



Infrastructure Phasing Plan

Valley's Edge is designed to accommodate incremental development generally extending eastward from existing urbanized Chico, over an extended period of time, and in response to market demand and other economic forces. In this context, it is impracticable to predict with precision, or to dictate the size, shape, and order of future development while at the same time retaining necessary flexibility to respond to ever evolving market conditions as directed by the General Plan.

The term "infrastructure" refers to the roadways, sewers, utilities and other improvements that are necessary to serve development areas. The term "phase" refers to areas planned for development which, by virtue of size, land use, and reliance on preceding infrastructure, help inform a sequential and directional order of development. The term "infrastructure phasing" as used in the Valley's Edge Specific Plan (VESP) is synonymous with "development phasing", or simply "phasing".

In Valley's Edge, the dynamic nature of phasing is amplified by the variety of land uses and product types being offered. For example, market demand for a particular type of housing may rationalize extension of infrastructure to serve that market, whereas lack of demand for other product(s) may delay development in other areas of the project. Similarly, the demand characteristics for Senior communities are distinct from demand characteristics for the range of densities and product types within the Family segment. As such, phasing illustrations are not intended to dictate the actual size and configuration of incremental development over time, but rather convey the origins, general order and anticipated direction of development over time.

As a reflection of these dynamics, the VESP conceptual phasing plan (Figure 1.1) segregates the project into quadrants based on market segment and land use. The Family segment is further segregated into "north" areas served primarily from the secondary access along the extension of E. 20th Street, and "mid" areas served from the major collector roadway linking primary and secondary entrances. The Commercial and Senior segments, both of which may reference "south", are generally served from the primary entrance along the Skyway. The phases shown in Figure 1.1 are intended to be a guide and may not reflect the actual phase and/or their boundaries. Any infrastructure needed to support each phase, will be constructed to serve such phase. For example, phase 2 may be constructed prior to phase 1 but any infrastructure needed in phase 1 to support phase 2 will be built with phase 2.

The VESP's organization of land uses and the segregation, at least initially, of infrastructure extending from primary (south) and secondary (north) entrances creates the ability to incrementally serve and support respective demand for Family and Senior populations, including commercial areas. Phasing of the major collector and the minor internal roads lying between north and south areas (referred to as "mid" phases) will be warranted by market demand but dictated by such things as traffic circulation, secondary emergency access, and on and off-site infrastructure capacity.

VESP Chapter 6 (Infrastructure and Public Facilities) describes infrastructure capacity and design at a master plan level of detail. Additional references to infrastructure are described in VESP Chapter 3 (Parks, Trails & Open Space), Chapter 5 (Circulation), and Chapter 7 (Administration and Implementation). For purposes of compliance with CMC 19.050.040, the VESP shall be deemed supporting information to this Infrastructure Phasing Plan.

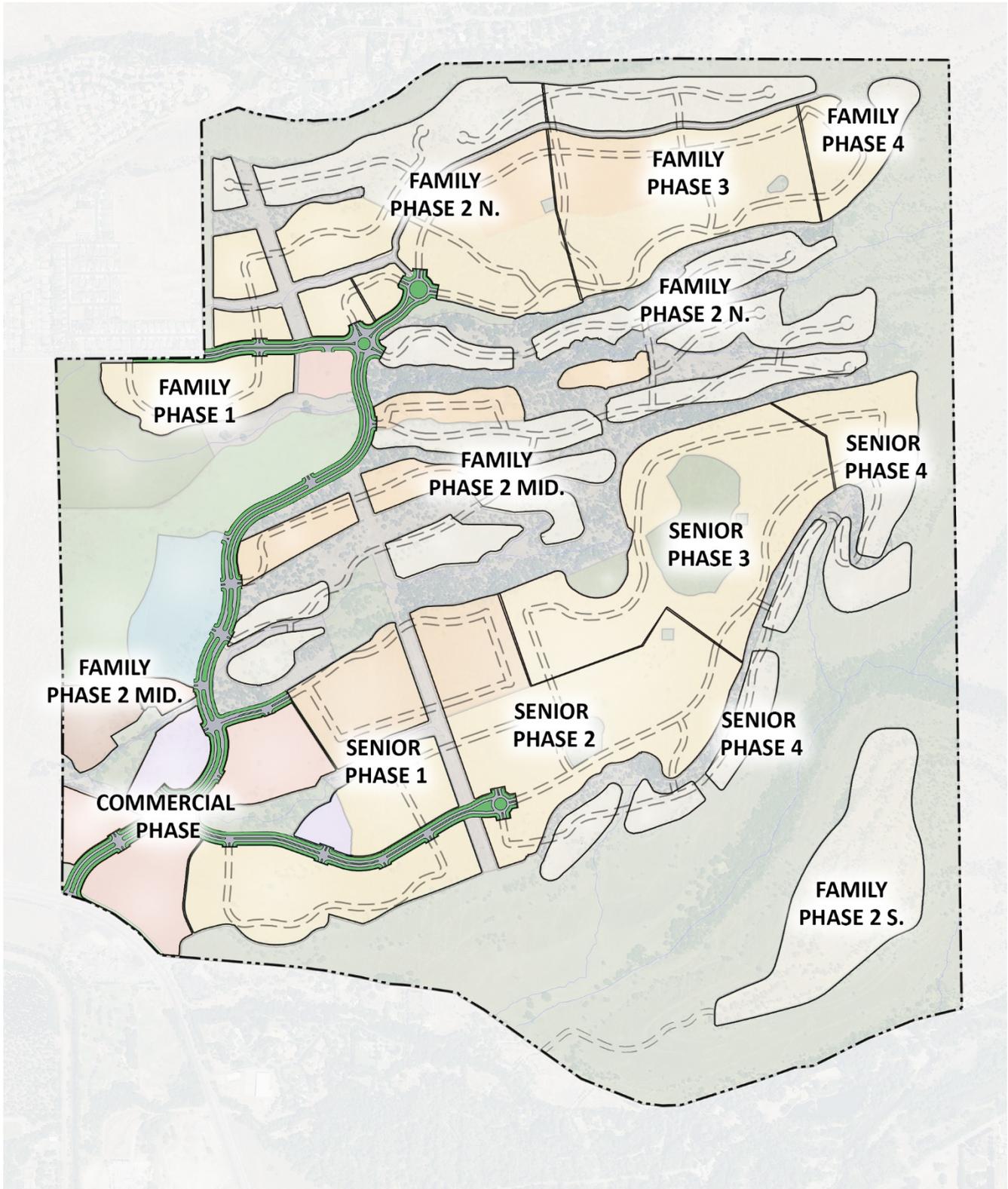


Figure 1.1: Conceptual Phasing Plan