

CITY OF MERCED
Planning & Permitting Division

STAFF REPORT: #19-03

AGENDA ITEM: 4.1

FROM: Kim Espinosa,
Planning Manager

PLANNING COMMISSION
MEETING DATE: Jan. 9, 2019

PREPARED BY: Julie Nelson,
Associate Planner

SUBJECT: **Vesting Tentative Subdivision Map #1305 (Bellevue Ranch North, Village 23)**, initiated by Benchmark Engineering, applicant for Bellevue North 250, LLC, property owner. This application involves the subdivision of approximately 23.2 acres into 58 single-family lots within a gated community. This property is generally located on the west side of G Street, north of Farmland Avenue, within Planned Development (P-D) #42 with a Low Density (LD) Residential General Plan Designation ***PUBLIC HEARING***

ACTION: Approve/Disapprove/Modify

- 1) Environmental Review #17-07 (CEQA Section 15162 Findings)
- 2) Vesting Tentative Subdivision Map #1305

SUMMARY

The project site is located at the northwest corner of G Street and Farmland Avenue (Attachment A). The proposed subdivision would subdivide approximately 23.2 acres of land into 58 single-family lots within a gated subdivision, with access on G Street and Farmland Avenue (Attachment B). This site is part of the Bellevue Ranch Master Development Plan (Attachment C) and is commonly referred to as Village 23 of Bellevue Ranch North. Additional single-family homes are planned for the area north of this site shown as Village 24 on the map at Attachment B. This would be an extension of the proposed 58-lot gated subdivision for Village 23. Village 23 would be developed in two phases (Phase A and B).

The project site is zoned Planned Development (P-D) #42 and has a General Plan designation of Low Density Residential (LD). The LD designation allows 2 to 6 dwelling units per acre. The proposed subdivision would have a density of 2.5 dwelling units per acre.

The subdivision proposes a mixture of lot sizes ranging from 8,139 square feet to 16,988 square feet (refer to the Tentative Map provided at Attachment B). The table below shows the mixture of lot sizes:

Number of Lots	Lot Size (S.F)
4	8,000 to 9000
21	9,001 to 10,000
31	10,000 to 15,000
2	15,001 to 17,000

Planning staff along with the other City staff including the Engineering and Fire Departments, have reviewed the project and recommend approval subject to the conditions below.

RECOMMENDATION

Planning staff recommends that the Planning Commission approve Environmental Review #17-07 (CEQA Section 15162 Findings) and Tentative Subdivision Map #1305 (including the adoption of the Resolution at Attachment G) subject to the following conditions:

- *1) The proposed project shall be constructed/designed as shown on Exhibit 1 (Vesting Tentative Subdivision Map for Bellevue Ranch Village 23).
- *2) All conditions contained in Resolution #1175-Amended ("Standard Tentative Subdivision Map Conditions") shall apply.
- *3) The proposed project shall comply with all standard Municipal Code and Subdivision Map Act requirements as applied by the City Engineering Department.
- *4) All other applicable codes, ordinances, policies, etc., adopted by the City of Merced shall apply.
- *5) All previously adopted conditions, mitigation measures, and guiding principles contained in Appendices D, E, and F of the Bellevue Ranch Master Development Plan (BRMDP) adopted by the Merced City Council on May 15, 1995, which are applicable to this project, shall apply to this tentative map and all subsequent final maps, improvement plans, building permits, and discretionary approvals.
- *6) The developer/applicant shall indemnify, protect, defend (with counsel selected by the City), 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 (with counsel selected by the City) 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, defend, protect, or hold harmless the City, any agency or instrumentality thereof, or any of its officers, officials, employees, or agents.
- *7) 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.

- *8) Should any conflicts arise between the tentative map conditions contained herein and those conditions, mitigation measures, and guiding principles contained in the BRMDP, Appendices D, E, and F, or any other pertinent Sections/Appendices of the BRMDP, said conditions, mitigation measures, guiding principles, and sections/appendices shall take precedence.
- *9) 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 Development Services Director to be sufficient to cover procedure costs and maintenance costs expected prior to first assessments being received.

Building/Site Design/Landscaping

- *10) Per the BRMDP, all exterior building materials shall consist of stucco, masonry, or architectural grade wood siding, and roofing materials shall consist of tile, wood shake (with acceptable fire rating), and architectural composition shingles.
- 11) All dwellings shall be designed to include fire sprinklers as required by the California Fire Code.
- 12) All garages shall have a minimum setback of 20 feet measured from the property line or back of sidewalk, whichever is closest to the front of the garage. Per the BRMDP, the setback for the living area portion of the house may be reduced to 15 feet and shall be measured from the property line, whichever is closest to the living area portion of the house. Lot coverage shall not exceed 55% for all lots.
- 13) The building facades shall be of high quality design providing varied elevations and color schemes. All designs shall be consistent with the requirements of the BRMDP and Planned Development (P-D) #42 and shall be approved by Planning Staff at the building permit stage.
- 14) All mechanical equipment shall be screened from public view.
- 15) Each lot within the subdivision shall be provided with one driveway. No residential driveways shall front on any arterial or collector street.
- 16) The project shall comply with all requirements of the California Building Code and all flood requirements of the Federal Emergency Management Agency (FEMA), as well as the requirements for the California Urban Level of Flood Protection (CA 200-year flood).
- 17) All necessary documentation related to the construction of the residential uses shall be provided at the building permit stage.
- *18) The project shall comply with all the Post Construction Standards required to comply with state requirements for the City's Phase II MS-4 Permit (Municipal Separate Storm Sewer System).

- *19) All landscaping within the public right-of-way shall comply with state and local requirements for water conservation. All irrigation provided to street trees or other landscaping shall be provided with a drip irrigation or micro-spray system and shall comply with the City's Water Efficient Landscape Ordinance (MMC Section 20.36.030).
- *20) Prior to final inspection of any home, all front yards and side yards exposed to public view shall be provided with landscaping to include, ground cover, trees, shrubs, and irrigation in accordance with Merced Municipal Code Section 20.36.050. Irrigation for all on-site landscaping shall be provided by a drip system or micro-spray system in accordance with the State's Emergency Regulation for Statewide Urban Water Conservation or any other state or City mandated water regulations dealing with the current drought conditions. All landscaping shall comply with the City's Water Efficient Landscape Ordinance (MMC Section 20.36.030).
- 21) A 6-foot-tall masonry wall shall be installed along G Street and Farmland Avenue. The 28-foot-wide "park strip" as shown on the tentative map, including landscaping, shall be installed on Farmland Avenue with the first phase of construction. A minimum 15-foot-wide landscape strip shall be installed G Street. The landscaping on G Street for Phase A shall commence prior to the issuance of the 30th building permit. The remainder of the landscaping on G Street would be installed prior to the first Certificate of Occupancy for Phase B.
- 22) At the building permit stage, the site plans for each lot shall include a minimum 3-foot by 6-foot concrete pad located in the side yard or backyard for the storage of 3 refuse containers.

Public Improvements

- 23) Developer shall construct full public improvements on Farmland Avenue, east of the entry road (including, but not limited to, curb and gutter, pavement, sidewalk, street lights, landscaping, and utilities) with the first phase of construction. Farmland Avenue, west of the entry road shall be completed with a future phase per Table 6.1 of the BRMDP.
- 24) All cul-de-sac bulbs shall have a minimum diameter of 96 feet and shall be posted as "no parking" in compliance with Fire Department Standards adopted by Merced Municipal Code Section 17.32.
- 25) All streets within the subdivision shall be private streets and shall be privately maintained. An easement for utilities and access shall be granted to the City of Merced with the Final Map.
- 26) Any work done by the City of Merced to maintain utilities shall be restored to City Standards. Any decorative treatments shall be the responsibility of the Homeowner's Association (HOA) to repair/replace.
- 27) The gates at the entrances shall be setback a minimum of 20 feet from the roadway to allow stacking room for at least two vehicles. The gates shall be provided with a "click-to-enter" access and controls shall be provided to the City of Merced Police, Fire, and Public Works Departments. The device used shall be approved by the City prior to installation.

- 28) According to Table 6.1 of the Bellevue Ranch Master Development Plan (BRMDP), complete improvements to G Street are required with the construction of Village 26. A subsequent General Plan Amendment may move the responsibility for these improvements to another Village due to biological issues with Village 26.
- 29) If the G Street access is not constructed with the construction of Phase A, an emergency vehicle access (EVA) shall be provided for this Phase. The location of the EVA shall be approved by the City Fire Department and City Engineer. The EVA shall be constructed to Fire Department standards.
- 30) Village 23 shall provide the necessary improvements for the entrance off of G Street for the subdivision, including required landscaping with the construction of Phase B.
- 31) The necessary right-of-way along G Street shall be dedicated with the final map to provide for ½ the width of a 128-foot major arterial and additional 15-foot landscape area on each side of the street. Some of the right-of-way has been previously dedicated, but may need to be modified to make sure the right-of-way is in the correct location. The project engineer shall work with the City Engineer to determine the areas to be dedicated or modified.
- *32) Fire hydrants shall be installed along street frontages to provide fire protection to the area. The hydrants shall meet all City of Merced standards and shall comply with all requirements of the City of Merced Fire Department. Final location of the fire hydrants shall be determined by the Fire Department.
- 33) Traffic control signs, street markings, and striping shall be as directed by the City Engineer.
- *34) The developer shall use proper dust control procedures during site development in accordance with San Joaquin Valley Air Pollution Control District rules.
- 35) Provide all utility services to each lot, including sanitary sewer, water, electric power, gas, telephone, and cable television. All new utilities are to be undergrounded.
- 36) Install appropriate street name signs and traffic control signs with locations, names, and types approved by the City Engineer.
- 37) Developer shall provide construction plans and calculations for all landscaping and public maintenance improvements. All such plans shall conform to City standards and meet approval of the City Engineer.

General Requirements

- 38) The developer shall establish a Homeowner's Association (HOA) (or approved alternative) governing this project. The HOA shall be responsible for the maintenance of all streets and landscaping within the development as well as sweeping/cleaning of all interior streets. Prior to the Final Map approval, the HOA and any Conditions, Covenants and Restrictions (CC&R's) shall be reviewed and approved by the City Attorney.
- 39) If the final map for this small lot subdivision is not recorded prior to the Large Lot subdivision map for Bellevue Ranch North (VTSM #1280), then VTSM #1280 shall be modified to reflect the change to Village 23 that is approved with this map (VTSM #1305).

- 40) Dedication by Final Map of all necessary easements will be made as shown on Vesting Tentative Subdivision Map #1305 and as needed for irrigation, utilities, drainage, landscaping, open space, and access.
- 41) All entryway and subdivision signs shall be administratively approved by Planning Staff prior to the issuance of a building permit.
- 42) Landscaping and irrigation details shall be provided by the applicant with final maps for each phase and are subject to approval by the City.
- 43) Should the Tentative Map trigger any improvements/alternations to any water way, the applicant shall have completed all Federal and State permitting requirements for such phase. Documentation of such permits shall be provided to the City prior to approval of a final map.
- 44) Should the Federal and/or State permitting process relative to wetlands and/or waters of the United States cause the design of the Tentative map to be modified, the applicant shall reconcile the modification(s) with the City of Merced through an amended tentative map process.

(*) Denotes non-discretionary conditions.

PROJECT DESCRIPTION

The project site is located on the west side of G Street, north of Farmland Avenue (Attachment A). The proposal is for a gated subdivision with the main entrance on G Street. A secondary entrance would be on Farmland Avenue. The lots are between 8,000 and 17,000 square feet in size. Although the G Street access will ultimately be the primary access, it would not be constructed with Phase A of the project, which includes 38 lots. A temporary emergency vehicle access would be provided with Phase A (Condition #29). The G Street access would be installed with Phase B.

The layout of the subdivision provides a north/south street with four cul-de-sacs extending to the west and on small cul-de-sac to the east. There would be eleven lots facing the north/south street in addition to the corner lots of the cul-de-sacs. There would be a masonry wall at the back of the lots along G Street. No lots would have direct access to G Street or Farmland Avenue.

The subdivision would have gates at both entrances. The gates would be set back a minimum of twenty feet to allow stacking room for at least two vehicles. All streets within the subdivision would be privately maintained. The main entrance off of G Street will be constructed with decorative paving and landscaping and will be larger than the entrance off of Farmland Avenue. Although the main entrance off of G Street is part of Village 24, this entrance would be constructed with the subdivision of Village 23 to provide two entrances to the subdivision and to encourage the future residents to use the G Street access instead of the Farmland Avenue access. The Farmland Avenue access will also have decorative paving and landscaping, but on a smaller scale than the G Street entrance.

Surrounding uses are noted at Attachment A.

Surrounding Land	Existing Use of Land	City Zoning Designation	City General Plan Land Use Designation
North	Vacant	P-D #42	Low Density Residential (LD)
South	El Capitan High School	P-D #42	School
East	Residential/Vacant (across G Street)	County	Low Density Residential (LD)
West	Vacant	P-D #42	Low/Medium Density Residential (LMD)/School

BACKGROUND

On May 15, 1995, the City Council approved the Bellevue Ranch Master Development Plan (BRMDP) and certified the Bellevue Ranch Environmental Impact Report (SCH #92102055). The BRMDP provided a vision and standards for the development of a 1,385-acre area that would include commercial, transit, and low and high density residential uses (Attachment C).

Standards and Guiding Principles: As part of the approval of the Bellevue Ranch Master Development Plan (BRMDP), Final Conditions of Approval and Final Guiding Principles were adopted that continue to apply to new developments within the Master Development Plan Area. There are also a number of Mitigation Measures adopted as part of the Bellevue Ranch Environmental Impact Report (EIR) that would apply to all developments within the BRMDP area. This project would be required to comply with all previous approvals that are applicable to this project (Condition #5).

Off-Site Infrastructure: The BRMDP includes a Minor Phasing Plan that lists off-site infrastructure (“Backbone Infrastructure”), such as bridges, roads and traffic signals to be installed with different phases. The BRMDP requires certain improvements to be done with each phase of development. The minor phasing plan is referred to as Table 6.1 (Attachment D). It defines which Village is responsible for certain “Backbone Infrastructure” improvements. Development of Village 23 does not require any Backbone Infrastructure to be installed.

There are PG&E power poles that need to be relocated on G Street to allow G Street improvements to be constructed to the ultimate width. The City has been working with PG&E on the relocation of these poles, but they would likely not be relocated prior to the construction of this subdivision.

The General Plan Circulation Element calls for a quarter-mile collector to be constructed between Village 23 and 24. A bridge was originally planned to connect G Street to the remaining development to the west. Due to biological constraints, this bridge can no longer be constructed which eliminates the ability to extend the road to the west beyond this subdivision. A future General Plan Amendment will be brought forth to eliminate this bridge and roadway from the City’s Circulation Plan.

FINDINGS/CONSIDERATIONS:

General Plan Compliance and Policies Related to This Application

- A) The proposed project complies with the General Plan designation of Low Density Residential (LD) and the zoning designation of Planned Development (P-D) #42.

The proposed subdivision would achieve the following General Plan Land Use Policies:

L-1.2 Encourage a diversity of building types, ownership, prices, designs, and site plans for residential areas throughout the City.

L-1.3 Encourage a diversity of lot sizes in residential subdivisions.

L-1.6 Continue to pursue quality single-family and higher density residential development.

L-1.8 Create livable and identifiable residential neighborhoods.

Traffic/Circulation

- B) The subdivision would ultimately have two entrance/exit points. The primary access would be off of G Street with a secondary access off of Farmland Avenue. G Street is an Arterial road and Farmland Avenue is classified as a Collector Road. All streets interior to the subdivision would be local private roads. The G Street access would be constructed with Phase B of the subdivision.

Due to the volume of traffic generated by El Capitan High School on the south side of Farmland Avenue, the City Engineer required a traffic study to determine if the access on Farmland Avenue would operate efficiently. A traffic study was prepared by K.D. Anderson and Associates (Attachment E). This traffic study determined that although there may be periods that vehicles would have to wait during the high volume times associated with the school (typically a 15-minute period in the morning), there would still be sufficient gaps available when westbound traffic is halted at the traffic signal on G Street to allow vehicles to enter Farmland Avenue. However, vehicles entering Farmland Avenue from the south out of the subdivision may have longer wait times than normal during high volume times, such as the a.m. and p.m. peak hour times when school is in session. However, the addition of the subdivision traffic would not reduce the level of service of the intersection at G Street and Farmland Avenue below the City's standard Level of Service (LOS) D. Additionally, once the G Street entrance is constructed, it is anticipated that most traffic from the subdivision would use the G Street entrance/exit during peak hours of school traffic. Eventually, G Street would have a median that would prohibit left turns out of the subdivision. However, a U-turn could be made at the traffic signal at G Street and Farmland Avenue.

Public Improvements/City Services

- C) The developer would be required to install all utilities within the subdivision. Because the streets are private streets, not maintained by the City, all City utilities would be located within an easement in the private streets.

Per Table 6.1 of the BRMDP, improvements to G Street are not required with the construction of Village 23 or Village 24. These improvements are currently required with Village 26 (this may change with a future General Plan Amendment). The tentative map shows the ultimate and interim improvements to G Street. The interim improvements would be constructed to an interim width of 79 feet (ultimate width of 158 feet) and would look like the portion of G Street just south of Bellevue Road. The interim improvements would provide a 28-foot-wide park strip with an eight-foot wide meandering sidewalk, a 5-foot-wide bike land and two travel lanes in each direction (north/south). The ultimate completion of G Street would occur when the east side of G Street develops and would include the same improvements as on the east side for the interim improvements. There would ultimately be a median in G Street prohibiting left turns out of the subdivision, but allowing left turns into the subdivision.

City water and sewer lines currently exist in G Street up to Farmland Avenue. This subdivision would be required to extend the lines to serve this subdivision. There is sufficient capacity within the City's water and sewer system to serve this development.

Each lot within the subdivision would be required to meet the City's storm drainage and run-off requirements for City's MS-IV permit. All storm water would ultimately be delivered to the storm drain being constructed southwest of the project site (Village 29-C) (refer to the location shown on Attachment A).

Building Design

- D) Because this site has a Planned Development zoning designation (P-D #42), the building design and elevations shall be approved by the Planning Staff prior to construction. Condition #13 requires approval of the design and elevations prior to issuance of a building permit for this subdivision.

Site Design

- E) The proposed design of the subdivision includes five cul-de-sacs and a north/south road. The longest cul-de-sac is approximately 530 feet long with the shortest being just over 200 feet long.

Lot sizes range from slightly over 8,000 s.f. to slightly under 17,000 s.f. On average, each lot has at least 70 feet of street frontage, with some having between 90 and 100 feet of frontage. Some of the lots on the cul-de-sac bulbs have between 45 and 55 feet of frontage.

The street would be 46-foot-wide privately-owned streets. There would be no sidewalks within the gated subdivision. Because the streets are privately owned and maintained, they do not have to be constructed to City standards to include sidewalks.

Landscaping

- F) Each lot within the subdivision shall be provided with front yard landscaping in compliance with Zoning Ordinance Section 20.36.050 which states that all required exterior setback areas, excluding areas required for access to the property to be landscaped.

The developer shall install landscaping along Farmland Avenue with Phase A of the subdivision. As previously described, the improvements to G Street would be done with a subsequent Village per the BRMDP.

Neighborhood Impact/Interface

- G) There are three single family homes to the east of the subdivision across G Street. However, there are several homes on Farmland Avenue, east of G Street. El Capitan High School is to the south across Farmland Avenue and vacant land exists on the west and north sides of the project site.

The density of the proposed subdivision is in keeping with the low density residential standards. The proposed subdivision of 58 lots would have a density of 2.5 units per acre, which is on the low end of the density allowed within a Low Density Residential (LD) designation.

While there has been no opposition to the subdivision, staff received calls from two of the property owners on Farmland Avenue expressing concerns about the existing traffic on Farmland Avenue and the possibility of increased traffic as a result of this subdivision. As described in the traffic section, this development would generate additional traffic, but it's unlikely that it would increase the traffic on Farmland Avenue. The increase in traffic on Farmland Avenue appears to be a direct result of the high school and would not increase as a result of this subdivision.

During the review of the proposed project, the Merced Union High School District expressed concerns with additional traffic on Farmland Avenue. While the City recognizes the concern, the high volume of traffic going to the school is for a brief time and ultimately the subdivision would be using the G Street access as the main entrance during the day.

Public hearing notices were sent out to all property owners within 300 feet of the site. As previously mentioned, staff received calls from two concerned residents on Farmland Avenue, but have not received any additional comments.

Land Use/Density Issues

- H) The proposed subdivision would provide a density of 2.5 units per acre based on the gross acreage of the site. This density is well within the allowable density for the Low Density Residential General Plan designation of 2 to 6 units per acre.

Environmental Clearance

- I) The Planning staff has conducted an environmental review of the project in accordance with the requirements of the California Environmental Quality Act (CEQA), and concluded that Environmental Review #17-07 is a second tier environmental document, based upon the City's determination that the proposed development remains consistent with the current General Plan and provisions of CEQA Guidelines, Section 15162 [Environmental Impact Report (EIR) for the Bellevue Ranch Master Development Plan (SCH #9212055)]. A copy of the Section 15162 Findings can be found at Attachment F.

Attachments:

- A) Location Map
- B) Tentative Subdivision Map #1305
- C) BRMDP Map
- D) Table 6.1 of the BRMDP
- E) Traffic Analysis
- F) CEQA Section 15162 Findings
- G) Draft Planning Commission Resolution

Ref: N:\SHARED\PLANNING\STAFFREP\SR2019\SR 19-03 VTSM 1305 BRN V 23 .docx

VESTING TENTATIVE SUBDIVISION MAP #1305
BELLEVUE RANCH NORTH VILLAGE 23



V 24

Subject Site

V 23

El Capitan
High
School

V 29C
(Basin)

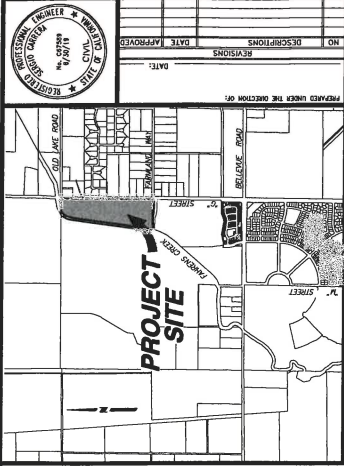
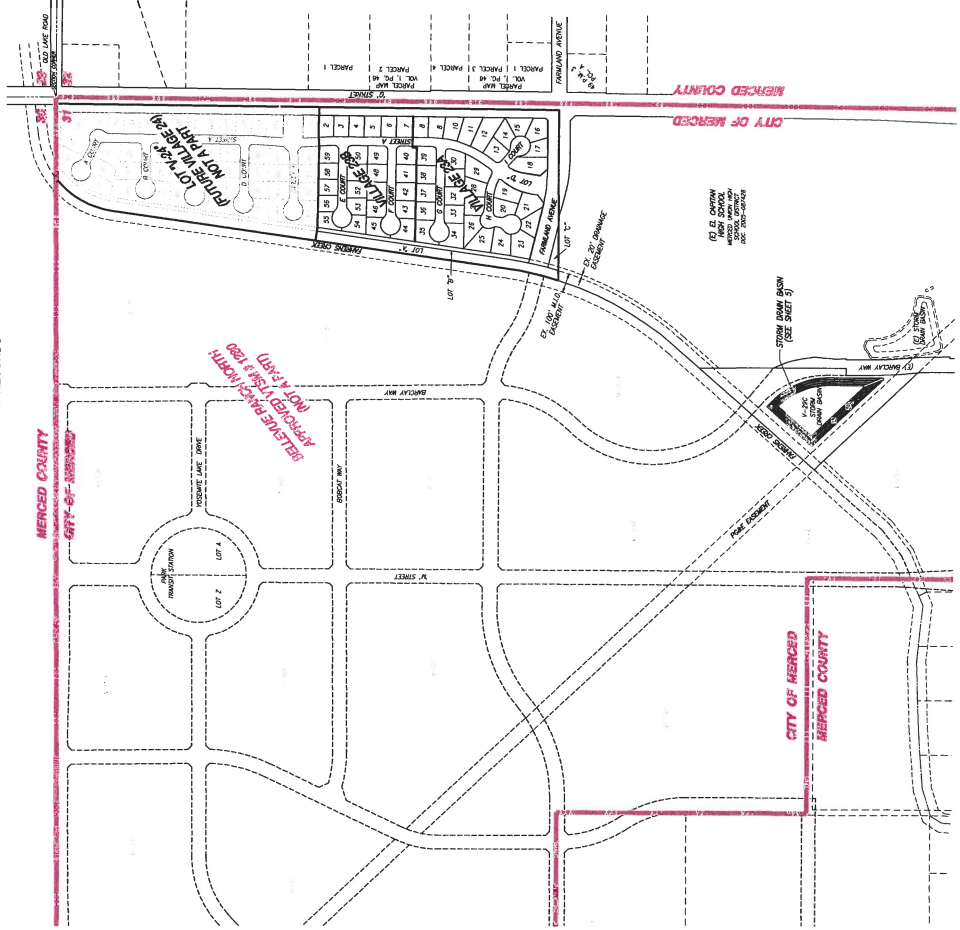
 CITY LIMIT

ATTACHMENT A



VESTING TENTATIVE SUBDIVISION MAP FOR: BELLEVUE RANCH NORTH VILLAGE 23 MERCED, CALIFORNIA

BEING A SUBDIVISION OF A PORTION OF SECTION 31,
TOWNSHIP 6 SOUTH, RANGE 14 EAST, M.D.M.,
ALSO BEING A PORTION OF PARCEL C AS SHOWN
IN BOOK 103 OF PARCEL MAPS, PAGE 46,
MERCED COUNTY RECORDS



BENCHMARK ENGINEERING, INC.
CIVIL ENGINEERING & LAND SURVEYING
507 J STREET • LOS BANOS, CALIFORNIA • 95305
(209) 737-0900
FAX: (209) 548-9305

COVER SHEET
VESTING TENTATIVE SUBDIVISION MAP FOR:
BELLEVUE RANCH NORTH
VILLAGE 23
MERCED, CALIFORNIA

DATE: 11-19-18	SCALE: AS SHOWN
BY: J.M.	
CHECKED: J.M.	
DATE: 11-19-18	

SHEET INDEX

1. COVER SHEET
2. LOT DIMENSION PLAN
3. GRADING PLAN
4. UTILITY PLAN
5. OFF-SITE STORM DRAIN BASIN & PIPELINE, CROSS SECTIONS AND DETAILS

OWNER & SUBDIVIDER
MERCED COUNTY
222 E. MERCED BLVD., SUITE C
LOS BANOS, CA 95305-4197

STATEMENT OF SUBDIVIDER

1. ASSASSOR PARCEL NO. 030-230-086
2. EXISTING ZONING: P-9
3. CITY OF MERCED ORDINANCES HAS CONSIDERED FRONT YARD SETBACKS AND BUILDING LINES PER CITY OF MERCED ORDINANCES AND STANDARDS.
4. SERVICED INDIVIDUAL BY CITY OF MERCED.
5. STORM DRAINAGE BY CITY OF MERCED.
6. ALL IMPROVEMENTS AND PUBLIC UTILITIES WILL BE INSTALLED OR CONSTRUCTED AT THE TIME OF DEVELOPMENT.

NOTES:

1. STREET IMPROVEMENTS SHALL BE INSTALLED PER CITY OF MERCED STANDARD SPECIFICATIONS.
2. ALL EXISTING WELLS AND SEPTIC TANKS SHALL BE DESTROYED PER COUNTY HEALTH DEPT. STANDARDS.
3. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.
4. PORTION OF PROPERTY SUBJECT TO SPECIAL FLOOD HAZARD AREAS AS SHOWN ON FLOOD INSURANCE RATE MAP NUMBER 0504240404C.
5. THIS SUBDIVISION IS 212 ACRES, CONTAINING 20 RESIDENTIAL LOTS.
6. THIS SUBDIVISION IS 212 ACRES, CONTAINING 20 RESIDENTIAL LOTS.
7. THE SUBDIVIDER HEREBY RESERVES THE RIGHT TO THE MULTIPLE SUBDIVISION OF THIS PROPERTY INTO LOTS AND TO THE CONSTRUCTION OF A P&U.
8. THIS WILL PROVIDE SUFFICIENT TIME TO RELOCATE THE POWER LINES ALONG TO STREET.

LEGEND

EXISTING	PROPOSED
WATER MAIN	WATER MAIN
FIRE ALARM	FIRE ALARM
DRAIN INLET	DRAIN INLET
STANDARD MANHOLE	STANDARD MANHOLE
WATER LAKE	WATER LAKE
SEWER LAKE	SEWER LAKE
STORM DRAIN	STORM DRAIN
TYPICAL STREET LIGHT	TYPICAL STREET LIGHT
DIRECTION OF FLOW	DIRECTION OF FLOW
TOP OF CURB ELEVATION	TOP OF CURB ELEVATION
GROUND CONTOURS	GROUND CONTOURS
GRID SYSTEM AND SCHEDULE	GRID SYSTEM AND SCHEDULE
TYPICAL SECTION WITH HANDICAP RAMP	TYPICAL SECTION WITH HANDICAP RAMP



NO.	DESCRIPTIONS	DATE APPROVED

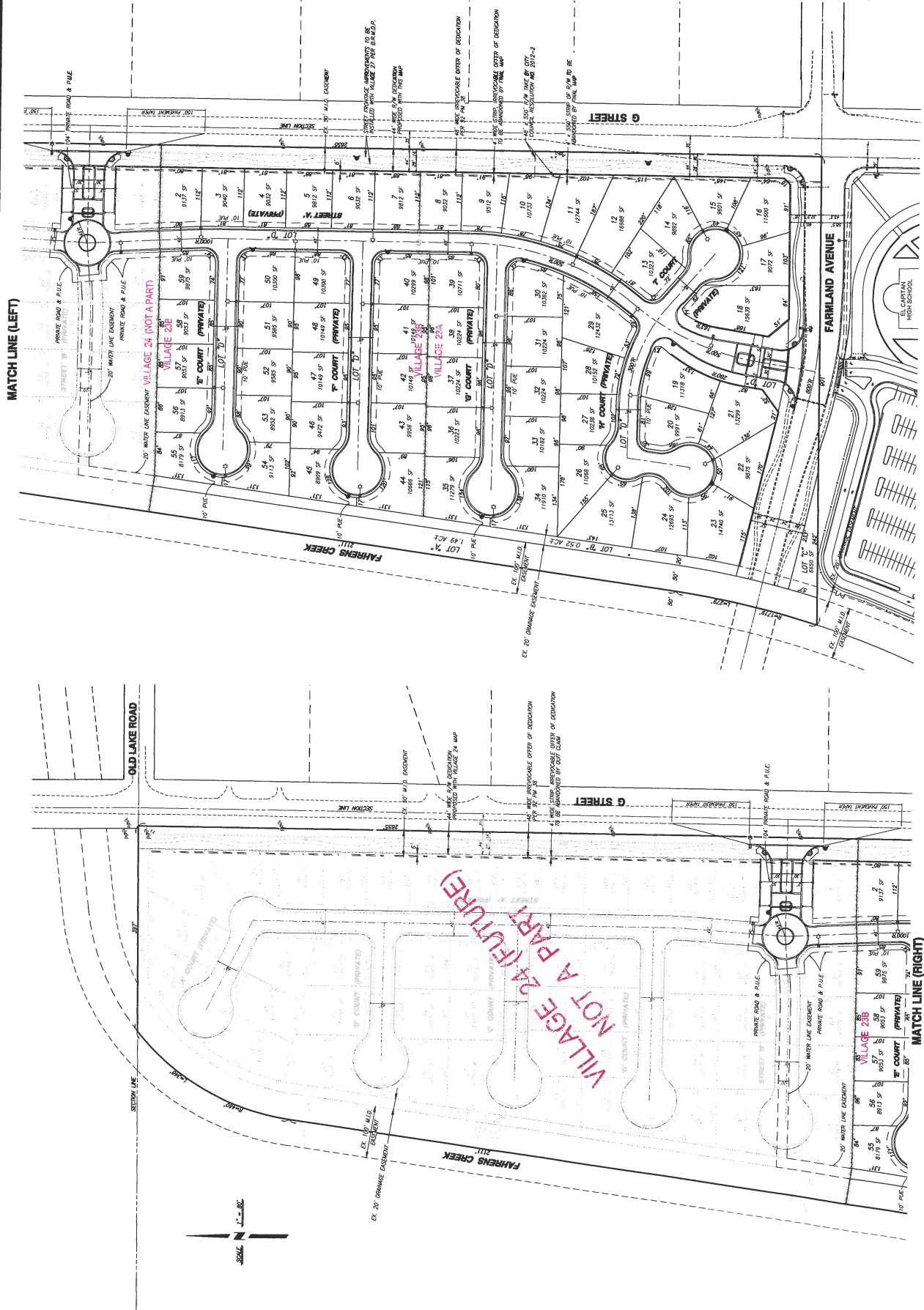
BENCHMARK ENGINEERING, INC.
 507 J STREET • LOS ANGELES, CALIFORNIA • 90068
 (213) 737-0900
 FAX: (213) 548-8986



LOT DIMENSION PLAN
 VENTURA TRAVELER SUBDIVISION MAP FOR
 BELLEVUE RANCH NORTH
 VILLAGE 23
 MERCED, CALIFORNIA

JOB NO. 1230187
 DATE: 11-23-16
 CITY: SAN JOSE
 COUNTY: SANTA CLARA
 SHEET NO. 2
 SHEET NUMBER

OF 5 SHEETS





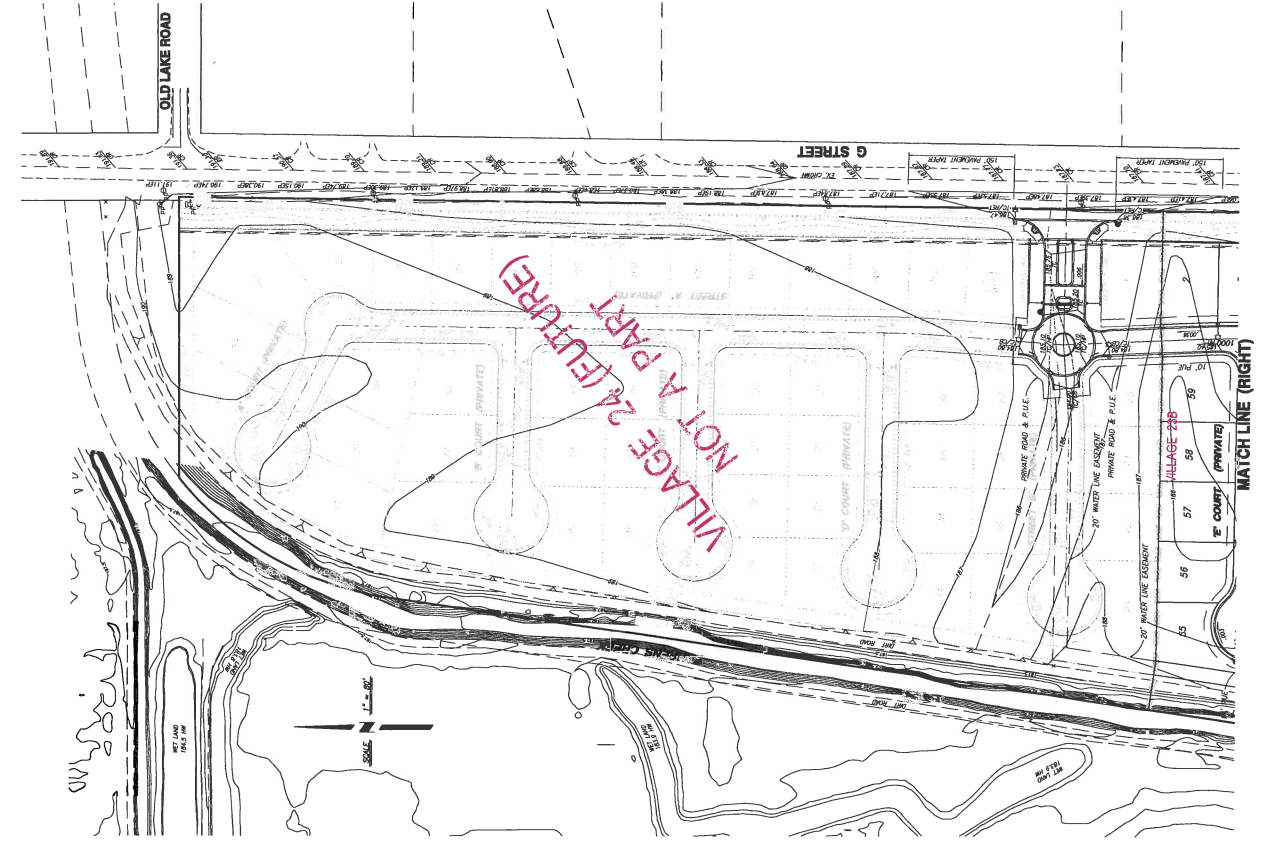
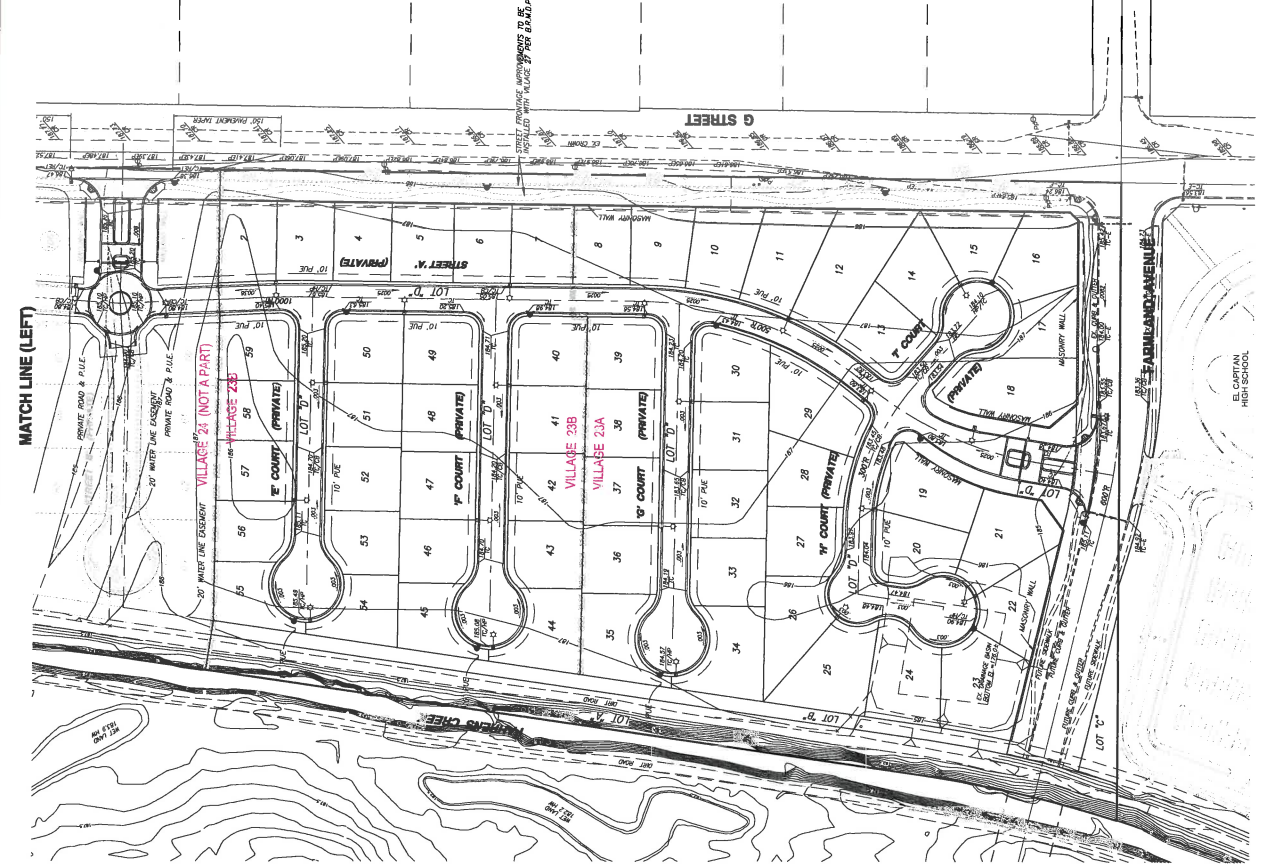
NO.	DESCRIPTIONS	DATE	APPROVED

BENCHMARK ENGINEERING, INC.
 CIVIL ENGINEERING & LAND SURVEYING
 607 J STREET • LOS BANOS, CALIFORNIA • 94805
 (925) 737-0800
 FAX: (925) 848-8005



GRADING PLAN
 WESTING TENTATIVE SUBDIVISION MAP FOR
BELLEVE RANCH NORTH
 VILLAGE 23
 MERCED, CALIFORNIA

DATE: 11-19-18	3 SHEET NUMBER OF 5 SHEETS
BY: JAM	
CHECKED: JAM	
SCALE: AS SHOWN	





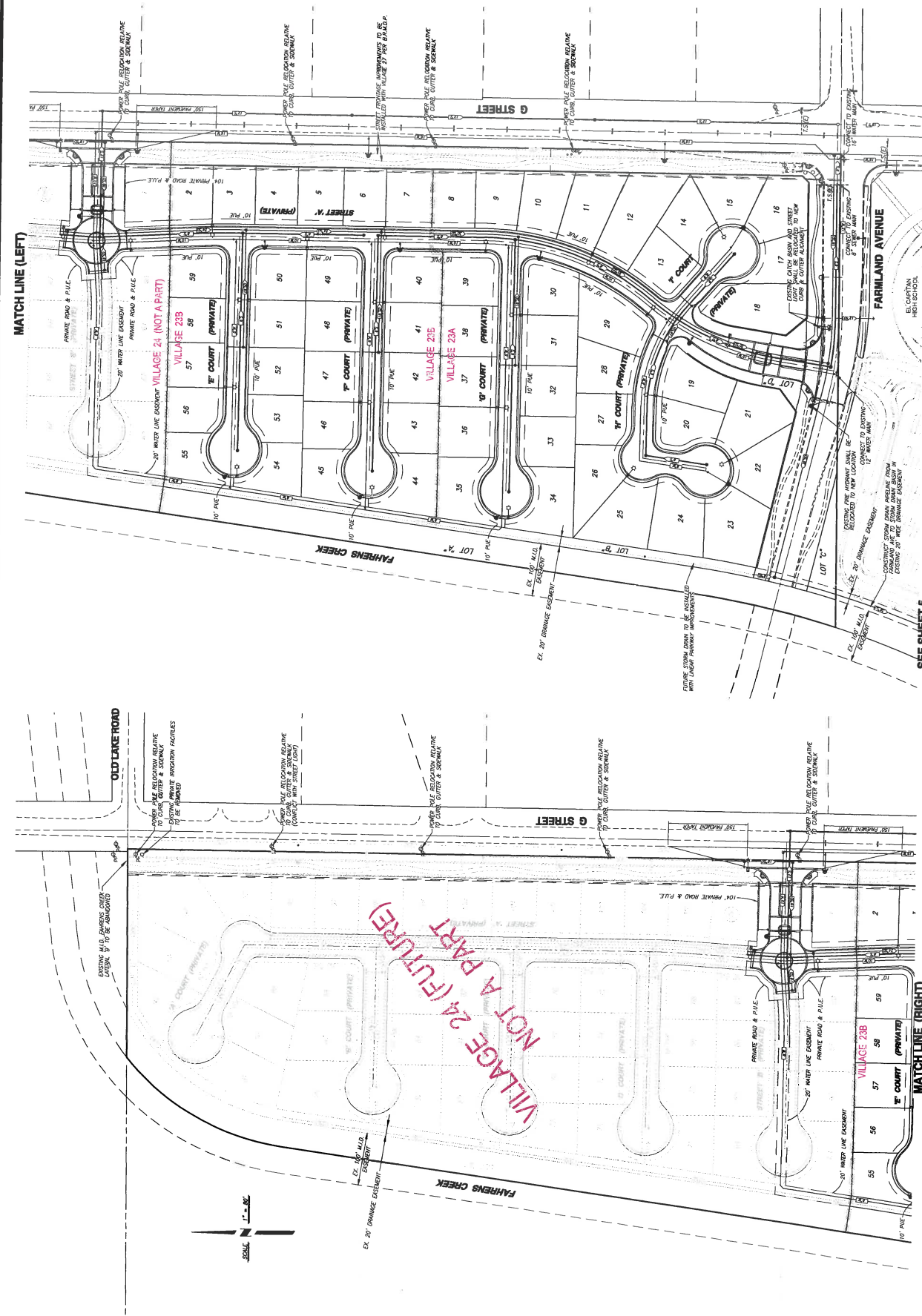
NO.	DESCRIPTIONS	DATE	APPROVED

BENCHMARK ENGINEERING & LAND SURVEYING, INC.
 507 J STREET • LOS ANGELES, CALIFORNIA • 90036
 (213) 737-0900
 FAX: (213) 548-8936

COMPOSITE UTILITY PLAN
VILLAGE 23
BELEVUE RANCH NORTH
 WESTING TERTIARY SUBDIVISION MAP FOR
 MERCED, CALIFORNIA

JOB NO. 123987
 DATE 11-19-16
 CITY, STA. 204
 SCALE: AS SHOWN

SHEET NUMBER **4**
 OF SHEETS **5**



SEE SHEET 5 FOR STORM DRAIN EXTENSION



NO.	DESCRIPTIONS	DATE	APPROVED

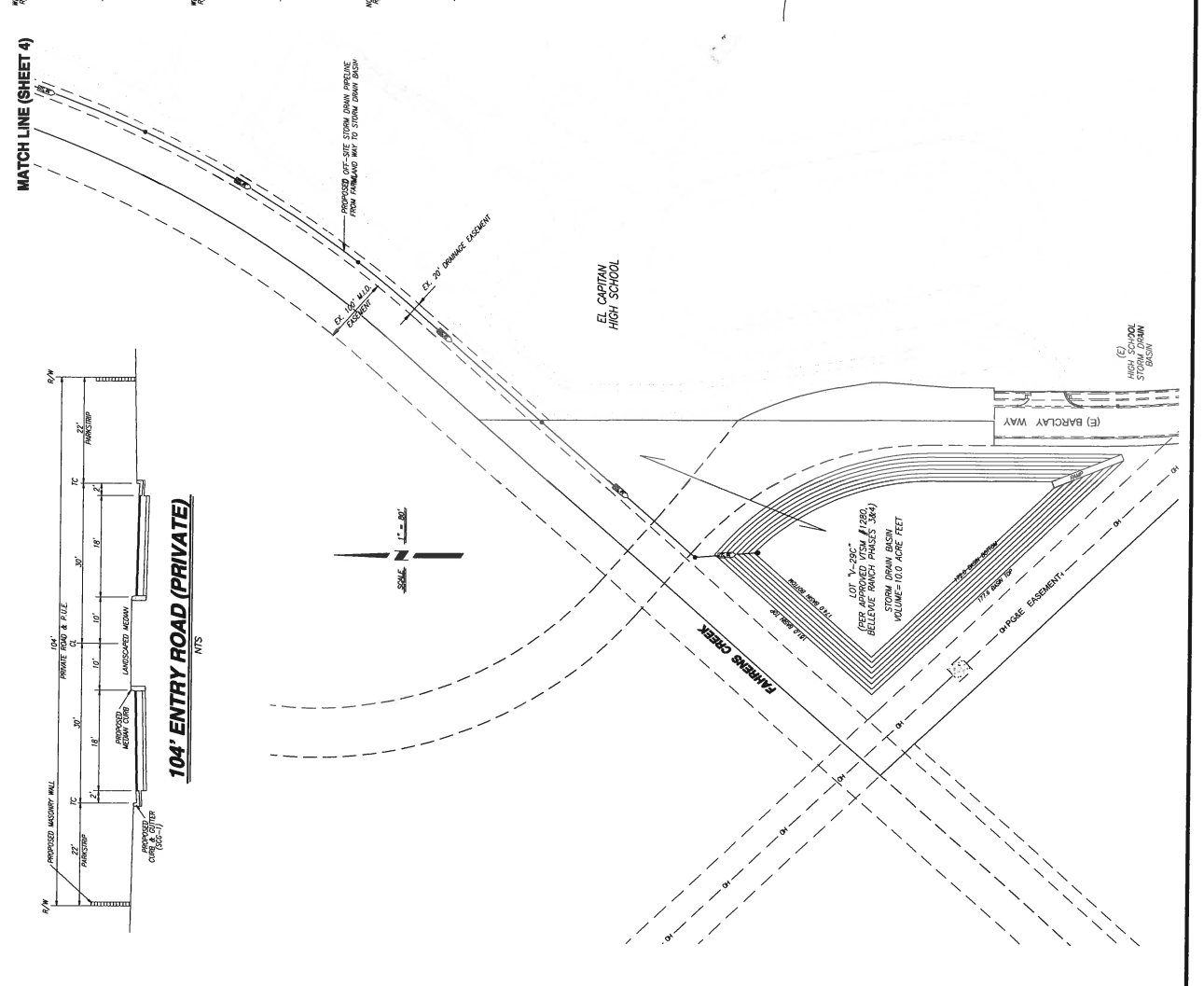
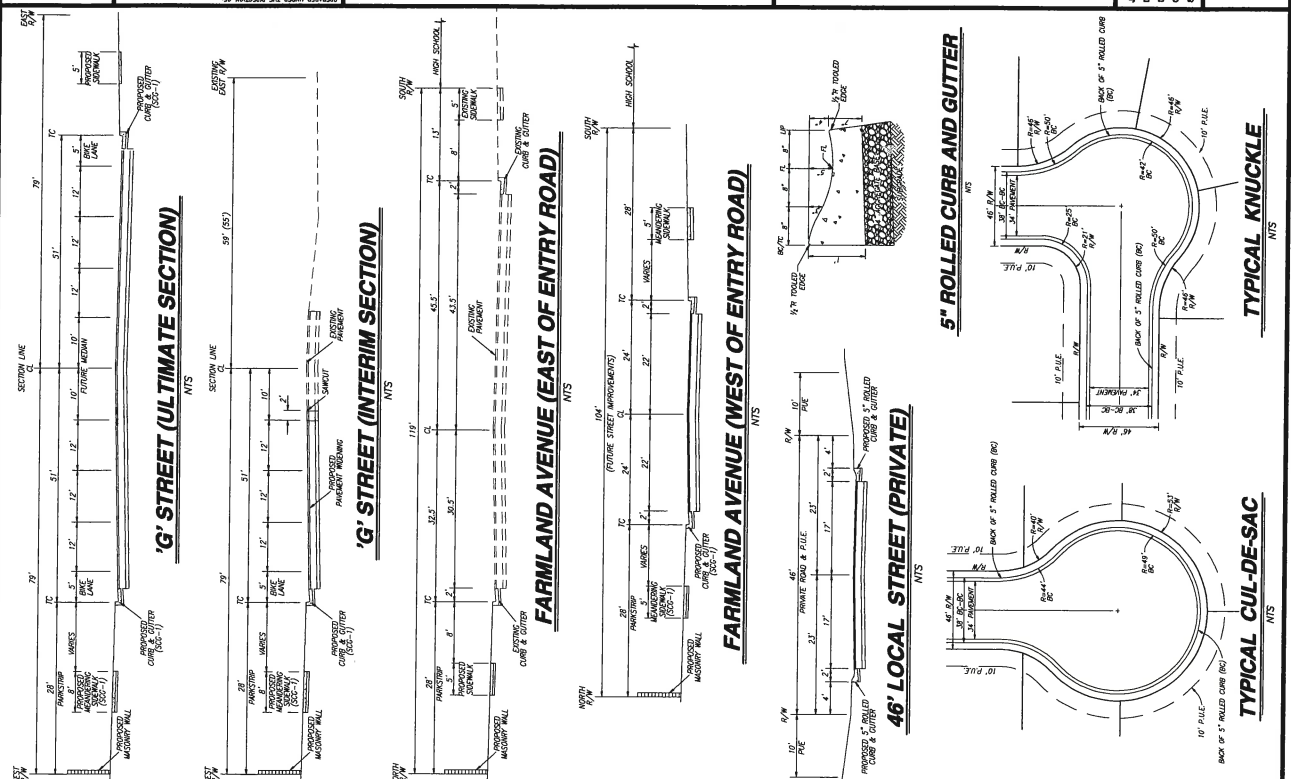
DATE: _____
 PREPARED UNDER THE DIRECTION OF: _____

BENCHMARK ENGINEERING, INC.
 507 J STREET • LOS BAYOS, CALIFORNIA • 90294
 (209) 737-9800 FAX: (209) 548-8906

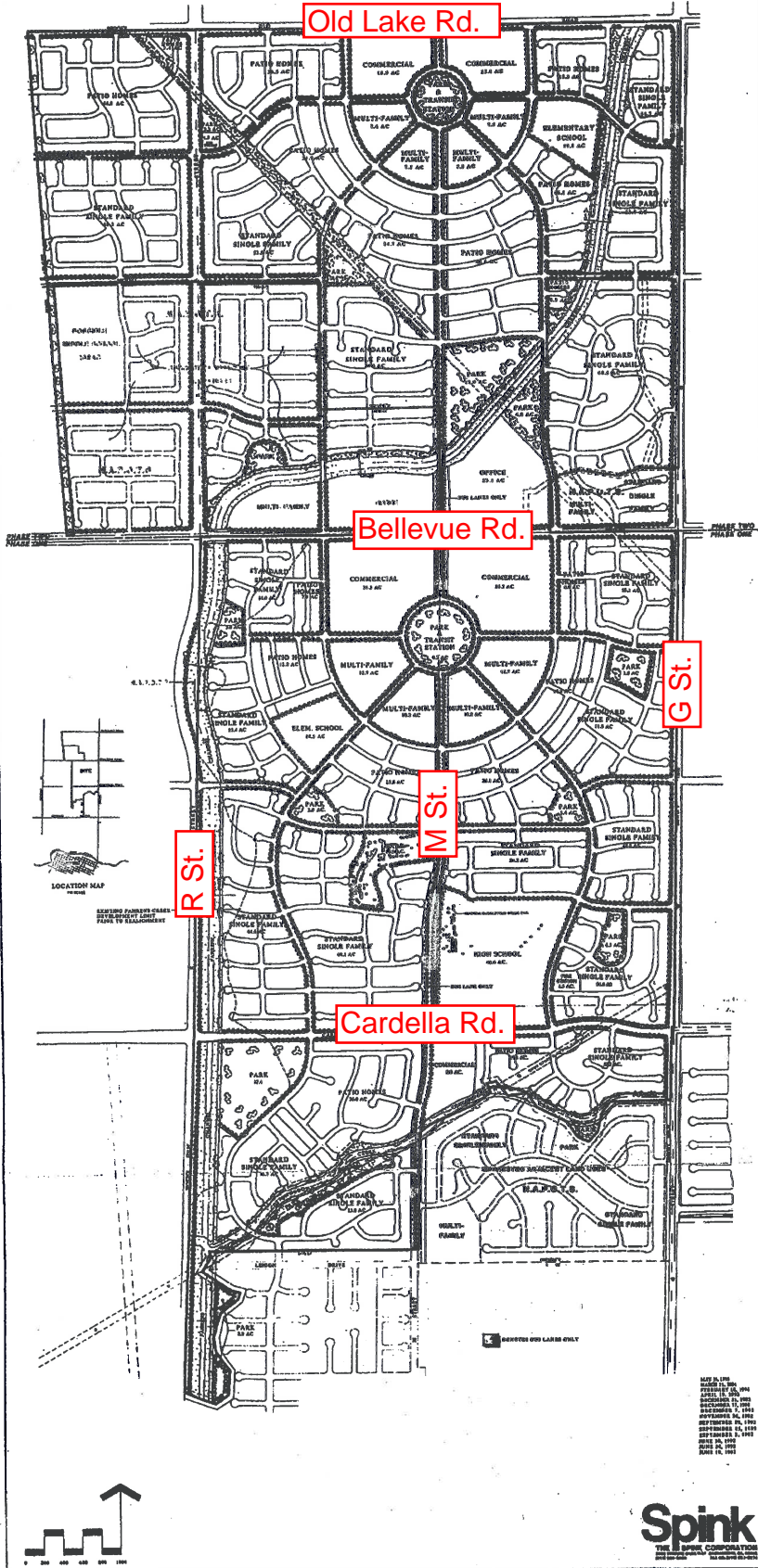
OFF-SITE STORM DRAIN BASIN & PIPELINE
 VERIFYING EXISTING SUBSTRAIN MAP FOR
BELLEVE RANCH NORTH
 VILLAGE 23
 BELLFLOWER, CALIFORNIA

PROJECT NO: 120827
 DATE: 11/17/18
 BY: JAW/JAW
 CHECKED: JAW
 SCALE: AS SHOWN

NUMBER: **5**
 SHEETS: **OF 5**



DEVELOPMENT PLAN
BELLEVUE RANCH
 CITY OF MERCED, CALIFORNIA



DEVELOPMENT PLAN

MAP NO. 100
 PREPARED BY
 SPINK & ASSOCIATES
 1000 CALIFORNIA STREET
 SACRAMENTO, CALIF. 95811
 SEPTEMBER 21, 1993
 SEPTEMBER 21, 1993
 SEPTEMBER 21, 1993
 DATE: 09/21/93



**Bellevue Ranch Master Development Plan (MDP) Table 6.1
Major Infrastructure Phasing**

~~(Revised & Adopted by City Council on June 21, 2004)~~

~~(Revision & Adopted by Planning Staff on August 17, 2005)~~

(Revision & Adopted by Planning Commission on June 18, 2008)

The following table shows the same circulation and major infrastructure improvements listed in the MDP Table 6.1, adopted by the City Council May 15, 1995, in the columns for contiguous and non-contiguous improvements. Two new columns have been added to show the village interior improvements as well as concurrent construction phasing. This table indicates when certain improvements are **warranted** by Sub-Phase development. It does not address funding sources or the timing of available funding. In general, each Developer shall be responsible for construction of the warranted improvements, with the exception of wells, which the City will construct.

The Sub-Phases have been reorganized to show the order in which the Villages are now expected to be developed by Crosswinds and Woodside, for the area south of Bellevue Road. North of Bellevue Road the order shown in the adopted Table 6.1 shall be maintained except as noted. MDP Villages 6, 11, 13 and 19 have been excluded from this proposed sequence due to floodplain constraints.

Bellevue Ranch Master Development Plan Table 6.1—Major Infrastructure Phasing				
Sub-Phase (Village)	Contiguous Improvements	Non-Contiguous Improvements	Interior Improvements	Villages Able to Construct out of sequence with this sub-phase
BIIP I	None	<ul style="list-style-type: none"> • M St (Barclay Rd. to Lehigh)(1/2 street) • M St Cottonwood Creek Bridge (1/2 Street) • Well Site (G St/ Cardella Rd) 	<ul style="list-style-type: none"> • BIIP I Collectors • Sewer, Drain and Water • Detention Basins DB-P, T and U • Storm Drain and Sewer Pump Stations Outfalls 	<ul style="list-style-type: none"> • Village 15, 16, 8A, 14 and 9
8A	None	None	<ul style="list-style-type: none"> • V-8A streets and utilities 	<ul style="list-style-type: none"> • Concurrent with BIIP I
15	None	<ul style="list-style-type: none"> • Fire Station Dedication 	<ul style="list-style-type: none"> • Village-15 streets and utilities 	<ul style="list-style-type: none"> • Concurrent with BIIP I
1	<ul style="list-style-type: none"> • M St: Lehigh to Cottonwood Ck (1/2 Street) • M St: Cottonwood Bridge (1/2 street) and bike crossing 	<ul style="list-style-type: none"> • M St: Cottonwood Ck to Cardella Rd intersection (1/2 street) 	<ul style="list-style-type: none"> • V-1 streets and utilities 	<ul style="list-style-type: none"> • None <p>Note: Sub-Phase (Village) 1 is not dependent on Sub-Phases BIIP I, 8A, and 15.</p>
9	None	None	<ul style="list-style-type: none"> • V-9 streets and utilities 	<ul style="list-style-type: none"> • Concurrent with BIIP I

Bellevue Ranch Master Development Plan
Table 6.1—Major Infrastructure Phasing
June 18, 2008 Version, Page 2

3	<ul style="list-style-type: none"> Cardella Road: M St to Bancroft Dr (1/2 street) Cottonwood Ck bike path/imp. Cardella Rd (Bancroft Dr to G St) (1/2 street) 	None	<ul style="list-style-type: none"> V-3 streets and utilities V-11 drainage basin 	<ul style="list-style-type: none"> Village 2 <p>Note: Sub-Phase (Village) 3 is not dependent on Sub-Phases BBIP I, 8A, 9, and 15.</p>
2	<ul style="list-style-type: none"> Cottonwood Ck bike path/improvements 	None	<ul style="list-style-type: none"> V-2 streets and utilities 	<ul style="list-style-type: none"> Concurrent with Village 3
5	<ul style="list-style-type: none"> Cardella: (M St to Round Hill Dr (Freemark)) (4 lanes total) Well site (Cardella Rd/Fahrens Ck.) 	None	<ul style="list-style-type: none"> V-5 streets and utilities 	<ul style="list-style-type: none"> Villages 4, 10, & 12 <p>Note: Sub-Phase (Village) 5 is not dependent on Sub-Phases BBIP I, 8A, 15 and 9.</p>
14	None	None	<ul style="list-style-type: none"> Village-14 streets and utilities 	<ul style="list-style-type: none"> Concurrent with BIIP I
16	<ul style="list-style-type: none"> Well Site (G Street/Bellevue Road) 	<ul style="list-style-type: none"> M St: Cardella to Barclay (remainder to full improvements) 	<ul style="list-style-type: none"> Village-16 streets and utilities 	<ul style="list-style-type: none"> Concurrent with BIIP I
BIIP II	None	None	<ul style="list-style-type: none"> BIIP II Collector Roadways Sewer, Drain and Water 	<ul style="list-style-type: none"> Village 8B, 7 and Lot Q
4	<ul style="list-style-type: none"> Cottonwood Ck pedestrian bridge 	None	<ul style="list-style-type: none"> V-4 streets and utilities 	<ul style="list-style-type: none"> Concurrent with Village 5
8B	None	None	<ul style="list-style-type: none"> V-8B streets and utilities 	<ul style="list-style-type: none"> Concurrent with BIIP II
7	<ul style="list-style-type: none"> Cardella Rd (M St to G St)(1/2 street) Cardella Road/G Street signal 		<ul style="list-style-type: none"> V-7 streets and utilities 	<ul style="list-style-type: none"> Concurrent with BIIP II
10	None	None	<ul style="list-style-type: none"> V-10 streets and utilities 	<ul style="list-style-type: none"> Concurrent with Villages 5 and BBIP I (M Street component only)
12	None	<ul style="list-style-type: none"> M St/Cardella Rd signal¹ 	<ul style="list-style-type: none"> V-12 streets and utilities 	<ul style="list-style-type: none"> Concurrent with Village 10

**Bellevue Ranch Master Development Plan
Table 6.1—Major Infrastructure Phasing
June 18, 2008 Version, Page 3**

17	None	<ul style="list-style-type: none"> • R St (Yosemite to Cardella)(4 lanes total)^{1,8} • Cardella Rd (Round Hill Dr (Freemark) to R St) (4 lanes total)^{1,8} • Fahrens Ck Bridge at /Cardella Rd (4 lanes total)^{1,8} • R St/Cardella Rd Signal¹ 	<ul style="list-style-type: none"> • V-17 streets and utilities 	<ul style="list-style-type: none"> • Villages 18 & 19 • Note: Sub-Phase (Village) 17 is not dependent on Sub-Phases BBIP I, 8A, 15, 9, 14, 16, BBIP II, 8B and 7. Excepting "M" Street portion of BBIP I.
18	None	<ul style="list-style-type: none"> • R Street: Cardella Rd to Franciscan Dr (4 lanes total)^{1,8} • R Street: Franciscan Dr to Bellevue Rd (4 lanes total)^{1,8} • Cardella Rd/Bancroft Signal • Franciscan Dr/R St signal^{1,8} • R St/Bellevue Rd Signal¹ • Cardella Rd/Round Hill Dr (Freemark) signal 	<ul style="list-style-type: none"> • V-18 streets and utilities 	<ul style="list-style-type: none"> • Concurrent with Village 17 •
19	None	<ul style="list-style-type: none"> • Franciscan Dr (Freemark Ave to R St)^{1,8} • Fahrens Creek Bridge at Franciscan Dr⁸ 	<ul style="list-style-type: none"> • V-19 streets and utilities 	<ul style="list-style-type: none"> • Concurrent with Village 17
Lot Q	None	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Lot Q streets & utilities 	<ul style="list-style-type: none"> • Concurrent with BIIP II
22 ⁶ (MFR)	<ul style="list-style-type: none"> • M Street (Barclay Drive to Bellevue Road) (2 lanes) including Transit Circle w/ V-21 segments 	<ul style="list-style-type: none"> • Bellevue/G Signal¹ • Well site (Bellevue/R St)⁷ • Fahrens Creek Bridge at Bellevue Rd(3 lanes)⁸ • Bellevue Rd: R St to G St (3 lanes)⁸ 	None	None
<u>22-East⁶</u> (MFR)	<ul style="list-style-type: none"> • <u>M Street (Barclay Drive to Bellevue Road) (2 lanes) on east side including Transit Circle w/ V-21 segments</u>⁸ 	<ul style="list-style-type: none"> • <u>Bellevue/G Signal^{1,8}</u> • <u>Bellevue Rd: M St to G St (3 lanes)^{8,9}</u> 	None	None

**Bellevue Ranch Master Development Plan
Table 6.1—Major Infrastructure Phasing
June 18, 2008 Version, Page 4**

<p><u>22-West (MFR)</u></p>	<ul style="list-style-type: none"> • <u>M Street (Barclay Drive to Bellevue Road) (2 lanes) on west side including Transit Circle w/ V-21 segments</u>⁸ 	<ul style="list-style-type: none"> • <u>Well site (Bellevue/R St)</u>^{7,8} • <u>Bellevue Rd: R St to M St (3 lanes)</u>^{8,9} 	<p align="center"><u>None</u></p>	<p align="center"><u>None</u></p>
<p>21⁶ (Comm)</p>		<ul style="list-style-type: none"> • M & Bellevue Signal¹ • G St: Bellevue to Merced College (4 lanes total)³ • G & Foothill (Harvest) Signal¹ • <u>Fahrens Creek Bridge at Bellevue Rd(3 lanes)</u>⁸ • 	<p align="center">None</p>	

Bellevue Ranch Master Development Plan
Table 6.1—Major Infrastructure Phasing
June 18, 2008 Version, Page 5

Above Bellevue Road	Same as adopted in the MDP, 5/15/95 (see below)	Non-Contiguous Improvements	Each village's streets and utilities
20	<ul style="list-style-type: none"> • Fahrens Creek Bypass (Drainage Phase 3) 	<ul style="list-style-type: none"> • G St: 2 lanes Bellevue to Yosemite (4 lanes total) • G St/Bellevue Traffic Signal • G St/Cardella Traffic Signal • G St/Collector St. Traffic Signal (in Phase 15) • Fahrens Creek Bypass (Phase 3) 	<ul style="list-style-type: none"> • V. 20 streets and utilities
23	None	None	<ul style="list-style-type: none"> • V. 23 streets and utilities
24	<ul style="list-style-type: none"> • Well Site No. 6 • Old Lake Rd (2 lanes) 	None	<ul style="list-style-type: none"> • V. 24 streets and utilities
25	<ul style="list-style-type: none"> • Collector St./Fahrens Cr. Bridge (near Phase 23/24) • Collector St./Fahrens Cr. Bridge (near Phase 20) 	None	<ul style="list-style-type: none"> • V. 25 streets and utilities
26	<ul style="list-style-type: none"> • Old Lake Rd: 2 lanes • Old Lake Rd/Fahrens Creek Bridge 	<ul style="list-style-type: none"> • G St: 2 lanes Old Lake Rd to Bellevue Rd (4 lanes total) • G St/Collector St Traffic Signal (near Phase 20/23) 	<ul style="list-style-type: none"> • V. 26 streets and utilities
27	<ul style="list-style-type: none"> • M St: 2 lane ultimate section 	<ul style="list-style-type: none"> • Collector St/Fahrens Cr. Bridge (near Phase 20/23) • N/S Collector/Bellevue Signal 	<ul style="list-style-type: none"> • V. 27 streets and utilities
28	None	None	<ul style="list-style-type: none"> • V. 28 streets and utilities
29	<ul style="list-style-type: none"> • M St: 2 lane ultimate section 	<ul style="list-style-type: none"> • N/S Collector/Fahrens Creek Bridge (between M & R Sts.) • M St: 2 lanes (So. To Bellevue) • M St/Fahrens Creek Bridge 	<ul style="list-style-type: none"> • V. 29 streets and utilities
30	<ul style="list-style-type: none"> • R St: 2 lanes • Fire Station 	<ul style="list-style-type: none"> • R St: 2 lanes ½ mile north of Bellevue to 	<ul style="list-style-type: none"> • V. 30 streets and utilities

**Bellevue Ranch Master Development Plan
Table 6.1—Major Infrastructure Phasing
June 18, 2008 Version, Page 6**

		Bellevue Rd <ul style="list-style-type: none"> • R St: 2 lanes Bellevue to ½ mile south of Bellevue (4 lanes total) • R St/Fahrens Creek Bridge: 2 lanes (4 lanes total) • R St/Collector St Traffic Signal (near Phases 13/18) 	
31	None	None	<ul style="list-style-type: none"> • V. 31 streets and utilities
32	None	None	<ul style="list-style-type: none"> • V. 32 streets and utilities
33	<ul style="list-style-type: none"> • R St: 2 lanes • Old Lake Rd: 2 lanes 	<ul style="list-style-type: none"> • Old Lake Rd: 2 lanes (in Phase 35) 	<ul style="list-style-type: none"> • V. 33 streets and utilities
34	None	None	<ul style="list-style-type: none"> • V. 34 streets and utilities
35	None	None	<ul style="list-style-type: none"> • V. 35 streets and utilities
36	None	None	<ul style="list-style-type: none"> • V. 36 streets and utilities

Color Coding of Responsible Areas:

Red Bold=Bellevue Ranch East Improvements (Crosswinds)

Blue Underlined=Bellevue Ranch West Improvements (Woodside)

Black Bold=Bellevue Ranch Improvements, joint responsibility in Villages 21 and 22

Black=Bellevue Ranch Improvements, North of Bellevue Road (unchanged since May 15, 1995).

[Phases are as noted on Minor Phasing Diagram in Master Development Plan—page 60 and Attachment B of Planning Commission Staff Report #04-13 2nd Addendum]

Notes:

1. The R Street improvements as well as the staging of signal improvements throughout the plan area have been revised as recommended by the memorandum dated December 2, 2004 entitled “Timing of off-site roadway improvements for Bellevue Ranch” prepared by Fehr & Peers.
2. Not used.
3. The G Street improvements have been revised as recommended by the memorandum dated December 2, 2004 entitled “Timing of off-site roadway improvements for Bellevue Ranch” prepared by Fehr & Peers.
4. Projects revised due to lack of Corps of Engineers drainage projects:
 - a. Cottonwood Creek Bypass (Drainage Phase 1, 2): By Bellevue Ranch West, Villages 1-3.
 - b. Fahrens Creek Bypass (Drainage Phase 1, 2, 3): deleted
5. Project moved to a later phase: Bellevue Rd: M to R (last 1 of 6 lanes) is moved into Phase 3/4.
6. The timing and responsibility (Crosswinds or Woodside) for these improvements in Villages 21 (commercial) and 22 (multi-family) will be determined at the time of conditional use permit approval for these areas this village.
7. Well site may be required sooner if deemed necessary by the City Engineer.

**Bellevue Ranch Master Development Plan
Table 6.1—Major Infrastructure Phasing
June 18, 2008 Version, Page 7**

8. Improvements shall be completed prior to occupancy of any unit in this village.
9. Frontage improvements per Table B (Attachment H) of PC Staff Report #07-32 – 3rd Addendum.

October 19, 2018

Mr. Rick Mummert
Benchmark Engineering, Inc.
915 17th Street
Modesto, CA 95354

RE: TRAFFIC IMPACT ASSESSMENT FOR BELLEVUE RANCH NORTH VILLAGE 23, MERCED, CA

Dear Mr. Mummert:

Thank you for contacting KD Anderson & Associates (KDA) regarding the traffic study required by the City of Merced for **Bellevue Ranch North (BRN) Village 23**. As we understand BRN is an approved community with a system of arterial and collector streets that is consistent with the City of Merced's General Plan Circulation Element. Limited development has occurred in BRN since the area plan was approved, but the MUHSD's El Capitan High School was constructed and represents a significant new piece of the circulation puzzle.

Subsequently, appreciable wetlands have been delineated within BRN, making implementation of the original circulation plan problematic. You have suggested changes to the circulation plan to respond to both wetlands issues and the operational characteristics of the high school. While some proposed changes may affect the residential development adjoining and north of the high school (Village 23), the City Merced is interested in determining the feasibility of occupying Village 23 without immediate impacts in the area of El Capitan HS. Figure 1 is the site location and Figure 2 is the subdivision map.

Approach

Our work addressing the immediate impacts of developing BRN's Village 23 with access as proposed makes use of new traffic data collection and field observations to describe traffic operating conditions near El Capitan HS during the weekday a.m. peak hour for school traffic. The assessment deals specifically with site access on Farmland Avenue opposite the El Capitan HS driveway and the G Street / Farmland Avenue intersection. The amount of additional traffic added by Parcel 23 has been estimated and the feasibility of using project access to Farmland Avenue while school traffic occurs has been assessed.

Existing Conditions

Circulation System. The layout of the existing street system is described below.

The *G Street / Farmland Avenue intersection* is controlled by an actuated traffic signal. G Street has been widened along the school's frontage to its ultimate ½ section (i.e., 3 southbound lanes), but northbound G Street remains a single through lane with an auxiliary right turn lane at Farmland Avenue. Separate left turn lanes are provided on G Street, with the southbound turn lane being about 60 feet long, but the northbound turn lane stretches for 850 feet as prescribed by the traffic study prepared for the High School in 2007¹. Eastbound Farmland Avenue has two lanes along the school frontage and at the G Street intersection is configured as a three-lane approach with separate left turn, through and right turn lanes.

The *El Capitan HS access on Farmland Avenue* is 450 feet from G Street (i.e., centerline to centerline) and today Farmland Avenue ends 60 feet beyond the driveway centerline. Eastbound Farmland Avenue has two lanes. Westbound Farmland Avenue is configured with a separate left turn lane into the high school and a through lane. The left turn lane begins immediate west of G Street and is 260 feet long preceded by a 40-foot bay taper. The El Capitan HS driveway has two inbound and two outbound lanes, and the exit lanes are marked "right turn only". The exit is stop sign controlled.

The quality of traffic operations near schools is often governed by a school's internal circulation system. In this case, the entry lanes off Farmland Avenue into El Capitan HS extend 500 feet before reaching the first on-site parking lot driveway, and the entrance to the school's eastern drop-off zone is another 130 feet further.

Traffic Data Collection. We conducted a site visit to acquaint ourselves with the study area circulation system and to observe the flow of traffic before school. While the quantitative analysis focusses on a.m. peak hour conditions, we collected intersection turning movement count data for the G Street / Farmland Avenue and at El Capitan HS access on Barclay Way during these time periods to confirm our study focus:

- Weekday a.m. peak hour (7:00 a.m. to 9:00 a.m.)
- Weekday afternoon when the regular school day ends (2:00 p.m. to 4:00 p.m.)
- Weekday p.m. peak hour (4:00 p.m. to 6:00 p.m.)

Figure 3 presents the results of these traffic counts for the a.m. and afternoon periods. A total of 1,228 entering and exiting vehicles were observed during the a.m. peak hour, while the volume dropped to 697 vehicles in the afternoon peak hour. As a comparison, the high school only generated 294 trips in the evening peak hour (i.e., 4:00 to 6:00 p.m.). Based on the results of this comparison quantitative analysis of the a.m. peak hour is appropriate.

The volume of traffic on G Street near the Village 23 access north of Farmland Avenue was also determined. The traffic volume north of Farmland Avenue is relatively low during all three periods, with 189 vph, 208 vph and 220 vph during the a.m., afternoon and p.m. peak hours, respectively.

¹ Traffic Impact Analysis for Merced Union High School District's Bellevue Road Campus, KDA, August 8, 2007

As a point of interest, the traffic volumes observed at El Capitan HS are less than those anticipated in the school's 2007 traffic impact analysis. That analysis indicated that the school could generate 1,500 a.m. peak hour trips with 2,000 students and 1,800 trips with 2,400 students. The lower observed volumes are the result of fewer students (i.e., current enrollment at El Capitan is 1,600 students), and the actual a.m. peak hour trip generation rate is very similar to the assumption made in 2007 (i.e., 0.77 trips per student was observed versus 0.75 assumed in 2007).

The choice of Farmland Avenue and Barclay Way access by school drivers is slightly different than was anticipated in 2007. Today, roughly 45% of the school's a.m. peak hour traffic uses Farmland Avenue. The 2007 traffic study anticipated that 40% would use this access.

Existing Traffic Conditions – Level of Service. Current traffic operating conditions around El Capitan HS's Farmland Avenue access were described quantitatively based on intersection Level of Service, and confirmed from on-site observations. The methods in the *Highway Capacity Manual, 6th Edition (HCM, 6th)* applied using standard SYNCHRO software indicated that the G Street / Farmland Avenue intersection operated at LOS D during the school's peak 15-minute period. This satisfies the City's minimum LOS standard. However, SYNCHRO does not account well for the relatively close spacing between the school's access and G Street and for the effects of platooning on northbound G Street, and we also calculated peak hour intersection Level of Service using SimTraffic simulation. That work required us to create a "synthetic" intersection operation for the G Street / Bellevue Road intersection that reflected the long delays at that location and the release of northbound platoons of school traffic from that intersection. Simulation indicated that the Level of Service at the G Street / Farmland Avenue intersection was much better (i.e., LOS B), which is generally consistent with our observations, as noted below.

**TABLE 1
 INTERSECTION LEVEL OF SERVICE**

TABLE 1 INTERSECTION LEVEL OF SERVICE									
Location	Control	AM Peak Hour							
		SYNCHRO ¹				SIMTRAFFIC ²			
		Existing		Existing Plus Village 23		Existing		Existing Plus Village 23	
		Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)	Level of Service
G Street / Farmland Avenue	Traffic Signal	38.4	D	48.0	D	11	B	13	B
Farmland Avenue / El Capitan HS Westbound left turn Northbound approach Southbound approach	NB/SB Stop	8.5	A	8.5	A	3	A	3	A
		11.5	B	11.7	B	6	A	6	A
		-	-	73.9	F	-	-	11	B
G Street / Village 23 access Eastbound approach	EB Stop	-	-	9.3	A	-	-	3	A
¹ Based on HCM 6 th edition using SYNCHRO software. Based on average of five SimTraffic simulation runs and assumed signal settings at Bellevue / G St									

KDA

Observations. Morning peak traffic conditions at the school access were also observed. As with most schools El Capitan HS traffic is concentrated into a relatively short time period. During the peak 5-10 minute a large number of vehicles arrive from the south on G Street and make a left turn onto Farmland Avenue. These vehicles typically arrive in a long platoon, likely because the limited capacity of the Bellevue Road / G Street intersection is a major constraint to traffic flow. As a result, the actuated signal at Farmland Avenue may have no left turns during one signal cycle and have a large left turn volume during the next cycle. We observed that the signal will remain in green for left turns for a relatively long time (up to 45 seconds) and as a result the platoon of northbound traffic can often enter on a green indication and make the turn without delay. Conversely, we observed the waiting queue to nearly fill the 850-foot lane on one occasion when a pedestrian crossed G Street. That queue was however, nearly served in one cycle.

Most outbound school traffic turns right onto southbound G Street. Because these right turns have their own lane and can proceed after stopping when northbound traffic is turning left we saw no appreciable queueing on eastbound Farmland Avenue.

The design of the El Capitan HS access works well with the characteristics of traffic flow at the G Street signal. Most left turning vehicles turn into Farmland Avenue's westbound left turn lane and move continuously into the school. A few use the end of Farmland as a defacto drop-off zone, and these vehicles are shown in the traffic counts in Figure 1 as "through" vehicles. We never observed that left turning vehicles had to stop or wait as they arrived at the school. Alternatively, due to the limited arrivals from the north and east and due to the platooning effects of G Street traffic noted above, there were frequent periods when there was no westbound traffic on Farmland Avenue, even during the peak 15 minutes for school traffic. Traffic exiting the school and turning right did so with no delays.

Project Characteristics

Village 23 totals 59 single family lots located between Fahrens Creek and G Street in the area immediately north of El Capitan HS. As noted in Figure 2, access to this development would be limited to a new full access intersection on G Street through Village 24 ¼ mile north of Farmland Avenue and to a new connection to Farmland Avenue opposite the El Capitan HS access.

Trip Generation. The amount of vehicular traffic associated with Village 23 has been estimated based on trip generation rates included in the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 10th Edition*. As noted in Table 2, these 59 homes could generate 11 inbound and 33 outbound trips in the a.m. peak traffic hour.

KDA

TABLE 2 PROJECT TRIP GENERATION				
Description	Quantity	AM Peak Hour		
		In	Out	Total
Single Family Residence (ITE Code 210)	1 du	25%	75%	0.74
Village 23	59	11	33	44

Trip Distribution. Based on current travel patterns and on the project’s location at the extreme north end of Merced, we expect nearly all trips to be oriented the south. However, some residences will likely include new El Capitan HS students and may create travel to and from the school. Assuming the typical “yield” for single family residences, we expect roughly 0.20 to 0.25 high school students per residence, or 12 to 15 students. It is reasonable to expect that many students will simply walk to the high school, particularly when weather is fair. Conversely, when the weather is poor many students would be dropped off by their parents, likely as a stop on a commute trip. We have assumed for this analysis that ¼ of the subdivision’s 33 outbound trips in the morning would be made first to El Capitan HS before proceeding to another destination to the south (i.e., 8 diverted trips). While it is possible that some school trips will leave via Barclay Way we have conservatively assumed that all project trips stay on G Street.

Trip Assignment. Because the subdivision has two points of access it is likely that the choice of route will reflect the location of individual residences relative to the two driveways as well as residents’ perceptions of the ease of access at either location and the travel time through the Farmland Avenue / G Street intersection. Because the current traffic volume on G Street north of Farmland Avenue is very low, leaving the subdivision directly onto that street would result in little delay. However, residents living closer to Farmland Avenue would be driving north out of their way to use the G Street access and would normally be inclined to use the shorter route via Farmland Avenue. For this analysis we assumed that ½ of the trips will use each access. This assignment is shown in Figure 4.

Project Traffic Impacts

Level of Service. Project trips were superimposed onto observed a.m. peak hour traffic volumes to create the “Existing Plus Project” condition, and the results are shown in Figure 4. These volumes were used to assess the change operating Level of Service resulting from the project at each location, was summarized in Table 1.

From the standpoint of Level of Service, the addition of project trips has a minor effect on the morning operation of the G Street / Farmland Avenue intersection. Standard SYNCHRO results indicate that the G Street / Farmland Avenue intersection would continue to operate at LOS D and meet City minimum standards, but long delays would occur at the new Farmland Avenue driveway. However, review of simulation results indicates that the length of the overall average delay will only increase slightly, that the Level of Service at the new access on G Street would

KSDA

be very good (i.e., LOS A) and that the length of delays at the new driveway connection on Farmland Avenue would be shorter (i.e., LOS B).

Feasibility of Access to Farmland Avenue. We considered the feasibility of the Farmland Avenue access to Village 23 by answering these questions:

Will there be opportunities for Village 23 traffic to enter Farmland Avenue when El Capitan traffic is arriving in the morning?

Yes, the traffic associated with Village 23 that uses the Farmland Avenue access can enter the intersection during the periods when the G Street / Farmland Avenue traffic signal is not delivering northbound traffic onto westbound Farmland Avenue and into the school. While there can be a few long periods when inbound school traffic in the westbound left turn lane is almost continuous for as long as 45 seconds, the traffic signal also causes periods when no traffic is traveling westbound on Farmland Avenue at all. This project traffic may occasionally have to wait but overall adequate gaps in traffic are available.

Is the sight distance at the new Village 23 access to Farmland Avenue adequate? Yes, the available sight distance looking left to G Street will satisfy the Highway Design Manual's corner sight distance requirement for the prevailing speed. Westbound traffic moves at 25 to 30 mph and HDM Table 405.1A suggests that 330 feet be provided if the available sight distance exceeds 330 feet.

Are there long term issues with the Farmland Avenue access? In the long term the feasibility of left turns from Village 23 could be constrained if the volume of through traffic on Farmland Avenue increases. This is likely to be the case if Farmland Avenue is extended to the west. While full access may be possible during non-school hours, the combination of additional through traffic and school related vehicles would make it difficult to turn. However, Village 23 will still have access via G Street and eventual limitations on Farmland Avenue access can be compensated for by this other option.

Thank you for your review of this information. Please feel free to call me if you have any questions.

Sincerely yours,

KD Anderson & Associates, Inc.



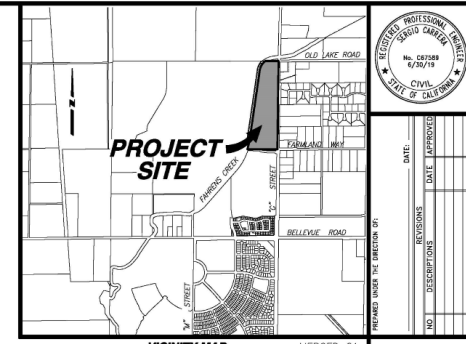
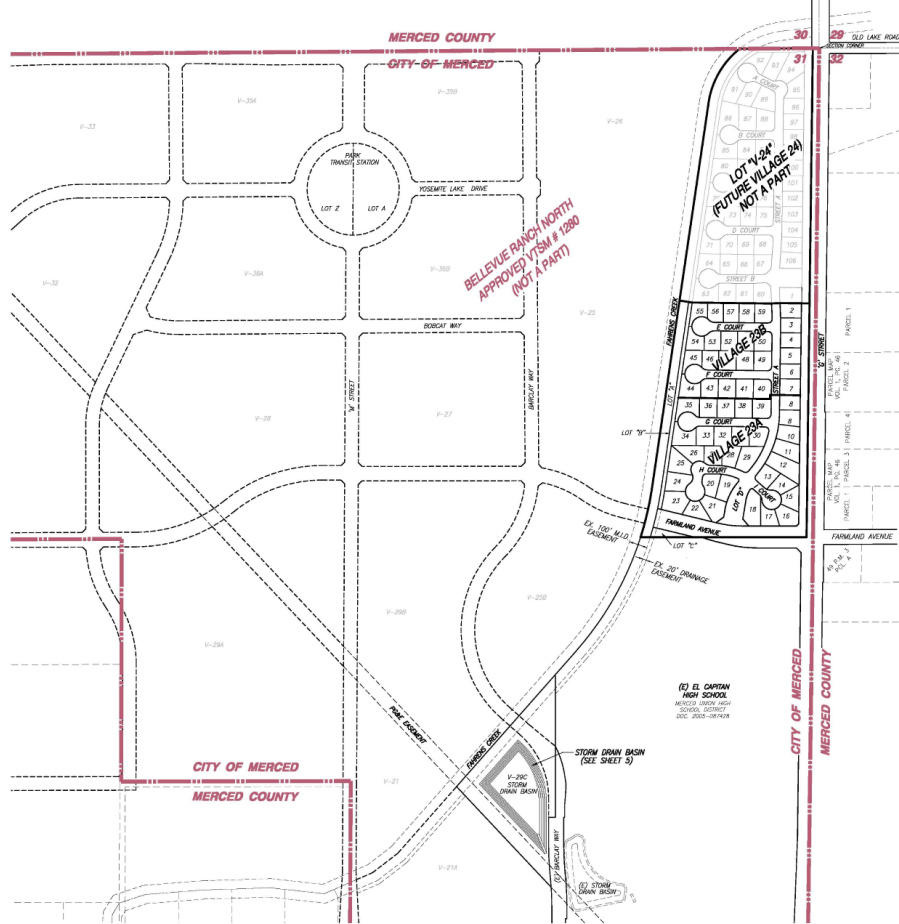
Kenneth D. Anderson, P.E.
President



VICINITY MAP

VESTING TENTATIVE SUBDIVISION MAP FOR:
BELLEVUE RANCH NORTH
VILLAGE 23
MERCED, CALIFORNIA

BEING A SUBDIVISION OF A PORTION OF SECTION 31,
 TOWNSHIP 6 SOUTH, RANGE 14 EAST, M.D.M.,
 ALSO BEING A PORTION OF PARCEL 'C' AS SHOWN
 IN BOOK 103 OF PARCEL MAPS AT PAGE 48,
 MERCED COUNTY RECORDS



SHEET INDEX

1. COVER SHEET
2. LOT DIMENSION PLAN
3. GRADING PLAN
4. COMPOSITE UTILITY PLAN
5. OFF-SITE STORM DRAIN BASIN & PIPELINE, CROSS SECTIONS AND DETAILS

OWNER & SUBDIVIDER

BELLEVUE NORTH 230, LLC
 922 E. FARMLAND BLVD. SUITE C
 LOS BANOS, CA 93635-4327

STATEMENT OF SUBDIVIDER

1. ASSESSORS PARCEL NO. 052-230-086
2. EXISTING ZONING: P-D
3. EROSION CONTROL: PER CITY OF MERCED ORDINANCES AND STANDARDS.
4. FRONT YARD SETBACKS AND BUILDING LINES PER CITY OF MERCED ORDINANCES AND STANDARDS.
5. WATER SUPPLY: BY CITY OF MERCED.
6. SEWAGE DISPOSAL: BY CITY OF MERCED.
7. STORM DRAINAGE: BY CITY OF MERCED.
8. TREE TYPE AND LOCATION SHALL BE DETERMINED BY CITY OF MERCED.
9. ALL IMPROVEMENTS AND PUBLIC FACILITIES WILL BE INSTALLED OR CONSTRUCTED AT THE TIME OF DEVELOPMENT.

NOTES:

1. STREET IMPROVEMENTS SHALL BE INSTALLED PER CITY OF MERCED STANDARD SPECIFICATIONS.
2. ALL EXISTING WELLS AND SEPTIC TANKS SHALL BE DESTROYED PER COUNTY HEALTH DEPT. STANDARDS.
3. THE SITE IS BASICALLY FLAT.
4. PORTION OF PROPERTY SUBJECT TO SPECIAL FLOOD HAZARD AREAS AS INDICATED BY FLOOD INSURANCE RATE MAP PANEL NUMBER 060420002G.
5. TOTAL AREA OF THIS SUBDIVISION IS 25.2 ACRES CONTAINING 58 RESIDENTIAL LOTS.
6. LOT 'A' IS INTENDED TO BE DEDICATED AS FAHRENHEIT CREEK RIGHT-OF-WAY.
7. LOT 'B' IS INTENDED TO BE DEDICATED AS AN OPEN SPACE, DRAINAGE EASEMENT & P.F.E. PARCEL.
8. LOT 'C' IS INTENDED TO BE DEDICATED AS AN OPEN SPACE/P.F.E. PARCEL.
9. LOT 'D' CONSISTS OF PRIVATE STREETS WITHIN THE SUBDIVISION AND CONTAINS 4.35 ACRES.
10. THE SUBDIVIDER HEREBY RESERVES THE RIGHT TO FILE MULTIPLE SUBDIVISION MAPS AS SET FORTH BY THE SUBDIVISION MAP ACT, ARTICLE 4, SECTION 86456.1.
11. DEVELOPER TO OBTAIN PERMITS TO PHASE 1 'S' STREET IMPROVEMENTS TO PHASE 2 IN ORDER TO PROVIDE SUFFICIENT TIME TO RELOCATE POWER POLES.

LEGEND

	EXISTING	PROPOSED
WATER VALVE		
FIRE HYDRANT		
DRAIN INLET		
STANDARD MANHOLE		
WATER LINE		
SANITARY SEWER		
STORM DRAIN		
TYPICAL STREET LIGHT		
DIRECTION OF FLOW		
TOP OF CURB ELEVATION		
GROUND CONTOURS		
CURB, CUTTER AND SIDEWALK		
TYPICAL RETURN WITH HANDICAP RAMP		

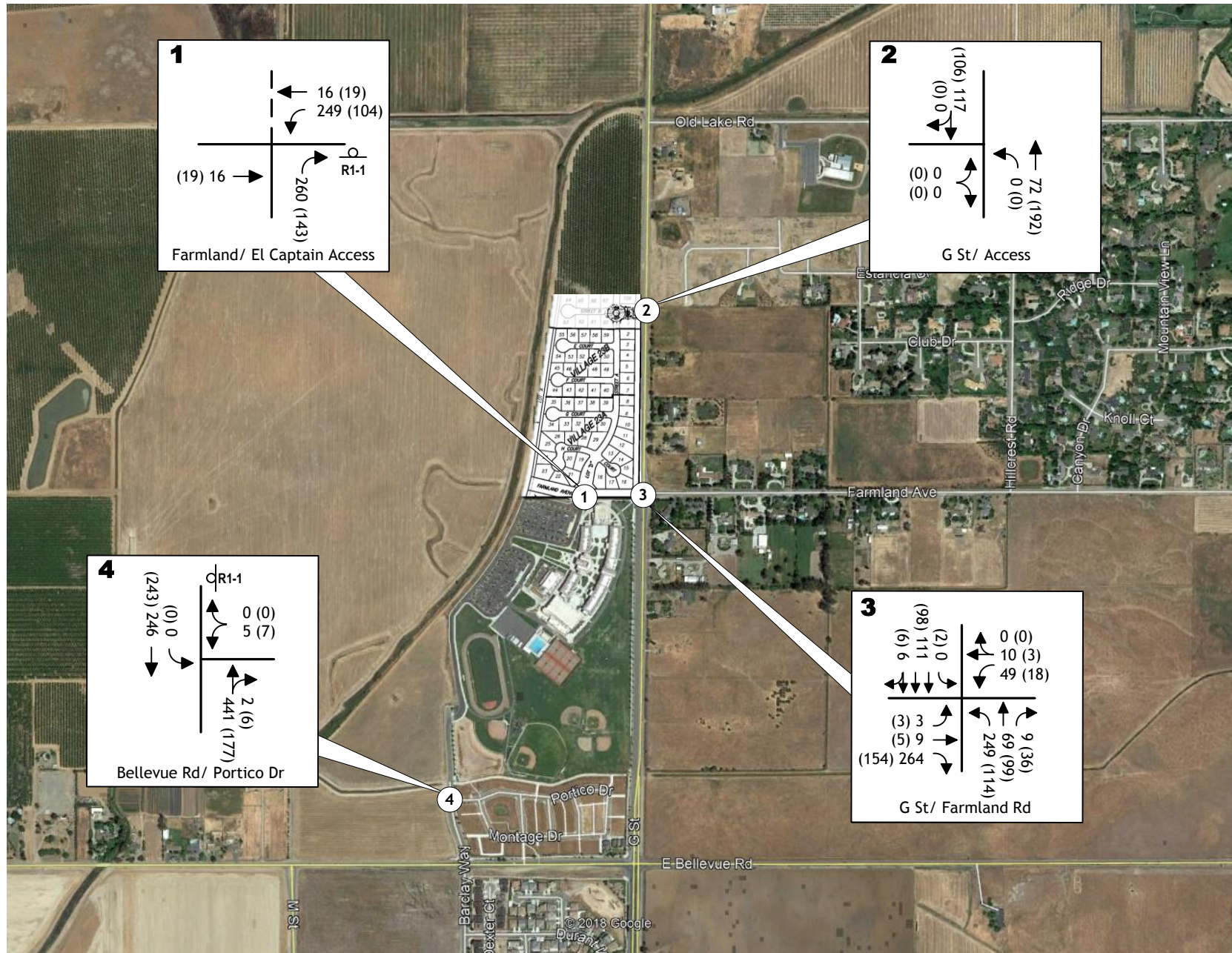


DATE:	APPROVED:
REVISIONS:	DATE:
DESCRIPTIONS:	
NO.	

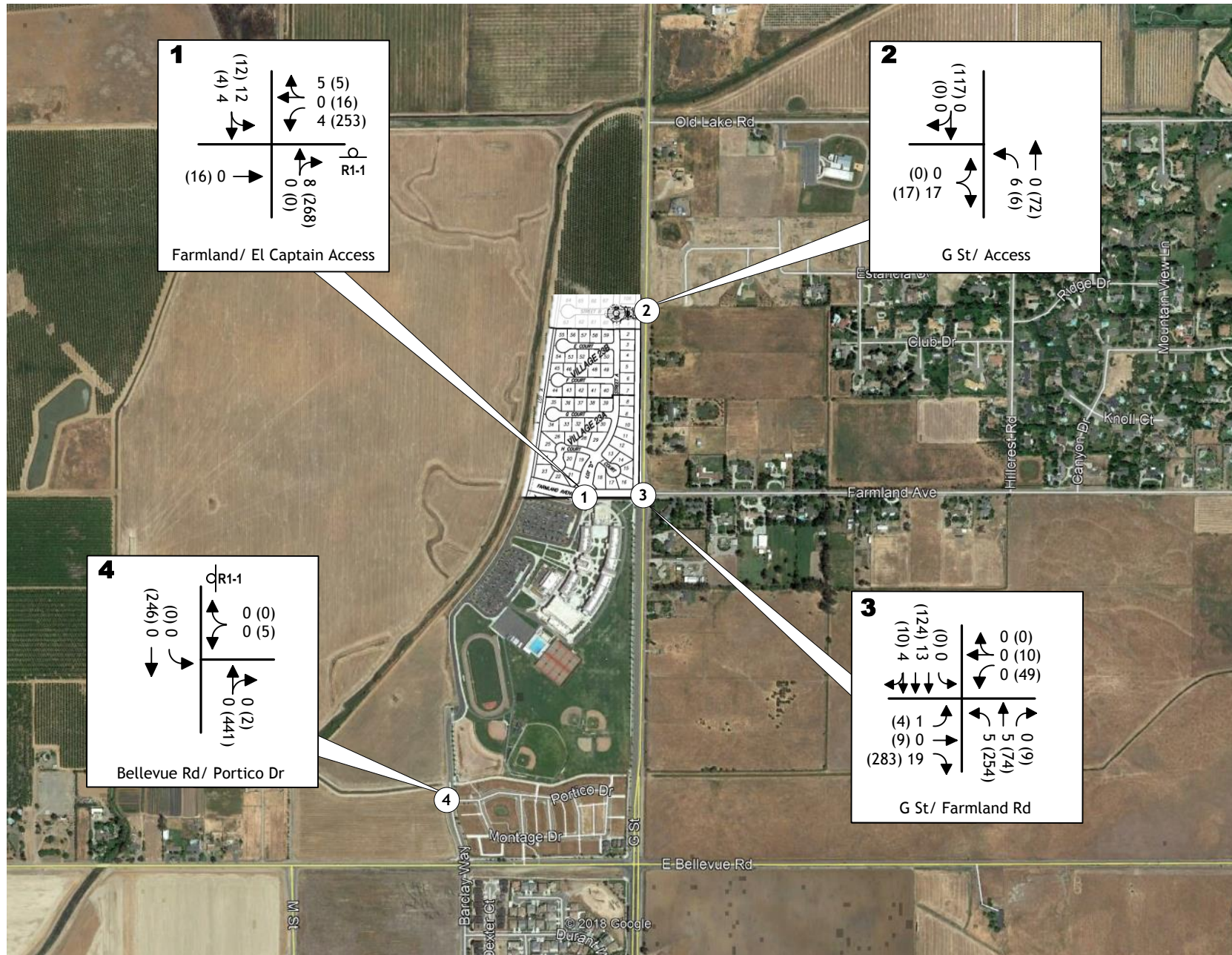
BENCHMARK ENGINEERING, INC.
CIVIL ENGINEERING & LAND SURVEYING
 507 J STREET, LOS BANOS, CALIFORNIA 93685
 (562) 737-0800

COVER SHEET
 VESTING TENTATIVE SUBDIVISION MAP FOR:
BELLEVUE RANCH NORTH
VILLAGE 23
 MERCED, CALIFORNIA

JOB NO. 125967
 DATE 10-19-18
 DR BY: DR
 CR BY: DR
 SCALE: AS SHOWN
 SHEET NUMBER
1
 OF 5 SHEETS



EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS



EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

**The California Environmental Quality Act
(CEQA) Section 15162 Findings:**

Application: Tentative Subdivision Map #1308 – Environmental Review #17-07

Assessor Parcel Number or Location: Assessor’s Parcel Number (APN): 052-230-086

Previous Initial Study/EIR Reference: This site was previously reviewed through Environmental Impact Report (EIR) for the Bellevue Ranch Master Development Plan (SCH #9212055)

Original Project Date: The Environmental Impact Report was approved on May 15, 1995, by the Merced City Council.

Section A - Previous Studies

- | | | |
|--|--------------------------|-------------------------------------|
| | Yes | No |
| 1. Substantial changes are proposed in the project that will require major revisions of the previous project EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comment/Finding: The proposed project is consistent with the previous environmental review. No substantive changes are proposed. The total number of units being constructed is less than originally proposed.

- | | | |
|--|--------------------------|-------------------------------------|
| | Yes | No |
| 2. Substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comment/Finding: There have been no changes in the circumstances under which the project is undertaken that would require major revisions in the previous EIR. There are no new significant environmental effects or substantial increases in the severity of previously identified environmental effects, and the area under consideration remains the same area previously evaluated.

- | | | |
|---|--------------------------|-------------------------------------|
| | Yes | No |
| 3. New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, has been revealed? (If “Yes” is checked, go to Section “B” below) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comment/Finding: There is no new information of substantial importance that was not known and could not have been known with the reasonable diligence at the time the previous EIR was adopted.

Section B - New Information

- | | | | | | |
|---|--|-----|----|--|---|
| A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration. | <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Yes</td> <td style="padding: 2px;">No</td> </tr> <tr> <td style="padding: 2px; text-align: center;"> </td> <td style="padding: 2px; text-align: center;">X</td> </tr> </table> | Yes | No | | X |
| Yes | No | | | | |
| | X | | | | |
| B) Significant effects previously examined will be substantially more severe than shown in the previous EIR. | <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Yes</td> <td style="padding: 2px;">No</td> </tr> <tr> <td style="padding: 2px; text-align: center;"> </td> <td style="padding: 2px; text-align: center;">X</td> </tr> </table> | Yes | No | | X |
| Yes | No | | | | |
| | X | | | | |
| C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative. | <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Yes</td> <td style="padding: 2px;">No</td> </tr> <tr> <td style="padding: 2px; text-align: center;"> </td> <td style="padding: 2px; text-align: center;">X</td> </tr> </table> | Yes | No | | X |
| Yes | No | | | | |
| | X | | | | |
| D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. | <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Yes</td> <td style="padding: 2px;">No</td> </tr> <tr> <td style="padding: 2px; text-align: center;"> </td> <td style="padding: 2px; text-align: center;">X</td> </tr> </table> | Yes | No | | X |
| Yes | No | | | | |
| | X | | | | |

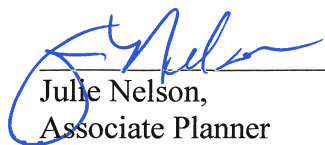
Comment/Finding: All previously identified mitigation measures will be enforced with this project including payment of Public Facility Impact Fees. Therefore, the resulting impacts are no greater than those previously analyzed and the previously imposed mitigation measures remain sufficient to address all impacts from this project.

On the basis of this evaluation, in accordance with the requirements of Section 15162 of the CEQA Guidelines:

- | | |
|---|--|
| | 1. It is found that subsequent negative declaration will need to be prepared. |
| | 2. It is found that an addendum Negative Declaration will need to be prepared. |
| | 3. That a subsequent EIR will need to be prepared. |
| X | 4. No further documentation is required. |

Date: December 3, 2018

Prepared By:



 Julie Nelson,
 Associate Planner

**CITY OF MERCED
Planning Commission**

Resolution #_____

WHEREAS, the Merced City Planning Commission at its regular meeting of January 9, 2019, held a public hearing and considered **Tentative Subdivision Map #1305 (“Bellevue Ranch North, Village 23”)**, initiated by Benchmark Engineering, applicant for Bellevue North 250, LLC, property owner. This application involves the subdivision of approximately 23.2 acres into 59 single-family lots within a gated community. This property is generally located on the west side of G Street, north of Farmland Avenue, within Planned Development (P-D) #42 with a Low Density (LD) General Plan Designation; also known as Assessor’s Parcel Number (APN) 052-230-086; and,

WHEREAS, the Merced City Planning Commission concurs with Findings A through I of Staff Report #19-03; and,

NOW THEREFORE, after reviewing the City’s Initial Study and Draft Environmental Determination, and fully discussing all the issues, the Merced City Planning Commission does resolve to hereby find that the previous environmental review [Environmental Impact Report (EIR) for the Bellevue Ranch Master Development Plan (SCH #9212055)] remains sufficient and no further documentation is required (CEQA Section 15162 Findings), and approve Vesting Tentative Subdivision Map #1305, subject to the Conditions set forth in Exhibit A attached hereto and incorporated herein by this reference.

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

AYES: Commissioner(s)

NOES: Commissioner(s)

ABSENT: Commissioner(s)

ABSTAIN: Commissioner(s)

PLANNING COMMISSION RESOLUTION # _____

Page 2

January 9, 2019

Adopted this 9th day of January 2019

Chairperson, Planning Commission of
the City of Merced, California

ATTEST:

Secretary

Attachment:

Exhibit A – Conditions of Approval

Conditions of Approval
Planning Commission Resolution # _____
Vesting Tentative Subdivision Map # 1305

1. The proposed project shall be constructed/designed as shown on Exhibit 1 (Vesting Tentative Subdivision Map for Bellevue Ranch Village 23).
2. All conditions contained in Resolution #1175-Amended ("Standard Tentative Subdivision Map Conditions") shall apply.
3. The proposed project shall comply with all standard Municipal Code and Subdivision Map Act requirements as applied by the City Engineering Department.
4. All other applicable codes, ordinances, policies, etc., adopted by the City of Merced shall apply.
5. All previously adopted conditions, mitigation measures, and guiding principles contained in Appendices D, E, and F of the Bellevue Ranch Master Development Plan (BRMDP) adopted by the Merced City Council on May 15, 1995, which are applicable to this project, shall apply to this tentative map and all subsequent final maps, improvement plans, building permits, and discretionary approvals.
6. The developer/applicant shall indemnify, protect, defend (with counsel selected by the City), 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 (with counsel selected by the City) 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, defend, protect, or hold harmless the City, any agency or instrumentality thereof, or any of its officers, officials, employees, or agents.

7. 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.
8. Should any conflicts arise between the tentative map conditions contained herein and those conditions, mitigation measures, and guiding principles contained in the BRMDP, Appendices D, E, and F, or any other pertinent Sections/Appendices of the BRMDP, said conditions, mitigation measures, guiding principles, and sections/appendices shall take precedence.
9. 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 Development Services Director to be sufficient to cover procedure costs and maintenance costs expected prior to first assessments being received.
10. Per the BRMDP, all exterior building materials shall consist of stucco, masonry, or architectural grade wood siding, and roofing materials shall consist of tile, wood shake (with acceptable fire rating), and architectural composition shingles.
11. All dwellings shall be designed to include fire sprinklers as required by the California Fire Code.
12. All garages shall have a minimum setback of 20 feet measured from the property line or back of sidewalk, whichever is closest to the front of the garage. Per the BRMDP, the setback for the living area portion of the house may be reduced to 15 feet and shall be measured from the property line, whichever is closest to the living area portion of the house. Lot coverage shall not exceed 55% for all lots.

13. The building facades shall be of high quality design providing varied elevations and color schemes. All designs shall be consistent with the requirements of the BRMDP and Planned Development (P-D) #42 and shall be approved by Planning Staff at the building permit stage.
14. All mechanical equipment shall be screened from public view.
15. Each lot within the subdivision shall be provided with one driveway. No residential driveways shall front on any arterial or collector street.
16. The project shall comply with all requirements of the California Building Code and all flood requirements of the Federal Emergency Management Agency (FEMA), as well as the requirements for the California Urban Level of Flood Protection (CA 200-year flood).
17. All necessary documentation related to the construction of the residential uses shall be provided at the building permit stage.
18. The project shall comply with all the Post Construction Standards required to comply with state requirements for the City's Phase II MS-4 Permit (Municipal Separate Storm Sewer System).
19. All landscaping within the public right-of-way shall comply with state and local requirements for water conservation. All irrigation provided to street trees or other landscaping shall be provided with a drip irrigation or micro-spray system and shall comply with the City's Water Efficient Landscape Ordinance (MMC Section 20.36.030).
20. Prior to final inspection of any home, all front yards and side yards exposed to public view shall be provided with landscaping to include, ground cover, trees, shrubs, and irrigation in accordance with Merced Municipal Code Section 20.36.050. Irrigation for all on-site landscaping shall be provided by a drip system or micro-spray system in accordance with the State's Emergency Regulation for Statewide Urban Water Conservation or any other state or City mandated water regulations dealing with the current drought conditions. All landscaping shall comply with the City's Water Efficient Landscape Ordinance (MMC Section 20.36.030).
21. A 6-foot-tall masonry wall shall be installed along G Street and Farmland Avenue. The 28-foot-wide "park strip" as shown on the tentative map, including landscaping, shall be installed on Farmland Avenue with the first phase of construction. A minimum 15-foot-wide landscape strip shall be installed G Street. The landscaping on G Street for Phase A shall

commence prior to the issuance of the 30th building permit. The remainder of the landscaping on G Street would be installed prior to the first Certificate of Occupancy for Phase B.

22. At the building permit stage, the site plans for each lot shall include a minimum 3-foot by 6-foot concrete pad located in the side yard or backyard for the storage of 3 refuse containers.
23. Developer shall construct full public improvements on Farmland Avenue, east of the entry road (including, but not limited to, curb and gutter, pavement, sidewalk, street lights, landscaping, and utilities) with the first phase of construction. Farmland Avenue, west of the entry road shall be completed with a future phase per Table 6.1 of the BRMDP.
24. All cul-de-sac bulbs shall have a minimum diameter of 96 feet and shall be posted as “no parking” in compliance with Fire Department Standards adopted by Merced Municipal Code Section 17.32.
25. All streets within the subdivision shall be private streets and shall be privately maintained. An easement for utilities and access shall be granted to the City of Merced with the Final Map.
26. Any work done by the City of Merced to maintain utilities shall be restored to City Standards. Any decorative treatments shall be the responsibility of the Homeowner’s Association (HOA) to repair/replace.
27. The gates at the entrances shall be setback a minimum of 20 feet from the roadway to allow stacking room for at least two vehicles. The gates shall be provided with a “click-to-enter” access and controls shall be provided to the City of Merced Police, Fire, and Public Works Departments. The device used shall be approved by the City prior to installation.
28. According to Table 6.1 of the Bellevue Ranch Master Development Plan (BRMDP), complete improvements to G Street are required with the construction of Village 26. A subsequent General Plan Amendment may move the responsibility for these improvements to another Village due to biological issues with Village 26.
29. If the G Street access is not constructed with the construction of Phase A, an emergency vehicle access (EVA) shall be provided for this Phase. The location of the EVA shall be approved by the City Fire Department and City Engineer. The EVA shall be constructed to Fire Department standards.

30. Village 23 shall provide the necessary improvements for the entrance off of G Street for the subdivision, including required landscaping with the construction of Phase B.
31. The necessary right-of-way along G Street shall be dedicated with the final map to provide for ½ the width of a 128-foot major arterial and additional 15-foot landscape area on each side of the street. Some of the right-of-way has been previously dedicated, but may need to be modified to make sure the right-of-way is in the correct location. The project engineer shall work with the City Engineer to determine the areas to be dedicated or modified.
32. Fire hydrants shall be installed along street frontages to provide fire protection to the area. The hydrants shall meet all City of Merced standards and shall comply with all requirements of the City of Merced Fire Department. Final location of the fire hydrants shall be determined by the Fire Department.
33. Traffic control signs, street markings, and striping shall be as directed by the City Engineer.
34. The developer shall use proper dust control procedures during site development in accordance with San Joaquin Valley Air Pollution Control District rules.
35. Provide all utility services to each lot, including sanitary sewer, water, electric power, gas, telephone, and cable television. All new utilities are to be undergrounded.
36. Install appropriate street name signs and traffic control signs with locations, names, and types approved by the City Engineer.
37. Developer shall provide construction plans and calculations for all landscaping and public maintenance improvements. All such plans shall conform to City standards and meet approval of the City Engineer.
38. The developer shall establish a Homeowner's Association (HOA) (or approved alternative) governing this project. The HOA shall be responsible for the maintenance of all streets and landscaping within the development as well as sweeping/cleaning of all interior streets. Prior to the Final Map approval, the HOA and any Conditions, Covenants and Restrictions (CC&R's) shall be reviewed and approved by the City Attorney.

39. If the final map for this small lot subdivision is not recorded prior to the Large Lot subdivision map for Bellevue Ranch North (VTSM #1280), then VTSM #1280 shall be modified to reflect the change to Village 23 that is approved with this map (VTSM #1305).
40. Dedication by Final Map of all necessary easements will be made as shown on Vesting Tentative Subdivision Map #1305 and as needed for irrigation, utilities, drainage, landscaping, open space, and access.
41. All entryway and subdivision signs shall be administratively approved by Planning Staff prior to the issuance of a building permit.
42. Landscaping and irrigation details shall be provided by the applicant with final maps for each phase and are subject to approval by the City.
43. Should the Tentative Map trigger any improvements/alternations to any water way, the applicant shall have completed all Federal and State permitting requirements for such phase. Documentation of such permits shall be provided to the City prior to approval of a final map.
44. Should the Federal and/or State permitting process relative to wetlands and/or waters of the United States cause the design of the Tentative map to be modified, the applicant shall reconcile the modification(s) with the City of Merced through an amended tentative map process.

N:\SHARED\PLANNING\PC RESOLUTIONS\RESOLUTIONS\ Exhibit A VTSM #1305.docx