

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
ACTION AGENDA SUMMARY

DEPT: Public Works *HW*

BOARD AGENDA # *C-1

Urgent Routine

AGENDA DATE March 2, 2010

CEO Concurs with Recommendation YES NO
(Information Attached)

4/5 Vote Required YES NO

SUBJECT:

Approval to Adopt the Negative Declaration for the McHenry Avenue Widening - Phase 1 (Ladd Road to Hogue Road) Project

STAFF RECOMMENDATIONS:

1. Find the project is consistent with the overall goals and policies of the Stanislaus County General Plan.
2. Adopt the Negative Declaration pursuant to CEQA Guidelines Section 15074(B), by finding on the basis of the whole record, including the Initial Study and any comments received, that there is no substantial evidence the project will have a significant effect on the environment and that the Negative Declaration reflects Stanislaus County's independent judgment and analysis.
3. Order the filing of a Notice of Determination with the Stanislaus County Clerk-Recorder's Office pursuant to Public Resources Code Section 21125 and CEQA Guidelines Section 15075.

FISCAL IMPACT:

There is no direct fiscal impact associated with the recommended actions for adoption of the Negative Declaration. The estimated cost of the McHenry Avenue Widening project is \$3.2 million and will be funded by Public Facility Fee Regional Transportation Impact Fees.

BOARD ACTION AS FOLLOWS:

No. 2010-100

On motion of Supervisor Chiesa, Seconded by Supervisor O'Brien

and approved by the following vote,

Ayes: Supervisors: O'Brien, Chiesa, Monteith, DeMartini, and Chairman Grover

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None

1) X Approved as recommended

2) _____ Denied

3) _____ Approved as amended

4) _____ Other:

MOTION:

Christine Ferraro

ATTEST: CHRISTINE FERRARO TALLMAN, Clerk

File No.

Approval to Adopt the Negative Declaration for the McHenry Avenue Widening - Phase 1 (Ladd Road to Hogue Road) Project

DISCUSSION:

As approved by the Board of Supervisors, the McHenry Avenue Widening project is to widen McHenry Avenue between Ladd Road to the south and Hogue Road to the north. This widening will provide two through lanes and a dual left turn lane in the center of the road. To accomplish this project, pavement will be widened on both sides of the road, widened shoulders will be provided, additional right-of-way will be acquired from the adjacent properties, and additional storm drainage facilities will be constructed.

In December 2007, the Board of Supervisors awarded a contract to Associated Engineering for the design of the McHenry Avenue Widening project (Ladd Road to Hogue Road). The Board also awarded a contract to Sycamore Environmental for the preparation of the environmental clearance documents in accordance with the California Environmental Quality Act.

Pursuant to the California Environmental Quality Act (CEQA), Sycamore Environmental has prepared and circulated a Negative Declaration to various agencies and to the public. The public comment period closed on November 3, 2009. Public Works staff received comments from four agencies and has incorporated the comments into the Final Initial Study/Negative Declaration.

POLICY ISSUES:

The Board should consider if the recommended actions are consistent with its priorities of providing a safe community, a healthy community and a well-planned infrastructure system.

STAFFING IMPACT:

There is no staffing impact associated with this item.

CONTACT PERSON:

Matt Machado, Director. Telephone: 525-6550

CB:la

L:Roads/9216 - McHenry Ave Widening (Ladd Rd to Hogue Rd) Phase 1/Design/Board Items/Environmental Process/Negative Declaration

NOTICE OF DETERMINATION

To: Office of Planning and Research
State Clearing House
P. O. Box 3044
1400 Tenth Street, Room #121
Sacramento, California 95812-3044

From: Stanislaus County
Department of Public Works
1716 Morgan Road
Modesto, California 95358-5894

County Clerk-Recorder
Stanislaus County
1021 I Street, Room #101
Modesto, California 95354-

Subject:

Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code

Project Title: McHenry Avenue Road Widening

State Clearinghouse Number:
(If Submitted to Clearinghouse)

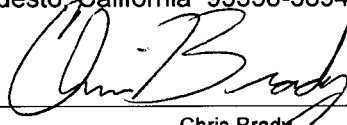
Project Location: Stanislaus County, California – McHenry Avenue between Ladd Road and Hogue Road

Project Description: Stanislaus County Department of Public Works proposes to widen approximately 3,600 linear feet of McHenry Avenue. The Project starts 2,634 feet north of Ladd Road and extends to 665 feet north of Hogue Road. The project involves the construction of five lanes, four traveled lanes and one continuous left turn/ median lane. Hogue Road will be improved 235 feet east of the intersection with McHenry Avenue. The improvements will conform to the existing pavement at Stewart and Hogue Roads. Right of way will be acquired to allow for expansion to five traveled lanes and existing trees in the right of way will be removed. Existing utility poles will be relocated as necessary to accommodate the road widening.

This is to advise that the Stanislaus County Board of Supervisors in it's capacity as the: Responsible Agency Lead Agency has approved the above described project on 2/9/10, and has made the following determinations regarding same:

1. The project will will not have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA A Negative Declaration was prepared for this project pursuant to the provisions of CEQA
3. Mitigation measures were were not made a condition of the approval of the project.
4. A Statement of Overriding Considerations were were not adopted for this project.
5. Findings were were not made pursuant to the provisions of CEQA.

This is to certify that the (Notice of Determination (NOD) with comments, responses, and record of the project approval; is available to the General Public at Stanislaus County Department of Public Works, 1716 Morgan Road, Modesto, California 95358-5894.


Chris Brady
Signature(Public Agency)

1/21/10
Date

Sr. Civil Engineer
Title



1716 MORGAN ROAD
MODESTO, CALIFORNIA 95358-5894

STANISLAUS COUNTY DEPARTMENT OF PUBLIC WORKS

PHONE: (209) 525-4130
FAX: (209) 525-4188

CEQA INITIAL STUDY/NEGATIVE DECLARATION

Adapted from CEQA Guidelines APPENDIX G Environmental Checklist Form, Final Text, October 26, 1998

1. **Project Title:** *McHenry Avenue Road Widening Project*
2. **Lead agency name and address:** *Stanislaus County Department of Public Works
Engineering Design and Construction Management
1716 Morgan Road
Modesto, California 95358-5894*
3. **Project sponsor's name and address:** *Same As Above*
4. **Contact person and phone number:** *David Leamon, P.E.
(209) 568-6130
E-Mail: David.Leamon@stancounty.com*
5. **Project location:** *McHenry Road, 2634' north of the intersection of McHenry Road/Ladd Road to 665' north of Hogue Road*
6. **General plan designation:** *Land use in and adjacent to the project study area is designated agriculture, rural residential, and planned development.*
7. **Zoning:** *Parcels adjacent to the project study area are zoned A-2-40, P-D, and R-A.*
8. **Description of project:** *Stanislaus County Department of Public Works proposes to widen approximately 3,600 linear feet of McHenry Avenue. The Project starts 2,634 feet north of Ladd Road and extends to 665 feet north of Hogue Road. The project involves the construction of five lanes, four traveled lanes and one continuous left turn/ median lane. Stewart Road will be improved 85 feet west of the intersection with McHenry Avenue, and Hogue Road will be improved 235 feet east of the intersection with McHenry Avenue. The improvements will conform to the existing pavement at Stewart and Hogue Roads. Right of way will be acquired to allow for expansion to five traveled lanes and existing trees in the right of way will be removed. Existing utility poles will be relocated as necessary to accommodate the road widening.*

- 9. Surrounding land uses and setting:** *The project is located approximately 6 miles north of the City of Modesto, 3 miles east of the City of Riverbank, and 3 miles south of the City of Escalon in California's Central Valley. Land uses adjacent to the project include row crops, orchards, and rural residential housing associated with the Del Rio Subdivision.*
- 10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** *San Joaquin Valley Air Pollution Control District; Pacific Gas and Electric; Modesto Irrigation District, Charter Communications, and Comcast.*

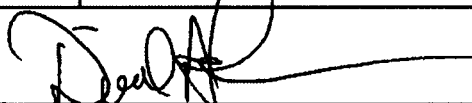
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology / Soils
<input type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Hydrology / Water Quality	<input type="checkbox"/>	Land Use / Planning
<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population / Housing
<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation/Traffic
<input type="checkbox"/>	Utilities / Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance	<input type="checkbox"/>	

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the project is exempt pursuant to applicable sections stated on the prepared "NOTICE OF EXEMPTION" (NOE).
<input checked="" type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a "NOTICE OF DETERMINATION" (NOD) with a "NEGATIVE DECLARATION" will be prepared.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A "MITIGATED NEGATIVE DECLARATION" will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an "ENVIRONMENTAL IMPACT REPORT" (EIR) is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An "ENVIRONMENTAL IMPACT REPORT" (EIR) is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier "EIR" or "NEGATIVE DECLARATION" pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier "EIR" or "NEGATIVE DECLARATION", including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



(signature)

David Leamon, P.E.

(Printed Name)

Senior Civil Engineer

(Title)

Stanislaus County

Department of Public Works

Engineering Design and

Construction Management Division

1716 Morgan Road

Modesto, California 95358-5894

8/28/09

(Date)

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration.

Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

- a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
 - 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
 - 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significant.

ISSUES					
I. AESTHETICS -- Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion:	<p>a.) Scenic Vistas. The project is not located in a flat rural area that is not unique to the Central Valley, as such the area does not exhibit scenic vistas. In addition, the road-widening project would not obstruct any views in the area. There would be no impact. in an area of scenic vistas, scenic resources, or a State Scenic Highway.</p> <p>b.) Scenic Resources. There are no scenic resources in close proximity to the proposed project that would be impacted as a result of the road widening.</p> <p>c.) Visual Character. The proposed project consists of the widening an existing road. Given that the character of the project area is dominated by the road, there would be no impact.</p> <p>d.) Light or Glare. The proposed project would not introduce any new sources of light or glare into the project area or its surroundings. There would be no impact.</p>				
Mitigation:	None required.				
References:	Stanislaus County. Accessed March 2009. General Plan support documentation: Chapter 3 - conservation/ open space. < http://www.stancounty.com/planning/pi/gp/gp-sd-chapter3.pdf >				
II. AGRICULTURE RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:					
		Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Discussion:</p>	<p>a.) Farmland Conversion. The California Department of Conservation, Division of Land Resource Protection's, Farmland Mapping and Monitoring Program (FMMP) designates the project site and surrounding lands as Prime Farmland (with the exception of those lands within the Del Rio Subdivision). Prime farmland is defined as follows: "Land having the best combination of physical and chemical features able to sustain long-term agricultural production. This land has soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production some time during the four years prior to the last mapping date." These lands are currently used for row crops and orchards. The proposed project would permanently convert approximately 4.34 acres of Prime Farmland to non-agricultural use. This conversion would occur in long linear areas along McHenry Avenue and would not affect overall production. There are currently 256,525 acres of Prime Farmland in agricultural production within the County and the proposed project would convert less than 0.002 percent of this farmland to non-agricultural use. The proposed widening would not require a General Plan amendment or Rezone and the existing farmlands adjacent to the project site would remain in agricultural production. The proposed road widening project would improve safety along McHenry Avenue by allowing less conflict between agricultural vehicles and normal vehicular traffic and would result in a less-than-significant impact on the conversion of Prime Farmland within the County.</p> <p>b.) Conflict with Agricultural Use/Zoning. All parcels in and adjacent to the project study area are zoned A-2-40 (agricultural, 40-acre), with the exception of parcels in the Del Rio Subdivision bounding the project which are zoned R-A (Rural Residential), and Assessor's Parcel 004-001-051 which is currently in agricultural production but zoned P-D (Planned Development). As the project will not require rezoning of existing agriculturally-zoned land, the proposed project would be considered consistent with existing zoning and as such there would be no impact.</p> <p>Williamson Act. A Williamson Act contract is in place on one of the agricultural parcels bordering the project area. This parcel is 074-001-008 (Williamson Act Contract #77-2463). Road-widening on this parcel would remove approximately 0.14 acres of prime farmland from the potential for future agricultural production on this 0.8121-acre parcel. However, this area of land which is already within a designated right of way, is not currently under agricultural production.</p> <p>Section 51291 of the California Government Code requires public agencies to advise the Director of Conservation and the local governing body responsible for the administration of the agricultural preserve of its intention to consider the location of a public improvement within the preserve. In accordance with this requirement, the County will notify the Director of Conservation of its intent to locate public improvements within parcels currently under Williamson Act contracts. With incorporation of this provision, the impact to agricultural land under Williamson Act contracts in the study area will be less than significant.</p> <p>c.) Non-Agricultural Uses. There are no other physical changes to the environment that would result in the conversion of agricultural land to non-agricultural uses. As discussed above, the road widening project would facilitate reduced traffic congestion in the area, especially that related to conflicts with agricultural vehicles and normal vehicular traffic. There would be no impact.</p>
<p>Mitigation:</p>	<p>None required.</p>
<p>References:</p>	<p>California Department of Conservation. 16 February 2006. Soil candidate listing for Prime Farmland and Farmland of Statewide Importance, Stanislaus County. Division of Land Resource Protection, Farmland Mapping and Monitoring Program. <http://www.conservation.ca.gov/dlrp/fmmp/pubs/soils/Documents/STANISLAUS_ssurgo.pdf></p> <p>California Department of Conservation. October 2007. Rural land mapping edition, Stanislaus County important farmland 2006, sheet 1 of 2. Division of Land Resource Protection, Farmland Mapping and Monitoring Program. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/sta06_no.pdf></p> <p>Stanislaus County Planning Division. Accessed March 2009. Code Title 21 – Zoning Ordinance (Find Your Zoning). <http://www.stancounty.com/planning/pl/zoning-ordinance.shtml></p>

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Contribute to an increase in greenhouse gas emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:	<p>a-c.) Air Quality Plans. The project is located in the San Joaquin Valley Air Pollution Control District (SJVAPCD). The project will only have construction related impacts; operational impacts will not change from existing levels because the land use will not change in the surrounding. Traffic increases are not anticipated as a result of this project, as the project is designed to reduce existing and future traffic congestion. During the construction phase of a project, PM-10 is the pollutant of greatest concern to the SJVAPCD. The entire San Joaquin Valley Air Basin (SJVAB) is a serious nonattainment area for PM-10 and any addition to the current PM-10 problem could be considered significant. The SJVAPCD, however, has established regulations governing various activities that contribute to the overall PM-10 problem. The SJVAPCD has adopted a set of PM-10 Fugitive Dust Rules collectively called Regulation VIII, several components of which specifically address fugitive dust generated by construction related activities. The SJVAPCD has determined that any determination of significance with respect to construction emissions should be based on a consideration of the control measures to be implemented. The SJVAPCD does not require detailed quantification of emissions; rather it has determined that implementing effective and comprehensive control measures, as defined in Regulation VIII, will reduce PM-10 impacts to a level considered less than significant.</p> <p>d.) Sensitive Receptors. The proposed road-widening project is located adjacent to some rural residential units which could be considered sensitive receptors. However, the only direct increases to pollutant concentrations that could be attributed to the project would be during construction activities when significant fugitive dust may be generated. Subsequent to completion of the project, pollutant concentrations may actually be slightly reduced due to the increased efficiency of roadway operations. With adherence to SJVAPCD Fugitive Dust Rules, temporary impacts to area residences would be considered to be less than significant.</p> <p>e.) Odors. The proposed road-widening project is located in a rural, agricultural area with few sensitive receptors with the exception of those located within the Del Rio Subdivision. Upon completion of the project, no odors would be generated, and thus there would be no impact.</p> <p>f.) Greenhouse Emissions. Assembly Bill 32 adopted in 2006 established the Global Warming Solutions Act of 2006 which requires the State to reduce greenhouse gases (GHGs) by approximately 25 percent by 2020. GHGs are thought by some to contribute to global warming/climate change and associated environmental impacts. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide. The primary sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms). GHG emissions from the project would be produced from the materials used in the new signalization project as well as construction-related vehicle emissions.</p> <p>As this is a recent requirement, information and thresholds are not yet established locally or by the State to determine the incremental impact of a project on climate change, or on the State's target of 25% emission reduction. The State's current strategies for reducing greenhouse gas emissions include the following:</p> <ul style="list-style-type: none"> • Reduce emissions generated by vehicles. • Reduce emissions by reducing diesel vehicle idling. • Reduce hydrofluorocarbons. • Promote alternative fuels with lower emissions. • Promote hydrogen as alternative fuel. • Increase recycling. • Plant trees. • Build energy efficient buildings. • Purchase energy efficient appliances. • Promote jobs/housing balance to reduce commute length. • Purchase renewable energy.
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	The proposed project would improve existing roadway operations resulting in a reduction in existing and future traffic congestion. Furthermore, the proposed improvements would not generate trips, and would not create a permanent increase in traffic on the existing street system, or result in a substantial increase in vehicle trips on surrounding roadways. Consequently, the project would result in no development beyond that already considered in 2005 when the Circulation/ Air Quality Element was updated. So, while the project would have an incremental contribution within the context of the County and region, the individual impact is considered less than significant.
Mitigation:	No Mitigation required.
References:	Mitchell, D., J. O'Bannon, and J. Merchen. 10 January 2002 revision. Guide for assessing and mitigating air quality impacts. Mobile Source/ CEQA Section of the Planning Division of the San Joaquin Valley Air Pollution Control District, Fresno, CA. Stanislaus County Department of Public Works, Albers Road Widening Project, CEQA Initial Study.

IV. BIOLOGICAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:	<p>a.) Special Status Species and Sensitive Natural Communities. The project was evaluated for biological impacts in and around the project area by Sycamore Environmental Consultants, Inc. in September of 2008. The evaluation included field surveys, obtaining and analyzing data from state and federal agencies, and reviewing maps, aerial photographs, and published and unpublished literature. An evaluation was conducted to determine whether any special-status plant or wildlife species or their habitat occurs in the project study area (PSA). The conclusion of that evaluation was that there are no special status species or sensitive natural communities within the project study area that would be impacted by the proposed project.</p> <p>b.) Riparian Habitat. The biological resources evaluation discussed above did not identify any riparian habitat within the PSA. There would be no impact.</p> <p>c.) Wetlands. The biological resources evaluation discussed above did not identify any wetland habitat within the PSA. There would be no impact.</p> <p>d.) Wildlife Corridors. As discussed in the biological resource evaluation, the project area has been highly disturbed due to residential development and existing agricultural operations. There are no wildlife corridors within the PSA. There would be no impact.</p> <p>e.) Biological Resources. Given that there are no significant biological resources within the PSA, there would be no conflict with any local policies or ordinances protecting such resources. There would be no impact.</p> <p>f.) Adopted Plans. There are no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans applicable to the PSA. There would be no impact.</p>
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Mitigation:	None required.
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References:	<i>Biological Resources Evaluation for McHenry Avenue Widening: Phase I Ladd Road to Hogue Road, Stanislaus County, CA. Sycamore Environmental Consultants, Inc., September 10, 2008</i>
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V. CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:	<p>a.) Historical Resources. A cultural resources investigation was conducted for the proposed road-widening project in October of 2008 by Davis-King & Associates to assess the potential for cultural resources to exist within and around ¼-mile radius of the project. The investigation included field reconnaissance and records searches to assess the potential for these resources to exist. The findings of the report was that there are no historic resources, as defined in §15064.5, within the project area. There is no impact. More information can be found in the Historical Resources Survey Report (Davis-King, October 2008).</p> <p>b.) Archaeological Resources. No archaeological resources were identified in the project area, as described in Historical Resources Survey Report. No further archaeological investigations should be necessary unless project plans change to include adjacent or unsurveyed areas, including staging areas. If buried cultural materials (including glass shards, ceramics, and nails) are unearthed during construction, work must be halted near the find until a qualified archaeologist can assess their nature and significance. If human remains are unearthed during</p>
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	<p>construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. Although no resources were located, there is always the potential for buried deposits to be located. But with incorporation of the above standard condition, this is considered to be less than significant.</p> <p>c.) Paleontological Resources. No unique paleontological or geological resources of significance were observed during the cultural resources survey.</p> <p>d.) Human Remains. No indications of human remains were observed in the project area, and there have been no indications from local Native American tribes that there are any known burial areas in the immediate vicinity. Burials are very unlikely here. If human remains are unearthed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98.</p>
Mitigation:	None required.
References:	Davis-King, S. October 2008. Negative Historical Resources Survey Report, McHenry Road Widening – Phase I Ladd Road to Hogue Road, Stanislaus County, California. Submitted to Sycamore Environmental, Inc., Sacramento, California, and Stanislaus County Department of Public Works, Modesto, California.

VI. GEOLOGY AND SOILS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in California codes and Regulations (CCR), Title 24, 2007 (Uniform Building Code), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:	<p>a.) Seismicity, subsidence and liquefaction. There are no Earthquake Fault Zones subject to the Alquist-Priolo Earthquake Fault Zoning Act (formerly Special Studies Zone Act) in eastern Stanislaus County. No other active or potentially active faults have been mapped at or adjacent to the project site where near-field effects could occur. The project site is located on relatively flat land and is not subject to landslides. There would be no impacts.</p> <p>b.) Soil Erosion/Loss of Topsoil. The proposed project is a road-widening project that would eventually result in the paving or stabilization of existing areas that have the potential for erosion or loss of topsoil. Scarification for road improvements would actually remove the topsoil area. However, as discussed in Section II, Agriculture Resources, disturbed areas are actually relatively small relevant to existing topsoil resources in the area. There would be no impact.</p> <p>c.) Unstable Soils. There are no unstable soils within the project area. There would be no impact.</p> <p>d.) Expansive Soils. The project area is underlain by Hanford sandy loam (HbA), Oakdale sandy loam (OaA), and Tujunga loamy sandy (TuA). None of these soils are considered expansive in nature, there would be no impact.</p> <p>e.) Septic Systems. The proposed project is a road widening project and would no involve the use of septic tanks or alternative wastewater disposal systems. There would be no impact.</p>
Mitigation:	None required.
References:	<p>Bryant, W.A. and E.W. Hart. Interim revision 2007. Fault-rupture hazard zones in California: Alquist-Priolo earthquake fault zoning act with index to earthquake fault zone maps. Special publication 42. California Department of Conservation, California Geological Survey, Sacramento, CA.</p> <p>Natural Resources Conservation Service (formerly known as Soil Conservation Service). 1964. Soil survey of Eastern Stanislaus Area, California. USDA – Soil Conservation Service, Davis, CA.</p>

VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion:	a-h.) Hazards/Hazardous Materials. The project will not result in the exposure of people or property to hazardous materials or hazards. There are no existing or proposed schools within one-quarter mile of the project site. There are no public or private airports in the vicinity of the project. There are no existing hazardous waste sites mapped in the vicinity of the project on the Department of Toxic Substances Control EnviroStor online database application.				
Mitigation:	None required.				
References:	Department of Toxic Substances Control. Accessed March 2009. EnviroStor. < http://www.envirostor.dtsc.ca.gov/public/ >				

VIII. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:	<p>a.) Water Quality Standards. If the site is over 1 acre, it must comply with NPDES, which requires preparation of a SWPPP and BMPs.</p> <p>b.) Groundwater Supplies. The proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Stormwater runoff from the surface of the road will be captured with a system of catch basins and pipes. Once entering the system, the runoff will percolate into the ground via a horizontal drain system. There would be no impact.</p> <p>c-d.) Drainage Patterns. Drainage patterns within the project area consistent of sheet flow from the existing roadway into surrounding agricultural fields. There are no dedicated drainage systems within the project area with the exception of curb and gutter improvements along the Del Rio Subdivision. The proposed project will collect and percolate stormwater runoff, thereby treating the stormwater runoff and protecting the underlying aquifer. Drainage collection along the Del Rio Subdivision would remain the same, as road widening would not occur on the western side of the street in this area. Increased erosion, siltation, or flooding are not expected to occur within the project area. There would be no impact.</p> <p>e.) Stormwater Runoff. As discussed above (b-d), the project would alter drainage patterns within the study area. Stormwater runoff has the potential to increase due to the introduction of impervious surfaces (additional roadway) into areas not previously developed. However, given the large expanses of agricultural land with loamy sand surrounding the project area, and low gradients adjacent to the roadway, stormwater runoff is anticipated to be handled adequately through the planned catch basin and percolation system. There would be no impact.</p> <p>f.) Degradation of Water Quality. The project would not result in substantial degradation of water quality in either surface or sub-surface water bodies in the vicinity of the project area due to construction activities or long-term project operation, as there are no significant water bodies within the project study area, and stormwater runoff would be collected and percolated, thereby treating the stormwater runoff and protecting the underlying aquifer (see "b-d" above) . There would be no impact.</p> <p>g-j.) Flooding. Based on the FEMA Flood Maps for the area (Community Panel Number 06099C0330E & 0602990805B) and the Google Earth/FEMA Flood Smart "Stay Dry" program, the project is not located in a 100-year flood hazard area or high or moderate risk area. Based on review of the the Central Valley Flood Protection Board's designated floodway maps, the project will not encroach on the State Adopted Plan of Flood Control. As the project does not propose housing, it would not place people or structures at risk to flooding, mudflows, tsunamis, or sieches. There would also be no structures to redirect flood flows. There would be no impact.</p>
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Mitigation:	None required.
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References:	<p>Central Valley Flood Protection Board. Accessed 12 May 2009. Stanislaus River designated floodway and project floodway maps, sheets D9 and D10. <ftp://ftp.water.ca.gov/fpm/designated_floodway/Stanislaus%20County/Stanislaus%20River/></p> <p>Federal Emergency Management Agency (FEMA). Flood insurance rate map, Stanislaus County, California, community panel number 06099C0330E & 06002990805B.</p> <p>Federal Emergency Management Agency (FEMA). "Stay Dry" Program (https://hazards.fema.gov/femaportal/wps/portal/NFHLWMSkmzdownload) accessed with Google Earth, March 23, 2009.</p> <p>Stanislaus County. Accessed March 2009. General Plan support documentation: Chapter 3 - conservation/ open space. <http://www.stancounty.com/planning/pl/gp/gp-sd-chapter3.pdf></p>
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IX. LAND USE AND PLANNING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
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a) Physically divide an established community?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion:	<p>a.) Established Community. The project consists of widening an existing road within a rural area that also includes a rural residential subdivision and land that maintains a Planned Development zoning designation. However, since the road already exists and would only be widened to serve existing area residents, there would be no impact.</p> <p>b.) Land Use Plan/Zoning. The project is consistent with the Stanislaus County General Plan and zoning ordinances. There would be no impact.</p> <p>c.) Conservation Plan. There are no habitat conservation plans or natural community conservation plans in effect in the project area. There would be no impact.</p>				
Mitigation:	None required.				
References:	Stanislaus County Planning Division. Accessed March 2009. Code Title 21 – Zoning Ordinance. < http://www.stancounty.com/planning/pl/zoning-ordinance.shtm >				

X. MINERAL RESOURCES -- Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion:	a-b.) Mineral resources do not occur in the project area. There would be no impact.				
Mitigation:	None required.				
References:	Stanislaus County. Accessed March 2009. General Plan support documentation: Chapter 3 - conservation/ open space. < http://www.stancounty.com/planning/pl/gp/gp-sd-chapter3.pdf >				
XI. NOISE – Would the project result in:		Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:	<p>a.) Noise Standards. The proposed road-widening project in and of itself will not create or generate noise levels not already anticipated by the County's General Plan. The project will only serve to accommodate existing and future traffic volumes in the area but does not generate noise other than that which would occur during construction activities. There would be no impact.</p> <p>b.) Groundborne Vibration. The project is along an existing transportation corridor currently used by area residents and existing agricultural operations. The proposed road-widening will actually improve the operating efficiency of the roadway, perhaps leading to a slight decrease in groundborne vibration from heavy vehicles due to reduced traffic congestion. There would be no impact.</p> <p>c.) Ambient Noise Levels. The road-widening project would not generate additional traffic that would result in an increase in ambient noise levels. Noise levels associated with traffic along existing and proposed transportation corridors have been assessed in the Stanislaus County General Plan Noise Element and are accounted for in the development of new projects in the study area. There would be no impact.</p> <p>d.) Temporary Increases in Noise Levels. The project would result in temporary noise increases associated with construction activities for future road improvements. However, the only sensitive receptors adjacent to McHenry Avenue are the residents of the Del Rio Subdivision. Given that the subdivision is already surrounded by a sound wall in anticipation of increased noise levels along this transportation corridor, impacts to existing residents as a result of construction activities would be less than significant.</p> <p>e.) Airport Plan. The project is not located within an airport land use plan or within two miles of a public airport. There would be no impact.</p> <p>f.) Private Airstrips. The project is not located within the vicinity of a private airstrip. There would be no impact.</p>
Mitigation:	None required.
References:	Stanislaus County. Accessed March 2009. Stanislaus County General Plan: Chapter 4 - Noise Element. < http://www.co.stanislaus.ca.us/PLANNING/pl/gp/gp-chapter4.pdf >

XII. POPULATION AND HOUSING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion:	<p>a.) Growth Inducement. The project does not involve development or extension of a new roadway system, only an increase in the capacity of an existing roadway in an effort to reduce existing and future traffic congestion. Other proposed projects contingent upon increased roadway capacity would be reviewed for their potential to induce growth in the area. There would be no impact.</p> <p>b-c.) Housing. The proposed project does not displace any existing housing nor would it create the need for new housing as a result of proposed road improvements. There would be no impact.</p>			
Mitigation:	None required.			

References:				
XIII. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion:	a.) Public Services. The widening of McHenry Road in the project area will only serve to reduce traffic congestion and allow for public services to operate more efficiently due to reduced travel times. There would be no impact.			
Mitigation:	None required.			
References:				
XIV. RECREATION:				
	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion:	a-b.) Parks & Recreation. The proposed road widening project does not involve or impact recreational facilities as it only allows for increased circulation in the area, and there are no existing recreational facilities within project boundaries. There would be no impact.			
Mitigation:	None required.			
References:				

XV. TRANSPORTATION/TRAFFIC -- Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion:	<p>a-b.) Traffic Capacity/Standards. The proposed road-widening project will increase traffic capacity on an existing roadway and relieve existing and future congestion. The project in and of itself will not generate traffic. There would be no impact.</p> <p>c.) Air Traffic. The proposed road widening will have no impact on existing air traffic patterns, as no structures are associated with the project.</p> <p>d-f.) Design. The proposed project will widen an existing straight length of roadway, creating increase circulation capacity within the project area and reducing congestion and potential conflicts between agricultural vehicles and daily vehicular traffic. The project does not create a demand for parking. There would be no design impacts associated with the proposed project.</p> <p>g.) Adopted Plans. The proposed project and its associated road widening is consistent with the Stanislaus County General Plan Circulation Element, adopted April 18, 2006, which designates McHenry Avenue as a major 4-lane roadway.</p>				
Mitigation:	None required.				
References:	Stanislaus County. Accessed March 2009. Stanislaus County General Plan: Chapter 2 - Circulation Element. < http://www.co.stanislaus.ca.us/PLANNING/pl/gp/gp-chapter2.pdf >				
XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion:	a-g.) Utilities. The project will not require the expansion of existing or construction of new wastewater treatment or storm water drainage facilities in the area. The project will realign the existing roadside ditches as needed. The project does not have solid waste disposal needs. There would be no impact.				
Mitigation:	None required.				
References:					
XVII. MANDATORY FINDINGS OF SIGNIFICANCE:		Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion:	Based on the evaluation in the preceding 16 sections, no significant impacts were identified.				



SYCAMORE ENVIRONMENTAL CONSULTANTS, INC.

6355 Riverside Blvd., Suite C, Sacramento, CA 95831
916/ 427-0703 Fax: 916/ 427-2175

10 February 2010

Mr. Chris Brady
Stanislaus County Department of Public Works
1716 Morgan Road
Modesto, CA 95358
Phone: 209/ 525-4171

Subject: Revised Final Initial Study/ Negative Declaration for the McHenry Avenue Road Widening Project, Stanislaus County, CA.

Dear Chris:

Enclosed is the Revised Final Initial Study/ Negative Declaration for the McHenry Avenue Road Widening Project. We revised the final Initial Study/ Negative Declaration to reflect the County's responses to the Modesto Irrigation District's comment letter.

Based on our review of the comment letters, no potentially significant impacts were identified that were not addressed in the publicly circulated Initial Study. No new mitigation measures were identified.

Thank you for the opportunity of working on your project. If you have any questions, please call.

Cordially,

Jeffery Little
Vice President

Attachment. Revised Final Initial Study/ Negative Declaration for the McHenry Avenue Road Widening Project, Stanislaus County, CA.

c: David A. Leamon, P.E., Stanislaus County Department of Public Works

Final Initial Study/ Negative Declaration

McHenry Avenue Road Widening Project

Stanislaus County, CA

I. Introduction

A publicly circulated draft of the Initial Study/ Negative Declaration for the McHenry Avenue Road Widening Project was submitted to the State Clearinghouse on 1 October 2009. The 30-day review period ended on 3 November 2009. This Final Initial Study/ Negative Declaration for the McHenry Avenue Road Widening Project was prepared in response to comments received during the public review period. This document includes a description of the comments received, responses to those comments, and a description of the text changes made to the Initial Study. The comments received did not significantly alter the conclusions of the Initial Study/ Negative Declaration regarding the level of significance of impacts of the project on the environment.

II. Public Comments and Responses

Comments were received from one state agency and three local agencies. Summaries of these comments and responses are included in Table 1. Copies of the original comment letters are reproduced after Section III below.

Table 1. Public comments and responses

Letter	Date Received	Type	Name	Address/Phone	Comment Summary/ Response
A	10/13/2009	Email	Stanislaus Consolidated Fire Protection District	3324 Topeka Street Riverbank, CA 95367	<p>C-A1: If the existing traffic signal at the intersection of Stewart Road and McHenry Avenue is modified, then signal preemption devices shall be included.</p> <p>R-A1: This measure has been incorporated into the IS as a condition of approval. See Section III, Text Changes, below.</p>
B	11/12/2009	Letter	San Joaquin Valley Air Pollution Control District	1990 E. Gettysburg Ave. Fresno, CA 93726	<p>C-B1: The project may be subject to District Rule 9510 (Indirect Source Review). An application must be filed with the District no later than concurrent with application with a local agency for the final discretionary approval.</p> <p>R-B1: This measure has been incorporated into the IS as a condition of approval. See Section III, Text Changes, below.</p>
C	10/21/2009	Letter	Central Valley Flood Protection Board	3310 El Camino Ave., Rm. LL40 Sacramento, CA 95821	<p>C-C1: A Board permit is required prior to starting work for certain activities located within an area of an adopted flood control plan.</p> <p>R-C1: As stated on page 14 of the public review draft Initial Study, based on review of the Central Valley Flood Protection Board's designated floodway maps, the project will not encroach on the State Adopted Plan of Flood Control. No further action is required.</p>

Letter	Date Received	Type	Name	Address/Phone	Comment Summary/ Response
D	10/28/2009	Letter	Modesto Irrigation District	1231 11 th St. PO Box 4060 Modesto, CA 95352	<p>C-D1: There is an active irrigation pipeline that crosses McHenry Avenue at the intersection of Stewart Road that will be impacted by the proposed improvements. The pipeline and related structures must be replaced, relocated, and/or modified as required by MID to ensure continued access to irrigation water for downstream users.</p> <p>R-D1: This measure has been incorporated into the IS as a condition of approval. See Section III, Text Changes, below.</p> <p>C-D2: The County must submit a full set of full-size drawings to the Transmission and Distribution Design Group, Attention Bill Coates, for the relocation of MID electrical facilities.</p> <p>R-D2: This measure has been incorporated into the IS as a condition of approval. See Section III, Text Changes, below.</p> <p>C-D3: Relocation or installation of electric facilities shall conform to the District's Electric Service Rules.</p> <p>R-D3: This measure has been incorporated into the IS as a condition of approval. See Section III, Text Changes, below.</p>

Letter	Date Received	Type	Name	Address/Phone	Comment Summary/ Response
			Modesto Irrigation District <i>(Continued)</i>		<p>C-D4: Costs for relocation of the District's facilities at the request of others will be borne by the requesting party. Estimates for relocating existing facilities will be supplied upon request.</p> <p>R-D4: Under an existing agreement between MID and the County, MID facility relocations will be funded by MID. See Section III, Text Changes, below.</p> <p>C-D5: MID requires 15-ft easements along all properties that are adjacent to road right-of-way and have overhead primary lines adjacent to them. These easements are necessary to maintain required clearances from existing conductors.</p> <p>R-D5: All overhead facilities to be relocated will be relocated within the County right of way. Therefore, no additional easements will be necessary. See Section III, Text Changes, below.</p>

III. Text Changes

The following revisions were made to the text of the Initial Study in response to the comments received during the public review period. Added text is indicated with underlined text. Deleted text is indicated with ~~strikeout~~ text. Page numbers correspond to the page numbers of the publicly circulated Initial Study. None of the changes significantly affect the conclusions of the report.

Page 8 of the Initial Study is revised as follows:

The project is located in the San Joaquin Valley Air Pollution Control District (SJVAPCD). The project will only have construction related impacts; operational impacts will not change from existing levels because the land use will not change in the surrounding. Traffic increases are not anticipated as a result of this project, as the project is designed to reduce existing and future traffic congestion. During the construction phase of a project, PM-10 is the pollutant of greatest concern to the SJVAPCD. The entire San Joaquin Valley Air Basin (SJVAB) is a serious nonattainment area for PM-10 and any addition to the current PM-10 problem could be considered significant.

The project may be subject to the San Joaquin Valley Air Pollution Control District's Rule 9510 (Indirect Source Review). Rule 9510 requires applicants subject to the Rule to provide information that enables the District to quantify air pollution emissions and potentially reduce a portion of those emissions. A Rule 9510 application will be filed with the District no later than concurrent with final discretionary approval of the project. Implementation of Rule 9510 requirements will reduce potential air quality impacts to less than significant.

~~The SJVAPCD, however, has established regulations governing various activities that contribute to the overall PM-10 problem. The SJVAPCD has adopted a set of PM-10 Fugitive Dust Rules collectively called Regulation VIII, several components of which specifically address fugitive dust generated by construction related activities. The SJVAPCD has determined that any determination of significance with respect to construction emissions should be based on a consideration of the control measures to be implemented. The SJVAPCD does not require detailed quantification of emissions; rather it has determined that implementing effective and comprehensive control measures, as defined in Regulation VIII, will reduce PM-10 impacts to a level considered less than significant.~~

Page 18 of the Initial Study is revised as follows:

The widening of McHenry Road in the project area will only serve to reduce traffic congestion and allow for public services to operate more efficiently due to reduced travel times. If the existing traffic signal at the intersection of Stewart Road and McHenry Avenue is modified and/or retrofitted, signal preemption devices that conform to Salida Fire Protection District and Stanislaus Consolidated Fire Protection District standards shall be included. There would be no impact.

Page 20 of the Initial Study is revised as follows:

The project will not require the expansion of existing or construction of new wastewater treatment or storm water drainage facilities in the area. The project will realign the existing roadside ditches as needed. The project does not have solid waste disposal needs.

Infrastructure under the jurisdiction of the Modesto Irrigation District (MID) occurs within the project area. An active irrigation pipeline that crosses McHenry Avenue at the intersection of Stewart Road will be affected by the proposed improvements. The pipeline and related structures must be replaced, relocated and/or modified as required by MID to ensure continued access to irrigation water for downstream users. Additionally, the County will submit a full set of full-size drawings to MID's Transmission and Distribution Design Group for the relocation of MID electrical facilities that occur within the project area. Existing overhead electric facilities within or adjacent to the proposed site will be protected, relocated, or removed as required by MID's Electric Engineering Department. Relocation or installation of electric facilities will conform to MID's Electric Service Rules. Costs for relocation of MID's facilities will be borne by MID in accordance with an existing agreement between MID and the County. All overhead facilities to be relocated will be relocated within the County right of way. Therefore, no additional easements will be necessary. If additional electric service is required, the County will contact MID's Electric Engineering Department.

With compliance with MID rules and regulations, there would be no impact.

Letter A

From: "Shirley Koelmans" <skoelmans@scfpd.us>
To: <David.Leamon@stancounty.com>
Date: 10/13/2009 11:06 AM
Subject: McHenry Avenue Road Widening Project

CC: "Chief Mayotte" <smayotte@scfpd.us>
David Leamon

I have reviewed the McHenry Avenue Road Widening Project and wish to submit the following comments:

If the existing traffic signal at the intersection of Stewart Road & McHenry Avenue is modified and/or retrofitted, signal preemption devices that conform to Salida Fire Protection District & Stanislaus Consolidated Fire Protection District standards shall be included.

Shirley Koelmans

Fire Prevention Specialist

Stanislaus Consolidated Fire Protection District

3324 Topeka Street

Riverbank, CA 95367

(209) 869-7470

Letter B



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT



NOV 12 2009

David Leamon
Stanislaus County
Public Works Department
1716 Morgan Road
Modesto, CA 95358-5894

Project: McHenry Avenue Road Widening Project

Subject: District Rule 9510: Indirect Source Review (ISR) applicability

District CEQA Reference No: 20090621

Dear Mr. Leamon,

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above and determined that the project may be subject to District Rule 9510 (Indirect Source Review). Rule 9510 requires applicants subject to the rule to provide information that enables the District to quantify construction, area and operational emissions, and potentially mitigate a portion of those emissions. An application must be filed with the District no later than concurrent with application with a local agency for the final discretionary approval. For additional information, please visit the District's ISR website: <http://www.valleyair.org/ISR/ISRHome.htm>

For your convenience, a document is enclosed which addresses frequently asked questions regarding Indirect Source Review (ISR). This may be used as a reference to better understand ISR, and how the District processes applications.

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. You can contact the District at (559) 230-6000 and CEQA/ISR staff will be available to further discuss the regulatory requirements that are associated with this project. Thank you for your cooperation in the matter.

Sincerely,

David Warner
Director of Permit Services

for
Arnaud Marjollet
Permit Services Manager

Enclosure: ISR FAQ

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230 6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT

Frequently Asked Questions Regarding Indirect Source Review

Q: What is the purpose of Indirect Source Review (ISR)?

A: As land development and population in the San Joaquin Valley continues to increase, so will indirect air emissions that negatively effect air quality. The emissions are called indirect because they don't come directly from a smokestack, like traditional industry emissions, but rather the emissions are indirectly caused by this growth in population. As a consequence, the San Joaquin Valley Air Pollution Control District (District) adopted Indirect Source Review (Rule 9510) to reduce the impacts of growth in emissions from all new land development in the San Joaquin Valley.

Q: When is a project subject to ISR?

A: A project is subject to ISR if all of the following are applicable:

- The project received its **final discretionary approval** from the land use agency on or after **March 1, 2006**.
- The project meets or exceeds the following District applicability thresholds:

2,000 square feet commercial	25,000 square feet light industrial	100,000 square feet heavy industrial
20,000 square feet medical office	39,000 square feet general office	9,000 square feet educational
10,000 square feet governmental	20,000 square feet recreation space	50 residential units
9,000 square feet of space not included in the list		

- The project's primary functions are not subject to District Rule 2201 (New and Modified Stationary Source Review Rule), or District Rule 2010 (Permits Required). For more information on the applicability of ISR regarding a specific project, please contact the District at (559) 230-6000 or visit the District's website at <http://www.valleyair.org/ISR/ISRHome.htm>.

Q: For the purposes of Rule 9510, what is final discretionary approval?

A: A decision by a public agency that requires the exercise of judgment or deliberation when the public agency or body decides to approve or disapprove a particular development project, as distinguished from situations where the public agency merely has to determine whether there has been conformity with applicable statutes, ordinances, or regulations. Examples of discretionary approvals include Tentative Tract Maps, Site Plans, and Conditional Use Permits. A building permit would be an example of a ministerial approval.

Q: What pollutants does ISR target?

A: The ISR rule looks to reduce the growth in NO_x and PM_{10} emissions associated with the construction and operation of new development projects in the San Joaquin Valley. The rule requirement is to reduce construction NO_x and PM_{10} emissions by 20% and 45%, respectively, as well as reducing operational NO_x and PM_{10} emissions by 33.3% and 50%, respectively, when compared to unmitigated projects.

Q: What are NO_x and PM_{10} ?

A: Nitrogen oxide (NO_x) is an ozone precursor, or principal component of ozone. Ozone is a colorless, odorless reactive gas comprised of three oxygen atoms. It is found naturally in the earth's stratosphere, where it absorbs the ultraviolet component of incoming solar radiation that can be harmful to life. Ozone is also found near the earth's surface, where pollutants emitted from society's activities react in the presence of sunlight to form ozone. Hot sunny weather with stagnant wind conditions favors ozone formation, so the period from May through September is when high ozone levels tend to occur in the San Joaquin Valley Air Basin.

Particulate matter (PM) is a generic term used to describe a complex group of air pollutants that vary in composition. PM_{10} particles have a diameter of 10 microns (micrometers) or less. The sources of PM can vary from wind blown dust particles to fine particles directly emitted from combustion processes, or may be formed from chemical reactions occurring in the atmosphere.

Q: What is URBEMIS?

A: URBEMIS (**Urban Emissions**) is a computer modeling program that estimates construction, area source and operational emissions of NO_x and PM_{10} from potential land uses. This program uses the most recent approved version of relevant Air Resources Board (ARB) emissions models and emission factors.

Letter C

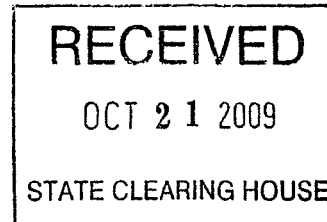
CENTRAL VALLEY FLOOD PROTECTION BOARD

3310 El Camino Ave., Rm. LL40
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-0685 FAX: (916) 574-0682



October 19, 2009

David Leamon
Stanislaus County Department of Public Works
1716 Morgan Road
Modesto, CA 95358-5894



clear
11-3-09
e

Dear Mr. Leamon:

State Clearinghouse (SCH) Number: 2009102011
McHenry Avenue Road Widening Project

Staff for the Central Valley Flood Protection Board has reviewed the subject document and provides the following comments:

The proposed project is located within the jurisdiction of the Central Valley Flood Protection Board (Formerly known as The Reclamation Board). The Board is required to enforce standards for the construction, maintenance and protection of adopted flood control plans that will protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways (Title 23 California Code of Regulations (CCR), Section 2).

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

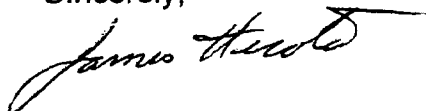
- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);
- Existing structures that predate permitting or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (CCR Section 6);
- An acceptable vegetation plan including, the detailed design drawings, vegetation type and the plant names (i.e. common name and scientific name), total number of each plant, planting spacing and irrigation method that will be within the project area (Title 23, California Code of Regulations CCR Section 131).

The permit application and Title 23 CCR can be found on the Central Valley Flood Protection Board's website at <http://www.cvfpb.ca.gov/>. Contact your local, federal and state agencies, as other permits may apply.

If you have any questions please contact me at (916) 574-0651 or by email jherota@water.ca.gov.

David Leamon
October 19, 2009
Page 2 of 2

Sincerely,

A handwritten signature in cursive script, appearing to read "James Herota".

James Herota
Staff Environmental Scientist
Floodway Protection Section

cc:

Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Letter D



1231 Eleventh St.
P.O. Box 4060
Modesto, CA 95352
(209) 526-7373

October 28, 2009

Stanislaus County Department of Public Works
Engineering Design & Construction Management
Attention: David Leamon, P.E.
1716 Morgan Road
Modesto, CA 95358

Subject : CEQA Initial Study – McHenry Ave. Widening Project
Location : Intersection of McHenry & Ladd

Dear Mr. Leamon:

Thank you for allowing the District to comment on this referral. Following are the recommendations from our Risk & Property, Electrical, Irrigation and Domestic Water Divisions:

Irrigation

- There is an active irrigation pipeline that crosses McHenry Ave. at the intersection of Stewart Rd. that will be impacted by the proposed improvements. The pipeline and related structures must be replaced, relocated and / or modified as required by MID to ensure continued access to irrigation water for downstream users.

Domestic Water/Risk & Property

- No comments at this time.

Electrical

- Stanislaus County must submit a full set of full size drawings to the Transmission and Distribution Design Group, Attention Bill Coates for the relocation of MID electrical facilities.
- In conjunction with related road improvement requirements, existing overhead electric facilities within or adjacent to the proposed site shall be protected, relocated or removed as required by the District's Electric Engineering Department. Appropriate easements for electric facilities shall be granted as required.
- Relocation or Installation of electric facilities shall conform to the District's Electric Service Rules.

- Costs for relocation of the District's facilities at the request of others will be borne by the requesting party. Estimates for relocating existing facilities will be supplied upon request.
- MID requires 15' easements along all properties that are adjacent to road Right-of-Way and have overhead primary lines adjacent to them. These easements are necessary to maintain required clearances from existing conductors.
- If additional electric service is required, Stanislaus County should contact the District's Electric Engineering Department.

The Modesto Irrigation District reserves its future rights to utilize its property, including its canal and electrical easements and rights-of-way, in a manner it deems necessary for the installation and maintenance of electric, irrigation, agricultural and urban drainage, domestic water and telecommunication facilities. These needs, which have not yet been determined, may consist of poles, crossarms, wires, cables, braces, insulators, transformers, service lines, open channels, pipelines, control structures and any necessary appurtenances, as may, in District's opinion, be necessary or desirable.

If you have any questions, please contact me at 526-7433.

Sincerely,



Celia Aceves
Risk & Property Analyst

Xc: Sycamore Environmental Consultants, Inc.
Attention: Jeffery Little
6355 Riverside Blvd., Suite C
Sacramento, CA 95831

File