

Service Plan Worksheet

Applicant local agency name: City of Fresno

Project size and location: 29.85 ac; NWC corner of W. Shaw and N. Grantland Avenues

Approved entitlements (i.e., tentative map, site plan review):

Vesting Tent. Tract Map No. 6198/UGM; Pre-zone Application No. R 18 002

Annexation Application No. ANX-18-002; Plan Amendment Application No. A-18-001

Introduction and Purpose

LAFCo requires that when a proposal for a change of organization or reorganization is submitted, the applicant shall submit a plan for providing services within the affected territory. This service plan will include information required by Government Code section 56653 and is subject to review pursuant to Fresno LAFCo Standards, Policies, and Procedures section 400. Information included in the service plan shall include:

- Enumeration and description of the services to be extended to the affected territory;
- Level and range of services to be extended;
- Indication of when services can feasibly be extended to the affected territory;
- Indication of any improvement of structures, roads, sewer or water facilities, or other conditions necessary to provide services;
- Information on how services will be financed.

A service plan is necessary for a complete application. A service plan identifies how newly annexed territory will be served and by what agency. It provides the basis for the Fresno Local Agency Formation Commission's (LAFCo) California Environmental Quality Act (CEQA) determination and subsequent determination and action on the requested change of organization or reorganization. As an information document, the service plan will be distributed by LAFCo with the proposal's request for comments. As a public document, a service plan is also available to property owners, other local agencies, and interested parties who may have plans or proposals underway in the immediate vicinity of a proposed change of organization or reorganization.

In order to complete the Service Plan Worksheet, you should be familiar with the following:

- Agency utilities and service system levels;
- Agency public services – police, fire, parks, schools, etc.;
- Agency finances - annual budget process, audited financial statements, grant funding opportunities, rate or fee schedule;
- Any supportive information referenced in the questionnaire; and
- The location of any Disadvantaged Unincorporated Community (DUC) within 300 feet of the affected territory.

Project Description

Provide information regarding the location and size of the territory to be served, specific information or circumstances, and description of agency's actions relating to the proposal.

NWC of Shaw and Grantland Avenues; 163 single-family residential lots; The vast majority of the approximately 29.85 acres is vacant, there is, however, one house on an approx. 0.85 ac portion of the subject property; said property is currently on private septic and private water well. Vesting Tent. Tract Map No. 6198/UGM, Pre-zone Application No. R 18 002, Annexation Application No. ANX-18-002 and Plan Amendment Application No. A-18-001 have all been recommended for approval by the Fresno City Council.

Service Provider Description

For the following section, check all current/planned service providers to the territory. Indicate the name of the service provider next to the specific service. Utilize the Fresno LAFCo website to complete this section. The maps page ([click here](#)) will determine other agencies that provide different services to individuals within your agency's service area. The MSR page ([click here](#)) provides Commission approved MSRs that elaborate on the services provided by each agency.

Current Service Providers:

- ☒ Domestic water Private/none
- ☒ Wastewater collection Private/none
- ☒ Wastewater treatment Private/none
- ☒ Streets County
- ☒ Solid waste collection Private/None
- ☒ Fire protection North Central
- ☒ Law enforcement County Sheriff
- ☒ Parks and recreation N/A
- ☒ Transit N/A
- ☒ Storm drainage Fresno Flood
- ☒ Street lighting N/A
- ☒ Schools Central
- ☐ Any other services – list and describe similar types of services provided to the territory.

Planned Service Providers:

- ☒ Domestic water Private/Fresno
- ☒ Wastewater collection Private/Fresno
- ☒ Wastewater treatment Private/Fresno
- ☒ Streets City
- ☒ Solid waste collection Private/Fresno
- ☒ Fire protection Fresno
- ☒ Law enforcement Fresno PD
- ☒ Parks and recreation Fresno
- ☒ Transit N/A
- ☒ Storm drainage Fresno Flood
- ☒ Street lighting Fresno
- ☒ Schools Central
- ☐ Any other services – list and describe similar types of services provided to the territory.

Please provide a service level description for each checked service above. Include type of infrastructure or public facilities, existing conditions, service capacity, and planned improvements.

Example:

- Wholesale water supply: *The City of Smithville owns a public water system that has 4,000 customer connections. The City's water system has capacity to service 5,000 connections. The City's obtains its water resources from both surface water and groundwater pumping. The City has a contractual agreement with FID for 1,000 acre-feet of surface water annually delivered via Friant-Kern Canal. The City also annually pumps an estimated 7,600 acre-feet from its eight wells located throughout your agency limits. Well records for eight City wells indicate that groundwater levels have declined an average of 0.35 foot per year since 1960. Upon annexation, the City's water system is expanded consistent with the adopted water system standards.*

See Additional Sheets.

Financial Information

Describe the agency's method to finance infrastructure and capital improvements.

- Property tax exchange agreement
- Service fees
- Development impact fees
- Community Facilities District
- State grant funding
- Special assessments

1. Property tax (typical)
2. Service/Development Impact Fees: The following fees are required: parks, fire, police, water, sewer, street improvements, traffic signalization, and storm drainage. City permit and license fees are also collected.
3. Community Facilities District - The project is eligible for inclusion within City of Fresno Community Facilities District (CFD) No. 11 for maintenance by the City of Fresno; but, are otherwise the obligation of the subdivider or a Homeowner's Association if created in-lieu of annexation to the CFD.
4. State funds, i.e., gas tax, motor vehicle in lieu tax, are utilized by the City for street work and supporting the transit system.
5. Bonds and/or assessment districts as needed.

Additional Supporting Information

Please provide any additional relevant information you believe may help LAFCo describe services and improvements for land proposed to be annexed, reorganized, or detached.

- Sustainable Groundwater Management Act (SGMA) of 2014, agency's interaction with local Groundwater Sustainability Agencies (GSA)

The City's groundwater aquifer has been documented by the State Department of Water Resources (Bulletin 118) to be critically over-drafted, and has been designated a high-priority basin for corrective action through the Sustainable Groundwater Management Act (SGMA). The Department of Public Utilities (DPU) has determined that adequate water services are available to serve the project site subject to implementation of the Fresno General Plan policies and the construction and installation of public facilities and infrastructure in accordance with Department of Public Works standards, specifications and policies.

CITY OF FRESNO
SERVICE PLAN WORKSHEET

Additional Sheets

1. DOMESTIC WATER:

The subject territory will be provided with water by the City of Fresno. The nearest water mains to serve the proposed project are a 14-inch water main located in West Shaw Avenue and a 14-inch main located in North Grantland Avenue.

The Developer is required to comply with all of the requirements included within the Department of Public Utilities, Planning and Engineering (Water Division) memorandum dated April 27, 2018. The conditions include, but are not limited to, the provision of two independent sources of water meeting Federal and State standards and requirements.

The City's groundwater aquifer has been documented by the State Department of Water Resources (Bulletin 118) to be critically over-drafted, and has been designated a high-priority basin for corrective action through the Sustainable Groundwater Management Act (SGMA). The City has worked with existing ratepayers to develop a compliance plan for the SGMA.

In accordance with Fresno Municipal Code (FMC) Section 6-501 (Definitions), the estimated peak hour water demands for the applicant's project shall be based on 2.12 gallons per minute for single-family residential units. The Fire Protection Water Demand shall be added to the overall project water demands at 1,500 gallons per minute. The sum of the Peak Hour Water Demands and Fire Protection Water Demands (in gpm) shall establish the total instantaneous water supply flow required for the project.

The Department of Public Utilities (DPU) has determined that adequate water services are available to serve the project site subject to implementation of the Fresno General Plan policies and the construction and installation of public facilities and infrastructure in accordance with Department of Public Works standards, specifications and policies.

Implementation of the Fresno General Plan policies and the mitigation measures of the associated Master Environmental Impact Report, along with the implementation of the Water Resources Management Plan and the identified project related conditions of approval, which will include water main extensions within West Shaw and North Grantland Avenues across the subject property frontage as well as within the interior of the future proposed residential tract; installation of these services with meters to proposed residential lots and payment of applicable Water Capacity Charges will provide an adequate, reliable, and sustainable water supply for the project's urban domestic and public safety consumptive purposes.

There is an approximate 0.87 acre parcel (church property), which contains a single-family residence, which is included with the annexation; said property is currently served by a water well. It is noted that upon annexation, existing water wells can be retained for domestic and agricultural purposes.

2. WASTEWATER COLLECTION:

The subject territory will be served by sanitary sewer which is provided by the City of Fresno. The nearest existing sanitary sewer mains to serve proposed project are a 60-inch sewer trunk located in North Grantland Avenue.

The Developer is required to comply with the requirements included within the Department of Public Utilities, Planning and Engineering (Sanitary Sewer Division) memorandum dated April 5, 2018. These conditions include, but are not limited to, the construction of a 12-inch sewer main in West Shaw Avenue alignment, across the project frontage.

The Department of Public Utilities (DPU) has determined that adequate sanitary sewer services are available to serve the project site subject to implementation of the Fresno General Plan policies and the construction and installation of public facilities and infrastructure in accordance with Department of Public Works standards, specifications and policies.

For sanitary sewer service these infrastructure improvements and facilities include typical requirements for construction and extension of sanitary sewer mains and branches within the interior of the future proposed residential tract. The proposed project will also be required to provide payment of sewer connection charges.

There is an approximate 0.87 acre parcel (church property), which contains a single-family residence, which is included with the annexation. The existing septic tank on the God's Family Church property may be allowed to continue in use until a sewer main is constructed in front of said property (in which instance, there will be a three year time period to connect).

3. WASTEWATER TREATMENT:

The subject territory will be served by sanitary sewer which is provided by the City of Fresno. The nearest existing sanitary sewer mains to serve proposed project are a 60-inch sewer trunk located in North Grantland Avenue.

The Developer is required to comply with the requirements included within the Department of Public Utilities, Planning and Engineering (Sanitary Sewer Division) memorandum dated April 5, 2018. These conditions include, but are not limited to, the construction of a 12-inch sewer main in West Shaw Avenue alignment, across the project frontage.

The Department of Public Utilities (DPU) has determined that adequate sanitary sewer services are available to serve the project site subject to implementation of the Fresno General Plan policies and the construction and installation of public facilities and infrastructure in accordance with Department of Public Works standards, specifications and policies.

For sanitary sewer service these infrastructure improvements and facilities include typical requirements for construction and extension of sanitary sewer mains and branches within the interior of the future proposed residential tract. The proposed project will also be required to provide payment of sewer connection charges.

There is an approximate 0.87 acre parcel (church property), which contains a single-family residence, which is included with the annexation. The existing septic tank on

the God's Family Church property may be allowed to continue in use until a sewer main is constructed in front of said property (in which instance, there will be a three year time period to connect).

4. **STREETS:**

The Fresno General Plan designates West Shaw and North Grantland Avenues as arterial streets. The proposed project will be required to dedicate and construct improvements along all major street frontages and on all interior local streets within future subdivisions. Direct vehicular access will be relinquished along all major street frontages of single family residential lots. The subdivision design includes major street entryways to the interior of the subdivision from West Shaw and North Grantland Avenues. Interior local streets are proposed to be dedicated in accordance with the City Standard 50-foot right-of-way which will provide for parking and sidewalks on both sides of all streets.

An approximate 9,200 square foot open space area is proposed at the northwest area of the site which also contains a 20' pedestrian paseo connecting to the existing subdivision to the north. Additionally, a pedestrian paseo and open space area is proposed at the southeast corner of the property which would connect to the intersection of Grantland and Shaw Avenues; it is noted that there is a planned Class 1 Bicycle/Pedestrian path along the east side of Grantland Avenue.

The proposed project is located within Traffic Impact Zone III pursuant to Figure MT-4 of the Fresno General Plan, which generally represents areas near or outside the City Limits but within the Sphere of Influence (SOI) as of December 31, 2012. In accordance with Policy MT-2-i of the Fresno General Plan, when a project includes a General Plan amendment that changes the General Plan Land Use Designation, a Transportation Impact Study (TIS) is required in order to assess the impacts of new development projects on existing and planned streets. Therefore, a Traffic Impact Study was prepared (Yamabe & Horn Engineering, Inc. dated May 2018) to assess the impacts of the new development on existing and planned streets.

The analysis of traffic operations within the MEIR was conducted based on roadway segments representative of the City overall transportation network. Traffic volumes on the selected roadway segment analysis are based on traffic counts taken at single location. Traffic operations on the study roadway segments were measured using a qualitative measure called Level of Service (LOS). LOS is a general measure of traffic operating conditions whereby a letter grade, from "A" (the best) to "F" (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving, as well as speed, travel time, traffic interruptions, and freedom to maneuver.

Applying the factors outlined in the Institute of Traffic Engineers (ITE) Trip Generation Manual, the proposed project would generate 1,561 Average Daily Trips (ADT), with 123 vehicle trips occurring during the morning peak hour travel period (7 to 9 a.m.) and 164 vehicle trips occurring during the evening peak hour travel period (4 to 6 p.m.). This is considerably less than if the subject site was developed consistent with the existing planned land use designations which would be expected to generate 4,193 ADT, with 253 a.m. peak hour trips and 384 p.m. peak hour trips. As such, the proposed project is expected to result in a decrease of 2,632 ADT over the life of the project.

The TIS evaluated the impacts of the project by analyzing the following 11 study intersections in the vicinity of the project during the AM and PM peak hours for the five traffic analysis scenarios required by the City of Fresno. These scenarios include: (1) Existing Conditions; (2) Existing plus Project Conditions; (3) Near Term (Existing plus Approved/Pending Projects plus Proposed Project) Conditions; (4) Year 2035 No Project Conditions – Current land use and, (5) Cumulative Year 2035 plus Project Conditions.

Study Intersections:

1. West Shaw Avenue & North Garfield Avenue
2. West Shaw Avenue & North Grantland Avenue
3. West Shaw Avenue & North Bryan Avenue
4. West Shaw Avenue & North Hayes Avenue
5. West Shaw Avenue & North Polk Avenue
6. West Barstow Avenue & North Grantland Avenue
7. West Ashlan Avenue & North Grantland Avenue
8. West Bullard Avenue & North Grantland Avenue
9. North Grantland Avenue & Site Access
10. West Shaw Avenue & Site Access
11. West Shaw Avenue & Veterans Blvd.

In summary, based on the analyses included in the TIS, the intersection of Shaw and Polk Avenues is currently operating below the TIZ III LOS D Standard. All other study intersections are currently operating above the City of Fresno TIZ III LOS D standard.

The analyses included in the TIS show the following locations, by scenario and time period, are projected to operate below either the City of Fresno TIZ III LOS D standard or the Caltrans LOS C/D standard:

Near Term Plus Project

- Hayes Avenue at Shaw Avenue – AM and PM peak hours
- Polk Avenue at Shaw Avenue – AM peak hour

The intersection of Hayes Avenue at Shaw Avenue is projected to be impacted during the AM and PM peak hours with a Level of Service F and E, respectively. This intersection will need to be signalized to meet an acceptable LOS for the near term conditions. Also, the addition of a dedicated 150 feet westbound left turn lane and a 100 foot right turn lane would be needed. These improvements would allow this intersection to operate at an acceptable Level of Service C.

Additionally, the intersection of Polk Avenue at Shaw Avenue is projected to be impacted during the AM peak hours with a Level of Service F. The addition of a second 160 foot southbound left turn will reduce the delay at the intersection to a LOS D. The westbound left turn lane will require restriping to extend the storage length to 400 feet. Traffic and roadway geometrics will need to be redesigned and improved to accommodate the alignment of the new southbound left turn lane and prevent significant northbound and southbound through lane skew. It is noted that as part of past preliminary planning studies conducted by Caltrans, the Polk and Shaw Avenue intersection may be substantially modified as part of a potential future State Route 99 at Shaw Avenue interchange project. There is no active Caltrans

project to improve the State Route 99 Shaw Avenue interchange at this time. The mitigation measures noted above will involve major improvements for only minor reductions in delay, which may only be changed in potential future interchange improvements. Therefore, it is recommended in the TIS, that the project pay the City of Fresno TSMI fee, which includes future traffic signal upgrades at this intersection and which may be included in potential future State Route 99 at Shaw Avenue interchange improvements.

In order to mitigate the impacts at the Hayes/Shaw Avenue intersection and the Polk/Shaw intersection, the developer is required to pay applicable impact fees including, but not limited to, the Traffic Signal Mitigation Impact (TSMI) Fee, and the Fresno Major Street Impact (FMSI) Fee as noted within the memoranda from the Traffic Engineering Division dated April 5 and May 11, 2018.

Although some study intersections have been projected to operate below the TIZ III LOS D standard under various scenarios, it must be noted that the General Plan accepts lower LOS values. This reflects a change in policy for the City of Fresno to acknowledge that transportation planning based solely on roadway LOS, which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, a lower LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. In addition, roadway LOS is directly linked to roadway infrastructure costs. A higher LOS results in greater expenditure of infrastructure for wider roadways that do not necessarily serve all users of the circulation system and may compete with other policies of the General Plan.

The Fresno General Plan utilizes and encourages strategic initiatives in compliance with the California Complete Streets Act, which provides priority and emphasis on a multi-modal transportation system; more transportation options result in fewer traffic jams and the overall capacity of the transportation network increases. Therefore, providing more transportation options will allow the City to meet its future travel demands without solely relying on motorized vehicles.

Furthermore, in 2014, through passage of Council Resolution No. 2014-225, the City of Fresno adopted Findings of Fact related to Significant and Unavoidable Effects as well as Statements of Overriding Considerations in order to certify Master Environmental Impact Report SCH No. 2012111015 for purposes of adoption of the Fresno General Plan.

In keeping with the strategic initiatives and with consideration to balancing the roadway system against other community values, the adopted Statements of Overriding Considerations for the MEIR addressed Findings of Significant Unavoidable Impacts within the categories/areas of Transportation and Traffic; citing specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers as project goals, each and all of which were deemed and considered by the Fresno City Council to be benefits, which outweighed the unavoidable adverse environmental effects attributed to development occurring within the City of Fresno Sphere of Influence (SOI), consistent with the land uses, densities, and intensities set forth in the Fresno General Plan.

The Public Works Department, Traffic Engineering Division has reviewed the proposed project and potential traffic related impacts for the proposed applications and has determined that the streets adjacent to and near the subject site will be able to accommodate the quantity and kind of traffic which may be potentially generated subject to the requirements stipulated within the memoranda from the Traffic Engineering Division dated April 5 and May 11, 2018. These requirements generally include: (1) The provision of a minimum two points of vehicular access to major streets for any phase of the development; (2) Street improvements, (including, but not limited to, construction of concrete curbs, gutters, pavement, underground street lighting systems; and, (3) Payment of applicable impact fees, including, but not limited to, the Traffic Signal Mitigation Impact (TSMI) Fee, the Fresno Major Street Impact (FMSI) Fee and the Regional Transportation Mitigation Fee (RTMF).

Additionally, the proposed project shall install a traffic signal at the intersection of Bryan and Shaw Avenues within two years of finalization of the subdivision agreement (this traffic signal condition has also been placed on T-5493 located on the east side of Bryan Avenue, south of Shaw Avenue). The proposed project shall make modifications to the traffic signal at the intersection of Grantland and Shaw Avenues to locate existing traffic signal equipment to the ultimate locations. The proposed project shall lengthen the southbound left-turn pocket at the intersection of Grantland and Shaw Avenues from the existing 150 feet to a length of 250 feet.

5. **SOLID WASTE COLLECTION:**

The City of Fresno will service this project's solid waste disposal and recycling needs through provision of Basic Container Service. Property owners will receive three containers to be used as follows: one Gray container for solid waste, one green container for green waste, and one blue container for recyclable material.

There is an approximate 0.87 acre parcel (church property), which contains a single-family residence, which is included with the annexation. Property owners, in accordance with State law, are allowed to continue service with their existing contractor/private hauler for a period of five years following annexation. Following the five year transition period, property owners are required to obtain for City of Fresno solid waste service.

6. **POLICE AND FIRE PROTECTION:**

The subject property is currently provided service by the Fresno County Sheriff's Department. Upon annexation, services would be provided by the City of Fresno Police Department.

The subject property is currently receiving fire protection services from the North Central Fire Protection District.

Temporary Fire Station 18, located at 5938 North La Ventana, currently services the subject area. Permanent Fire Station 18 is proposed to be constructed on City owned property located at 6605 West Shaw Avenue which is less than ½ mile east of the project site. Development plans for the new Fire Station have recently been approved by DARM and underwent its own CEQA review to determine potential environmental impacts.

The Developer is required to comply with the requirements included within the Fire Department memorandum dated December 17, 2018. The City of Fresno Fire

Department reviewed the proposed project and has determined that adequate Fire service will be available subject to future requirements for development which will include installation of public fire hydrants and the provision of adequate fire flows per Public Works Standards, with two sources water; installation of fire sprinklers future buildings & structures per Building Code requirements; and the provision of two means of emergency access during all phases of construction. Review for compliance with fire and life safety requirements for the interior of proposed buildings and the intended use are reviewed by both the Fire Department and the Building and Safety Services Section of the Development and Resource Management Department when a submittal for building plan review is made as required by the California Building Code.

5. **PARKS AND RECREATION:**

The City of Fresno, in its recently approved General Plan, has made provisions for parks within the general plan area. Parks facility and Quimby Act fees which provide for the acquisition of new and open space and recreation facilities as well as improvements to existing facilities and programs to provide a broader range of recreation opportunities will be paid by the project developer at the time building permits are obtained.

The proposed project will also include the development and dedication of public open spaces in the form of pocket parks and trails, which will be located within the project and constructed with development. Demand for parks generated by the project is within planned services levels of the City of Fresno Parks and Community Services Department and the applicant will pay any required impact fees at the time building permits are obtained or receive credits for construction as may be memorialized within a subdivision or development agreement. Maintenance will be afforded through annexation into a Community Facilities District (CFD).

7. **TRANSIT SERVICES:**

Currently, the nearest public transit option to serve the subject property is Bus Route 9 which is located at the intersection of Shaw and Polk (approximately 1.5 miles away), however, as demand dictates, later phases of BRT may include the Shaw Avenue Corridor.. For commuting outside of the Fresno Area, Greyhound and Amtrak services are available.

As demand dictates, later phases of Bus Rapid Transit (BRT) may include the Shaw Avenue Corridor. The Shaw Avenue Corridor will be served by enhanced bus service and is envisioned as the primary transit corridor connecting Fresno and Clovis. This enhanced service in Fresno will extend along Shaw Avenue as far east as the intersection of State Route 168 and the California State University, Fresno, campus and as far west as the West Development Area located west of State Route 99. Shaw Avenue has been an important corridor in Fresno for decades, with much of the area's retail and employment uses located there. As opportunities arise, it is envisioned that the Shaw Avenue Corridor will be developed as mixed-use infill with a variety of building types and sizes. Particular attention will be paid to urban design to make sure that the scale and form of new buildings are always coordinated with existing development. This includes improving connectivity with new development along the Shaw Avenue Corridor with the surrounding and adjoining neighborhoods.

8. **STORM DRAINAGE:**

The Fresno Metropolitan Flood Control District provides storm drainage service to the area.

According to the Fresno Metropolitan Flood Control District (FMFCD), the subject site is not located within a flood prone or hazard area. The developer will be required to provide improvements which will convey surface drainage to a temporary storage facility (until permanent facilities are available) and will, therefore, not create flooding.

Lot coverage will be required to be provided to the FMFCD prior to submittal of improvement plans. The final drainage fee will be calculated commensurate with the lot coverage provided by the developer. If the lot coverage indicates a density higher than Master Planned, mitigation may be required.

The developer will be required to provide improvements which will convey surface drainage to Master Plan inlets and which will provide a path for major storm conveyance as well as construct facilities for temporary ponding purposes.

Upon development of Vesting Tentative Tract Map No. 6198, the subdivider shall be required to comply with the requirements imposed by the Fresno metropolitan Flood Control District (FMFCD) for the subdivision or any amendments or modifications to those requirements which may be granted by the FMFCD Board of Directors, pursuant to Section 13-1307 of the Fresno Municipal Code. These requirements are identified in the Districts letter to the City of Fresno Development and Resource management department dated April 9, 2018.

9. **STREET LIGHTING:**

Street lighting will be provided by the developer at the time of subdivision build-out with completion of public street improvement requirements. The lighting is eligible for inclusion within City of Fresno Community Facilities District (CFD) No. 11 for maintenance by the City of Fresno; but, are otherwise the obligation of the subdivider or a Homeowner's Association if created in-lieu of annexation to the CFD.

10. **SCHOOLS:**

The subject territory is within the enrollment area of the Central Unified School District. The school district has adopted developer fees in accordance with current state law, which will require the city to pay a fee for school facilities per the adopted schedule of fees.

Any future development occurring as a result of the proposed project may have an effect on the District's student housing capacity. The developer will pay appropriate impact fees at time of building permits.