Chapter 2: Fairview Village

This section describes the physical characteristics of Fairview Village and is organized to address the following elements, as required by Specific Plan legislation, and the considerations of the Plan Area:

- Guiding Principles
- Land Use
- Infrastructure

2.1 Guiding Principles

The Fairview Village Specific Plan is based upon a set of guiding principles that have been shown to underlie the most successful residential neighborhoods that are designed to balance requirements for automobile access with those for pedestrian and other modes of access from all points to major community facilities such as schools, parks and neighborhood shopping. The principles that set the Fairview Village Plan concept apart from the single transportation mode, “automobile oriented” suburban subdivisions of recent years are summarized as follows:

- The Village focuses upon a central neighborhood park and elementary school, easily accessible to each residential area.

- The open space, including parks, certain detention basins, school yards, and street landscaping, is purposefully designed in conjunction with the circulation network to make public green space a significant experience in an otherwise dense urban environment.

- The four distinct and identifiable neighborhoods function as a single village.

- The basic planning unit is the residential block, with a focus on the neighborhood street as an important social place.

- Multi-family residential units are integrated into the mixed-use community center and residential densities are kept as high as feasible within the limits of a changing market.

- Large, undeveloped properties in only three major ownerships and a location adjacent to existing roads and utilities is an unusual opportunity for designing public improvements that maximize the civic life of a new residential village and that leaves each property owner as free as possible to make all other improvements without cumbersome guidelines or the need for extensive assessment district funding.
The principles guiding the Fairview Village Specific Plan are consistent with City of Modesto General Plan urban design principles for "Village" or "Neotraditional" planning that have been adopted to guide development in new residential areas. These "Neotraditional Planning Principles" of the General Plan Land Use Element (III-C-3) are provided below for ease of reference:

1. Communities or neighborhoods should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other;

2. As many activities as possible should be located within easy walking distance of transit stops;

3. Communities or neighborhoods should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries;

4. Businesses within a community or neighborhood should provide a range of job types for the community’s or neighborhood’s residents;

5. The location and character of the community or neighborhood should be consistent with a larger transit network;

6. Each community or neighborhood should have a center focus that combines commercial, civic, cultural, and recreational uses;

7. Each community or neighborhood should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design; and

8. Streets, pedestrian paths and bike paths should contribute to a system of fully connected and interesting routes to all destinations; their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting and by discouraging high speed traffic; wherever possible, natural terrain, drainage, and vegetation should be preserved with superior examples contained within parks or greenbelts.
2.2 Land Use

This section of the Specific Plan establishes the general distribution and extent of land uses, including open space, within the Plan Area. It contains the Land Use Diagram and Land Use Designations and conforms to Section 65451 (a) (1) of the California Government Code.

2.2.1 The Village Concept

The physical layout of Fairview Village is that of a "traditional urban village" as defined by Clarence Perry and others in the 1930's. The 3/4 mile square Plan Area allows residential development to be located within an approximately 1/4 mile walking distance from a central school and neighborhood park site. A neighborhood serving commercial center, which may include residential development, is located in one of the neighborhoods where it will have visibility from the higher volume roads along the edge of the Village and also be internally accessible to each of the neighborhoods and to the central park and school.

Figure 2.1: Village Diagram
2.2.2 Residential Neighborhoods

The residential areas surrounding the central neighborhood school and park site are visually identifiable as separate, distinctive neighborhoods. The physical identity of neighborhoods as being places where there is opportunity for shared space and social interaction usually is the result of certain predominant characteristics that include topography, street layout and landscaping, lot size and geometry, the depth and landscape character of frontyard setbacks, and, often to a much lesser extent, architecture.

Approximately 1850 single-family units and 400 multi-family units are proposed for Fairview Village neighborhoods, for a total of 2250 residential units. A variety of housing types, design styles and lot sizes for single family units is anticipated as the result of zoning standards that allow higher densities and smaller lot sizes in appropriate locations as well as from phasing that accommodates many different builders over many years. Multi-family housing of various types and design is to be located in and near the village commercial center. The distribution of the single and multi-family units by property ownership and the two Sub-Areas used in the City’s Fairview Village FEIR is illustrated in the following diagram:

![Distribution of Housing Diagram]

Figure 2.2: Distribution of Housing
The maximum development program for the commercial center is identified as being 108,000 gross square feet of retail space combined with other permitted commercial uses and multi-family housing, both as mixed and single-use development, not to exceed the Plan limit of 400 units.

![Figure 2.3: Fairview Village Commercial Center](image)

2.2.4 Schools

A new elementary school is located at the center of the Fairview Village Plan Area, which allows it to be equally accessible to each of the residential neighborhoods. The school has a civic function in the community, in addition to its role as a place of education, because it will be used occasionally for public meetings and because many of the parents of the community will be involved in school activities with their children. The new school site also is adjacent to the neighborhood park to allow, as much as possible, a shared use of recreational facilities and to increase the sense of open space for both school and park uses. The new elementary school will be a full-service facility, to be constructed, as required, to serve an identified level of new residential development in the Plan Area and in conformance to a separate agreement with the Modesto City School District.
The existing Fairview Elementary School will serve Fairview Village residents in the early phases of development. It also will continue to be an important part of the community dynamic after construction of the new, more centrally located elementary school.

An illustrative diagram of a possible site design for the new elementary school and recreational facilities is provided below:

![Figure 2.4: Neighborhood Central Park and School](image)

**Mitigation Measures:**

The Fairview Village FEIR identifies impacts related to schools that will require the following mitigation measures.

1. **Noise Generation**
   
   Prior to construction activities in the vicinity of the existing school and the proposed new elementary school, the project applicant shall develop a schedule of construction activities during school hours acceptable to the Modesto City School District to reduce construction noise impacts to schools.

2. **Increased Demand for Schools**
   
   The Specific Plan shall ensure that the school mitigation agreement between the Modesto City School District and the applicant shall be executed prior to development. The District has proposed, and the applicant has agreed upon this
2. Street and Drainage Basin Landscape

The connector streets and the stormwater drainage basins located along each of the connectors are another important part of the Plan Area landscaping. As stated above, the overall visual character of the Fairview Village neighborhoods is defined largely by the alignment and landscape character of the entry streets and street adjacent landscape areas. Variations in the final design of the landscaped drainage basins are an opportunity to provide an added level of individuality to each neighborhood area. For example, one of the drainage basins may be an ellipse that is landscaped as an open green, while another may be a tree-filled square defined by connector streets that either intersect at the corners or at the mid-point of the square.

The landscaping along the connectors and in the detention basin areas will be a major aesthetic feature of Fairview Village and will be a primary concern during the final planning and design of each increment of build out. The street and drainage basin landscape becomes a network of green space that conserves energy and that provides a high quality environment for pedestrians, bicyclists and all others who move about through the Village, including motorists. Landscaping, including planting, will be allowed in the drainage basins only if appropriate to the technical operating characteristics of the drainage basins. Landscape improvements and maintenance costs will be funded through a Mello-Roos Community Facilities District.
FAIRVIEW VILLAGE SPECIFIC PLAN

The Fairview Village property frontage along Hatch and Carpenter Roads and along Whitmore Avenue will be improved, as development occurs, to include a landscaped setback. Along Hatch and Carpenter Roads, which are “Class C” Expressways, well-designed soundwalls will be provided to mitigate noise levels, as identified in the General Plan. High quality landscaping shall be designed for the setback area to create a unified edge along these two expressways and to complement and break down the scale of what otherwise could be the dominant linear character of the soundwalls.

Along Whitmore Avenue, which is a Minor Arterial, the landscape setback also shall be designed to provide a consistent, high quality visual identify for the edge of the Plan Area. A consistently designed masonry wall will be used to prevent unwanted access into development parcels along Whitmore. Maintenance of all the landscape setback areas along the Fairview Village side of the three edge roadways will be maintained through a Mello-Roos Community Facilities District.

3. **Utility Easement**

Complementary to the landscaped circulation and landscaped drainage basins network is a diagonal, 40-foot sewer easement that is described in detail in the infrastructure section of the Plan. This easement crosses several of the connectors and is an opportunity for an off-street linear trail and bicycle route. A basis level of landscape improvements will be provided for the sewer easement that makes it an amenity for the Village. Subject to tentative map design, all landscape improvements for secondary, recreational uses shall be compatible with the primary function of the easement as the location for the underground sewer line. Basic maintenance would be provided by a Mello-Roos Community Facilities District.
Figure 2.6: Open Space Concept
2.2.6 Land Use Map, Zoning Designations and Area Summary Table

This section of the Specific Plan provides a policy to protect nearby City infrastructure from a potential land use conflict, and the standards and criteria by which development will proceed in compliance with Section 65451 (a) (3) of the Government Code. The word "diagram" is distinguished from "map" in the context of a California Attorney General Opinion (67 OPS.CAL.ATTY.GEN.75 [3/7/84]), to provide a certain limited degree of flexibility in applying the land use designations to specific parcels.

1. Policy: Residential Land Uses Near the City Wastewater Treatment Plant

The Land Use Plan shall insure that new residential development in areas that may be subject to potential odors from the nearby City Wastewater Treatment Plant, located northeast of the Plan Area, does not adversely restrict future operations and the continuance of present operations at this critical treatment facility. (See Implementation Element, 3.2.4.)

2. Land Use Plan Diagram

The following diagram is a graphic illustration of the designated land uses for the Fairview Village Specific Plan Area:
Figure 2.7: Land Use Plan Diagram
Figure 2.8: Principal Underlying Zoning
3. Description of Fairview Village Land Use Designations

Land Use designations for the Fairview Village Plan Area use existing City of Modesto Zoning Ordinance classifications, modified through a Specific Plan Overlay Zone, as discussed in the Implementation Element of the Plan. In those cases where there is no corresponding existing Zoning Ordinance classification, the R-1 classification is shown as the Principal Underlying Zone. These designations and the applicable Specific Plan Overlay Zone modifications for Fairview Village are described below.

**Single-family Homes (SF)**

**Principal Underlying Zone: R-1**

The majority of the homes in Fairview Village will be single-family dwellings, generally conforming to the conditions set forth in the Modesto Zoning Code under the R-1 designation and identified on the Land Use Diagram by the letters “SF.”

**Overlay Zone: SP-0**

Special Zoning Overlay modifications are identified as follows:

1. The provision under R-1 zoning for corner lots to be developed with two units is further expanded to include conditions where there is rear yard access (alleys) or where there is close adjacency to a park or school;

2. The Overlay Zone designation allows a PD (Planned Development) application, upon request, for smaller lot single-unit prototypes such as townhomes, patio homes, attached and semi-detached units, and “zero lot-line” and “zipper-lot” development. The objective is to allow higher density, single-family development not in excess of 10 du/acre in the R-1 neighborhoods. Review would be through the City’s established PD process; and

3. Potential odor impacts or impacts resulting from nearby agricultural land uses to individual single-family residential properties shall be identified by the City to determine whether or not they are subject to the appropriate noticing requirements, as described in the Implementation section of the Plan (3.2.4).
Overlay Zone: SP-O:

By way of summary and definition, and as part of the Special Zoning Overlay classification, the size, location and development standards relative to City requirements are as follows:

1. A minimum of seven (7) acres of parkland is required in the Fairview Village Plan Area, 3.5 acres of which must be located within Sub-Area A;

2. Some portion of the total required parkland for Fairview Village must be located adjacent to the new central elementary school; and

3. All new parkland shall be designed to City standards.

Storm Drainage (SD)

Principal Underlying Zone: R-1

For purposes of clarification, several areas are identified by the letters "SD" on the Land Use Diagram and are part of the stormwater drainage infrastructure that is discussed in the subsequent section on infrastructure. As discussed above in the Open Space section on Street and Drainage Basin Landscape, these drainage basins are located along each of the connector streets and their aesthetic character is extremely important to the overall image of the Village. Consequently, they are to be carefully designed and landscaped. Visually, they are considered integral to an open space network that also includes the connector streets as well as the central neighborhood park.

Overlay Zone: SP-O

1. The drainage basins and the 40 foot underground sewer easement, also discussed in both the Open Space section above and the Infrastructure section below, may be accessible for public use subject to approval by the City. If used as a linear open space, the sewer easement shall be designed, at a minimum, to provide a basic trail and/or bicycle path access between neighborhoods to the central neighborhood park space.
Elementary Schools (ES)

Principal Underlying Zone: R-1

Two areas are designated as school sites and are identified on the Land Use Diagram by the letters "ES." Both are for elementary schools, as discussed previously in the section on Schools. The new central neighborhood park facility shall be designed to meet School District standards.

Overlay Zone: SP-O

By way of summary and definition, school facility site areas and Special Zoning Overlay modifications are provided as follows:

1. The Fairview Elementary School site is 9.63 net acres and, as an existing facility, is considered to meet current standards for site area;

2. The new Fairview Village elementary school site is 10 net acres and, as a community facility located adjacent to the central neighborhood park, is to be designed to take optimum advantage of the opportunities for shared open space while also meeting all current State requirements and conforming to the conditions of the separate agreement with the School District.

4. Land Use Summary Table

The following Land Use Summary Table provides for a development program consistent with that analyzed in the City EIR and distinguishes distribution of the total development program according to Sub-Areas A and B. Please note that the acreage figures in the Table are approximate and that in some categories they may differ slightly from those reported in the EIR. The discrepancies should not be considered significant and are only the result of more focused description in defining the various land use areas. Qualifications for certain acreage figures are noted by the single or double set of asterisks:

* Gross acreage is identified in Table 1.1 as 359.55. Acreage in Land Use Summary Table does not include adjacent boundary roadways.

** Acreage for individual types of land use is approximate and may vary following final design.
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<tr>
<td>ES</td>
<td>Elementary Schools</td>
<td>20</td>
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<tr>
<td></td>
<td>Village Open Space</td>
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<td></td>
<td>*(Neighborhood Park: 7.0 ac **)</td>
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<tr>
<td></td>
<td>*(Sewer Easement: 1.4 ac **)</td>
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</tr>
<tr>
<td></td>
<td>*(Connector Streets: 15 ac **)</td>
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<tr>
<td></td>
<td>*(Drainage Basins: 6.4 ac **)</td>
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**Sub-Total, Sub-Area A**  220 acres

### SUB-AREA B

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**Sub-Total, Sub-Area B**  130 acres

### TOTAL, PLAN AREA

350 Acres *

*(see qualifications to acreage noted in introductory paragraph)*

*Table 2.1: Land Use Summary Table*
2.3 Infrastructure

This section of the Specific Plan describes public facilities, including community services and infrastructure, needed to support the physical development described in the Land Use Section. Descriptions and proposed improvements conform to the requirements of Section 65451(a)(2) of the Government Code for transportation (circulation and access), sewage, water, drainage, solid waste disposal, and energy.

Following are the agencies and organizations which were providing services to the project area at the time the Specific Plan was originally adopted. Subsequent changes in service responsibilities may occur without affecting the validity of the Specific Plan. The City intends that adequate service will be provided to the project area, irrespective of the organization providing that service.

2.3.1 Circulation and Access

The street layout for Fairview Village is, in general, a simple, north-south/east-west grid that connects with a circular, central connector roadway defining a large site for the Village elementary school and neighborhood park. Six connector streets, which in turn are served by local streets, provide access to the edge arterial for the neighborhoods and commercial center. The residential street alignments, which will define traditional blocks divided into building lots, are not identified in the Specific Plan as they will be designed as part of the tentative subdivision map application. In concept, the Village Plan for circulation and access is the traditional pattern that defines many older neighborhoods in small towns. For illustrative purposes, a conceptual neighborhood layout for local streets is provided following the circulation and access diagram.

The connectors intersect with the edge. “Class C” Expressways, Hatch and Carpenter Roads, and a Minor Arterial, Whitmore Avenue, at distances of 1/4 mile or greater in accordance with City Public Works standards. Street access to the commercial center is restricted to the connector streets from Carpenter and Hatch Roads. There is no direct access to the commercial center from two edge expressways. Both Hatch and Carpenter Roads and Whitmore Avenue, will be widened to meet planned future width lines in conjunction with tentative subdivision map approvals, as required by the City Public Works and Transportation Department, along the Fairview Village edge.

Connector street intersections with the circular, central connector around the neighborhood and park site are to be located at reasonable intervals that distribute access to the community facilities and at points on the curve that do not result in unacceptable intersection geometry. Local residential street intersections with collectors are to be sufficiently well located to allow relatively direct pedestrian routes between neighborhoods and community facilities in the Village, including Fairview central neighborhood park and school and the Village commercial center.

As has been discussed in the section on Open Space, the final design of the landscaped drainage basins that are associated with the connector may differ somewhat from the representative forms shown on the accompanying circulation and access diagram. In concept, the landscaped drainage basins are to be part of the Village connector network. Whether or not a drainage basin is round or rectangular and how the connectors intersect with the drainage basin is a matter to be determined as part of the final design solution submitted.
Figure 2.9: Circulation and Access Concept
In concept, street widths and alignments for neighborhood tentative maps, as well as for connector streets, are designed to encourage low speed traffic and to be friendly places for people as well as for cars. All streets in Fairview Village are amenable for multiple uses, including pedestrian, bicycle, and automobile traffic with the result that they become shared public space connecting individual residences and neighborhoods with the schools, shopping and parks within the overall area of Fairview Village.

1. Appropriate Right-of-Way for Connector Streets

Connector streets should be designed using the following right-of-way standards:

a) For circular "loop" street around the central park/open space:
   70' ROW (includes parking and bicycle lanes)

b) For Connector streets indicated on Figure 2.11d as requiring a bicycle lane, but not having parking:
   56' ROW (where residential access is restricted, parking would not be provided)

c) All other connector streets:
   60' ROW (where residential access is allowed, parking would be allowed, and bike lanes would not be required)

Figure 2.10 a: Typical Section, 56 Foot ROW Primary Connector
Figure 2.11 b: Typical Section, 60 Foot ROW  
Secondary Connector

Figure 2.11 c: Typical Section, 70 Foot ROW  
Central Park, School Oval
2. Residential Access to Connector Streets

With regard to Residential Access to Connector Streets (i.e. driveways from single family houses taking direct access to Connectors), the following three policies have been adopted into the Specific Plan:

a) General Policy on Access to Connectors

Connector streets, which provide significant access from the interior of the project to the arterial streets or the periphery of Fairview Village, should be designed such that vehicular access, at safe speeds, is not unduly impeded. In general, those most significant Connector Streets, as determined by the Public Works and Transportation Director, should be located and designed in such a way that residential lots do not take direct driveway access onto those connectors.

b) Policy on Access to Primary Connector Streets

Prior to submittal of the first tentative subdivision map in Subarea A, the project applicant shall identify, to the satisfaction of the Public Works and Transportation Director, those Primary Connector Streets which are most significant (based on projected Traffic Volumes) to the provision of primary access to and within Fairview Village. These Primary Connectors shall therein be restricted from future residential driveway access, unless there are compelling reasons for allowing such access. This is presumed to be the situation for streets with more than 3000 vpd.

c) Policy on Access to Secondary Connector Streets

Streets, termed Secondary Connectors, may be allowed residential driveway access on a case-by-case basis. The Public Works and Transportation Director may allow residential driveway access to Secondary Connectors, unless said access presents unique safety or congestion problems. For streets with projected volumes less than 1750 vehicle per day, driveways should generally be allowed. For streets between 1750 and 3000, vpd each situation will be studied specifi-cally to determine the appropriateness of restricted driveways or use of other measures.
2.11d Bicycle Lanes

Connector Roadways which Require Bicycle Lanes
3. Traffic Impact Mitigation Measures:

The Fairview Village FEIR identifies the following traffic mitigation measures:

**Subarea A (up to 1,150 dwelling units):**

Prior to approval of each Subdivision Map within the Specific Plan Area, a Site Access Study for the area to be developed will be prepared to the satisfaction of the City of Modesto Director of Public Works and Transportation.

Prior to the approval of the first Subdivision Map, the project applicant shall develop a plan to the satisfaction of the City of Modesto Director of Public Works and Stanislaus County Department of Public Works to ensure the implementation of the following measures. The long-range financing plan shall be developed to identify the appropriate level of public funding, including the City’s Capital Facility Fee program. The measures for Subarea A are as follows:

1. The intersection of Carpenter/Robertson shall be signalized with at least three-phase control. No approach widening would be required at this intersection to attain an acceptable level of service; the resulting LOS would be C.

2. The intersection of Carpenter/Hatch shall be signalized with at least three-phase control. The eastbound approach shall be widened to provide a separate right-turn-only lane; widening may also be required on the southbound approach to provide adequate stacking distance between the intersection and the Tuolumne River bridge. The resulting LOS would be C.

**Subarea B (1,100 dwelling units and 108,000 sq. ft. of retail uses):**

Prior to the development of Subarea B, the project applicant shall develop a plan to the satisfaction of the City of Modesto Director of Public Works to ensure the implementation of the following measures. The long-range financing plan shall be developed to identify the appropriate level of public funding, including the City’s Capital Facility Fee program. The measure for Subarea B is as follows:

3. As warranted, project access roads shall be signalized where they intersect the adjacent major roadways.

4. Prior to development of Subarea B, the project applicant shall develop and fund a program to the satisfaction of the City of Modesto Director of Public Works to mitigate the project’s traffic impacts on the adjacent neighborhoods at project buildout.
2.3.2 Sanitary Sewer

Sanitary sewer service to Fairview Village will be provided by the existing City of Modesto 33 inch diameter South Trunk, located in Ustick Avenue, which runs north under the Tuolumne River to the City of Modesto Waste Water Treatment Plant, located immediately northeast of the Plan Area. The City General Plan establishes goals to provide for future operations and the continuance of present operations of this facility, and the Specific Plan for Fairview Village provides measures to insure implementation of these goals both in the Land Use and Implementation sections.

Three lines have been extended from the South Trunk line to the easterly boundary of the Plan Area. These lines are described as follows: (1) A 15 inch diameter sub-trunk on Ironside Drive, at flowline elevation 74.45 feet, which will serve most of the Plan Area; (2) A 10 inch diameter sub-trunk on Hatch Road at flow line elevation 72.02 feet, which can serve part of the Plan Area along the Hatch Road frontage, if needed; and (3) A 6 inch diameter lateral on Dezzani Lane at flow line elevation 77.74 feet. Finally, a City of Modesto 60 inch diameter sanitary sewer force main traverses the Plan Area over the northwesterly corner from northeast to southwest. This force main runs from the Modesto Waste Water Treatment Plant to the remote treatment ponds near the San Joaquin River. It should be noted that the City intends to install a second 60 inch diameter pressure pipeline east of the existing 60 inch diameter force main. The existing pipeline is not available to serve Fairview Village.

The 15 inch diameter sanitary sewer on Ironside Drive will be extended west to serve new development in Fairview Village. A sanitary sewer lift station will be required to discharge into the existing line. From the lift station, a 15 inch diameter line will be extended west to the street that fronts the proposed central park and elementary school. At this point, the line will split into two 10 inch diameter lines. The northerly 10 inch line will extend 1250 feet to serve the westerly portion of the Galas property and the northwest portion of the Bava property. The southerly 10 inch line will extend 1300 feet to serve the southwest portion of the Bava property. From the ends of the 10 inch lines, 8 inch lines will be extended to Carpenter Road. From the 10 inch lines at the intersection of the north/south connector and the connector that fronts the park and school, 8 inch lines will be extended north to serve the Galas property and south to serve the TPD & Partners property. Six-inch laterals are permitted only in cul-de-sacs.
Figure 2.12: Sanitary Sewer Improvements
2.3.3 Stormwater Drainage

Disposal of stormwater runoff will be via the 30 inch diameter Seine Drive Trunk Storm Drain outfall line. This line runs from Ustick Road, east along Hatch Road, then north along Seine. It discharges into the Tuolumne River. An 18 inch diameter storm drain line has been extended from Ustick Road along Hatch Road to within 340 feet of the northeast corner of the Plan Area at a flow line elevation of 72.45 feet. This line does not have capacity for gravity flow, but can take a metered overflow from the planned drainage basins following a storm.

City standards require that stormwater runoff be collected and detained for a minimum of 24 hours prior to discharge. Storage capacity must be provided equivalent to 1 inch of water for the entire site, which is a total of 30 acre feet. Drainage basins to receive and detain stormwater runoff for the Plan Area will be sized and located so that each of the three major property ownerships can collect and detain 100% of its own runoff. The landscaped drainage basins located along the collector street network will accommodate only a portion of this runoff. The remaining drainage detention capacity for each of the three properties will be provided by unlandscaped drainage basins that are not accessible to the public and that are unrelated to the open space network.

As previously discussed in the Open Space section above, the landscaping for drainage basins will be designed so that it does not interfere with their technical operating requirements. Also, drainage basins will not be located over the sewer easement.

After 24 hours, stormwater can be discharged from the drainage basins into the City of Modesto's existing 18 inch storm drain on Hatch Road. A central storm drain lift station is planned, as the area is too low for a gravity flow system. Following a 10 year storm, the system is designed to empty all drainage basins within approximately 3 days.

In addition, the Turlock Irrigation District (TID) will allow some discharge into the TID Lateral No. 1. This possibility is not proposed as part of the stormwater drainage system for Fairview Village, but is discussed as a future possibility if increased capacity becomes a concern. TID policy requires that the runoff be stored first and then pumped into the irrigation canal after a storm and only when there is sufficient capacity in the canal. The rate of discharge must be regulated and an agreement for use of the canal is required with the City of Modesto. In the future, a use fee for pumping water into the canal also may be added.

The TID Lateral No. 1 traverses the Plan Area over the southerly one third portion from northeast to southwest and west. It is a concrete lined canal carrying 60 to 70 cubic feet per second (cfs) during the irrigation season, from March to October. The TID is generally at elevation 86.0 feet and must remain in use to serve agriculture uses in the Plan Area prior to development and to serve other properties to the west of the Plan Area.
Figure 2.13: Storm Drainage Improvements
2.3.4 Water

The City of Modesto will serve Fairview Village with water. At present, there are 16 inch diameter water mains on Carpenter Road, Whitmore Avenue, and Tucson Avenue. There is a 12 inch diameter water main on Hatch Road. In addition, there are 8 inch diameter water lines stubbed out to the edge of the Plan Area on Ironside Drive and Dezzani Lane from the City’s residential development to the east. The City anticipates the need to locate a well site near Whitmore Avenue and Carpenter Road.

Water lines to serve Fairview Village can be installed as development occurs. On the nominal half mile, 12 inch diameter lines will be installed north/south and east/west, beginning and terminating at the existing lines on the boundary streets. On the nominal quarter mile, 8 inch diameter lines will be installed, beginning and terminating at 12 inch and/or 16 inch diameter lines. Finally, 6 inch diameter lines will be installed on all other streets, beginning and terminating at the 8 inch diameter lines. As standard practice, “looping” of water lines shall be provided for Sub-Area A to avoid any “dead end” lines.

One offsite, 8 inch diameter line will be installed along the extension of Lassen Avenue from Tucson Avenue, to the east edge of the Plan Area. In accordance with City policy, all lines larger than 10 inches in diameter will be funded by the City. All lines smaller than 10 inches in diameter will be funded by the developer.
Figure 2.14: Water Service Improvements