current PFFP, and the proposed PFFP represents a continuation of the existing program, applied to planned future development. CEQA does not require the analysis of speculative potential impacts such as the potential issue raised in this comment.

Response 10M: As documented in the Cumulative Impacts chapter of the EIR, the City of Ripon notes that the general plan EIR is, itself a cumulative analysis of planned future development of the City during the planned period ending in 2040. No additional cumulative impact analysis is required.

Response 10N: See General Response. Potential impacts of the development of schools is accounted for in the various analyses included in the EIR. Site-specific impacts of planned future school development projects will need to be addressed by the RUSD in individual project-specific environmental review documents.

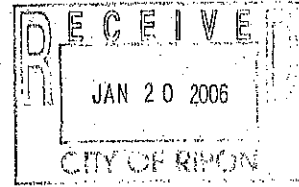
Response 10O: Planned bridges will require permits from both the Army Corps of Engineers and the California Department of Fish and Game, among others. Consultation with the US Fish and Wildlife Service will be required as a part of the Army Corps of Engineers permit process. The proposed bridge project is a future project for which no design or construction plans exist. All necessary permits will be obtained at the time that the City and other involved agencies are prepared to proceed with this project. See also the General Response.

Response 10P: See General Response. The Ripon General Plan Update 2040 or the EIR considers potential construction noise associated with new urban development. New development plans located in the vicinity of RUSD schools are routinely circulated to the District for comment. The District is encouraged to identify any project-specific concerns it may have so that they may be considered by the City in their review of the project.

Response 10Q: This response criticizes the EIR's consideration of alternatives and requests an explanation for the dismissal of certain alternatives. This explanation was provided in the Draft EIR on page ----. The alternatives analysis included in the EIR was based upon a more extensive consideration of alternatives in the current adopted general plan and EIR. The EIR gives detailed consideration to the No Project and Reduced-Scope Ripon General Plan alternatives in Chapter 6 of the EIR. No additional alternatives were identified during the preparation of the revised GP EIR. No additional alternatives have been identified by the commenter.



Land Services, 4040 West Lane, Stockton, CA 95204



January 19, 2006

Planning Director
City of Ripon
259 N. Wilma St.
Ripon, CA 95366
Attn: Ernest Tyhurst

RE: Environmental Impact Report (EIR)
For: Ripon General Plan update 2040
Loc: Bounded by Austin Road to the west, Carrolton Rd. to the east,
Graves Rd. to the north, and the Stanislaus River to the south
PG&E File : EIR-Ripon-40248714

Dear Mr. Tyhurst,

Thank you for the opportunity to review the Environmental Impact Report for the Ripon General Plan update 2040 project. PG&E has the following comments to offer:

PG&E owns and operates gas and electric facilities which are located within and adjacent to the proposed project. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

The developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because facilities relocation's require long lead times and are not always feasible, the developers should be encouraged to consult with PG&E as early in their planning stages as possible.

11A

11B

Relocations of PG&E's electric transmission and substation facilities (50,000 volts and above) could also require formal approval from the California Public Utilities Commission. If required, this approval process could take up to two years to complete.

11B

Proponents with development plans which could affect such electric transmission facilities should be referred to PG&E for additional information and assistance in the development of their project schedules.

We would also like to note that continued development consistent with City's General Plans will have a cumulative impact on PG&E's gas and electric systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

11C

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions needed to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines.

11D

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

11E

We also encourage the Planning Office of the City to include information about the issue of electric and magnetic fields (EMF) in the Notice of Preparation. It is PG&E's policy to share information and educate people about the issue of EMF.

Electric and Magnetic Fields (EMF) exist wherever there is electricity--in appliances, homes, schools and offices, and in power lines. There is no scientific consensus on the actual health effects of EMF exposure, but it is an issue of public concern. If you have questions about EMF, please call your local PG&E office. A package of information which includes materials from the California Department of Health Services and other groups will be sent to you upon your request.

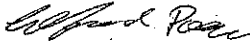
11F

PG&E remains committed to working with City to provide timely, reliable and cost effective gas and electric service to the planned area. We would also appreciate being copied on future correspondence regarding this subject as this project develops.

The California Constitution vests in the California Public Utilities Commission (CPUC) exclusive power and sole authority with respect to the regulation of privately owned or investor owned public utilities such as PG&E. This exclusive power extends to all aspects of the location, design, construction, maintenance and operation of public utility facilities. Nevertheless, the CPUC has provisions for regulated utilities to work closely with local governments and give due consideration to their concerns. PG&E must balance our commitment to provide due consideration to local concerns with our obligation to provide the public with a safe, reliable, cost-effective energy supply in compliance with the rules and tariffs of the CPUC.

Should you require any additional information or have any questions, please call me at (209) 942-1419.

Sincerely,



Alfred Poon
Land Agent
Stockton Land Services
External: (209) 942-1419
Fax: (209) 942-1485

11G

Response to comment letter from Pacific Gas and Electric, January 19, 2006.

Response 11A: This is not a specific comment on either the Ripon General Plan Update 2040 or the EIR but rather a request for coordination in conjunction with new land development activities. The City encourages project applicants to coordinate with PG&E during the development of subdivision improvement plans; these plans cannot be approved until they adequately reflect the needs of the utility.

Response 11B: Similar to the previous comment, this is not a comment on the Ripon general plan or EIR but rather a statement of policy with regard to allocation of the costs and approval requirements of relocating existing PG&E facilities. No response is necessary.

Response 11C: This is not a comment on the EIR, but the comment does note the potential for cumulative impacts on utility facilities. The City routinely requires coordination with PG&E during the review of projects. Such coordination would identify the need for any additional utility improvements that may be required in conjunction with new development projects.

Response 11D: This is not a comment on either the general plan or the EIR but rather a discussion of potential electrical and gas utility improvements that may be required in conjunction with new development. This information has been incorporated in the utility impact discussion of the EIR.

Response 11E: As noted in previous responses, the City will continue to coordinate with PG&E with regard to utility needs associated with new development projects. This consultation will include the potential for any cumulative impacts on the PG&E system. If and when PG&E identifies significant physical improvements that may be needed in conjunction with a planned development project, these improvements should be accounted for in the environmental document prepared for the project.

Response 11F: This comment suggests the inclusion of information regarding electro-magnetic fields in the General Plan and EIR. The suggested paragraph has been incorporated in the EIR. Repeated studies of the potential health effects of EMF have failed to reveal any significant linkage between the presence of EMF and disease.

Response 11G: This comment is both a request for coordination with the City on planned urban expansion as well as a statement of the utility's responsibility to the California Public Utilities Commission and a recognition of the CPUC's authority over utility-related matters. As noted in previous responses, the City will continue to coordinate with PG&E on utility-related matters. No further response is necessary.