

CITY OF MERCED
Site Plan Review Committee

MINUTES

Planning Conference Room
2nd Floor Civic Center
Thursday, January 31, 2019

Chairperson McBRIDE called the meeting to order at 1:32 p.m.

1. **ROLL CALL**

Committee Members Present: Chief Building Official Frazier, Land Surveyor Cardoso (for City Engineer) and Director of Development Services McBride

Committee Members Absent: None

Staff Present: Planning Manager Espinosa, Public Works Director Elwin, and Planner/Recording Secretary Nelson

2. **MINUTES**

M/S McBRIDE-CARDOSO, and carried by unanimous voice vote, to approve the Minutes of January 24, 2019, as submitted.

3. **COMMUNICATIONS**

None.

4. **ITEMS**

4.1 Extension of Vesting Tentative Subdivision Map (VTSM) #1280 (“Bellevue Ranch North, Phases 3 & 4”), for 30 large lots, located at Bellevue Road and G Street.

Associate Planner NELSON reviewed the request for the extension of VTSM #1280. She recapped the history of the approvals and previous extensions granted by the State of California. She outlined the regulations of the Subdivision Map Act for denying a request for the extension of a vesting tentative subdivision map.

There was a brief discussion regarding the map and clarification on the information provided at Attachment D of the Memo to the Site Plan Committee.

M/S CARDOSO - FRAZIER, and carried by the following vote to approve a one-year extension for Vesting Tentative Subdivision Map (VTSM) #1280 (Amended Planning Commission Resolution #2857):

AYES: Committee Members Cardoso, Frazier, and Chairperson McBride

NOES: None

ABSENT: None

4.2 Extension of Vesting Tentative Subdivision Map (VTSM) #1279 (“Mission Ranch”), for 138 lots on 19.6 acres, located at the southwest corner of Mission Avenue and Highway 59.

Associate Planner NELSON reviewed the request for the extension of VTSM #1279. She recapped the history of the approvals and previous extensions granted by the State of California. She outlined the regulations of the Subdivision Map Act for denying a request for the extension of a vesting tentative subdivision map. Ms. NELSON explained that there is an unresolved issue regarding the drainage basin for this subdivision. Therefore, staff is recommending this item be continued to the Site Plan Committee Meeting of February 14, 2019, to allow staff to work with the developer on resolving this issue. Ms. NELSON noted that the Subdivision Map Act allows an automatic 60-day extension when a request for the extension of a tentative subdivision map is received. Therefore, this map would not expire until March 31, 2019.

The applicant, Bhupinder Kaur Sahota, and the applicant’s engineer, Jim Xu with Golden Valley Engineering were in attendance to answer questions from the Committee. The applicant and Mr. Xu agreed to the continuation of this request.

M/S CARDOSO-McBRIDE, and carried by the following vote to continue this request to the Site Plan Committee meeting of February 14, 2019:

AYES: Committee Members Cardoso, Frazier, and Chairperson McBride

NOES: None

ABSENT: None

4.3 Extension of Vesting Tentative Subdivision Map (VTSM) #1291 (“Bright”), for 161 lots on 39.8 acres, located at the northeast corner of G Street and Merrill Place.

Associate Planner NELSON reviewed the request for the extension of VTSM #1291. She recapped the history of the approvals and previous extensions granted by the State of California. She outlined the regulations of the Subdivision Map Act for denying a request for the extension of a vesting tentative subdivision map. Ms. NELSON noted that correspondence from Rick Telegan had been received prior to the meeting. Because staff needs more time to review the information provided by Mr. Telegan, staff is recommending this request be continued to the Site Plan Committee meeting of February 14, 2019.

M/S McBRIDE-FRAZIER, and carried by the following vote to continue this request to the Site Plan Committee meeting of February 14, 2019:

AYES: Committee Members Cardoso, Frazier, and Chairperson McBride

NOES: None

ABSENT: None

4.4 Site Plan Application #432, submitted by Mike Ferrero for Devonwood 64, LP, property owner. The approval allows for variation in the building elevations for the subdivision known as “Highland Park” and the modification of certain mitigation measures previously required for this site. The Highland Park subdivision is generally located on the south side of Devonwood Drive between Loughborough Drive and Austin Avenue.

Associate Planner NELSON reviewed the application and request from the property owner. She noted a memo from staff (which was

provided to the Committee prior to the meeting) that included a corrected Exhibit 2 (Planning Commission Resolution #2901). Refer to Draft Site Plan Resolution #432 for further information.

The applicant and his contractor were in attendance to answer questions from the Committee.

There was discussion regarding the modification of Finding K to allow the City Engineer to determine the project's fair share of the improvements at Hwy 59 and 16th Street instead of coming back before the Site Plan Committee.

Committee Member CARDOSO asked if all the improvements had been accepted. Associate Planner NELSON explained that a Notice of Completion had been filed for the work done when the bonds were called for this subdivision, but she was unable to find any other Notice of Completion. In order to ensure all the work is done to City Standard and ensure public safety, Committee Member CARDOSO recommending adding a condition to require inspection of the public utilities.

Committee Member CARDOSO also asked if the streets within the subdivision were public or private streets. After a brief discussion and reviewing the maps, it was determined that a condition should be added to require a Public Utilities Easement over the private streets if one has not already been dedicated.

M/S MCBRIDE-FRAZIER, and carried by the following bot to adopt a Categorical Exemption regarding Environmental Review #19-02, and approve Site Plan Application #432, subject to the Findings and 4 conditions set forth in Draft Resolution #432 with the modification of Finding K and addition of Conditions #5, #6, and #7 as follows:

(Note: ~~Strikethrough~~ deleted language, underline added language)

- K) Regarding Mitigation Measure 3.1-9, City staff agrees that some reduction from the 50% obligation is reasonable. City staff will research what was paid by Phase One of the Merced

Market Place development and present information to the ~~Site Plan Committee~~ City Engineer for a determination on what the appropriate reduction should be, including possibly reducing the obligation to zero or to the project's share to be paid through the Public Facilities Impact Fees. This shall occur prior to issuance of the first building permit.

- 5) Per Finding K, the City Engineer shall determine the appropriate reduction prior to issuance of the first building permit.
- 6) All public utilities will need to be inspected to ensure they meet City standards and public safety requirements.
- 7) If not already completed, the streets shall be dedicated to the City as public utilities easements.

5. **INFORMATION ITEMS**

5.1 Calendar of Meetings/Events

There was no discussion regarding the calendar of meetings/events.

6. **ADJOURNMENT**

There being no further business, Chairperson McBRIDE adjourned the meeting at 2:21 p.m.

Respectfully submitted,



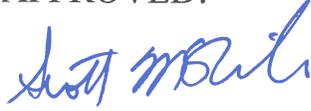
Kim Espinosa, Secretary
Merced City Site Plan Review Committee

Site Plan Review Committee Minutes

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APPROVED:



Scott McBride, Chairperson/
Director of Development Services
Merced City Site Plan Review Committee

CITY OF MERCED
SITE PLAN REVIEW COMMITTEE
RESOLUTION #432

<u>Mike Ferrero for Devonwood 64, LP</u> APPLICANT	<u>Revise building elevations and modify mitigation measures dealing with traffic</u> PROJECT
<u>5732 Engineer Dr. #102</u> ADDRESS	<u>Devonwood Drive between Austin Avenue and Loughborough Drive</u> PROJECT SITE
<u>Huntington Beach, CA 92649</u> CITY/STATE/ZIP	<u>058-470-001 through -036; 058-480-001 through -047; 058-490-001 through -053</u> APN
<u>951-454-2359</u> PHONE	<u>Planned Development (P-D) #16</u> ZONING

In accordance with Chapter 20.68 of the Merced City Zoning Ordinance, the Site Plan Review Committee reviewed and administratively approved Site Plan Application #432 on January 31, 2019, submitted by Mike Ferrero for Devonwood 64, LP, property owner. The approval allows for variation in the building elevations for the subdivision known as “Highland Park” and the modification of certain mitigation measures previously required for this site. The Highland Park subdivision is generally located on the south side of Devonwood Drive between Loughborough Drive and Austin Avenue. Said property being more particularly described as Lots 1 through 124 as shown on the Subdivision Map entitled “Tract No. 4346 Highland Park,” recorded in Volume 77, Page 1 of Merced County Records, also known as Assessor’s Parcel Numbers 058-470-001 through -036; 058-480-001 through -047; 058-490-001 through -053.

WHEREAS, the Merced City Site Plan Review Committee makes the following Findings:

- A) General Plan Amendment and Site Utilization Plan (SUP) Revision #22 to Planned Development (P-D) #16 for the Highland Park Subdivision (Exhibit 1) was approved by City Council on November 6, 2006.
- B) Conditional Use Permit (CUP) #1092 and Tentative Subdivision Map #1293 for the Highland Park Subdivision were approved by the Planning Commission on September 20, 2006, subject to the approval of the aforementioned General Plan Amendment and SUP Revision. Refer to Planning Commission Resolution #2901 at Exhibit 2 for the Conditions of Approval.

- C) An Environmental Impact Report was adopted by the City Council on June 11, 1999 for the Merced Market Place Development. A Supplemental Environmental Impact Report was adopted by the City Council on November 6, 2006 as part of the General Plan Amendment and SUP Revision for Highland Park.
- D) A Mitigation Monitoring Program was adopted as part of the Environmental Review for the General Plan Amendment and SUP Revision for Highland. This Mitigation Monitoring Program is provided with Planning Commission Resolution #2901 at Exhibit 3.
- E) Per Condition #1 of Planning Commission Resolution #2901, the project was to be constructed consistent with Attachments B, D, and G of Staff Report #06-63. Attachment D included the approved elevations for the homes to be constructed within the Highland Park Subdivision. Attachment D of Staff Report #06-63 is provided at Exhibit 4.
- F) Condition #34 of Planning Commission Resolution #2901 provided specific design features that were to be included in the elevations for the homes throughout the subdivision.
- G) Final Subdivision Map No. 5346 for Highland Park was recorded February 20, 2007, but no homes were ever constructed.
- H) All the work required by the Subdivision Agreement for Highland Park was not completed by the developer. The City called the security bonds and entered into a Takeover Agreement to have certain work completed. A Notice of Completion for the Takeover Agreement was recorded on February 17, 2010.
- I) The current owner, Devonwood 64, LP has requested approval of revised building elevations (Exhibit 5) and modification of the following traffic mitigation measures (see letter at Exhibit 6): 3.1-7, 3.1-9, 3.1-11, 3.1-12, and 3.1-13.
- J) A traffic analysis was prepared by Ken Anderson and Associates to analyze the current traffic conditions and the effects of this project (Exhibit 7). This analysis revealed that the Olive Avenue/R Street intersection would operate at a Level of Service (LOS) B during the AM Peak Hour traffic hours and LOS C during the PM Peak Hour traffic hours under the existing plus project conditions. Based on this analysis, MM 3.1-7 and 3.1-13 are no longer necessary with this project.

- K) Regarding Mitigation Measure 3.1-9, City staff agrees that some reduction from the 50% obligation is reasonable. City staff will research what was paid by Phase One of the Merced Market Place development and present information to the City Engineer for a determination on what the appropriate reduction should be, including possibly reducing the obligation to zero or to the project's share to be paid through the Public Facilities Impact Fees. This shall occur prior to issuance of the first building permit.
- L) Regarding Mitigation Measure 3.1-11, these improvements would be 100% reimbursable by the City. Because the City would ultimately be responsible for payment of these improvements and the project would pay Public Facilities Impact Fees to contribute to the cost of these improvements, this project would not be responsible for constructing the improvements required by this mitigation measure. However, they are still required to pay the Public Facilities Impact Fees.
- M) The northbound right-turn lane required by Mitigation Measure 3.1-12 has already been installed. Therefore, it is no longer a requirement of this subdivision.

NOW, THEREFORE, BE IT RESOLVED that the Merced City Site Plan Review Committee does approve Site Plan Application #432 subject to the following conditions:

- 1) The elevations provided at Exhibit 4 are approved as proposed. These elevations shall comply with Condition #34 of Planning Commission Resolution #2901 (Exhibit 2).
- 2) All conditions contained in Site Plan Review #79-1 – Amended (“Standard Conditions for Site Plan Review Application”) shall apply.
- 3) The project shall comply with all conditions of Planning Commission Resolution #2901, except those superseded by this resolution.
- 4) The modifications to the mitigation measures as described in Findings J, K, L, and M above are approved.
- 5) Per Finding K, the City Engineer shall determine the appropriate reduction prior to issuance of the first building permit.
- 6) All public utilities will need to be inspected to ensure they meet City standards and public safety requirements.
- 7) If not already completed, the streets shall be dedicated to the City as public utilities easements.

Site Plan Review Resolution # 432

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If there are any questions concerning these conditions and recommendations, please contact Julie Nelson at (209) 385-6858.

1/31/2019

DATE



SIGNATURE

Associate Planner

TITLE

- 1) Location Map
- 2) Planning Commission Resolution #2901
- 3) Mitigation Monitoring Program
- 4) Elevations approved by Planning Commission
- 5) Proposed Elevations
- 6) Letter from owner
- 7) Traffic Analysis



Wal-Mart

Merced
Market Place

SUBJECT SITE



HIGHLAND PARK



SITE PLAN REVIEW #432 HIGHLAND PARK

Disclaimer: This document was prepared for general inquiries only. The City of Merced is not liable for errors or omissions that might occur. Official information concerning specific parcels should be obtained from recorded or adopted City documents.

EXHIBIT 1

CITY OF MERCED
Planning Commission

Resolution #2901

WHEREAS, the Merced City Planning Commission at its regular meeting of September 20, 2006, held a public hearing and considered **Conditional Use Permit #1092 and Vesting Tentative Subdivision Map #1293 (“Highland Park”)**, initiated by Benchmark Engineering, applicants for Bianchi Land Company, property owner, for the construction of approximately 125 single family residential lots, ranging in size from 2,500 to 3,500 square-feet, and improvements to the regional bike trail system. The property is approximately 17.3-acres in size and is located on the south side of Loughborough Drive, approximately 300 feet south of Olive Avenue and 100-feet west of Devonwood Drive within Planned Development #16; also known as Assessor’s Parcel Numbers 058-220-042, -043, and -044; and,

WHEREAS, the Merced City Planning Commission concurs with Findings A through Z of Staff Report #06-63; with Finding X modified as follows:

- X) Staff is recommending that the proposed “Development Standards” be enforced at the time of issuance of a building permit for the units within the current Project’s boundary.

Development Standards	Detached Homes
Density	125 dwellings on 17.3 acres 7.11 units / acre
Lot Dimensions	20’ – 40’ wide 60’ –117’ deep
Lot Size	1,500 sq. ft. - 3,500 sq. ft. lots
Floor Area Range	900 – 2,000 sq. ft.
Lot Coverage Range	50% to 65%
Building Height	Maximum of 35 feet
Front Setback *	10’ – 25’
Garage Setback	20’ minimum
Rear Setback *	5’ min.

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Interior Side Setback *	3' min.
Street-Side Setback *	10' – 25'
Bikeway, Paseo's, and Open Space setbacks	0' min.
Road Right-of-Way Road Sections	Section A is 48-Feet Section B is 36-Feet Section C is 20-Feet Section D is 28-Feet (Condition #37)
Patio Covers	Comply with setbacks above
Fencing	In compliance with Merced Municipal Code and no side yard fencing.

* Setback as measured from property line

WHEREAS, after reviewing the City's Supplemental Environmental Impact Report, and fully discussing all the issues, the Merced City Planning Commission does resolve to hereby adopt Supplemental Environmental Impact Report #06-35 and Mitigation Monitoring Program (Exhibit A); and approve Conditional Use Permit #1092 and Vesting Tentative Subdivision Map #1293 ("Highland Park"), subject to the following conditions:

1. Except as may be changed by project Conditions of Approval herein, the proposed project shall be constructed/designed as shown on Exhibits #1, #2, #3, and Attachments B, D and G of Staff Report #06-63.
2. The developer/applicant shall construct and operate the project in strict compliance with the approvals granted herein, City standards, laws, and ordinances, and in compliance with all State and Federal laws, regulations, and standards. In the event of a conflict between City laws and standards and a State or Federal law, regulation or standard, the stricter or higher standard shall control.
3. The Project shall comply with applicable conditions set forth in the Merced Market Place Development Plan (adopted by the City Council

in May 2002), and the Final EIR Mitigation Measures (adopted June 11, 1999), and City Council Resolution #2002-126 (adopted May 2002), previously approved for this Project along with the Mitigation Measures found at Attachment H of Staff Report #06-63.

4. Approval of the General Plan Amendment/Site Utilization Plan is subject to the applicants entering into a written (developer) agreement that they agree to all the conditions and shall pay all City and school district fees, taxes, and/or assessments, in effect on the date of any subsequent subdivision and/or permit approval, any increase in those fees, taxes, or assessments, and any new fees, taxes, or assessments, which are in effect at the time the building permits are issued, which may include regional traffic impact fees, a Parsons Avenue impact fee, Mello-Roos, etc., as well as payment of fees for off-site traffic improvements identified in Attachment I of Staff Report #06-63; said agreement to be approved by the City Council prior to the adoption of the ordinance or resolution.
5. The developer/applicant shall indemnify, protect, defend, and hold harmless the City, and any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof, from any and all claims, actions, suits, proceedings, or judgments against the City, or any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof to attack, set aside, void, or annul, an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board, or legislative body, including actions approved by the voters of the City, concerning the project and the approvals granted herein. Furthermore, developer/applicant shall indemnify, protect, defend, and hold harmless the City, or any agency or instrumentality thereof, against any and all claims, actions, suits, proceedings, or judgments against any governmental entity in which developer/applicant's project is subject to that other governmental entity's approval and a condition of such approval is that the City indemnify and defend such governmental entity. City shall promptly notify the developer/applicant of any claim, action, or proceeding. City shall further cooperate fully in the defense of the action. Should the City fail to either promptly notify or cooperate fully, the developer/applicant shall not thereafter be responsible to indemnify,

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defend, protect, or hold harmless the City, any agency or instrumentality thereof, or any of its officers, officials, employees, or agents.

6. Consistent with the Planned Development ordinance, a Conditional Use Permit for the review of a detailed Development Plan (including building elevations and landscaping) is required. Building designs shall be consistent with the Development Standards set forth in Planned Development #16.
7. Where applicable, public improvements shall be installed per City standards.
8. All conditions contained in *Resolution #1175-Amended ("Standard Tentative Subdivision Map Conditions")* and *Resolution #1249 ("Standard Conditional Use Permit Conditions")* shall apply.
9. The proposed project shall comply with all standard Municipal Code (including P-D standards, 20.42.070) and Subdivision Map Act requirements as applied by the City Engineering Department.
10. All other applicable codes, ordinances, policies, etc., adopted by the City of Merced shall apply.
11. Community Facilities District (CFD) formation is required for annual operating costs for police and fire services as well as storm drainage, public landscaping, street trees, street lights, parks and open space. CFD procedures shall be initiated before final map approval. Developer/Owner shall submit a request agreeing to such a procedure, waiving right to protest and post deposit as determined by the City Engineer to be sufficient to cover procedure cost and maintenance costs expected prior to first assessments being received.
12. Street names to be approved by City Engineer.
13. Dedicate, by Final Map, all necessary easements, as shown on plans, and as needed for irrigation, utilities, drainage, landscaping, and open space.

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14. Developer shall conform to existing sanitary sewer master plan established for the area and share proportionally in any cost of the sewer pump station.
15. Developer shall provide storm drainage calculations, including retention volumes where such volume is proposed, and share proportionally in the cost of the storm pump station located adjacent to Loughborough Drive.
16. Compliance with the 40-foot visual corner is required for corner lots fronting onto public rights of way and may result in the applicant constructing smaller homes on these lots or increasing the front yard setbacks. A 4-foot encroachment for the porch area can be allowed within this area.
17. The proposed setbacks for the homes are approved for all lots, but the driveways must remain 20 feet in length. This distance shall be measured from either the back of sidewalk or from the property line along the private driveways, whichever results in a driveway length without encroachment on the sidewalk area.
18. Developer shall submit landscape/irrigation/wall plans for approval by City Development Services. All walls shall be solid masonry with anti-graffiti coatings. There shall be no walls constructed along Loughborough or Bear Creek Drives. The wall along the western property line shall be 6-feet in height and shall be open for a bike trail. There shall be a tree planted every thirty-feet (30) on center on the eastern side of the western wall, buffering the appearance of the wall from the homes. The wall along the Railroad Right-of-way shall be 17-19 feet in height, or as recommended by a qualified Noise Technician, and a tree shall be planted every thirty-feet (30) on the northern side of the wall buffering the appearance of the wall from the homes.
19. The developers will need to establish an approved Home Owners Association (HOA) (or approved alternative) governing this project.

The HOA will be responsible for the maintenance of all streets and landscaping within the development, sweeping/cleaning of all interior streets, and requiring that refuse containers, basketball hoops and other items not be placed in the Alley lanes. Enforcement of the Alleys and parking restrictions shall be performed by the HOA and all "Alleys" and "Streets" shall be designated as "Tow Away" zones and shall be posted as fire lanes. Prior to Final Map approval, articles of incorporation for the HOA and CC&R'S shall be reviewed and approved by the City Attorney.

20. Fire Hydrants to be provided and spaced in accordance with City of Merced standards. The maximum spacing between hydrants is 500 feet. However, a fire hydrant must be provided at the entrance of each alley. In the case where two private street entrances are across a street from each other, one hydrant may serve both driveways at the discretion of the Fire Department. Placement of fire hydrants and number of hydrants shall be coordinated with the Fire Department prior to Final Map approval.
21. Homeowner's utility meters shall be placed on private streets or sidewalks for access. Meters will not be placed on private driveways or alleys to facilitate reading meters.
22. The dead-end drive areas shall be constructed using stamped asphalt texture to give the appearance of either bricks or cobblestone. Said placement and type of stamped asphalt texture shall be coordinated with City Public Works and Development Services Staff prior to Final Map approval.
23. Home Owners refuse containers shall be located on the "private streets" on collection day. City vehicles will not travel on the alleys to collect refuse.
24. Refuse containers shall be stored out of site of the general public, including those homes located on the alleys. A concrete pad (3 x 6 foot minimum) shall be installed in the side or back yard of each unit to house refuse containers with a paved access to the street. An

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access and PUE easement for City refuse service and other City Services shall be granted to the City.

25. City utility service (water and sewer) connections shall be located under the driveway for each lot. Water lines are privately owned and maintained between the meter and the home. Sewer lines are privately owned and maintained from the point of connection to the City-owned main sewer line. An access and PUE easement shall be granted to the City for all City Utilities in private streets.
26. All open areas and private streets/driveways, except the specifically identified City owned park/storm basin and Class 1 bikeways and associated public rights of way (including the oak grove), will be fully maintained by the HOA, and shall not be dedicated to the City of Merced.
27. The project shall incorporate the existing 20-foot-wide right-of-way (along the Railroad Right-of-Way) and dedicate a 10-foot-wide right-of-way along North Bear Creek and the east property line for bikeway purposes. The bike path shall comply with the *Merced Vision 2015 General Plan* requirements.
28. The park-lot and the open-space preserve shall not be considered a “park” or “open space” by City Standards for the purpose of fee credit. However, it will need to remain unfenced, except for the tot lot equipment, and shall serve as open space. The HOA shall maintain the park lot and the CFD shall maintain the open space preserve.
29. The Parks and Community Services Director shall review and approve the design and the layout for the park-lot and open-space preserve and the Class 1 bikeways prior to Final Map approval.
30. The private streets shall not be considered a “street” or an “alley” by City Standards. However, they will need to remain unfenced and shall serve the homes that have access to them. The Home Owners

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Association shall maintain these driveways and enforce the “no parking” requirement.

31. No side-yard fences shall be allowed between the homes where there is less than 10 feet between homes. (This case exists throughout the subdivision.) Windows on these side elevations shall be offset so that in no case shall windows on adjacent homes face each other to prevent fire from spreading from house to house.
32. The private streets within the development shall have right-of-ways of 48.5 feet, 36-feet, and 28-feet with parking, park-strips, and sidewalks on one side only, and a 20-foot right-of-way without parking, as noted on Attachment B of Staff Report #06-63. Trees shall be planted with root barriers to help prevent damage to the sidewalk. A front yard landscape tree or a City street tree shall in planted in each lot. The City street tree shall be within the Public Utilities Easement (PUE) along the private streets and deed restrictions shall clearly state that these trees are the property of the City and shall not be removed.
33. A minimum turning radius of 33 feet inside, 47 feet curb-to-curb and 49 feet wall-to-wall for fire apparatus access must be provided throughout the subdivision. Refuse containers or other items shall not be permitted to be placed in the required clear space of the turning area.
34. The following design features shall be added to the elevations for the homes throughout the subdivision:
 - a. *Garage Doors:* Design features such as windows and door molds, or driveway pavement treatments such as aggregate, integral color, and stamped patterns, shall be added. These designs shall be varied from one lot to the other.
 - b. *Front Elevations:*

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- i. Except as modified by these conditions, the front elevation shall contain all features shown on Attachment D of Staff Report #06-63; none of the features shall be considered options.
 - ii. Each floor plan is to be evenly distributed throughout the site. Prior to submittal of building permits, the applicant shall provide the Development Services Director with a "distribution plan" showing the: house plan, color, roof material, porch design, and garage door/pavement design selected for each lot. In no case, shall any more than two adjacent lots in a row have the same above noted features.
 - iii. Blank rear and side elevations visible from a street shall not be permitted. The elevation shall include functional features (windows and doors), or be adorned with attractive features in addition to landscaping.
 - iv. The color palette for houses shall be varied (at least 6 distinct sets of colors) and be consistent with the style of the house.
 - v. High quality aesthetically pleasing materials (wood, stone, iron, pre-formed plastic fencing, etc.) shall be used.
35. The development shall only install vertical curb on public streets, with the option of rolled curb and/or valley gutters on private streets and alleys.
36. Lots 22 through 28, Lots 35 & 36, and Lots 49 through 51 contain a Public Utility Easement where Mistwood Drive was proposed. There shall be no buildings or porches constructed within the easement.
37. The applicant is required to complete specific off-site traffic improvements in accordance with the Mitigation Measures contained

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in the Supplemental EIR (See Attachment I of Staff Report #06-63). Said improvements shall be constructed, or bonded for, within 12 months of final map recordation. The following shall be completed by the applicant:

- a. The following improvements to the W. Olive Avenue/Austin Drive intersection: (spell out as specified in the March 6, 2006 technical memorandum from Fehr & Peers). These improvements are to be paid and installed by the applicant with no reimbursement; and,
 - b. Modifications of the southbound traffic lanes and adjacent sidewalk on the "R" Street leg of the Olive Avenue/"R" Street intersection so that a right-turn lane is created by striping and relocation of the bike path to a widened sidewalk. These improvements are to be paid and installed by the applicant with no reimbursement; and,
 - c. Based on a traffic study of the Olive Avenue/"R" Street intersection (to be completed by the applicant), assuming a cumulative build-out scenario as specified by City Staff, provide the City a plan of the intersection showing improvements and right-of-way necessary for the intersection to operate at LOS D on all approaches in the p.m. peak hour. Sufficient detail is needed to show how the plan would affect on-site structures, infrastructures, buildings, and landscaping.
38. The developer shall coordinate with Merced County Public Works ("The Bus") on the design and location of the bus stop.
 39. Each of the four (4) access driveways that intersect with Devonwood Drive shall have a texture surface that encompasses the entire intersection from curb-to-curb (spanning the entire width of Devonwood Drive and the entire length of the drive aisle) for traffic calming purposes.

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40. There shall be 5 foot in width concrete connection sidewalks placed at each of the 4 drive aisles that intersect with the drive aisle that parallels the regional bike trail.

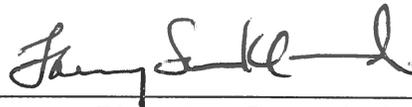
Upon motion by Commissioner Ward, seconded by Commissioner Conte, and carried by the following vote:

AYES: Commissioners Acheson, Amey, Conte, Fisher, Ward, Burr,
and Chairman Shankland

NOES: None

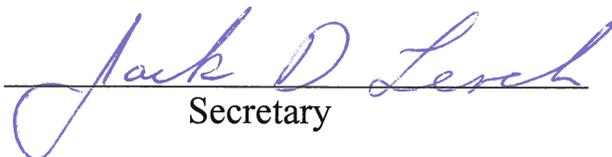
ABSENT: None

Adopted this 20th day of September, 2006



Chairman, Planning Commission of
the City of Merced, California

ATTEST:



Secretary

n:shared:planning:PC Resolutions:#2901 CUP#1092 & VTSM#1293 Highland Park

Exhibit A – Mitigation Monitoring Program

ENVIRONMENTAL REVIEW #06-35
for
HIGHLAND PARK

Appendix A
Mitigation Monitoring Program

MITIGATION MONITORING CONTENTS

This mitigation monitoring program includes a brief discussion of the legal basis and purpose of the mitigation monitoring program, a key to understanding the monitoring matrix, a discussion of noncompliance complaints, and the mitigation monitoring matrix itself.

LEGAL BASIS AND PURPOSE OF THE MITIGATION MONITORING PROGRAM

Public Resource Code (PRC) 21081.6 requires public agencies to adopt mitigation monitoring or reporting programs whenever certifying an environmental impact report or mitigated negative declaration. This requirement facilitates implementation of all mitigation measures adopted through the California Environmental Quality Act (CEQA) process.

The City of Merced has adopted its own "Mitigation Monitoring and Reporting Program" (MMC 19.28). The City's program was developed in accordance with the advisory publication, *Tracking CEQA Mitigation Measures*, from the Governor's Office of Planning and Research.

As required by MMC 19.28.050, the following findings are made:

- 1) The requirements of the adopted mitigation monitoring program for the "Highland Park Project" shall run with the real property. Successive owners, heirs, and assigns of this real property are bound to comply with all of the requirements of the adopted program.
- 2) Prior to any lease, sale, transfer, or conveyance of any portion of the subject real property, the applicant shall provide a copy of the adopted program to the prospective lessee, buyer, transferee, or one to whom the conveyance is made.

MITIGATION MONITORING PROCEDURES

In most cases, mitigation measures can be monitored through the City's construction plan approval/plan check process. When the approved project plans and specifications, with mitigation measures, are submitted to the City Development Services Department, a copy of the monitoring checklist will be attached to the submittal. The Mitigation Monitoring Checklist will be filled out upon project approval with mitigation measures required. As project plans and specifications are checked, compliance with each mitigation measure can be reviewed.

In instances where mitigation requires on-going monitoring, the Mitigation Monitoring Checklist will be used until monitoring is no longer necessary. The Development Services Department will be required to file periodic reports on how the implementation of various mitigation measures is progressing or is being maintained. Department staff may be required to conduct periodic inspections to assure compliance. In some instances, outside agencies and/or consultants may be

required to conduct necessary periodic inspections as part of the mitigation monitoring program. Fees may be imposed per MMC 19.28.070 for the cost of implementing the monitoring program.

GENERAL PLAN MITIGATION MEASURES

As a second tier environmental document, the Highland Park Project environmental review incorporates some mitigation measures adopted as part of the *Merced Vision 2015 General Plan Program Environmental Impact Report* (SCH# 95082050), as mitigation for potential impacts of the Project.

NONCOMPLIANCE COMPLAINTS

Any person or agency may file a complaint asserting noncompliance with the mitigation measures associated with the project. The complaint shall be directed to the Director of Development Services in written form providing specific information on the asserted violation. The Director of Development Services shall cause an investigation and determine the validity of the complaint. If noncompliance with a mitigation measure has occurred, the Director of Development Services shall cause appropriate actions to remedy any violation. The complainant shall receive written confirmation indicating the results of the investigation or the final action corresponding to the particular noncompliance issue. Merced Municipal Code (MMC) Sections 19.28.080 and 19.28.090 outline the criminal penalties and civil and administrative remedies which may be incurred in the event of noncompliance. MMC 19.28.100 spells out the appeals procedures.

MONITORING MATRIX

The following pages provide a series of tables identifying the mitigation measures proposed specifically for the "Highland Park Project." The columns within the tables are defined as follows:

Mitigation Measure:	Describes the Mitigation Measure (referenced by number).
Timing:	Identifies at what point in time or phase of the project that the mitigation measure will be completed.
Agency/Department Consultation:	This column references any public agency or City department with which coordination is required to satisfy the identified mitigation.
Verification:	These columns will be initialed and dated by the individual designated to verify adherence to the project specific mitigation.

Highland Park Project Mitigation Monitoring Checklist

Project Name: _____ File Number: _____
 Approval Date: _____ Project Location: _____
 Brief Project Description: _____

The following environmental mitigation measures were incorporated into the Conditions of Approval for this project in order to mitigate identified environmental impacts to a level of insignificance. A completed and signed checklist for each mitigation measure indicates that this mitigation measure has been complied with and implemented, and fulfills the City of Merced's Mitigation Monitoring Requirements (MMC 19.28) with respect to Assembly Bill 3180 (Public Resources Code Section 21081.6).

Impact No.	Impact	Mitigation No.	Mitigation Measures	Level of Significance		Monitoring Program
				Before Mitigation	After Mitigation	
3.1-1	Reduction in acceptable Level of Service at one signalized intersection & 3 unsignalized intersections due to project-generated traffic.	3.1-1	Construct a new signalized intersection at SR 59/West 16 th Street.	Significant	Less Than significant	Terms regarding contribution of the project's fair share, reimbursements & impact fee credits will be incorporated in the development agreement for the project. Monitoring & inspections will be conducted by the City of Merced Engineering & Inspection Services Depts.

Impact No.	Impact	Mitigation No.	Mitigation Measures	Level of Significance		Monitoring Program
				Before Mitigation	After Mitigation	
		3.1-2	Construct a new signalized intersection at SR 59/Cooper Avenue.			Terms regarding contribution of the project's fair share, reimbursements & impact fee credits will be incorporated in the development agreement for the project. Monitoring & inspections will be conducted by the City of Merced Engineering & Inspection Services Depts.
3.1-1 Cont.	Cont.	3.1-3	Construct a new signalized intersection at West Olive Avenue/Meadows Avenue.	Significant	Less than Significant	Terms regarding contribution of the project's fair share, reimbursements & impact fee credits will be incorporated in the development agreement for the project. Monitoring & inspections will be conducted by the City of Merced Engineering & Inspection Services Depts.

Impact No.	Impact	Mitigation No.	Mitigation Measures	Level of Significance		Monitoring Program
				Before Mitigation	After Mitigation	
		3.1-4	Implement a coordinated signal timing plan along West Olive Avenue between SR 59 & R Street to improve traffic progression & LOS operations at the 4 existing & one proposed signalized intersections along the major east-west arterial.			The developer will be responsible for submittal & funding of the signal timing plan. Approval of the plan, monitoring & inspections & ongoing maintenance will be conducted by the City of Merced Engineering & Inspection Services Depts.
3.1-1 Cont.	Cont.	3.1-5	Implement a protected overlap phase for the northbound right-turn movement from SR 59 to eastbound West Olive Avenue.	Significant	Less than Significant	The developer will be responsible for submittal & funding of the signal modification plan. Approval of the plan, monitoring & inspections & ongoing maintenance will be conducted by the City of Merced Engineering & Inspection Services Depts.

Impact No.	Impact	Mitigation No.	Mitigation Measures	Level of Significance		Monitoring Program
				Before Mitigation	After Mitigation	
3.1-2	Reduction in acceptable Level of Service on specific roadway segments (West Olive Avenue & R Street) due to project-generated traffic.		None required.	Less than Significant		None required.
3.1-3	Reduction in acceptable Level of Service at 3 signalized intersections & 3 unsignalized intersections due to project-generated traffic.	3.1-1	Same as above.	Significant	Less than Significant	Same as above.
		3.1-2	Same as above.			Same as above.
		3.1-3	Same as above.			Same as above.
		3.1-4	Same as above.			Same as above.

Impact No.	Impact	Mitigation No.	Mitigation Measures	Level of Significance		Monitoring Program
				Before Mitigation	After Mitigation	
3.1-3 Cont.	Cont.	3.1-6	Modify the westbound lane configurations at West Olive Avenue/Austin Avenue to provide dual left-turn lanes to accommodate project-generated traffic entering the project site.	Significant	Less than Significant	Terms regarding contribution of the project's fair share, reimbursements & impact fee credits will be incorporated in the development agreement for the project. Monitoring & inspections will be conducted by the City of Merced Engineering & Inspection Services Depts.

Impact No.	Impact	Mitigation No.	Mitigation Measures	Level of Significance		Monitoring Program
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		3.1-7	Modify the northbound lane configurations at West Olive Avenue/R Street to provide dual left-turn lanes or other design to provide for sufficient left-turn movements. Additional traffic studies may be needed to ensure LOS levels at all legs of intersection are acceptable given the selected design.			The developer will be responsible for preparation of plans and improvement of the site. Monitoring & inspections will be conducted by the City of Merced Engineering & Inspection Services Depts.
3.1-4	Reduction in acceptable Level of Service on a specific roadway segment (West Olive Avenue) due to project-generated traffic.	3.1-5	Same as above.	Significant	Less than Significant	Same as above.
3.1-5	Reduction in intersection service levels at 4 existing unsignalized intersections & 3 signalized intersections	3.1-2	Same as above.	Significant, Cumulative	Less than Significant	Same as above.

Impact No.	Impact	Mitigation No.	Mitigation Measures	Level of Significance		Monitoring Program
				Before Mitigation	After Mitigation	
	with the addition of project-generated traffic under Cumulative Plus Project Conditions.					
3.1-5 Cont.	Cont.	3.1-3	Same as above.	Significant, Cumulative	Less than Significant	Same as above.
		3.1-4	Same as above.			Same as above.

Impact No.	Impact	Mitigation No.	Mitigation Measures	Level of Significance		Monitoring Program
				Before Mitigation	After Mitigation	
		3.1-9	Modify the southbound lane geometry of the SR 59/West 16 th Street intersection to add one exclusive left-turn lane & modify the eastbound lane geometry to add one exclusive left-turn lane & a shared left-through configuration.			Terms regarding contribution of the project's fair share, reimbursements & impact fee credits will be incorporated in the development agreement for the project. Monitoring & inspections will be conducted by the City of Merced Engineering & Inspection Services Depts.

Impact No.	Impact	Mitigation No.	Mitigation Measures	Level of Significance		Monitoring Program
				Before Mitigation	After Mitigation	
3.1-5 Cont.	Cont.	3.1-10	Because of the identified need to construct new signalized intersections at both SR 59/Cooper Avenue & SR 59/Willowbrook Drive, & the General Plan Policy to provide 1/4 to 1/2 mile intersection spacing on major arterials like SR 59, it is proposed that Willowbrook Drive be realigned to form a 4-legged intersection at SR 59/Cooper Avenue/Willowbrook Drive.	Significant, Cumulative	Less than Significant	Terms regarding contribution of the project's fair share, reimbursements & impact fee credits will be incorporated in the development agreement for the project. Monitoring & inspections will be conducted by the City of Merced Engineering & Inspection Services Depts.

Impact No.	Impact	Mitigation No.	Mitigation Measures	Level of Significance		Monitoring Program
				Before Mitigation	After Mitigation	
		3.1-12	Add one exclusive northbound right turn lane to the West Olive Avenue/Austin Avenue intersection.			The developer will be responsible for preparation of plans and improvement of the site. Monitoring & inspections will be conducted by the City of Merced Engineering & Inspection Services Depts.
3.1-5 Cont.	Cont.	3.1-13	Restripe the southbound approach to the West Olive Avenue/R Street intersection to provide an exclusive right-turn lane.	Significant, Cumulative	Less than Significant	The developer will be responsible for preparation of plans and improvement of the site. Monitoring & inspections will be conducted by the City of Merced Engineering & Inspection Services Depts.
3.1-6	Reduction in Level of Service on specific roadway segments due to the addition of project-generated traffic under Cumulative Plus Project Conditions.	3.1-11	Construct another EB Olive thru lane; EB Olive RT lane; WB Olive LT lane; EB Olive RT lane; NB SR 59 thru lane; and SB SR 59 thru lane.	Significant, Cumulative (impact on SR 59) Significant, Cumulative (impact on West Olive Avenue)	Significant, Cumulative (impact on SR 59) Less than Significant (impact on West Olive Avenue)	Terms regarding contribution of the project's fair share, reimbursement & impact fee credits will be incorporated in the development agreement for the project. The developer will be responsible for submittal & funding of the

Impact No.	Impact	Mitigation No.	Mitigation Measures	Level of Significance		Monitoring Program
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						signal phasing plan. Approval of the plan, monitoring & inspections, & ongoing maintenance will be conducted by the City of Merced Engineering & Inspection Services Depts.

Certificate of Completion:

By signing below, the environmental coordinator confirms that the required mitigation measures have been implemented as evidenced by the Schedule of Tasks and Sign-Off Checklist, and that all direct and indirect costs have been paid. This act constitutes the issuance of a *Certificate of Completion*.

 Environmental Coordinator

 Date

APPLICABLE MITIGATION MEASURES OF THE GENERAL PLAN EIR— HIGHLAND PARK PROJECT

<i>Mitigation Measure</i>	<i>Timing</i>	<i>Agency or Department Consultation</i>	<i>City Verification (date and initials)</i>
<p><i>Plant/Animal Life</i></p> <p>3-a) When site-specific development proposals are submitted to the City for review and action, surveys should be conducted for special-status species prior to the disturbance of potentially suitable habitat. All surveys will be conducted in accordance with applicable state and federal guidelines.</p>	<p><i>Tentative Subdivision Map</i></p>	<p><i>City Planning</i></p>	
<p><i>Traffic/Circulation</i></p>			
<p>7-a) Appropriate traffic studies shall be prepared for all development projects which can be expected to reduce a road segment or intersection levels of service below "D."</p>	<p><i>General Plan Amendment</i></p>	<p><i>City Planning</i></p>	
<p>7-b) The City shall require all development proposals to contribute, based on their proportionate share of impact, to circulation system improvements necessary to maintain at least a level of service "D" on all road segments and intersections impacted by the development project.</p>	<p><i>Certificate of Occupancy</i></p>	<p><i>City Planning</i></p>	
<p><i>Public Facilities/Services</i></p>			
<p>8c) Site designs will need to be reviewed to assure that development does not hinder efficient and cost-effective public services delivery.</p>	<p><i>Tentative Subdivision Map</i></p>	<p><i>City Planning</i></p>	
<p>8-d) Development projects will be required to pay public facilities impact fees as established by the City in accordance with the requirements of State law.</p>	<p><i>Certificate of Occupancy</i></p>	<p><i>City Planning</i></p>	

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 Date

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Traffic Improvement Phasing Plan / September 20, 2006

Phasing of Mitigation Measures			
Phase I			
<i>MM / Facility Site</i>	<i>Mitigation Measure</i>	<i>Install Phase</i>	<i>Responsibility</i>
1. Hwy 59 / 16 th	Signal	I* & **	Payment of Fees
2. Hwy 59 / Cooper	Signal	I	Payment of Fees
3. Olive / Meadows	Signal	I	Payment of Fees
4. Olive from Hwy 59 to "R" Street	Signal Timing	I	100% Project – Phase I
5. Hwy 59 / Olive Ave	NB right-turn Overlap	I	100% Project – Phase I
Devonwood ("Carryover" Mitigation Measure 3.2-11)	Traffic Calming Measures ("Carryover" Mitigation Measure 3.2-11)	I	100% Project – Phase I.
Phase II			
<i>Facility Site</i>	Mitigation Measure	<i>Install Phase</i>	<i>Responsibility</i>
6. Olive / Austin	WB Dual Left (Olive) ***	II	100% Project – Phase II
7. Olive / "R" Street	MM 3.1-7: NB Dual Left	II	100% Project – Phase II
Cumulative			
<i>Facility Site</i>	<i>Mitigation Measure</i>	<i>Install Phase</i>	<i>Responsibility</i>
9. Hwy 59 / 16 th Street	MM 3.1-9: Add left turn lanes on SB Hwy 59 and EB 16 th Street	II*	50% Reimbursable / 50% Shared between Phases I and II.
10. Hwy 59 / Willowbrook	Align Willow/Cooper	I	Payment of Fees
11. Hwy 59 / Olive	MM 3.1-11: Add: EB Olive thru lane; EB Olive RT lane; WB Olive LT lane; EB Olive RT lane; NB SR 59 thru lane; and SB SR 59 thru lane.	II*	100% Reimbursable
12. Olive / Austin	MM 3.1-12: Exclusive NB right-turn lane	II	100% Project
13. Olive / "R" Street	MM 3.1-13: SB exclusive right-turn.	II	100% Project
<p>* Alternative is deferred improvement w/project impact fees earmarked for Hwy 59 widening project</p> <p>** Interim measure is to add exclusive SB right-turn lane</p> <p>*** Already installed with Phase I</p>			

Approved by
Planning
Commission
9/20/2006

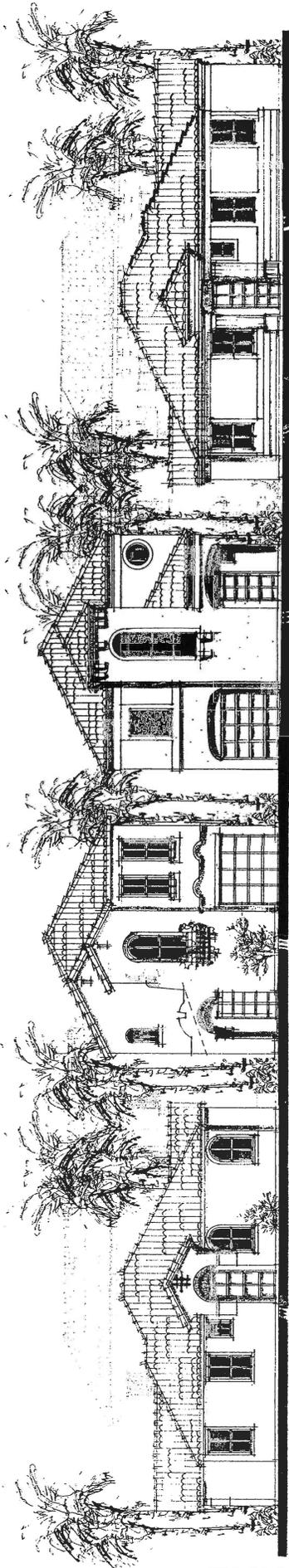


EXHIBIT 4

PACIFIC PRIDE MILLS

streetscape



Bloodgood Sharp Butler

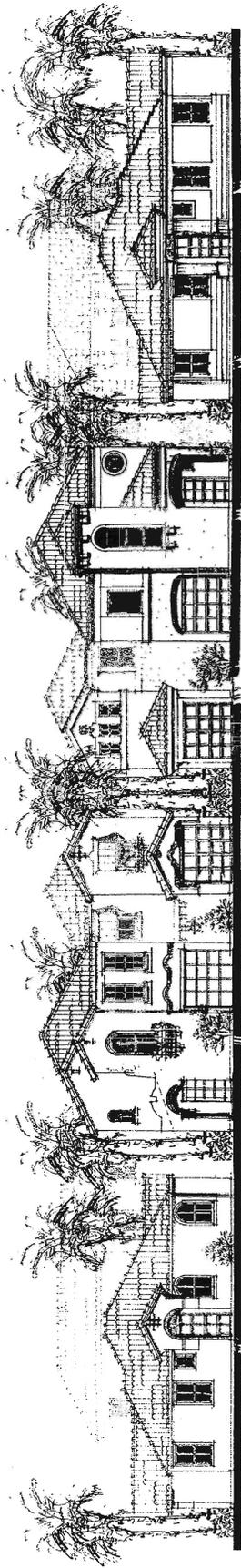


EXHIBIT 4

PACIFIC PRIDE VILLAS

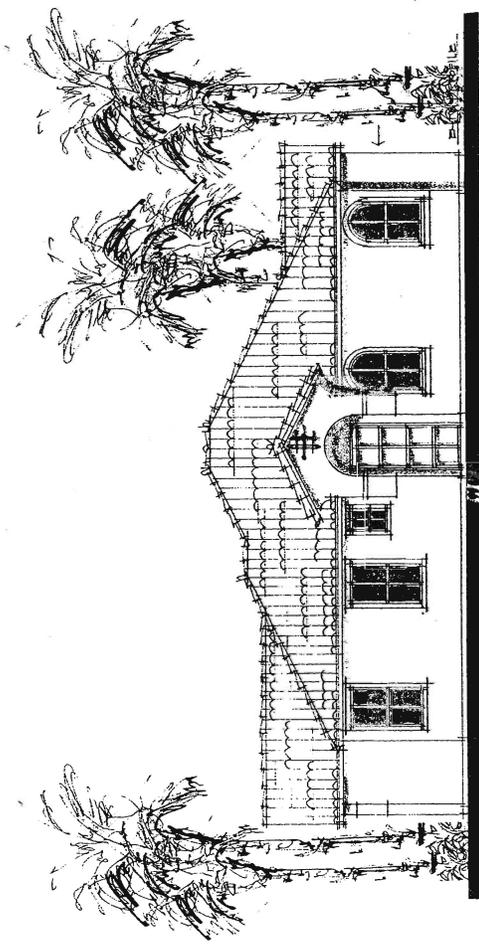
streetscape



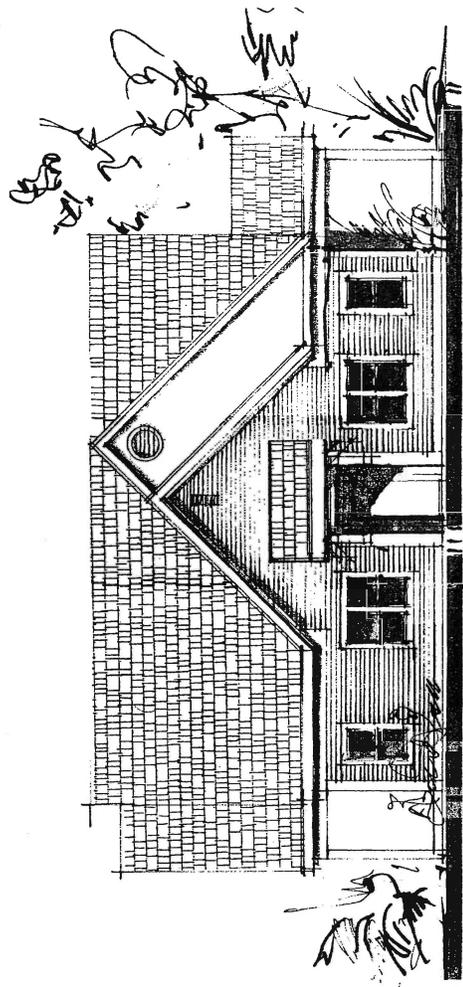
PACIFIC PRIDE
COMMUNITIES



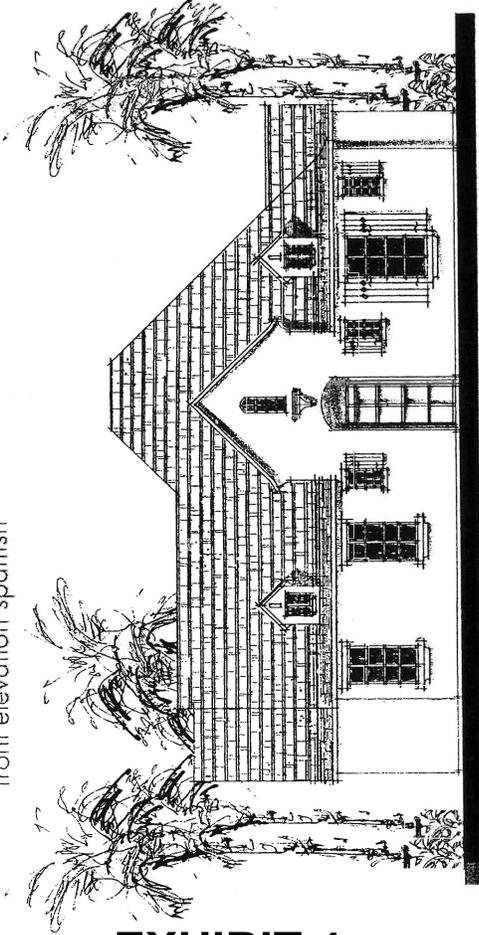
Blodgood Sharp Butler



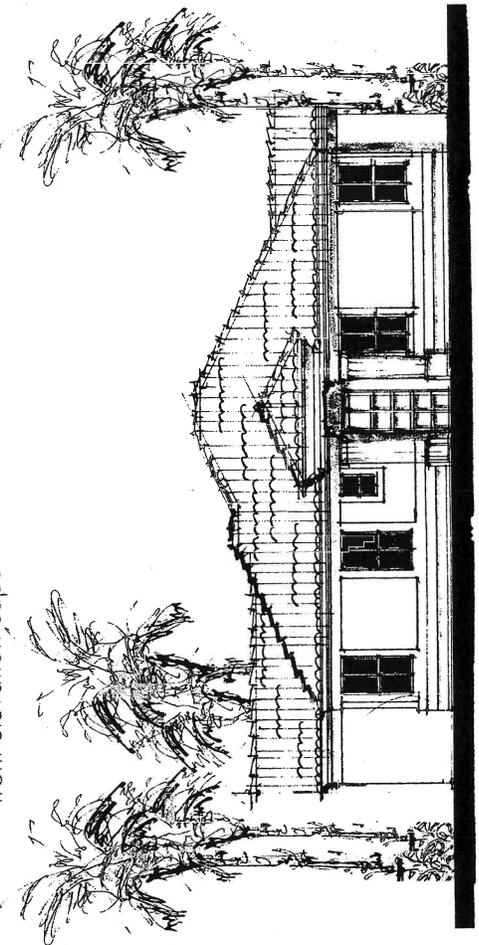
front elevation spanish



front elevation cape



front elevation french



front elevation italianate

EXHIBIT 4

PACIFIC PRIDE VILLAS

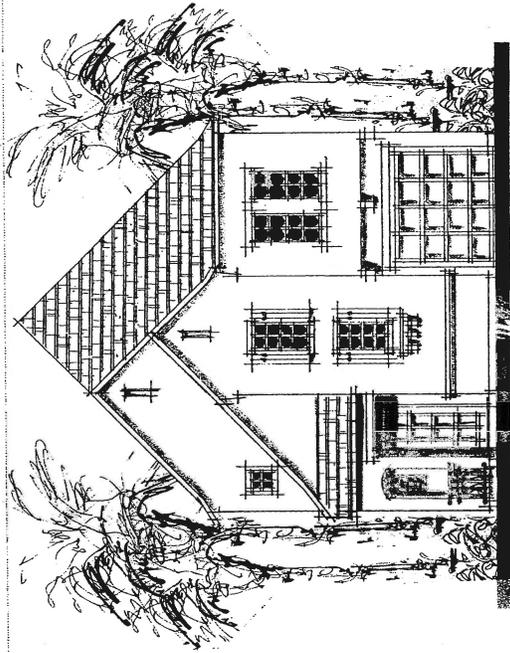
Plan A



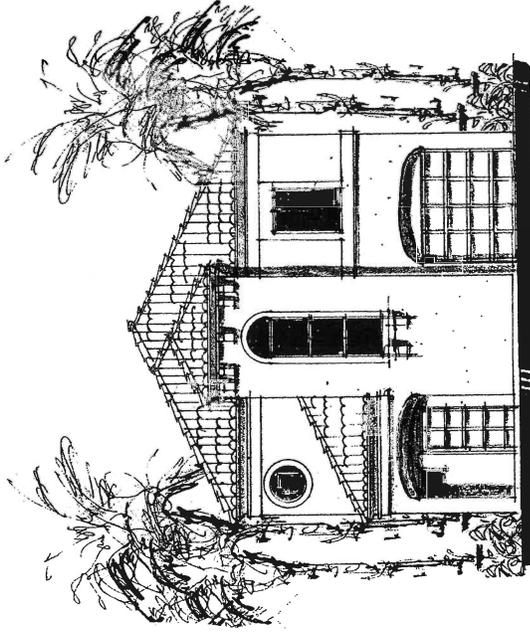
PACIFIC PRIDE
VILLAS



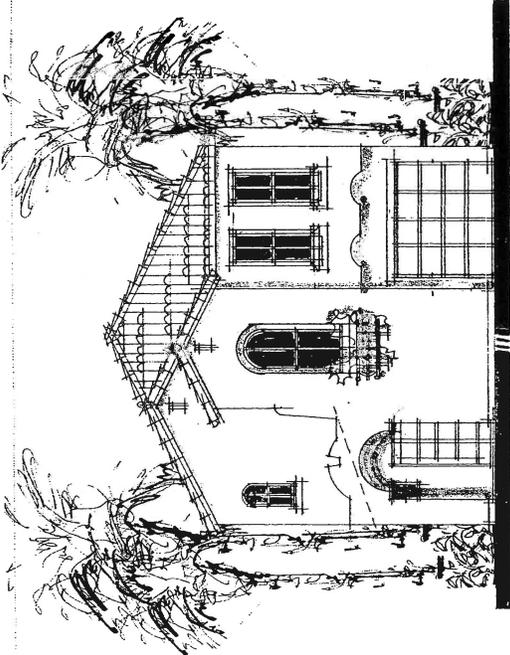
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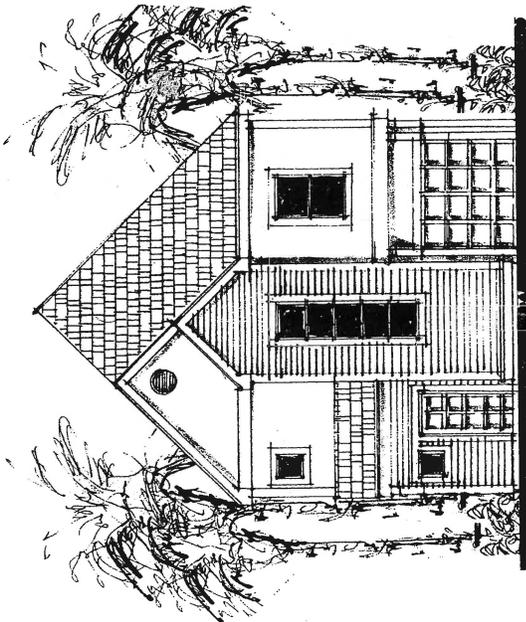
front elevation cape



front elevation italianate



front elevation spanish



front elevation french

EXHIBIT 4

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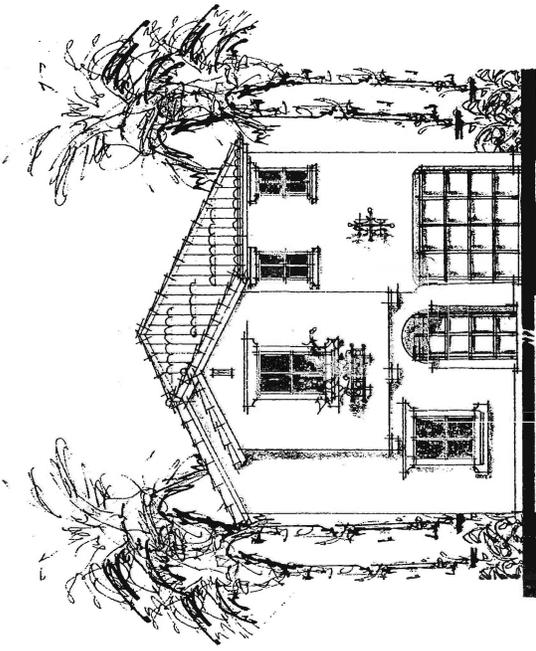
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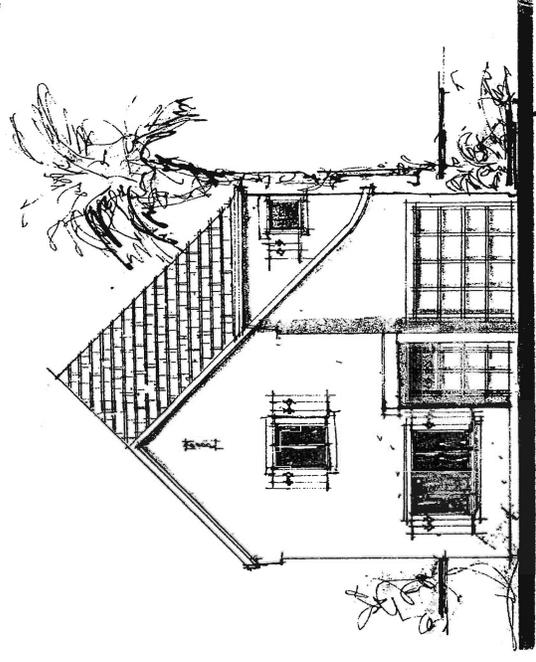
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COMMUNITIES



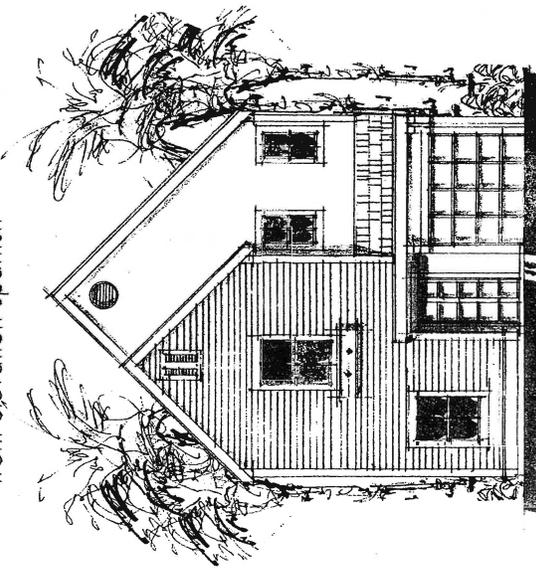
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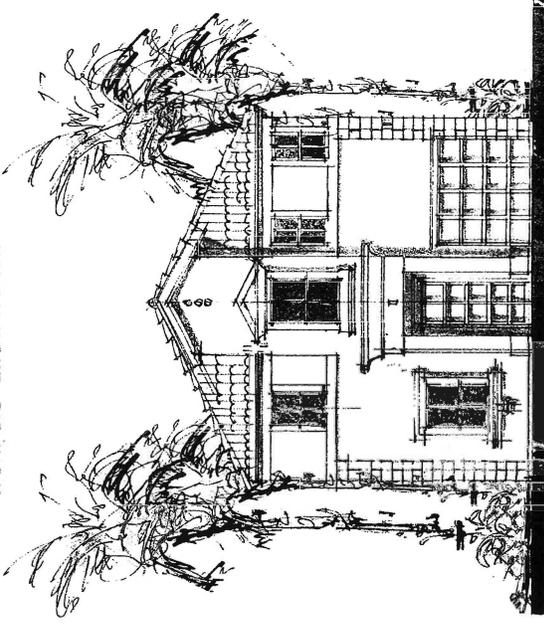
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front elevation cape



front elevation italianate

EXHIBIT 4

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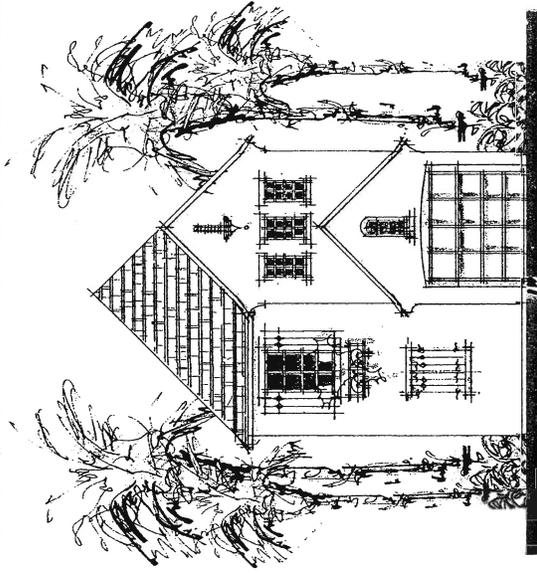
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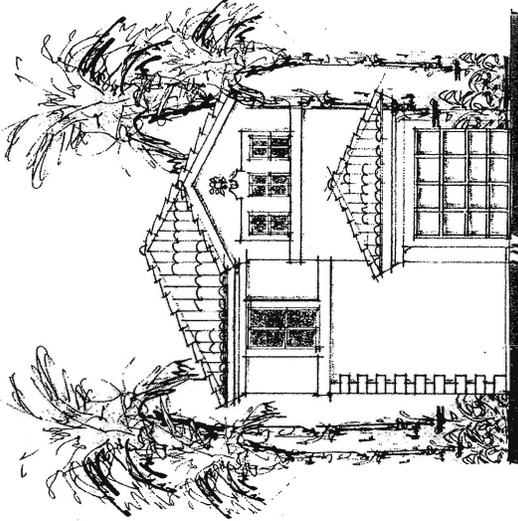
PACIFIC PRIDE
VILLAS



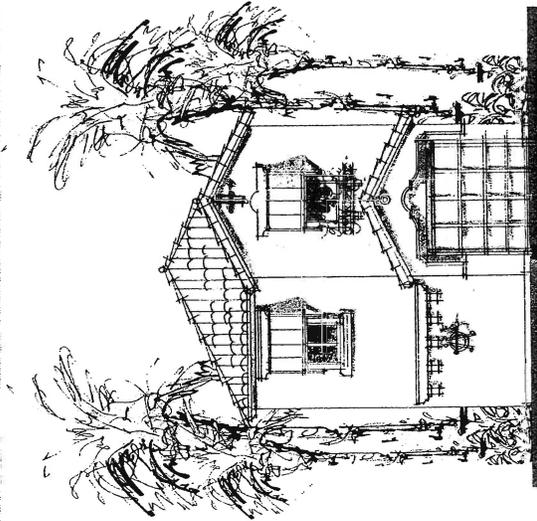
University of Hawaii



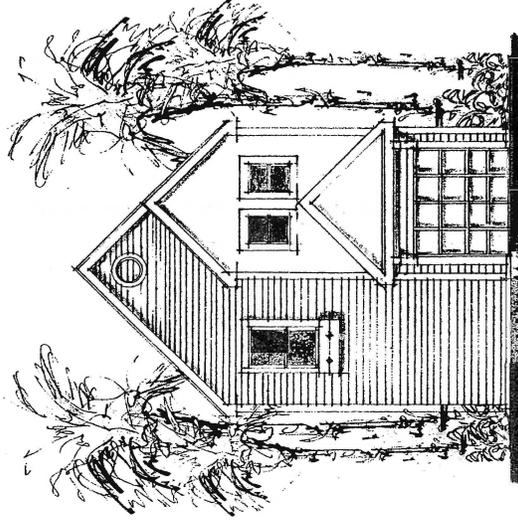
front elevation french



front elevation italianate



front elevation spanish



front elevation cape

EXHIBIT 4

PACIFIC PRIDE HOMES

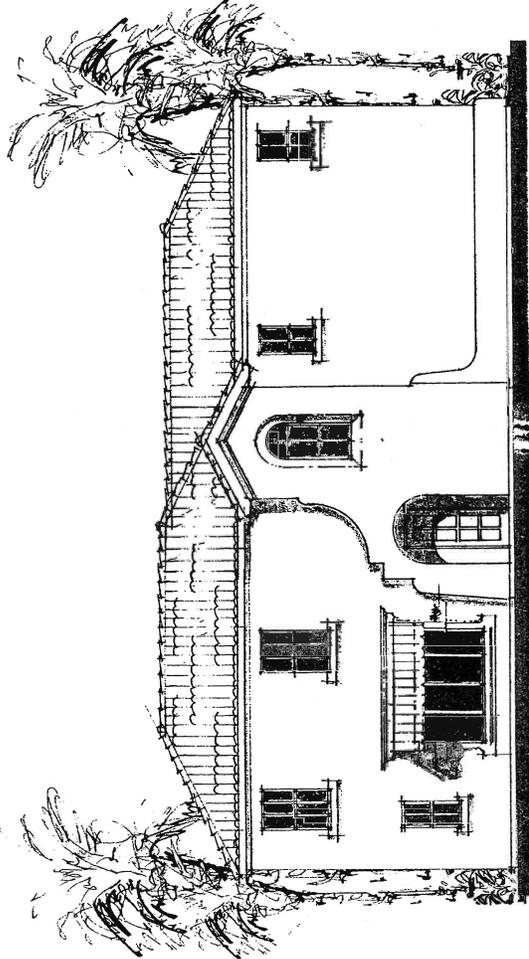
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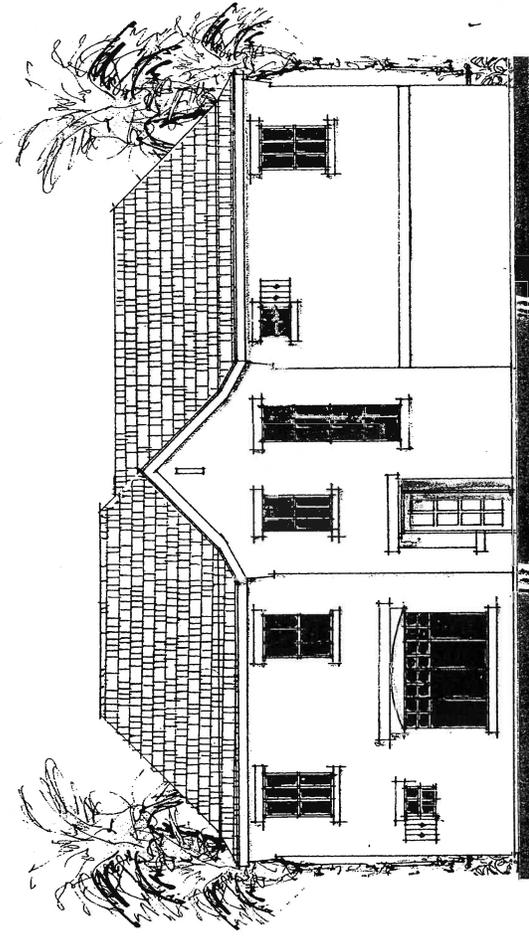
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HOMES



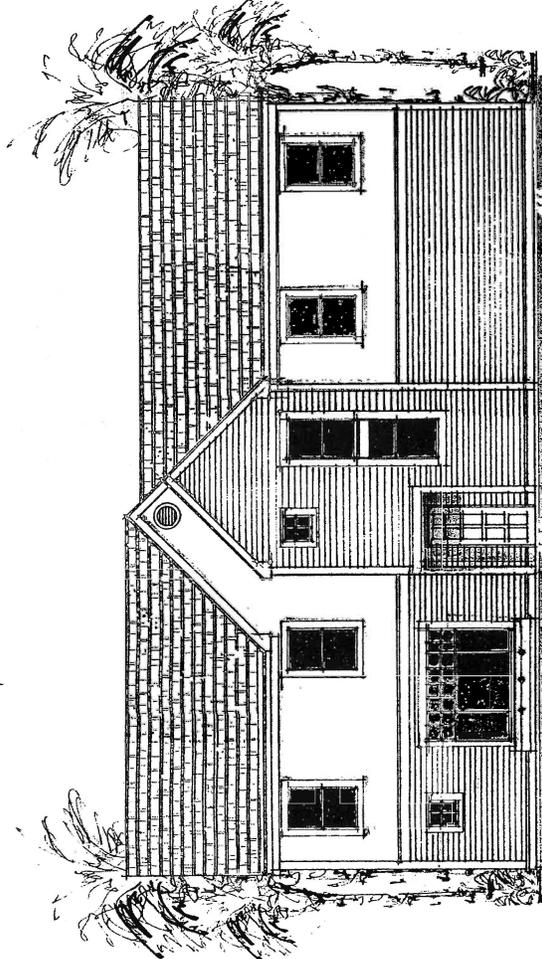
Bloodgood Sharp Butler
Architects & Planners, Inc.



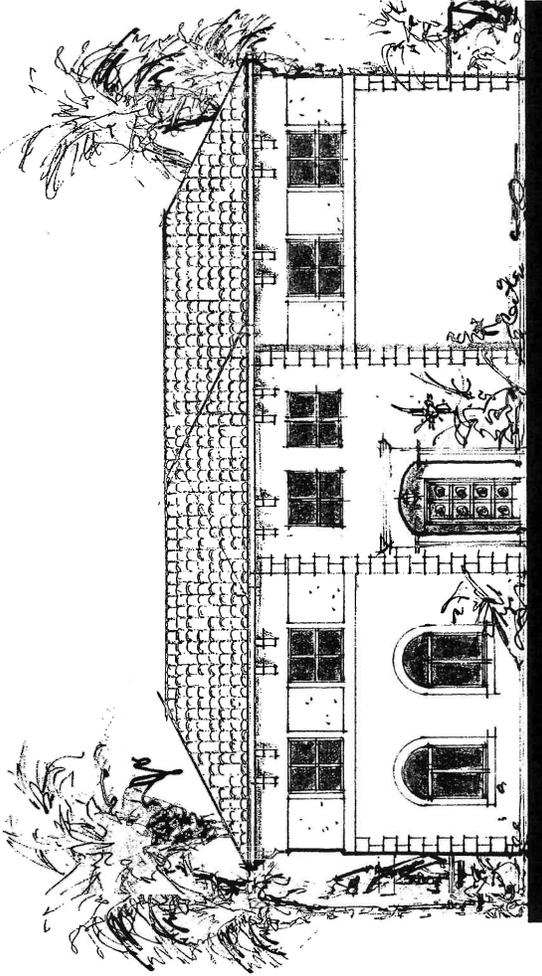
front elevation spanish



front elevation french



front elevation cape



front elevation italianate

EXHIBIT 4

PACIFIC PRIDE VILLAS

Plan E



Sheddgood Sharp Butler

PACIFIC PRIDE
.....

EXHIBIT 5



Paseo



Front

CP CAPITAL CONSULTANTS
Fullerton, CA

Plan A - Spanish
Scale: 1/4" = 1'-0"

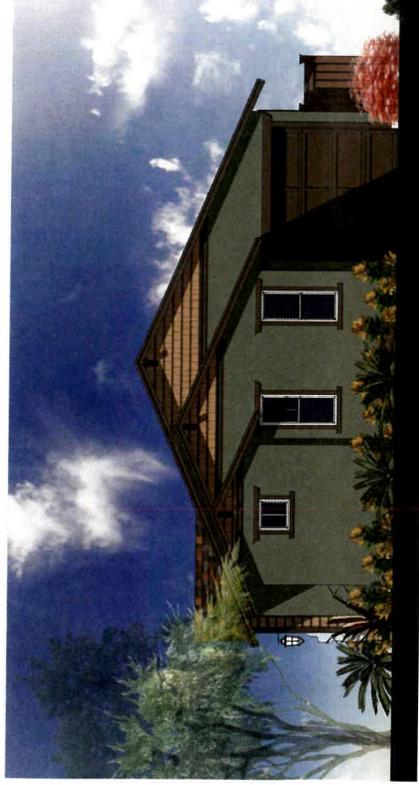
PACIFIC PRIDE VILLAS
MERCED, CA

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October 31, 2018 | SF180396.00



Paseo



Front

CP CAPITAL CONSULTANTS
Fullerton, CA

Plan A - Craftsman
Scale: 1/4" = 1'-0"

PACIFIC PRIDE VILLAS
MERCED, CA



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Paseo



Front

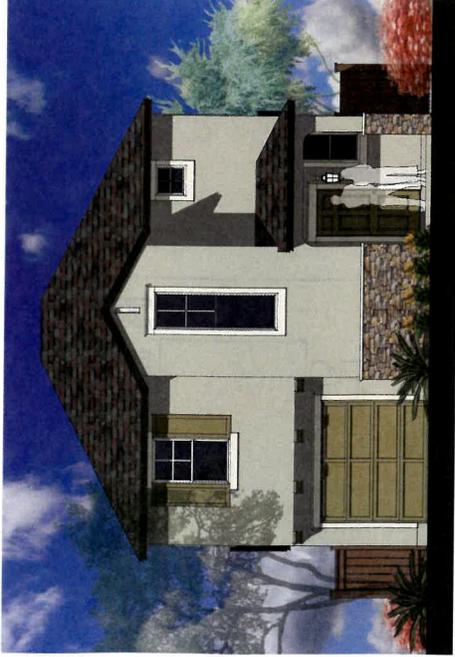
CP CAPITAL CONSULTANTS
Fullerton, CA

Plan A - French
Scale: 1/4" = 1'-0"

PACIFIC PRIDE VILLAS
MERCED, CA

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French



Craftsman



Spanish

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Fullerton, CA

Plan B
Scale: 1/4" = 1'-0"

PACIFIC PRIDE VILLAS
MERCED, CA

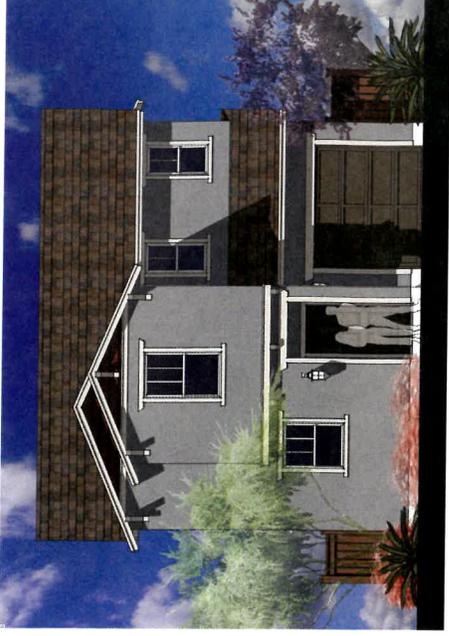
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French



Craftsman



Spanish

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Fullerton, CA

Plan C
Scale: 1/4" = 1'-0"

PACIFIC PRIDE VILLAS
MERCED, CA

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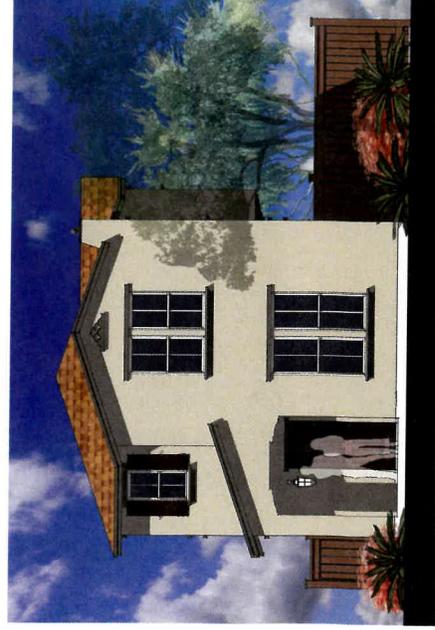
October 31, 2018 | SF180396.00



French



Craftsman



Spanish

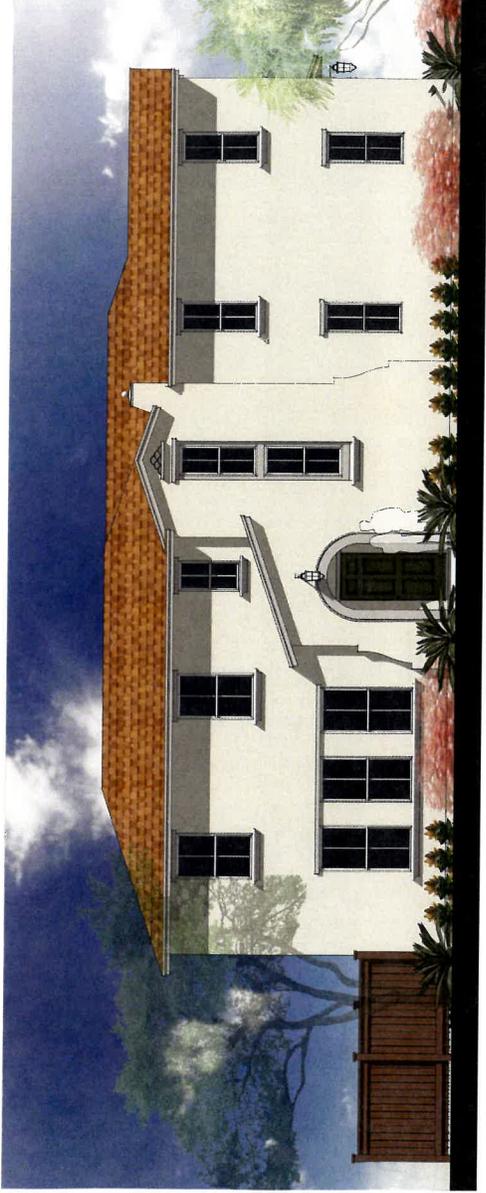
CP CAPITAL CONSULTANTS
Fullerton, CA

Plan D
Scale: 1/4" = 1'-0"

PACIFIC PRIDE VILLAS
MERCED, CA

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October 31, 2018 | SF180396.00



Paseo



Front

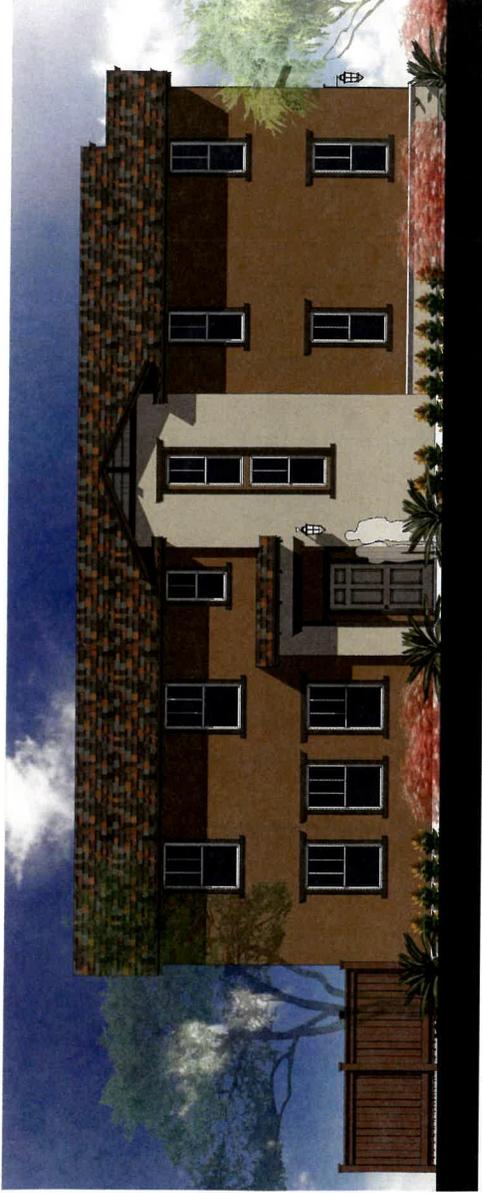
CP CAPITAL CONSULTANTS
Fullerton, CA

Plan E - Spanish
Scale: 1/4" = 1'-0"

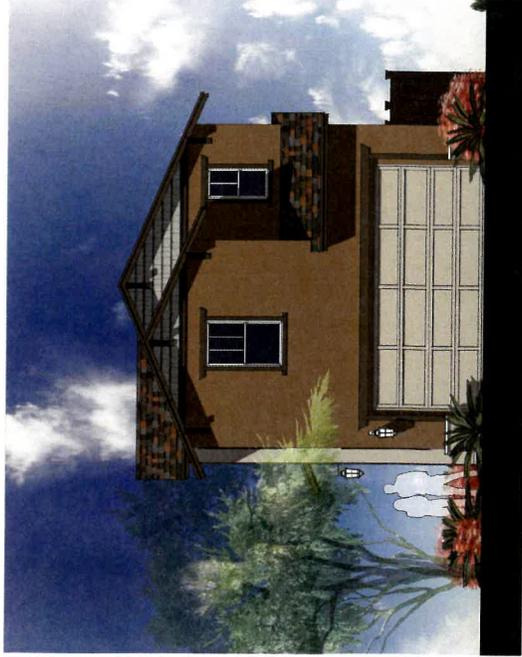
PACIFIC PRIDE VILLAS
MERCED, CA

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October 31, 2018 | SF180396.00



Paseo

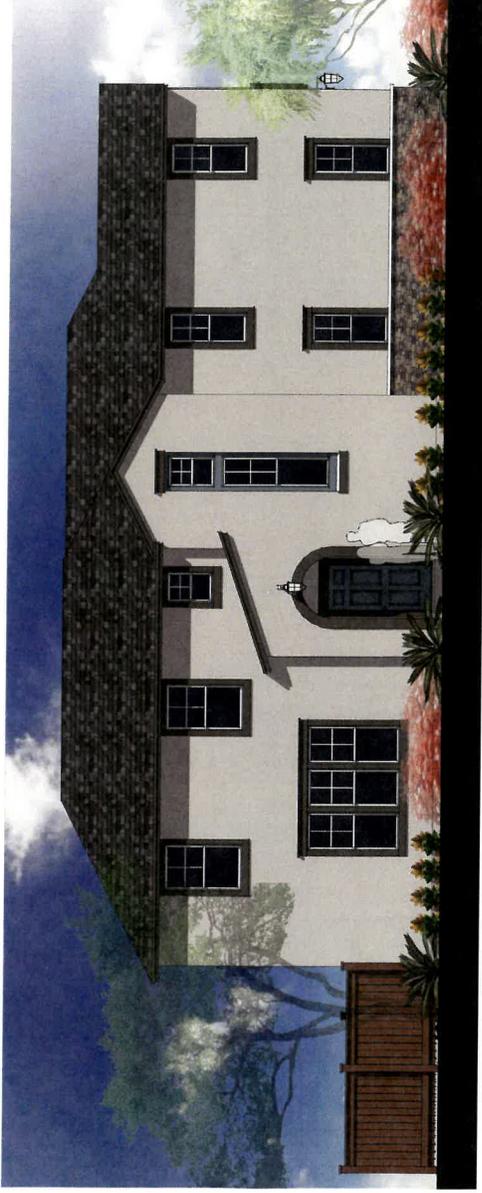


Front

CP CAPITAL CONSULTANTS
Fullerton, CA

Plan E - Craftsman
Scale: 1/4" = 1'-0"

PACIFIC PRIDE VILLAS
MERCED, CA



Paseo



Front

CP CAPITAL CONSULTANTS
Fullerton, CA

Plan E - French
Scale: 1/4" = 1'-0"

PACIFIC PRIDE VILLAS
MERCED, CA

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October 31, 2018 | SF180396.00

REQUEST TO REMOVE TRAFFIC MITIGATION MEASURES

RE: Highland Park Project, 124 homes on Devonwood Drive, Merced, CA

Julie,

Based upon the findings of the traffic study that we have submitted to the city, we are requesting the following mitigation measures/conditions be removed from the project. Our understanding of the study and our discussions with the consultant reflect that these intersections will operate at acceptable levels after the project is built out in their current state, or that the improvements have already been made.

1. Item #6 of Attachment J, to the Traffic Improvement Phasing Plan relating to a WB dual turn lane at Olive and Austin.
2. Item #7 of Attachment J, relating to a NB dual left turn lane at Olive and R Street.
3. Item #9 of Attachment J, relating to left turn lanes at Hwy 59 and 16th Street.
4. Item #11 of Attachment J, relating to improvements at Olive and Hwy 59.
5. Item #12 of Attachment J, relating to NB right turn lane at Olive and Austin.
6. Item #13 of Attachment J, relating to SB right turn at Olive and R Street.

Sincerely,

Craig Potter
Devonwood 64, LP

PHASE 1 = LOWES
 PHASE 2 = PROJECT

Traffic Improvement Phasing Plan / September 20, 2006

MM / Facility Site	Mitigation Measure	Install Phase	Responsibility
1. Hwy 59 / 16 th	Signal	I* & **	Payment of Fees
2. Hwy 59 / Cooper	Signal	I	Payment of Fees
3. Olive / Meadows	Signal	I	Payment of Fees
4. Olive from Hwy 59 to "R" Street	Signal Timing	I	100% Project - Phase I
5. Hwy 59 / Olive Ave	NB right-turn Overlap	I	100% Project - Phase I
Devonwood ("Carryover" Mitigation Measure 3.2-11)	Traffic Calming Measures ("Carryover" Mitigation Measure 3.2-11)	I	100% Project - Phase I
Facility Site	Mitigation Measure	Install Phase	Responsibility
6. Olive / Austin	WB Dual Left (Olive) ***	II	100% Project - Phase II
7. Olive / "R" Street	MM 3.1-7: NB Dual Left	II	100% Project - Phase II
Facility Site	Mitigation Measure	Install Phase	Responsibility
9. Hwy 59 / 16 th Street	MM 3.1-9: Add left turn lanes on SB Hwy 59 and EB 16 th Street	II*	50% Reimbursable / 50% Shared between Phases I and II.
10. Hwy 59 / Willowbrook	Align Willow/Cooper	I	Payment of Fees
11. Hwy 59 / Olive	MM 3.1-11: Add: EB Olive thru lane; EB Olive RT lane; WB Olive LT lane; EB Olive RT lane; NB SR 59 thru lane; and SB SR 59 thru lane.	II*	100% Reimbursable
12. Olive / Austin	MM 3.1-12: Exclusive NB right-turn lane	II	100% Project
13. Olive / "R" Street	MM 3.1-13: SB exclusive right-turn.	II	100% Project

* Alternative is deferred improvement w/project impact fees earmarked for Hwy 59 widening project
 ** Interim measure is to add exclusive SB right-turn lane
 *** Already installed with Phase I

September 11, 2018

Mr. Craig Potter
CP Capital Consultants
823 N Harbor Boulevard
Fullerton, CA 92832

Subject: *Highland Park Project Traffic Analysis*

Dear Mr. Potter -

On behalf of KD Anderson & Associates (KDA), I am pleased to submit this letter report presenting our traffic analysis of the Highland Park project. The following is:

- an executive summary of the analysis,
- our understanding of the project,
- a description of the methods used in the analysis, and
- the results of the analysis.

Enclosed separately is a technical appendix presenting:

- traffic volume count data reports,
- level of service (LOS) calculation worksheets, and
- travel demand model output.

EXECUTIVE SUMMARY

This letter report presents traffic analysis of the Highland Park project in the City of Merced. The enclosed **Figure 1** shows the roadway network in the study area. The enclosed **Figure 2** shows the roadway network in the immediate vicinity of the project site. The enclosed **Figure 3** shows a site plan for the project.

This report presents analysis of traffic operations at four intersections that would provide vehicle access to the project site. The enclosed **Figure 1** shows the study intersections for this report.

The objective of the analysis presented in this letter report is to determine whether the Highland Park project would have a significant traffic-related impact on the study intersections. The analysis concludes the project would not have a significant traffic-related impact on study intersections.

PROJECT UNDERSTANDING

The Highland Park project is located in the City of Merced, in the general area:

- south of Olive Avenue,
- northeast of the Santa Fe railroad,
- east of State Route (SR) 59, and
- west of R Street.

The enclosed **Figure 1** shows the roadway network in the study area.

The project site is located along the south side of a U-shaped roadway, which is Loughborough Drive to the west and Austin Avenue to the east. The enclosed **Figure 2** shows the roadway network in the immediate vicinity of the project site.

Retail commercial land uses are located adjacent to the Highland Park project site, including a Walmart facility to the northwest and a Lowe's facility to the north. Other commercial land uses are located in the vicinity of the project site along Olive Avenue.

The Highland Park project would include 124 single-family detached units. **Figure 3** presents a site plan displaying the arrangement of proposed land uses on the project site.

The Highland Park project site was included in a traffic analysis prepared for an environmental impact report (EIR) on a larger project site that included, for example, the Walmart site. The traffic analysis presented in this letter report augments traffic analysis presented in a *Supplemental Environmental Impact Report SCH #1998091004 – Original Application Site Utilization Plan Revision #17 to Planned Development #16 Lot Split #98-03 – Current Application General Plan Amendment #06-06 Site Utilization Plan Revision #22 to Planned Development #16* (SEIR) prepared by the City of Merced in July 2006. While the previous SEIR analyzed the impacts of land use development including an area larger than the Highland Park project site, the analysis presented in this letter report focuses on the direct traffic-related impacts of solely the Highland Park project site. If needed, this letter report identifies improvements required to ensure acceptable traffic operations.

Because the analysis presented in this letter report augments the traffic analysis presented in the SEIR, many of the methods, assumptions, and approaches applied in the SEIR are also applied in this letter report. As described in more detail below in the *Analysis Methods* section of this letter report, some methods, assumptions, and approaches have been updated to reflect current industry-standard analysis.

KDA

ANALYSIS METHODS

The following is a description of the methods and assumptions used in the traffic analysis presented in this letter report.

As noted earlier in this letter report, the analysis presented in this report augments the traffic analysis presented in the SEIR. Therefore, many of the methods, assumptions, and approaches applied in the SEIR are also applied in this letter report. Descriptions provided in the SEIR are incorporated by reference, including:

- descriptions of existing transportation systems in the vicinity of the project site;
- standards of significance;
- relevant General Plan policies, special issues, and standards; and
- software used to analyze LOS.

While the items listed above are incorporated by reference into this letter report, some methods, assumptions, and approaches have been updated to reflect current industry-standard analysis or analysis focused on the Highland Park project. The following is a description of updated or focused methods, assumptions, and approaches applied in the analysis presented in this letter report.

Study Area Intersections

Traffic operations at intersections that would provide vehicle access to the Highland Park project site were analyzed for this letter report. In consultation with City of Merced staff, the following four intersections were analyzed for this letter report:

1. Olive Avenue & Loughborough Drive
2. Olive Avenue & Austin Avenue
3. Olive Avenue & Meadows Avenue
4. Olive Avenue & R Street

These four intersections are considered most likely to experience impacts associated with development of the Highland Park project. The locations of the study intersections are presented in the enclosed **Figure 1**. The numbers listed above correspond to the intersection numbers on **Figure 1**.

Study Scenarios

As noted previously, the objective of the analysis presented in this letter report is to identify the direct traffic-related impacts of development of the Highland Park project site. Therefore, in consultation with City of Merced staff, the analysis presented in this letter report focuses on:

KDA

- Existing Conditions, and
- Existing Plus Project Conditions.

Level of Service Analysis Procedures

Level of service analysis provides a quantitative basis for describing traffic operating conditions. LOS measures the quality of traffic flow and is represented by letter designations from A to F, with a grade of A referring to the best conditions, and F representing the worst conditions. The characteristics associated with the various LOS are presented in the enclosed **Table 1**.

Level of service was analyzed for the SEIR using the most recent version of the *Highway Capacity Manual* and *Synchro* analysis software package available at the time. Both the *Highway Capacity Manual* and *Synchro* analysis software package have been updated since the time the SEIR was prepared. For this letter report, LOS was analyzed using updated *Highway Capacity Manual* and *Synchro* versions. Methods presented in the *Highway Capacity Manual 2010* (Transportation Research Board 2010) were used in the analysis presented in this letter report. Methods described in the *Highway Capacity Manual 2010* were used to provide a basis for describing traffic conditions. The *Synchro Version 10* software analysis package (Trafficware 2018) was used for the analysis presented in this letter report.

Worksheets and output reports for the calculation of LOS are presented in the enclosed technical appendix.

Existing Traffic Volumes

Updated intersection turning movement traffic volume count data at all study intersections were collected during the 7:00 a.m. to 9:00 a.m. period, and the 4:00 p.m. to 6:00 p.m. period.

Count data for the intersection of Olive Avenue & Loughborough Drive, and for the intersection of Olive Avenue & Austin Avenue were collected on Tuesday March 28, 2017. Count data for the intersection of Olive Avenue & Meadows Avenue and for the intersection of Olive Avenue & R Street were collected on Tuesday August 28, 2018.

Traffic volume count data worksheets used in the analysis presented in this letter report are included in the enclosed technical appendix.

Figure 4 presents the existing a.m. peak hour and p.m. peak hour traffic volumes at the existing study intersections.

Trip Generation

The number of vehicle trips that would be generated by a project is determined by identifying the type and size of proposed land use. Recognized sources of trip generation rates may then be used to calculate the total number of trips.

KDA

Trip generation was analyzed for the SEIR using the most recent version of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* available at the time.

Trip generation for the Highland Park project has been updated for this letter report using trip generation rates published in the *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers 2017) and the projected use of the site. **Table 2** shows the trip generation rates applied for the proposed project. **Table 3** shows the trip generation estimate for the project.

As shown in **Table 3**, the Highland Park project is estimated to generate 92 a.m. peak hour trips, and 123 p.m. peak hour trips.

Trip Distribution

Project-related trips were geographically distributed over the study area roadway network. The distribution of trips is based on the relative attractiveness or utility of possible destinations.

Trip distribution was analyzed for the SEIR using the most recent version of the Merced County Association of Governments (MCAG) travel demand model available at the time. The 2015 version of the MCAG travel demand model was used to estimate trip distribution percentages for the analysis presented in this letter report. The travel demand model is considered to be a valid source for the trip distribution percentages because it directly addresses:

- the location of destinations of project-related trips,
- the magnitude of land uses that would attract project-related trips, and
- the quality of access to the destinations via the roadway network.

A “select link” analysis was conducted using the MCAG travel demand model to determine the geographic distribution of project-related travel. The select link analysis identifies vehicle trips associated with the project site, and identifies the direction of travel to and from the project site. Adjustment of the raw results from the travel demand models, where needed, was applied. Raw, pre-adjustment, traffic model results used in the development of trip distribution percentages are presented in the enclosed technical appendix.

Trip distribution percentages applied in the analysis presented in this letter report are presented in **Table 4**.

Trip Assignment

Project –related trips, shown in **Table 3**, were geographically distributed using the data shown in **Table 4**, and assigned to logical travel routes. The resulting traffic generated by the project is shown in **Figure 5**. This traffic was then added to existing traffic volumes. The resulting Existing Plus Project traffic volumes are shown in **Figure 6**.

KDA

ANALYSIS RESULTS

The enclosed **Table 5** presents the results of the analysis of traffic operations at the study intersections. **Table 5** shows LOS for both a.m. peak hour and p.m. peak hour conditions, under both Existing Conditions and Existing Plus Project Conditions.

As shown in **Table 5**, all study intersections would operate at LOS C or better during both the a.m. peak hour and p.m. peak hour, under both Existing Conditions and Existing Plus Project Conditions. Implementation of the Highland Park project would increase vehicle delay during both the a.m. peak hour and p.m. peak hour. However, as described in the SEIR, LOS C is considered by the City of Merced to be acceptable operating condition. Therefore, based on standards of significance presented in the SEIR, the Highland Park project is considered to have a less than significant impact on traffic operations. No mitigation measures are required.

CLOSING

Thank you for this opportunity to provide traffic analysis services on the Highland Park project. If you have any questions about this report, please contact me via E-mail message at kanderson@kdanderson.com, or call me at 916/660-1555.

Sincerely,

KD Anderson & Associates, Inc.

A handwritten signature in black ink, appearing to read 'K. Anderson', with a long horizontal flourish extending to the right.

Kenneth D. Anderson, P.E.
President

enclosures

KDA

REFERENCES

Publications Cited

Institute of Transportation Engineers. 2017. Trip Generation Manual, 10th Edition. Washington, D.C.

Trafficware. 2018. Trafficware Internet Website. <http://www.trafficware.com/>

Transportation Research Board. 2010. Highway Capacity Manual 2010. Washington, D.C.



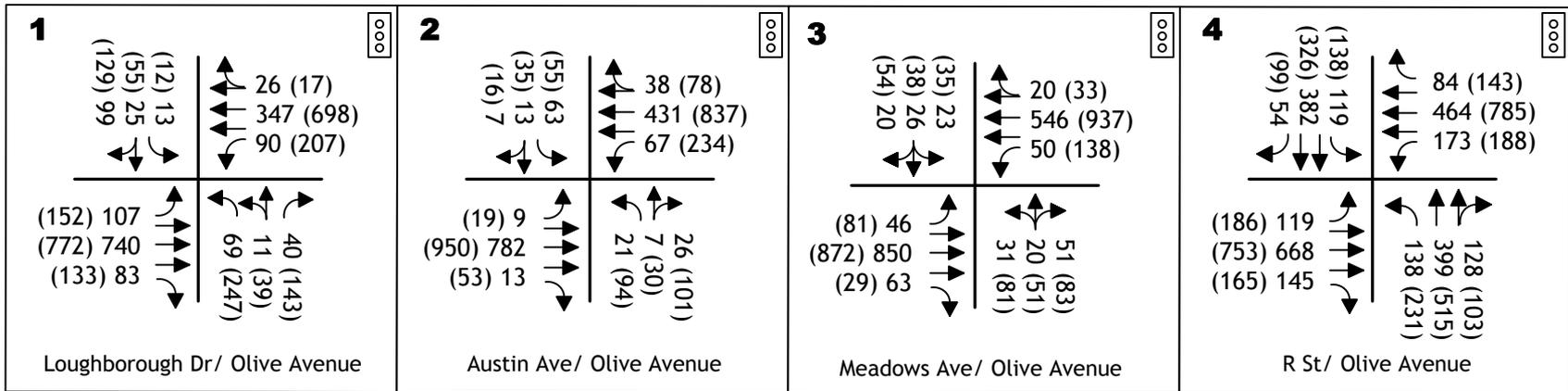
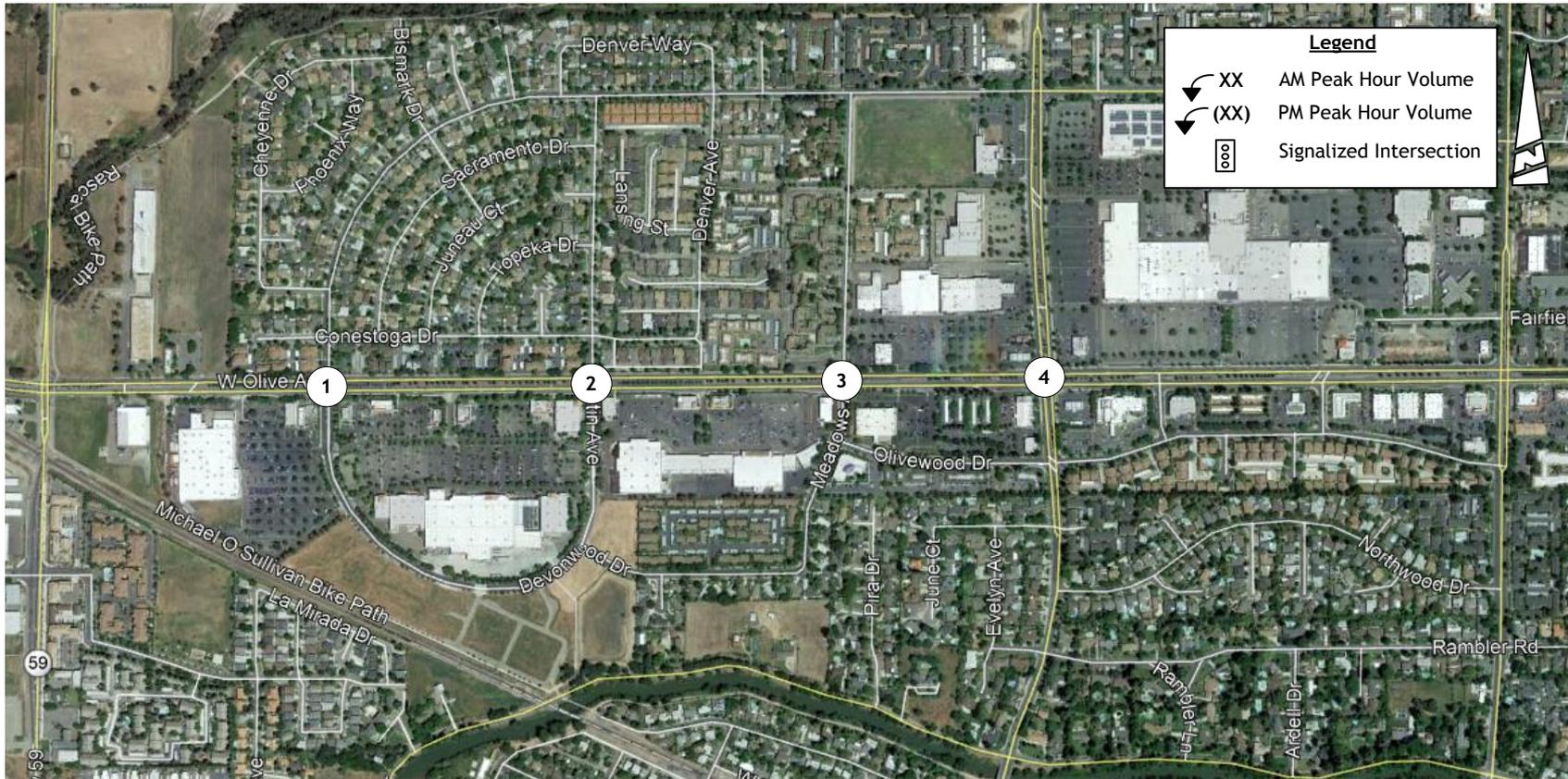
PROJECT VICINITY



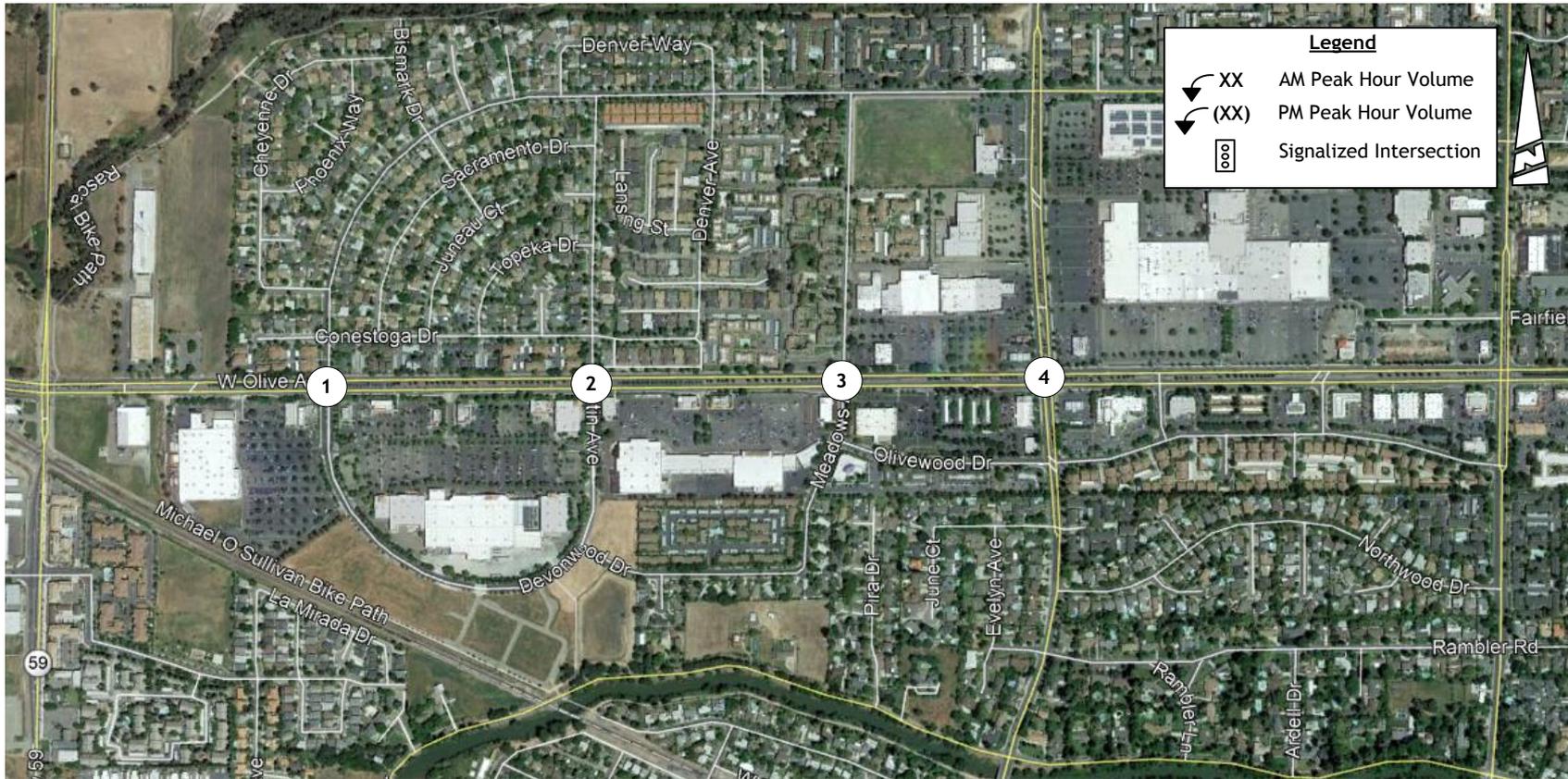
HIGHLAND PARK Pacific Pride Villas



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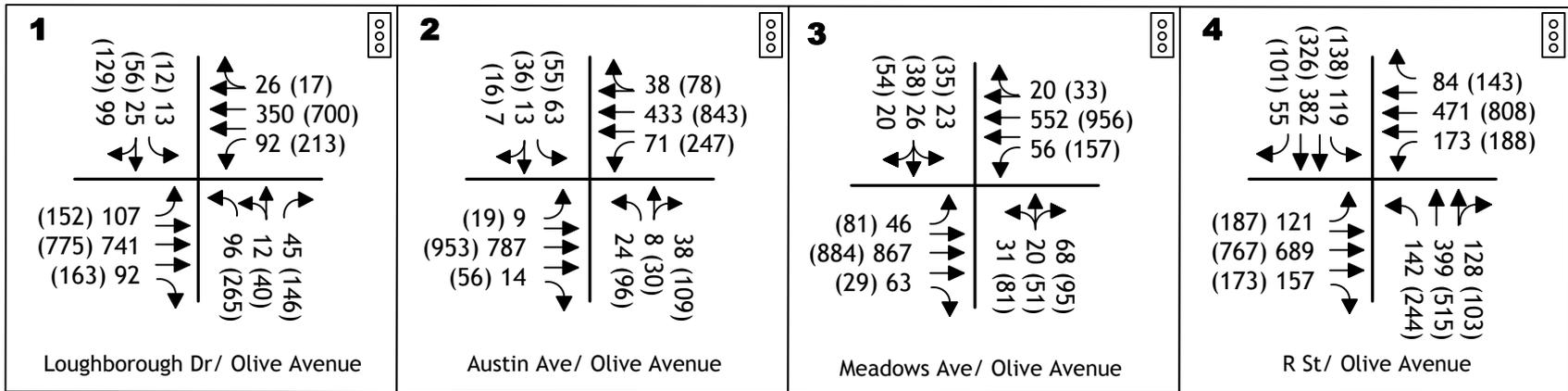
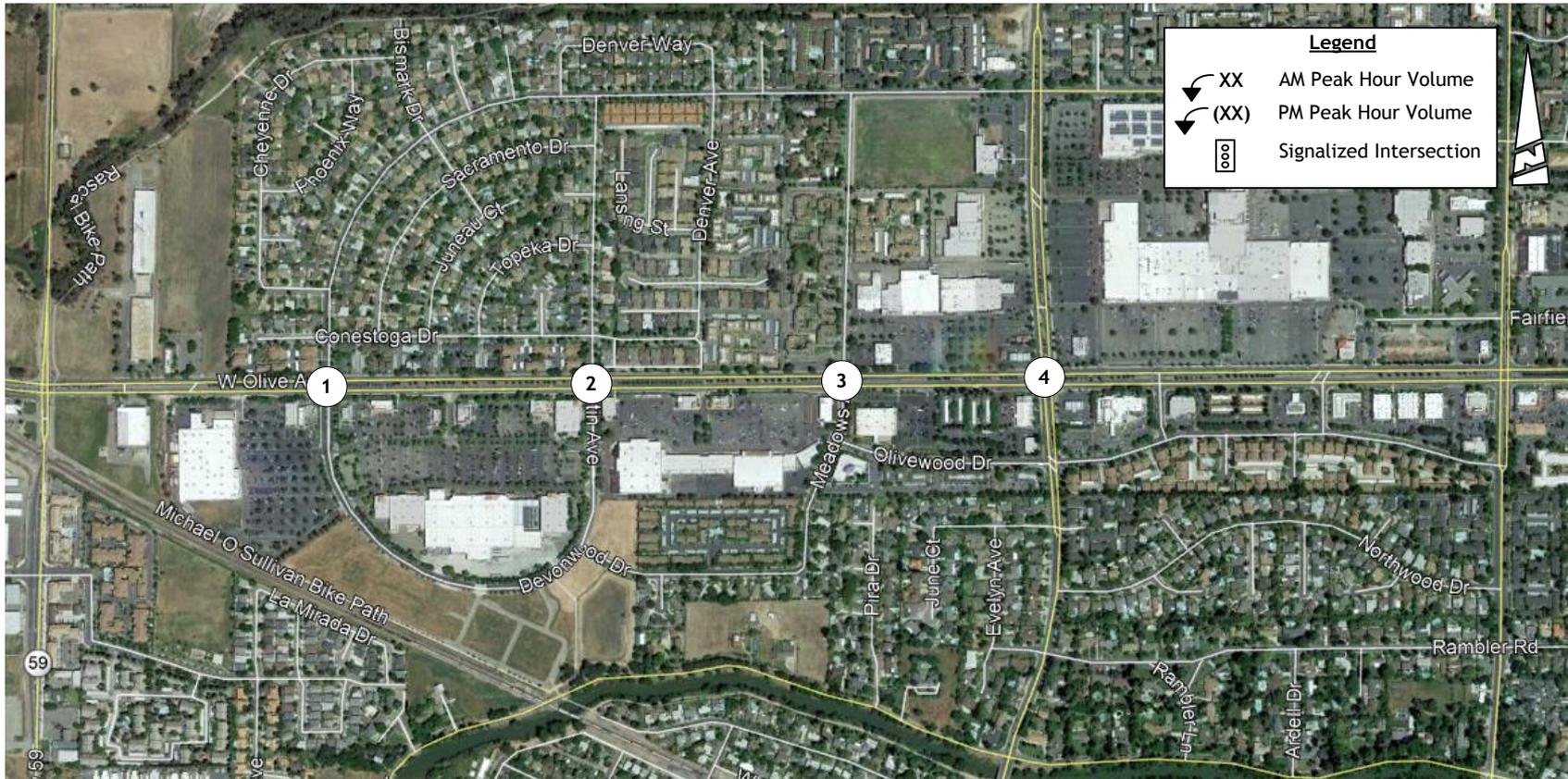


EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS



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PROJECT ONLY TRAFFIC VOLUMES



EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

Table 1. Level of Service Definitions - Signalized Intersections

Level of Service	Characteristics	Vehicle Delay (in Seconds)
A	Vehicle progression is exceptionally favorable or the cycle length is very short.	Delay \leq 10.0 seconds/vehicle
B	Vehicle progression is highly favorable or the cycle length is short.	Delay > 10 seconds/vehicle and < 20 seconds/vehicle
C	Vehicle progression is favorable or the cycle length is moderate. Individual cycle failures may begin to appear at this level.	Delay > 20 seconds/vehicle and < 35 seconds/vehicle
D	Vehicle progression is ineffective or the cycle length is long. Many vehicles stop and the individual cycle failures are noticeable.	Delay > 35 seconds/vehicle and < 55 seconds/vehicle
E	Vehicle progression is unfavorable and the cycle length is long. Individual cycle failures are frequent.	Delay > 55 seconds/vehicle and < 80 seconds/vehicle
F	Vehicle progression is very poor and the cycle length is long. Most cycles fail to clear the vehicle queue.	Delay > 80 seconds/vehicle
<hr/> <p>Source: Transportation Research Board 2010.</p>		

Table 2. Highland Park - Trip Generation Rates

Land Use and ITE Land Use Code	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Single-Family Detached Housing (ITE Code 210)	Dwelling Units	0.19	0.56	0.74	0.62	0.37	0.99

Source: Institute of Transportation Engineers *Trip Generation Manual 9th Edition*.
 Note: Trip generation rates are based on average rates.

Table 3. Highland Park - Trip Generation Estimates

Land Use and ITE Land Use Code	Quantity	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Single-Family Detached Housing (ITE Code 210)	124 Dwelling Units	24	69	92	77	46	123

Source: Institute of Transportation Engineers *Trip Generation Manual 10th Edition*.
 Total may not equal the sum of components due to rounding.

Table 4. Highland Park Project Trip Distribution Percentages

Direction of Travel	Percent of Project-Related Trips
North on Loughborough Drive	2%
North on Austin Avenue	1%
North on R Street	3%
West on Olive Avenue	43%
East on Olive Avenue	30%
Retail Commercial Along Devonwood Drive	4%
South on R Street	17%
TOTAL	100%
<hr/> <p>Source: MCAG travel demand model select link analysis.</p>	

Table 5. Level of Service

Study Intersections	Existing Conditions				Existing Plus Project Conditions				
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	Inters. Control	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1 Olive Avenue & Loughborough Drive	Signal	B	17.0	C	28.6	B	17.3	C	29.4
2 Olive Avenue & Austin Avenue	Signal	A	9.5	B	14.5	A	9.8	B	15.1
3 Olive Avenue & Meadows Avenue	Signal	A	9.7	B	14.0	B	10.1	B	14.6
4 Olive Avenue & R Street	Signal	C	28.4	C	32.4	C	28.9	C	33.9

Notes: "LOS" = Level of Service. "Inters. Control" = Type of intersection control.
 "Signal" = Signalized light control. Delay is measured in seconds per vehicle.