

Chapter 3. Public Facilities

A. OVERVIEW

The North Beyer Park Plan area infrastructure system is an extension of the existing neighborhood area's infrastructure. Buildout of the plan area was planned for as part of the existing neighborhood planning areas. This chapter describes development of the transportation and circulation, wastewater collection, water delivery, storm water drainage, utilities (electricity, street lighting, natural gas, telephone, cable television, irrigation), schools, and parks and recreation necessary to support development in the Plan Area. Improvement of North Beyer infrastructure will be as described in the General Plan policies in Chapter V, Community Services and Facilities.

The infrastructure plans contained in this Chapter were modified in 2003 as part of the addition of the Claratina Driving Range property to the North Beyer Specific Plan. The following discussion under Section B. INFRASTRUCTURE PLAN, details the revisions made to the infrastructure plans to accommodate the addition of the Claratina Driving Range property to the North Beyer Specific Plan.

B. INFRASTRUCTURE PLAN

The North Beyer Park Infrastructure Plan is shown on Figures 3 and 4, and incorporated into this Specific Plan. The figures serves as a design schematic for the planning area infrastructure and does not represent specific alignments or locations for facilities. The figures indicate the preliminary sizing and design for backbone infrastructure in the planning area. Exact phasing and design will be determined as development occurs. Prior to the recording of subdivision maps, improvement plans consistent with the general design in this Specific Plan shall be approved by the City.

1. Sanitary Sewer Service (See Figure 3)

The existing 18" sub-trunk sewer main at Coffee Road at Sylvan Meadows Drive will be utilized to serve the North Beyer Park Plan Area. A sewer lift station must be installed in order to obtain the depth required to accommodate the expected construction and buildout of the Plan Area. A "sub-trunk" sewer line must be extended from the pump station north up Coffee Road to the proposed Claratina Expressway, and then extending east down the Expressway to serve the North Beyer Park project. The pump station and "sub-trunk" sewer system in Coffee Road will be sized to serve both the North Beyer Park Plan Area and the Claratina / Coffee Plan Area. The "sub-trunk" system and sewer lift station and force main shall be funded by the City with fees collected for that purpose.

The Claratina Driving Range will be served by a sewer fly line coming off of the manhole currently existing in the intersection of Coffee Road and the Claratina Expressway. The line will be sized to serve, and will serve, only the Claratina Driving Range property. Downstream sewer lines and lift stations have been analyzed and determined to have adequate capacity to serve the Claratina Driving Range as its existing use, or as a redeveloped church use.

The sewer line will be eight inches (8") in size coming to the site from the existing manhole at the intersection of Coffee Road and the Claratina Expressway. At development of the site, the on-site sewer will be constructed in such a manner that when the North Trunk becomes available north of the site, sewer flows can be diverted to that trunk line, and the connection to the line in Coffee Road can be abandoned. Figure 3 has been updated to show these sewer lines.

2. Storm Drainage (See Figure 4)

A positive storm drainage system comprised of catch basins, pipelines and storm drain basins is proposed to serve this project. The storm drain basins will be constructed as development occurs. Storm drain basins for residential development shall be constructed and maintained in accordance with the City's Dual-Use Basin Policy. The storm drain collection system and basins will be designed in accordance with the City of Modesto and Stanislaus County Standards and Specifications.

Concurrent with its redevelopment as a church, the Claratina Driving Range property will provide its own on-site storage for storm runoff, adequate to capture storm runoff to City Standards. A line will be stubbed from the site to permit for the future connection of the site to an area-wide storm drainage facility. The size and location of the facilities will be finally determined as part of the Final Development Plan process required for redevelopment of the site.

3. Water (See Figure 3)

City water service will be provided to the entire plan area through connection to the existing water mains in Mable Avenue. An existing 10" water main and a 24" transmission water main, which lie in Mable Avenue, are part of a larger looped water system designed to serve the entire Plan Area. All private wells shall be abandoned and capped at the time of development, in accordance with the City of Modesto, Stanislaus County and Department of Health Services Standards.

The Claratina Driving Range property will connect to the existing City water system for the provision of water to the site. A well site will be provided to the City, subject to reimbursement consistent with current City policy, for the location of a future well. The actual location for the well site will be determined as part of the Final Development Plan process required for the redevelopment of the site. As the entire site is currently served by an existing well for irrigation, domestic and fire flow purposes, this well may remain in service for a period of time, until connection to the City system is deemed appropriate. That connection is proposed to consist of a four to six inch (4-6") line for domestic service, and an eight-inch (8") line for fire flow.

C. TRANSPORTATION AND CIRCULATION

1. Overview

The North Beyer Park Plan Area circulation system represents a logical extension of the City's existing arterial and collector street system as specified in the General Plan. The location and classification of streets within this extended street system is shown on Figure 5, Vehicular Circulation Diagram. The plan provides for the dedication of right-of-way (ROW) that is required within the North Beyer Park for the proposed Pelandale Expressway. Additional dedication will be necessary for the expressway, which will be required by the properties north of the Plan Area as future development occurs. The Specific Plan and Mitigated Negative Declaration preparation included a traffic analysis performed under the direction of the City of Modesto Public Works and Transportation Department.

2. Specific Plan Street Classifications

Table 2 (below) Specific Plan Street Classifications, describes the streets which are a part of the North Beyer Plan Area. The street classifications correspond to Public Works Standards. Street cross-sections shall conform to Public Works Standards and Policies with the following exception, the Pelandale Expressway shall correspond to Schematic Section, Figure 8, on page 2-11 of the Pelandale / Snyder Final Specific Plan.

Table 2 – Specific Plan Street Classifications

Street / Classification	Street ROW
Class B Expressway (Pelandale Expressway)	135 Feet*
Principle Arterial (Oakdale Road)	114 Feet*
Minor Arterial (Coffee Road)	100 Feet*
Collector Street (Mable Avenue)	60 Feet*
Minor Residential Street	50 Feet

* Additional right-of-way may be required at intersections per City of Modesto Standard Specifications.

- a. **Class B Expressway** – Claratina Avenue is designated as an expressway in the General Plan. Public Works analysis has determined Claratina to be an eastward extension of the Pelandale Expressway to be developed to a 135’ Class B Expressway. The expressway will ultimately connect from Highway 99 to the Claus Road Expressway. The expressway shall include a Class I Bike Trail that will link up with the Claratina and Claus Road trails consistent with the City of Modesto’s Non-Motorized Transportation Master Plan. As property owners develop within the Plan Area they will be required to dedicate right-of-way for the expressway and construct a sound wall along the property adjacent to the expressway. The City will be responsible for all improvements on the Pelandale Expressway except for the soundwall, which will be the developer responsibility. The City will reimburse the developer the cost of a 12’ of right-of-way. Pelandale Expressway will be improved per Schematic Section, Figure 8, Page 2-11, Pelandale / Snyder Final Specific Plan.

- b. **Arterial Streets** – The extensions of two arterial streets, Coffee Road and Oakdale Road are part of the City’s circulation system. Coffee and Oakdale Roads shall include a Class II Bike Lane consistent with the City of Modesto’s Non-Motorized Transportation Master Plan. Coffee Road will be improved as a 100’ minor arterial and Oakdale Road will be a 114’ principle arterial per Public Works Standards.

- c. **Collector Streets** – Existing Mable Avenue is the only 60’ collector streets crossing the Plan Area. Mable Avenue will connect Coffee and Oakdale Roads.

- d. **Minor Residential Streets** – Minor residential streets provide internal neighborhood circulation while minimizing through traffic. This street network will be determined at the time each individual property owner develops. No connection will be permitted between minor residential streets and the proposed Claratina Expressway through the planned residential areas.

D. TRAFFIC CIRCULATION SYSTEM ANALYSIS

The following outline shows general traffic circulation system improvements needs anticipated for the next 30 years based on the Traffic Impact Analysis prepared by kdAnderson Transportation Engineers. These needs cover areas adjacent to and outside the project area. A majority of these improvements would be needed even without this project. A listing of these needs does not indicate the project responsibility, which can be found in Chapter 4, Implementation and Financing.

Concurrent with Project Development (1-5 Years)

Facility	Impact (Level of Service)	Recommended Improvements
Coffee / Claratina Intersection	LOS F	Signals needed plus four lane improvements
Coffee / Mable Intersection	Future Turning Movements	Provide adequate setbacks and dedication at northeast corner for future intersection turn lanes
Pelandale Expressway	LOS Degraded on Surrounding Roadways	Dedicate right-of-way along adjacent projects per Specific Plan
Fronting roadways of development: Coffee Road Oakdale Road Mable Avenue	LOS is degraded	Dedicate and improve roadway to City Standards along fronting projects

5 Years (Phase 1 of Project)

Facility	Impact (Level of Service)	Recommended Improvements
Coffee / Mable Intersection	LOS F	Signals needed plus improvements per study
Fronting roadways of development: Pelandale Expressway Coffee Road Oakdale Road Mable Avenue	LOS is degraded	Dedicate and improve roadway to City Standards along fronting projects. Pelandale Expressway improvements per Specific Plan.

Year 2025 (Project Buildout)

Facility	Impact (Level of Service)	Recommended Improvements
Coffee / Claratina Intersection	LOS E	Three through lanes needed to upgrade signals
Coffee / Sylvan Intersection	LOS D	None
Oakdale / Sylvan Intersection	LOS C	Dedicate and improve to City Standards
Coffee / Mable Intersection	LOS E	Dual southbound turn lanes if no mid-block median break on Coffee Road
Oakdale / Mable Intersection	LOS B	Signals needed
Pelandale Expressway	LOS F at intersections	Six through lanes needed per North Beyer Park Specific Plan
Fronting roadways of development: Coffee Road Oakdale Road Mable Avenue	LOS is degraded	Dedicate and improve roadway to City Standards along fronting projects

The improvements set forth in the previous table were reanalyzed and evaluated as part of the Mitigated Negative Declaration for the addition of the Claratina Driving Range to the North Beyer Specific Plan. At the time of that evaluation, late 2002/early 2003, improvements contained in this table were in differing levels of completion, with some unfinished, some partially finished, and some complete. It was determined at that time that the redevelopment of the Claratina Driving Range as a church would require the completion of the traffic signal at the intersection of Coffee Road and the Claratina Expressway. This facility is incorporated into the City of Modesto Capital Facilities Fee Program (the "CFF Program"). At the redevelopment of the Claratina Driving Range property, the funding for the Coffee Road/Claratina Expressway traffic signal will be required as a condition of the project. The funding for this traffic signal will be reimbursed by the City from the CFF Program on the same schedule as if the City were constructing the signal without the project.

At the time of preparation of a site plan for review and processing on the project site, a Site Access Study, consistent with the General Plan requirement contained in Chapter V (B)(7)(c) shall be prepared. The Site Access Study will also evaluate how to provide adequate pedestrian and vehicular access to the balance of the Hetch Hetchy CPD, which may include the reservation of road right-of-way and/or the granting of vehicular/pedestrian cross access rights to make certain that the project properly integrates with the balance of the Hetch Hetchy CPD, at the time of its development.

A preliminary site plan for the property designated Church (CH) shows an access point along the Claratina Expressway. In the General Plan, the Claratina Expressway is designated as a Class "B" Expressway. Consistent with the General Plan, access to the Expressway is not permitted unless certain findings can be made (Chapter V Section B.5.c 1995 Urban Area General Plan).

E. SCHOOLS

The North Beyer Park project will be served by the Sylvan Union School District for grades Kindergarten (K) through 8, and by the Modesto High School District for 9-12. The North Beyer Park Plan Area is proposing a 18.50 net acre middle school site as shown on the Land Use Diagram (Figure 2). The school site will have a west orientation facing the existing church sites. As stated in the City's General Plan (Policy VH.3.i, Page V-25), the City considers impacts on public school district and project proponent have resolved school impacts and the means by which they are resolved. One project (approximately 55 acres of residential) within the North Beyer Park Plan Area has already annexed to the CFD.

F. PARKS

In Modesto, open space is provided through a comprehensive network of regional, community and neighborhood parks. The North Beyer Park Specific Plan is the remaining portion of an existing neighborhood and lies within Park Planning Area No. 9 as shown on figure V-5 of the General Plan. There are existing and planned parks within the neighborhood. Payment of capital fees will mitigate the project impact to parks and open space demand in the area.