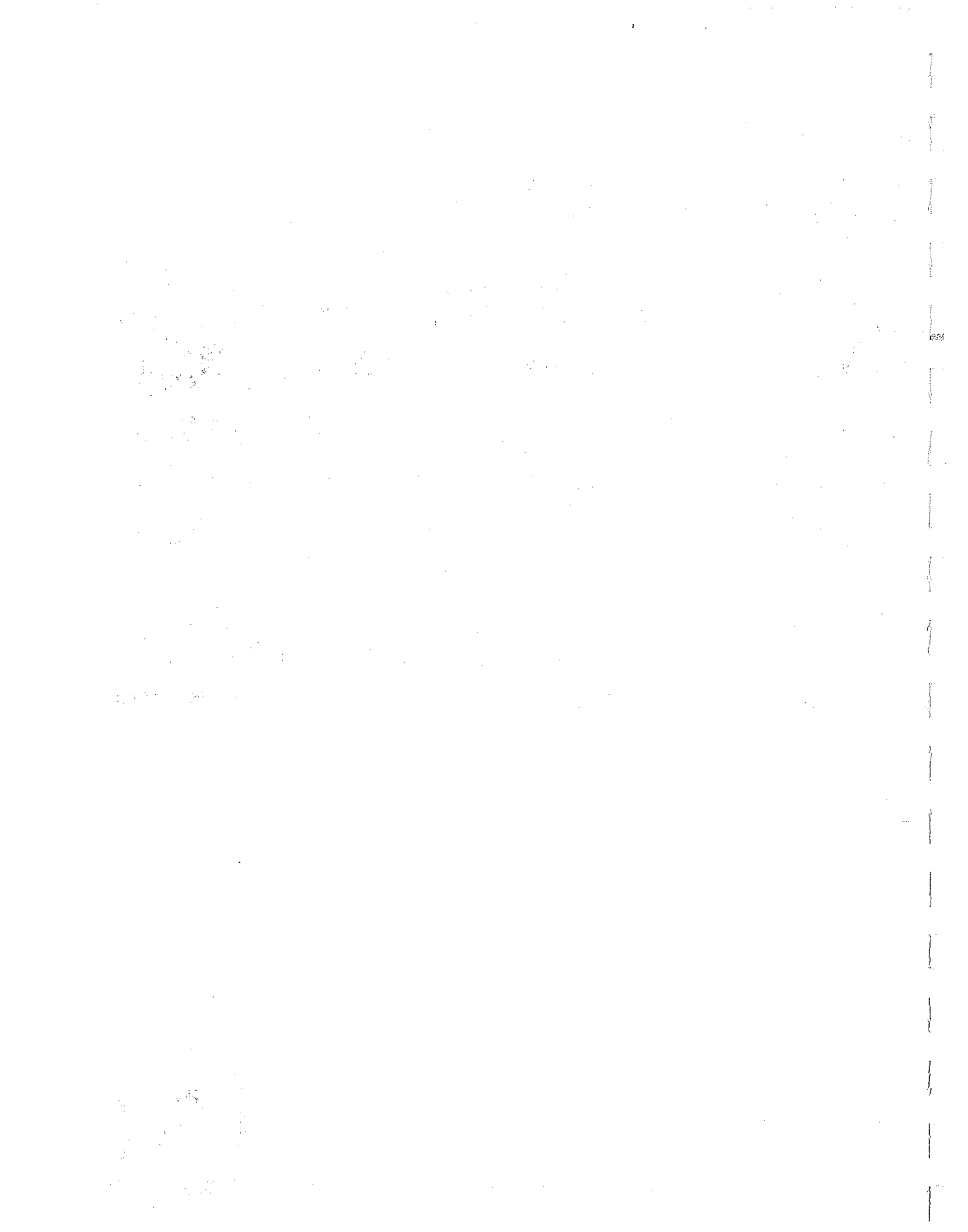


NORTHEAST AREA SPECIFIC PLAN

ADVANCE PLANNING DIVISION

CITY OF VISALIA





NORTHEAST AREA SPECIFIC PLAN

JANUARY, 1988

PREPARED BY:
ADVANCE PLANNING DIVISION
COMMUNITY DEVELOPMENT DEPARTMENT
707 W. ACEQUIA STREET
VISALIA, CA 93291

STEPHEN PECK, REDEVELOPMENT/ADVANCE PLANNING MANAGER
RICHARD LUTHER, PROJECT PLANNER

1944

1944

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FOREWARD

The following report represents major changes to the original Northeast Area Specific Plan which was adopted in 1979. Implementation of the original Northeast Plan has raised a number of concerns regarding the appropriate mix of residential densities, provision for adequate access/circulation, protection of natural features/habitats, and the level of public improvement costs. The Northeast Plan contained in this document reflects input from area residents, developers, Planning Commission and City Council. The Plan, to a great degree, also includes the alternatives presented to the Planning Commission and City Council at a joint study session on May 27, 1987. In addition to this document, a Certified Environmental Impact Report has been prepared and is part of the review process in adopting a new Plan.

RESOLUTION NO. 88-19

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF VISALIA RESCINDING RESOLUTION NO. 80-18
AND CERTIFYING THE FINAL ENVIRONMENTAL IMPACT
REPORT ON SAID SPECIFIC PLAN, CITY OF VISALIA

WHEREAS, the City Council has directed the City Community Development Department to prepare appropriate amendments to the Northeast Area Specific Plan; and

WHEREAS, prepared and circulated for public review a Draft EIR on the said Specific Plan pursuant to the California Environmental Quality Act (CEQA); and

WHEREAS, the Planning Commission of the City of Visalia, after ten (10) days published notice, did hold public hearings before said Commission on December 14, 1987 and December 28, 1987, did recommend approval of said Specific Plan revisions; and

WHEREAS, the Planning Commission of the City of Visalia did consider the Draft Environmental Impact Report on said Specific Plan revisions; and

WHEREAS, after the close of the public review period the City of Visalia considered all comments and prepared a Final EIR pursuant to CEQA; and

WHEREAS, pursuant to notice duly given, the City Council conducted a public hearing on said Specific Plan revisions on January 18, 1988; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Visalia as follows:

Section 1: The City Council hereby certifies that the Final Environmental Impact Report for the adoption of the Northeast Area Specific Plan has been completed in compliance with the California Environmental Quality Act of 1970 and state and local environmental guidelines and regulations, and that it has reviewed and considered the Final Environmental Impact Report and the information contained therein in connection with the adoption of the proposed Northeast Area Specific Plan.

Section 2: The City Council hereby finds with respect to the adverse environmental impacts detailed in the Final Environmental Impact Report:

- (a) That the adverse environmental impacts associated with the adoption of the Northeast Area Specific Plan have been considered and recognized by the City Council.
- (b) That comments and responses made during the public hearing of the City Council and Agency have been considered and recognized by the City Council and will be incorporated into the Final Environmental Impact Report.
- (c) That based on the information set forth in the Final Environmental Impact Report, the City Council finds and determines that measures

to mitigate certain impacts related to air quality, vegetation and wildlife, traffic, and energy exist.

- (d) That as to certain cumulative adverse impacts the City Council finds and determines that specific economic, social and other considerations as documented in the Draft Environmental Impact Report, make infeasible the project alternatives identified in the Final Environmental Impact Report (Draft Environmental Impact Report Section 7.0)

Section 3: The City Council hereby finds and determines that all potential impacts on the environment cannot be entirely or feasibly eliminated. The City Council hereby finds that the beneficial economic and social effects of the Project override such potential adverse impacts.

Section 4: The City Council hereby finds and determines that specific measures to mitigate or avoid any significant environmental effects of specific projects carried out as a result of the Northeast Area Specific Plan will be considered at the time of specific development approvals.

PASSED AND ADOPTED: January 18, 1988

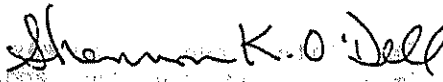
DONNA L. HALL, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF TULARE)ss.
CITY OF VISALIA)

I, Donna Hall, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution 88-19 passed and adopted by the Council of the City of Visalia at a regular meeting held on January 18, 1988.

DATED: January 21, 1988

DONNA L. HALL, CITY CLERK


By Shannon K. O'Dell, Deputy

RESOLUTION NO. 88-20

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF VISALIA RESCINDING RESOLUTION
79-119 APPROVING THE REVISED
NORTHEAST AREA SPECIFIC PLAN,
CITY OF VISALIA

WHEREAS, the Northeast Area Specific Plan was adopted in 1979 pursuant to Article 8 (Specific Plans) commencing with Section 65450 of the California Government Code; and

WHEREAS, the Northeast Area Specific Plan project area has experienced changes in both market conditions and service expectations; and

WHEREAS, the City Council has directed the City Community Development Department to prepare appropriate amendments to the Northeast Area Specific Plan; and

WHEREAS, the City staff has consulted with Northeast Area residents and developers and has conducted study sessions with both City Council and Planning Commission on this issue; and

WHEREAS, the Planning Commission of the City of Visalia, after ten (10) days published notice, did hold public hearings before said Commission on December 14, 1987 and December 28, 1987; did recommend approval of said Specific Plan revisions; and

WHEREAS, pursuant to notice duly given, the City Council conducted a public hearing on said Specific Plan revisions on January 18, 1988; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Visalia as follows:

Section 1: That the City Council hereby adopts the Draft Northeast Area Specific Plan as recommended by the Planning Commission as the Specific Plan for the Northeast Area pursuant to Article 8 (Specific Plans) of the California Government Code. Said Plan includes both a Land Use & Circulation Map and Plan Text; including Appendix A (Development Costs) and Appendix B (Improvement Standards and Costs).

Section 2: That the property bounded by Lovers Lane, Palm, Race, and Douglas be designated R-M-2 (Multi-Family Residential) with the following specific design criteria to ensure compatibility with adjoining residential development:

1. Minimum 25' setback along Palm frontage. Structures to be staggered to provide variety.
2. Minimum average setback of 25' along Lovers Lane, Race and Douglas frontages with a minimum 15' setback to allow staggering of units.
3. Garages to be encouraged for all units. Units having orientation and visibility from street frontages shall require garages.

4. Building design and materials (such as roofing material) shall be compatible with adjoining residential development.
5. Street frontage treatments (such as landscaping, building elevations, and fences) shall be compatible with adjoining residential development.
6. Units with frontage and/or orientation toward adjoining single-family residential development shall be limited to single-story. Use of two-story units may be permitted on a limited basis for units not directly visible to single-family areas. However, use of two-story construction shall be limited and designed to avoid continuous rows of two-story buildings.
7. Access for parking areas shall be from Race and Douglas with no direct access permitted to either Lovers Lane or Palm. However, limited access to individual garages may be permitted along Palm subject to provisions #3 above, and if approved through the conditional use permit process.
8. Specific design considerations such as private recreational facilities, parking, and internal development configuration shall be determined through the Site Plan Review and conditional use permit process. The General Plan policies and Zoning Ordinance requirements regarding recreational facilities shall apply to this project.
9. Specific project density (number of units) shall be determined through Site Plan Review and conditional use permit process. To a great degree the density of the project shall be determined based on meeting the design issues outlined in the provisions listed above.

PASSED AND ADOPTED: January 18, 1988

DONNA L. HALL, CITY CLERK

STATE OF CALIFORNIA)
 COUNTY OF TULARE)ss.
 CITY OF VISALIA)

I, Donna Hall, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution 88-20 passed and adopted by the Council of the City of Visalia at a regular meeting held on January 18, 1988.

DATED: January 21, 1988

DONNA L. HALL, CITY CLERK

Shannon K. O'Dell

By Shannon K. O'Dell, Deputy

RESOLUTION NO. 88-21

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF VISALIA RESCINDING RESOLUTION NO.
80-02 AND ESTABLISHING THE REVISED
NORTHEAST AREA DEVELOPMENT FEES
CITY OF VISALIA

WHEREAS, the the City Council of the City of Visalia desires to implement the policies and objectives of the Northeast Area Specific Plan; and

WHEREAS, the Northeast Area Specific Plan of the City of Visalia specifies and qualifies the need, location, and development standards for public improvements necessary for the orderly growth and development of the said Specific Plan Area; and

WHEREAS, the City Council has adopted the Northeast Area Specific Plan as recommended by the Planning Commission; and

WHEREAS, the said Specific Plan provides Development Standards & Costs (Appendix B), Development Fees (Appendix A), and annual fee adjustments (Chapter VI, POLICIES) pursuant to development cost indexes;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Visalia does hereby establish the following:

Section 1: That a Northeast Area Development Fee (unit fee) of \$1,057 per unit shall be collected for new development in the Northeast Area Specific Plan. The method of collection to be as set forth below.

Section 2: That new development in the Northeast Area Specific Plan shall be subject to the city-wide portion of the Park & Recreation Fee (\$146) and Sanitary Sewer Trunk Line capacity charge (\$366) or as subsequently amended by City Council, to be collected at the time of subdivision.

Section 3: That the unit fee referenced in Section 1 above shall be collected as follows:

(a) At the time of subdivision:

Storm Drainage	442.00
Block Walls	104.00
Parkway Landscaping	209.00
Bike Paths	38.00
Total	\$ 793.00

(b) At the time of building permit:

Medians	78.00
Parks	103.00
Financing Costs	83.00
Total	\$ 264.00

In the case where units are to be constructed in subdivided areas which have not paid the unit fee referenced in (a) above, the balance of the unit fee, park fee, and sewer line capacity charge shall be collected at the time of building permit.

Section 4: In the event that a property develops with a non-residential use, the unit fee equivalent shall be calculated for that property and collected at the time of subdivision and building permits as appropriate.

Section 5: That the unit fee shall be adjusted annually by City Council based on the following:

- (a) Five percent (5%) per year increase in land acquisition costs.
- (b) An amount equal to the percentage change in the Construction Cost Index reported by the Engineering News Record for improvement development costs.

PASSED AND ADOPTED: January 18, 1988

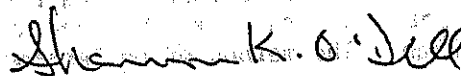
DONNA L. HALL, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF TULARE)ss.
CITY OF VISALIA)

I, Donna Hall, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution 88-21 passed and adopted by the Council of the City of Visalia at a regular meeting held on January 18, 1988.

DATED: January 21, 1988

DONNA L. HALL, CITY CLERK



By Shannon K. O'Dell, Deputy

RESOLUTION NO. 87-176

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
VISALIA ADOPTING AMENDMENT NO. 757, AN AMENDMENT TO THE
NORTHEAST AREA SPECIFIC PLAN. CITY OF VISALIA

WHEREAS, the Northeast Area Specific Plan was adopted in 1979 pursuant to Article 8 (Specific Plans) commencing with Section 65450 of the California Government Code; and

WHEREAS, the Northeast Area Specific Plan project area has experienced changes in both market conditions and service expectations; and

WHEREAS, the City Council has directed the City Community Development Department to prepare appropriate amendments to the Northeast Area Specific Plan; and

WHEREAS, the City staff has consulted with Northeast area residents and developers and has conducted study sessions with both City Council and Planning Commission on this issue; and

WHEREAS, the Planning Commission of the City of Visalia, after ten (10) days published notice, did hold a public hearing before said Commission on December 14, 1987, and on December 28, 1987, and

WHEREAS, the Planning Commission of the City of Visalia finds the amendment in accordance with Section 7586 of the Ordinance Code of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing, and

WHEREAS, the Planning Commission did review and consider the Draft Environmental Impact Report on the proposal and correspondence received to date; and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Visalia makes the following findings based on the evidence presented:

1. That the proposed amendments are in compliance with the Visalia General Plan.
2. That the Northeast Area Specific Plan, as amended, will provide standards for the conservation, development, and utilization of natural resources, where appropriate.
3. That the Northeast Area Specific Plan, as amended, will provide a program of implementation measures including street development standards and improvement cost assignments.
4. That the Northeast Area Specific Plan, as amended, provides a detailed analysis of development-related costs and provides a mechanism for collection of appropriate development fees.

NOW, THEREFORE, BE IT FURTHER RESOLVED by this Commission that it recommend to the City Council the proposed amendments to the Northeast Area Specific Plan as follows:

1. That the Draft Northeast Area Specific Plan is adopted as the Specific Plan for the Northeast Area pursuant to Article 8 (Specific Plans) of the California Government Code. Said Plan includes both a Land Use & Circulation Map and Plan Text; including Appendix A (Development Costs) and Appendix B (Improvement Standards & Costs).
2. That the Land Use & Circulation map reflect a westerly alignment of McAuliff in the vicinity of Race to mitigate, to the degree possible, impacts to existing rural residential to the east.
3. That Chapter VI (Policies and Development Standards) be expanded to include specific development policies under Goal 2 (Habitat Protection) to include:

"Development Standards:

River front Park

1. Establish and maintain a continuous riparian (waterway) habitat.
2. Leave all existing oak trees and other areas of native riparian vegetation.
3. Park areas requiring turf irrigation should be located on south levee bank.
4. Except for park grass areas, all plantings should be native shrubs/trees.
5. Except in park areas, leaf litter should be left in place.
6. Except where they present a public or fire hazard, dead trees and snags should be left in place.

Public Use:

1. Public use areas should be established to insure compatibility with habitat protection.
2. Such use areas shall be established according to allowed intensity of uses including Restricted Use Areas, Moderate Use Areas, and Heavy Use Areas as more fully identified in the Biotic Survey (Draft Environmental Impact Report, Appendix B).

Development Related Policies:

1. Maintain a 100-foot development setback from bank of St. John's River levee with restoration to native vegetation.

2. Minimum 30-foot building setback from habitat area to act as a fire break.
3. Riparian trees and shrubs should be planted where development is adjacent to the river park to act as a noise/light buffer.
4. Additional habitat replacement areas should be established to mitigate loss of habitat from river park development.

Commissioner Carey offered the motion to this resolution, Commissioner Sanchez seconded the motion and it carried by the following vote:

Ayes: Commissioners Combs, Sanchez, Carey
Noes: None
Abstained: None
Absent: Commissioner Pearson

PHYLLIS CORING, Secretary
Visalia City Planning Commission

ATTEST: Barbara Phillips, Clerk

I, Barbara Phillips, Clerk of the Visalia City Planning Commission, certify that the above is a true copy of a resolution duly passed and adopted at a regular meeting of the Commission on December 28, 1987.

Barbara Phillips

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that this is crucial for ensuring the integrity of the financial statements and for providing a clear audit trail.

2. The second part of the document outlines the various methods used to collect and analyze data. It includes a detailed description of the sampling process and the statistical techniques employed to ensure the reliability of the results.

3. The third part of the document provides a comprehensive overview of the findings of the study. It highlights the key trends and patterns observed in the data and discusses the implications of these findings for the organization's operations and financial performance.

CHAPTER I INTRODUCTION

PLAN OVERVIEW

Visalia's "Northeast" represents a major growth area of the City. (Map 1) It's location, northerly of Highway 198 and easterly of the traditional Visalia center city, has been targeted for development in an attempt to "balance" the community growth pattern, to take advantage of existing infrastructure, and to better utilize existing natural features. As a part of this effort, the Visalia Unified School District initiated development of an educational complex in the mid-1970's with new residential development closely following.

In 1976, the City adopted a new Land Use & Circulation Element which clearly redirected growth into the Northeast area. In 1979, the City adopted the original Northeast Area Specific Plan (Map 2) to coordinate both public and private development activities in a comprehensive plan. This document represents an update of the Northeast Area Specific Plan to reflect both changing market conditions and community values, including such factors as appropriate development intensities, levels of public improvements, and development costs. The revised Northeast Area Specific Plan (NE Plan) provides a mechanism for addressing those issues and giving guidance for the next cycle of development.

COMM
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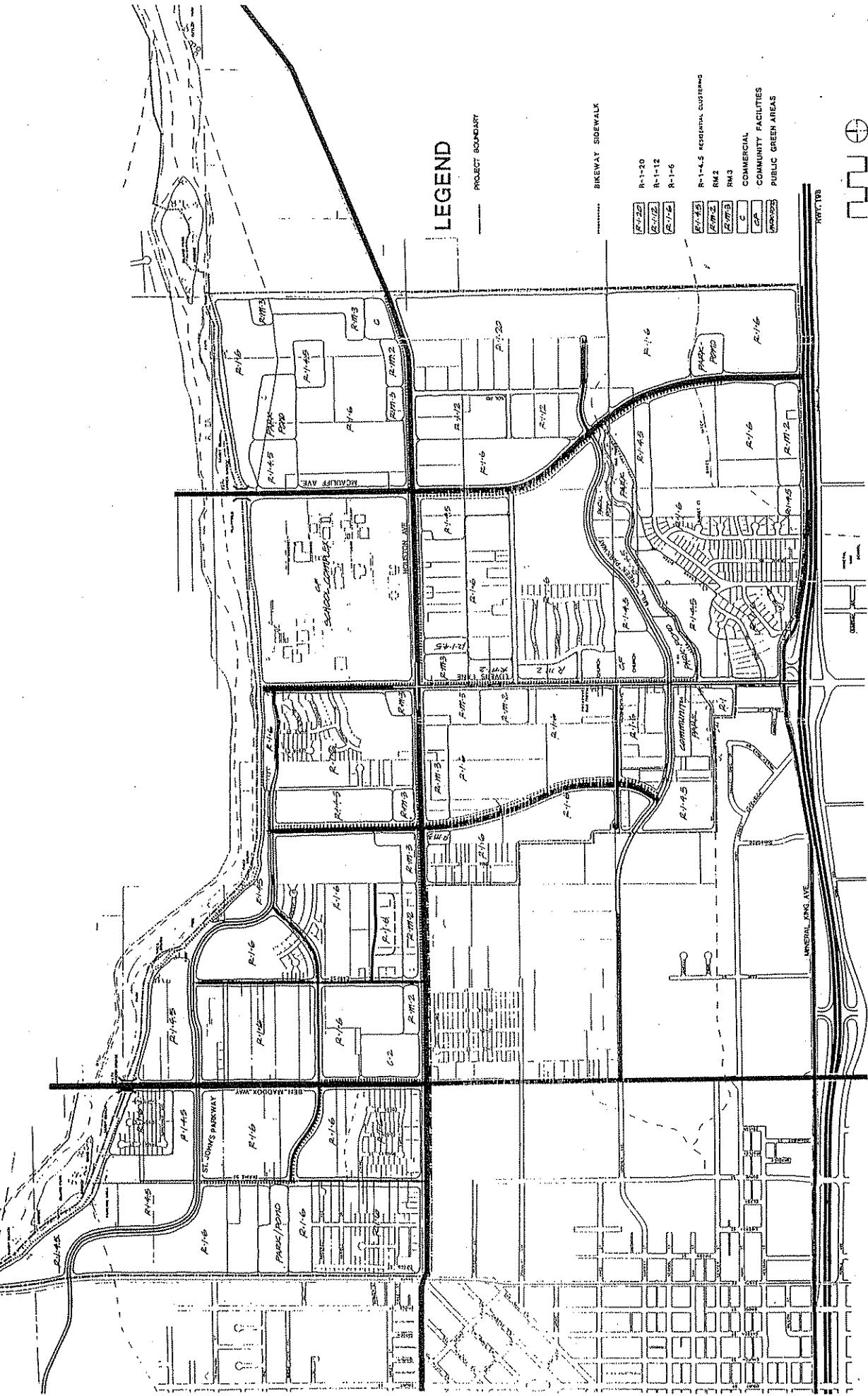
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NORTHEAST VISALIA MASTER PLAN

PREPARED BY:
 VISALIA PLANNING DEPARTMENT
 21 JUNE 1987
 23 JUNE 1987
 4 JULY 1988



LEGEND

- PROJECT BOUNDARY
- BIKEWAY SIDEWALK
- R-1/30
- R-1/12
- R-1/6
- R-1/4.5 RESIDENTIAL CLUSTERING
- RM-2
- RM-3
- COMMERCIAL
- COMMUNITY FACILITIES
- PUBLIC GREEN AREAS

BACKGROUND

As indicated above, by 1979 the City was implementing its recently adopted General Plan (1976) which included strong development policies directing growth easterly of the central portion of the City. These areas (especially the northeast) were largely undeveloped and included some natural features (river/streams). There was also a great deal of speculation and uncertainty as to future development patterns including the location and intensity of residential land uses and the need for location of public improvements. These factors contributed to the initiative to use the "specific plan" mechanism to provide a comprehensive development framework for this area of the community. The result was an intensive six month study process leading to the adoption of the NE Plan. Specific aspects of the NE Plan included:

- Specific locations for various land uses in the Plan area
- Location and design standards for the major street system
- Provision for joint use park and storm water retention areas (including drainage swales)
- Provision for a pedestrian/bikeway system separated from streets (including major arterial undercrossings)
- Determination of land use intensity limits based on sanitary sewer capacity (commonly known as "sewer allocations")
- Streamlining of development review and approval process for multi-family and cluster housing
- Building permit fee mechanism to pay for infrastructure and additional area improvements (such as arterial walls and landscaping)
- Maintenance district formation to fund maintenance costs for additional improvements and Plan amenities
- Clustering of multi-family units around amenities

NE PLAN REVISION PURPOSE

The purpose of the NE Plan revision is to:

1. Provide a comprehensive review of NE Plan area development issues and to facilitate a way to address those issues.
2. Establish specific development intensity through the Land Use Circulation elements of the plan and provide specific development policies and criteria.
3. Provide a basis for City project review and the establishment of appropriate development fees.
4. Implement the goals and policies of the Visalia General Plan, Zoning Ordinance, and associated land use regulations.

SPECIFIC PLAN AUTHORITY

The California Government Code, beginning with Section 65450 and Section 7197 et seq. of the Visalia Ordinance Code, establish the authority for cities to prepare specific area plans. Such specific area plans must be based on the City's General Plan and may contain a detailed program for project area

development. The scope and detail of a specific area plan is determined by the local agency through the adoption process.

SPECIFIC PLAN CONTENTS

The following chapters review the relationship of the NE Plan to other planning policies (Chapter II); the NE Plan Goals (Chapter III); Existing/Potential Development (Chapter IV); the proposed Land Use & Circulation Plan (Chapter V); and the NE Plan Development Policies/Criteria (Chapter VI). In addition, an Environment Impact Report pursuant to State Law (CEQA) has been prepared.

CHAPTER II

RELATIONSHIP TO PLANNING POLICIES AND DEVELOPMENT REGULATIONS

As indicated in Chapter I, the authority for adoption of specific plans is contained in State and local law. The Government Code provides that a planning agency may "prepare specific plans for the systematic implementation of the general plan." In addition, a Specific Area Plan should be compatible with, and assist in implementing other City development policies and regulations. As such, the Specific Plan is the detailed information policy guide and regulatory document for the Specific Plan area.

GENERAL PLAN

Section 65454 of the Specific Plan law states, "No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with general plan." The Visalia General Plan consists of several Elements and all General Plan Elements have been considered in the preparation of the Northeast Plan. However, the Land Use & Circulation Element, Housing Element, and Conservation, Open Space, Recreation & Parks Element have had primary consideration.

1. Land Use & Circulation Element:

This Element sets forth the location and intensity, of various land uses throughout the community as well as the supporting circulation system. Existing land use designations as indicated in Map 3. It should be noted that the Circulation portion of the Element was under revision at the time this document was prepared. These revisions were considered in the preparation of the NE Plan.

2. Conversation, Open Space, Recreation & Parks Element:

This Element has combined several factors relating to City policies on conservation of natural resources, provision of open space, parks, and community recreation needs. Various aspects of parks, open space and conservation of natural habitats have been considered in the preparation of the NE Plan. It should be noted that this Element is currently under revision and those revisions have been considered in this document.

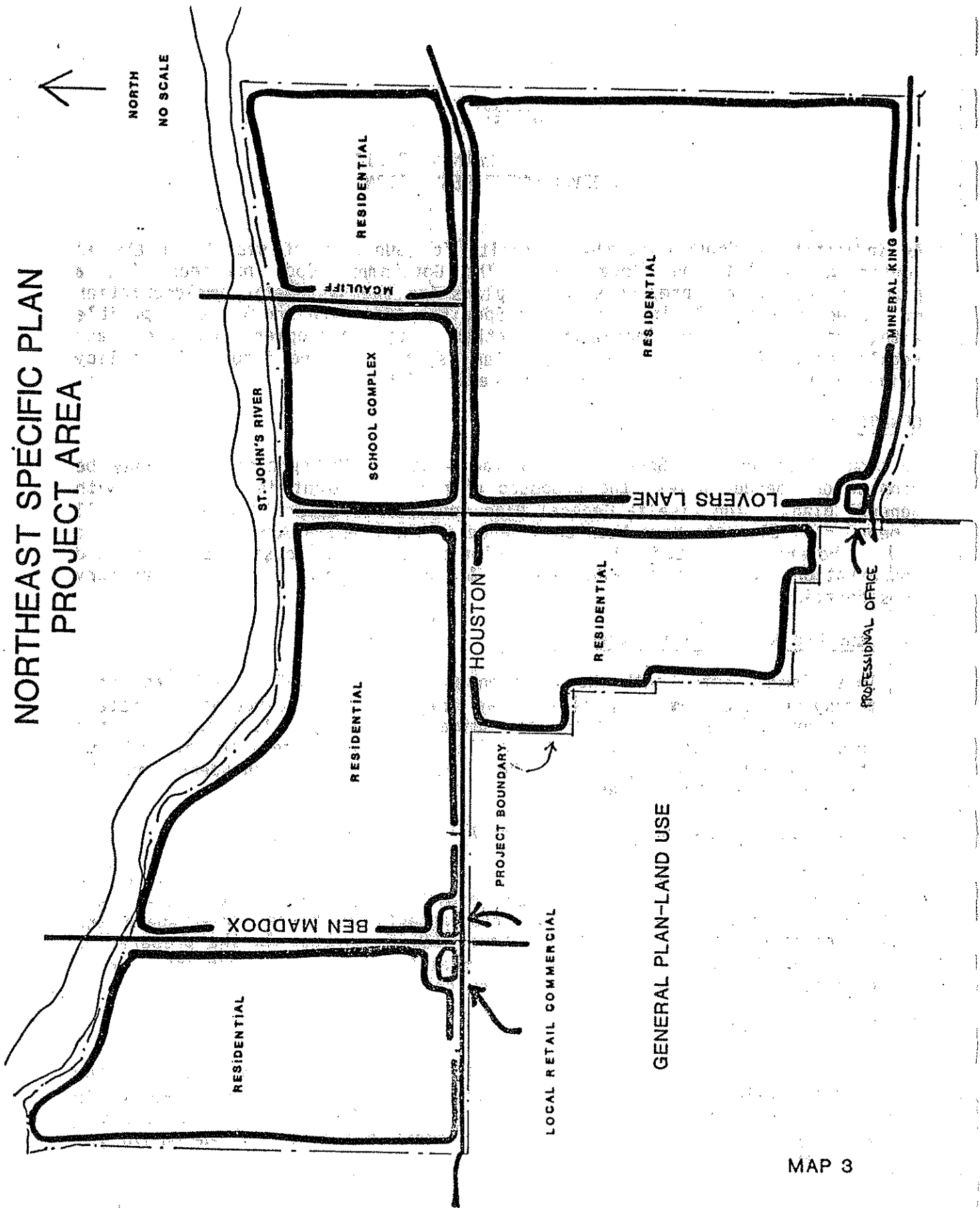
3. Housing Element:

This Element (adopted in 1984) delineates goals, objectives, policies, and programs relating to the provision of adequate housing for all economic segments of the community. To the extent that the NE Plan provides a significant housing potential, this Element has been considered in the preparation of this document.

NORTHEAST SPECIFIC PLAN PROJECT AREA



NORTH
NO SCALE



GENERAL PLAN-LAND USE

ZONING REGULATIONS

The NE Plan is subject to existing (and future) zoning regulations of the City of Visalia. Of particular interest are those land use policies relating to residential "cluster" developments, the extent/location of multi-family development, and the orientation/standards for development along natural waterways. The initial NE Plan (1979) included provisions waiving public notice and hearing requirements for certain types of development. Recent City action deleted those waivers and reinstated normal review requirements. The necessity for zoning controls and review has been considered in the preparation of this document.

IMPROVEMENT STANDARDS

The initial NE Plan (1979) established a number of new concepts in both public street improvement standards and levels of public improvements. As a result, the City's adopted Improvement Standards contains a section relating to NE Plan improvements. These standards have been considered in the preparation of this document and changes have been recommended to implement the Northeast Plan.

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CHAPTER III
SPECIFIC PLAN GOALS

The following goals are broad statements of intention to provide a guide for development of NE Plan policies and development standards. The NE Plan implementation objectives and policies are described in Chapter VI of this document.

- Goal 1: To provide a development framework for development in the Plan Area which is consistent with the General Plan and adopted Master Plans
- Goal 2: To ensure the protection and enhancement of existing native habitat and wildlife resources
- Goal 3: To provide adequate open space, parks, and recreational facilities in the Plan Area
- Goal 4: To provide street development standards, pedestrian circulation facilities, and associated public improvement standards which serve to meet the needs of Plan Area residents
- Goal 5: To ensure appropriate funding sources for identified public improvements as well as a mechanism for future maintenance of those improvements
- Goal 6: Provide a land use plan which provides a diverse range of housing opportunities, convenient shopping opportunities, and access to recreation facilities

REPORT
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CHAPTER IV
EXISTING CONDITIONS

LAND USE

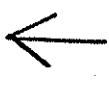
The Northeast Plan area is characterized by a mixture of agricultural uses, waterway environments, and urbanization. This chapter discusses existing conditions relating to land uses, circulation, utilities, public facilities and natural features. The following Table, and Map 4, reflect the existing land uses by land area.

TABLE 1
EXISTING LAND USE

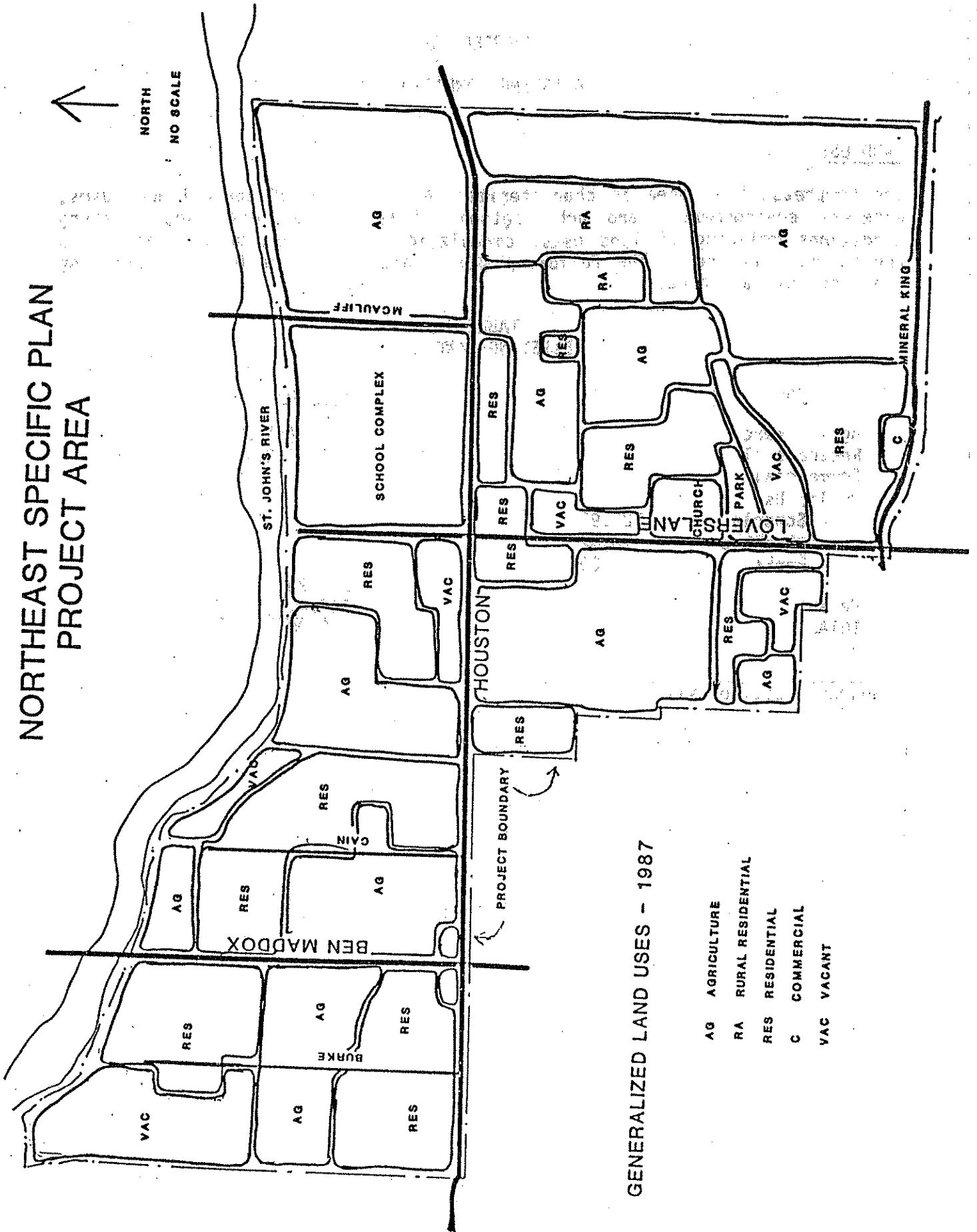
<u>Use</u>	<u>Acres (%)</u>
Agriculture	836.25 (51.2%)
Residential	494.60 (30.2%)
Commercial	5.48 (0.3%)
Public Use:	
Schools	122.93
Churches	10.32
Parks	9.00
	142.25 (8.7%)
Vacant	154.41 (9.4%)
TOTAL	<u>1,633.00</u>

Source: City of Visalia

NORTHEAST SPECIFIC PLAN PROJECT AREA



NORTH
NO SCALE



GENERALIZED LAND USES - 1987

- AG AGRICULTURE
- RA RURAL RESIDENTIAL
- RES RESIDENTIAL
- C COMMERCIAL
- VAC VACANT

Agriculture:

Agriculture is the predominate use found in the Northeast Plan area (51.2%). Agricultural uses include intensive field crops and tree crops and are contained in all portions of the Northeast Plan area. Agricultural uses are still associated with large parcels under long-term ownership, many of which are still in unincorporated areas. It should be noted that all properties currently in agricultural uses are designated for urbanization under the Visalia Land Use Element of the General Plan.

Residential:

Residential uses represent about 30.2% of the Northeast Plan area. These uses also represent the full range of housing types including rural residential, traditional single-family, cluster/PRD developments, and several apartment developments. Residential development is scattered throughout the Northeast Plan area but is generally concentrated along major streets.

Commercial:

Commercial uses in the Northeast Plan area consist of very small-scale uses. These uses include various auto service and convenience store operations on the north side of Houston at Ben Maddox. (The plan area is served by the Four Creeks and R-N Market Shopping Centers, though neither is actually within the Plan Area.)

Public Uses:

Public uses in the Northeast Plan area consist of the Houston Avenue School complex (Lovers Lane/Houston), two new churches (Lovers Lane/Mill Creek Parkway), and two park/pond sites (Lovers Lane/Mill Creek and North Burke Street). These facilities are more fully discussed under public facilities later in this Chapter.

Vacant:

About 9.4 percent (155 acres) of the Northeast Plan area is vacant. In most cases, this land is slated for use under pending development plans.

GENERAL PLAN - LAND USE ELEMENT

The existing urban uses (primarily residential) are consistent with the land use designations under the General Plan. Agricultural uses are considered interim during the transition from rural to urban uses.

CIRCULATION

As shown in Map 5, the Northeast Plan area is currently served by three major arterials (Ben Maddox, Lovers Lane, Houston) and a major collector (Goshen). In addition, two new collectors (St. John's Parkway, Mill Creek Parkway) are also under development to help open up newly developing areas. These existing designated major streets are described as follows:

1. Ben Maddox - Arterial provides north/south access to the Plan area northerly of Houston Avenue. This section of street currently serves about 9,000 vehicles per day. An extension of Ben Maddox southerly of Highway 198 is expected to generate significant increases in daily traffic. Ben Maddox has a current right-of-way width of 84 feet with 64 feet of paved width.
2. Lovers Lane - Arterial provides north/south access to the Plan area between Mineral King and Houston. This section of street currently serves between 8,400 and 11,600 vehicles per day. Improvement standards for this street includes 120 foot right-of-way width, landscaped median, a separate bikeway, and buffer walls/landscaping. Full width improvements are currently under way with expected completion in late fall 1987.
3. Houston Avenue (State Highway 216) - Arterial provides east/west access to the Plan area between Santa Fe and McAuliff. This section of roadway currently serves about 8,700 vehicles per day. Improvement standards include 105 feet right-of-way width (84' state right-of-way, 21' city right-of-way). Development standards include 64 feet of paved width, a bike path, and buffer walls/landscaping.
4. St. John's and Mill Creek Parkways - Designated collectors under current Northeast Plan, provides east/west access to newly developing areas. Improvement standards include 2 and 4 lanes with median landscaping.

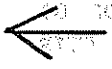
GENERAL PLAN - CIRCULATION ELEMENT

The existing circulation system for the Northeast Plan area conforms with designations under the current Circulation Element. However, the current Element is in the process of review and revision. To the extent that this revision process impacts the Northeast Area, the Plan has been prepared to reflect those changes.

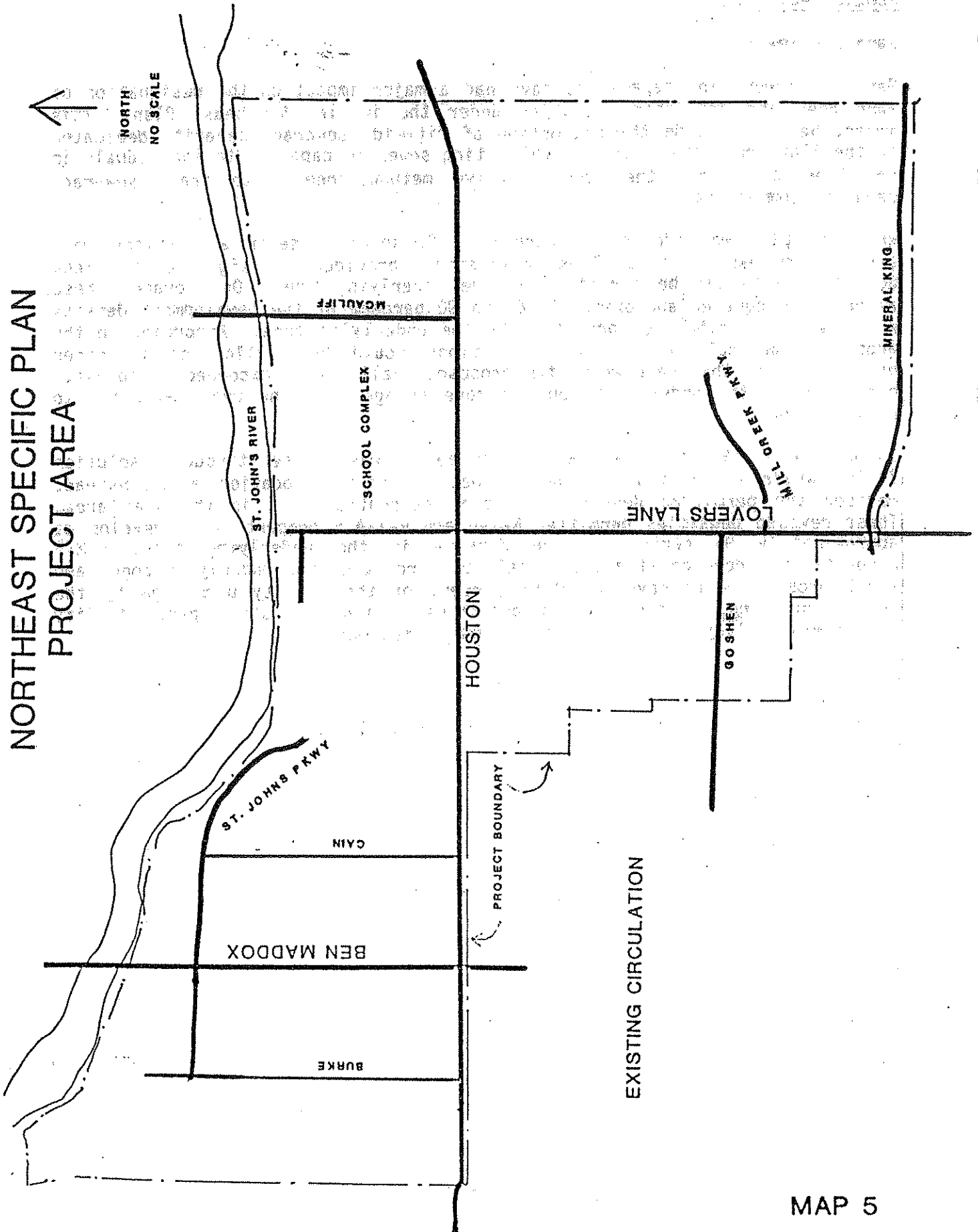
UTILITIES

Public utilities, including electricity, natural gas, domestic water, and telephone are currently available as needed for new development. All utilities have been consulted in planning service areas. A 200-foot power line easement exists at the easterly Plan area boundary.

NORTHEAST SPECIFIC PLAN PROJECT AREA



NORTH
NO SCALE



PUBLIC FACILITIES

Sanitary Sewer:

Sanitary sewer line capacities have had a major impact on the designation of land uses and permitted densities under the initial Northeast Plan. This impact has focused on the proportion of citywide sewerage capacity dedicated to the Plan area, the means for allocating sewerage capacity to individuals in the Plan area, and the administrative methods needed to track sewerage capacity commitments.

When the plan was adopted in June of 1979 specific sewer allocations were assigned to each parcel. These allocations provided for significantly less density than would be permitted by the underlying zone. On average, these allocations equaled approximately 85 to 90 percent of the development density which would be otherwise permitted by the underlying zone. According to the adopted Plan policies, these allocations could be reallocated to other properties; in this case where the proposed reallocation exceeded the density permitted by the underlying zone, a zone change would be required prior to reallocation.

In October of 1979 the sewer allocation system was revised through Resolution 79-162 which eliminated the parcel-specific unit allocation and, instead, revised the permitted density for each residential zone in the Plan area. These revised densities permitted R-1-6 and R-1-4.5 properties to develop at approximately 95 percent of the density in the underlying zone, R-M-2 properties to develop at approximately 91 percent of the underlying zone, and R-M-3 properties to develop at 83 percent of the density permitted by the underlying zone. These revised densities, which are still part of City development policy for the Plan area, are as follows:

TABLE 2
ZONING DENSITY COMPARISON

<u>ZONE</u>	<u>STANDARD DENSITY</u>	<u>NORTHEAST DENSITY</u>
R-1-6	6,000	6,300
R-1-4.5	4,500	4,750
R-M-2	3,000	3,300
R-M-3	1,500	1,800

According to the City Engineering Department there are three sewerage districts for the Plan area. These districts, (Map 6) generally correspond to the sewer collector lines which carry the effluent out of the Plan area. District 1 is generally bounded by Houston Avenue, the St. John's River and the Santa Fe railroad line; District 2 includes properties south of Houston Avenue and west of Lovers Lane (although it does not include parcels which have frontage on those streets); and, District 3 includes the portion of the Plan area with frontage on and east of Lovers Lane.

Based on calculations by the City Engineering Department the Plan area districts have the following sewerage capacities:

TABLE 3
SEWER SERVICE CAPACITIES

<u>District</u>	<u>Flow Capacity Cubic Feet/Second</u>	<u>Equivalent Single-Family Units</u>
1	2.94	2,946
2	0.95	952
3	4.05	4,058
Total	7.94	7,956

It is important to note that the number of residential units represented in the above chart are equivalent detached single-family dwelling units. Recent studies by the Engineering Department have indicated that because of lower family size, sewerage flows from attached single-family (R-1-4.5, PUD units) units are approximately 10 percent lower than detached single-family units. Sewerage flows for multiple-family units are estimated to be approximately 25 percent below that of detached single-family units. The maximum number of dwelling units in the Plan area, therefore, could be somewhat higher than the 7,956 units indicated in the table above, depending on the relative proportions of detached single-family units, attached single-family, and multiple-family units.

An analysis of the existing adopted plan indicates that Districts 1 and 2 are at or over theoretical capacity, while District 3 is substantially under theoretical capacity. District 1 is the most critically impacted with estimated sewerage flows in excess of theoretical capacity by approximately 9.5 percent. Preliminary solutions to this problem have been to re-route some

sewerage flows from this District to the Lovers Lane line which serves District 3. A summary of the theoretical capacity and estimated impact from the existing Plan is shown below.

TABLE 4
CAPACITY IMPACTS - EXISTING PLAN

<u>District</u>	<u>Capacity (CFS)</u>	<u>Impact (CFS)</u>
1	2.94	3.22
2	0.95	0.95
3	4.05	3.03
TOTAL	7.94	7.20

It is important to note, however, that the precise impact of development can only be gauged through monitoring and measurement of actual sewerage flows and a conclusive determination of any excess or shortage of sewerage capacity would have to be based on such studies.

Storm Water Disposal:

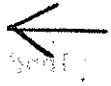
As with Sanitary Sewer the ability to dispose of storm water represents a major planning factor for the Northeast Plan area. The initial Northeast Plan established a system of drainage swales leading to temporary storm water detention areas. This system is designed to provide a pedestrian system and open space facilities during non-storm times. This system was made necessary because of the change in the method of storm water disposal. Because of flow constraints, existing creeks and ditches can no longer accept directly piped storm water. The adopted alternative disposal method allows temporary detention of storm water with pumping after peak waterway flows have subsided. The Engineering report has proposed a draft storm water drainage plan which provides for greater utilization of the St. John's River capacity.

Flood Hazard:

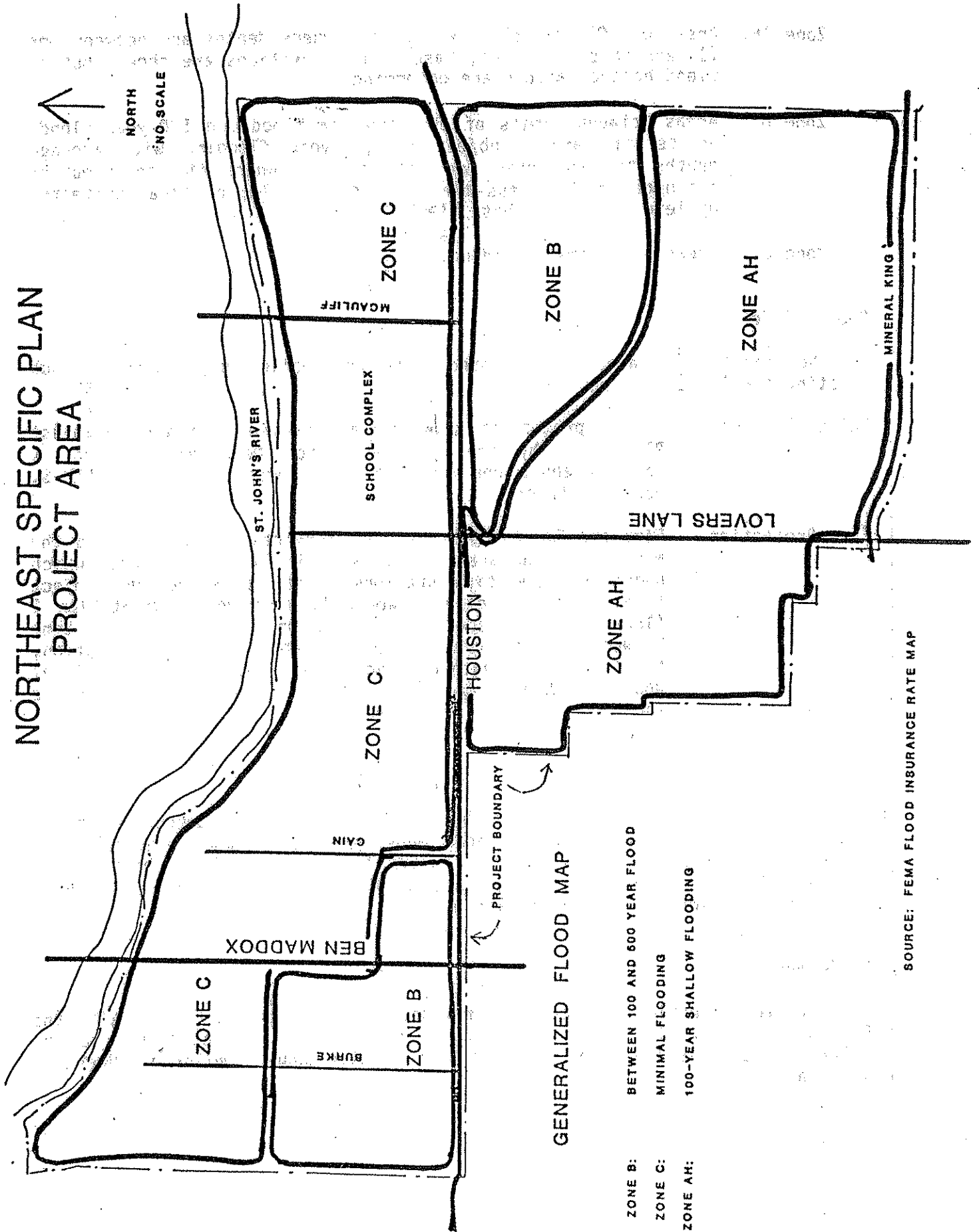
The property within the boundary of this Specific Plan area has been identified as being within a "flood plain area," the most recent study was conducted by the Federal Emergency Management Agency (July 1985). The purpose of this study generally is to detail areas subject to flooding and to determine Building Code and insurance requirements to protect property and improvements. This study is reflected on the Flood Insurance Rate Map filed with the City of Visalia and indicates the following designations (also see Map 7):

Zone A: Areas of 100 year flood; base flood elevations and flood hazard factors are not determined.

NORTHEAST SPECIFIC PLAN PROJECT AREA



NORTH
NO SCALE



GENERALIZED FLOOD MAP

- ZONE B: BETWEEN 100 AND 500 YEAR FLOOD
- ZONE C: MINIMAL FLOODING
- ZONE AH: 100-YEAR SHALLOW FLOODING

SOURCE: FEMA FLOOD INSURANCE RATE MAP

Zone AH: Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.

Zone B: Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths of less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood.

Zone C: Areas of minimal flooding

Public Safety:

The Northeast Plan area incorporated fire and police protection through existing facilities and personnel.

Police Services - Police protection services are provided to the Northeast Plan area by the Visalia Police Department, which is located about one mile from the project area at 303 S. Johnson Street.

Fire Protection - Fire and Emergency Protection Services are provided to the Northeast Plan area by the Visalia Fire Department, which operates three fire stations which can serve the project area. Initial response would be provided from Station 1 (located at Johnson/Willow) with an average response time between 5-7 minutes, depending upon the call location, traffic, and weather conditions. Stations 2 (Tulare/Woodland Drive) and 3 (Visalia Airport) could provide additional support if needed.

Schools:

The Northeast Plan area is served by the Visalia Unified School District. School facilities include the 123-acre Houston Avenue School complex which includes an elementary school (K-6), junior high school (7-8), high school (9-12) and special education school, and an adult school. Additional school enrollment outside the Northeast Plan area.

Solid Waste:

Solid waste collection services are provided to the Northeast Plan area by the City of Visalia. Solid waste generated in the area is transported to the Tulare County "Visalia" land fill which is located about 9 miles northwest of Visalia.

Parks/Recreation:

The existing Northeast Plan includes a park system with five park/ponds (described under "Storm Water Disposal" above), a swale system with bicycle paths, and a park along the St. John's River. To date, the first section of the St. John's River Park and one of the park/ponds (Lovers Lane/Mill Creek Parkway) are under development. The Burke Street park/pond site has been purchased (with a temporary ponding basin development). In addition, the Houston Avenue school complex provides playing fields and a swimming pool for limited public use.

NATURAL RESOURCES

The Northeast Plan area contains areas which provide natural wildlife and plant habitats. Northeast Plan policies and City development standards are designed to protect these areas and maintain them as a part of the project area environment. As part of the Northeast Plan review, a survey of existing biotic conditions has been prepared and contained in Appendix A of this report.

CHAPTER V

THE NORTHEAST PLAN PROPOSAL

After adoption of the current Northeast Plan (1979), concerns and issues surfaced regarding implementation policies and development standards. In addition, changing housing market conditions have impacted the type of housing provided under the existing Northeast Plan. This Chapter outlines changes in land use intensities, circulation, open space/parks, commercial development, amenities/improvement standards, sewer allocations, and financing.

LAND USE INTENSITIES

The density of residential land uses in the original Northeast Plan reflected a trend toward clustering units in planned developments with private streets and open space. The Northeast Plan also accommodated specific locations for multi-family development at a greater level than provided elsewhere in the community. There was also a concern that sanitary sewer line capacity be utilized to the extent possible through "sewer allocations" of units for individual units. This represented an attempt to get more intense use of land (to discourage sprawl into agricultural areas) and provide a basis for additional area amenities and improvements. Approvals and permit processing, for cluster and multi-family development were also "streamlined" to eliminate use permit applications and public hearings required of such development in other areas.

Identified issues included:

- Large areas designated for multi-family development
- Relationship of multi-family areas to single-family areas
- Restrictions of "sewer allocations" in conflict with zoning densities
- Lack of clear policy on use of R-1-4.5 designation
- Lack of public review and input on multi-family and cluster developments as a result of permit "streamlining"
- Excessive areas designated "cluster development" leading to a high percentage of rental units in the area
- Relatively small areas for detached single-family development

In reviewing these land use intensity issues the following objectives were identified by the City Council and Planning Commission:

- A stronger emphasis on detached single-family (R-1-6) development
- A major reduction of large area multi-family designations with the provision for R-M-2-type development on smaller parcels
- Limiting use of R-1-4.5 designation for areas adjacent to waterways or natural features only with the further requirement for "cluster" development and open space. (Commission strongly urged a return to the stated intent and purpose of this zone designation and a recognition of high percentage of rentals for this housing type.)
- Eliminating "sewer allocations" for assigning densities on individual parcels and maintaining density control by zoning

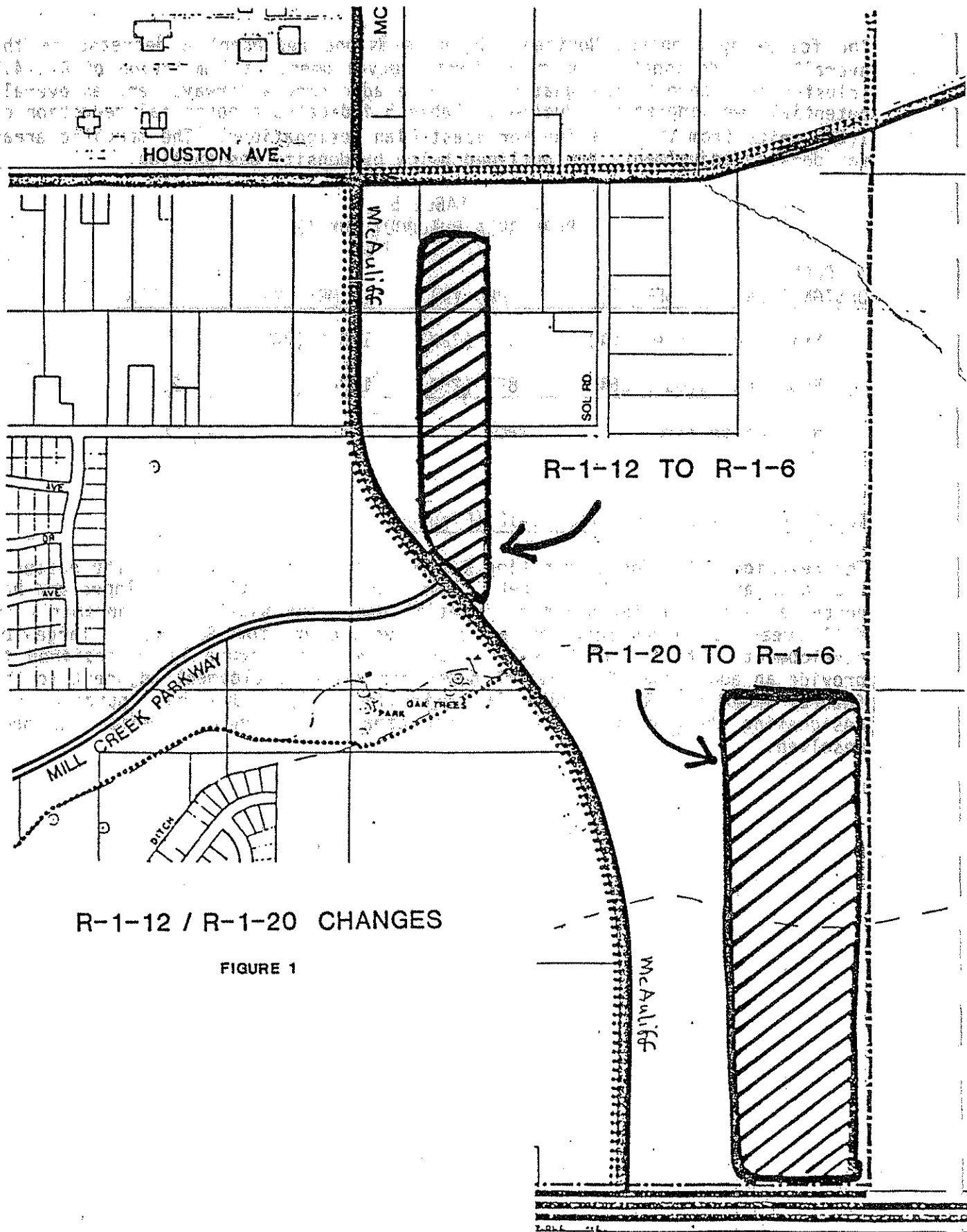
The following proposed Northeast Plan revisions represent a decrease in the overall area designated for multi-family development, a limitation of R-1-4.5 (cluster development) designations to area adjoining waterways, and an overall potential dwelling unit reduction. Table 5 indicates a potential reduction of 1,083 units from the existing Northeast Plan designations. The specific areas for density adjustments are outlined below by density designation.

TABLE 5
PLAN AREA BUILDOUT (UNITS)

PLAN DESIGNATION	SFR (%)	PRD (%)	MRF (%)	TOTAL
Existing	3,874 (46%)	2,629 (32%)	1,816 (20%)	8,319
Proposed	4,064 (56%)	1,827 (25%)	1,345 (19%)	7,236
Net Change	+190	-802	-471	-1,083

Rural Residential - R-1-20/R-1-12 (Figure 1):

The revision calls for eliminating R-1-20 in favor of R-1-6 along the easterly Plan boundary south of Mill Creek. This area is currently undeveloped and has potential for more intensive residential use. The R-1-20 area northerly of Mill Creek is being retained as an extension of the Sol Road, large-lot development. The R-1-12 to R-1-6 change (shown in Figure 1) is designed to provide an additional 300 feet of depth for R-1-6 development adjacent to the future McAuliff Road southerly extension. The original purpose for designating the area was lack of sewer capacity, a condition which has been resolved.



R-1-12 / R-1-20 CHANGES

FIGURE 1

Single-Family Residential - R-1-6 (Figure 2):

While the overall area for R-1-6 development is being increased in the revised Plan, a limited area of existing R-1-6 is being proposed to be changed. These changes include a new community park; additional R-1-4.5 adjacent to waterways; and additional R-M-2 along Mineral King. The areas involved in these changes are currently undeveloped. It should be noted, however, that the community park site (about 12 acres) does have an expired tentative map (Coopman Acres) filed on it. An alternative site for the park is a 12-acre parcel located between Mill Creek and the Mill Creek Parkway easterly of Lovers Lane.

Cluster Development - R-1-4.5 (Figure 3):

The alternative reflects an elimination of R-1-4.5 designations from areas not associated with waterway features. This reflects Commission direction to concentrate R-1-4.5 for waterway cluster development and reduce the overall R-1-4.5 development in the area.

Multi-Family Development - R-M-2/R-M-3 (Figure 4):

The changes reflect an overall reduction in the number of apartment units, a reduction in large-parcel multi-family potential, and a concentration on less dense R-M-2 development. This reflects an overall 439 unit reduction in potential apartment units to a total of 1,345, 19% of the total plan area housing stock.

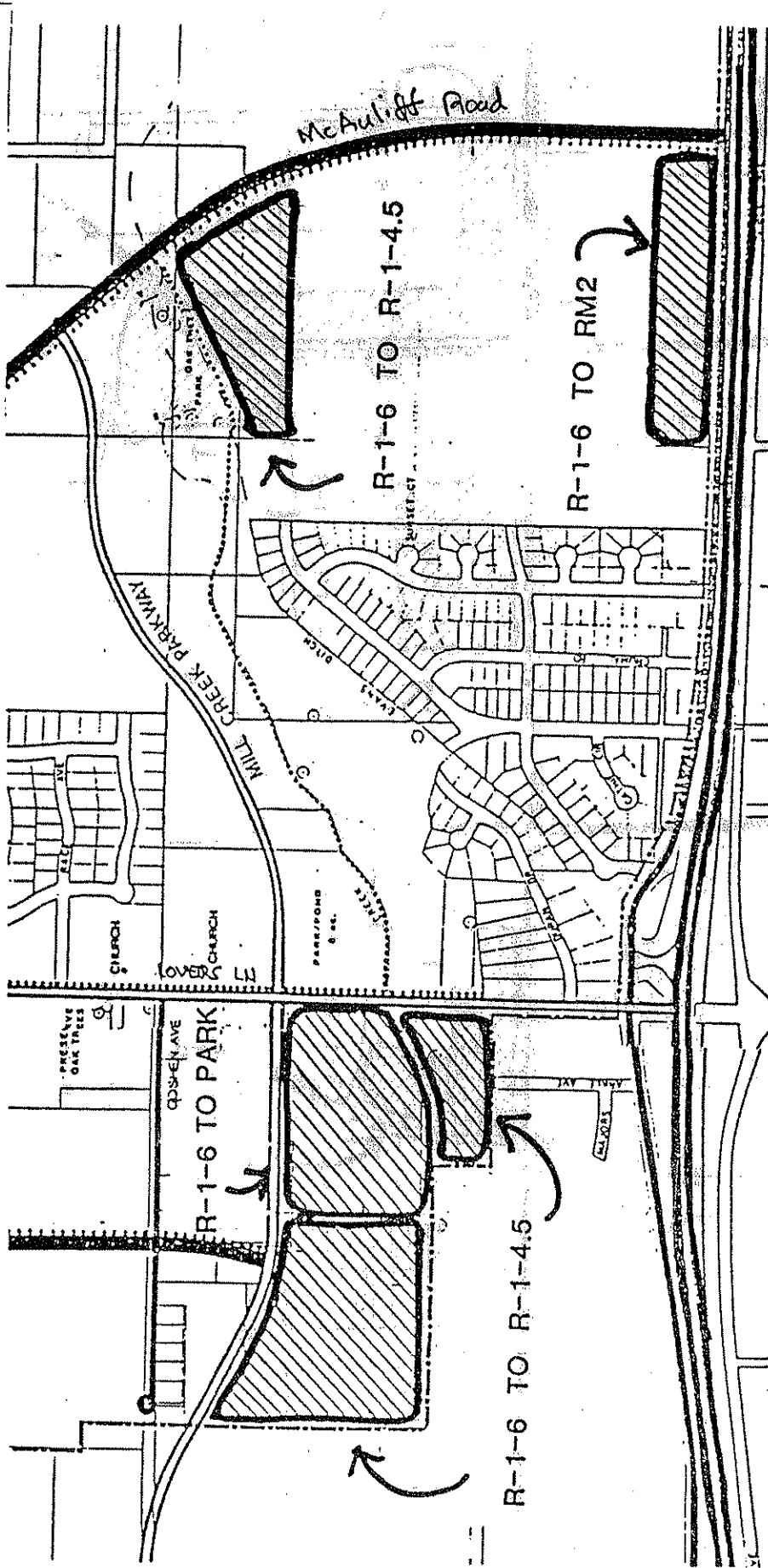
The major impact of the alternative is to the multi-family "corridor" between the St. John's Parkway and Goshen Avenue westerly of Lovers Lane. With the concerns expressed regarding large-parcel multi-family development and the collector bikeway revisions described under Circulation, it appears appropriate to eliminate this extensive area. This would permit a more traditional single-family/multi-family land use relationship.

CIRCULATION

A major component of the Northeast Plan included designation of major streets (arterials and collectors) along with a separate pedestrian/bikeway system. The circulation system included the St. John's and Mill Creek Parkways which provided a major collector (with center median) through residential areas as a new concept. The pedestrian/bikeway system provided a separate travelway from the street system and included undercrossings at major arterial intersections.

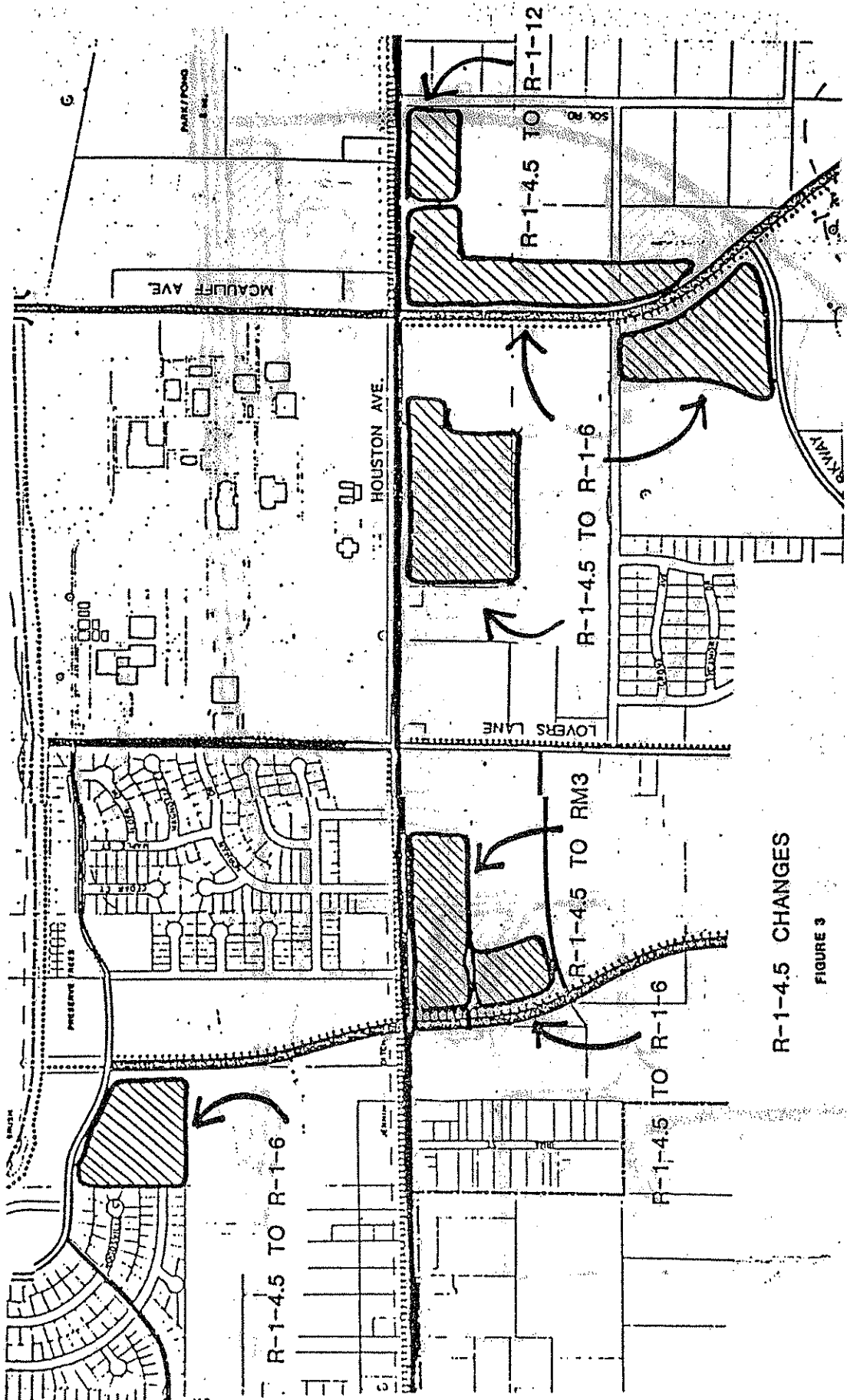
Identified issues include:

- Too much detail on location of minor collectors/residential streets with duplication of normal collector streets
- Lack of a good east/west connection at Lovers Lane between Houston and Mineral King
- Functional and safety issues related to the separate bikeway (including pedestrian undercrossings at major arterial intersections)
- Extension of Mill Creek Parkway into a large-lot residential area



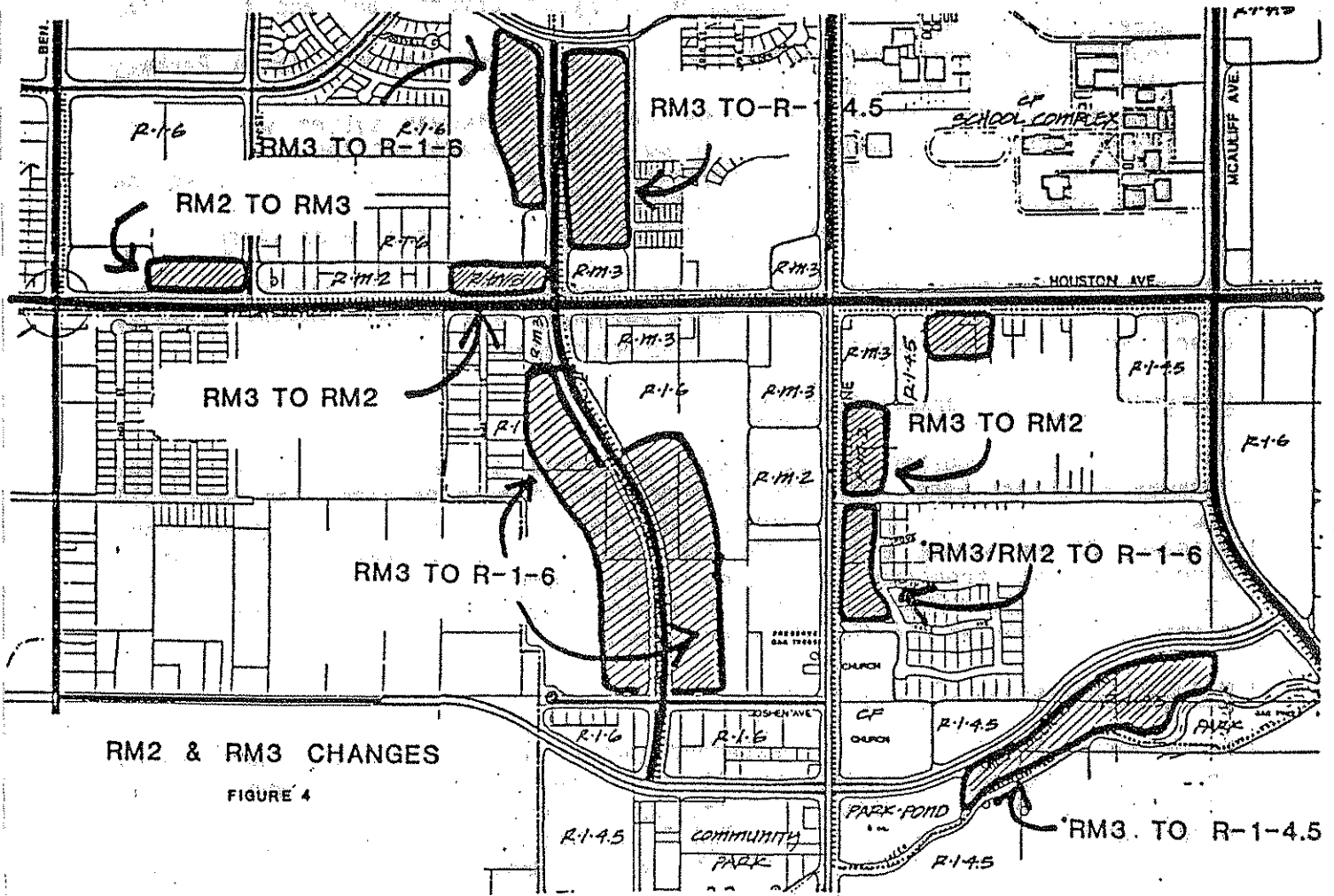
R-1-6 CHANGES

FIGURE 2



R-1-4.5 CHANGES

FIGURE 3



RM2 & RM3 CHANGES

FIGURE 4

*APPLICATIONS PENDING

In reviewing these circulation related issues the following objectives were identified by the City Council and Planning Commission:

- Eliminating unnecessary minor collectors from the Northeast Plan (to avoid duplication of streets serving the same area and allowing more flexibility in designing individual developments)
- Eliminating Mill Creek Parkway easterly of McAuliff alignment into a large lot rural area
- Extension of Mill Creek Parkway westerly of Lovers Lane and transition back to Goshen Avenue
- Southerly extension of McAuliff Road to, at least, the Mill Creek Parkway with adjacent bike path
- Redesign of the north/south major collector bikeway system westerly of Lovers Lane into a combined single collector bikeway section
- Elimination of bikeway undercrossing and redesign of at-grade intersections to accommodate bicycle traffic
- Extension of McAuliff Avenue to Mineral King to serve as a collector

The revised Northeast Plan provides for several changes in the Circulation concept (Figure 5). These changes were reviewed in a Traffic Impact Analysis conducted for the Northeast Specific Plan Amendment.

Goshen/Mill Creek Parkway Transition:

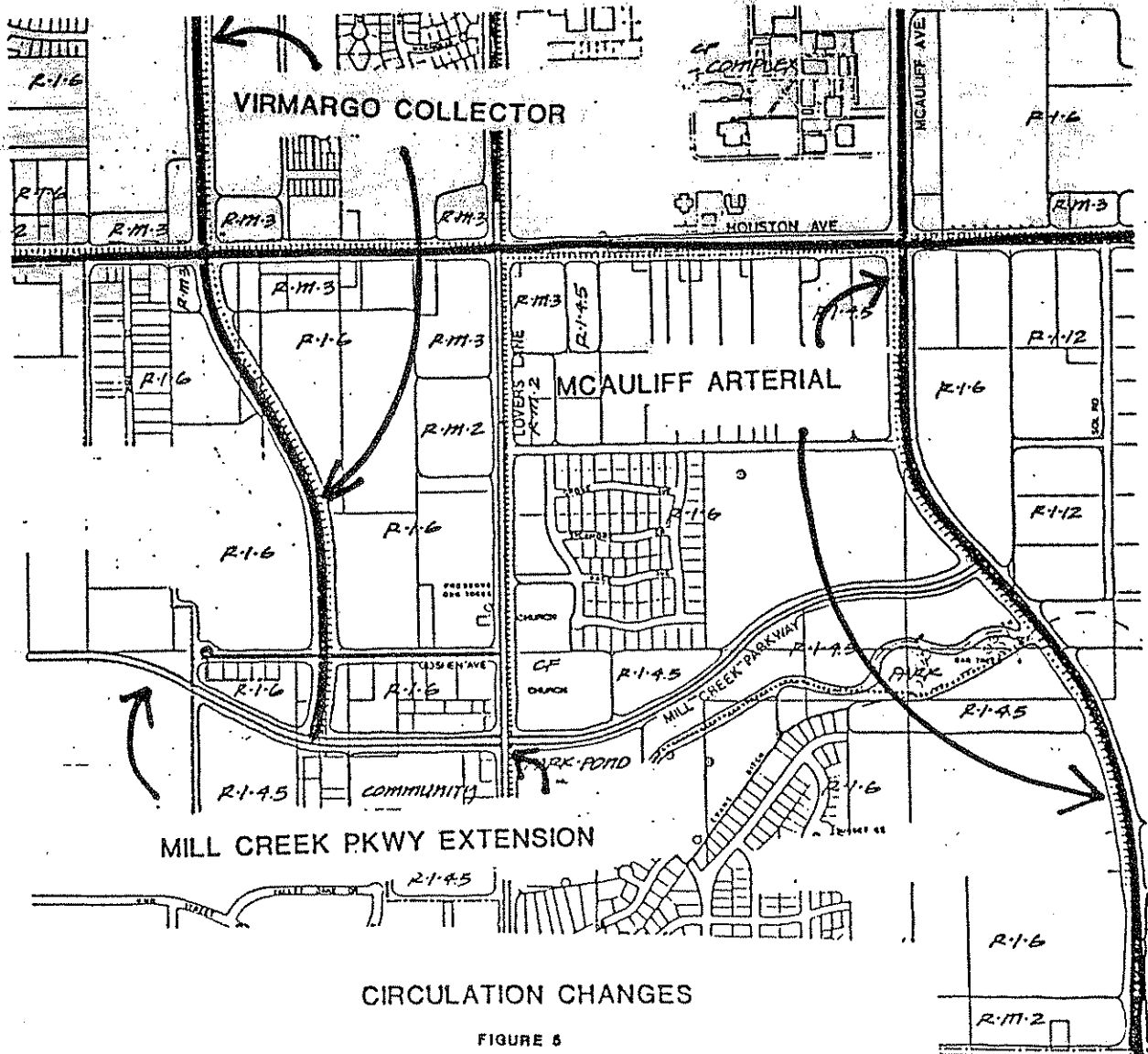
This would align Goshen Avenue (major east/west collector) with Mill Creek Parkway at Lovers Lane. The new alignment would also provide the only full four-way intersection along Lovers Lane between Mineral King and Houston. Existing Goshen Avenue easterly of the transition would remain a residential street serving frontage properties. Upon completion of the transition improvements, the Goshen/Lovers Lane intersection could be reconstructed to eliminate the median opening at Lovers Lane.

McAuliff Extension (2-lane):

As proposed, McAuliff would be extended southerly of Houston to Mineral King. This would provide a collector for the area southerly of Houston and easterly of Lovers Lane. The actual design, as a four-lane divided arterial, is excessive when compared with the 7,100 average daily traffic projected for 2010. It may be more cost effective to improve McAuliff as a 2-lane collector and reserve an area for widening at a later date as necessary.

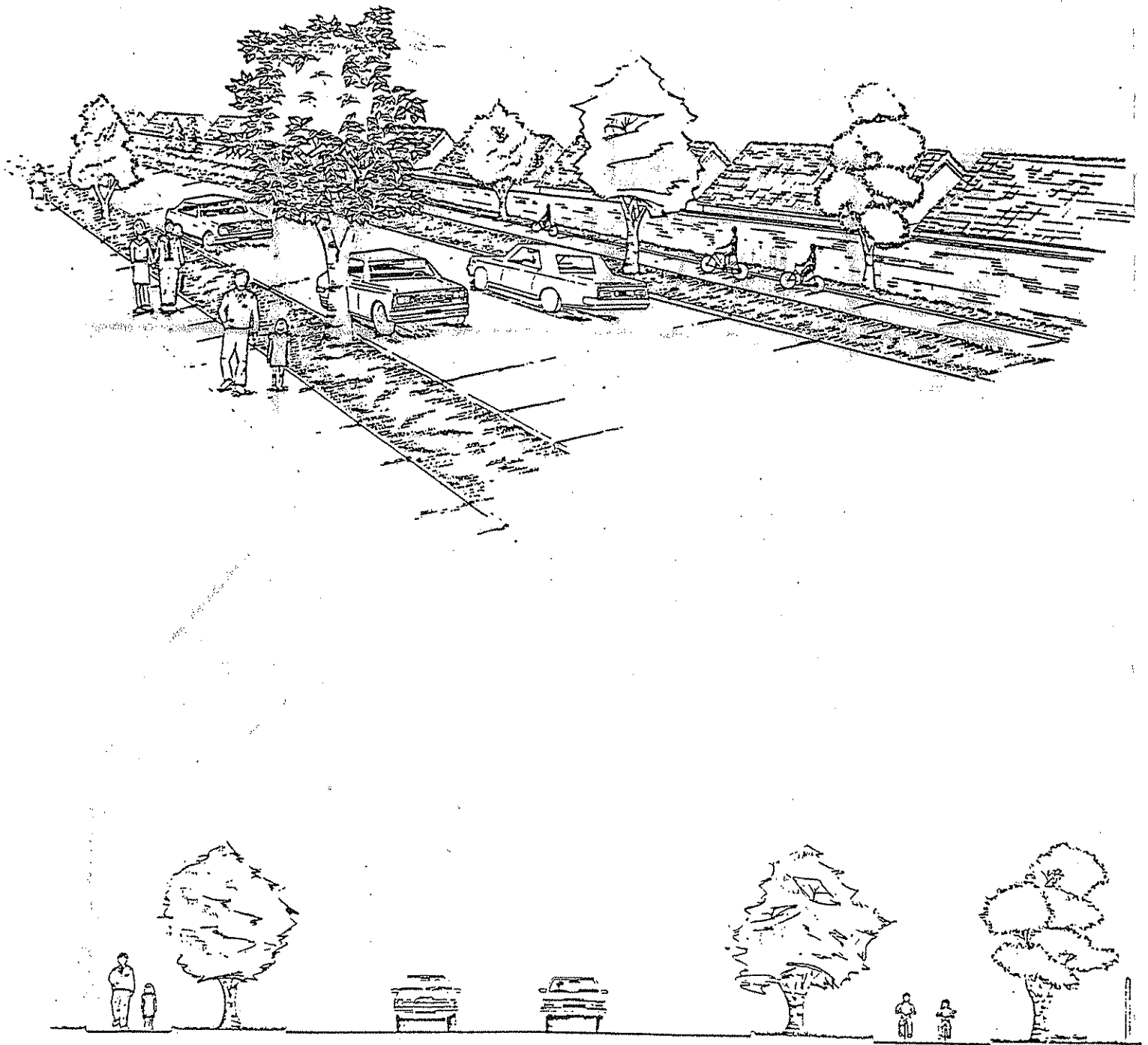
Combined Bikeway/Collector:

A new collector design connecting the St. John's Parkway and Goshen Avenue is shown as Virargo Road westerly of Lovers Lane. This would combine two collectors and a separate bike path currently shown on the Northeast Plan into a single facility. The new design would include a pedestrian/bike adjacent, would also be used for the McAuliff extension. (Figure 6)



CIRCULATION CHANGES

FIGURE 5



COMBINED BIKEWAY/COLLECTOR

FIGURE 8

Various Street Designation Deletions:

The Northeast Plan, in an attempt to detail specific land uses, includes a number of collectors which would normally be considered residential streets. The circulation changes would remove specific collector designations in cases where it is more local in nature (such as in the Mill Creek Park Subdivision) or where it duplicates a more logical collector (such as Liberty Street westerly to Burke Street).

Bikeway Status:

As proposed, separated bike paths would be located adjacent to designated roadways rather than the separated "swale" system currently in the Northeast Plan. In addition, the bike path undercrossings at major arterial intersections have been eliminated. It is anticipated that this will promote a more functional system with orientation along streets rather than "back yards." The cost savings would also allow funding for safety designed at-grade crossings.

OPEN SPACE/PARKS

As indicated in Chapter IV, the existing Northeast Plan provides for an open space system including separated bicycle paths and park/ponds.

The park/ponds were designed to act primarily as temporary storm water retention basins with passive open space as a secondary function. However, because of the size of the park/ponds (4-7 acres), the City is experiencing strong pressure to expand their use for more active recreation. As an example, the Lovers Lane/ Mill Creek Parkway park/pond now includes a specialized garden area and parking lot. Northeast area developers and residents expressed the desire that a community park facility (such as Blain Park) is needed to serve the active park needs for this area. Planning Commission concurred with this opinion. The revised alternative provides that a 12-acre community park facility should be located along Mill Creek Parkway on the west side of Lovers Lane at Mill Creek (Figure 7). The site would include the 5-acre park/pond designated westerly of this site plus seven additional acres to provide an expanded park similar to Blain Park. Park facilities would include:

- children's playground
- picnic ramadas
- playfields
- concert amphitheater
- off-street parking

According to the City's Open Space, Conservation & Recreation Element, 3 acres of neighborhood park and community are required per 1,000 population and 1 acre of regional parks. This would indicate a need for a total of 60 acres of neighborhood and community parks. An alternative community park site has been identified on about 12 acres easterly of Lovers Lane (Figure 7). This site is currently the subject of a multi-family zone change. This would expand the local parks to about 57 acres; including the proposed community park, park/ponds, and the "headgate" park (Mill Creek/Evans Ditch split). The area

also has access to the St. John's River Park (60 acres), nearby Cutler Park, and school facilities (including a swimming pool) which are considered to be community-wide facilities. This combination of neighborhood and community facilities should provide the area with adequate open space and recreation opportunities.

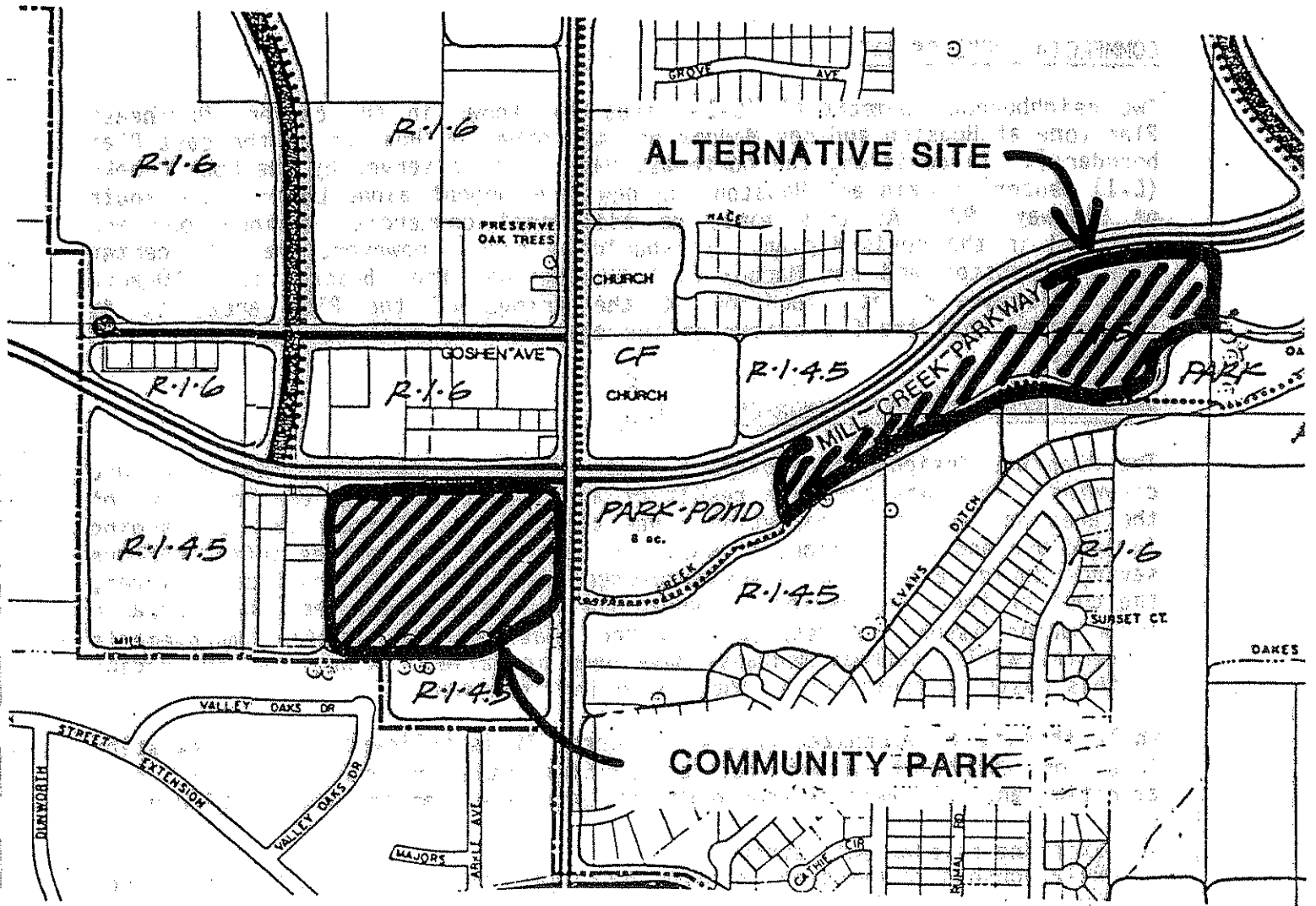


FIGURE 7

COMMERCIAL DEVELOPMENT

Two neighborhood commercial (C-1) sites are shown in the current Northeast Plan (one at Houston and Ben Maddox and the other on Houston at the east Plan boundary). In addition, the Northeast Plan is also served by the Four Creeks (C-1) center at Cain and Houston and new development along Lovers Lane south of Highway 198. At this time, no additional commercial designations are proposed in the revised plan. It should be noted, however, that the center site at Houston and Ben Maddox will be upgraded from 5-acres to a 10-acre site. Because of its location at the fringe of the Plan area, it is recommended that the C-1 center on the eastern Plan area boundary be reduced in size.

AMENITIES/IMPROVEMENT STANDARDS

The Plan was designed to provide a higher degree of amenities than was found citywide. This was partly a result of an attempt to raise the "quality" of the area and assist in marketing a new growth area. Because of pre-planning in land use and circulation, it was also felt that some of the infrastructure savings could be used to raise improvement standards. In practice, however, the cost of those improvements (funded through development fees) has surfaced as a major issue. It should be noted that the more costly improvements (arterial walls, parkway medians) have been installed. A detailed evaluation of this costs is contained in the "Financing" section.

While this is a recognized area of concern, it is believed that the existing level of amenities should not be significantly reduced. However, such amenities and improvements should reflect practical consideration including:

- Existing development patterns
- Relationship to amenities already installed under Northeast Plan standards
- Functional need for the amenity

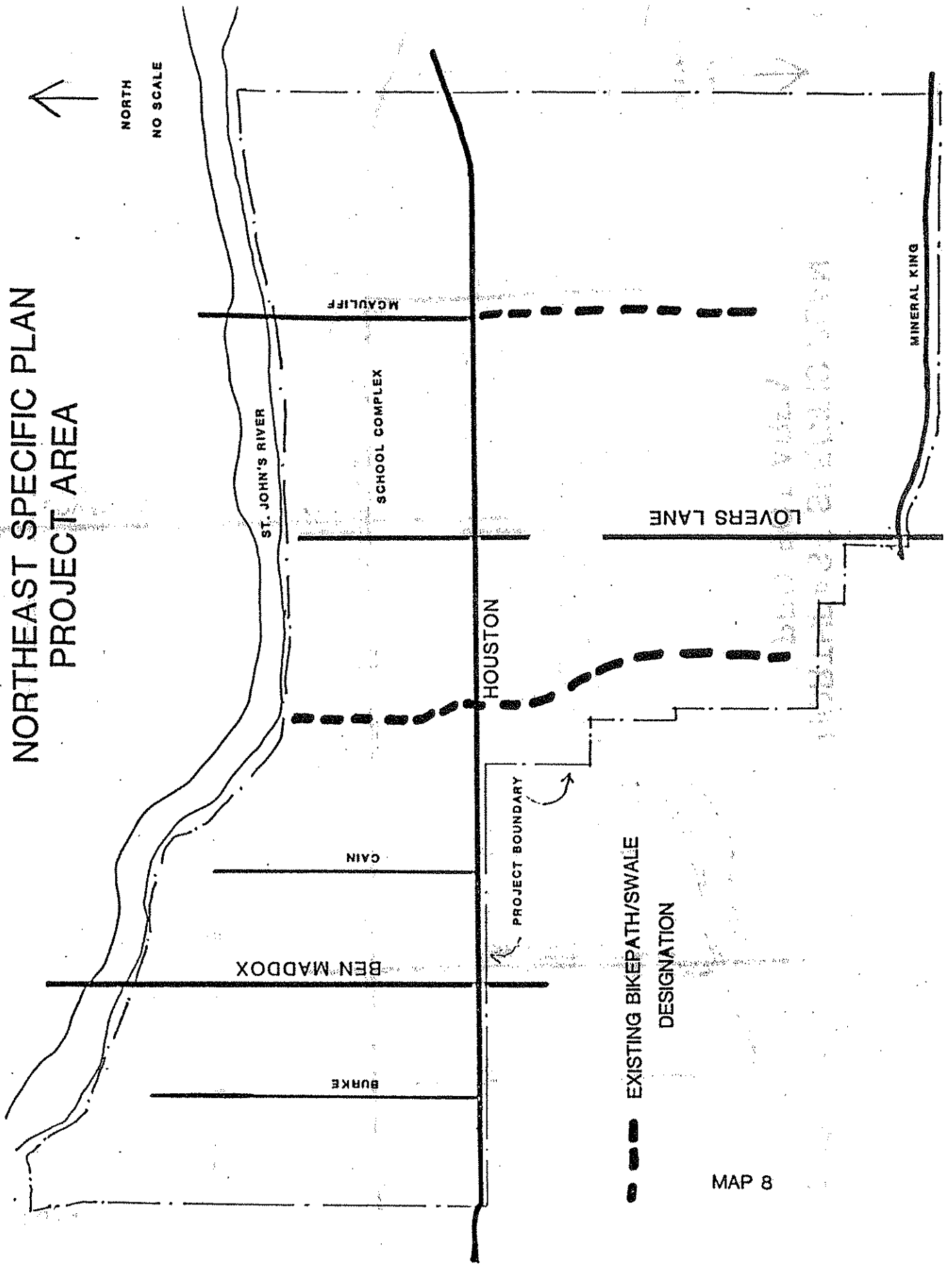
Bike Path/Swale:

As indicated in the CIRCULATION Section of this Chapter, the two separated swale/bikeways (Map 8) would be eliminated and combined with a new collector standard. The storm water runoff, initially accommodated by the swales, would be collected through a traditional pumping system.

Block Walls:

Currently, the Northeast Plan calls for decorative block walls to be installed along major arterials. These walls act as a buffer from streets to adjoining development, a consistent visual amenity. Several portions of the wall have been installed as a result of new development in the vicinity of Houston and Lovers Lane and Ben Maddox and St. John's Parkway. (Map 9)

NORTHEAST SPECIFIC PLAN PROJECT AREA



NORTH
NO SCALE

ST. JOHN'S RIVER

MCAULIFF
SCHOOL COMPLEX

LOVERS LANE

MINERAL KING

HOUSTON

CAIN

BEN MADDOX

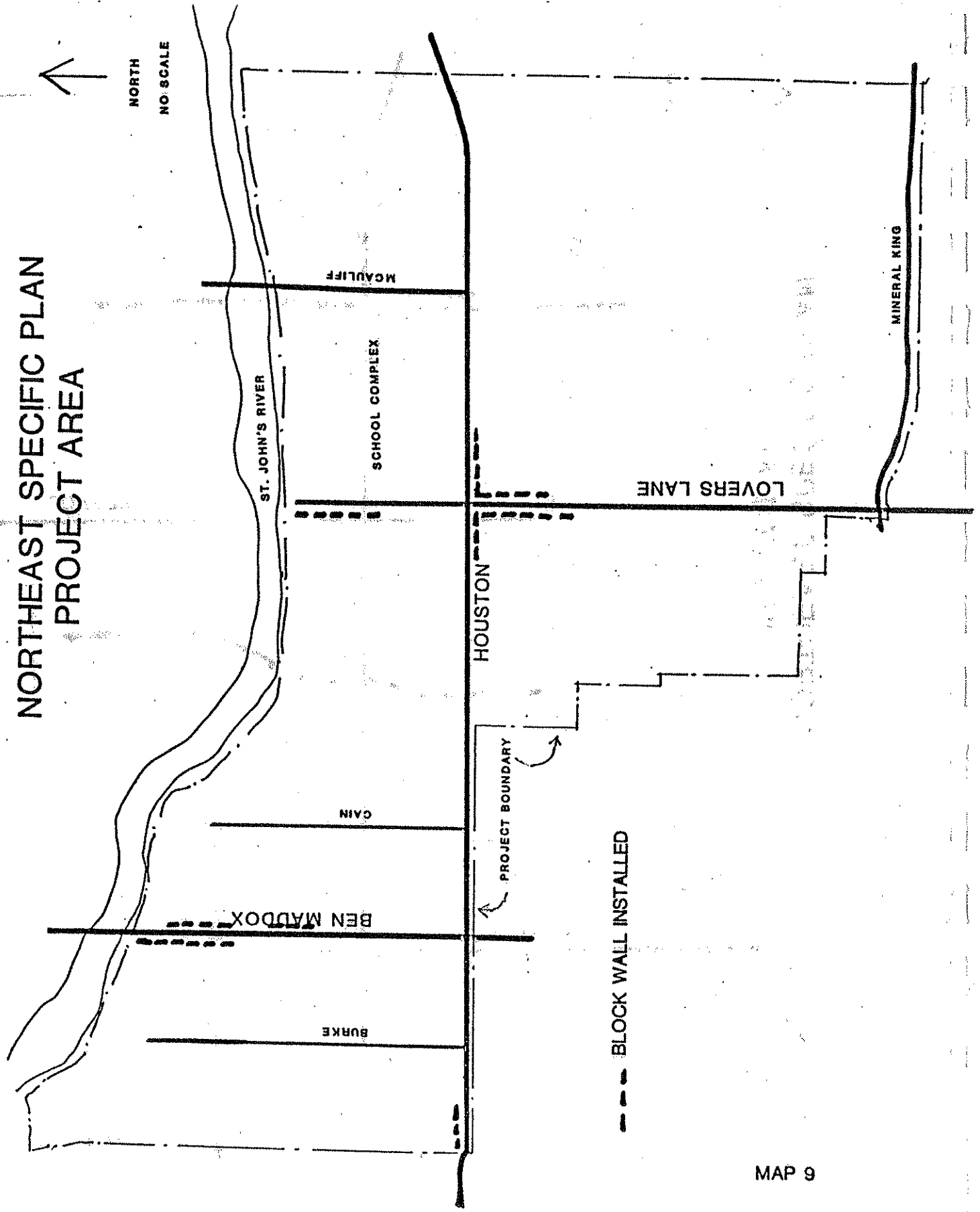
BURKE

PROJECT BOUNDARY

EXISTING BIKEPATH/SWALE
DESIGNATION

MAP 8

NORTHEAST SPECIFIC PLAN PROJECT AREA



MAP 9

The Revised Northeast Plan would continue the block wall treatment in the following areas:

- a. Lovers Lane (east side) - from the existing wall southerly to Race. The balance of the frontage is already developed (park/pond, 2 churches, residential) or isolated from the proposed wall treatment (1,300 feet).
- b. Lovers Lane (west side) - from the existing wall at Lovers Lane southerly to Goshen Avenue and northerly from Lovers Lane to the existing wall installed under the Valley Oak Estates Subdivision (1,900 feet).
- c. Ben Maddox Way (east side) - from the existing wall northerly to the St. John's River and southerly to Houston Avenue. The future commercial site at Houston Avenue and Ben Maddox would probably be excluded from the wall requirement (2,100 feet).
- d. Ben Maddox Way (west side) - from the existing wall southerly to the exiting homes fronting Ben Maddox Way (1,400 feet).
- e. McAuliff Road (east side) - entire frontage between the St. John's River and Houston Avenue (1,800 feet).
- f. Houston Avenue (north side) - entire frontage between Ben Maddox Way and Lovers Lane and from McAuliff Road easterly to the designated commercial site (6,300 feet).
- g. Houston Avenue (south side) - from the existing wall at Lovers Lane westerly to the existing Irma Street development and easterly to the area designated R-1-12 (3,900 feet).

This represents 18,700 feet of arterial block wall yet to be constructed. It would be expected that the actual wall design may change over time, but that the quality of materials and installation would remain consistent with existing walls. It should also be noted that portions of the buffer wall could be deleted from development plans if an acceptable street orientation and/or alternative buffering is provided.

Street Frontage Landscaping:

Consistency in the quality and maintenance of the street frontage landscaping along major streets is viewed as a critical element in unifying the project area. This standard is applied to major streets and can include additional width for bicycle paths. These streets include:

<u>Arterials</u>	<u>Collectors</u>	<u>Parkways</u>
Ben Maddox Way	McAuliff (new)	St. John's
Lovers Lane	Virmargo (new)	Mill Creek
Houston	Burke	
	Harold	
	Buena Vista	

Bike Paths:

The original Northeast Plan contained an extensive bike path system including paths adjoining major streets, along waterway banks, and as part of a separate drainage swale system. As indicated in Map 10, the Revised Northeast Plan has tied most of the bike paths to major streets, has eliminated separated paths, and arterial undercrossings. Bike paths will consist of 10 foot wide concrete travelways separated from the street. This represents a 3.63-mile reduction in designated bike paths from the original plan.

Parkway Streets:

The Northeast Plan contains a new street standard known as a parkway consisting of a landscaped center median divided collector. The parkways (St. John's Parkway and Mill Creek Parkway) are located near waterways and provide access to adjoining residential areas and major arterials. Because the parkway also acts as a major entry element for the Northeast Plan area, the design includes special median landscaping, wooden street lights, and special theme signing.

The St. John's Parkway will eventually run from Lovers Lane to Highway 63 (Dinuba Boulevard). Portions of the St. John's Parkway have already been constructed in the vicinity of Ben Maddox Way and Burke Streets. Mill Creek Parkway will run from the future extension of McAuliff Road to the Goshen Avenue/Mill Creek transition west of Lovers Lane.

SEWER ALLOCATIONS

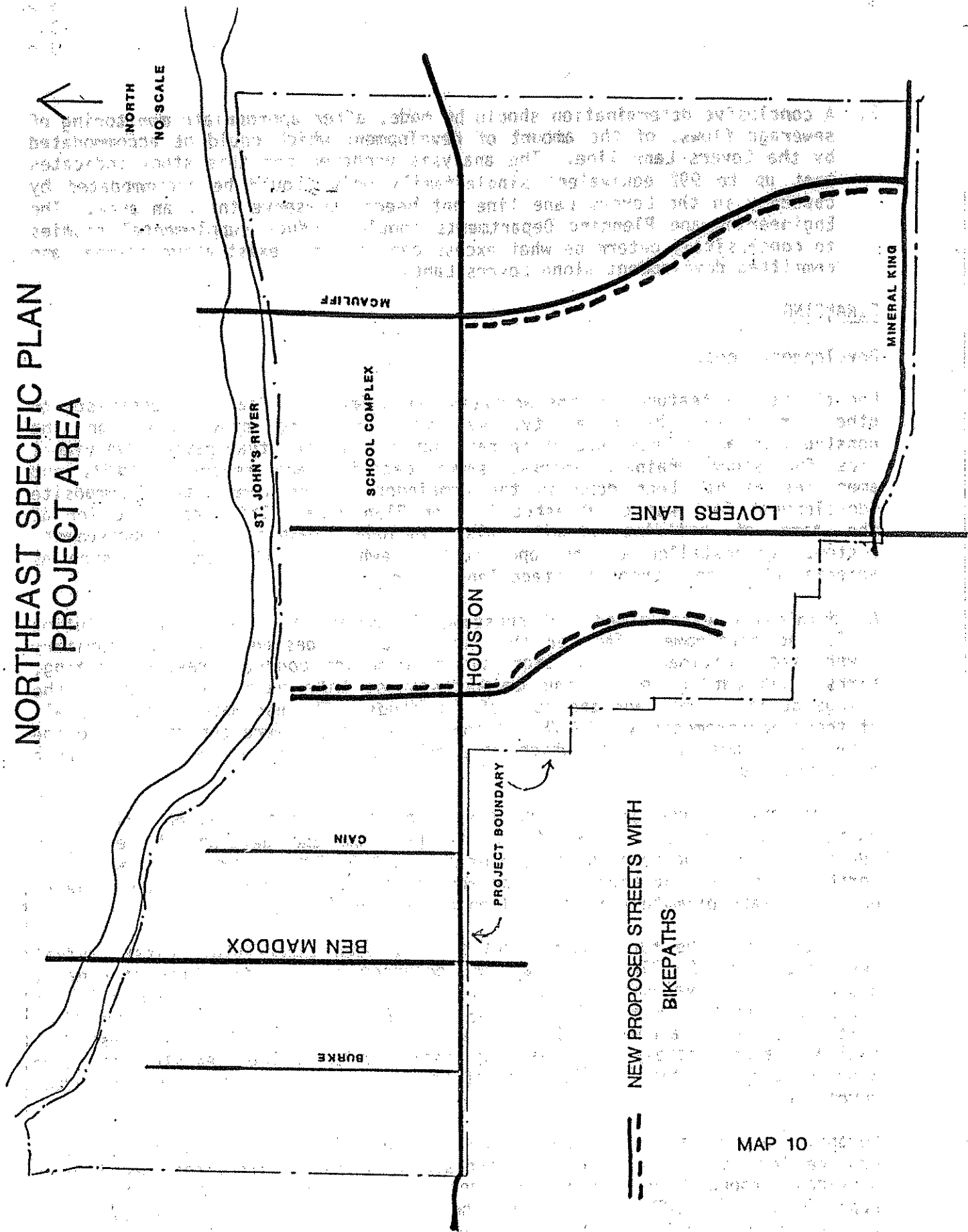
As indicated in Chapter IV, the existing Northeast Plan provides for a development limitation on properties based on an allocation of sewer capacity. The existing Plan also provides for administration of "allocation transfers" between properties provided overall sewer line capacities are not exceeded. This provision of the existing Northeast Plan has proven to be confusing and frustrating both to developers and City decision makers.

The Revised Northeast Plan would include the following provisions:

1. Elimination of density restrictions now in place (Resolution 79-162) and reversion to "straight zoning." This policy change is based on the finding that the sewer allocation requirements are longer necessary to ensure that Plan area development does not exceed District of Plan area sewerage capacity. Total Plan area impact is estimated to be 6.31 cfs compared to 7.94 cfs capacity. All sewerage districts will not exceed estimated capacities.
2. Elimination of formal sewer allocation transfer system. Since it is recommended that the revised zoning densities not be used as a system of sewerage allocation, the transfer system would no longer be necessary. Increases in density would be handled through appropriate general plan and zone changes. Sewer availability will continue to be one of the factors involved in the decision to permit such changes in the Plan.

NORTHEAST SPECIFIC PLAN PROJECT AREA

NORTH
NO SCALE



NEW PROPOSED STREETS WITH
BIKEPATHS

MAP 10

3. A conclusive determination should be made, after appropriate monitoring of sewerage flows, of the amount of development which could be accommodated by the Lovers Lane line. The analysis prepared for this study indicates that up to 992 equivalent single-family units could be accommodated by capacity in the Lovers Lane line not needed to serve the Plan area. The Engineering and Planning Departments should conduct supplemental studies to conclusively determine what excess capacity may exist above current and committed development along Lovers Lane.

FINANCING

Development Fees:

One of the new features of the Northeast Area Specific Plan, in comparison to other areas of the community, was its financing provisions for the construction and maintenance of infrastructure. Rather than having individual fees for storm drainage, parks, sewer capacity and sewerage, roads and amenities as had been done in the remainder of the community a composite "development fee" was established for the Plan area. This fee, paid for at the time of building permit, also included payment for improvements customarily installed at developer cost elsewhere in the community such as arterial walls and street frontage landscaping.

As originally established and subsequently modified in 1980 by Resolution 80-2, the development fee for the Plan area was designed to fund sanitary sewer, storm drainage lines, storm water detention ponds, street oversizing, parks, landscaping, pedestrian undercrossings, bike paths, widening of the bridge at Mill Creek and the cost of the study. The estimated costs for all of these improvements was \$9.78 million. These costs were apportioned to the total 8,828 dwelling units which were estimated to be within the Plan area after full build-out.

Over the past eight years there have been approximately \$1.88 million in capital expenditures and \$1.04 in revenue from the development fees. In addition inter-fund interest of approximately \$231,800 has been charged to the Northeast Fund for advances from the general fund, resulting in a fund balance deficit of approximately \$1.07 million as of June 30, 1987.

The reason for the fund balance deficit has been three-fold. First, actual development in the Plan area has not occurred at the densities originally assumed in the development of the fee. It is estimated that maximum build-out under the existing Plan will actually be 7,218 units, rather than the 8,800 units originally assumed. It is noteworthy that this build-out estimate includes approximately 750 dwelling units which either existed or were approved prior to the establishment of the fee, thereby diminishing the total revenue potential.

Second, the fee as established under Resolution 80-2 did not specifically provide for inter-fund interest charges. These costs identified as "Public Services" expenditures in the budget and financial report, have been averaging approximately \$80,000 per year over the last several years. It is estimated that after full build-out these costs would be approximately \$750,000.

Third, substantial initial capital costs were incurred in the first five years of the Plan for necessary land acquisition for storm drainage and construction of major streets. Much of the development in the Plan area has occurred adjacent to the two parkways and major arterials, thereby necessitating construction of the medians, center travel lanes, block walls and arterial landscaping.

The City's draft Storm Drainage Master Plan has identified the need for modification of the storm drainage plan for the Plan area. This Master Plan calls for a greater reliance on the St. John's River for ultimate storm drainage disposal and the addition of a storm drainage basin (park/pond) in the southeast quadrant of the Plan area. In addition, the Plan has identified a community-wide need to establish upstream and downstream large scale groundwater recharge and storm water retention basin. The total combined prorated cost for the Plan area is established to be approximately \$2.6 million, compared to the \$1.45 million originally established.

It is estimated that the composite effect of these factors will be a shortfall in the Northeast Fund with existing designated improvements and at the existing development fee levels. The City has also recently established new fees for Trunk Line Capacity which are \$366 for single-family and \$207 for multi-family units, and a portion of the new park fees (25 percent) which provides for "community-wide facilities" such as regional parks and other recreational facilities. These two fees are not now included in the Northeast Fees, resulting in an additional potential revenue loss. It is important to note, moreover, that all fees are collected at the time of building permits whereas, park fees, storm drainage fees, and certain sewerage fees, are collected at the time of filing of a subdivision map in other areas of the community.

Under the proposed Plan, total potential development would be 7,218 units. Plan area modifications which have been made, however, will have a compensating, beneficial impact on total fee-supported project costs, reducing such total anticipated capital and interest costs to a total of \$8.7 million. A detailed analysis of development costs has been prepared and is incorporated as a Appendix A in this report.

Open Space Maintenance Districts:

Since the adoption of the Northeast Area Specific Plan in 1979 the City has formed 36 open space maintenance districts in the Northeast Specific Plan Area. The original intent of these districts was to pay for the maintenance of amenities (bike paths, decorative block walls, parkway landscaping, etc.) which were above and beyond those in the rest of the community. However, a conscious decision was made that during the initial years of the maintenance districts, when the maintenance cost were relatively low, the City would defer collection of the maintenance fee until such time as it was economically feasible.

Since 1982 the City has expended approximately \$50,000 for maintenance of amenities in the Northeast Specific Plan Area. Current budget estimates indicate that this year's expenses will be \$40,000, and will likely increase at a steady pace hereafter.

Under the Revised Northeast Plan, development fees and maintenance assessments would be subject to the following provisions:

1. Development fees for the Northeast area should be raised commensurate with the actual estimated cost of infrastructure construction and financing costs.
2. Per-unit development costs should be based on the pro rata infrastructure capital and financing cost of the estimated total development potential in the Plan area, with provision for a contingency.
3. Provision should be made for automatic increases in development fees according to an increase in a municipal construction index, such as the Engineering News Record index.
4. Fees collected in the Northeast area should include the new Trunk Line Capacity Fee and the "community-wide" portion of the new park fees.
5. Fees for Open Space Maintenance Districts should be collected, as provided by the existing open space agreements.

CHAPTER VI
NORTHEAST PLAN POLICIES & DEVELOPMENT STANDARDS

The Northeast Plan will aid in the implementation of the General Plan which has directed major urban growth into this area. The Northeast Plan will also provide a specific framework for private development, installation of public improvements, and financing of infrastructure costs. All Northeast Plan area development will be in compliance with this Plan and provisions of the City's Land Use regulations. This Chapter contains policy statements which will serve to implement Northeast Plan goals and allowing consistent and timely implementation of the Plan.

Goal 1: To provide a development framework for the Plan area including land use intensities and circulation.

Policies:

1. Land uses, including residential densities, shall conform with the adopted Northeast Plan Land Use/Circulation Map.
2. Those areas designated R-1-20 (20,000 sq. ft. lot minimum) and R-1-12 (12,000 sq. ft. lot minimum) shall be developed to rural residential standards as contained in City land use regulations.
3. Those areas designated R-1-6 (6,000 sq. ft. lot, traditional single-family) shall be subject to the following:
 - a. Development standards contained in City land use regulations;
 - b. cluster or planned developments are encouraged subject to normal City review requirements, including Site Plan Review and public hearings.
4. Those areas designated R-1-4.5 (4,500 sq. ft. per unit cluster development) are intended to provide natural features (such as waterways) as an integrated part of an overall development plan and shall be subject to the following:
 - a. the R-1-4.5 designation shall be located in relation to natural features (such as waterways) and not as a generally applied designation;
 - b. development shall consist of residential unit clustering, provision of private internal open space, and orientation of units so as to include the public natural feature as a part of the total development design;
 - c. the overall development design, as described above, shall be reviewed through the Site Plan Review process;
 - d. development shall be in compliance with city land use regulations.

5. Those areas designated R-M-2 and R-M-3 are intended to provide for multiple-family development, primarily along major streets. Such development is subject to City land use regulations including Site Plan Review and public hearings for developments exceeding 11 units. Sufficient land shall be designated to provide a minimum of 20 percent multiple-family dwelling units.
6. The neighborhood commercial designation at the intersection of Houston/Ben Maddox shall be for a major grocery store and drug store center under General Plan Land Use Element policies. It is the intent of this policy to provide a major commercial center site rather than a smaller, convenience store development. Other such commercial sites may be designated if a need exists.
7. Circulation for the Northeast Plan area shall be based on the major street system shown on the adopted Northeast Plan Land Use & Circulation map. Such improvements shall be made to ensure a level of service "C".
8. Amendments to the Northeast Plan Land Use & Circulation map may be made subject to the provisions of the City Zoning Regulations as well as policies for new commercial and multi-family development.
9. The City shall develop graphics to illustrate development standards and expectations regarding new development within the Plan area.

Goal 2: To ensure the protection and to enhance existing native habitat and wildlife resources

Policies:

1. Existing natural resources along waterways and wildlife habitats shall be protected to the extent possible from development encroachment.
2. Development adjacent to identified natural resource areas shall be reviewed by the City Community Development Department with the potential of additional design requirements being applied to mitigate impacts to such natural resources. Such additional requirements may include, but not be limited to, the following:
 - additional structural setbacks and buffering to provide separation from natural areas
 - limitations on access or uses adjacent to resource area
 - reductions in intensity of use for the project site (i.e., reduction of density, square footage of structures)
3. Existing natural resources shall be managed so as to insure their continued viability in a natural state. Such measures may include replanting of vegetation, limitation of public access (such as the Mill Creek habitat area), and reintroduction of appropriate wildlife.

Goal 3: To provide adequate open space, parks, and recreational facilities in the Northeast Plan area.

Policies:

1. The City shall develop a system of joint use open space areas which can be used for park purposes and temporary detention of storm water. Such facilities shall be known as "park/ponds."
2. In addition to the park/pond system described above, the City shall develop community park facilities to include the following:
 - children's playground
 - picnic ramadas
 - playfields
 - amphitheater
 - off-street parking
3. The City shall coordinate with the Visalia Unified School District for public use of playfield and swimming pool facilities at the Houston Avenue School complex. Such uses would include organized team sports (such as AYSO soccer).
4. The City shall develop the south levee of the St. John's River as a pedestrian trail as shown on the adopted Northeast Plan Land Use & Circulation map and the St. John's River Park Master Plan. Such development shall be subject to measures to protect natural resources and wildlife habitats.
5. The City shall encourage cultural activities, concerts and other events to promote usage of public facilities within the Plan area.

Goal 4: To provide street development standards and associated public improvement standards.

Policies:

1. The City shall adopt development standards for various street classifications including associated improvements (sidewalk/bike path locations, center medians, frontage landscaping and decorative block walls.)
2. The standards described above shall include specific information regarding responsibility for installation costs of such improvements.

Goal 5: To ensure appropriate funding sources for identified public improvements, as well as a mechanism for future maintenance of those improvements.

Policies:

1. Development fees for the Northeast area should be adjusted annually to reflect the actual estimated cost of infrastructure construction and financing costs.
2. Per-unit development costs should be based on the pro rata infrastructure capital and financing cost for the estimated total development potential of the Northeast Plan area, with provision for consistency between other developed areas of the community.

3. Fees collected in the Northeast area should include the new Trunk Line Capacity Fee and the "community-wide" portion of the Park Acquisition and Development Fee. Other community-wide fees shall be collected as adopted by City Council.
4. Provisions should be made for automatic increases in development fees in accordance with an increase in the Municipal Construction Index, reported by the Engineering News Record.
5. Fees for Open Space Maintenance Districts should be collected, as provided by the existing open space agreement, preferably through supplemental property tax assessment.
6. All development in the Northeast Plan area shall be included in Open Space Maintenance Districts or districts formed pursuant to the 1972 Landscaping & Lighting Act to maintain public improvements.
7. Other sources of funding shall be used to offset costs.
8. The level and incidence of developer fees should not be substantially different than that of other areas of the community.

APPENDIX A
DEVELOPMENT COSTS

DEVELOPMENT FEES

As a part of the Northeast Plan review process, the City Council and Planning Commission requested a detailed analysis of the development fees collected in the Northeast Plan area and its relationship to development fees and costs collected in other areas of the community. Council and Commission members expressed strong concern that Northeast Plan area costs should be "in line" with those in other areas. This direction was a reflection of City concern regarding adverse impacts of fees on housing availability and affordability as well as the potential "cooling" effect on Northeast area development. It should also be recognized that the Northeast Plan fees have been generally perceived as "higher" than those collected in other areas by property owners and developers. There has also been an on-going concern that the level of amenities were substantially greater than in other areas. This Appendix to the Northeast Area Plan provides a summary analysis of those issues.

Level of Amenities:

When the Northeast Plan was originally adopted in 1979 it contained a number of amenities not found in other areas of the community including:

- a. park/ponds providing a "shared" use of open space for storm water detention and park uses;
- b. drainage swales to collect storm water runoff which would also be used for bike paths;
- c. pedestrian undercrossings at major arterial streets;
- d. decorative block wall and landscaping treatments along major arterial streets;
- e. a new park way collector street design including a landscaped center median and street furniture elements (signs, lighting).

In addition to these new elements, the combined Northeast fee also included participation in oversizing sewer lines, block walls, arterial landscaping and sidewalks which were borne by the subdivider in other areas of the community. In addition, the incidence and time of payment of development fees was modified from the then-prevailing method. Virtually all development fees were deferred to the time of issuance of the building permit. Outside the Northeast Specific Plan area, storm drainage fees, park fees, and trunk line capacity charge fees are now collected at the time of filing of the final map. In addition, the subdivider is required to install block wall, sidewalks, and arterial landscaping at the time of subdivision and at the developer's expense. The resultant effect of these modifications was that the development fees were borne exclusively by builders to whom building permits were issued, rather than apportioned between subdividers and builders.

It should be noted that since 1979, a number of the special Northeast Plan elements have been extended to other areas of the community. In effect, these "special" elements have become necessary both as functional aspects of development and to enhance the community image. Park/ponds, or other means of

storm water detention, have been made necessary on a citywide basis due to limitations of our waterways to directly dispose of storm water. Likewise, frontage treatments (including block walls and landscaping) are required as part of development along major streets.

Other proposed improvements in the Northeast area have proven to be ineffective or unnecessary. The concept of drainage swales has been abandoned due to the lack of slope needed to provide storm water flow and the difficulty in assembling parcels in advance of development. Pedestrian undercrossings have also been eliminated due to their high cost and concerns regarding public safety and community acceptance.

As such, some amenities have been eliminated from the Northeast Plan while other elements from the Northeast Plan have been incorporated into citywide standards. This adjustment has brought the Northeast Plan area development standards more closely into conformity with the rest of the community. The remaining amenities, parkway standard collectors and special bike path/landscaping treatments, are designed to enhance the development quality of the Northeast Plan area.

Scope of Northeast Fees:

As indicated previously, there is a perception that development costs are higher in the Northeast area as compared with other areas of the community. The development fee of \$1,107 is often cited as a detriment to the Northeast area development and is perceived as an additional development cost above and beyond those paid elsewhere in the community. However, in evaluating the impact of the unit fee it is necessary to review total development cost to development and not just development fees. Normally development fees are collected at two points in the development process: 1) at the time of land subdivision into buildable lots; and, 2) at the time of issuance of building permits. Subdivision fees are related to physical improvements which will allow property to develop. These fees cover infrastructure improvements including sanitary sewer, street construction, and a proportionate share of citywide infrastructure facilities. Building permit fees are related to individual structures including inspections, plan reviews, and public facilities (such as parks).

The Northeast area unit fee was designed to combine specific costs from both subdivision and building activities into a single fee. In effect, the Northeast area fee defers subdivision development fees to the time of issuance of building permits, which represents a cost savings to the subdivider and an additional cost to the builder. Chart 1 compares the combined subdivision fees, building permit fees, and other costs for a typical 59-unit subdivision in the Northeast area and other areas of the community.

CHART 1

EXISTING NORTHEAST AREA DEVELOPMENT
COSTS COMPARED WITH OTHER AREAS OF
THE COMMUNITY
(59-UNIT SUBDIVISION)

<u>SUBDIVISION COSTS</u>	<u>NORTHEAST AREA</u>	<u>OTHER AREAS</u>
Park Fees	--	10,620
Sanitary Sewer	74,081	95,674 ¹
Storm Drainage	50,058	54,465 ²
Street Paving	80,675	80,675
Street Signs	400	400
Street Lighting	4,326	4,326
Fire Hydrants	8,240	8,240
Mailbox Supports	1,390	1,390
Other	6,575	27,081 ³
TOTAL	225,745	282,871
	(3,826/unit)	(4,794/unit)

<u>BUILDING PERMIT COSTS</u>	<u>NORTHEAST AREA</u>	<u>OTHER AREAS</u>
Plan Check	570	570
Electrical/Mechanical	68	68
Plumbing	34	34
Sewer Connection	343	343
Sidewalk Inspection	15	15
Park Fee	--	405
Northeast Fee	1,107	--
TOTAL	2,137/unit	1,435/unit

TOTAL COMBINED UNIT COST 5,963 6,229

- 1 Includes 366 trunk line capacity charge
- 2 Includes existing acreage fee (does not include future proposed modifications)
- 3 Includes \$59/unit for major street sidewalk (4'), \$250/unit for arterial block walls (average over plan area) and \$150/unit for arterial landscaping (16')

As shown, the subdivider would save about \$57,126 in subdivision costs (\$968/unit) while the builder would be assessed about \$41,418 additional building permit fees (\$702/unit). As currently structured, the combined Northeast development costs are lower than those assessed in other areas of the community by approximately \$266 per unit.

Recent subdivision experience outside the Northeast area indicates, however, that development costs in other areas may be somewhat higher than those shown in Table 6. Special storm drainage facilities, amenities, and major street improvements are becoming standard cost items. These costs, in selected cases, may add as much as \$750 to \$1,500 to total development costs per dwelling unit. It should be noted that the Northeast fees tend to spread these costs over all the residents in the Plan area, thus reducing individual subdivider's risk of unexpected or unusual costs.

These elements can significantly increase the per unit cost associated with subdivision development. By taking advantage of the existing Northeast Plan, the City has a "master plan" for infrastructure which allows more cost effective installation not found in other areas of the community.

Recommendation:

1. Development fees for the Northeast area should be raised commensurate with the actual estimated cost of infrastructure construction and financing costs.

Chart 2 indicates cost estimates for all remaining improvements related to major streets, park/ponds, and a new community park. These figures represent existing and remaining improvements, engineering/design costs (5%), project administration (5%), and project contingencies (10%) and recommended design modification for storm drainage, streets and park facilities. Chart 3 indicates total estimated improvement costs including financing. Total cost is estimated to be about \$10.6 million.

PLAN IMPROVEMENT COSTS
DALS

IMPROVEMENT TYPE	BEH. MAD.	LOVEREIN	BUENAVI.	MCAULIFF	VIRMARG	HOUSTON	MILLCRK	BURKE	STJOHN	BURKE PARK	SW PARK A	NE PARK B	SE PARK C	COMMUNITY PARK	TOTAL	PER UNIT
VIANS																
CURBS	23400	54000				35000	48500								135500	22.43
LANDSCAPING	185000	145000				105000	153000								521000	86.37
LIGHTING	113400					20000	30000								50000	8.23
RA WIDTH PAVING		129500				350000	168000								802800	132.91
RA THICKNESS PAVING		120500				112000	99400								567500	97.25
KWAYS		32400				350000	37000								1051000	174.14
LANDSCAPING						270000									525400	86.99
CR WALLS															12500	2.09
SPALTS															87000	14.40
LANDSCAPING						43700									108500	17.53
PAVING						103000										
FM GRAVAGE FACILITIES																
LAND																
DRAINAGE IMPR. FACILITIES																
LAND																
IMPROVEMENTS																
LEFTS																
TOTAL	181000	307100	32400	903350	350000	1057100	52000	37000	570500	152460	410370	625980	625980	803304	6688000	1100.53
ENGINEERING/DESIGN	8050	15000	1600	45000	18000	52055	25150	1650	25500	7500	20519	31000	31000	15000	217000	35.43
CONSTRUCTION	9050	15000	1500	45000	18000	52055	25150	1650	25500	7500	20519	31000	31000	15000	217000	35.43
INSURANCES	18100	30710	3240	90335	35000	105710	52000	3700	57050	15246	41037	62598	62598	80330	668800	1100.53
ARCHTS																
PL	217000	359500	36800	1094000	425000	1268500	602500	45300	634700	182950	492440	751100	751100	900000	9530000	1413.03
T/UNIT	35.55	51.01	5.44	173.48	71.52	210.02	99.93	7.51	115.35	30.23	81.53	124.37	124.37	100.33		

CHART 2

CHART 3

Medians	706,600
Extra Width Paving	802,800
Extra Thickness Paving	587,360
Parkway Landscaping	1,051,800
Block Walls	525,400
Sidewalks	12,600
Bike Paths	193,800
Storm Drainage Facilities	2,225,184
Park Facilities	518,364
Culverts	72,000
Subtotal	<u>6,695,908</u>
Engineering/Design	334,795
Administration	334,795
Contingencies	669,591
Financing	500,000
TOTAL	<u>8,535,090</u>
Project to Date Costs	<u>2,107,800</u>
TOTAL	<u>10,642,890</u>

However, it should be noted that portions of the above-listed improvements are considered to be of citywide benefit and should not be funded totally from Northeast fees. Such items include extra paving widths and thickness to accommodate citywide traffic, and the McAuliff arterial (with center median) which would serve a citywide function providing circulation north of the St. John's River and, eventually, south of Highway 198. It is recommended that these improvements be funded through other sources, as they are in other areas of the community. It is also recommended that some fees be collected at the time of final map for improvements whose costs are normally incurred at the time of subdivision development. These costs include block walls, parkway landscaping, park acquisition fees and storm drainage costs. It is estimated that collection of such fees at the time of final map will save a minimum of \$350,000 (\$50/unit) in financing costs.

Chart 4 indicates specific cost reductions through both shifting community-wide improvements to other sources and by the collection of some fees at the time of final map. This would result in an overall reduction in the remaining improvements to be funded from northeast development fees to \$6.4 million. Chart 4 also indicates the revised cost per unit for various cost elements based on a remaining potential build-out of 6,040 units. This represents a \$49 reduction in direct Northeast area fees from the current \$1,107 fee.

According to Chart 6, the combined effect of shifting the incidence of development fees, new storm drainage improvements, exclusion of some costs supported by development fees and addition of community-wide fees which are now not paid in the Northeast area would be to increase per-unit subdivision costs by \$1,222 per unit to \$5,048, and to decrease building permits costs in the Northeast area are estimated to be \$6,342 per unit. The remainder of the

City costs are projected to be \$7,275 compared to the existing level of \$6,229. This would indicate that development costs in the Northeast area may be as much as \$933 lower than the remainder of the City.

2. Per unit development costs should be based on the pro-rata infrastructure capital and financing cost of the estimated total development potential in the Plan area, with the provision for a contingency.

As outlined in #1 above, the estimated Northeast area costs include a total 20% factor for engineering/design, administration, and project contingencies. In addition, \$150,000 has been included for projected interest charges for inter-fund advances by the City. The reduced financing cost is based on collection of some Northeast improvement costs at the time of final map.

3. Provision should be made for automatic increases in development fees according to an increase in a municipal construction index, such as the Engineering News Record index.

This provision would recognize that development costs will rise over time. In order to provide adequate funding for identified Northeast area improvements, the fee would need to be adjusted to cover those cost increases.

4. Fees collected in the Northeast area should include to New Trunk Line Capacity Fee and the "community-wide" portion of the new park fees. The addition of these fees would increase the equitability of the financing of the "regional" facilities.

These fees would recognize that the Northeast area has a responsibility to fund a share of improvements that will be of community-wide benefit. This would be in addition to the Northeast fees which are of direct benefit to the Northeast area. Chart 5, below, identifies the additional cost:

CHART 5

TRUNK LINE CAPACITY FEE AND COMMUNITY-WIDE SHARE OF THE PARK DEVELOPMENT FEE

<u>Fee</u>	<u>SFR</u>	<u>MFR</u>
Sewer Trunk Line	366	207
25% Park Fee	<u>146</u>	<u>101</u>

Note: Equivalent fee for non-residential uses will be determined at the time of development.

Total development costs under the proposed Northeast Area Plan revisions in comparison with the rest of the community is shown in Chart 6. This chart also assumes a division of Northeast Area fees between the subdivider and builder.

CHART 6

PROPOSED NORTHEAST AREA DEVELOPMENT
 COSTS COMPARED WITH THE REMAINDER OF
 THE COMMUNITY
 (59-UNIT SUBDIVISION)

<u>SUBDIVISION COSTS</u>	<u>NORTHEAST AREA</u>	<u>OTHER AREAS</u>
Park Fee	8,614	10,620
Sanitary Sewer ¹	95,674	95,674
Storm Drainage	71,652 ²	113,465 ³
Street Paving	80,675	80,675
Street Signs	400	400
Street Lighting	7,326	7,326
Fire Hydrants	8,240	8,240
Mailbox Supports	1,390	1,390
Other ⁴	23,874	26,800
	<u>297,845</u>	<u>344,590</u>
	(5,048/unit)	(5,840/unit)
<u>BUILDING PERMIT COSTS</u>	<u>NORTHEAST AREA</u>	<u>OTHER AREAS</u>
Plan Check	570	570
Electrical/Mechanical	102	102
Sewer Connection	343	343
Sidewalk Inspection	15	15
Park Fee	--	405
Northeast Fee	264 ⁵	
	<u>(1,294/unit)</u>	<u>(1,435/unit)</u>
Total Cost per Unit	(6,342/unit)	(7,275/unit)

- 1 Assumes \$366 trunk line capacity charge
- 2 Assumes Northeast Plan storm drainage improvements in the Draft Storm Drainage Master Plan
- 3 Assumes \$1,000/unit storm drainage fee according to Storm Drainage Master Plan
- 4 Block walls, parkway landscaping, and bike paths
- 5 Revised Northeast fee of \$264 reflects shift of storm drainage, block wall, parkway and bike path costs to filing of final map

APPENDIX B

IMPROVEMENT STANDARDS AND COSTS

APPENDIX B

IMPROVEMENT STANDARDS AND COSTS

As indicated in the proposed plan, the Northeast Area Plan features a number of public improvements to be financed through a combination of development fees and other funding sources. These items are related to street improvements (paving width/thickness, center medians), parkway improvements (landscaping, sidewalks, bike paths), storm drainage facilities (park/ponds, storm lines, pumps), and community park facilities. The Specific Plan process allows the extent and cost of these improvements to be determined early in the development process. The following exhibits are designed to graphically depict improvement standards for major streets/parkways, locations for drainage facilities, and the community park. In addition, the exhibits also indicate responsibility for specific improvements by the City and developers, the extent of remaining City improvements, and remaining improvement costs. The estimated costs were used in calculating the development costs outlined in Appendix A.

1. City Improvements (Northeast Fee Funded)

City-funded improvements generally are those considered over and above improvements normally required of developers. In the case of major streets this would include additional width in paving in excess of 40 feet and paving thickness in excess of a 5.5 Traffic Index. In addition, center medians and extra width street parkways (in excess of 12') along with bike paths and block walls would be funded through the Northeast Area Fee. Other Northeast Plan funded improvements would include storm drainage facilities and parks. It should be noted that some of these items (such as parkway landscaping and drainage facilities) are borne by individual developers at their expense outside the Northeast Specific Plan area. In the Northeast Area, these cost items are spread throughout the Plan area in the form of a development fee.

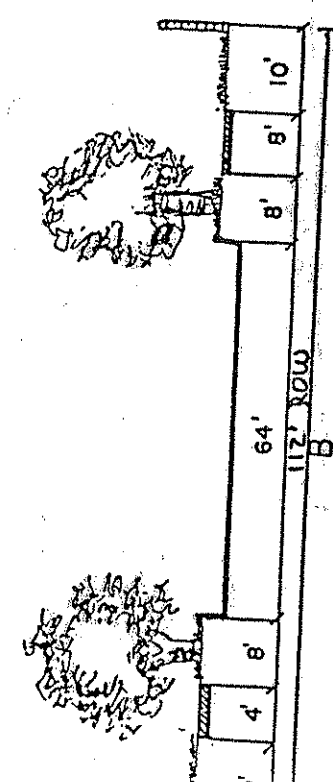
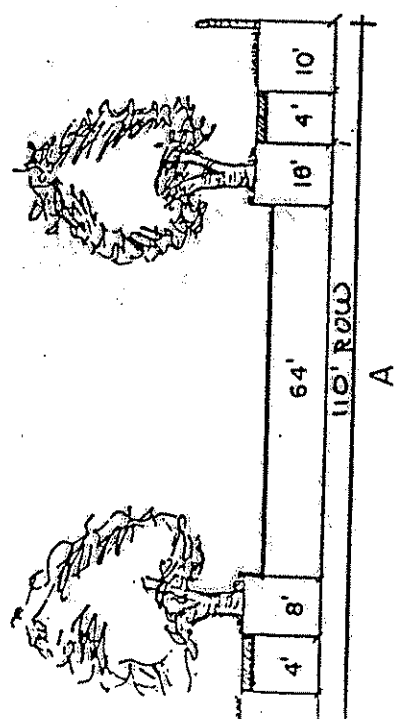
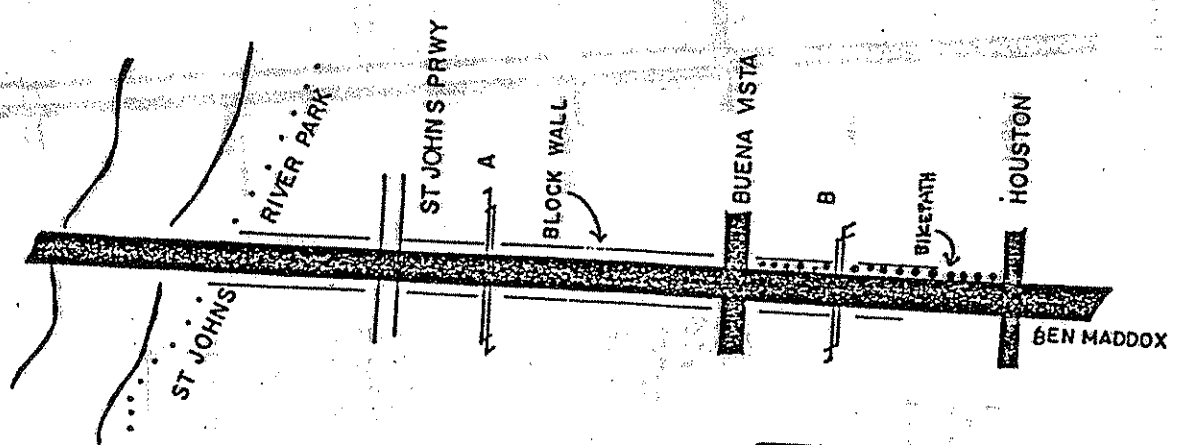
2. Developer Improvements

The exhibits indicate SUBDIVIDER/DEVELOPER improvement responsibilities. These are normal improvement standards generally applied throughout the community and restated here to clarify responsibility. It should be noted that many items normally found in Subdivision Agreements and building permits are not listed. In addition, it is the developer's responsibility to prepare comprehensive improvement plans (including city funded improvements) in order to insure compatibility of all improvements.

3. Remaining City Improvements/Costs

To the extent possible, remaining City and Northeast Fee funded improvements are identified. A following spread sheet then identifies the costs associated with those improvements including engineering/design, administrative, and contingency costs.

It should be noted that the exhibits represent development standards at this point in time. As development occurs, there may need to be adjustments both for individual projects and changes in community expectations. Policy 1 under Goal 5 in the Plan report provides for an annual review of fees and cost of infrastructure construction. This review should also consider development standards.



BEN MADDOX ARTERIAL

CITY

- Parkway landscaping in excess of 12 feet
- Bikepaths and bikepath landscaping
- Block walls
- Paving width and thickness in excess of standard requirements

SUBDIVIDER/BUILDER

- Right of way dedication and landscaping
- Standard street construction
- Street lights
- Sidewalks
- Improvement plans

REMAINING CITY IMPROVEMENTS

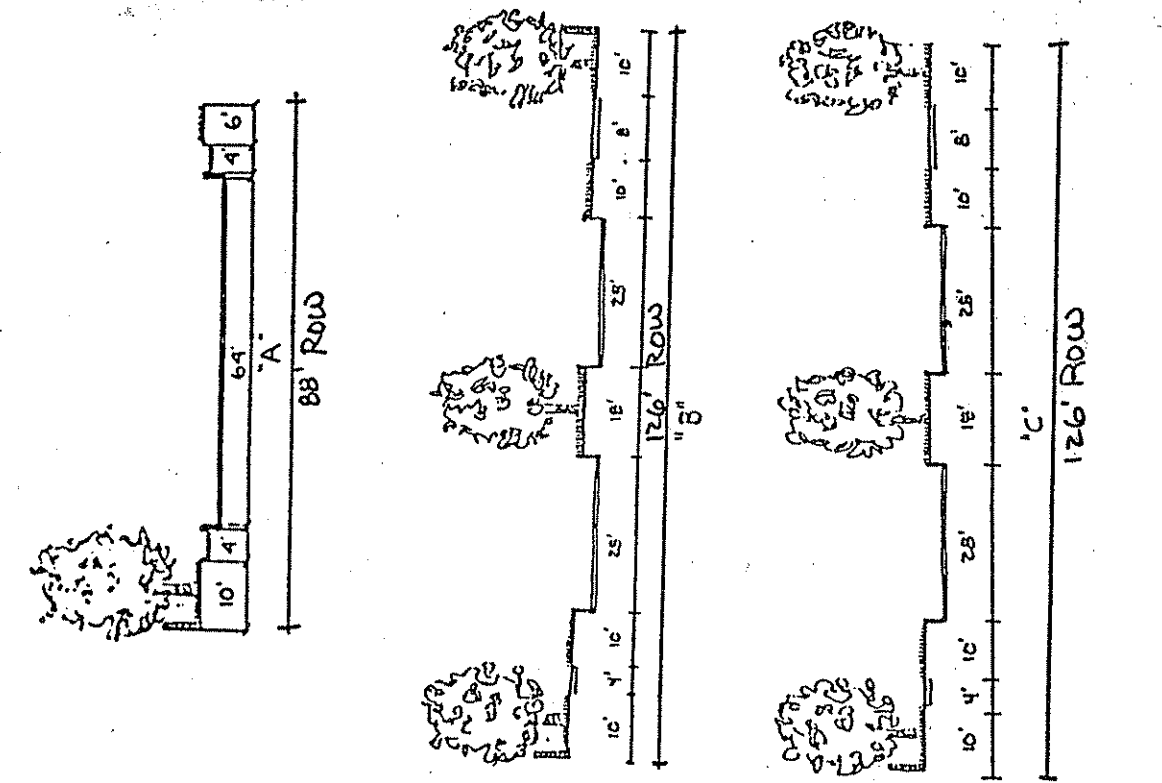
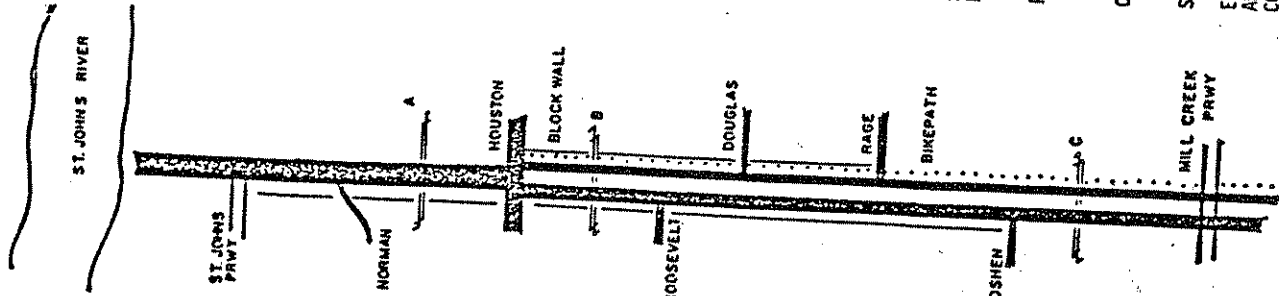
- Block walls 3400 ft.
- Bikepaths 400 ft.
- Parkway landscaping 2600 ft.

REMAINING IMPROVEMENT COSTS

NE PLAN IMPROVEMENT COSTS
BEN MADDOX ARTERIAL

IMPROVEMENT TYPE	COST/UNIT	UNIT	TOTAL
MEDIANS			
CURBS	5.00		0
LANDSCAPING	1.50		0
LIGHTING	1000.00		0
EXTRA WIDTH PAVING	1.50		0
EXTRA THICKNESS PAVING	0.40		0
PARKWAYS			
LANDSCAPE	1.50	15600	23400
BLOCK WALLS	37.00	3400	125800
SIDEWALKS	1.50		0
BIKEPATHS			
LANDSCAPING	1.50	18000	27000
PAVING	1.50	3200	4800
PARK/PONDS			
LAND	0.80		0
DRAINAGE IMPR.	0.35		0
PARK IMPR.	0.50		0
CULVERTS	24000.00		0
SUBTOTAL			181000
ENGINEERING/DESIGN	0.05		9050
ADMINISTRATION	0.05		9050
CONTINGENCIES	0.10		18100
TOTAL			181000

ENGINEERING/DESIGN	0.05		9050
ADMINISTRATION	0.05		9050
CONTINGENCIES	0.10		18100
TOTAL			181000



- CITY
- Median curbs and landscaping
 - Parkway landscaping in excess of 12 feet
 - Paving with and thickness in excess of standard requirement
 - Block walls
 - Sidewalks
 - Bikepaths

- SUBDIVIDER/DEVELOPER
- Right of way dedication and landscaping
 - Standard street construction
 - Improvement plans

REMAINING CITY IMPROVEMENTS

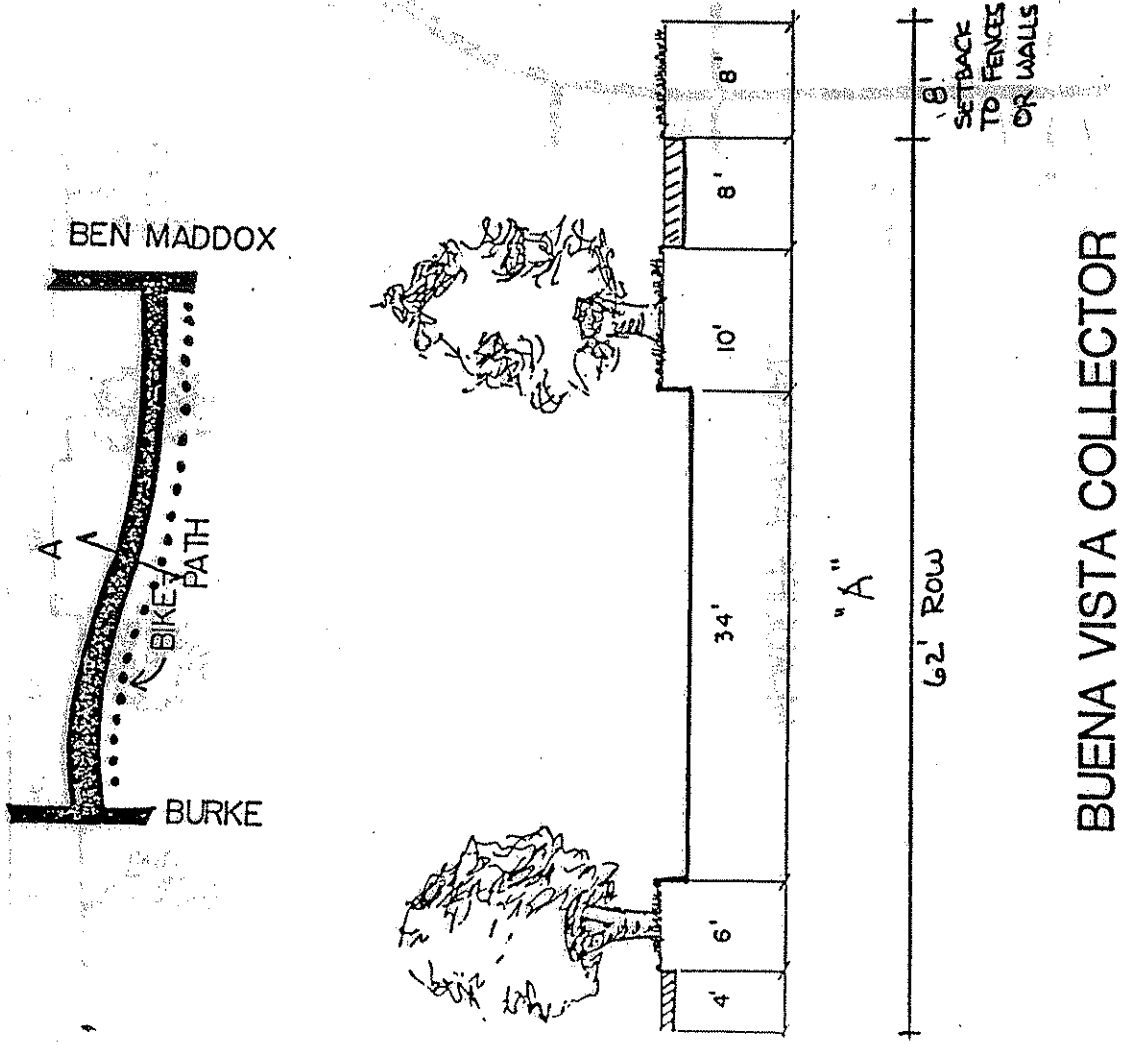
Median landscaping	4200 ft
Parkway landscape	4300 ft
Sidewalk	8400 ft
Block walls	3500 ft

REMAINING IMPROVEMENT COSTS

NE PLAN IMPROVEMENT COSTS
LOVERS LANE ARTERIAL

IMPROVEMENT TYPE	COST/UNIT	UNIT	TOTAL
MEDIANS			
CURBS	5.00		0
LANDSCAPING	1.50	75600	113400
LIGHTING	1000.00		0
EXTRA WIDTH PAVING	1.50		0
EXTRA THICKNESS PAVING	0.40		0
PARKWAYS			
LANDSCAPE	1.50	23200	34800
BLOCK WALLS	37.00	3500	129500
SIDEWALKS	1.50	8400	12600
BIKEPATHS			
LANDSCAPING	1.50	11200	16800
PAVING	1.50		0
PARK/PONDS			
LAND			
DRAINAGE IMPR.	0.80		0
PARK IMPR.	0.35		0
CULVERTS	0.50		0
	24000.00		
SUBTOTAL			307100
ENGINEERING/DESIGN	0.05		15355
ADMINISTRATION	0.05		15355
CONTINGENCIES	0.10		30710
FINANCING			0
TOTAL			368520

LOVERS' LANE ARTERIAL



BUENA VISTA COLLECTOR

CITY

-Bikeway landscaping

SUBDIVIDER/DEVELOPER

- Right of way dedication and landscaping
- Standard street construction
- Sidewalks
- Bikepaths
- Improvement plans

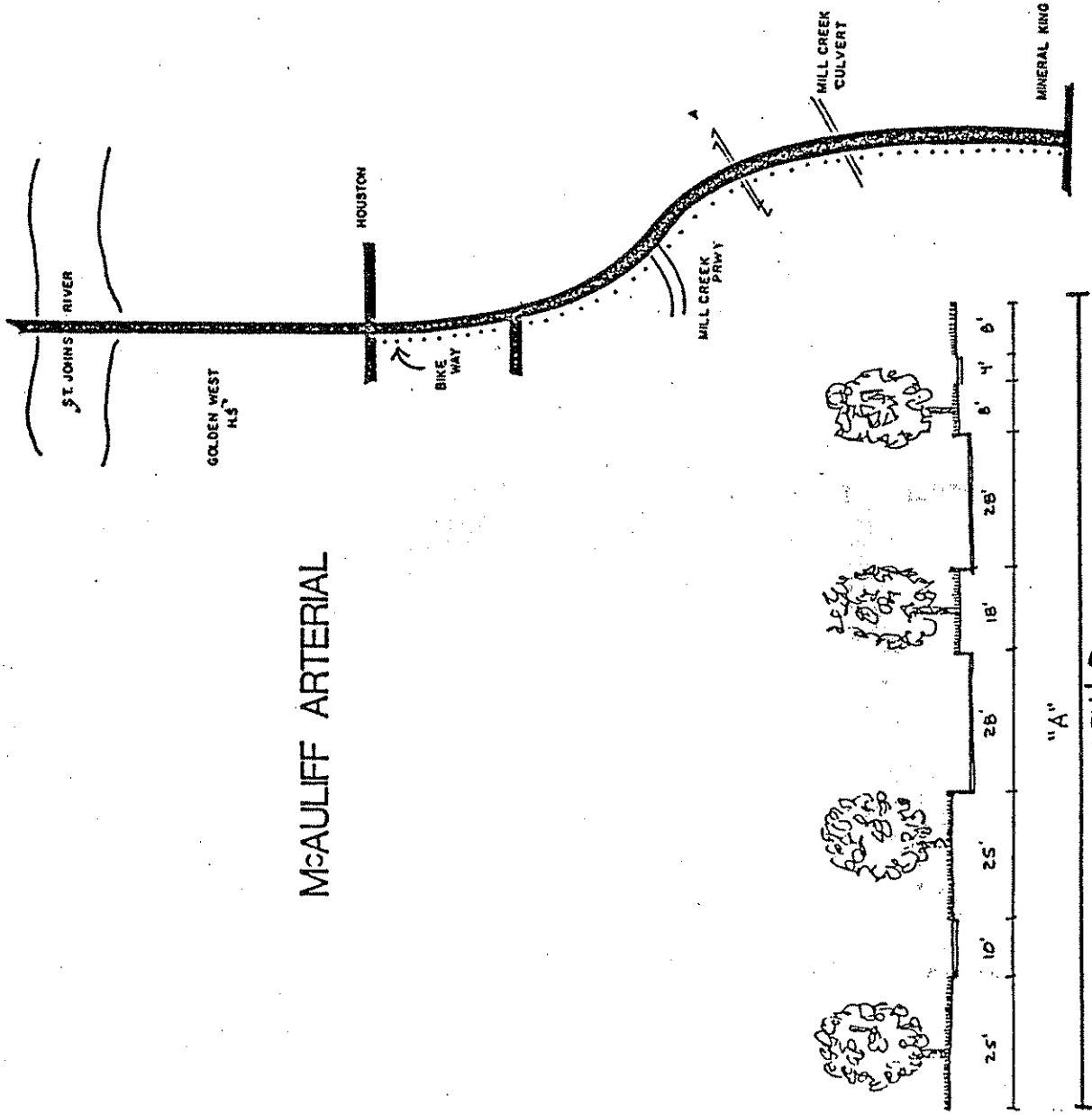
REMAINING CITY IMPROVEMENTS

Parkway landscaping 1200 ft

REMAINING IMPROVEMENT COSTS

NE PLAN IMPROVEMENT COSTS
BUENA VISTA COLLECTOR

IMPROVEMENT TYPE	COST/UNIT	UNIT	TOTAL
MEDIANS			
CURBS	5.00	0	0
LANDSCAPING	1.50	0	0
LIGHTING	1000.00	0	0
EXTRA WIDTH PAVING	1.50	0	0
EXTRA THICKNESS PAVING	0.40	0	0
PARKWAYS			
LANDSCAPE	1.50	21600	32400
BLOCK WALLS	37.00	0	0
SIDEWALKS	1.50	0	0
BIKEPATHS	1.50	0	0
LANDSCAPING	1.50	0	0
PAVING	1.50	0	0
PARK/PONDS	1.50	0	0
LAND	0.80	0	0
DRAINAGE IMPR.	0.35	0	0
PARK IMPR.	0.50	0	0
CULVERTS	24000.00	0	0
SUBTOTAL			32400
ENGINEERING/DESIGN	0.05	1620	1620
ADMINISTRATION	0.05	1620	1620
CONTINGENCIES	0.10	3240	3240
FINANCING		0	0
TOTAL			38880



CITY

- Bikepath landscaping
- Paving width and thickness in excess of standard requirement

SUBDIVIDER/DEVELOPER

- Right of way dedication and landscaping
- Standard street construction
- Sidewalks
- Bikepaths
- Improvement plans

REMAINING CITY IMPROVEMENTS

Median curb	10800 ft
Median landscape	5400 ft
Paving	5400 ft
Parkway landscape	5400 ft
Culverts	2

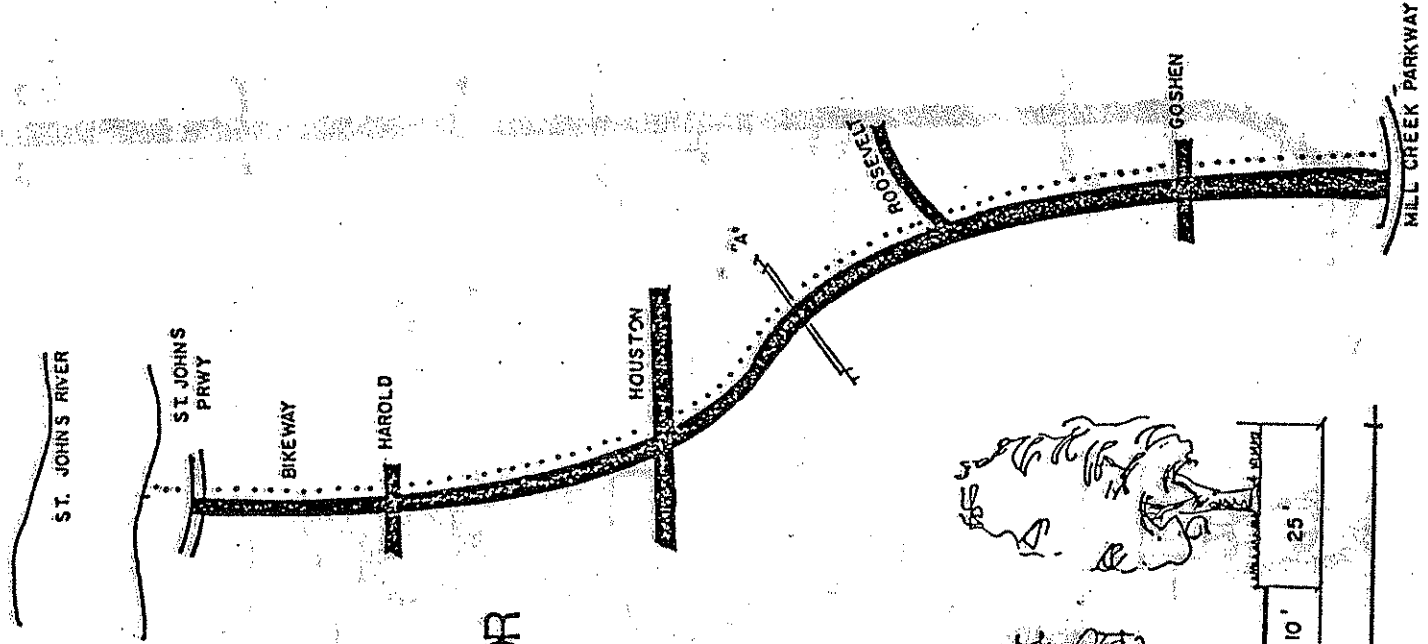
REMAINING IMPROVEMENT COSTS

NE PLAN IMPROVEMENT COSTS
McAULIFF ARTERIAL CONCEPT A

IMPROVEMENT TYPE	COST/UNIT	UNIT	TOTAL
MEDIANS			
CURBS	5.00	10800	54000
LANDSCAPING	1.50	97200	145800
LIGHTING	1000.00		
EXTRA WIDTH PAVING	1.50	86400	129600
EXTRA THICKNESS PAVING	0.40	302400	120960
PARKWAYS			
LANDSCAPE	1.50	270000	405000
BLOCK WALLS	37.00		
SIDEWALKS	1.50		
BIKEPATHS	1.50		
LANDSCAPING	1.50		
PAVING	1.50		
PARK/PONDS			
LAND	0.80		
DRAINAGE IMPR.	0.35		
PARK IMPR.	0.50		
CULVERTS	24000.00	2	48000
SUBTOTAL			903360
ENGINEERING/DESIGN	0.05		4516
ADMINISTRATION	0.05		4516
CONTINGENCIES	0.10		9033
TOTAL			108403

McAULIFF ARTERIAL

"A"
154' Row



VIRMARGO COLLECTOR

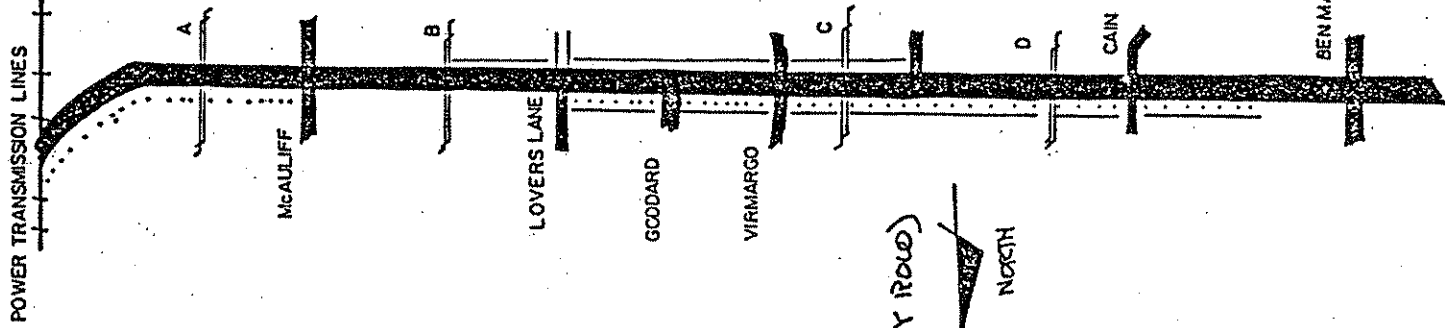
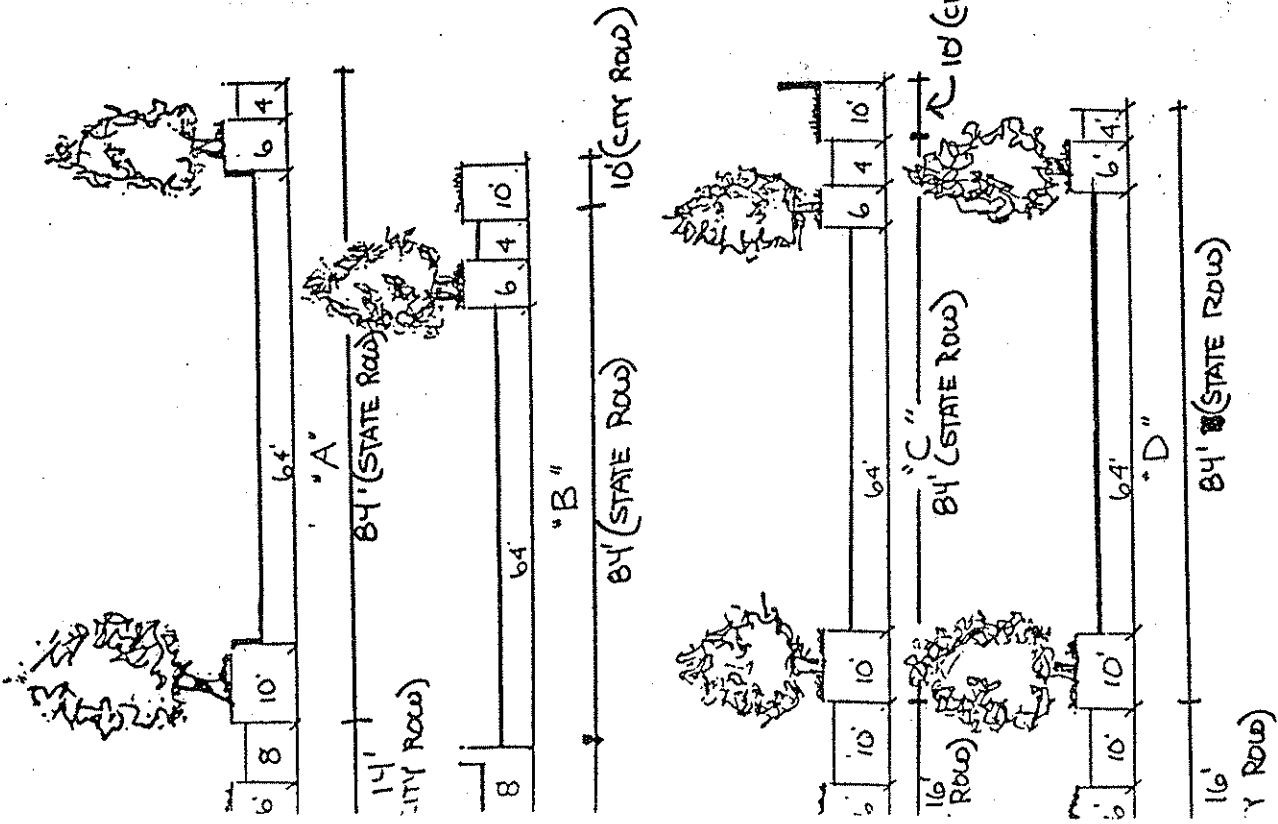
CITY
 -Bikeway landscaping

SUBDIVIDER/DEVELOPER
 -Right of way dedication and landscaping
 -Standard street construction
 -Sidewalks
 -Bikepaths
 -Improvement plans

REMAINING CITY IMPROVEMENTS
 Bikeway landscaping 4800 ft

REMAINING IMPROVEMENT COSTS

IMPROVEMENT TYPE	COST/UNIT	UNIT	TOTAL
<u>NE PLAN IMPROVEMENT COSTS</u>			
<u>VIRMARGO COLLECTOR</u>			
MEDIANS			0
CURBS	5.00		0
LANDSCAPING	1.50		0
LIGHTING	1000.00		0
EXTRA WIDTH PAVING	1.50		0
EXTRA THICKNESS PAVING	0.40		0
PARKWAYS			0
LANDSCAPE	1.50		0
BLOCK WALLS	37.00		0
SIDEWALKS	1.50		0
BIKEPATHS			0
LANDSCAPING	1.50	240000	360000
PAVING	1.50		0
PARK/PONDS			0
LAND	0.80		0
DRAINAGE IMPR.	0.35		0
PARK IMPR.	0.50		0
CULVERTS	24000.00		0
SUBTOTAL			360000
ENGINEERING/DESIGN	0.05		18000
ADMINISTRATION	0.05		18000
CONTINGENCIES	0.10		36000
FINANCING			0
TOTAL			432000



CITY

- Parkway landscaping in excess of 12 feet
- Bikepath landscaping
- Bikepaths
- Block walls
- Paving width and thickness in excess of standard requirements

SUBDIVIDERS/DEVELOPERS

- Right of way dedication and landscaping
- Standard street construction
- Street lights
- Improvement plans

REMAINING CITY IMPROVEMENTS

Paving	10000 ft
Parkway landscape	4300 ft
Block walls	7300 ft
Bikepaths	7200 ft

REMAINING IMPROVEMENT COSTS

NE PLAN IMPROVEMENT COSTS HOUSTON ARTERIAL

IMPROVEMENT TYPE	COST/UNIT	UNIT	TOTAL
MEDIANS			
CURBS	5.00	0	0
LANDSCAPING	1.50	0	0
LIGHTING	1000.00	0	0
EXTRA WIDTH PAVING	1.50	240000	360000
EXTRA THICKNESS PAVING	0.40	640000	256000
PARKWAYS			
LANDSCAPE	1.50	17200	25800
BLOCK WALLS	37.00	7300	270100
SIDEWALKS	1.50	0	0
BIKEPATHS			
LANDSCAPING	1.50	28800	43200
PAVING	1.50	68000	102000
PARK/PONDS			
LAND	0.80	0	0
DRAINAGE IMPR.	0.35	0	0
PARK IMPR.	0.50	0	0
CULVERTS	24000.00	0	0
SUBTOTAL			1057100
ENGINEERING/DESIGN	0.05		52855
ADMINISTRATION	0.05		52855
CONTINGENCIES	0.10		105710
TOTAL			1268520

HOUSTON ARTERIAL

BENMADDOX

