Chapter II
Comprehensive Policies

A. Introduction

Chapter II provides comprehensive policy guidance throughout the entire Village One project area. Specific guidance is provided regarding project-wide standards for subdivision design, Precise Plan requirements, public facility and infrastructure requirements, and community design principles. The requirements of Chapter II are supplemented by specific requirements in Chapter III regarding Precise Plan Areas. The Development Review Process, incorporating the requirements of Chapters II and III, is presented in Chapter IV.

B. Land Use Designations

1. Adoption of Land Use Diagram

Figure II-1 on Page II-55 is a Land Use Diagram which conforms to Section 65451(a)(1) of the State Government Code. This Land Use Diagram is hereby adopted and incorporated into the Village One Specific Plan.

2. Adoption of Land Use Designations

The following Land Use Designations describe the extent of the uses of land, including open space, within the area covered by the Village One Specific Plan Land Use Diagram. These Designations are hereby adopted, and are found consistent with Section 65351(a)(1) of the Government Code:

(a) Village Center

This designation applies to the higher intensity uses in the geographic center of the Village. Specific uses, which include retail and office uses (Village Center commercial), high-density residential (Village Center residential), and community facilities, are indicated in more detail on the Village Center Land Use Plan (Figure III-21 in Chapter III).

(b) Multi-Family Residential

This designation applies to the higher density residential uses at a maximum of 26.25 dwelling units/gross acre (e.g. without deducting land area devoted to public streets required to be dedicated). Minimum density is 10% less than the maximum. Note: This density is 25% higher than typically built (e.g. 21 dwelling unit/acre) in the City’s R-3 Zone. Therefore, the density bonus referred to in Section 65915, et. seq. of the State Government Code has already been calculated into this density. In addition, 20% of these multi-family units shall be made available to low-income households.
The City has been working with the Stanislaus County Housing Authority to develop a 55-unit project in Village One, Precise Plan Area No. 20. The proposal consists of 20 unit apartment complex and 35 single-family residential units. The apartments will be affordable to lower income households. The above density requirements will not apply to the Housing Authority project.

(c) **Senior Housing**

Senior Housing applies within designated areas at a maximum of 50 dwelling units per gross acre. ‘Senior’ means one of the heads of household is 62 years old or older. Minimum density is 10% less than the maximum.

(d) **Village Residential**

An average density of 6.5 dwelling units per gross acre will be permitted for single-family residential development. Land within Precise Plan areas designated for noise setback areas was not used to calculate dwelling unit yield (see Chapter III).

(e) **Very Low Density Residential**

In an area of existing, very low density, semi-rural, ranchettes east of Roselle Avenue and to the north and south of Sylvan Avenue, residential development with a maximum density of two dwelling units per gross acre would be allowed.

(f) **Industrial/Business Park**

In the area to the east of Claus Road, this designation is applied, calling for a mixture of employment-generating office and industrial uses. Specific uses will be reviewed when a Precise Plan for the area is submitted. The maximum overall FAR (floor area ratio) is 0.25. FAR means the total floor area of a building, regardless of whether 1, 2 or more stories, divided by area of the site. For example, “0.25 FAR” means the total floor area of a building cannot exceed 25% of the square footage of the site.

(g) **General Commercial**

General Commercial uses, as defined in the City’s C-2 General Commercial Zoning district, would be permitted in the areas shown on the Land Use Diagram (figure II-1).

(h) **Community Facilities**

Community Facilities, including schools, churches, branch fire station, and police substation, will be provided in Village One.

(i) **Public Parks**

The public parks are the community and neighborhood parks adjacent to schools.
(j) **Professional Office**

This designation is applied to allow for Veterinary Hospital and Clinic, Medical Offices, Urgent Care Center and other Professional Office Uses permitted and defined in the City’s P-O Zoning District.

1. **Development Standards**

Development Standards as described in the P-O Zone within the Modesto Municipal Code Title 10.

2. **Approval Process**

   - Final Development Plan review and approval by the City Planning Commission as described within Chapter 4 of the Village One Specific Plan.
   - Final Development Plan may be reviewed concurrently with the approval of Precise Plan 1 if adequate development information is submitted with the Precise Plan. The Final Development Plan is to be approved by the City Council.

3. **Relationship to Land Use and Community Design Policies**

The Land Use designations specified above are supplemented by Section II-G, starting on Page II-22, which specifies Land Use and Community Design policies to guide future development.

4. **Relationship to Precise Plan Area**

   Chapter III specifies the dwelling unit yields expected within each Precise Plan area as Village One builds out. Chapter III also specifies the expected land use intensity of Commercial and Industrial/Business Park land uses within each Precise Plan area.

C. **Circulation**

This section presents the proposed distribution, location, and extent and intensity of public and private circulation facilities provided to support the land uses described in II-B, above. Figure II-2, Circulation Diagram, also presents the overall circulation system, which is hereby adopted, consistent with Section 65451(a)(2) of the Government Code.

1. **Circulation – General Overview**

   Streets are extremely important elements of a community, not only as a means of getting from one place to the next, but as places where people can meet and gather for social and recreational purposes. They are open spaces as well as corridors of movement, and they are instrumental in helping to structure a community and provide visual clarity and a sense of orientation. The way in which they are designed reflects the attitude that a community has towards itself and its neighborhoods.
The Circulation Plan for Village One establishes a hierarchy of streets that serves as a conduit for through-traffic around the community as well as local access to individual neighborhoods. The hierarchy is established on the basis of roadway treatment as well as function. The function of the expressways and arterial streets is to carry through-traffic, while the neighborhood connectors and residential streets serve local movement within and through neighborhoods.

The street sections are designed to provide for bicycle, transit and pedestrian needs as well as vehicular access and parking needs. Bikeways are incorporated in the design of all arterial streets and neighborhood connectors. The pedestrian needs of the residents, employees, and visitors of Village One are accommodated through the provision of sidewalks on all arterial streets, neighborhood connectors, and neighborhood streets. A linear trail is provided as part of the Citywide trail system along Claus Road.

The two expressways that serve Village One are Briggsomore Avenue and Claus Road. These facilities will ultimately serve the major traffic demands both east-west (Briggsomore) and north-south (Claus). The Briggsomore Expressway will serve east-west project traffic until the Claus and Kiernan-Claribel Expressways are completed. In addition, the street sections of Briggsomore Avenue and Claus Road incorporate facilities for pedestrians or off-street bicyclists on Class 1 bike trails.

The internal circulation system for Village One is designed to facilitate pedestrian-oriented movements while discouraging through-traffic. The neighborhood connectors are aligned to link major institutional/recreational uses (e.g., schools and parks) and commercial uses within the neighborhoods to promote such pedestrian travel. The limited use and careful review of cul-de-sacs shall protect pedestrian access to all residential areas. Through-traffic within neighborhoods is minimized by the elimination of long, linear streets, the termination of connector streets at T-intersections, the use of a variety of discontinuous alignments, necking down the intersections of minor residential streets and the use of traffic circles and raised crosswalks where appropriate.

The following policies shall be incorporated into the Specific Plan to provide overall trip reduction. These policies shall be implemented to mitigate traffic and air quality impacts from Village One:

A. Locate the Village Center at the geographic heart of the community, with direct connections to the Village districts.

B. Place emphasis on pedestrian activities and linkages, and provide for the possibility of future transit along Roselle Avenue to serve the Village Center.

C. Develop a circulation network that provides a connection between the Village Center and other Village One uses.

D. Establish a network of primary transit streets to serve Village One.
E. Provide for alternative future transit systems.

F. Incorporate bikeways into the circulation system of Village One.

2. Circulation – Adoption of Street Classifications

Figure II-3 through II-9 (Pages II-57 to II-68) present specific design requirements for various street classifications proposed within Village One. These Classifications are hereby adopted, and are found consistent with Section 65451(a)(2) of the Government Code. The Classifications are presented as follows:

a) Expressways (Figures II-3 and II-4)

This classification defines high volume, low access streets, which do not allow for pedestrian or bicycle movement in the traveled way. The Claus Road Expressway (Figure II-3) provides a 135-foot right-of-way and six lanes of through traffic. The Briggsmore Avenue Expressway (Figure II-4) provides a 120-foot right-of-way and six lanes of through traffic.

b) Arterial Streets (Figure II-5, II-6, and II-7)

This classification defines moderate- to high-volume streets that provide greater access from adjacent local streets and neighborhoods. They can provide for pedestrians and transit, as well as vehicles.

The following streets are designated as Principle Arterials, which are six-lane streets designed for high traffic volumes (see also Figure II-2). Figure II-5 presents the cross-section for Principle Arterials.

Oakdale Road, from Floyd Avenue to Sylvan Avenue, from the centerline east
Sylvan Avenue, from Oakdale Road to Roselle Avenue

The following streets are designated Minor Arterials, which are four-lane streets designed for moderate traffic volumes (see also Figure II-2). Figure II-6 presents the cross-section for Minor Arterials.

Sylvan Avenue, from Roselle Avenue to Claus Road
Roselle Avenue, from Briggsmore Avenue to the connector street on the north side of the high school
Floyd Avenue, from Roselle Avenue to Claus Road

The section of Floyd Avenue from Oakdale Road to Roselle Avenue is a modified version of a Minor Arterial, to accommodate the existing development on the south side of Floyd Avenue. This modified cross-section is presented in Figure II-7.
c) Neighborhood Connector Streets (Figures II-8, II-9, and II-10)

This classification defines low-volume streets, which provide a link between the major activity centers within the Village. The Neighborhood Connector is a two-lane facility with an expanded cross-section to provide for bike lanes, on street parking in some cases, and a landscaped buffer between the curb and sidewalk.

There are three right-of-way widths and associated cross-sections for Neighborhood Connectors. Figures II-2 designates which Neighborhood Connectors have the following three rights of way: 70 feet, 56 feet, and 64 feet.

Neighborhood Connectors with a 70-foot right-of-way allow direct vehicular access from adjacent single-family lots and on street parking. Figure II-8 presents the cross-section for 70-foot Neighborhood Connectors.

Neighborhood Connectors with a 56-foot right-of-way do not allow direct vehicular access from adjacent single-family lots, and do not allow on street parking. Figure II-9 presents the cross-section for Neighborhood Connectors with a right-of-way 56 feet.

Neighborhood Connectors with a 64-foot right-of-way also do not allow direct vehicular access from single-family lots or on-street parking. The difference in right-of-way width between 56-foot Neighborhood Connectors and 64-foot Neighborhood Connectors is to allow the latter to accommodate major sewer, storm drain, and water trunk lines. Figure II-10 presents the cross-section for Neighborhood Connectors with a 64-foot right-of-way.

d) Residential Streets (Figures II-11, II-12, and II-13)

This classification applies to low-volume streets, two-lane roadways which connect the majority of residential uses to the Neighborhood Connectors.

There are three alternative cross-sections allowed for Residential Streets, with right-of-way widths of 48 feet, 53 feet, or 58 feet, incorporating curb-to-curb widths of 29 or 34 feet. Any of the three cross-sections can be used, at the developer's option. The cross-sections are presented in Figure II-11.

Where homes are not served off of an alley, where the street does not connect to a Neighborhood Connector, and where the street is not over 1,200 feet in length, a Residential Street can have a right-of-way width of 52 feet, with a curb to curb width of 22 feet, to give a stronger sense of hierarchy. Parking for this street type is in alternating parking bays. Figure II-12 presents the cross-section and design for this street type.
While cul-de-sacs are permitted only on a case-by-case basis because they do not enhance a sense of orientation and linkage, there are a variety of alternative approaches that should be encouraged to limit through-traffic movement on Residential Streets. These include reducing the perceived size of the street by narrowing the curb-to-curb widths to 22 feet; "necking down" the street at intersections; providing on-street parking in bays; slowing down traffic speed by incorporating raised crosswalks, pavement undulations and rumble strips; and introducing traversable barriers and traffic circles. The design for traffic circles is presented in Figure II-13.

The use of long, linear streets through residential areas shall be limited. Junctions of neighborhood connectors shall be terminated at T-intersections where possible. A variety of discontinuous alignments shall be added to residential streets where appropriate.

3. Circulation – Bicycle System Policies
   a) A bicycle system shall be provided throughout the project, to allow for the safe and convenient use of the bicycle as an alternative mode of transportation. Figure II-14 is hereby adopted as the Bicycle Route Map, including classifications, within Village One.
   b) A Class 1 bikeway shall be installed along the Briggsmore Expressway corridor as indicated in the Bike Master Plan. A Class 1 bikeway shall be installed along the West Side of the Claus Expressway within the noise setback area between the residential uses and the expressway right-of-way (Figure II-14). This section of bikeway serves as a segment of a planned trail around the periphery of the City of Modesto.
   c) Class 2 bikeways shall be installed on all of the Minor Arterials in Village One. This does not include Principal Arterials or expressways such as the Claus Expressway and the Briggsmore Expressway, which do not include on-street bikeway facilities. Class 2 bikeways shall be installed on all of the neighborhood connectors within Village One.
   d) Class 3 bikeways shall be installed on several of the key neighborhood streets within Village One.

   a) All single-family detached residential units shall provide for two garage spaces per lot. An exception is provided for the lots greater than 5,000 square feet, where additional garage spaces may be provided.
   b) Variations from Citywide parking standards may be allowed through the Precise Plan process, provided sufficient justification and analysis is submitted at the time.
5. Circulation – General Design Policies

a) Design Standards for Single-Family Residences Adjacent to Principle and Minor Arterial Streets

Direct vehicular access is not permitted to Principal and Minor Arterial streets from single-family residences, with few exceptions, such as existing residences. There are five design choices allowed for single-family residences adjacent to Principal and Minor Arterial streets, as illustrated in Figures II-15 through II-19:

1. Direct frontage with vehicular access to the rear. There is no on-street parking lane (Figure II-15).

2. Side-on lots with cul-de-sacs that will present a more ‘open’ streetscape, especially desirable on the four-lane Minor Arterial streets – Roselle Avenue and Floyd Avenue (Figure II-16). A maintenance district is needed to pay for the installation and maintenance of ten-foot landscape strip.

3. Side-on lots with cul-de-sacs with wrought iron fences to provide a more ‘open’ streetscape while providing more security on the cul-de-sacs (Figure II-17). A maintenance district is needed to pay for the installation and maintenance of ten-foot landscape strip.

4. Frontage road (Figure II-18). A maintenance district is needed to pay for the installation and maintenance of the planter between the frontage road and the Arterial street.

5. Back-up lots with two-foot offsets every 50 feet in the wall (Figure II-19). A maintenance district is needed to pay for the installation and maintenance of seven-foot masonry wall and 10-12-foot landscaped planter.

b) Design Standards for Single-Family Residences Adjacent to Neighborhood Connector Streets

There are two types of Neighborhood Connector streets: those Neighborhood Connectors with less traffic with a 70-foot right-of-way, on-street parking, and direct vehicular access to adjacent single-family lots; and those with a 56-foot or 64-foot right-of-way that have no on-street parking and no vehicular access from adjacent single-family residence.

For the 56-foot and 64-foot Neighborhood Connector streets, three design options are allowed for adjacent single-family residences. These are illustrated in figure II-20 through II-22.
1. Direct frontage lots with access to garages via private rear alleys maintained by a maintenance district (Figure II-20).

2. Side lots with residential street grid (Figure II-21). If houses are fronted on both streets at a corner, owners maintain landscaping. If they don’t, as illustrated, a maintenance district is needed.

3. Side-on lots with a landscaping maintenance district along the Connector street (Figure II-22).

For problem situations where lots must front and take access from 64-foot or 56-foot Connector streets, separate review will be considered and a seven-foot street-parking lane added.

c) School Safety Standards

Special safety standards shall be required in the immediate vicinity of all proposed schools in Village One. The construction of a pedestrian-crossing structure or bridge shall be encouraged to ensure student safety across Sylvan Avenue to the proposed high school site.

A number of streets will surround the proposed school sites in Village One, and they should be required to have a maximum radii of 300 feet to keep traffic speeds down to 25 mph in order to minimize conflicts between vehicles and pedestrians in the vicinity of the schools.

Clear and easily comprehensible signage and pavement markings shall be established on streets surrounding the proposed schools to reduce conflicts between vehicles and pedestrians.

d) Village Center Circulation Standards

A circulation network shall be developed, that provides a connection between the Village Center and other Village One uses. A series of neighborhood connectors shall be developed that connect the Village Center with school and park uses in adjacent neighborhoods. A system of neighborhood connectors shall be provided that link to Arterial streets, thereby establishing convenient transit connections between residence locations and the Village Center.

e) Cul-de-sacs Should Be Allowed on a Case-by-Case Basis

The case-by-case review is to verify:

1. That pedestrian flow is not unduly inhibited from one residence to other residences; from residences to shopping, schools, churches, parks, and other public facilities.
2. Cul-de-sacs should be used sparingly so that they do not make vehicular traffic unduly circuitous throughout the subdivision.

3. Any cul-de-sac to cul-de-sac walkway connections to provide full pedestrian access way shall minimize the amount of side yard fencing needed for adjacent private properties. Long fences encourage graffiti problems and late evening anti-social activities that can be a nuisance to the directly adjacent neighbors of a walkway.

While discontinuous streets in the form of cul-de-sacs reduce traffic speed and volumes through residential areas, there are other strategies that achieve the desired results without the use of cul-de-sacs:

- Street layouts that avoid residential streets that are an eighth-mile, quarter-mile or longer in length.
- Street layouts that use elbows, tees and offsets to avoid through traffic and traffic seeking shortcuts.
- Use of traffic circles at four-legged residential intersections and narrower street sections as provided in this Specific Plan.

6. Circulation – Improvement Policies

a) Improvements required by Mitigation Measures Nos. 7 to 20 from the Final Supplemental EIR shall be implemented in the Facilities Master Plan.

b) A system of Arterial streets shall be provided to serve both project traffic with external destinations and community-wide through-traffic.

The predominant use in Village One is residential. The commercial and industrial uses in Village One will require an adequate Arterial street system to serve their transportation needs.

c) The expressway system shall be upgraded. The present two-lane street section on both Briggsmore Avenue and Claus Road is not adequate to meet the future needs for both project-related and cumulative through-traffic.

The complete six-lane section of the proposed Claus Expressway shall be installed between Briggsmore Expressway and Sylvan Road. Briggsmore Expressway shall be widened from a two-lane to a six-lane section (with median) between Oakdale Road and Claus Road. Right-of-way shall be reserved along the proposed Claus Expressway at the junctions with Sylvan Avenue, Floyd Avenue, and the Briggsmore Expressway for the installation of urban interchange facilities. The intersection with Sylvan Avenue will require realignment of Claus Road as shown on Figure II-2. Right-of-way lines are indicated also on Precise Plan Area Nos. 9, 10, 23, 24, 30, 34, and 35.
d) The Arterial street system shall be completed around the periphery of the project by extending and widening the primary roadways. The present two-lane street section on Oakdale Road, Sylvan Avenue, Floyd Avenue and Roselle Avenue is not adequate to meet the future needs for both project-related and cumulative through-traffic.

e) Roselle Avenue will be widened from a two-lane to a four-lane section (with median) between Briggsmore Expressway and Sylvan Avenue. Oakdale Road will be widened from a two-lane to a six-lane section (with median) between Briggsmore Expressway and Sylvan Avenue. Floyd Avenue will be widened from a two-lane to a four-lane section (with median) between Oakdale Road and Claus Road. Sylvan Avenue will be widened from a two-lane to a six-lane section (with median) between Oakdale Road and Roselle Avenue, and from a two-lane to a four-lane section (with median) between Roselle Avenue and Claus Road.

f) Improvements shall be installed for the intersections of the three major north-south and east-west Arterials and Expressways that adjoin the Village One study area. These locations would be signalized at grade intersections, with the exceptions of location along the Claus Expressway which would initially be at grade intersections and could ultimately be grade separated urban interchanges.

The improvements include the addition of through and turn lanes at the intersections of Claus Expressway/Sylvan Avenue, Claus Expressway/Floyd Avenue, Claus Expressway/Briggsmore Expressway, Roselle Avenue/Briggsmore Expressway, Oakdale Road/Sylvan Avenue, Oakdale Road/Floyd Avenue, and Oakdale Road/Briggsmore Expressway.

g) The current alignment of Claus Road may need interim improvements as development occurs on a case-by-case basis, as determined by the Engineering and Transportation Director. Build out of Village One is not expected for at least ten years. By that time, the City anticipates construction of the Class A Claus Road Expressway in the alignment shown in Figure II-2.

7. Circulation – Transit System

a) Efficient transit service shall be expanded to serve the Village One Specific Plan Area.

b) A network of primary transit streets is hereby established (Figure II-23) to serve Village One.

Roselle Avenue is designed as a four-lane Minor Arterial street (with median) with bus turnouts. It is designated as the primary north south transit corridor for providing transit service to the Village One area. Floyd Avenue is designed as a four-lane, Minor Arterial street. It would be a major transit corridor for east west travel between Oakdale Road and the Business Park east of Claus Expressway.
The junctions of Roselle Avenue and Floyd Avenue with neighborhood connectors and streets occur at one-quarter-mile intervals to provide adequate number of bus stop locations for local service. Bus turnouts will be provided along Roselle Avenue at all junctions with Arterial streets or neighborhood connectors. The design of all neighborhood connectors should allow for the installation of far-side bus stops. On neighborhood connectors, parking would be prohibited adjacent to the curb and on the far side of the intersections.

c) Alternative future transit systems will be provided within Village One. These future transit systems will be accommodated within the existing travel lanes of Arterial streets. The systems will include the potential for coordinating with a future regional mass transit system along the Santa Fe Railroad alignment.

D. Public Facilities and Infrastructure

1. Public facilities – Overview

Public facilities have the responsibility to help structure and shape the public realm. This is not only true in terms of the activities that they house, but also in terms of the siting and distribution of facilities, and the design of specific buildings. For this reason, public and semi-public buildings are prominent within the Village landscape and reinforce the larger community concept by creating focal points within residential districts. A more efficient utilization of land is made through the use of shared campuses and facilities, which can, in turn also encourage a stronger and more positive relationship to the surrounding neighborhoods.

In Village One, the Plan calls for the development of three elementary schools, two middle schools, one high school, one community park, three neighborhood parks, a branch fire station, and a police substation within the Village Center as a store-front lease. In addition a number of existing churches would remain in their present locations.

Schools and parks clearly consume the largest share of land for community facilities within Village One. Of the 1,850 acres of land in the village, approximately 107 acres would be devoted to schools, and approximately 60 acres would be set aside and developed as parks.

A branch fire station would be located within the Village Center, on a half-acre site. A police substation will also be located in the Village Center, as a storefront lease. Figure II-24 presents the present and planned Public Facilities within Village One.
Following are the agencies and organization, 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. Public Infrastructure – Sanitary Sewer System

a) Overview

This section responds to Section 65451(a)(2) of the Government Code. Figure II-25 presents, in a conceptual manner, the general location of sewer trunk lines to serve the Village One project.

Village One wastewater flows have been conservatively estimated at 2.4 mgd. These flows will be a significant addition to the city’s wastewater treatment demands, especially during the winter months. Winter river discharge limitation will most likely be the City’s main concern when evaluating additional domestic flows. Treatment capacity for these flows should not be a major concern, though it will affect treatment facilities planning considerations.

The sewage collection system for Village One is based on the extension of the Sonoma and Lakewood trunk lines as set forth in the Modesto Sewage Survey prepared by Brown and Caldwell in 1966. The sewer laterals have been laid out with the intent to keep pumping stations to a minimum. One lift station will be required to serve the northerly portion of the business park area located east of Claus Road. Sewer laterals were designed with minimum slopes and sized based on 0.007 cubic feet per second per acre in residential areas and 2,000 gallons per day per acre in commercial areas.

Although general locations of trunk lines have been indicated on Figure II-25, certain deviations will be necessary as logical adaptations to specific site considerations.

b) Design Principles – Sanitary Sewer

1. Gravity systems shall be used, to the greatest extent feasible

2. Sewer lines shall be extended in accordance with minimum grades and velocities established by the Engineering and Transportation Department

3. The Lakewood and Sonoma trunk lines shall be extended northerly through the site to Sylvan Avenue
4. The storm drainage system shall not be cross-connected to the sanitary sewer system.

5. One pump station may be required to serve the northerly portion of the business park area located east of Claus Road.

6. Necessary sewer conduits shall be extended across the entire frontage of a developing area.

7. Developers of land shall be responsible for the extension of collection lines not specifically funded by the Capital Improvement Program for the Village One area.

8. Curved sewer collection lines shall meet manufacturer’s recommendations for minimum radii and as otherwise determined by the Engineering and Transportation Department.

c) Facilities Master Plan

Chapter IV presents the requirements for a Facilities Master Plan, to implement the above Design Principles

3. Public Infrastructure – Water System

a) Overview

This section responds to Section 65451(a)(2) of the Government Code. Figure II-26 presents, in a conceptual manner, the general location of water delivery systems to serve Village One.

Initially the main source of domestic water for the Village One area will be groundwater. Four wells will be required based on the City’s standard of approximately one well per square mile. Three of the four wells will be located in park areas. The City currently utilizes a looped ten-inch main system, and Village One is consistent with that standard. Existing ten-inch mains are located along the west and south perimeters of the project area. The ability to withdraw adequate water supplies from groundwater sources in the long term, is a serious issue, and the city has taken steps to ensure an alternative water supply. URS Consultants, Inc., in the Final Environmental Impact Report for the Modesto Surface Water Treatment Plan, focused on surface water from the Tuolumne River and supplied by the MID as a potential source of a long-term high quality water supply to the City.

On December 11, 1990, the City Council approved a Memorandum of Understanding with the Modesto Irrigation District and Del Este Water Company for construction of a surface water treatment plant with the Tuolumne River as it’s source. Water from this facility was available to the city in 1995.
Although the general location of water delivery systems have been indicated on figure II-26, certain deviations will be necessary as logical adaptations to specific site considerations.

b) **Design Principles – Water Service**

1. New water sources shall meet or exceed California Department of Health Services Title 22 regulations for water quality.
2. The use of City water supplies for commercial agricultural uses shall be prohibited.
3. New wells shall be sited and be of sufficient size to accommodate areas of approximately one square mile.
4. Prior to design and construction of water transmission lines, the Engineering and Transportation Department shall be consulted regarding potential expansion of the water system and alternative sources of water.
5. New development shall meet fire flow requirements as established by the Fire and Engineering and Transportation Departments.
6. All main transmission lines shall be looped and lines of lesser diameter shall be looped to the extent feasible.
7. The use of drought-resistant plants shall be required in conjunction with public streets and rights of way to reduce water needs.
8. New developments shall be required to minimize water consumption by using low-flow showerheads and faucets, and the principles of xeriscape (drought resistant plantings) in landscape plantings.
9. All new water connections shall be metered, excluding those connections designed solely for the purpose of fire protection.
10. Necessary water conduits shall be extended across the entire frontage of a developing area to allow for coordinated provision of services as adjacent areas are developed.
11. Future phases of the joint Surface Water Treatment Plant’s distribution system will be extended to new areas of the City through plans for development in the Urban Area. Building Inspection Division shall require metering of water service to new residential dwellings throughout the City through review of construction plans. The City’s Landscape Architect will verify the Landscape Design standards requiring xeriscape. The City’s Neighborhood Preservation Unit will enforce the City’s water conservation policies.
c) Facilities Master Plan

Chapter IV presents the requirements for a Facilities Master Plan, to implement the above Design Principles.

4. Public Infrastructure – Storm Water System

a) Overview

This Section responds to the “Drainage” requirements of Section 65451(a)(2) of the Government Code. Figure II-27 presents, in a conceptual manner, the general location of storm water drainage facilities to serve Village One.

Storm water facilities will be designed according to City standards to avoid flooding and unnecessary pumping. The residential district and Village Center will drain into an approximately 16-acre facility located along the north side of MID Lateral No. 3 and an approximately nine-acre dual-use facility in the Roselle Neighborhood. The business park area will drain into a separate eight-acre facility within that Precise Plan area. Within the Village One area, one or more pump stations may be needed for the distribution of storm water throughout the retention basins located along the MID Canal. The purpose of the retention basins at this location is to promote infiltration of storm water, and recharging of groundwater.

Groundwater recharge is not well served by conduits that convey storm water out of an area. A basin located within a drainage area helps to replenish groundwater by allowing storm water to percolate into the ground. The sensitivity of surface waters to urban storm drainage and its potential to carry contaminants, is currently being addressed by the Environmental Protection Agency and the State Water Quality Control Board.

The Environmental Protection Agency issued regulations on storm water drainage, which took effect in 1990. As a result of the EPA regulations, the City is required to submit a permit application to the Regional Water Quality Control Board. The associated permit program is expected to have numerical water quality objectives which, as yet, are not specifically defined. However, it is likely that treatment of urban runoff would be required for the Village One area, if a retention basin is not used.

Although the general location of storm water drainage facilities have been indicated on Figure II-27, certain deviations will be necessary as logical adaptations to specific site considerations.
b) **Design Principles**

1. Storm drainage system shall be developed that replenishes the groundwater by means of a retention basin. The use of a retention basin will allow percolation through the soil profile, thus replenishing the groundwater supply.

2. Storm drainage for individual projects shall utilize the permanent storm drain facilities as shown in the Facilities Master Plan. Temporary storm drainage retention basins may be allowed at the discretion of the Engineering and Transportation Department Director, until such time as the necessary components of the storm drainage system are in place to serve the particular development.

Construction of the storm drainage basin is dependent on the collection of fees to pay construction costs. Consequently, many homes will need to be built prior to the time that the storm drainage system will be operational. Temporary basins allow added flexibility for properties to develop.

3. A Storm Drainage Master Plan shall be established for Village One, prior to any development within the area.

The construction of individual drainage sub-systems must relate to a master plan to ensure a functional transition from a temporary to a permanent system. A master plan would establish the necessary grade and elevation criteria to evaluate temporary sub-system designs.

It is not necessary that the facilities defined above be in place prior to development. However, an overall master drainage plan (prepared separately or as a part of the Facilities Master Plan) must be in place prior to development to establish the criteria for evaluation of hydraulic grade line proposals necessary for development.

c) **Facilities Master Plan**

Chapter IV presents the requirements for a Facilities Master Plan, to implement the above Design Principles.
5. Public Infrastructure – Irrigation Facilities

a) Overview

This section responds to the “Other Essential Facilities” requirement of Section 65451(a)(2) of the Government Code. Modesto Irrigation District’s network has many irrigation facilities which traverse the planning area, including: Main Lateral No. 3, contained within a 140 foot right-of-way along Brigsgmore Avenue; two concrete pipes of 24 inch (supply for Naraghi Lake) and 30-inch diameter (drainage), which cross the site in an east west orientation; and numerous easements, some of which are privately held and some are unrecorded.

b) Design Principles

The 24-inch and 30-inch lines will need to remain within the Village One area indefinitely. As the area develops, both drainage lines and irrigation lines with downstream users will need to be relocated or otherwise be built around. Consequently, irrigation issues and easements will need to be addressed with such development. Relocation of lines is feasible; however, hydraulic grades need to be maintained at property lines. That is, if a facility is relocated on a development site, the points of connection or delivery must be at the appropriate elevation to ensure that supplies to downstream users are not compromised. As an alternative, if downstream users can otherwise be satisfied, private agreements should be encouraged to avoid unnecessary relocations.

c) Facilities Master Plan

Chapter IV presents the requirements for a Facilities Master Plan to implement the above Design Principles.

6. Public Infrastructure - Electricity

a) Overview

This Section responds to the ‘Energy’ requirements of Section 65451(a)(2) of the Government Code. Figure II-28 presents the location of existing overhead electrical utilities serving Village One. Modesto Irrigation District provides electricity to the Modesto area, in addition to their role as a supplier of irrigation water. MID operates a substation near the northwest corner of Floyd and Roselle Avenues and also along Parker Road east of Claus Road. They are connected by a 69 KV transmission line that runs easterly along Floyd Avenue from Roselle Avenue to Claus Road, and then southerly along Claus. MID has stated an additional 69 KV transmission line will need to run northerly from the Roselle/Floyd substation along Roselle Avenue to a point probably just north of the planning area. This extension will terminate at a new substation to be constructed for the benefit of the planning area and future development to the north. Figure II-28 presents the location of existing electrical utilities.
b) **Design Principles**

1. There are existing 69 KV and 12 KV overhead lines in Village One. The location of these existing overhead lines is shown in Figure II-28. These overhead lines will remain with development of Village One.

c) **Facilities Master Plan**

Chapter IV presents the requirements for a Facilities Master Plan to implement the above Design Principles.

7. **Public Infrastructure – Solid Waste**

a) **Overview**

This section responds to the “Solid Waste Disposal” requirement of Section 65451(a)(2) of the Government Code. Solid waste disposal service will be provided by Modesto Disposal.

b) **Design Principles**

1. The City should encourage recycling of solid waste through the extension of its curbside pickup of separated trash. Modesto’s innovative recycling programs has helped reduce land fill areas and minimized impacts from such facilities.

2. Throughout the Village, trash disposal facilities should be designed in such a way as to facilitate collection. In residential and commercial areas, trash storage areas should be screened from view so as not to degrade the appearance of streets or parking areas.

c) **Facilities Master Plan**

The Facilities Master Plan need not address the above Design Principles; they will be addressed through citywide implementation.

8. **Public Infrastructure – Other Utilities**

a) **Overview**

This Section responds to the “Other Essential Facilities” requirements of Section 65451(a)(2) of the Government Code.

b) **Design Principles**

1. Pacific Bell provides telephone service to the area and does not anticipate problems with the build out of the planning area. A new central office, located at the intersection of Sylvan Road and Roselle Avenue, will be able to handle service demands.
2. Comcast is the cable television provider for the area and does not anticipate significant problems in serving the area. The cost of providing service is typically passed to the consumer via initial hookup and monthly charges.

3. Pacific Gas and Electric will provide natural gas for the area. Currently, major natural gas facilities consist of an eight-inch high-pressure main located in Claus Road. Gas lines of lesser diameter are located in Oakdale Road.

c) Facilities Master Plan

Chapter IV presents the requirements for a Facilities Master Plan to implement the above Design Principles.

E. Schools

1. Overview

This section responds to the “Other Essential Facilities” requirements of Section 65451(a)(2) of the Government Code. Table II-2 presents supporting data for the need for school facilities, as explained below.

The need for schools is a function of the expected school-age population. Typically, the lower density housing types produce the greater number of school-age children. At the time of adoption of the Village One Specific Plan, it was assumed student generation in Village One would create the need for three new elementary schools, two middle schools, and less than one high school.

After exploring alternative sites with the City and the Sylvan and Modesto School Districts, four sites were selected as campuses to serve Village One. These school sites are central to the design and organization of the entire community. They contribute to the location of multi-family sites and are geographically central to best serve the residential population. The careful siting of these facilities requires that they be implemented as shown in the Specific Plan.

Actual student generation from the area allowed the Sylvan School district to determine in 2010 that the elementary school site in Precise Plan Area 15, adjacent to Ustach Middle School, was no longer needed. This property then reverted to its underlying R-1 Single Family Residential zoning, and became available for development. The other planned schools sites and schools have all been acquired and constructed as of 2013.
2. **Location and Design Policies**

(a) The Village One Specific Plan provides for the development of new schools, that are geographically centered within an appropriate walking radius of new homes.

As in most growing communities in California today, Modesto is faced with the need to provide many new schools to serve its projected population. However, the development of schools has not kept pace with growth in the community. In a family-oriented place, such as Modesto, schools are important not only in providing for the educational needs of the school-age population, but also in providing a focus of social and community activities. To reinforce the important role that schools play in the community and to make them easily accessible from surrounding homes, they should be centrally located within each of the three residential neighborhoods.

(b) The Village One Specific Plan provides sites for two new elementary (K-5) schools, two new middle schools, and one new high school.

Based on Village One's projected school-age population, two elementary schools will be needed. In addition, two middle schools will be provided one of which is planned to serve the local needs of the Village, and the other to serve existing needs in other parts of the City. Development of Village One is not expected to generate enough students to require an entirely new high school, although one is planned to the north of Sylvan Avenue and to the east of existing ranchettes. This campus is intended to accommodate Village One and future students residing in the future village to the north.

(c) The City shall encourage the Modesto and Sylvan School Districts to develop joint campuses on specific sites and utilize the schools as organizing elements within the community.

The elementary and middle schools are all planned as joint campuses with year-round attendance, sharing sites for a more efficient utilization of facilities and limited land. Three such campuses are planned, and are provided in locations that are centrally located within each of the three residential neighborhoods (see Figures II-1 and II-24). One will combine elementary/middle school facilities, and the other two (located in the northeastern and north-western districts of the site) will include one elementary school or middle school. These schools are linked to one another by a looping road. In addition, the high school is located at the juncture of two villages, (Village One, and a new village to the north), to create a strong connection between the two communities and to better serve both within a campus capable of accommodating 3,500 students.
The Village One Specific Plan shall establish buffers from existing agricultural areas surrounding the proposed High School site to the north of Sylvan Avenue.

The proposed high school and community park to the north of Sylvan Avenue will be surrounded by a rural/agricultural area. The proximity of these uses to agricultural land could result in potential vandalism of farm crops, as well as the spraying of agricultural chemicals and generation of dust by farm equipment working the land. It is therefore recommended that prior to the development of the proposed high school/community park, the City of Modesto and/or the Modesto School district shall acquire a buffer area on the site, or off-site, with a width of at least 350 feet. In addition, Section 11501.1, Division 6 of the State Food and Agricultural Code prohibits agricultural pesticide spraying and other chemical use within 350 feet of any school or park uses, in order to protect the health of the high school students and park users.

F. Parks

1. Overview

This section responds to the “Essential Facilities” requirement of Section 65451(a)(2) of the Government Code.

The need for specific park facilities is determined on the basis of population standards, and the City has adopted a standard of three acres per 1,000 population, which is consistent with the National Recreation and Park Association (NRPA) standards for community and neighborhood parks; it is also consistent with the minimum required under the State standards contained in the Government Code (Quimby Act). With roughly 20,000 new residents in Village One, 60 acres of new community and neighborhood parks would be required. (See Table II-3)

Consistent with adopted City policy, the neighborhood and community parks are shown adjacent to proposed school facilities in order to take better advantage of joint-use possibilities. Soccer and softball fields are shared to provide schools with expanded grounds during school hours, and to provide the community with augmented park space when school is not in session. However, while these provide the facilities for certain active sports, they do not address the wide range of recreational activities within a community, such as linear sports (jogging, walking and bike riding), passive sports (sitting, people watching), and socializing, and specialized activities specific to a particular age or interest group. These different types of parks and open spaces not only help to differentiate the constituent neighborhoods within the Village, but they also help to provide additional open space needed to serve a higher density residential community. Further, as schools increasingly expand their school year, the need for additional parks also increases.
2. Location and Design Policies
   
   (a) The Village One Specific Plan provides for neighborhood and community parks adjacent to planned schools. Figures II-29 and II-30 illustrate compliance with this policy.

   The Plan provides for approximately 60 acres of public park land that would be designed to meet the active recreational needs of residents (e.g., soccer and ball fields) and which would be shared in a joint-use arrangement with school students.

   (b) The Village One Specific Plan provides for linear recreational facilities.

   Linear parks and trails would be provided to create opportunities for recreational activities such as jogging, walking, and bicycling. In particular, a trail would be located down the eastern boundary of the site along the west side of the Claus Expressway, to link areas within Village One to a citywide trail system to the north and south. As shown in Figure II-3, it would be developed to accommodate both pedestrian and bicycle trails.

G. Land Use and Community Design Policies

1. Overview

   This section provides guidance for the overall structure of the Land Use Diagram (Figure II-1) as well as broad policy direction for each of the Land Use Designations listed in Section II-B(2) above. The clear structural framework presented in this section is the key to establishing a strong sense of physical community organization.

   The overall goal of the Specific Plan is to develop an attractive, well-planned community that promotes pedestrian activity, diverse neighborhoods, an active commercial/civic center and a major employment center.

2. ‘Neighborhoods’ Established

   The Land Use Diagram essentially defines three districts of residential development, centered around the Village Center at Roselle and Floyd Avenues, with a Business Park located between Claus Road and the Santa Fe Railroad, at the east edge of the project. The residential districts define ‘neighborhoods’, not in a social sense but rather as physical land use sub-areas. Figure II-31 illustrates the delineation of the three neighborhoods.

   Each of the three neighborhoods is organized around a joint school/neighborhood park development at its center, which further reinforces the sense of community within the Neighborhood. Collectively, each of the three neighborhoods is physically oriented to the Village Center, which is described below.
3. Village Center – Overview

This section defines the purpose of the Village Center, expanding upon the brief narrative presented in Section IIB-2. This narrative is further refined later in Section IIG-4 and supplemented by the narrative for “Precise Plan Area #20,” in Chapter III.

The Village Center is essentially a hybrid form of commercial development that includes the best pedestrian-oriented features of the traditional small town and the automobile orientation of strip shopping centers. By locating the Village Center at the heart of the community and concentrating commercial uses within it, the number of daily trips related to automobile traffic can be substantially reduced.

The Village Center is a compact district with a hierarchy of streets, sidewalks, and pedestrian passageways.

The Village Center is envisioned as a place where people go on an everyday basis to shop, conduct business, socialize with neighbors, and gather for community events. It serves as one of the fundamental elements for creating a strong sense of community. Therefore, direct access from throughout Village One on both primary and secondary roads is essential.

An attractive image and identity for the Village Center shall be established through the unique configuration of streets and open spaces. Detailed design guidelines shall be maintained, to establish a consistent character and quality standards for buildings.

The creation of an attractive image and identity for the Village Center will add to the potential success of the commercial activities, while simultaneously lending an image and identity to all of Village One, and providing a stronger sense of place and orientation. The design of individual buildings and open spaces can reinforce the role of the place, not only for shopping, but also as a people-oriented gathering place.

4. Village Center – Land Use Policies

The following policies should be addressed in the overall design of the Village Center. The term ‘should’ is advisory. However, attention should be paid to the concepts that follow:

a) The Village Center will house the major concentration of retail uses within the Village and will also serve as the “living room” of the community and the focus of its social activities. Figure II-2 illustrates a potential Village Center Plan which incorporates an appropriate mixture of land uses in conformance with this policy (see also Precise Plan Area No. 20, in Chapter III).
b) A concentration and mixture of uses should be provided within the Village Center Plan to accommodate approximately 350,000 of square feet of commercial (retail and office) uses within the core area. Additionally, an appropriate environment should be created for the inclusion of higher density single-family residential dwellings, senior housing, and community facilities.

c) The Village Center includes a diverse mixture of uses that are concentrated in a distinct district. Boundaries between properties and uses are soft and not clearly delineated. Retail shops, general commercial establishments, and some professional offices will comprise the majority of the local-serving commercial uses. The suggested commercial program for the Village Center is outlined in Precise Plan Area No. 20, in Chapter III.

d) Higher density single-family and senior housing should ring the Village Center. In addition, selected parcels within the predominantly commercial core are planned to accommodate mixed-use or higher density residential apartments or condominiums.

e) Emphasis should be placed on pedestrian activities and linkages, and the possibility of future transit should be provided for along Roselle Avenue to serve the Village Center.

f) The Village Center should be people-oriented and easily accessible to all residents of Village One by foot or bicycle. Due to its important role within the community, the Village Center must also accommodate the required flow of automobile traffic and provide ease of access and parking convenience.

g) No drive-through commercial facilities (such as those related to financial institutions and fast food enterprises) should be traditionally sited in the Village Center. These uses reduce pedestrian activity and often disrupt retail continuity along the street. They should be sited in the transitional area between the neighborhood commercial area and the offices/multi-family area.

h) Parking areas should be located so as not to interrupt pedestrian movement along streets and passageways wherever possible. Off-street parking lots should be located behind buildings or screened by landscaping, so that the dominant image of the Village Center is one of buildings and pedestrian activity. The Village Center is a logical location for future transit service due to its concentration of uses, higher density housing, and central location.

i) Higher density single-family residential uses are permitted within the Village Center where they can take advantage of transit connections along Roselle Avenue and the retail activities focused within the heart of the community. These higher density single-family residential uses may develop at a gross density of approximately ten dwelling units per net acre, and they could consist of either attached or detached housing units.
j) Mixed-use (residential and retail) developments are encouraged within the Village Center.

A small development with retail on the ground floor and residential development on upper floors is encouraged within the higher density Village Center. While this type of development is relatively unconventional in the Central Valley, it would take advantage of the opportunities in this particular location for the establishment of a small, relatively unique, new urban prototype that is complementary in intensity and in scale with its surroundings.

5. Village Center – Community Design Policies

In addition to the Land Use policies listed above, all developments within the Village Center should incorporate the following Design Policies, as appropriate. The term “should” is advisory. However, attention should be paid to the concepts that follow.

a) Site Design Policies

1. Commercial building parcels should be delineated in various sizes ranging from approximately 30 to 250 foot frontages in order to create architectural variety and a more visually interesting environment for the pedestrian.

2. Residential building parcels within the Village Center should be located outside of the designated core area. These parcels should be large enough to accommodate appropriately scaled, high-density projects.

3. Screened service courts and enclosed trash containers should be required for garbage and delivery.

4. The electrical services and other mechanical areas of buildings should be screened from view or located to minimize their visual appearance.

b) Street Design Policies

1. On-street parking should be provided on both sides of the streets serving the Village Center.

2. All Village Center streets should be designed for 24-inch box street trees with high canopies that could be planted at 20-foot intervals. Tree species should be selected for branching at heights greater than 15 feet, for light, feathery leafing (for visibility to storefronts) and for ease of maintenance.
3. Consistent pedestrian-scale ornamental light fixtures should be utilized along streets in the Village Center. Light fixtures should include attachments for banners and planters. Fixtures should be high-pressure sodium vapor for the best rendition of natural colors.

c) Architectural Design Policies

1. Passageways for pedestrians between parking areas and adjacent streets should be provided. Public passageways between buildings should be landscaped with trees, flowers, sidewalks, and lighting.

2. Commercial projects with multiple buildings, that do not allow on-street parking, should place some buildings along street frontages. Minimal setbacks should occur for landscaping between buildings and street. Off-street parking areas between buildings and public streets should be minimized where practical.

3. Buildings at key intersections should be designed to mark the corner. Various design devices include setbacks at the corner, accentuated architecture, and additional height, using for instance, public gathering places. By treating intersections as prominent landmarks in the Village, people and visitors are more quickly oriented to the entire district.

4. Blank walls shall not occur where buildings face the public street. These faces shall include architecture similar to the face of the building containing entries and storefronts. While building entries and storefronts are not required along street frontage, the buildings must contain architecture to produce a building with 360 degree articulation.

5. Ideally, the height of street-facing facades should be greater than 16 feet but not more than 35 feet, as measured from the grade to the top of the cornice. These height limits will ensure an appropriate pedestrian scale for the Village Center.

6. Landscape structures such as portals, trellises, arbors, and benches, shall occur within the parking lot of the project in order to emphasize the pedestrian scale of the project.

7. Awnings should be encouraged, but should not interfere with street tree planting.

8. Storefronts should be encouraged to wrap corners at the building and at street intersections in order to create activity at these critical junctures in the pedestrian network of the Village Center.
9. Consistent wall mounted exterior lighting should be used along pedestrian passageways, at corners of buildings, and at the rear of buildings facing the parking lots.

10. Signage should be scaled to the pedestrian.

11. Vertical banners stretched between two horizontal standards, should be encouraged.

12. All signage for project tenants shall be individual letters of logos attached to the building.

13. The buildings and streets within the Village Center should be organized to concentrate pedestrian activity within an appropriately scaled district, in order to create a strong sense of identity and community at the geographic center of Village One.

14. People-oriented activities (window shopping, store entrances, cafes, displays, signage) should be focused in front of buildings of the Village Center.

15. A focused, efficient pattern of buildings and open spaces should be developed in order to concentrate activities, rather than dissipate them in a way that requires greater dependency upon the automobile.

16. Buildings, streets, and parking lots should be designed to be scaled to pedestrians (with regard to such issues as to height and length of walls, the amount of uninterrupted asphalt paving, the width of streets, and the distance between crosswalks, the continuity of shop fronts, the size of signage).

17. The development of pedestrian amenities such as benches, trash receptacles, and pedestrian-scale lighting should be encouraged as well as outdoor cafes and sidewalk magazine stands – all of which enhance the experience of moving through the Village Center by foot.

d) Parking Design Policies

1. An adequate supply of parking should be generally provided to meet retail needs. In the case of predominantly night time uses, such as nightclubs, shared parking opportunities should be encouraged.
2. All off-street parking should be generally located to the rear of buildings instead of between the public street and buildings. Access to stores and streets should be easily visible from all areas of the parking lot.

3. Conversions of surface parking areas to allow additional development utilizing structured parking should be encouraged as market demand increases over time.

4. Trees should be planted at sufficient density in parking lots to meet the objective of achieving an 85% coverage at maturity.

5. Parking lot lighting should be located at frequent intervals for pedestrian orientation. All exterior lighting should be high-pressure sodium vapor fixtures to create an attractive light quality suitable to retail and pedestrian uses.

6. **Commercial - Overview**

   Typically, cities are overzoned for commercial purposes. The result is that the supply of available retail spaces exceeds demand, thus reducing the overall viability of many enterprises.

   The Village Center Plan presents an innovative approach to community development, which does not entirely fit the standard configuration of formula operation of the established strip shopping center. In order to ensure its success and reduce the risk taken by small businesses that locate in the Village Center, it is essential that potentially competitive parcels are not rezoned for commercial purposes.

   Therefore, commercial development within Village One shall be restricted only to those sites, which are designated in Section II-G-7. Other than the Village Center, only the locations depicted below shall be designated for commercial uses.

7. **Commercial – Land Use Policies**

   a) **Oakdale Road / Sylvan Avenue**

   General Commercial uses shall be permitted at the following specific locations: APN Nos. 77-33-01, 02, 03, 04, 05, 06, 07, 08, 09, and 10.

   These uses have been approved by the County and are being developed for a variety of commercial uses. All commercial uses consistent with the City’s C-2 Zone shall be permitted on these parcels.
b) **Claus Road / Floyd Avenue interchange and Claus Road / Sylvan Avenue Interchange**

General Commercial uses shall be permitted at the following specific locations: APN Nos. 52-23-54, and 55 and 52-20-26.

Commercial uses consistent with the City's C-2 Zone shall be permitted on these parcels, provided that the uses do not compete with the Village Center commercial program, nor undermine the Specific Plan's Village Center objectives. The vehicular orientation of the proposed Claus Road Expressway and the two anticipated interchanges located at Floyd and Sylvan Avenues may generate a need for auto-oriented commercial activities, such as a small convenience store, a gas station, and fast food establishments. The larger of these two general commercial uses would be at the Floyd interchange, with the Sylvan location half its size.

8. **Industrial / Business Park Overview**

A major new employment center shall be established in Village One comprised of commercial, office and industrial uses. The development of these employment uses adjacent to Village residential neighborhoods would create a base of employees with the potential to live close to their places of work. By achieving a better jobs/housing balance, the Plan sets the framework for a more viable, self-sufficient community.

Potentially conflicting uses are separated from each other by establishing the Business Park between the Village residential uses and the railroad tracks, adjacent agricultural areas, and the Mosquito Abatement District's airstrip. The railroad tracks are a source of very high noise levels, and agricultural operations and the adjoining airstrip may be disruptive to residential areas as well. Industry / business uses are well suited to this location, and create an appropriate transition to residential uses to the west of Claus Road.

9. **Industrial / Business Park – Land Use Policies**

a) Development in the Industrial / Business Park shall be allowed at a maximum intensity of 0.25 Floor Area Ratio (FAR). It is anticipated that the overall development intensity would be relatively low in this area, however, it would allow a higher intensity, associated more with office business parks (0.25 FAR), for greater flexibility.

b) A variety of office and industrial uses shall be allowed.

To take best advantage of future opportunities and to allow flexibility to respond to potentially market changes over time, designations of specific commercial office and industrial uses are not set forth. Certain institutional (or public/semi-public) uses, such as a city corporation yard may be permitted in the area; however, residential uses would be specifically prohibited.
10. **Industrial / Business Park – Design Policies**

The Business Park is planned as a major activity center, with the possibility of employing several thousand people at full buildout. It offers the potential to allow Village residents to work close to home, and therefore it is important to include physical and visual linkages to the rest of the Village. In addition, it will be located between two major transportation corridors, the Santa Fe railroad tracks and the Claus Expressway, and positive transition to surrounding uses should be made.

The following Design Policies are hereby adopted:

a) A well-coordinated, campus-like setting for business and industry shall be established. Development parcels should not be treated as isolated elements, but as a part of a larger site plan. In other words, development should establish an overall identity.

b) A strong sense of entry to the Business Park from Floyd Avenue shall be created.

c) The use of landscaping should be encouraged throughout to distinguish entries and exits and to break up large surface parking lots. Landscaping should be distributed throughout parking areas rather than clustered along the edge.

d) Surface parking areas should be concealed from view from the planned Claus Expressway. An attractive appearance along the Expressway shall be maintained through landscaping.

e) Emphasis should be placed on the opportunity for pedestrian circulation and linear sports (e.g., walking, jogging, cycling) within the Business Park.

f) A coordinated signage system should be adopted that provides clear criteria for the design of attractive directional and business identification signs. Criteria would address size, location, attachment, illumination quality, informational content, and type of materials to be used.

g) High contrast building materials that draw attention to themselves or which tend to alienate inside and outdoor spaces, such as clear or brightly anodized aluminum, mirrored or very dark glass, should be avoided.

h) Service areas, outdoor refuse collection systems and roof equipment should be carefully located away from building entries and screened from view.

i) Incentives should be employed to encourage the use of innovative energy, air quality, and water quality conservation practices.
11. Residential - Overview

As in traditional neighborhoods, Village One streets are planned to serve a central role in the social life of neighborhoods. Policies and guidelines are set forth in the following sections which prohibit the development of a continuous row of garage doors along the street, and instead promote an active, lively streetscape that is supportive of community and family activities. In addition, bay windows and porches are encouraged to provide a positive transition between indoor and outdoor spaces. By focusing neighborhood activities in front yards and sidewalk areas, a safer and more secure environment will be created.

Modesto has long supported a variety of housing types at higher overall densities than would be ordinarily found in traditional suburban communities. Currently, the densities are approximately seven dwelling units per net acre overall in the City, and the standard lot size being built today averages around 5,000 square feet. The City’s goals, as expressed in the Urban Growth Management Policy, are to raise the density overall to an average of 7.5 dwelling units per net acre, a goal that has been achieved.

At the same time, as land prices increase in California, the trend is toward the construction of small and smaller lot sizes and increasingly higher densities, which are affordable to a wider number of prospective homebuyers. As a result, the Plan accommodates a mix of housing types and densities. Although predominantly single-family, it includes the provision for multi-family, for an overall average of 8.5 dwelling units per net acre. A high level of design control is required to ensure that the automobile does not dominate the streetscape or the building frontages, and to ensure that a friendly, pedestrian-oriented environment is developed.

12. Residential – Land Use Policies

a) Up to 8,000 dwelling units shall be allowed within Village One. A more detailed breakdown of the Village One Residential Development Program is shown in Table II-1.

b) A mixture of residential densities shall be encouraged.

Housing choices and general affordability can be improved by increasing the number and diversity of housing types within Village One.

A range of housing types would include multi-family, single-family attached and single-family detached. The recommended mix is for approximately 80% to be in single-family (attached and detached) with 20% in multi-family.

In order to avoid an over-concentration of any one type of housing, and to increase the overall interest and variety of the community, an even distribution of housing types would be suggested. At the same time, it makes sense to locate more traditionally transit-dependent residents in
housing closer to the Village Center and Roselle Avenue, and by framing
the Village Center with a higher density ring of smaller lot single-family if
the market supports it as well as multi-family dwellings and senior
housing.

c) New residential development should be required to meet high standards
for quality to ensure that they are not only attractive, but that they are
also livable, and have the capability to increase in value over time.

Residential development not only responds to a need for shelter, but it,
more than any other element, can contribute to the quality of life and the
overall sense of community. There are a variety of specific design issues
and concerns that are addressed more fully in Section II(G)(13) of this
Plan, related to such considerations as usable open space, garage location,
setbacks, transitions in housing type and density, and architectural
character.

d) Single-family residential uses shall occupy the majority share of the
overall housing program to maintain the existing single-family character
of Modesto.

It is not, however, the intent of the Plan to mandate the specific mix of
single-family lot sizes. Instead, the Plan allows flexibility for individual
developers to decide upon their program mix.

e) A Very-Low-Density residential area shall be established, with a maximum
density of two dwelling units per gross acre.

In an area of established ranchettes along Roselle Avenue, where concerns
over increased density exist, the density should be permitted to be quite
low to avoid conflicts between the existing ranchettes to remain and future
residential uses.

f) Multi-family sites (at a maximum density of 26.25 dwelling units per gross
acre, which includes density bonus units) shall be designated in locations
where they can best benefit from community amenities, where access to
connectors is good, and where assembly of land can be accommodated.

Multi-family sites shown in Precise Plan Areas No. 3, 8, 18, 24, 27, and 33
can be transferred to another Precise Plan Area if all directly affected
property owners agree, accompanied by a minor Specific Plan
amendment.

Based upon information provided by local builders, it is anticipated that
most of the multi-family projects will be relatively large in size, with a
minimum of 150 units for ease of operations and maintenance.
The Plan calls for eight multi-family sites (not including senior housing), totaling approximately 1,700 units, which includes Section 65915 density bonus units. These would be distributed throughout the Village. Because of their relatively limited amount of private open space, multi-family sites would generally be located closer to proposed public parks.

They would also be located along connector roadways in order to minimize through-traffic within single-family residential areas. Finally, sites are identified which would be easier to assemble, due to a fewer number of property owners.

g) Senior housing sites (at a maximum density of 50 dwelling units per gross acre includes Section 65915 density bonus units) shall be designated within the Village Center.

There is a need to provide senior housing in the City of Modesto, and the Village Center area provides a tremendous opportunity for seniors to reside within walking distance of community amenities, Village Green, medical/emergency facilities, shopping facilities and active public parks. Senior housing can also be a great resource for a community, diversifying its composition and adding to the activity of public spaces.

It is anticipated that up to 600 units of senior housing and 50 units of mixed-use housing can be built in close proximity to the Village Center.

h) Senior Housing shall be located in close proximity to Village Center services in high-density and mixed-use developments.

The segment of the senior population needing housing assistance can best be accommodated in higher density units in the Village Center, with good access to amenities, shopping, and transit service. Such housing could achieve a density of fifty units per acre in three- to four-story elevator buildings, or located in mixed-use buildings over retail or service uses. Standard parking requirements can be reduced for such housing in conjunction with density bonus provision of State Law.

13. Residential – Community Design Policies

Residential design standards and guidelines are established, as policies, for areas of concern to the community. In particular, as residential densities increase (and lot sizes decrease in size), design considerations, especially related to garage location and size, become of significant to the overall character and quality of the community.

In general, these Policies shall be implemented through the Precise Plan process, specified in Chapter IV. In many cases, architectural and urban design graphics would be required to demonstrate conformance with these Policies. However, on existing and proposed lots of 5,000 square feet and greater, such conformance may be demonstrated through development and design regulations, if specified within the appropriate Precise Plan.
a) **Site Design Policies**

1. Single-family residential parcels should be encouraged to be ‘rear-loaded’ (e.g., access is taken from an alley which is 20 feet in width) to create a more attractive, continuous street space that is oriented to the pedestrian. Where front-loaded, a minimum of 50-foot lot width should be required, and the garage should be set back a minimum of 20 feet from the front property line. Where the garage is rear-loaded, the garage shall be set back four feet from the edge of the alley, such that a 24-foot backup distance is maintained.

2. Multi-family parcels should be organized around common amenities internal to the project, with parking located primarily in the interior of the site. Tuck-under parking should be encouraged.

3. The minimum single-family residential lot area within the Village should be 2,750 square feet.

4. Setbacks for single-family lots vary depending upon the lot size; however, in all cases, a usable rear yard should be provided for greater private enjoyment. The ‘usable rear yard space’ shall be defined as follows: 300 square feet minimum, with no dimension smaller than 15 feet to meet this minimum.

   A minimum ten-foot front yard setback should be required, and staggered, front building facades should be encouraged on small lots within the Village. All setbacks should allow for windows in front and in back on both floors.

5. A variety of densities and house sizes within residential blocks should be encouraged; however, careful transitions should be planned between detached and attached housing types. In particular, where larger lots (greater than 7,500 square feet) back up to those of a smaller size, the smaller lots should be no smaller than half the size of the larger lots.

6. Transitions in extremes between small and large lot sizes should not occur side-by-side along a street within a block, but rather back-to-back, with landscaped easements, alleys and walls or fences buffering them from each other. Housing on smaller and larger lots, which adjoin one another, should be generally of the same height or screened by vegetation to avoid visual intrusion.

7. On a case-by-case basis, gated subdivision may be permitted where the following criteria can be met:
- Pedestrian access to shopping, parks, schools, churches and other public facilities that has to pass by the gated community is not unduly inconvenienced.

- Full access by public safety vehicles (police, fire, paramedic) is assured.

- The gated community does not prevent or inhibit the efficient subdivision or other parcels within its respective Precise Plan Area.

- All private facilities will be adequately maintained by a homeowners association.

8. Privacy walls should be allowed at the rear of residential parcels, but they should be no more than six feet in height on lots greater than 5,000 square feet and to no more than seven feet for lots smaller than 5,000 square feet.

9. Extensive and continuous landscaping should be required along the sound walls proposed along the planned Claus Expressway and Oakdale Road, to camouflage and create the appearance of a well-landscaped edge. In addition, there should be a continuity of landscaping along all residential streets, with trees spaced an average of every 30 to 40 feet. Street trees within the parkway strip should be irrigated by private property owners of adjacent lots. Street lighting should reflect the hierarchy of the street but should not exceed 20 feet in height in order to maintain a pedestrian scale.

10. Traffic circles on minor residential streets should be encouraged to increase pedestrian safety at crossings. They should be designed to ensure proper visibility, and traffic signs should be kept to a minimum.

11. All streets should connect into the larger pattern, and generally a minimum of four access points should be provided from individual Precise Plan Areas to adjacent connector streets.

12. To create a stronger sense of hierarchy, a more attractive scale, and a protected neighborhood feeling, more narrow curb-to-curb widths of 30 feet, and 22 feet (for front-loaded houses), should be encouraged. These more narrow widths should only be allowed if they are not on a primary entry to the neighborhood and if they are on streets no longer than 1,200 feet in length.

13. Alleys provided within Village One shall conform to the following standards:
a) Design

- Alleys should be constructed in public rights-of-way, as opposed to easements.
- Alley alignments should parallel that of the adjoining streets.
- Alleys should be constructed of Portland Cement concrete or asphalt.
- Standard drive approaches would be used as the design standard for either end of the alley.
- The requirements for a “well-lighted” alley should be accomplished through the building permit process, where each home builder would be required to include one wall-hung fixture, with photocells, on garages. The property owner would be responsible for maintenance / repair / replacement of these fixtures.
- Alley design (geometric and structural) needs to accommodate garage collection trucks. Engineering and Transportation Department would be responsible for developing alley design standards.

b) Construction

- The cost of alley construction shall be the responsibility of the developer, and included in the subdivision development costs.
- Alleys should be constructed at the same time that other ‘off-site’ public improvements are constructed.
- No half-alley installations should be allowed. Alleys on the edge of developments should be constructed to full width.

c) Maintenance

- Property owners should be responsible for maintaining their abutting half of the alley, equivalent to citywide practice. Maintenance would occur on an as-needed basis, but the City would have the authority to require maintenance be performed. Maintenance and repair of the alley would be
arranged for by the property owner under City encroachment permit procedures. Reconstruction of an alley would be accomplished through a Capital Improvement project arranged for by the City.

- Property owners would be responsible to pay for the maintenance, repair and/or replacement of their abutting half alley only on an as-needed basis. No assessment district would be formed for these purposes. This is a ‘pay as you go’ concept, equivalent to Citywide practice for sidewalks and alley reconstruction.

- A developer option is to set up a homeowner’s association or maintenance district for alley maintenance.

14. Alleys should be well lighted with wall-hung fixtures on the garages, and landscaping should be encouraged to come right to the edge of the pavement areas. A four-foot setback at the garage shall be required.

15. High design and landscaping standards should be encouraged so that views to important landscape features are enhanced.

16. Recreational vehicles should not be permanently stored within driveways or in highly visible locations from the street, and a high level of maintenance of outdoor spaces should be enforced.

17. Useable back yard space shall be provided as private open space on single-family lots which are 5,000 square feet or greater in size.

18. Each subdivision design shall ensure that garages do not dominate the residential streetscape and house frontages since the Architectural Design policies discourage such dominance.

b) Architectural Design Policies

1. Recessed and projecting elements, such as bay windows and porches, should be encouraged within setback areas to achieve a more articulated and interesting house form, and to encourage more positive relationships between indoor and outdoor spaces.

2. Articulated roof forms, which give interest to the sky, and definition to massing, should be encouraged without being overly complex. Flat roofs should be avoided, and on zero-lot lines, roof should be allowed to overhang slightly to avoid a hard edge.
Careful attention should be given to the location and detailing of all skylights, vents, and other roof appurtenances. All roof-mounted equipment should be screened from view of adjacent properties and residential streets.

3. To the extent possible, south-facing glazing in major living areas, the use of adjustable awnings, clerestories, and operable windows for natural ventilation should be encouraged for conservation.

4. The number of finish materials on buildings should be limited, and surface panels or wood, brick, stone, etc., which appear like an appliqué out of keeping with the overall building character, are discouraged. Also, abrupt changes in material between elevations should be discouraged.

5. Building heights should not exceed 35 feet. Three-story homes may be allowed; however, the massing and scale of buildings should be carefully reviewed to make sure that, particularly on the smaller residential lots, they do not overwhelm the pedestrian experience along the street.

c) Garage Orientation and Design

The goal in garage placement is to reduce the visual impact of the automobile and to allow the residences to visually dominate the street for these reasons:

- Secure neighborhoods are those where neighbors interact, pursue Neighborhood Watch, and take an active role in observing what is going on in their streets. The more of a residence that is placed at the front yard setback and the less that garages and driveways with parked cars are placed at and within the front yard setback, the more this goal is achieved.

- A pedestrian emphasis, as an alternate mode of transportation as well as a leisure pursuit, is visually enhanced if front yards and residences visually dominate rather than front yards of parked cars, paved driveways, and garage doors.

To meet this goal as well as other objectives as noted, the following requirements shall apply to garage orientation and design:
1. There are two options for siting garages:
   a. **The alley option** for lots with less than 50 feet of frontage.
      
      The alley-served lots do not have sufficient aprons to park cars, but the street frontage can accommodate parked cars.
   
   b. **The side drives option** for lots with at least a 50-foot frontage. The required features:
      
      1) Garage setback a minimum of 20 feet
      2) House setback between 15 feet and 40 feet
      3) Garage width no more than one-half the width of the house

2. Where three-car garages are used:
   a. The three-car garage may constitute up to 60% of the front building elevation
   
   b. The front elevation shall be staggered by varying the setback on the house, a two-car garage door, and one-car garage door.
   
   c. Total garage frontage shall not exceed 31 feet.
   
   d. The roof shall be articulated to differentiate the two-car garage door from the one-car garage door.
   
   e. The developer will be encouraged to pave a set of tracks to the garage with central turf strips for one of the approaches to avoid a 30-foot-wide paved apron.

3. Over a three-car garage sited to the rear of a lot, an additional unit should be encouraged, without adding additional parking spaces, to provide greater flexibility in meeting family or life cycle needs, or to make housing more affordable by giving homeowners additional income from a rental unit.

4. Trash storage areas should be enclosed or be located behind a fence.
5. No two adjacent single-family lots should utilize the same footprint at the front yard setback, for either the garage or the living area of the house.

14. **Office - Overview**

Provide a location within Village One to provide locations for Business and Professional Office, Institutions and related services on collector and major streets.

15. **Office – Land Use Policy**

Uses consistent with the City’s P-O Zone shall be permitted.

H. **Village One Affordable Housing Program**

1. **Introduction**

Affordable housing is defined as housing units with prices or rents not exceeding 30% of income for households earning less than 120% of the regional median income for the area (Modesto Metropolitan Statistical Area – Stanislaus County). There are three levels of housing within the affordable category. Very-low-income households are defined as those earning less than 50% of the area median; low-income households between 50% and 80% of the area median; and moderate-income households between 80% and 120% of the area median-income.

2. **Affordable Housing – Overall Policies**

The overall goal of the Village One Affordable Housing Program is to provide housing opportunities for people of all income levels, consistent with the neighborhood and residential design objectives to the Village One Specific Plan. This goal is implemented through the following policies:

   a) The Village One Specific Plan shall include a mix of housing prototypes to provide increased opportunity for diverse income groups.

      The Specific Plan for Village One contains a variety of potential housing types, ranging from senior housing in the Village Center and multi-family housing, to single-family housing, and small lot single-family homes make it possible to produce and maintain affordable housing.

   b) The City shall maintain 15% of Village One housing as long-term affordable housing for rental and ownership households.
Although it is less than the City’s total regional housing needs, the provisions of 15% of Village One’s housing as affordable over the long term is reasonable in light of the limited local, state and federal resources available to help make new housing affordable. This objective is also appropriate because Village One only one area of the City of Modesto and is not expected to address all of the housing needs of the entire City. In addition, it is important that most of the affordable units remain affordable beyond the initial sale price or rent. Without specific mechanisms to insure long-term affordability, home price escalation and increasing rental rates will soon begin to undermine the program’s long-term affordable housing objectives.

The minimum duration of affordability for affordable rental housing should be consistent with state law for density bonuses. State law requires that affordable units, produced through the provision of a density bonus, remain affordable for ten years (30 years if there are additional incentives granted). The minimum duration of affordability for affordable ownership housing should be 30 years, consistent with traditional mortgage standards.

3. Affordable Housing – Design Quality Policies

The City shall ensure that the provision of affordable housing in Village One does not diminish the design quality of the community nor stigmatize the occupants of the units.

Dispersing the affordable housing throughout the community and designing the housing to be indistinguishable from market-rate housing, will have a positive effect on the residents of the affordable housing and eliminate the stigma associated with more traditional public housing. The following policies implement this direction:

The City shall ensure that affordable housing is built in a manner that does not diminish the quality of the community.

Affordable units will be built to the same construction standards, with the same parking requirements, same open space and other provisions, as market-rate housing. The intent is for the affordable units to look like the market-rate housing. Therefore, the same standards will be adhered to for exterior finishes and details. However, if the builder wishes to alter interior details (such as reducing the number of bathrooms or leaving the top floor unfinished) in order to reduce costs and build a more affordable unit, he will be allowed to do so.

4. Affordable Housing Implementation – Overview

The Village One Affordable Housing Program is a true public-private partnership, requiring the full participation of both the City and Village One Developers. Each partner’s responsibilities are geared to capitalize on their unique abilities
and characteristics. Village One developers, using market-oriented methods and incentives, will be responsible for approximately two-thirds of the affordable housing objectives aimed specifically at low-income and moderate-income households. The City, using state and federal housing programs will be responsible for the housing needs of very-low-income households that require substantial subsidies.

5. Affordable Housing Implementation – Institutional Actions

The City shall establish a Housing Trust Fund as a multiple-purpose vehicle for providing affordable housing.

The City will establish a Housing Trust Fund as a flexible vehicle to manage and channel its housing assistance programs, to assist households in purchasing single-family housing units in Village One.

6. Affordable Housing Implementation – City and Developer Requirements

The affordable housing program in Village One shall be a shared effort between the City and developers. This combined participation can help meet the Village One Specific Plan’s affordable housing goals. The following policies determine the responsibilities involved to assure that the Village One Specific Plan’s affordability goals are met.

a) The City will be responsible for meeting all the very-low-income housing needs for Village One. The City shall aggressively pursue all local, state, and federal programs to provide affordable rental housing and subsidized housing.

The City will utilize available local, state, and federal housing and financing programs such as Mortgage Revenue Bonds, Section 8, Section 202, Low-Income Tax Credits.

b) Except for senior housing planned for the Village Center, assisted housing, whether private or government sponsored, should remain dispersed. Households receiving assistance shall be free to choose housing in Village One consistent with their needs and financial capability.

Taken together, the Village One Affordable Housing Program matches the type of housing assistance with the capabilities of each provider in a way that maximizes individual choice. By emphasizing the assistance to low and moderate-income households rather than providing specific units, the Village One Affordable housing Program helps insure that assisted housing will be dispersed and that affordable housing does not diminish the quality of Village One housing.
I. Adoption of EIR Mitigation Measures

The certified Program EIR for the Village One Specific Plan (SCH #90020181) contained 143 Mitigation Measures. These Mitigation Measures shall be incorporated, where appropriate, into the Facilities Master Plan and/or relevant Precise Plans, as described in Chapter IV. This Section implements Section 21081.6 of the Public Resources Code, relating to mitigation monitoring.
Village One
Residential Development Program Description:

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Units</th>
<th>Percentage</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Ranchettes)</td>
<td>87</td>
<td>1%</td>
<td>44</td>
</tr>
<tr>
<td>Single-Family</td>
<td>4800</td>
<td>69%</td>
<td>960</td>
</tr>
<tr>
<td>Multi-Family</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior Housing</td>
<td>600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-Family</td>
<td>1473</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mixed-use</td>
<td>50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subtotal</td>
<td>2120</td>
<td>30%</td>
<td>70</td>
</tr>
<tr>
<td>Total</td>
<td>7010</td>
<td>100%</td>
<td>1074</td>
</tr>
</tbody>
</table>

Note: The acreage is gross acreage. The single-family acreage includes 26 acres devoted to noise setback areas that will not contain residential dwellings. The total units may exceed 8,000 only if a supplement to the EIR is prepared and certified and a Specific Plan Amendment approved.
Table II-1 (Page 2 of 2)

Village One
Single-Family Residential Mix
Assumptions used upon which to base
Yield for cost assessment purposes

As experience with approved project grows, the assumptions can be modified if actual density averages are significantly higher or lower than five dwelling units per gross acre.

The assumptions:

<table>
<thead>
<tr>
<th>Lot Size</th>
<th>% Mix</th>
<th>Net* Sq. Ft.</th>
<th>Dwelling Unit Yield</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,000 sq. ft.</td>
<td>48%</td>
<td>11,590,026</td>
<td>2,304</td>
</tr>
<tr>
<td>6,000 sq. ft.</td>
<td>42%</td>
<td>12,243,597</td>
<td>2,016</td>
</tr>
<tr>
<td>7,500 sq. ft.</td>
<td>10%</td>
<td>3,607,770</td>
<td>480</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>27,441,393</td>
<td>4,800</td>
</tr>
</tbody>
</table>

* Gross acreage less 25% for streets and 10% for inefficiencies.

Assume a yield of 4,800 single-family dwelling units, and an average lot size of 5,700 square feet that translate into:

- 7.6 dwelling units per net acre, average
- 5.0 dwelling units per gross
### Table II-2

**Village One**

*School Development Program Description:*

<table>
<thead>
<tr>
<th>Units</th>
<th>Elementary K-5 ¹</th>
<th>Middle School 6-8 ¹</th>
<th>High School (9-12) ²</th>
<th>Resident ³</th>
<th>Average Pop.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family</td>
<td>5,620</td>
<td>0.347</td>
<td>1,950</td>
<td>0.173</td>
<td>972</td>
</tr>
<tr>
<td>Multi-family</td>
<td>1,780</td>
<td>0.12</td>
<td>214</td>
<td>0.04</td>
<td>71</td>
</tr>
<tr>
<td>Senior Housing</td>
<td>600</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>8,000</td>
<td>2,164</td>
<td>1,043</td>
<td>1,302</td>
<td>19,821</td>
</tr>
</tbody>
</table>

**Average Student**

<table>
<thead>
<tr>
<th>Schools</th>
<th>Average Student Capacity per School</th>
<th>Planned</th>
</tr>
</thead>
<tbody>
<tr>
<td>K-5</td>
<td>1/800 students = 2.7</td>
<td>3</td>
</tr>
<tr>
<td>6-8</td>
<td>1/1,200 students = .87</td>
<td>1</td>
</tr>
<tr>
<td>9-12</td>
<td>1/1,200 students = .65</td>
<td>1</td>
</tr>
</tbody>
</table>

¹ Source: Sylvan Union School District, Calculation is based on current school generation rates shifting oneseventh of the K-6 students to middle school (6-8)

² Source: Modesto City School District.

³ Source: City Planning and Community and Economic Development Department, City of Modesto.
Table II-3

Village One
Park Development Program

<table>
<thead>
<tr>
<th>Parks Required</th>
<th>Parks Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Parks</td>
<td></td>
</tr>
<tr>
<td>(2 ac./1,000 people)</td>
<td></td>
</tr>
<tr>
<td>40 acres</td>
<td>Neighborhood Parks</td>
</tr>
<tr>
<td></td>
<td>21 acres</td>
</tr>
<tr>
<td>Community Park</td>
<td></td>
</tr>
<tr>
<td>(1 ac./1,000 people)</td>
<td></td>
</tr>
<tr>
<td>20 acres</td>
<td>Community Park</td>
</tr>
<tr>
<td></td>
<td>39 acres</td>
</tr>
<tr>
<td>Total</td>
<td></td>
</tr>
<tr>
<td>60 acres</td>
<td>60 acres</td>
</tr>
</tbody>
</table>

* Figure does not include credit for school ground facilities because year-round school limits joint use.
Figure II-1

LAND USE DIAGRAM

- Very Low Density
- Village Residential
- Multi-Family
- Business Park
- Village Center
- Community Facilities
- General Commercial
- School
- Public Park
- Office
- Expressway
- Arterial
- Connector
- Residential
- Bike Trail & Landscape Setback Area

Note: School/Park sites are illustrative and may be reconfigured.
Figure II-3
Claus Road (Looking North): 135' Right-of-Way, 6 Lanes

Claus Road Expressway Illustrative Cross Section
Facilities Master Plan will provide details
Figure II-4

Briggsmore Avenue (Looking East): 120' Right-of-Way, 6 lanes

Briggsmore Avenue Expressway Illustrative Cross Section

Facilities Master Plan will provide details
Figure II-6

VILLAGE ONE MINOR ARTERIAL STANDARD
Figure II-7

FLOYD AVENUE SECTION
(from Oakdale Road to Roselle Avenue, looking east)
Figure II-8

70' Neighborhood Connector
Figure II-9
56' Connector Street
Figure II-10

64' Connector Street
Figure II-11

Minor Residential Street: 48' right-of-way, 2 Lanes
Figure II-11

Residential street: 53' Right-of-way, 2 Lanes
Figure II-11

Alternative Residential Street: 58’ Right-of-way 2 Lanes
Figure II-12

Alternate Residential street: 52' Right-of-way, 2 Lanes
Figure II–13
Traffic Circle

Note:
Crosswalks may be raised for pedestrian safety
Curb radius minimum 20'
No parking within 20' of corner
Class 1 – Exclusive bikeway consisting of a "off-street lane" out of vehicle travel way.

Class 2 – "On-street lane" delineated separately from the vehicle travel way.

FIGURE II–14
Bicycle Routes
Figure II-15

DIRECT FRONT

VEHICULAR ACCESS TO REAR
Figure II-16
SIDE-ON-LOT
WITH
CUL-DE-SAC
Figure II-17

SIDE-ON LOT
WITH
CUL-DE-SAC
WITH
OPEN FENCE

6' REDWOOD BOARD FENCE

10' DEDICATION

4' SIDEWALK

8' PARKWAY

LANDSCAPE DISTRICT MAINTENANCE (EXCEPT STREET TREES)
Figure II-18
FRONTAGE ROAD
Figure II-19
BACK-UP LOT

2' OFFSET EVERY 50'

MASSONRY SOUND WALL

10'-12' DEDICATION

4' SIDEWALK

8' PARKWAY

LANDSCAPE DISTRICT MAINTENANCE (EXCEPT STREET TREES)
Figure II-20

DIRECT FRONT
VEHICULAR ACCESS TO REAR

20' Motor Court (Alley)

G = Garage
Figure II-21

SIDE LOTS with a
RESIDENTIAL GRID

*If houses on corners not fenced off from connector street, property owner maintains 8’ parkway & 10’ setback.

*If fenced off as shown - 10’ setback is dedicated to city, landscape district maintenance of 8’ parkway and 10’ setback.
FIGURE II-23
Illustrative Transit Streets
FIGURE II–24
Illustrative Public Facilities
FIGURE II-25
Illustrative Sanitary Sewer System Diagram
FIGURE II–26
Illustrative Water Delivery Systems
FIGURE II-28
Existing Overhead Electrical Utilities
FIGURE II-30
Community Park/ High School Site