

PUBLIC IMPROVEMENTS PLAN

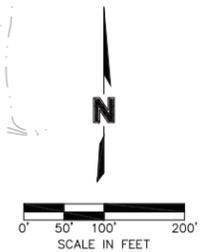
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Improvements Plan

The PIP is intended to indicate the improvements required for each planning area to be developed. It includes detention ponds and other storm improvements identified in the master drainage study as well as other utilities and roadways. Typical sections need to be included for all roadway types. Additionally, a narrative is to accompany the exhibit(s) to describe the improvements. This should include descriptions of the additional improvements on Airport and Alameda

Include note that funding for Traffic Signals will be applied via the City's Traffic Signal Escrow Ordinance. As identified in the Traffic Impact Study, improvements to the intersection of Airport Blvd and Alameda Dr is warranted for build year for the first development, and shall be improved with the first development.

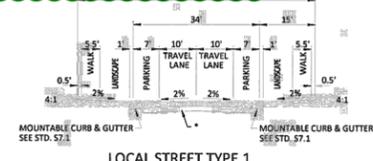
this has been noted in the first paragraph of the narrative



In the text PIP section, include that improvements shall conform with TIS & reference the TIS (Title, date & ref number).
In each Phase 1 & Phase 2 (note each phase should be stand along and could potential develop Phase 2 to 1) identify the roadway improvements needed for each Phase (please also keep the labels on this figure).

phasing descriptions and reference to TIS has been included in the narrative

Label - Proposed future Signalized intersection



NOTE: THE CITY'S LOCAL STREET TYPE 1 CROSS SECTION WILL BE MODIFIED TO REMOVE ON-STREET PARKING FOR THE PORTION OF THE S. QUINTERO WAY EXTENSION THROUGH THE COMMERCIAL-ZONED PARCEL.

traffic study recommendation is that this be a 3/4 movement intersection with left out onto Alameda restricted. this has been included in the narrative

Is this representing the property boundary? Perhaps identifying the actual phase lines would be more helpful. Or identify planning areas as typical PIPs do as shown (or however it may be split).

this is the property boundary. planning area delineations have been added for clarification

LEGEND
— EXISTING CURB & GUTTER
— PROPOSED CURB & GUTTER

NOTE:
PHASE I OF THIS DEVELOPMENT IS ANTICIPATED TO INCLUDE CONSTRUCTION OF THE COMMERCIAL LOTS ALONG WITH THE UTILITY MAINS & ADJACENT ROADWAY IMPROVEMENTS ASSOCIATED WITH THOSE LOTS. PHASE II OF THIS DEVELOPMENT WILL INCLUDE THE RESIDENTIAL LOTS ALONG WITH THE UTILITY MAINS & ADJACENT ROADWAY IMPROVEMENTS ASSOCIATED WITH THOSE LOTS. REFER TO THE PLANVIEW AND LEGEND FOR DISTINCTION BETWEEN THE TWO SEPARATE PHASES OF CONSTRUCTION.

see response to comment #5E on the comment letter

A detention pond was included here in the master drainage study

see response to comment #5D on the comment letter

Needed with first development

narrative states these improvements will be required with PA1

Identify private and public roadways

public and private roadways have been identified with references to their associated typical sections

Update this frontage per email sent on 12.1.20.

narrative states these improvements will be required with PA1

This section of roadway is required for Phase 2 (if Phase 1 isn't developed first)

narrative states these improvements will be required with PA1 or PA2 if PA2 is developed first

