STANISLAUS COUNTY PLANNING COMMISSION

July 21, 2016

STAFF REPORT

WILLIAMSON ACT CANCELLATION, GENERAL PLAN AMENDMENT, AND REZONE APPLICATION NO. PLN2016-0013 FINDLAY AUTOMOTIVE GROUP

REQUEST: TO CANCEL A PORTION OF WILLIAMSON ACT CONTRACT NO. 75-2013 ON A .71 ACRE PARCEL, AMEND THE GENERAL PLAN DESIGNATION ON A 9.42 ACRE PARCEL FROM URBAN TRANSITION TO PLANNED DEVELOPMENT (PD), AND REZONE FOUR PARCELS TOTALING 11.06 ACRES FROM A-2-10 (GENERAL AGRICULTURE) AND PD-143 TO A NEW PD ZONE TO ALLOW DEVELOPMENT OF AN AUTO DEALERSHIP.

APPLICATION INFORMATION

Property Owner:	Burchell Nursery, Inc.
Applicant:	Findlay Automotive Group, Inc.
Agent:	Dave Romano, Newman-Romano Consulting
Engineer:	Jim Freitas, Associated Engineering Group
Location:	4761 McHenry Avenue; southwest corner of Pelandale and McHenry (State Route 108) Avenues, north of the City of Modesto
Section, Township, Range:	5-3-9
Supervisorial District:	Four (Supervisor Monteith)
Assessor's Parcel:	046-008-024, 046-008-016, 046-005-010, 046-005-014
Referrals:	See Exhibit L Environmental Review Referrals
Area of Parcel(s):	11.06± Acres
Water Supply:	City of Modesto
Sewage Disposal:	Septic System
Existing Zoning:	A-2-10 (General Agriculture) & PD-143 (Planned Development)
General Plan Designation:	Urban Transition & Planned Development
Sphere of Influence:	City of Modesto
Community Plan Designation:	Not Applicable
Williamson Act Contract No.:	75-2013
Environmental Review:	Negative Declaration
Present Land Use:	Vacant
Surrounding Land Use:	Light industrial and commercial uses to the north; a car dealership to the east; a retail store, the Hetch-Hetchy Aqueduct, and a mobile home park to the south; and a single-family dwelling, vacant land, and mini storage to the west.

RECOMMENDATION

Staff recommends the Planning Commission recommend that the Board of Supervisors approve this request based on the discussion below and on the whole of the record provided to the County. If the Planning Commission decides to recommend approval of this project, Exhibit A provides an overview of all the findings required for project approval.

PROJECT DESCRIPTION

This is a request to cancel a portion of Williamson Act Contract No. 75-2013 on a .71 acre parcel, amend the General Plan designation on a 9.42 acre parcel from Urban Transition to Planned Development (PD), and rezone four parcels totaling 11.06± acres from A-2-10 (General Agriculture) and PD-143 to a new PD zone to allow development of an auto dealership. The project includes the construction of an 11,620 square foot automotive sales building, a 13,700 square foot auto service building, and the abandonment of Wells Avenue east of Detroit Lane. The portion of the project site west of the proposed Detroit Avenue extension will be utilized for overflow and employee parking associated with the auto dealership. Parking, landscaping, and stormwater retention will be accommodated on site. (See Exhibit B – *Maps, Site Plan and Conceptual Elevations)*.

Proposed vehicular access includes two driveways off of Detroit Lane, with right-turn only access onto Pelandale Avenue, and one driveway off of McHenry Avenue, adjacent to the site's southern property line. Detroit Lane/"Future" Road, as shown on the project site plan, will be dedicated to Stanislaus County and a portion constructed to City of Modesto standards. Likewise, a deceleration lane from Pelandale Avenue to Detroit Lane will be designed by the applicant and implemented by the City of Modesto. (See Exhibit C – *Development Standards*).

The dealership's sales department will operate seven days a week from 9:00 a.m. to 9:00 p.m., while the parts and service department will operate 7:00 a.m. to 6:00 p.m. Monday thru Saturday. The applicant anticipates 65 employees on a maximum shift, 20± customers, and 10 truck loadings/deliveries per day. Development will occur in one phase, with construction of the buildings and development of parking areas on both sides of Detroit Lane, proposed to begin between 2016 and 2019 (See Exhibit D – *Applicant's Project Description and Development Schedule*).

The project site is within the City of Modesto's Local Agency Formation Commission's (LAFCO) adopted Sphere of Influence, and as per County General Plan Policy, will be developed to city development standards, including connection to public water. The site will be allowed to utilize on-site septic until a public system is available to serve the site. Stormwater run-off generated from this development will be retained on-site utilizing the proposed stormwater basin adjacent to the Hetch-Hetchy Aqueduct right-of-way.

SITE DESCRIPTION

The site is located at 4701 McHenry Avenue (State Route 108), at the southwest corner of Pelandale and McHenry Avenues, north of the City of Modesto and lying within the City's LAFCO adopted Sphere of Influence. The project site is improved with a metal shop building with driveway access off of Wells Avenue and McHenry Avenue. Currently the pool and garage, accessory to the single-family dwelling located at 342 Wells Avenue (APN: 046-005-015), encroach into the area reserved for future overflow/employee parking. The initial site plan has been modified to reflect a proposed lot line adjustment further discussed in the Issues section of this staff report. Exhibit B maps incorrectly show the project site as including the mini-storage office to the northwest of the project site. The correct property boundary areas are reflected in the "Site After Lot line Adjustment/Merger" map and the project site plan. (See Exhibit B – *Maps, Site Plan and Conceptual Elevations)*.

Surrounding land uses consist of light industrial and commercial uses to the north; McHenry Avenue (SR 108), and car dealership to the east; a retail store, the Hetch-Hetchy Aqueduct, and a mobile home park to the south; and a single-family dwelling, vacant land, and mini storage to the west. The project site is one of the last parcels, south of Pelandale Avenue and within the City's Sphere of Influence, to be developed.

ISSUES

This section provides a discussion of issues identified during project review. Staff has evaluated these issues and provides the following comments:

Project Site

The pool and garage accessory to the single-family dwelling located at 342 Wells Avenue (APN: 046-005-015) is currently located on the project site's northwestern corner. A lot line adjustment is required to address this issue and will be processed under separate application. The site plan has been modified to reflect the project site and home site after lot line adjustment so as to avoid creating a split-zoned property as a result of this project. Also, the project site consists of four parcels and a portion of Wells Avenue. Prior to issuance of a building permit for development of the proposed auto dealership, a merger or lot line adjustment application will need to be submitted, and approved by staff, to address any interior lot lines that encroach into required setback areas. Development Standards have been added to address these issues. (See Exhibit C – *Development Standards*).

Local Agency Formation Commission (LAFCO)

As part of the project development, the applicant will extend and connect to an existing City of Modesto water line. Correspondence received from the City of Modesto affirms that the City has capacity, will permit a connection to their water main, and ultimately serve the site with water. Although the applicant is proposing to utilize a septic system, sewer is available 1,425 feet south, near the McHenry Avenue and Coralwood Drive intersection. Because of the distance, neither the City nor County is requiring the applicant to extend the sewer main to the site, at this time. The site is outside the City's water/sewer service boundaries and, as such, is subject to LAFCO approval for an Out-of-Boundary Service application. Development Standards have been placed on the project to insure these requirements are met. (See Exhibit C – *Development Standards*).

City of Modesto

The Stanislaus County General Plan Sphere of Influence policy states, that development, other than agricultural uses and churches, which requires discretionary approval from incorporated cities, shall be referred to that city for preliminary approval. The project shall not be approved by the County unless written communication is received from the city memorializing their approval. If approved by the city, the city should specify what conditions are necessary to ensure that development will comply with city development standards. Requested conditions for such things as sewer service in an area where none is available shall not be imposed. Approval from a city does not preclude the County decision-making body from exercising discretion, and it may either approve or deny the project.

The applicant met with the City of Modesto prior to applying to amend the General Plan and rezone this site. The project was referred to the City of Modesto, which responded that the City's General Plan designates this site as Regional Commercial, which would allow an automotive dealership. The City supports the proposed use of this site and has provided conditions which have been added to the project's Development Standards. Furthermore, the City supports the proposed right-turn only

access to Pelandale Avenue, via the Detroit Avenue extension, provided the City of Modesto adds a deceleration lane on Pelandale Avenue based on the applicant's required redesign of existing right-of-way, and right-turn only access off of McHenry Avenue provided reciprocal access between the project site and the (retail store) parcel directly south is provided. (See Exhibit C – *Development Standards*).

WILLIAMSON ACT CANCELLATION

The project site includes four parcels; however, only the 0.71 acre parcel is currently enrolled in a Williamson Act Contract (No. 75-2013). In addition to the .71 acre parcel, Contract No. 75-2013 originally covered the .14 and 9.42 acre parcels that are part of the project site. (See Exhibit B - Maps, Site Plan and Conceptual Elevations). A notice of non-renewal was filed on the .71 acre parcel on May 2, 2016, as a part of this project. Previously, a notice of non-renewal covering the other two parcels was filed and, as such, that portion of the Contract expired on December 31, 2015.

Prior to any action by the Board giving tentative approval to the cancellation of any contract, the Stanislaus County Assessor shall determine the current fair market value of the land as though it were free of the contractual restriction and shall certify to the Board the cancellation valuation of the land for the purpose of determining the cancellation fee. That fee shall be an amount equal to 12 ½% of the cancellation valuation of the property. The Stanislaus County Assessor's Office determined the current fair market value of the land, free of contractual restriction, to be $450,000. If approved, the applicant will pay a cancellation fee in the amount of $56,250, based on the current fair market value of the land. (See Exhibit H – *Assessor's Office Cancellation Valuation Letter, dated June 23, 2016*).

In order for a Williamson Act Contract to be canceled, the Board of Supervisors must hold a public hearing on the request and make several findings as required by State law. Listed below are the findings required by California Government Code Section 51282 for tentative approval for cancellation of a contract:

1. That the cancellation is consistent with the purposes of the Williamson Act; **or**

2. That cancellation is in the public interest.

Stanislaus County has modified this action through language in the contract itself which states that **both** findings must be made.

Government Code Section 51282 further specifies that cancellation is consistent with the purposes of the Williamson Act only if the Board of Supervisors makes all of the following findings:

1. That the cancellation is for land on which a notice of nonrenewal has been served pursuant to Government Code Section 51245.

2. That cancellation is not likely to result in the removal of adjacent lands from agricultural uses.

3. That cancellation is for an alternative use which is consistent with the applicable provision of the city or county general plan.

4. That cancellation will not result in discontiguous patterns of urban development.

5. That there is no proximate noncontracted land which is both available and suitable for the use to which it is proposed the contracted land be put or, that development of the contracted

land would provide more contiguous patterns of urban development than development of proximate noncontracted land.

In addition, cancellation of a contract shall be in the public interest only if the Board makes the following findings:

1. That other public concerns substantially outweigh the objectives of the Williamson Act; and

2. That there is no proximate noncontracted land which is both available and suitable for the use to which it is proposed the contracted land be put or, that development of the contracted land would provide more contiguous patterns of urban development than development of proximate noncontracted land.

The applicant has provided written evidence to support the cancellation findings. (See Exhibit F – *Applicant's Draft Williamson Act Findings*). Planning staff believes the necessary findings for approval can be made. The cancellation is consistent with the provisions of the Williamson Act as the 0.71 acre parcel does not meet the minimum parcel size for land to be under contract nor has it been farmed for some time. Removal of this portion of the property from contract is not expected to result in the removal of adjacent lands as there are currently no adjacent lands enrolled in the Williamson Act. Adjacent lands are either not in agricultural production, are within the City of Modesto, or are zoned Planned Development in support of light industrial uses. The contracted land requested to be cancelled would provide more contiguous patterns of urban development than development of proximate non-contracted land as it already has a General Plan designation of Planned Development, received an affirmative sewer advisory vote from citizens of Modesto, and is located adjacent to existing infrastructure.

A notice of request for cancellation of the Williamson Act Contract was referred to the DOC on May 25, 2016; the resulting referral response stated that the DOC concurs that the proposed project will be able to meet all the required findings for cancellation. (See Exhibit G – *Department of Conservation Referral Response, dated June 29, 2016*).

GENERAL PLAN CONSISTENCY

The site currently has two General Plan Designations, Planned Development and Urban Transition. The Planned Development portion lies along the eastern portion of the project site, specifically 450 feet from the centerline of McHenry Avenue. In 1974, the Stanislaus County Planning Commission adopted a resolution designating the upper McHenry Avenue property frontages (approximately 450 feet from the centerline of McHenry Avenue) as "Planned Development" on the General Plan. In 1987, the Planning Commission further adopted Resolution No. 87-1 to set policies regarding the review and approval of Planned Developments in the area. Staff believes that the proposed project is consistent with the adopted resolution. (See Exhibit I – *General Plan Resolution No. 87-1*).

The remaining balance of the project site, 9.42 acres, is designated as Urban Transition. The intent of the Urban Transition designation is to ensure that land remains in agricultural usage until urban development consistent with a city's general plan designation is approved. The appropriate zoning to be prescribed for the Urban Transition designation is General Agriculture or Planned Development. Staff believes that the proposed development is consistent with the proposed Planned Development General Plan Designation.

ZONING ORDINANCE CONSISTENCY

Zoning districts are required to be consistent with the General Plan. The four parcels (i.e. project site) are currently zoned A-2-10 (General Agriculture) or PD 143 (Planned Development); however,

for the proposed auto dealership to be established as proposed, a rezoning of the entire parcel to a new Planned Development is necessary. PD 143 was approved in 1987, and allowed limited light industrial and low traffic generating commercial uses; auto sales was identified as a permitted use. The proposed auto dealership would be consistent with a Planned Development general plan designation and zoning district. The development of the use, landscaping, signage, and off-site improvements will be required to meet City of Modesto standards. Development Standards provided by the City of Modesto have been added to this project. (See Exhibit C - *Development Standards*).

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA), the proposed project was circulated to all interested parties and responsible agencies for review and comment and no significant issues were raised. (See Exhibit L - *Environmental Review Referrals*.) A Negative Declaration has been prepared for adoption prior to action to approve the project, as the project will not have a significant effect on the environment. (See Exhibit K - *Negative Declaration*.) Development Standards reflecting referral responses have been placed on the project. (See Exhibit C - *Development Standards*.)

The Departments of Public Works for both Stanislaus County and the City of Modesto and the State of California Department of Transportation (CalTrans) reviewed this project through both stages of the environmental review (early consultation and initial study). A traffic impact analysis (TIA) was requested and reviewed by Caltrans as well as the City of Modesto and County Public Works Department. No mitigation measures were recommended as a part of the TIA, but the analysis was based on McHenry and Pelandale exits remaining right-in/right-out. (See Exhibit E - *Traffic Impact Analysis, dated March 14, 2016*). Conditions of approval as recommended by Caltrans, the City and County Public Works Department, as well as the continued restricted access to McHenry and Pelandale Avenues have been added to the project's Development Standards.

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Note: Pursuant to California Fish and Game Code Section 711.4, all project applicants subject to the California Environmental Quality Act (CEQA) shall pay a filing fee for each project; therefore, the applicant will further be required to pay **$2,267.25** for the California Department of Fish and Wildlife (formerly the Department of Fish and Game) and the Clerk Recorder filing fees. The attached Development Standards ensure that this will occur.

Contact Person: Rachel Wyse, Associate Planner, (209) 525-6330

Attachments:
Exhibit A - Findings and Actions Required for Project Approval
Exhibit B - Maps, Site Plan and Conceptual Elevations
Exhibit C - Development Standards
Exhibit D - Applicant's Project Description and Development Schedule
Exhibit E - Traffic Impact Analysis, dated March 14, 2016
Exhibit F - Applicant's Draft Williamson Act Findings
Exhibit G - Department of Conservation Referral Response, dated June 29, 2016
Exhibit H - Assessor's Office Cancellation Valuation Letter, dated June 23, 2016
Exhibit I - General Plan Resolution No. 87-1
Exhibit J - Initial Study
Exhibit K - Negative Declaration
Exhibit L - Environmental Review Referral

Exhibit A
Findings and Actions Required for Project Approval

Note: *The proposed project must obtain approval from the Stanislaus County Board of Supervisors to be permitted. The Planning Commission may make a recommendation to the Board. Should the Commission support the project, the Commission may recommend the following:*

1. Adopt the Negative Declaration pursuant to CEQA Guidelines Section 15074(b), by finding that 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.

2. Order the filing of a Notice of Determination with the Stanislaus County Clerk Recorder pursuant to Public Resources Code Section 21152 and CEQA Guidelines Section 15075.

3. Find, based on the discussion in this report and the whole of the record that:

    a. The cancellation is consistent with the purposes of the Williamson Act.

    b. The cancellation is for land on which a notice of nonrenewal has been served pursuant to California Government Code Section 51245.

    c. The cancellation is not likely to result in the removal of adjacent lands from agricultural use.

    d. The cancellation is for an alternative use which is consistent with the applicable provisions of the county general plan.

    e. The cancellation will not result in discontiguous patterns of urban development.

    f. There is no proximate noncontracted land which is available and suitable for the use to which it is proposed the contracted land be put, or, that development of the contracted land would provide more contiguous patterns of urban development than development of proximate noncontracted land.

    g. The cancellation is in the public interest.

    h. Other public concerns substantially outweigh the objectives of the Williamson Act.

4. Accept the cancellation value of the subject property as $450,000 as determined by the County Assessor.

5. Certify to the County Auditor-Controller that the cancellation fee, which must be paid as deferred taxes, is an amount equal to 12 ½% of the cancellation value, or a total of fifty six thousand two hundred and fifty dollars($56,250).

6. Approve the tentative cancellation of a portion of Williamson Act Contract No. 75-2013 subject to payment of the cancellation fee. Unless the fee is paid within one year of the filing of the Certificate of Tentative Cancellation, the fee shall be re-computed as provided by State law.

7. Direct the Clerk of the Board to record a Certificate of Tentative Cancellation within 30 days of this action.

8. Direct the Clerk of the Board, within 30 days of the Board action, to publish the Notice of the Decision and to deliver a copy of the published Notice of the Decision to the Director of the Department of Conservation (DOC).

9. Find That:

   A. The General Plan amendment will maintain a logical land use pattern without detriment to existing and planned land uses.

   B. The County and other affected government agencies will be able to maintain levels of service consistent with the ability of the government agencies to provide a reasonable level of service.

   C. The amendment is consistent with the General Plan goals and policies.

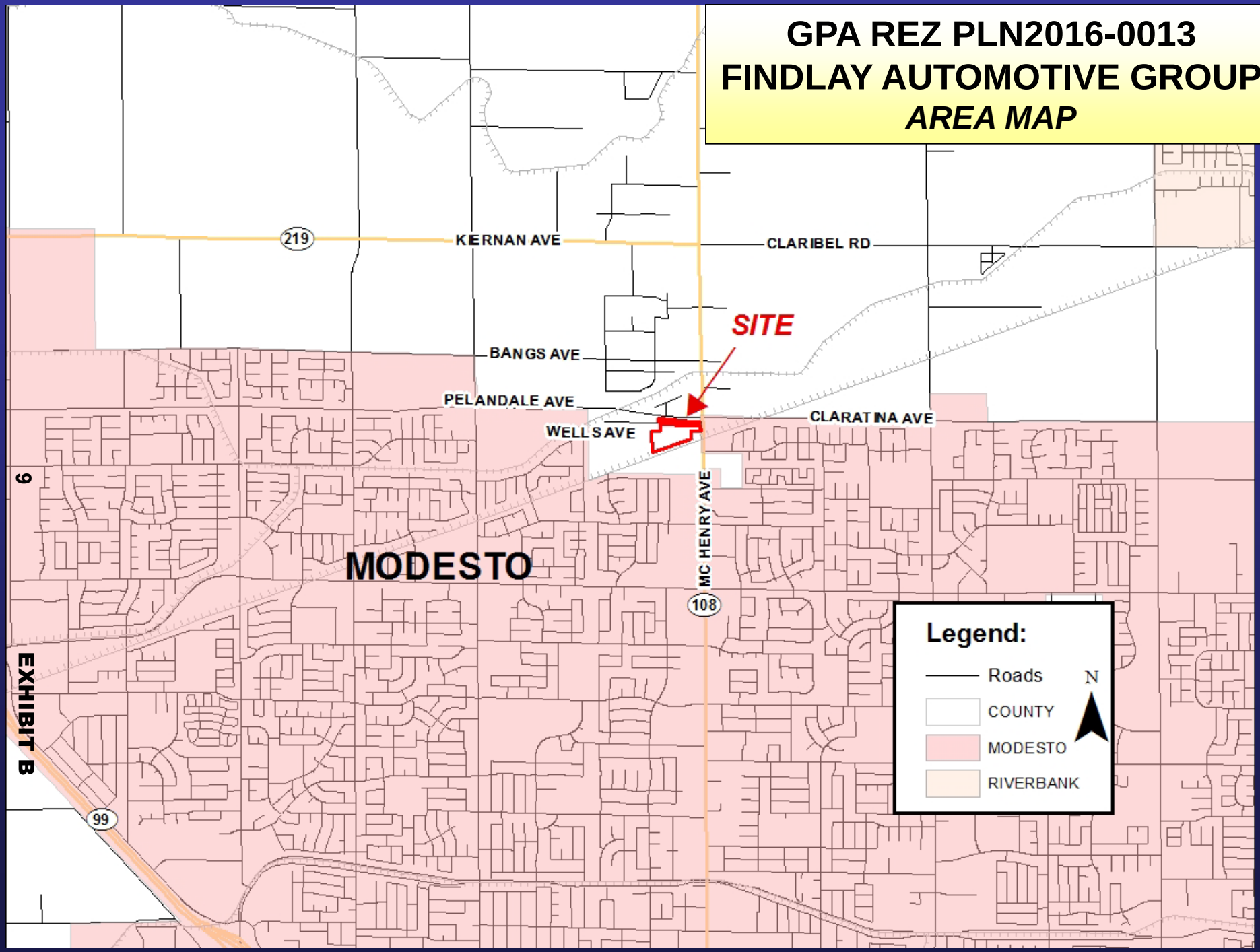
10. Find that the proposed Planned Development zoning is consistent with the Planned Development General Plan designation.

11. Find that the project will increase activities in and around the project area, and increase demands for roads and services, thereby requiring dedication and improvement.

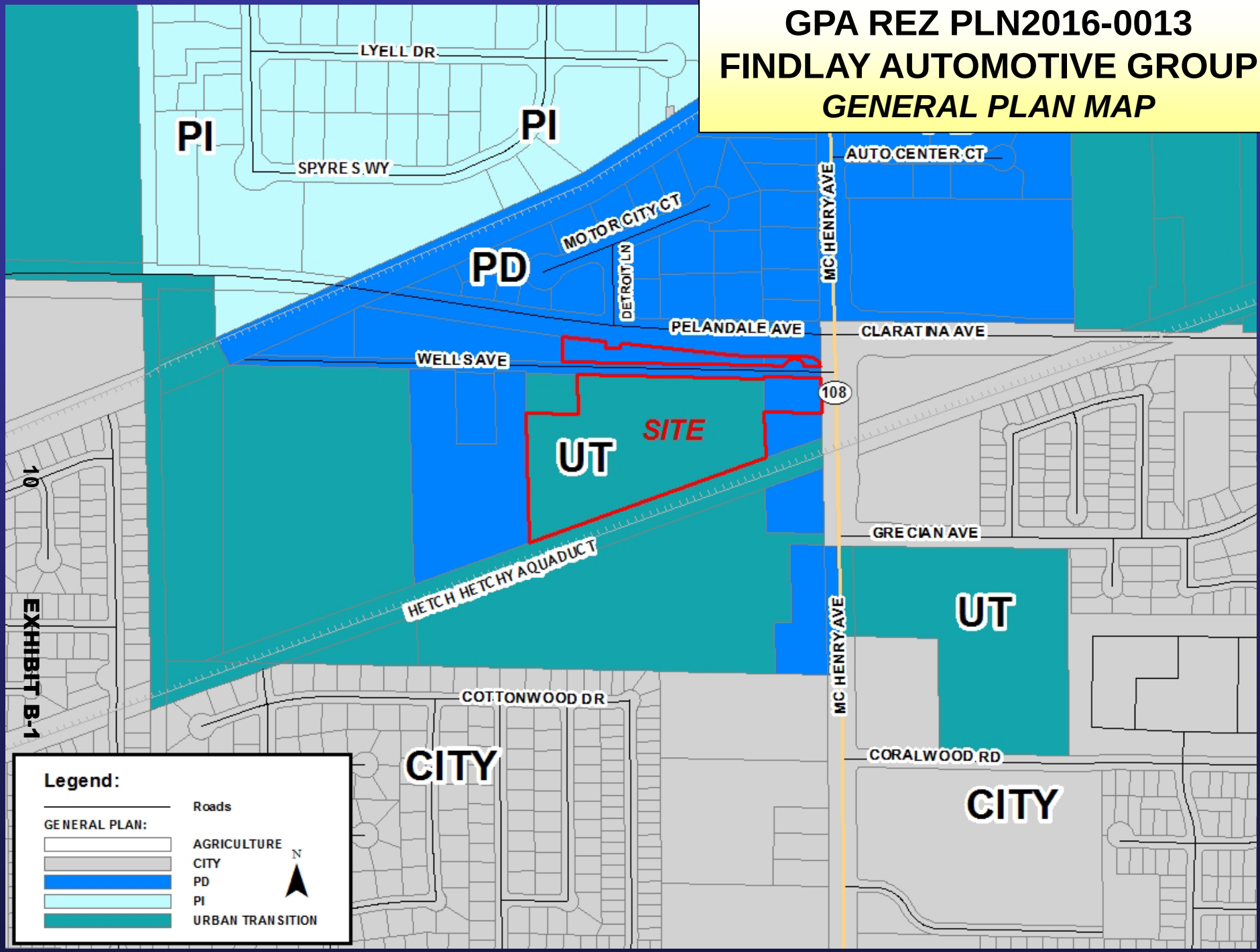
12. Approve Williamson Act Contract Cancellation, General Plan Amendment and Rezone Application No. PLN2016-0013 – Findlay Automotive Group subject to the modifications made to the Development Standards, as recommended by the Planning Commission.

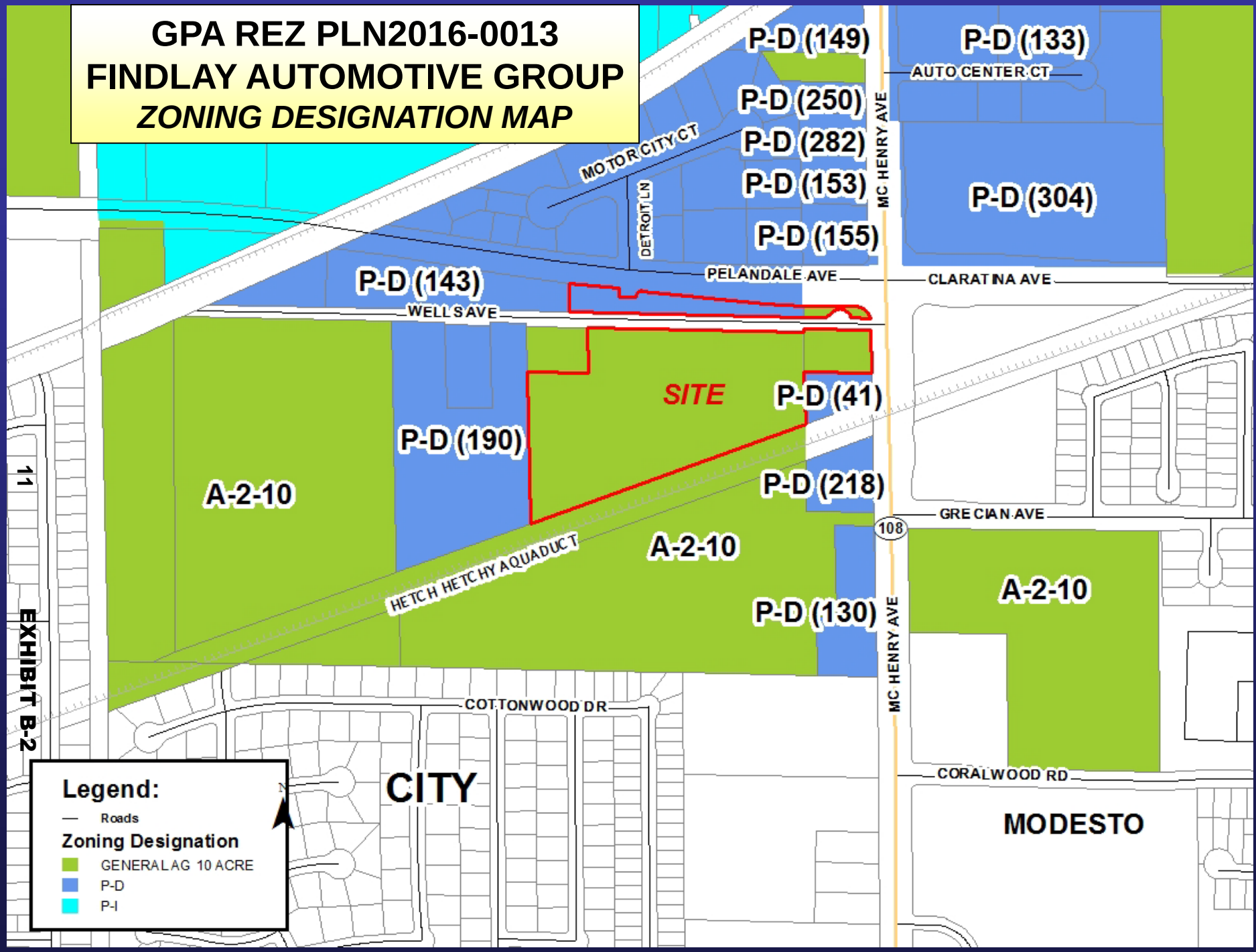
13. Introduce, waive the reading, and adopt an ordinance for the approved Rezone Application No. PLN2016-0013 – Findlay Automotive Group.

GPA REZ PLN2016-0013
FINDLAY AUTOMOTIVE GROUP
AREA MAP

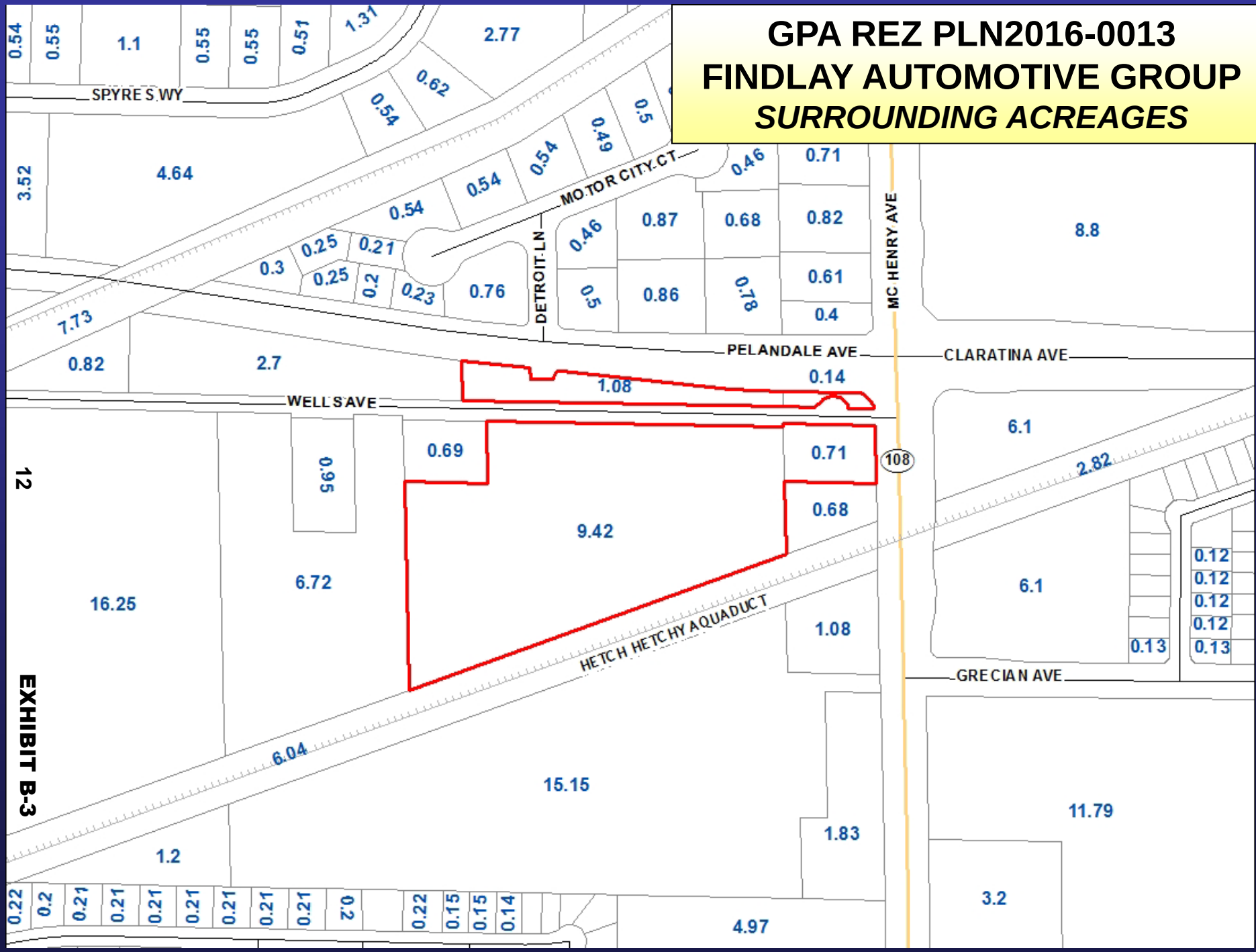


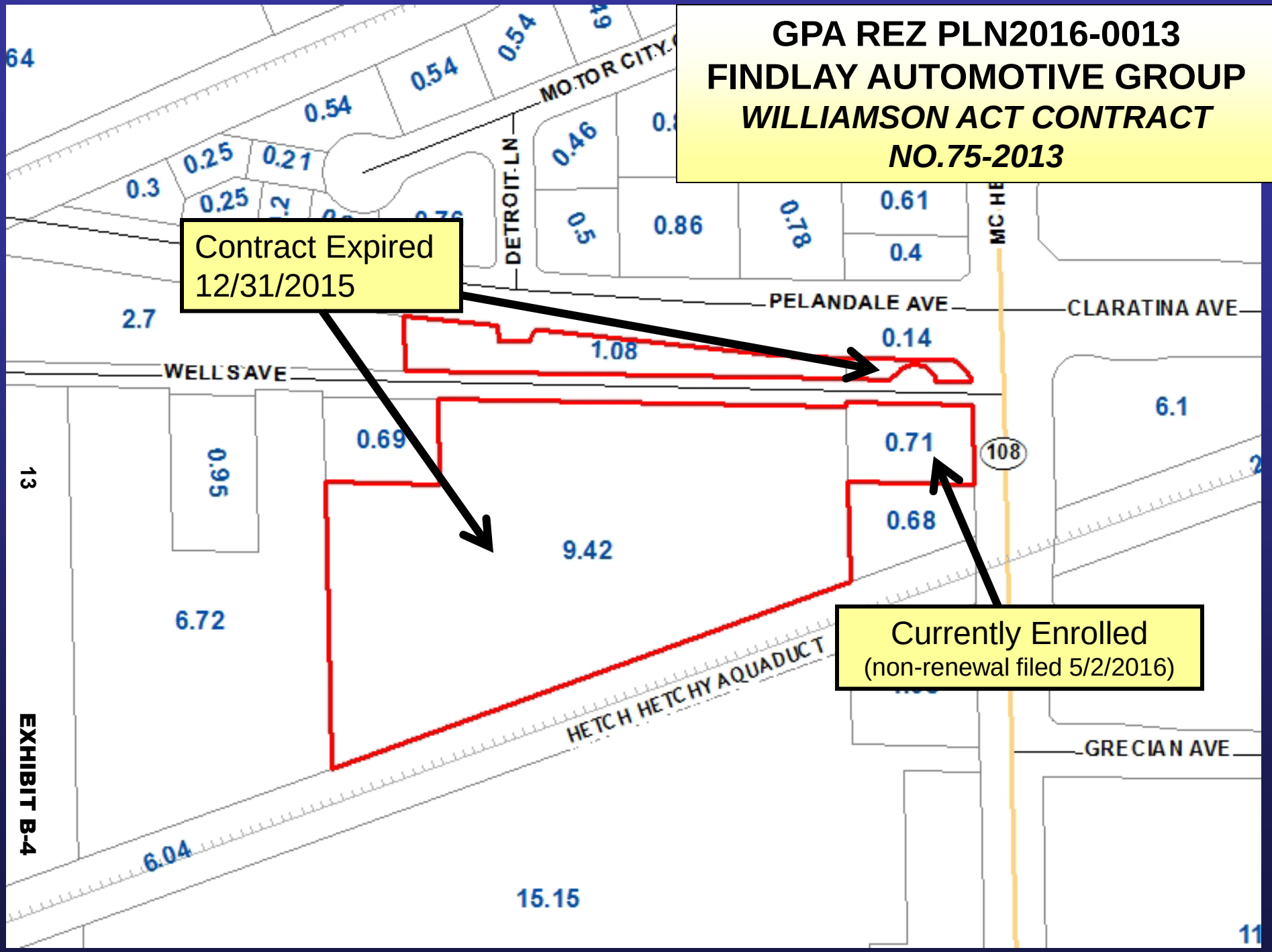
GPA REZ PLN2016-0013
FINDLAY AUTOMOTIVE GROUP
GENERAL PLAN MAP



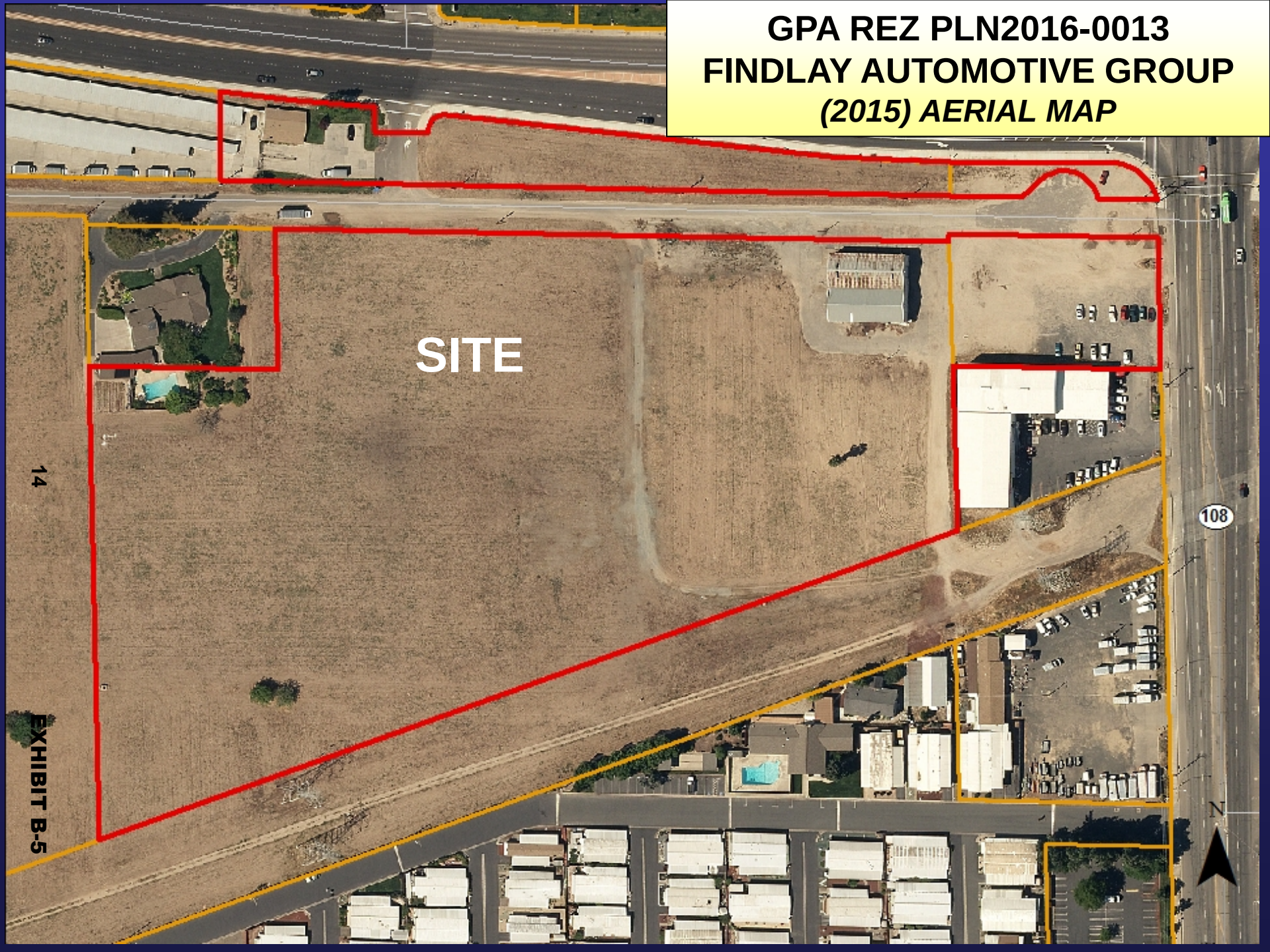

GPA REZ PLN2016-0013
FINDLAY AUTOMOTIVE GROUP
ZONING DESIGNATION MAP
P-D (149)
P-D (133)
AUTO CENTER CT
P-D (250)
P-D (282)
P-D (153)
P-D (304)
P-D (155)
MOTOR CITY CT
DETROIT LN
MC HENRY AVE
PELANDALE AVE
CLARATINA AVE
P-D (143)
WELLS AVE
SITE
P-D (41)
P-D (190)
A-2-10
P-D (218)
GRECIAN AVE
108
A-2-10
HETCH HETCHY AQUADUCT
P-D (130)
A-2-10
MC HENRY AVE
COTTONWOOD DR
CORALWOOD RD
CITY
MODESTO
11
EXHIBIT B-2
Legend:
Roads
Zoning Designation
GENERAL AG 10 ACRE
P-D
P-I

GPA REZ PLN2016-0013
FINDLAY AUTOMOTIVE GROUP
SURROUNDING ACREAGES




GPA REZ PLN2016-0013
FINDLAY AUTOMOTIVE GROUP
WILLIAMSON ACT CONTRACT NO.75-2013
Contract Expired 12/31/2015
Currently Enrolled
(non-renewal filed 5/2/2016)
MOTOR CITY
DETROIT LN
PELANDALE AVE
CLARATINA AVE
WELLS AVE
HETCH HETCHY AQUADUCT
GRECIAN AVE
108
EXHIBIT B-4
0.54
0.25
0.21
0.3
0.46
0.61
0.4
0.86
0.78
2.7
1.08
0.14
6.1
0.69
0.71
0.95
9.42
0.68
6.72
6.04
15.15

GPA REZ PLN2016-0013
FINDLAY AUTOMOTIVE GROUP
(2015) AERIAL MAP




GPA REZ PLN2016-0013
FINDLAY AUTOMOTIVE GROUP
Site After Lot Line Adjustment/Merger
SITE
Detroit Lane
"Future" Road
108

EXHIBIT B-6

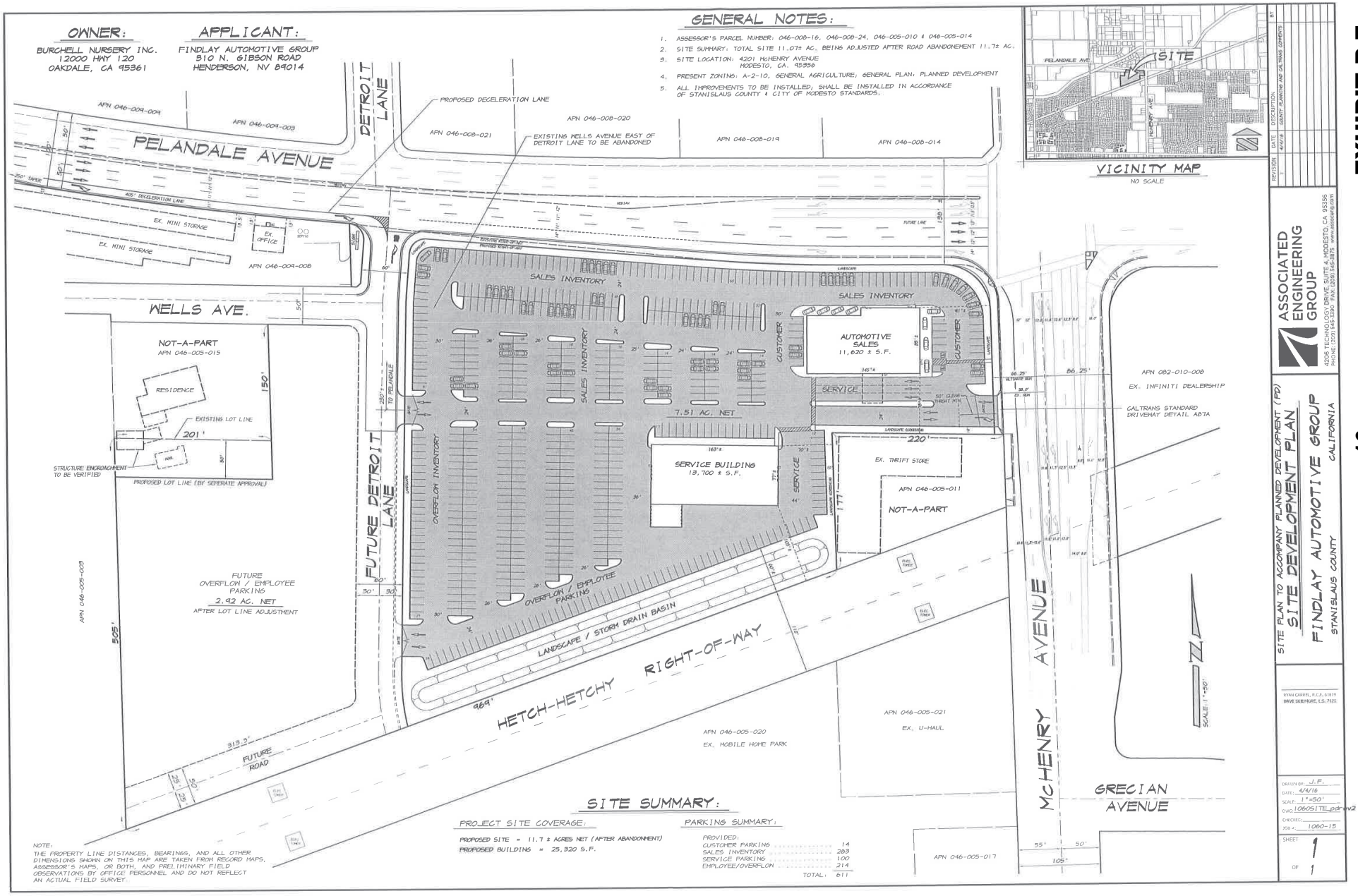
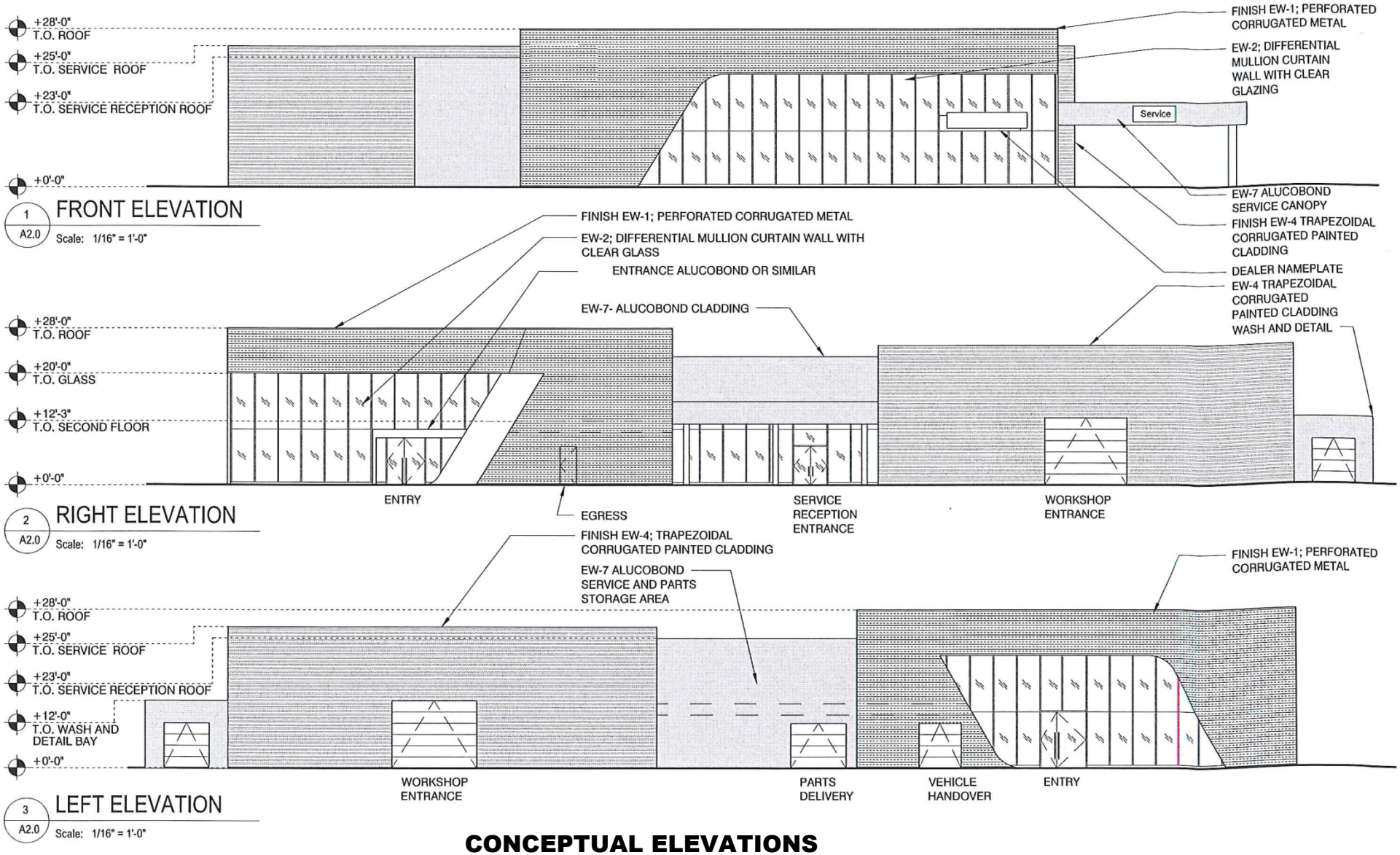

OWNER:
BURCHELL NURSERY INC.
12000 HWY 120
OAKDALE, CA 95361
APPLICANT:
FINDLAY AUTOMOTIVE GROUP
310 N. GIBSON ROAD
HENDERSON, NV 89014
GENERAL NOTES:
1. ASSESSOR'S PARCEL NUMBER: 046-008-16, 046-008-24, 046-005-010 & 046-005-014
2. SITE SUMMARY: TOTAL SITE 11.07± AC, BEING ADJUSTED AFTER ROAD ABANDONEMENT 11.7± AC.
3. SITE LOCATION: 4201 McHENRY AVENUE MODESTO, CA. 95356
4. PRESENT ZONING: A-2-10, GENERAL AGRICULTURE; GENERAL PLAN: PLANNED DEVELOPMENT
5. ALL IMPROVEMENTS TO BE INSTALLED; SHALL BE INSTALLED IN ACCORDANCE OF STANISLAUS COUNTY & CITY OF MODESTO STANDARDS.
PELANDALE AVENUE
DETROIT LANE
PROPOSED DECELERATION LANE
EXISTING WELLS AVENUE EAST OF DETROIT LANE TO BE ABANDONED
APN 046-009-009
APN 046-009-009
APN 046-008-020
APN 046-008-021
APN 046-008-019
APN 046-008-014
EX. MINI STORAGE
EX. OFFICE
EX. MINI STORAGE
APN 046-009-008
WELLS AVE.
NOT-A-PART
APN 046-005-015
RESIDENCE
EXISTING LOT LINE
201'
150'
STRUCTURE ENCROACHMENT TO BE VERIFIED
PROPOSED LOT LINE (BY SEPERATE APPROVAL)
FUTURE DETROIT LANE
SALES INVENTORY
SALES INVENTORY
SALES INVENTORY
OVERFLOW INVENTORY
CUSTOMER
CUSTOMER
AUTOMOTIVE SALES
11,620 ± S.F.
SERVICE
7.51 AC. NET
SERVICE BUILDING
13,700 ± S.F.
SERVICE
220'
EX. THRIFT STORE
APN 046-005-011
NOT-A-PART
177'
OVERFLOW / EMPLOYEE PARKING
LANDSCAPE / STORM DRAIN BASIN
HETCH-HETCHY RIGHT-OF-WAY
969'
FUTURE OVERFLOW / EMPLOYEE PARKING
2.92 AC. NET
AFTER LOT LINE ADJUSTMENT
APN 046-005-009
505'
319.5'
FUTURE ROAD
APN 046-005-020
EX. MOBILE HOME PARK
APN 046-005-021
EX. U-HAUL
APN 046-005-017
McHENRY AVENUE
GRECIAN AVENUE
APN 082-010-008
EX. INFINITI DEALERSHIP
CALTRANS STANDARD DRIVEWAY DETAIL A87A
VICINITY MAP
NO SCALE
PELANDALE AVE.
SITE
SCALE: 1"=50'
SITE SUMMARY:
PROJECT SITE COVERAGE:
PROPOSED SITE = 11.7 ± ACRES NET (AFTER ABANDONMENT)
PROPOSED BUILDINGS = 25,320 S.F.
PARKING SUMMARY:
PROVIDED:
CUSTOMER PARKING 14
SALES INVENTORY 283
SERVICE PARKING 100
EMPLOYEE/OVERFLOW 214
TOTAL: 611
NOTE:
THE PROPERTY LINE DISTANCES, BEARINGS, AND ALL OTHER DIMENSIONS SHOWN ON THIS MAP ARE TAKEN FROM RECORD MAPS, ASSESSOR'S MAPS, OR BOTH, AND PRELIMINARY FIELD OBSERVATIONS BY OFFICE PERSONNEL AND DO NOT REFLECT AN ACTUAL FIELD SURVEY.
REVISION
DATE
DESCRIPTION
BY
4/5/16
COUNTY PLANNING AND CALTRANS COMMENTS
ASSOCIATED ENGINEERING GROUP
4206 TECHNOLOGY DRIVE, SUITE 4, MODESTO, CA 95356
PHONE (209) 545-3390 FAX (209) 545-3875 www.aegcenv.com
SITE PLAN TO ACCOMPANY PLANNED DEVELOPMENT (PD)
SITE DEVELOPMENT PLAN
FINDLAY AUTOMOTIVE GROUP
STANISLAUS COUNTY CALIFORNIA
RYAN CARREL, R.C.E. 61619
DAVE SCHENKE, L.S. 7125
DRAWN BY: J.F.
DATE: 4/4/16
SCALE: 1"=50'
DWG: 1060SITE_pd-rv2
CHECKED:
JOB #: 1060-15
SHEET 1 OF 1

EXHIBIT B-7



CONCEPTUAL ELEVATIONS

Note: Not actual building elevations; these elevations are for representation purposes only.

NOTE: Approval of this application is valid only if the following conditions are met. This permit shall expire unless activated within 18 months of the date of approval. In order to activate the permit, it must be signed by the applicant and one of the following actions must occur: (a) a valid building permit must be obtained to construct the necessary structures and appurtenances; or, (b) the property must be used for the purpose for which the permit is granted. (Stanislaus County Ordinance 21.104.030)

DEVELOPMENT STANDARDS

WILLIAMSON ACT CANCELATION, GENERAL PLAN AMENDMENT AND REZONE
APPLICATION NO. PLN2016-0013
FINDLAY AUTOMOTIVE GROUP

Department of Planning and Community Development

1. Use(s) shall be conducted as described in the application, supporting information (including the site plan) and permitted uses as approved by the Planning Commission and/or Board of Supervisors and in accordance with other laws and ordinances.

2. Pursuant to Section 711.4 of the California Fish and Game Code (effective January 1, 2016), the applicant is required to pay a California Department of Fish and Wildlife (formerly the Department of Fish and Game) fee at the time of filing a "Notice of Determination." Within five (5) days of approval of this project by the Planning Commission or Board of Supervisors, the applicant shall submit to the Department of Planning and Community Development a check for **$2,267.25**, made payable to **Stanislaus County**, for the payment of California Department of Fish and Wildlife and Clerk Recorder filing fees.

   Pursuant to Section 711.4 (e) (3) of the California Fish and Game Code, no project shall be operative, vested, or final, nor shall local government permits for the project be valid, until the filing fees required pursuant to this section are paid.

3. Developer shall pay all Public Facilities Impact Fees and Fire Facilities Fees as adopted by Resolution of the Board of Supervisors. The fees shall be payable at the time of issuance of a building permit for any construction in the development project and shall be based on the rates in effect at the time of building permit issuance.

4. The applicant/owner is required to defend, indemnify, or hold harmless the County, its officers, and employees from any claim, action, or proceedings against the County to set aside the approval of the project which is brought within the applicable statute of limitations. The County shall promptly notify the applicant of any claim, action, or proceeding to set aside the approval and shall cooperate fully in the defense.

5. Any construction resulting from this project shall comply with standardized dust controls adopted by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and may be subject to additional regulations/permits, as determined by the SJVAPCD.

6. The Department of Planning and Community Development shall record a Notice of Administrative Conditions and Restrictions with the County Recorder's Office within 30 days of project approval. The Notice includes: Conditions of Approval/Development Standards and Schedule; any adopted Mitigation Measures; and a project area map.

7. Should any archeological or human remains be discovered during development, work shall be immediately halted within 150 feet of the find until it can be evaluated by a qualified archaeologist. If the find is determined to be historically or culturally significant, appropriate mitigation measures to protect and preserve the resource shall be formulated and implemented. The Central California Information Center shall be notified if the find is deemed historically or culturally significant.

8. A valid Stanislaus County business license shall be maintained for the proposed auto dealership.

9. All on-site lighting shall be designed in conformance with City of Modesto standards, aimed down and towards the site to provide adequate illumination without glare effect, and shielded so as to avoid unnecessary light spillage onto nearby residential uses.

10. Nuisance: No operations shall be conducted on any premises in such a manner as to cause an unreasonable amount of noise, odor, dust, smoke, or vibration detectable off-site.

11. Construction shall occur between the hours of 7 a.m. and 7 p.m. No person shall operate any construction equipment so as to cause at or beyond the property line of any property upon which a dwelling unit is located an average sound level greater than 75 decibels between the hours of 7 p.m. and 7 a.m.

12. Prior to issuance of a building permit, a merger or lot line adjustment application shall be submitted to adjust the four parcels that make up the project site in conformance with the adopted site plan.

13. Within 30 days of project approval and prior to issuance of a grading and/or building permit, a lot line adjustment shall be submitted adjusting the southern lot line of 342 Wells Avenue (APN: 046-005-015) so as to encompass the pool and garage currently present on the project site. The lot line adjustment shall match the project's site plan as approved by the Board of Supervisors.

14. All proposed signage shall comply with the City of Modesto's design standards and be approved by the City, prior to submittal of a sign (building) permit for the sign to the County Building Permits Division.

15. The use of an outdoor public announcement (PA) system to contact employees and/or customers is prohibited.

Department of Public Works

16. Road right-of-way shall be deeded to Stanislaus County or the City of Modesto by road easement to provide for:

    a. 55 feet of right-of-way west of the centerline of McHenry Avenue, or as required to comply with Caltrans requirements for State Route 108 along the frontages of the parcel. The road easement shall be offered to the City of Modesto;

    b. The City of Modesto is asking for a deceleration lane along Pelandale Avenue to Detroit Lane that shall be designed per the California Highway Design Manual and current City of Modesto Standards. If any additional right-of-way is required, it shall be provided as a road easement to the City of Modesto;

c. Prior to the issuance of a building permit, Detroit Lane and the "Future" Road shall be 60-feet wide and provide enough length to allow for a driveway a minimum of 350-feet away from the Pelandale Avenue/Detroit Lane intersection. This road easement shall be offered to Stanislaus County.

17. All new utilities shall be underground and located in public utility easements. A 10-foot wide public utility easement (P.U.E.) shall be located adjacent to all road rights-of-way.

18. An Encroachment Permit shall be obtained for any work done in Stanislaus County, City of Modesto, or Caltrans road right-of-ways for the corresponding agencies.

19. Three copies of off-site improvement plans that are consistent with the City of Modesto Standards (Detroit Lane and Pelandale Avenue) and Caltrans Standards (McHenry Avenue/SR 108) shall be submitted and approved by Stanislaus County Public Works prior to the issuance of any building permit associated with this project.

20. Prior to final inspection or occupancy of any structure, street improvements shall be installed that are consistent with the City of Modesto standards (Detroit Lane and Pelandale Avenue) and Caltrans standards (McHenry Avenue/SR 108). This includes acceptance of the public road right-of-way for Detroit Lane by the Stanislaus County Board of Supervisors. This shall include the extension of Detroit Lane as shown on the project proposal. The improvements shall include, but not be limited to, street lighting, curb, gutter, and sidewalk, storm drainage, driveways, matching pavement and curb ramps. Improvement plans shall be submitted to Public Works Department for review and approval.

21. All driveway widths and locations shall be approved by the City of Modesto and Stanislaus County Public Works on Detroit Lane and by Caltrans on McHenry Avenue/SR 108. All access to Pelandale Avenue shall be off of Detroit Lane; no direct access will be allowed along Pelandale Avenue from the project site.

22. All existing irrigation lines within the project site shall be removed or relocated into easements along lot lines. The irrigation lines shall be reinforced at road crossings and driveways. All irrigation lines or structures which are to be abandoned shall be removed. All work shall be done in accordance with the requirement of the Department of Public Works and the Modesto Irrigation District.

23. A grading and drainage plan for the project site shall be submitted with the grading or building permit. Public Works will review and approve the drainage calculations. The grading and drainage plan shall include the following information:

- Drainage calculations shall be prepared as per the Stanislaus County Standards and Specifications that are current at the time the permit is issued.

- The plan shall contain enough information to verify that all runoff will be kept from going onto adjacent properties and Stanislaus County road right-of-way.

- The grading and drainage plan shall comply with the National Pollutant Discharge Elimination System (NPDES) General Permit and Stanislaus County storm water treatment and quality standards.

- The grading, drainage, and associated work shall be accepted by Stanislaus County Public Works prior to a final inspection or occupancy, as required by the building permit.

- The applicant of the building permit shall pay the current Stanislaus County Public Works weighted labor rate for the plan review of the building and/or grading plan and all inspection fees. The Public Works inspector shall be contacted 48 hours prior to the commencement of any grading or drainage work on-site. The plans shall not be released until such time that all plan check and inspection fees have been paid.

24. The developer will be required to install or pay for the installation of any signs and/or markings, if warranted.

25. The streetlights shall be annexed into the North McHenry 2 Lighting District. The applicant shall provide all necessary documents and pay all the costs associated with the annexation process. This process may take approximately 4 to 6 months. The annexation of the parcel into the North McHenry 2 Lighting District shall be completed before the final/occupancy of any building permit associated with this project. Please contact the Public Works Department to begin this process.

26. Prior to the final of any building or grading permit, a county service area (CSA) shall be formed to provide funds to ensure future maintenance of the Detroit Lane storm drainage system. The developer shall provide all necessary documents and pay all fees associated with the formation of the CSA. As part of the formation, a formula or method for the calculation of the annual assessment shall be approved. This process may take approximately 6 months and requires LAFCO approval.

27. An acceptable financial guarantee for the road improvements for Detroit Lane and Pelandale Avenue shall be provided to the Department of Public Works prior to the issuance of any building, grading or encroachment permit. This may be deferred if the work in the right-of-way is done prior to the issuance of any grading or building permit.

28. An Engineer's Estimate shall be provided for the road improvements so that the amount of the financial guarantee can be determined for the improvements in the County right-of-way.

29. Prior to the Department of Public Works doing any plan review or inspections associated with the development, the subdivider shall sign a "Subdivision Processing/Inspection Agreement" and post a $2,500 deposit with Public Works.

30. A set of Record Drawings as specified in the County standards and electronically scanned files for each sheet in a PDF format shall be provided to and approved by the Department of Public Works prior to acceptance of the road improvements.

31. All public roads shall have a fog seal applied prior to the end of the one year maintenance period and final acceptance by Stanislaus County.

Department of Environmental Resources (DER)

32. The on-site wastewater disposal system (OSWDS) design shall include a denitrification unit to prevent further contribution to nitrate levels in groundwater.

33. The OSWDS shall be by individual Primary and Secondary wastewater treatment units, operated under conditions and guidelines established by Measure X.

34. The OSWDS shall be designed by a certified civil engineer according to type of use and/or maximum occupancy of the proposed structure to estimated waste/sewage design flow rate and in accordance to number of plumbing fixture units proposed within the building. The

dispersal field shall be designed and sized using field data collected from soil profile and percolation tests performed at the locations proposed for dispersal field and the 100 % future expansion area.

35. The OSWDS designed system shall provide 100% of the original system for the "future expansion area".

36. The dispersal field and future expansion area shall not be paved over or covered by concrete or other material that is capable of reducing or inhibiting possible evaporation of the effluent.

37. OSWDS shall be installed as per the approved engineered design. All setbacks required by DER are to be met at time of installation of the system.

38. The applicant shall determine, to the satisfaction of DER, that the property has been fully investigated (via Phase 1 study and Phase 2 study, if necessary) prior to the issuance of a grading permit. Research shall be conducted to determine if pesticides were used on the proposed development site; if confirmed, suspect site areas shall be tested for organic pesticides and metals. Any discovery of underground storage tanks, former underground storage tank locations, buried chemicals, buried refuse, or contaminated soil shall be brought to the immediate attention of DER.

39. The applicant shall contact DER regarding appropriate permitting requirements for hazardous materials and/or wastes. Applicant and/or occupants handling hazardous materials or generating hazardous wastes must notify DER relative to the following (Calif.H&S, Division 20):

    A. Permits for the underground storage of hazardous substances at new locations or the modification of existing tank facilities.

    B. Requirements for registering as a handler of hazardous materials in the County.

    C. Submittal of hazardous materials business information into the California Electronic Reporting System (CERS) by handlers of materials in excess of 55 gallons, 500 pounds of a hazardous material, or of 200 cubic feet of compressed gas.

    D. The handling of acutely hazardous materials may require the preparation of a Risk Management Prevention Program which must be implemented prior to operation of the facility. The list of acutely hazardous materials can be found in SARA, Title III, Section §302.

    E. Generators of hazardous waste must notify the Department relative to the: (1) quantities of waste generated; (2) plans for reducing wastes generated; and (3) proposed waste disposal practices. Generators of hazardous waste must also use the CERS database to submit chemical and facility information to DER.

    F. Medical waste generators must complete and submit a questionnaire to DER for determination if they are regulated under the Medical Waste Management Act.

Building Permits Division

40. Building permits are required and the project must conform with the California Code of Regulations, Title 24.

Local Agency Formation Commission (LAFCO)

41. LAFCO approval shall be obtained prior to the extension of water and/or sewer services by the City of Modesto to serve the project.

City of Modesto

42. Prior to issuance of a grading and/or building permit, the applicant shall dedicate 60-feet of right-of-way for the extension of Detroit Lane and the "Future" Road, shown on the proposed site plan, to meet the City's collector street standards. The dedication shall be in the form of an irrevocable offer of right-of-way dedication. Prior to issuance of an occupancy permit, Detroit Lane shall be constructed to City Development Standards to the first on-site (northern) driveway as shown on the project site plan. Any further extension/construction of Detroit Lane will be reviewed and determined as a part of the encroachment permit for the second (southern) driveway on Detroit Lane.

43. A reciprocal access way shall be provided to and for the benefit of the adjacent southern parcel (APN 046-005-011). These parcels abut McHenry Avenue.

44. This project is located at a very prominent intersection. It is noted that the building elevations submitted as part of this application are labeled "Conceptual Elevation" with a note specifying that these are not the actual building elevations. Therefore, prior to submitting for a building permit, the developer shall submit actual building elevations for all four elevations to the City of Modesto Planning Division for review and to determine conformance with the City's Commercial and Industrial Design Guidelines, including the screening of roof-top equipment.

45. The project shall meet all City Development Standards.

46. Prior to the issuance of a building permit, the applicant shall submit Landscape and Irrigation plans for review and approval by the City's Parks Planning and Development Division. The plans shall meet current State of California water use requirements, Modesto Municipal Code requirements, and City of Modesto standards at the time of submittal.

47. As part of the provision for water and/or sewer service from the City, the property owner will be required to agree to annex the property into the City when requested to do so.

48. The water service for this site can be served via an existing 10-inch main in the Pelandale Avenue right-of-way with a 10-inch stub out at Detroit Lane, or the existing 10-inch main in the McHenry Avenue right-of-way. In order to loop the water system and equalize the pressure, the 10-inch main will eventually be extended to connect to the existing 10-inch water main in Crocus Drive and the Virginia Corridor 16-inch transmission line. A will-serve letter and outside service agreement will be required.

49. The sewer service for this site can be served either by a short extension of the existing 10-inch sewer main in McHenry Avenue, which terminates at Coralwood Road or by a future connection to the existing 10-inch (dry) sewer main in Pelandale Avenue that currently

extends from Tully Avenue east to a point west of the City's Pelandale storm drain basin and terminates on the north side of the MID Lateral. If connecting to the City's sewer system, a will-serve letter and outside service agreement will be required.

50. The storm water runoff generated from the new developed site shall be kept on-site according to current City standards for any new development without a positive storm drain system available.

51. Improvement plans with storm drainage concepts and related calculations shall be submitted to the City Engineer for review and approval prior to the County's building permit issuance.

52. In order to provide access to this site from Pelandale Expressway to Detroit Lane, a standard deceleration lane on the south side of Pelandale Avenue shall be designed per the California Highway Design Manual and current City Standards. Since the design will require the restriping of existing right-of-way, the design shall include a sufficient area west of the proposed 250-foot taper and extend to the Pelandale and McHenry Avenue intersection. Improvement plans shall be submitted to the City Engineer for review and approval prior to the County's building permit issuance.

53. McHenry Avenue is designated as a State Highway; any access to this site from the McHenry frontage shall be reviewed and approved by the California Department of Transportation (Caltrans). Curb, gutter, and sidewalk shall be designed in compliance with City Development Standards and reviewed and approved by the City of Modesto and Caltrans prior to installation.

54. The proposed driveway along Detroit Lane shall be a minimum of 350 feet away from the Pelandale Avenue/Detroit Lane intersection, as per City standards.

55. Prior to the issuance of a grading, demolition, or building permit, the applicant shall submit improvement plans conforming to design requirements of the most current edition of City of Modesto Guidance Manual for Development, Stormwater Quality Control Measures.

56. Prior to the issuance of a grading, demolition, or building permit, the applicant shall obtain coverage for project under the State Water Resources Control Board (SWRCB) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002, as amended by 2010-0014-DWQ and 2012-0006-DWQ.

57. The General Construction Permit requires the applicant to develop a Stormwater Pollution Prevention Plan (SWPPP) for the project. Prior to issuance of a grading, demolition, or building permit, provide one paper copy of SWPPP to the Land Development Engineering, Stormwater Division.

58. Prior to issuance of a grading, demolition, or building permit, the applicant shall submit a plan for trash enclosures to be sufficiently elevated to prevent stormwater run-on from parking lot. Floor of enclosures shall be graded to drain into adjacent landscape areas.

59. Prior to issuance of a grading, demolition, or building permit, the applicant shall submit a plan to integrate Low Impact Development (LID) principles into the project design. The plan shall retain and infiltrate the first 0.5-inches of stormwater runoff on site, and incorporate pervious landscape features into the project design wherever possible.

60. Prior to issuance of a grading, demolition, or building permit, the applicant shall submit a plan to provide permanent, post-construction treatment (grass swale, vegetative strip, or other approved proprietary device) to remove pollutants from the first 0.5-inches of stormwater run-off from the site.

61. Prior to issuance of a grading, demolition, or building permit, the applicant shall provide a signed and notarized Stormwater Treatment Device access and Maintenance Agreement to Land Development Engineering, Stormwater Division for recording.

Salida Fire District

62. The applicant shall pay Fire Service Impact Mitigation Fees as adopted by the District Board of Directors and currently in place at the time of issuance of construction permits.

63. The project shall meet the District's requirements for on-site water for fire protection prior to construction with any combustible materials. Fire hydrant(s) and static source locations, connections, and access shall be approved by the District.

64. Prior to, and during, combustible construction, the District shall approve provisions for serviceable fire vehicle access and fire protection water supplies.

65. A District specified Rapid Entry System (Knox) shall be installed and serviceable prior to final inspection allowing fire department access into gated areas, limited access points, and or buildings.

66. Buildings of 5,000 square feet and greater shall be required to have fire sprinklers meeting the standards listed within the adopted California Fire Code and related amendments. In addition, there may be revisions to the fire sprinkler requirements in future fire code adoptions. At the time of construction, the most current adopted fire code will be required and must be adhered to.

67. For buildings of 30 feet or three (3) or more stories in height, gated 2 ½" hose connections (Class III) for fire department use shall be installed on all floors in each required exit stairwell.

68. The project shall meet fire apparatus access standards. Two ingress/egress accesses to each parcel meeting the requirements listed within the California Fire Code.

69. If traffic signals are installed and/or retrofitted for this project, signal preemption devices shall be paid for or installed by the applicant/owner and shall conform to the District's standards and requirements.

70. Prior to issuance of a building or grading permit, and/or development, the owner(s) of the property will be required to form or annex into a community facilities district for operational services with the Salida Fire Protection District. Due to the fact this process may take 60-120 days to complete, it is recommended that advanced consideration be given to initiate this requirement early in the project.

Modesto Irrigation District (MID)

71. Site and construction plans shall be submitted to MID for review prior to application for a building and/or grading permit. Specific requirements regarding construction issues will be addressed when construction plans are submitted for review. The contractor/developer

should contact the District's Electric Engineering Design Department prior to any construction.

72. There is an existing private pipeline that lies within the project site. The applicant shall consult with those who are served by the existing private pipeline. All work affecting the irrigation infrastructure must be completed during the non-irrigation season (typically November 1 to March 1).

73. In conjunction with related project requirements, existing underground and overhead electric facilities within or adjacent to the proposed project shall be protected as required by MID's Electric Engineering Department.

74. Relocation or Installation of electric facilities shall conform to MID's Electric Service Rules.

75. Costs for relocation of MID's existing electrical facilities at the request of others will be borne by the requesting party. Estimates for relocating or installing electric facilities will be supplied upon request.

76. A 10-foot wide public utility easement (PUE) is required along all existing and future street frontages including Detroit Lane and the "Future" Road as indicated on the project site plan.

77. A 15-foot wide PUE is required along properties that are adjacent to road right-of-way and have existing overhead primary lines. The PUE is required in order to protect the existing overhead electric facilities and maintain necessary safety clearances.

78. If the existing 12kv overhead electric facilities along the proposed abandonment section of Wells Avenue are relocated a new PUE shall be required as a part of the relocation application process. If the existing facilities are not relocated, then a 30-foot wide PUE centered on the existing 12kv overhead electric facilities along the proposed abandonment section of Wells Avenue is required, in order to protect the existing overhead electric facilities and maintain necessary safety clearances.

79. Contractors shall verify actual depth and location of all underground utilities prior to the start of construction. Notify "Underground Service Alert" (USA) before trenching, grading, excavation, drilling, pipe pushing, tree planting, post-hole digging, etc. USA will mark the location of the underground electrical facilities in the project area.

California Department of Transportation (CalTrans)

80. The entrance on State Route (SR) 108 (McHenry Avenue) shall be located as close as possible to the south edge of the property line away from the SR 108 and Pelandale Avenue intersection. Prior to the issuance of a Certificate of Occupancy for the new dealership, the City of Modesto shall complete the Grecian intersection improvements and the removal of the U-turn sign and No-right-turn-on-red sign, unless otherwise determined by Caltrans.

81. The SR 108 (McHenry Avenue) entrance shall be right-in/right-out only. No semi-trucks shall be allowed to use the driveway on SR 108.

82. The driveway from SR 108 (McHenry Avenue) shall not allow parking for at least 50-feet from SR 108 to ensure that parked cars will not hinder vehicle flow onto the property and slow down traffic on SR 108.

83. An Encroachment Permit shall be obtained prior to the commencement of any work done within the State right-of-way.

****

*Please note: If Conditions of Approval/Development Standards are amended by the Planning Commission or Board of Supervisors, such amendments will be noted in the upper right-hand corner of the Conditions of Approval/Development Standards; new wording is in **bold**, and deleted wording will have a ~~line through it.~~*

PROJECT DESCRIPTION

The proposed project is to construct a new 25,320 square foot auto dealership on 11.7 acres at 4201 McHenry Avenue. The proposed dealership will sell new and used vehicles as well as providing service and repair. The dealership's Sales Department will operate seven days a week 9am to 9pm, while the Parts & Service Department will operate 7am to 6pm Monday to Saturday.

The property is located on the Southwest corner of McHenry Avenue and Pelandale Avenue. The property is currently vacant and undeveloped with a small metal shop building. The property is bordered to the north by an auto commercial uses, to the south by a mobile home residential park, to the west by a vacant undeveloped land with a single family resident, to the east by an auto dealership.

The proposed building will be oriented to McHenry Avenue and features a covered customer service area, a vehicle display area and new landscaping along the frontage. Customer parking is proposed on the east and west side of the building with an additional display and landscape area along the Pelandale avenue frontage. The dealership will take access via a driveway off McHenry Avenue and a driveway off Detroit Lane. Wells Avenue is proposed to be abandoned east of the future Detroit Lane. Detroit Lane will be reconfigured to accommodate access to site and allow for a deceleration lane off Pelandale Avenue.

DEVELOPMENT SCHEDULE

The anticipated project is scheduled to be completed in one (1) phase. The estimated project timeline is 2016-2019.

EXHIBIT D

PINNACLE TRAFFIC ENGINEERING
831 C Street
Hollister, California 95023
(831) 638-9260 • (805) 644-9260
PinnacleTE.com

March 14, 2016

Mr. Jim P. Freitas
Associated Engineering Group, Inc.
4206 Technology Drive, Suite 4
Modesto, CA 95356

RE: Findlay Automotive Project; Stanislaus County, California
Project Site Trip Generation Analysis

Dear Mr. Freitas,

Pinnacle Traffic Engineering (PTE) is pleased to present the following trip generation analysis for the proposed project in Stanislaus County. The project site is located on the southwest corner of the McHenry Avenue (State Route 108) and Pelandale Avenue-Claratina Avenue intersection. The project includes the development of a new automobile dealership (25,320 SF). Access is proposed on both McHenry Avenue and Pelandale Avenue, which will be restricted to right-turns only in and out. On-site parking will be provided for 612 vehicles.

Project Trip Generation Estimates

The project trip generation estimates have been derived using data in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). The trip generation rates associated with the "Automotive Sales" category (ITE #841) were selected to estimate the number of new vehicle trips associated with the proposed project. The peak period trip rates are presented for both the "peak hour of the adjacent street system" and "peak hour of the generator." The rates associated with the "peak hour of the adjacent street system" represent the trip generation expected during the typical commuter peak periods (highest hour between 7:00-9:00 AM and 4:00-6:00 PM). The rates associated with the "peak hour of the generator" represent the highest trip generation associated with the actual land use, which occurs during non-peak periods on the adjacent street system (e.g. mid-morning, mid-afternoon and/or after 6:00 PM). It is noted that the "peak hour of the generator" rates are approximately 15% higher during the morning period and 7% higher during the afternoon period, as compared to the "peak hour of the adjacent street system" rates. The mid-day (MD) peak hour rates are based on an average of the AM and PM rates. The ITE trip generation rates for the Automotive Sales category are presented in Table 1.

Table 1 - ITE Trip Generation Rates

ITE Code - Land Use	Trip Generation Rate per 1,000 SF						
	AM Peak		Mid-Day Pk. (a)		PM Peak		Daily
	In	Out	In	Out	In	Out	
#841 - Automobile Sales:							32.30
Peak Hour of Street System (b)	1.44	0.48	1.25	1.03	1.05	1.57	-
Peak Hour of Generator (c)	1.22	1.00	1.27	1.24	1.32	1.48	-

(a) Mid-day peak hour trip rates are average of AM and PM peak hour trip rates
(b) Trip rates associated with the "peak hour of the adjacent street system" represent the trip generation between the hours of 7:00-9:00 AM and 4:00-6:00 PM
(c) Trip rates associated with the "peak hour of the generator" represent the highest trip generation for the land use, which occurs during non-peak periods on the adjacent street system

The trip generation estimates associated with the proposed project were derived using the ITE rates in Table 1. To present a worst-case scenario, the trip rates associated with the "peak hour of the generator" were used for the project trip generation analysis. It is noted that this approach is consistent with the methodology required by Caltrans District 10 staff. The project trip generation estimates are presented in Table 2.

Table 2 - Project Trip Generation Estimates

ITE Code - Land Use	Number of Vehicle Trips						
	AM Peak		Mid-Day Peak		PM Peak		Daily
	In	Out	In	Out	In	Out	
Automobile Dealership (25,320 SF)	31	25	32	31	33	37	818

The data in Table 2 indicates that the project will generate approximately 818 daily trips (two-way trip ends), with 56 trips during the AM peak hour (31 inbound & 25 outbound), 63 trips during the mid-day peak hour (32 inbound & 31 outbound), and 70 trips during the PM peak hour (33 inbound & 37 outbound).

The assignment of trips to the local street was based on a review of the 2013 traffic count data at the McHenry Avenue (State Route 108) and Pelandale Avenue-Claratina Avenue intersection, and data contained in the Traffic Impact Studies (TIS) prepared for the CarMax (2006) and Infiniti (2014) Automobile Dealership projects. It is estimated that approximately 60% will be oriented to and from McHenry Avenue (30% north of Pelandale Avenue-Claratina Avenue and 30% south of the project site), 25% will be oriented to and from the west on Pelandale Avenue, and 15% will be oriented to and from the east on Claratina Avenue. These percentages represent the overall area wide travel pattern distribution associated with the proposed project. It is noted that since the

northbound U-turn movement is currently prohibited at the McHenry Avenue (State Route 108) and Pelandale Avenue-Claratina Avenue intersection, the ingress (inbound) traffic coming from the areas south of the project site will actually use either Pelandale Avenue or Claratina Avenue to access the project site. Twenty percent (20%) of the ingress project traffic coming from areas to the south were assigned to Pelandale Avenue and 10% were assigned to Claratina Avenue. The trip assignment percentages for the overall area wide distribution of project trips are illustrated on Figure 1A, along with the distribution percentages for the project driveways. The project daily and PM peak hour trips are shown on Figure 1B.

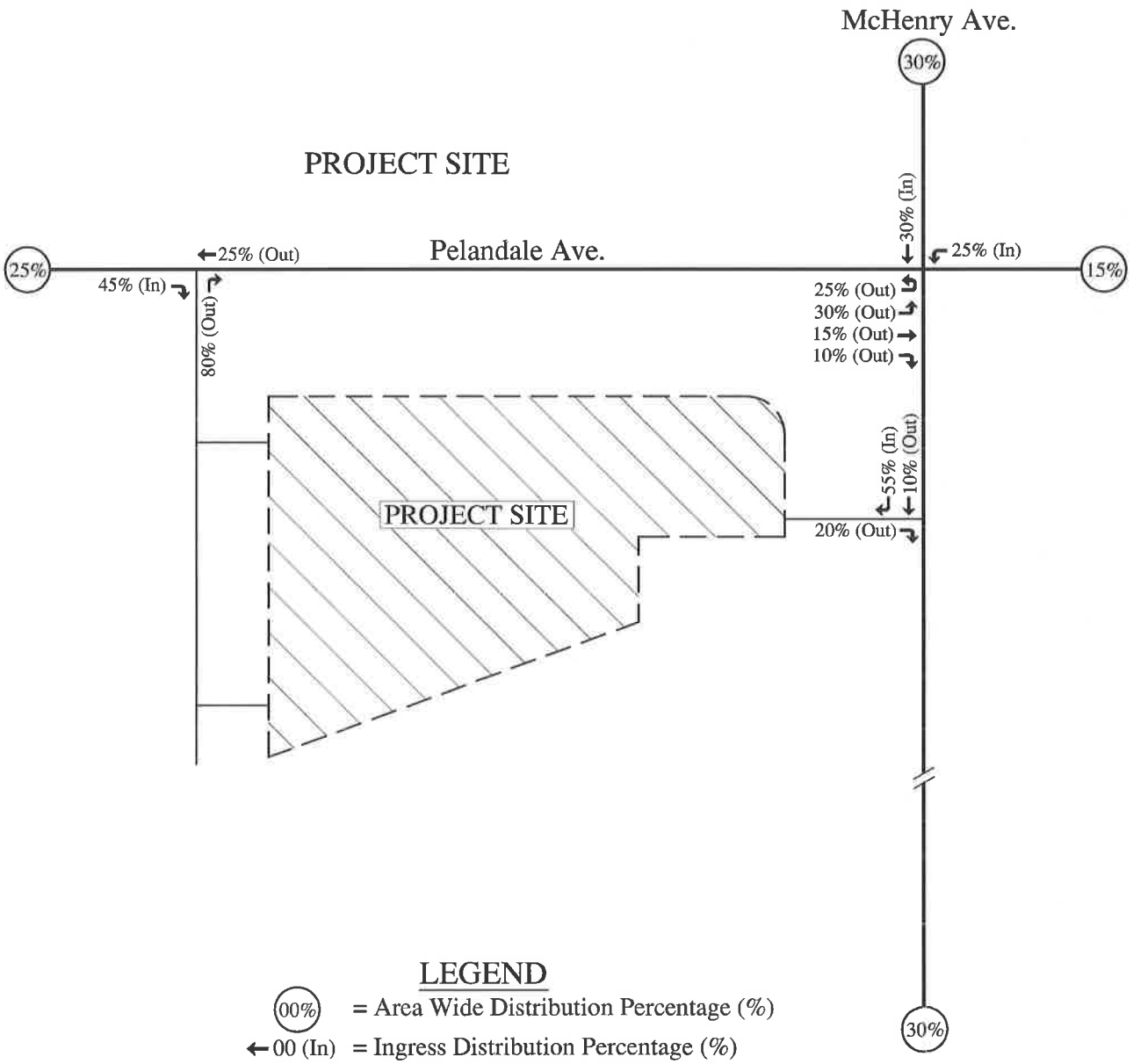
Please contact my office with any questions regarding the traffic detour operations associated with the railroad bridge trestle painting project

Pinnacle Traffic Engineering

Larry D. Hail, CE, TE, PTOE
President

ldh: msw

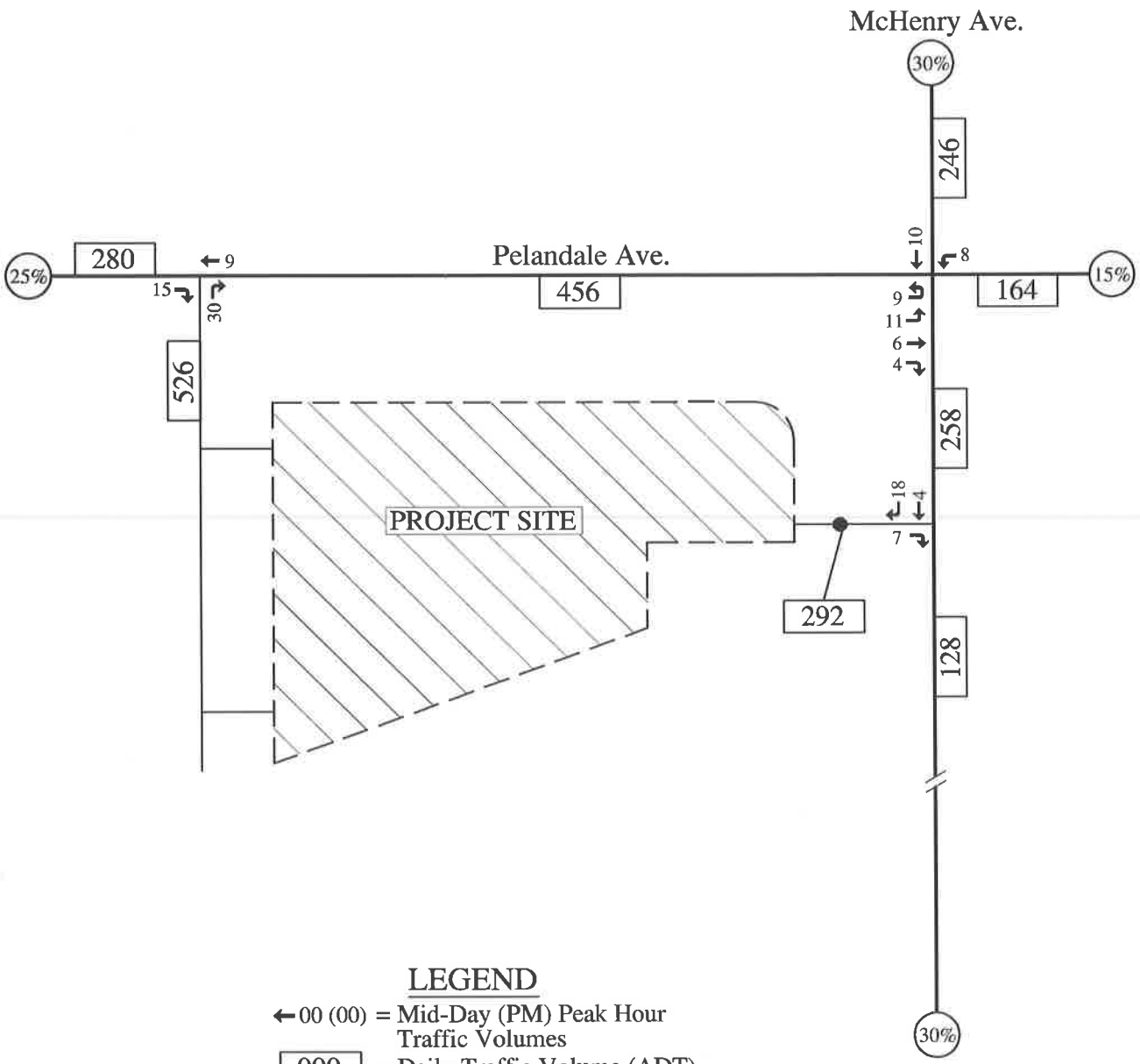
Attachment Material: Figure 1A - Project Distribution (%)
Figure 1B - Project Traffic Volumes



PINNACLE TRAFFIC ENGINEERING

FINDLAY AUTO DEALERSHIP
(STANISLAUS COUNTY, CA)
- TRIP GENERATION ANALYSIS -

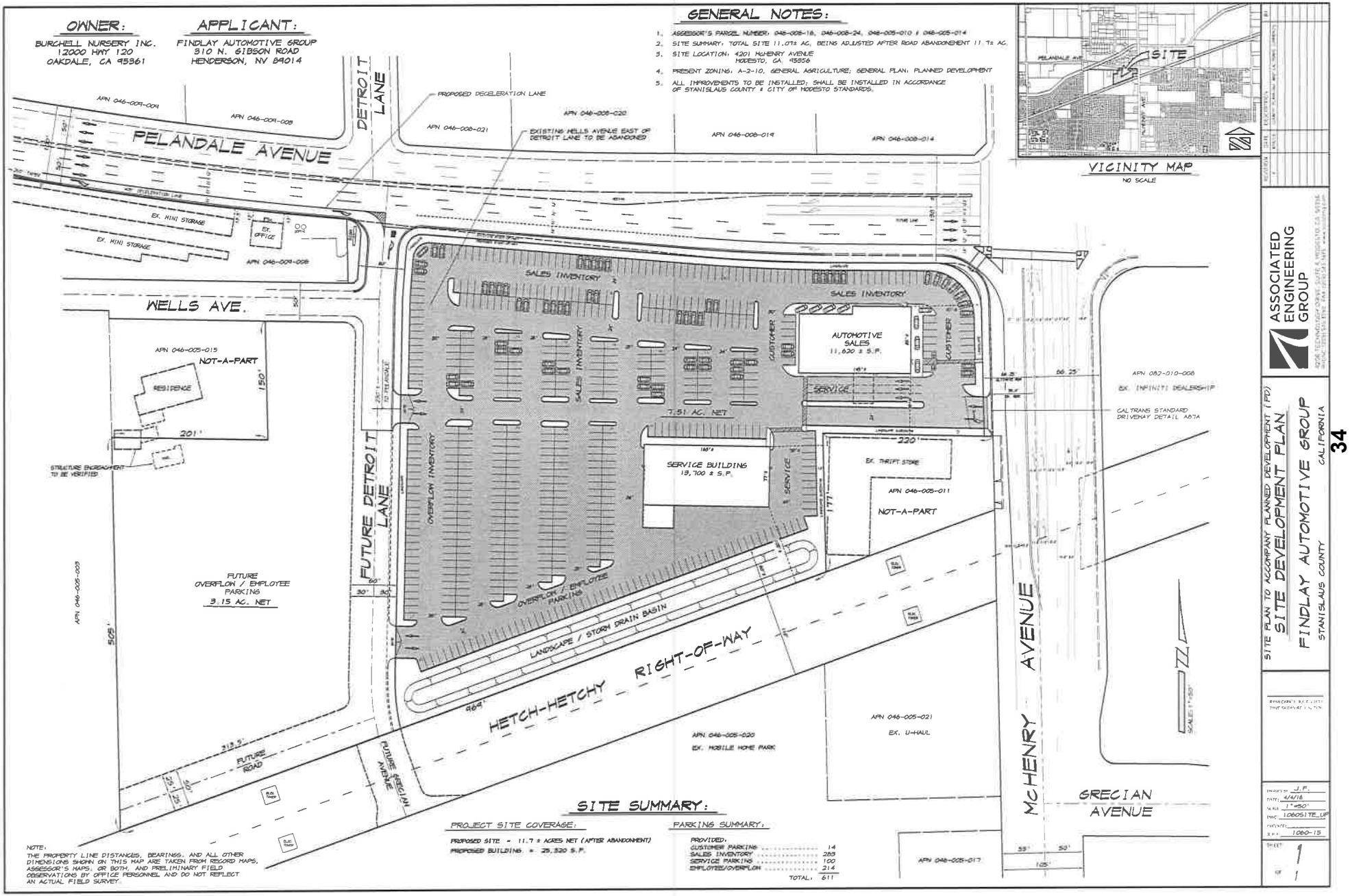
FIGURE 1A
PROJECT
DISTRIBUTION (%)

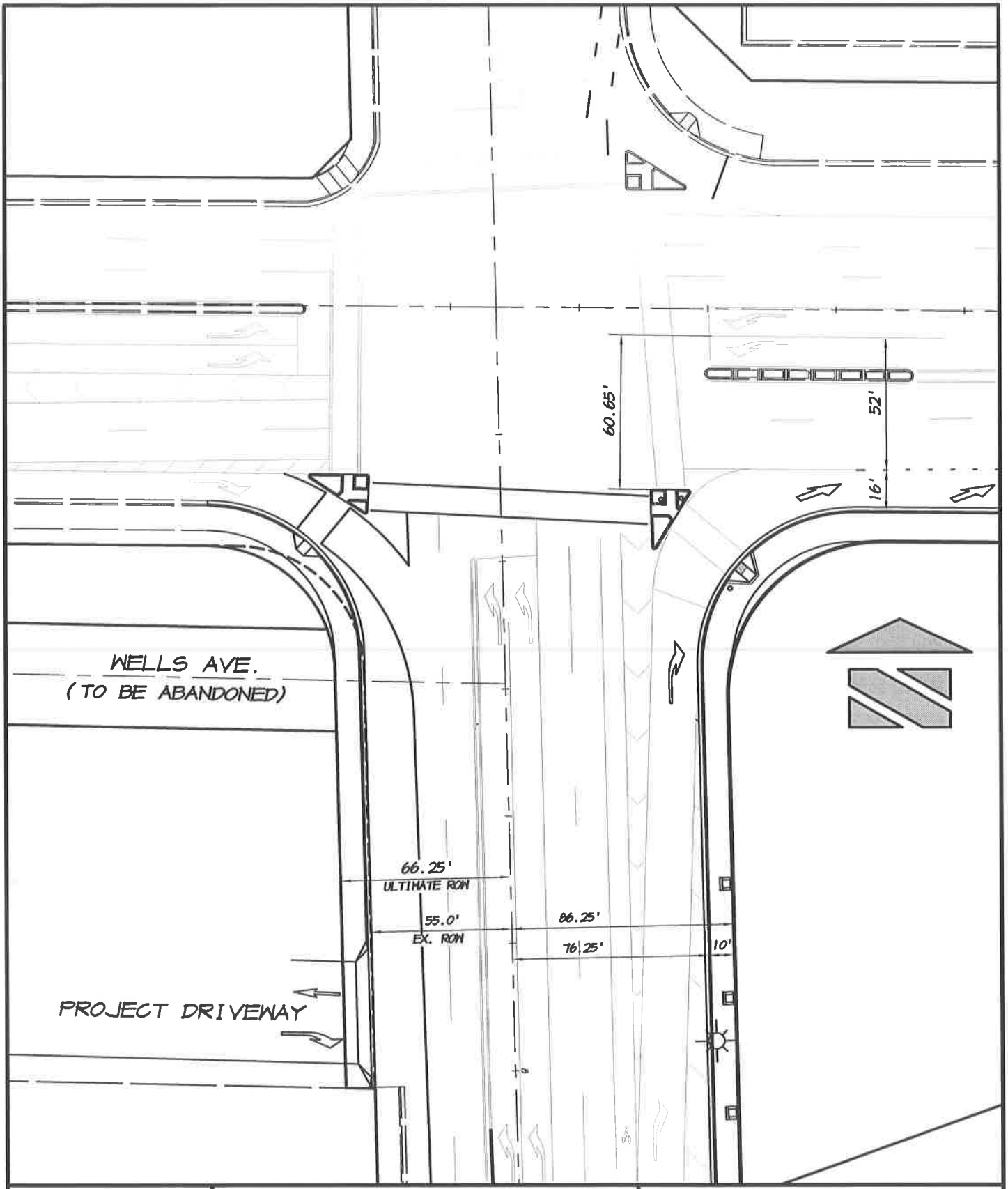


PINNACLE TRAFFIC ENGINEERING

FINDLAY AUTO DEALERSHIP
(STANISLAUS COUNTY, CA)
- TRIP GENERATION ANALYSIS -

FIGURE 1B
PROJECT
TRAFFIC VOLUMES


OWNER:
BURCHELL NURSERY INC.
12000 HWY 120
OAKDALE, CA 95361
APPLICANT:
FINDLAY AUTOMOTIVE GROUP
310 N. GIBSON ROAD
HENDERSON, NV 89014
GENERAL NOTES:
1. ASSESSOR'S PARCEL NUMBER: 046-005-18, 046-008-24, 046-005-010 & 046-005-014
2. SITE SUMMARY: TOTAL SITE 11.07± AC, BEING ADJUSTED AFTER ROAD ABANDONMENT 11.7± AC.
3. SITE LOCATION: 4201 McHENRY AVENUE MODESTO, CA. 95356
4. PRESENT ZONING: A-2-10, GENERAL AGRICULTURE; GENERAL PLAN: PLANNED DEVELOPMENT
5. ALL IMPROVEMENTS TO BE INSTALLED; SHALL BE INSTALLED IN ACCORDANCE OF STANISLAUS COUNTY & CITY OF MODESTO STANDARDS.
VICINITY MAP
NO SCALE
SITE
PELANDALE AVE
McHENRY AVE
PELANDALE AVENUE
DETROIT LANE
PROPOSED DECELERATION LANE
EXISTING WELLS AVENUE EAST OF DETROIT LANE TO BE ABANDONED
APN 046-008-020
APN 046-008-021
APN 046-008-019
APN 046-008-014
APN 046-009-004
APN 046-009-008
EX. MINI STORAGE
EX. MINI STORAGE
EX. OFFICE
APN 046-009-008
WELLS AVE.
APN 046-005-015
NOT-A-PART
RESIDENCE
150'
201'
STRUCTURE ENCROACHMENT TO BE VERIFIED
SALES INVENTORY
SALES INVENTORY
SALES INVENTORY
AUTOMOTIVE SALES
11,820 ± S.F.
CUSTOMER
CUSTOMER
SERVICE
7.51 AC. NET
SERVICE BUILDING
13,700 ± S.F.
SERVICE
OVERFLOW INVENTORY
OVERFLOW / EMPLOYEE PARKING
FUTURE DETROIT LANE
FUTURE OVERFLOW / EMPLOYEE PARKING
3.15 AC. NET
APN 046-005-023
505'
LANDSCAPE / STORM DRAIN BASIN
HETCH-HETCHY RIGHT-OF-WAY
964'
313.5'
FUTURE ROAD
FUTURE KERCIAN AVENUE
APN 046-005-020
EX. MOBILE HOME PARK
EX. THRIFT STORE
APN 046-005-011
NOT-A-PART
177'
220'
APN 046-005-021
EX. U-HAUL
APN 046-005-017
APN 082-010-008
EX. INFINITI DEALERSHIP
CALTRANS STANDARD DRIVEWAY DETAIL A87A
86.25'
McHENRY AVENUE
GRECIAN AVENUE
SCALE 1"=50'
SITE SUMMARY:
PROJECT SITE COVERAGE:
PROPOSED SITE = 11.7 ± ACRES NET (AFTER ABANDONMENT)
PROPOSED BUILDING = 25,520 S.F.
PARKING SUMMARY:
PROVIDED:
CUSTOMER PARKING 14
SALES INVENTORY 283
SERVICE PARKING 100
EMPLOYEES/OVERFLOW 214
TOTAL: 611
NOTE:
THE PROPERTY LINE DISTANCES, BEARINGS, AND ALL OTHER DIMENSIONS SHOWN ON THIS MAP ARE TAKEN FROM RECORD MAPS, ASSESSOR'S MAPS, OR BOTH, AND PRELIMINARY FIELD OBSERVATIONS BY OFFICE PERSONNEL AND DO NOT REFLECT AN ACTUAL FIELD SURVEY.
ASSOCIATED ENGINEERING GROUP
SITE PLAN TO ACCOMPANY PLANNED DEVELOPMENT (PD)
SITE DEVELOPMENT PLAN
FINDLAY AUTOMOTIVE GROUP
STANISLAUS COUNTY CALIFORNIA
DRAWN BY: J.F.
DATE: 4/4/18
SCALE: 1"=50'
DWG: 1060SITE_UP
CHECKED:
JOB #: 1060-15
SHEET 1 OF 1



DRAWN:	JF
DATE:	3/16/16
SCALE:	1"=50'
JOB #:	1060
DWG:	REV_FRONTAGE

PROPOSED INTERIM WITH PEDESTRIAN ISLAND

NORTHBOUND

McHENRY AVENUE

MODESTO CALIFORNIA

ASSOCIATED ENGINEERING GROUP

4206 TECHNOLOGY DRIVE, SUITE 4, MODESTO, CA 95356
PHONE: (209) 545-3390 FAX: (209) 545-3875 www.assoceng.com

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	321	718	412	73	408	165	393	800	97	358	1006	417
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	349	780	448	79	443	179	427	870	105	389	1093	453
Adj No. of Lanes	2	2	1	2	3	1	2	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	542	834	588	98	543	429	467	1618	724	565	1195	484
Arrive On Green	0.16	0.24	0.24	0.03	0.11	0.11	0.14	0.46	0.46	0.16	0.49	0.49
Sat Flow, veh/h	3442	3539	1583	3442	5085	1583	3442	3539	1583	3442	2461	996
Grp Volume(v), veh/h	349	780	448	79	443	179	427	870	105	389	779	767
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1695	1583	1721	1770	1583	1721	1770	1687
Q Serve(g_s), s	13.3	30.2	33.0	3.2	11.9	0.0	17.1	24.8	4.5	14.9	56.6	60.1
Cycle Q Clear(g_c), s	13.3	30.2	33.0	3.2	11.9	0.0	17.1	24.8	4.5	14.9	56.6	60.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	542	834	588	98	543	429	467	1618	724	565	860	819
V/C Ratio(X)	0.64	0.93	0.76	0.80	0.82	0.42	0.91	0.54	0.15	0.69	0.91	0.94
Avail Cap(c_a), veh/h	542	834	588	98	618	452	467	1618	724	565	860	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	52.4	38.6	67.6	61.2	41.9	59.7	27.4	15.7	55.1	33.1	34.0
Incr Delay (d2), s/veh	2.6	17.5	5.8	36.6	7.5	0.6	22.5	1.3	0.4	3.5	14.9	19.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	6.5	16.8	16.1	2.0	6.0	5.7	9.6	12.4	2.1	7.4	31.0	32.3
LnGrp Delay(d),s/veh	57.9	69.9	44.4	104.2	68.7	42.6	82.2	28.6	16.1	58.6	48.0	53.3
LnGrp LOS	E	E	D	F	E	D	F	C	B	E	D	D
Approach Vol, veh/h		1577			701			1402			1935	
Approach Delay, s/veh		60.0			66.0			44.0			52.2	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	68.0	8.0	37.0	23.0	72.0	26.1	18.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	64.0	4.0	33.0	19.0	68.0	20.0	17.0
Max Q Clear Time (g_c+I1), s	16.9	26.8	5.2	35.0	19.1	62.1	15.3	13.9
Green Ext Time (p_c), s	4.8	6.9	0.0	0.0	0.0	4.7	3.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.1
HCM 2010 LOS	D

2025 - No Project PM

Larry	opened	5/16/2016 4:18:59 PM	0
Larry	closed	5/16/2016 4:18:59 PM	0
Larry	opened	5/16/2016 4:19:00 PM	0
Larry	closed	5/16/2016 4:19:21 PM	20
Larry	opened	5/16/2016 4:27:01 PM	0
Larry	closed	5/16/2016 4:27:01 PM	0
Larry	opened	5/16/2016 4:27:03 PM	0
Larry	closed	5/16/2016 4:27:14 PM	10
Larry	opened	5/16/2016 4:28:50 PM	0
Larry	closed	5/16/2016 4:29:14 PM	24
Larry	opened	5/16/2016 4:29:14 PM	0
Larry	closed	5/16/2016 4:29:14 PM	0
Larry	opened	5/16/2016 4:29:15 PM	0
Larry	closed	5/16/2016 4:29:30 PM	14

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	301	712	408	65	408	165	393	800	97	358	996	417
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	327	774	443	71	443	179	427	870	105	389	1083	453
Adj No. of Lanes	2	2	1	2	3	1	2	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	538	834	586	98	549	429	467	1618	721	565	1190	486
Arrive On Green	0.16	0.24	0.24	0.03	0.11	0.11	0.14	0.46	0.46	0.16	0.49	0.49
Sat Flow, veh/h	3442	3539	1573	3442	5085	1561	3442	3539	1578	3442	2451	1001
Grp Volume(v), veh/h	327	774	443	71	443	179	427	870	105	389	775	761
Grp Sat Flow(s),veh/h/ln	1721	1770	1573	1721	1695	1561	1721	1770	1578	1721	1770	1682
Q Serve(g_s), s	12.4	29.9	33.0	2.9	11.9	0.0	17.1	24.8	4.6	14.9	56.1	59.5
Cycle Q Clear(g_c), s	12.4	29.9	33.0	2.9	11.9	0.0	17.1	24.8	4.6	14.9	56.1	59.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	538	834	586	98	549	429	467	1618	721	565	860	817
V/C Ratio(X)	0.61	0.93	0.76	0.72	0.81	0.42	0.91	0.54	0.15	0.69	0.90	0.93
Avail Cap(c_a), veh/h	538	834	586	98	618	450	467	1618	721	565	860	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	52.3	38.5	67.4	61.0	41.8	59.7	27.4	15.7	55.1	32.9	33.8
Incr Delay (d2), s/veh	2.0	16.4	5.6	22.7	7.0	0.6	22.5	1.3	0.4	3.5	14.4	18.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	6.1	16.5	15.9	1.7	5.9	5.7	9.6	12.4	2.1	7.4	30.8	31.7
LnGrp Delay(d),s/veh	57.0	68.7	44.1	90.2	68.0	42.4	82.2	28.6	16.1	58.6	47.4	52.5
LnGrp LOS	E	E	D	F	E	D	F	C	B	E	D	D
Approach Vol, veh/h		1544			693			1402			1925	
Approach Delay, s/veh		59.2			63.7			44.0			51.7	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	68.0	8.0	37.0	23.0	72.0	25.9	19.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	64.0	4.0	33.0	19.0	68.0	20.0	17.0
Max Q Clear Time (g_c+I1), s	16.9	26.8	4.9	35.0	19.1	61.5	14.4	13.9
Green Ext Time (p_c), s	4.8	6.9	0.0	0.0	0.0	5.1	3.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.3
HCM 2010 LOS	D

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	7	52	0	119	11	1187	61	48	1418	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1865	1900	1900	1863	1900
Adj Flow Rate, veh/h	1	0	8	57	0	129	12	1290	66	52	1541	3
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	0	2	2
Cap, veh/h	2	0	13	192	0	171	21	2224	114	66	2440	5
Arrive On Green	0.01	0.00	0.01	0.11	0.00	0.11	0.01	0.65	0.65	0.04	0.67	0.67
Sat Flow, veh/h	182	0	1453	1810	0	1615	1810	3430	175	1810	3624	7
Grp Volume(v), veh/h	9	0	0	57	0	129	12	665	691	52	752	792
Grp Sat Flow(s),veh/h/ln	1635	0	0	1810	0	1615	1810	1771	1834	1810	1770	1862
Q Serve(g_s), s	0.4	0.0	0.0	2.3	0.0	6.2	0.5	16.9	17.0	2.3	19.3	19.3
Cycle Q Clear(g_c), s	0.4	0.0	0.0	2.3	0.0	6.2	0.5	16.9	17.0	2.3	19.3	19.3
Prop In Lane	0.11		0.89	1.00		1.00	1.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h	15	0	0	192	0	171	21	1148	1189	66	1192	1253
V/C Ratio(X)	0.61	0.00	0.00	0.30	0.00	0.75	0.57	0.58	0.58	0.78	0.63	0.63
Avail Cap(c_a), veh/h	327	0	0	362	0	323	90	1148	1189	90	1192	1253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	0.0	0.0	33.0	0.0	34.8	39.3	7.9	7.9	38.2	7.4	7.4
Incr Delay (d2), s/veh	34.1	0.0	0.0	0.9	0.0	6.6	21.6	2.1	2.1	25.9	2.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.3	0.0	0.0	1.2	0.0	3.1	0.4	8.8	9.1	1.6	10.0	10.5
LnGrp Delay(d),s/veh	73.6	0.0	0.0	33.9	0.0	41.3	60.9	10.1	10.0	64.1	10.0	9.9
LnGrp LOS	E			C		D	E	B	B	E	A	A
Approach Vol, veh/h		9			186			1368			1596	
Approach Delay, s/veh		73.6			39.0			10.5			11.7	
Approach LOS		E			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	55.9		4.7	4.9	57.9		12.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	28.0		16.0	4.0	28.0		16.0
Max Q Clear Time (g_c+I1), s	4.3	19.0		2.4	2.5	21.3		8.2
Green Ext Time (p_c), s	0.0	8.2		0.0	0.0	6.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.9
HCM 2010 LOS	B

GENERAL INFORMATION

Area Type:	Other	Phase 2 Direction:	NB	Multiple-Period Analysis:	No

PHASE SETTINGS

	NB	NB	SB	SB	WB	WB	EB	EB	
Phase									
Movement									
Leag/Lag		Lead	--	Lag	--	Lag	--	Lead	--
Left-Turn Mode		Prot.	--	Prot.	--	Prot.	--	Prot.	--
Passage Time, s		3	3	3	3	3	3	3	3
Maximum Green, s			19	64	20	33	23	68	4
17									
Minimum Green, s			4	4	4	4	4	4	4
4									
Yellow Change(Y), s			3.5	3.5	3.5	3.5	3.5	3.5	3.5
3.5									
Red Clearance(Rc), s			0.5	0.5	0.5	0.5	0.5	0.5	0.5
0.5									
Walk + FDW, s		0	16	0	16	0	16	0	16
Max. Recall (1=On)			0	1	0	0	0	1	0
0									
Ped. Recall (1=On)			0	0	0	0	0	0	0
0									
Min. Recall (1=On)			0	0	0	0	0	0	0
0									
Dual Entry (1=On)			0	1	0	1	0	1	0
1									
Simultaneous Gap Out (1=On)				1	1	1	1	1	1
1	1								
Dallas Phasing (1=On)			0	0	0	0	0	0	0
0									
Prot. Right Turn (1=Yes)				1		0		1	
0									

PHASE ASSIGNMENT

Timer:	1	2	3	4	5	6	7	8	
Assigned Phase		2	1	3	4	5	6	8	7
Assigned Left-Turn Mvmt.				0	1	3	0	5	0
0	7								
Assigned Through Mvmt.			2	0	0	4	0	6	8
0									
Assigned Right-Turn Mvmt.				12	0	0	14	0	16
18	0								
Timer w/Pr-Pm From Shared Lane				0	0	0	0	0	0
0	0								

TRAFFIC CHARACTERISTICS

	NB	NB	NB	SB	SB	SB	WB	WB	WB	EB	EB	EB
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate, veh/h				427	870	105	327	774	443	389	1083	453
71	443	179										

```
Right-Turn-On-Red Volume, veh/h                              0                        0
                   0                  0
Heavy Vehicle Distribution, %         2      2      2      2      2      2
2      2      2      2      2      2
Lane Utilization Adj. Factor          0.970000028610229         0.949999988079071
1      0.970000028610229       0.949999988079071       1      0.970000028610229
0.949999988079071       0.949999988079071       0.970000028610229
0.910000026226044       1
Start-Up Lost Time, s          2      2      2      2      2      2      2
2      2      2      2      2
Green Extension Time, s        2      2      2      2      2      2      2
2      2      2      2      2
Platoon Ratio           1      1      1      1      1      1      1      1
1      1      1      1
Filtering Factor               1      1      1      1      1      1      1
1      1      1      1      1
Pedestrian Volume, ped/h                     5                    5
       5                 5
Bike Volume, bike/h                   0                    0
0                 0
  future use            0      0      0      0      0      0      0      0
0      0      0      0
Initial Queue, veh             0      0      0      0      0      0      0
0      0      0      0      0
Speed Limit, mph               45     45     45     50     50     50     45
45     45     45     45     45
Adjusted Sat. Flow, veh/h/ln          1862.7451171875 1862.7451171875
1862.7451171875 1862.7451171875 1862.7451171875 1862.7451171875 1862.7451171875
1862.7451171875 1900    1862.7451171875 1862.7451171875 1862.7451171875
Period 1 Traffic Count, veh           0      0      0      0      0      0
0      0      0      0      0      0
Period 2 Traffic Count, veh           0      0      0      0      0      0
0      0      0      0      0      0
Period 3 Traffic Count, veh           0      0      0      0      0      0
0      0      0      0      0      0
Period 4 Traffic Count, veh           0      0      0      0      0      0
0      0      0      0      0      0
Lane Volume Input?             Not used        Not used        Not used        Not
used    Not used        Not used        Not used        Not used        Not used
Not used        Not used        Not used
Shared L+T lane, veh/h/ln                    0                    0
       0                 0
Exclusive lanes, veh/h         427    870    0      327    774    0      389
1083    453    71     443    0
Shared T+R lane, veh/h/ln                    0                    0
       0                 0
```

NTERSECTION APPROACH CHARACTERISTICS

```
                  NB     NB     NB     SB     SB     SB     WB     WB     WB
EB      EB        EB
                  L      T      R      L      T      R      L      T      R
L       T         R
        Movement:        5      2      12     1      6      16     3      8
18      7         4      14
Lanes             2      2      1      2      2      1      2      2      0
2       3         1
Lane Assignment

Receiving Lanes          0      2      0      0      4      0      0      2
0       0         3      0
Bay/Segment Length, ft          124    124    124    325    768    768    175
1041    0         230    259    320
```

2025 - No Project PM input

Parking Present?				No		No	No		No	No
	No	No		No						
Parking Maneuver Rate, m/h				0		0	0			0
0		0	0		0					
Bus Stopping Rate, busses/h				0		0	0			0
0		0	0		0					
Detector Length, ft				20	100	20	20	100	20	20
100	100	20	100	20						

CALIBRATION PARAMETERS

Analysis time period, h:	0.25	Dist. between stored vehicles, ft:	8
Base sat. flow rate, pc/h/ln:	1900	Queue length percentile:	-26165
Sneakers per cycle, veh:	2	Left-turn equivalency factor:	1.04999995231628
Number of iterations:	35	Right-turn equivalency factor:	1.17647063732147
Stored car lane length,ft:	25	Heavy veh. equivalency factor:	2
Stored heavy veh. lane length,ft:	45	Critical gap for permissive left, s:	4.5
Portion peds. pushing button:	0.509999990463257	Follow-up time for permissive left, s:	2.5
Deceleration rate, ft/s/s:	4	Stop threshold speed, mph:	5
Acceleration rate, ft/s/s:	3.5	Critical Merge Gap, s:	3.70000004768372

OUTPUT SUMMARY

TIME PERIOD 1
Equilibrium Cycle Length, s 140

	NB	NB	NB	SB	SB	SB	WB	WB	WB	EB	EB	EB
	EB L	EB T	EB R	SB L	SB T	SB R	WB L	WB T	WB R	NB L	NB T	NB R
Movement:	5	2	12	1	6	16	3	8	18	7	4	14
Volume, veh/h	427	870	105	327	774	443	389	1083	453	71	443	179
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1			0.996718764305115			1			0.9936363697052	1	
				0.996911764144897			1					0.986116111278534
Parking, Bus Adj. Factors (f_bb x f_p)				1	1	1	1	1	1	1	1	1
				1	1							
Adjusted Sat. Flow Rate, veh/h/ln				1862.7451171875	1862.7451171875	1862.7451171875	1862.7451171875	1862.7451171875	1862.7451171875	1862.7451171875	1862.7451171875	1862.7451171875
				1862.7451171875	1862.7451171875	1862.7451171875						
Lanes	2	2	1	2	2	1	2	2	0	2	3	1
Lane Assignment												

Capacity, veh/h	467.080200195313		1617.92712402344				
721.4345703125	537.745056152344	834.24365234375	585.72021484375				
565.412841796875	1190.42114257813		486.278411865234				
98.3326721191406	549.410766601563		428.805969238281				
Proportion Arriving On Green		0.135714292526245		0.457142859697342			
0.457142859697342	0.156246587634087		0.235714286565781				
0.235714286565781	0.164285719394684		0.485714286565781				
0.485714286565781	0.0285714287310839		0.108039118349552				
0.108039118349552							
Approach Volume, veh/h		1402		1544			
1925	693						
Approach Delay, s/veh		43.9997253417969					
59.1689224243164		51.6656799316406					
63.6898803710938							

Timer Data

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2	1	3	4	5	6	8
7								
Case No	3	2	2	3	2	4	3	2
Phase Duration (G+Y+Rc), s		68	27	8	37	23	72	
19.1254768371582	25.8745231628418							
Change Period (Y+Rc), s		4	4	4	4	4	4	
4	4							
Max. Allowable Headway (MAH), s			4.80412197113037					
4.77270984649658	3.70079731941223		4.31697177886963					
3.70079731941223	4.77270984649658		4.63108777999878					
4.31697177886963								
Maximum Green Setting (Gmax), s			64	23	4	33	19	
68	17	20						
Max. Queue Clearance Time (g_c+l1), s				26.7713222503662				
16.9093723297119	4.8647346496582	35	19.1386775970459					

```
61.500732421875 13.9163951873779        14.4017496109009
   Green Extension Time (g_e), s                6.86458587646484
4.77282094955444        0       0       0       5.05134153366089
1.01723599433899        3.44853520393372
   Probability of Phase Call (p_c)              1       0.999999701976776
0.936778485774994       1       0.999999940395355       1       1
0.999997019767761
   Probability of Max Out (p_x)         0       0.950664520263672       1       1
1       0       1       0.880837440490723

Left-Turn Movement Data
   Assigned Movement            0       1       3       0       5       0       0
7
   Mvmt. Sat Flow, veh/h                0       3441.6435546875 3441.6435546875 0
3441.6435546875 0       0       3441.6435546875
Through Movement Data
   Assigned Movement            2       0       0       4       0       6       8
0
   Mvmt. Sat Flow, veh/h                3539.21557617188        0       0
3539.21557617188        0       2450.8671875    5085.29443359375        0
Right-Turn Movement Data
   Assigned Movement            12      0       0       14      0       16      18
0
   Mvmt. Sat Flow, veh/h                1578.13806152344        0       0
1573.25744628906        0       1001.16143798828        1561.35046386719        0

Left Lane Group Data
   Assigned Movement            0       1       3       0       5       0       0
7
   Lane Assignment                      (Prot)  (Prot)          (Prot)
(Prot)
   Lanes in Group               0       2       2       0       2       0       0
2
   Group Volume (v), veh/h              0       389     71      0       427     0
0       327
   Group Sat. Flow (s), veh/h/ln                0       1720.82177734375
1720.82177734375        0       1720.82177734375        0       0
1720.82177734375
   Queue Serve Time (g_s), s            0       14.9093723297119
2.86473488807678        0       17.1386775970459        0       0
12.4017496109009
   Cycle Queue Clear Time (g_c), s              0       14.9093723297119
2.86473488807678        0       17.1386775970459        0       0
12.4017496109009
     *Perm LT Sat Flow Rate (s_l), veh/h/ln              0       0       0       0
0       0       0       0
     *Shared LT Sat Flow (s_sh), veh/h/ln                0       0       0       0
0       0       0       0
     *Perm LT Eff. Green (g_p), s               0       0       0       0       0
0       0       0
     *Perm LT Serve Time (g_u), s               0       0       0       0       0
0       0       0
     *Perm LT Que Serve Time (g_ps), s          0       0       0       0       0
0       0       0
     *Time to First Blk (g_f), s                0       0       0       0       0
0       0       0
     *Serve Time pre Blk (g_fs), s              0       0       0       0       0
0       0       0
     *Proportion LT Inside Lane (P_L)           0       1       1       0       1
0       0       1
   Lane Group Capacity (c), veh/h               0       565.412841796875
98.3326721191406        0       467.080200195313        0       0
537.745056152344
```

```
   Volume-to-Capacity Ratio (X)          0       0.687992751598358
0.72203803062439        0       0.914189696311951       0       0
0.608094751834869
   Available Capacity (c_a), veh/h                0       565.412841796875
98.3326721191406        0       467.080200195313        0       0
537.745056152344
   Upstream Filter Factor (I)           0       1       1       0       1       0
0       1
   Uniform Delay (d1), s/veh            0       55.119270324707 67.4485855102539
0       59.6956443786621        0       0       55.0663909912109
   Incremental Delay (d2), s/veh                0       3.49861550331116
22.7055206298828        0       22.4640121459961        0       0
1.98018622398376
   Initial Queue Delay (d3), s/veh              0       0       0       0       0
0       0       0
   Control Delay (d), s/veh             0       58.6178855895996
90.1541061401367        0       82.1596527099609        0       0
57.0465774536133
   First-Term Queue (Q1), veh/ln                0       7.07753419876099
1.36082053184509        0       8.12481212615967        0       0
5.90423631668091
   Second-Term Queue (Q2), veh/ln               0       0.274744749069214
0.310096472501755       0       1.45729100704193        0       0
0.14789380133152
   Third-Term Queue (Q3), veh/ln                0       0       0       0       0
0       0       0
   Percentile bk-of-que factor (f_B%)           0       1       1       0       1
0       0       1
   Percentile Back of Queue (Q%), veh/ln                0       7.3522789478302
1.67091700434685        0       9.5821031332016 0       0       6.05213011801243
   Percentile Storage Ratio (RQ%)               0       1.06712472438812
0.184526547789574       0       1.96276986598969        0       0
0.472995787858963
   Initial Queue (Qb), veh              0       0       0       0       0       0
0       0
   Final (Residual) Queue (Qe), veh             0       0       0       0       0
0       0       0
   Saturated Delay (ds), s/veh          0       0       0       0       0       0
0       0
   Saturated Queue (Qs), veh            0       0       0       0       0       0
0       0
   Saturated Capacity (cs), veh/h               0       0       0       0       0
0       0       0
   Initial Queue Clear Time (tc), h             0       0       0       0       0
0       0       0
Middle Lane Group Data
   Assigned Movement            2       0       0       4       0       6       8
0
   Lane Assignment              T                       T               T       T

   Lanes in Group               2       0       0       2       0       1       3
0
   Group Volume (v), veh/h              870     0       0       774     0
774.74755859375 443     0
   Group Sat. Flow (s), veh/h/ln                1769.60778808594        0       0
1769.60778808594        0       1769.60778808594        1695.09814453125        0
   Queue Serve Time (g_s), s                24.7713222503662        0       0
29.9499263763428        0       56.0700187683105        11.9163951873779        0
   Cycle Queue Clear Time (g_c), s              24.7713222503662        0       0
29.9499263763428        0       56.0700187683105        11.9163951873779        0
   Lane Group Capacity (c), veh/h               1617.92712402344        0       0
834.24365234375 0       859.523803710938        549.410766601563        0
   Volume-to-Capacity Ratio (X)         0.537725031375885       0       0
```

0.927786409854889	0	0.901368260383606	0.80631822347641	0			
Available Capacity (c_a), veh/h			1617.92712402344	0	0		
834.24365234375	0	859.523803710938	617.500061035156	0			
Upstream Filter Factor (I)		1	0	0	1	0	1
1	0						
Uniform Delay (d1), s/veh			27.3522148132324	0	0		
52.3344383239746	0	32.9322929382324	61.0060729980469	0			
Incremental Delay (d2), s/veh			1.28616452217102	0	0		
16.3530216217041	0	14.4401473999023	7.02924966812134	0			
Initial Queue Delay (d3), s/veh			0	0	0	0	0
0	0	0					
Control Delay (d), s/veh			28.6383800506592	0	0		
68.6874618530273	0	47.3724403381348	68.0353240966797	0			
First-Term Queue (Q1), veh/ln			12.0832948684692	0	0		
14.6198348999023	0	27.3312168121338	5.57843971252441	0			
Second-Term Queue (Q2), veh/ln			0.289016753435135	0	0		
1.89477849006653	0	3.44768095016479	0.357587546110153	0			
Third-Term Queue (Q3), veh/ln			0	0	0	0	0
0	0	0					
Percentile bk-of-que factor (f_B%)			1	0	0	1	0
1	1	0					
Percentile Back of Queue (Q%), veh/ln				12.3723116219044			0
0	16.5146133899689	0	30.7788977622986	5.93602725863457			
0							
Percentile Storage Ratio (RQ%)			2.53430795669556	0	0		
0.546185731887817	0	0.7509925365448	0.582140982151031	0			
Initial Queue (Qb), veh		0	0	0	0	0	0
0	0						
Final (Residual) Queue (Qe), veh			0	0	0	0	0
0	0	0					
Saturated Delay (ds), s/veh		0	0	0	0	0	0
0	0						
Saturated Queue (Qs), veh		0	0	0	0	0	0
0	0						
Saturated Capacity (cs), veh/h			0	0	0	0	0
0	0	0					
Initial Queue Clear Time (tc), h			0	0	0	0	0
0	0	0					
Right Lane Group Data							
Assigned Movement		12	0	0	14	0	16	18
0							
Lane Assignment		R			R		T+R	R
Lanes in Group		1	0	0	1	0	1	1
0							
Group Volume (v), veh/h			105	0	0	443	0
761.252502441406	179	0					
Group Sat. Flow (s), veh/h/ln			1578.13806152344	0	0		
1573.25744628906	0	1682.42077636719	1561.35046386719	0			
Queue Serve Time (g_s), s			4.56169033050537	0	0	33	
0	59.500732421875	0	0				
Cycle Queue Clear Time (g_c), s			4.56169033050537	0	0		
33	0	59.500732421875	0	0			
*Prot RT Sat Flow Rate (s_R), veh/h/ln				0	0	0	
1583.33325195313	0	0	1583.33325195313	0			
*Prot RT Eff. Green (g_R), s			0	0	0	19	0
0	23	0					
*Proportion RT Outside Lane (P_R)			1	0	0	1	0
0.595071971416473	1	0					
Lane Group Capacity (c), veh/h			721.4345703125	0	0		
585.72021484375	0	817.17578125	428.805969238281	0			
Volume-to-Capacity Ratio (X)			0.145543321967125	0	0		
0.756333649158478	0	0.931565046310425	0.417438119649887	0			

Available Capacity (c_a), veh/h					721.4345703125	0	0	585.72021484375	0	817.17578125	449.711578369141	0		
Upstream Filter Factor (I)	1	0	0	1	0	1	1	0						
Uniform Delay (d1), s/veh					15.6712436676025	0	0	38.4970703125	0	33.8145141601563	41.790283203125	0		
Incremental Delay (d2), s/veh					0.424520403146744	0	0	5.60788059234619	0	18.6679401397705	0.648281216621399	0		
Initial Queue Delay (d3), s/veh	0	0	0	0	0	0	0	0	0					
Control Delay (d), s/veh					16.0957641601563	0	0	44.1049499511719	0	52.4824523925781	42.4385643005371	0		
First-Term Queue (Q1), veh/ln					1.98333442211151	0	0	15.012677192688	0	27.4900970458984	5.61872386932373	0		
Second-Term Queue (Q2), veh/ln					0.085073247551918	0	0	0.91240257024765	0	4.23749685287476	0.0772185772657394	0		
Third-Term Queue (Q3), veh/ln	0	0	0	0	0	0	0	0	0					
Percentile bk-of-que factor (f_B%)	1	0	0	1	0	1	1	0						
Percentile Back of Queue (Q%), veh/ln					2.06840766966343	0	0	15.9250797629356	0	31.7275938987732	5.69594244658947	0		
Percentile Storage Ratio (RQ%)					0.423686534166336	0	0	0.526688158512115	0	0.774140357971191	0.452114015817642	0		
Initial Queue (Qb), veh	0	0	0	0	0	0	0	0	0					
Final (Residual) Queue (Qe), veh	0	0	0	0	0	0	0	0	0					
Saturated Delay (ds), s/veh	0	0	0	0	0	0	0	0	0					
Saturated Queue (Qs), veh	0	0	0	0	0	0	0	0	0					
Saturated Capacity (cs), veh/h	0	0	0	0	0	0	0	0	0					
Initial Queue Clear Time (tc), h	0	0	0	0	0	0	0	0	0					

2025 - Plus Project PM

Larry	opened	5/16/2016 4:19:29 PM	0
Larry	closed	5/16/2016 4:19:29 PM	0
Larry	opened	5/16/2016 4:19:30 PM	0
Larry	closed	5/16/2016 4:20:15 PM	45
Larry	opened	5/16/2016 4:20:15 PM	0
Larry	closed	5/16/2016 4:20:15 PM	0
Larry	opened	5/16/2016 4:20:16 PM	0
Larry	closed	5/16/2016 4:26:10 PM	353
Larry	opened	5/16/2016 4:26:10 PM	0
Larry	closed	5/16/2016 4:26:10 PM	0
Larry	opened	5/16/2016 4:26:11 PM	0
Larry	closed	5/16/2016 4:26:27 PM	15
Larry	opened	5/16/2016 4:29:31 PM	0
Larry	closed	5/16/2016 4:29:48 PM	16
Larry	opened	5/16/2016 4:29:48 PM	0
Larry	closed	5/16/2016 4:29:48 PM	0
Larry	opened	5/16/2016 4:29:49 PM	0
Larry	closed	5/16/2016 4:29:54 PM	4

GENERAL INFORMATION
Area Type: Other Phase 2 Direction: NB Multiple-Period
Analysis: No

PHASE SETTINGS

	NB	NB	SB	SB	WB	WB	EB	EB	
Phase									
Movement									
Leag/Lag		Lead	--	Lag	--	Lag	--	Lead	--
Left-Turn Mode		Prot.	--	Prot.	--	Prot.	--	Prot.	--
Passage Time, s		3	3	3	3	3	3	3	3
Maximum Green, s			19	64	20	33	23	68	4
17									
Minimum Green, s			4	4	4	4	4	4	4
4									
Yellow Change(Y), s			3.5	3.5	3.5	3.5	3.5	3.5	3.5
3.5									
Red Clearance(Rc), s			0.5	0.5	0.5	0.5	0.5	0.5	0.5
0.5									
Walk + FDW, s		0	16	0	16	0	16	0	16
Max. Recall (1=On)			0	1	0	0	0	1	0
0									
Ped. Recall (1=On)			0	0	0	0	0	0	0
0									
Min. Recall (1=On)			0	0	0	0	0	0	0
0									
Dual Entry (1=On)			0	1	0	1	0	1	0
1									
Simultaneous Gap Out (1=On)				1	1	1	1	1	1
1	1								
Dallas Phasing (1=On)			0	0	0	0	0	0	0
0									
Prot. Right Turn (1=Yes)				1		0		1	
0									

PHASE ASSIGNMENT

Timer:	1	2	3	4	5	6	7	8	
Assigned Phase		2	1	3	4	5	6	8	7
Assigned Left-Turn Mvmt.				0	1	3	0	5	0
0	7								
Assigned Through Mvmt.			2	0	0	4	0	6	8
0									
Assigned Right-Turn Mvmt.				12	0	0	14	0	16
18	0								
Timer w/Pr-Pm From Shared Lane				0	0	0	0	0	0
0	0								

TRAFFIC CHARACTERISTICS

	NB	NB	NB	SB	SB	SB	WB	WB	WB	EB	EB
	EB L	T	R	L	T	R	L	T	R	L	T
R											
Movement:	5	2	12	1	6	16	3	8	18	7	4
14											
Adjusted Flow Rate, veh/h			427	870	105	349	780	448	389	1093	453
79	443	179									

Right-Turn-On-Red Volume, veh/h 0 0
0 0
Heavy Vehicle Distribution, % 2 2 2 2 2 2
2 2 2 2 2 2
Lane Utilization Adj. Factor 0.970000028610229 0.949999988079071
1 0.970000028610229 0.949999988079071 1 0.970000028610229
0.949999988079071 0.949999988079071 0.970000028610229
0.910000026226044 1
Start-Up Lost Time, s 2 2 2 2 2 2 2
2 2 2 2 2
Green Extension Time, s 2 2 2 2 2 2 2
2 2 2 2 2
Platoon Ratio 1 1 1 1 1 1 1 1
1 1 1 1
Filtering Factor 1 1 1 1 1 1 1
1 1 1 1 1
Pedestrian Volume, ped/h 5 5
5 5
Bike Volume, bike/h 0 0
0 0
future use 0 0 0 0 0 0 0 0
0 0 0 0
Initial Queue, veh 0 0 0 0 0 0 0
0 0 0 0 0
Speed Limit, mph 45 45 45 50 50 50 45
45 45 45 45 45
Adjusted Sat. Flow, veh/h/ln 1862.7451171875 1862.7451171875
1862.7451171875 1862.7451171875 1862.7451171875 1862.7451171875 1862.7451171875
1862.7451171875 1900 1862.7451171875 1862.7451171875 1862.7451171875
Period 1 Traffic Count, veh 0 0 0 0 0 0
0 0 0 0 0 0
Period 2 Traffic Count, veh 0 0 0 0 0 0
0 0 0 0 0 0
Period 3 Traffic Count, veh 0 0 0 0 0 0
0 0 0 0 0 0
Period 4 Traffic Count, veh 0 0 0 0 0 0
0 0 0 0 0 0
Lane Volume Input? Not used Not used Not used Not
used Not used Not used Not used Not used Not used
Not used Not used Not used
Shared L+T lane, veh/h/ln 0 0
0 0
Exclusive lanes, veh/h 427 870 0 349 780 0 389
1093 453 79 443 0
Shared T+R lane, veh/h/ln 0 0
0 0

NTERSECTION APPROACH CHARACTERISTICS

		NB	NB	NB	SB	SB	SB	WB	WB	WB
EB	EB	EB								
		L	T	R	L	T	R	L	T	R
L	T	R								
	Movement:		5	2	12	1	6	16	3	8
18	7	4	14							
Lanes		2	2	1	2	2	1	2	2	0
2	3	1								
Lane Assignment										
Receiving Lanes			0	2	0	0	4	0	0	2
0	0	3	0							
Bay/Segment Length, ft				124	124	124	325	768	768	175
1041	0	230	259	320						

Parking Present?			No	No	No		No	No
No	No		No					
Parking Maneuver Rate, m/h			0	0	0		0	0
0	0	0	0					
Bus Stopping Rate, busses/h			0	0	0		0	0
0	0	0	0					
Detector Length, ft			20	100	20	20	100	20	20
100	100	20	100	20				

CALIBRATION PARAMETERS

Analysis time period, h:	0.25	Dist. between stored vehicles, ft:	8
Base sat. flow rate, pc/h/ln:	1900	Queue length percentile:	-26165
Sneakers per cycle, veh:	2	Left-turn equivalency factor:	1.04999995231628
Number of iterations:	35	Right-turn equivalency factor:	1.17647063732147
Stored car lane length,ft:	25	Heavy veh. equivalency factor:	2
Stored heavy veh. lane length,ft:	45	Critical gap for permissive left, s:	4.5
Portion peds. pushing button:	0.509999990463257	Follow-up time for permissive left, s:	2.5
Deceleration rate, ft/s/s:	4	Stop threshold speed, mph:	5
Acceleration rate, ft/s/s:	3.5	Critical Merge Gap, s:	3.70000004768372

OUTPUT SUMMARY

TIME PERIOD 1
Equilibrium Cycle Length, s 140

	NB	NB	NB	SB	SB	SB	WB	WB	WB	EB	EB	EB
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	5	2	12	1	6	16	3	8	18	7	4	14
Volume, veh/h	427	870	105	349	780	448	389	1093	453	79	443	179
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)			1			0.996718764305115			1	0.9936363697052	1	
			0.996911764144897			1			0.986116111278534			
Parking, Bus Adj. Factors (f_bb x f_p)				1	1	1	1	1	1	1	1	1
	1	1	1	1	1							
Adjusted Sat. Flow Rate, veh/h/ln				1862.7451171875	1862.7451171875	1862.7451171875	1862.7451171875	1862.7451171875	1862.7451171875	1862.7451171875	1862.7451171875	1862.7451171875
1862.7451171875	1900	1862.7451171875	1862.7451171875	1862.7451171875								
Lanes	2	2	1	2	2	1	2	2	0	2	3	1
Lane Assignment												

Capacity, veh/h	467.080200195313		1617.92712402344				
721.4345703125	537.745056152344	834.24365234375	585.72021484375				
565.412841796875	1194.21240234375	483.065856933594					
98.3326721191406	549.410766601563	428.805969238281					
Proportion Arriving On Green		0.135714292526245	0.457142859697342				
0.457142859697342	0.156246587634087	0.235714286565781					
0.235714286565781	0.164285719394684	0.485714286565781					
0.485714286565781	0.0285714287310839	0.108039118349552					
0.108039118349552							
Approach Volume, veh/h		1402	1577				
1935	701						
Approach Delay, s/veh		43.9997253417969					
60.134521484375	52.3497581481934						
65.5759811401367							

Timer Data

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2	1	3	4	5	6	8
7								
Case No	3	2	2	3	2	4	3	2
Phase Duration (G+Y+Rc), s		68	27	8	37	23	72	
19.1254768371582	25.8745231628418							
Change Period (Y+Rc), s		4	4	4	4	4	4	
4	4							
Max. Allowable Headway (MAH), s			4.80412197113037					
4.7737603187561	3.70079731941223	4.30865716934204	3.70079731941223					
4.7737603187561	4.63108777999878	4.30865716934204						
Maximum Green Setting (Gmax), s			64	23	4	33	19	
68	17	20						
Max. Queue Clearance Time (g_c+l1), s				26.7713222503662				
16.9093723297119	5.19510507583618	35	19.1386775970459					
62.2274360656738	13.9163951873779	15.3302764892578						

```
   Green Extension Time (g_e), s                6.86458587646484
4.79040002822876        0       0       0       4.56910562515259
1.01723599433899        3.01639604568481
   Probability of Phase Call (p_c)              1       0.999999701976776
0.953681886196136       1       0.999999940395355       1       1
0.99999874830246
   Probability of Max Out (p_x)         0       0.95150351524353        1       1
1       0       1       0.9659623503685

Left-Turn Movement Data
   Assigned Movement            0       1       3       0       5       0       0
7
   Mvmt. Sat Flow, veh/h                0       3441.6435546875 3441.6435546875 0
3441.6435546875 0       0       3441.6435546875
Through Movement Data
   Assigned Movement            2       0       0       4       0       6       8
0
   Mvmt. Sat Flow, veh/h                3539.21557617188        0       0
3539.21557617188        0       2458.67260742188        5085.29443359375        0
Right-Turn Movement Data
   Assigned Movement            12      0       0       14      0       16      18
0
   Mvmt. Sat Flow, veh/h                1578.13806152344        0       0
1573.25744628906        0       994.54736328125 1561.35046386719        0

Left Lane Group Data
   Assigned Movement            0       1       3       0       5       0       0
7
   Lane Assignment                      (Prot)  (Prot)          (Prot)
(Prot)
   Lanes in Group               0       2       2       0       2       0       0
2
   Group Volume (v), veh/h              0       389     79      0       427     0
0       349
   Group Sat. Flow (s), veh/h/ln                0       1720.82177734375
1720.82177734375        0       1720.82177734375        0       0
1720.82177734375
   Queue Serve Time (g_s), s            0       14.9093723297119
3.19510507583618        0       17.1386775970459        0       0
13.3302764892578
   Cycle Queue Clear Time (g_c), s              0       14.9093723297119
3.19510507583618        0       17.1386775970459        0       0
13.3302764892578
     *Perm LT Sat Flow Rate (s_l), veh/h/ln              0       0       0       0
0       0       0       0
     *Shared LT Sat Flow (s_sh), veh/h/ln                0       0       0       0
0       0       0       0
     *Perm LT Eff. Green (g_p), s           0       0       0       0       0
0       0       0
     *Perm LT Serve Time (g_u), s           0       0       0       0       0
0       0       0
     *Perm LT Que Serve Time (g_ps), s      0       0       0       0       0
0       0       0
     *Time to First Blk (g_f), s            0       0       0       0       0
0       0       0
     *Serve Time pre Blk (g_fs), s          0       0       0       0       0
0       0       0
     *Proportion LT Inside Lane (P_L)       0       1       1       0       1
0       0       1
   Lane Group Capacity (c), veh/h               0       565.412841796875
98.3326721191406        0       467.080200195313        0       0
537.745056152344
   Volume-to-Capacity Ratio (X)         0       0.687992751598358
```

```
0.803394436836243        0       0.914189696311951       0       0
0.649006307125092
   Available Capacity (c_a), veh/h              0       565.412841796875
98.3326721191406         0       467.080200195313        0       0
537.745056152344
   Upstream Filter Factor (I)           0       1       1       0       1       0
0       1
   Uniform Delay (d1), s/veh            0       55.119270324707 67.6090469360352
0       59.6956443786621        0       0       55.458122253418
   Incremental Delay (d2), s/veh                0       3.49861550331116
36.6012878417969         0       22.4640121459961        0       0
2.73586678504944
   Initial Queue Delay (d3), s/veh              0       0       0       0       0
0       0       0
   Control Delay (d), s/veh             0       58.6178855895996
104.210334777832         0       82.1596527099609        0       0
58.1939888000488
   First-Term Queue (Q1), veh/ln                0       7.07753419876099
1.5251204647064          0       8.12481212615967        0       0
6.34979486465454
   Second-Term Queue (Q2), veh/ln               0       0.274744749069214
0.499875366687775        0       1.45729100704193        0       0
0.204333171248436
   Third-Term Queue (Q3), veh/ln                0       0       0       0       0
0       0       0
   Percentile bk-of-que factor (f_B%)           0       1       1       0       1
0       0       1
   Percentile Back of Queue (Q%), veh/ln                0       7.3522789478302
2.02499741315842         0       9.5821031332016 0       0       6.55412803590298
   Percentile Storage Ratio (RQ%)               0       1.06712472438812
0.223629176616669        0       1.96276986598969        0       0
0.512228727340698
   Initial Queue (Qb), veh              0       0       0       0       0       0
0       0
   Final (Residual) Queue (Qe), veh             0       0       0       0       0
0       0       0
   Saturated Delay (ds), s/veh          0       0       0       0       0       0
0       0
   Saturated Queue (Qs), veh            0       0       0       0       0       0
0       0
   Saturated Capacity (cs), veh/h               0       0       0       0       0
0       0       0
   Initial Queue Clear Time (tc), h             0       0       0       0       0
0       0       0
Middle Lane Group Data
   Assigned Movement            2       0       0       4       0       6       8
0

   Lane Assignment              T                       T               T       T

   Lanes in Group               2       0       0       2       0       1       3
0
   Group Volume (v), veh/h              870     0       0       780     0
779.142333984375        443     0
   Group Sat. Flow (s), veh/h/ln                1769.60778808594        0       0
1769.60778808594         0       1769.60778808594        1695.09814453125        0
   Queue Serve Time (g_s), s            24.7713222503662        0       0
30.2477283477783         0       56.6382675170898        11.9163951873779        0
   Cycle Queue Clear Time (g_c), s              24.7713222503662        0       0
30.2477283477783         0       56.6382675170898        11.9163951873779        0
   Lane Group Capacity (c), veh/h               1617.92712402344        0       0
834.24365234375 0       859.523803710938        549.410766601563        0
   Volume-to-Capacity Ratio (X)         0.537725031375885       0       0
0.934978544712067        0       0.906481266021729       0.80631822347641        0
```

Available Capacity (c_a), veh/h			1617.92712402344		0		0
834.24365234375	0	859.523803710938		617.500061035156		0	
Upstream Filter Factor (I)		1	0	0	1	0	1
1	0						
Uniform Delay (d1), s/veh			27.3522148132324		0		0
52.4482383728027	0	33.0784111022949		61.0060729980469		0	
Incremental Delay (d2), s/veh			1.28616452217102		0		0
17.4527549743652	0	14.9722499847412		7.02924966812134		0	
Initial Queue Delay (d3), s/veh			0	0	0	0	0
0	0	0					
Control Delay (d), s/veh			28.6383800506592		0		0
69.900993347168	0	48.0506591796875		68.0353240966797		0	
First-Term Queue (Q1), veh/ln			12.0832948684692		0		0
14.7335510253906	0	27.4862461090088		5.57843971252441		0	
Second-Term Queue (Q2), veh/ln			0.289016753435135		0		0
2.02220153808594	0	3.57472372055054		0.357587546110153		0	
Third-Term Queue (Q3), veh/ln			0	0	0	0	0
0	0	0					
Percentile bk-of-que factor (f_B%)			1	0	0	1	0
1	1	0					
Percentile Back of Queue (Q%), veh/ln					12.3723116219044		0
0	16.7557525634766	0	31.0609698295593		5.93602725863457		
0							
Percentile Storage Ratio (RQ%)			2.53430795669556		0		0
0.554160892963409	0	0.757875025272369		0.582140982151031		0	
Initial Queue (Qb), veh		0	0	0	0	0	0
0	0						
Final (Residual) Queue (Qe), veh			0	0	0	0	0
0	0	0					
Saturated Delay (ds), s/veh		0	0	0	0	0	0
0	0						
Saturated Queue (Qs), veh		0	0	0	0	0	0
0	0						
Saturated Capacity (cs), veh/h			0	0	0	0	0
0	0	0					
Initial Queue Clear Time (tc), h			0	0	0	0	0
0	0	0					
Right Lane Group Data							
Assigned Movement		12	0	0	14	0	16	18
0							
Lane Assignment		R			R		T+R	R
Lanes in Group		1	0	0	1	0	1	1
0							
Group Volume (v), veh/h		105	0	0	448	0		
766.857727050781	179	0						
Group Sat. Flow (s), veh/h/ln			1578.13806152344		0		0
1573.25744628906	0	1683.61206054688		1561.35046386719		0	
Queue Serve Time (g_s), s			4.56169033050537		0	0	33
0	60.2274360656738	0	0					
Cycle Queue Clear Time (g_c), s			4.56169033050537		0		0
33	0	60.2274360656738	0	0				
*Prot RT Sat Flow Rate (s_R), veh/h/ln				0	0	0	
1583.33325195313	0	0	1583.33325195313		0		
*Prot RT Eff. Green (g_R), s			0	0	0	19	0
0	23	0					
*Proportion RT Outside Lane (P_R)			1	0	0	1	0
0.590722382068634	1	0					
Lane Group Capacity (c), veh/h			721.4345703125	0	0		
585.72021484375	0	817.754455566406		428.805969238281		0	
Volume-to-Capacity Ratio (X)			0.145543321967125		0	0	
0.764870166778564	0	0.937760233879089		0.417438119649887		0	
Available Capacity (c_a), veh/h			721.4345703125	0	0		

585.72021484375 0 817.754455566406 449.711578369141 0
Upstream Filter Factor (I) 1 0 0 1 0 1
1 0
Uniform Delay (d1), s/veh 15.6712436676025 0 0
38.6679840087891 0 34.0013809204102 41.790283203125 0
Incremental Delay (d2), s/veh 0.424520403146744 0 0
5.97413396835327 0 19.5367488861084 0.648281216621399 0
Initial Queue Delay (d3), s/veh 0 0 0 0 0
0 0 0
Control Delay (d), s/veh 16.0957641601563 0 0
44.6421165466309 0 53.5381317138672 42.4385643005371 0
First-Term Queue (Q1), veh/ln 1.98333442211151 0 0
15.182240486145 0 27.9048309326172 5.61872386932373 0
Second-Term Queue (Q2), veh/ln 0.085073247551918 0 0
0.971992015838623 0 4.4378514289856 0.0772185772657394 0
Third-Term Queue (Q3), veh/ln 0 0 0 0 0
0 0 0
Percentile bk-of-que factor (f_B%) 1 0 0 1 0
1 1 0
Percentile Back of Queue (Q%), veh/ln 2.06840766966343 0
0 16.1542325019836 0 32.3426823616028 5.69594244658947
0
Percentile Storage Ratio (RQ%) 0.423686534166336 0 0
0.534266889095306 0 0.789148271083832 0.452114015817642 0
Initial Queue (Qb), veh 0 0 0 0 0 0
0 0
Final (Residual) Queue (Qe), veh 0 0 0 0 0
0 0 0
Saturated Delay (ds), s/veh 0 0 0 0 0 0
0 0
Saturated Queue (Qs), veh 0 0 0 0 0 0
0 0
Saturated Capacity (cs), veh/h 0 0 0 0 0
0 0 0
Initial Queue Clear Time (tc), h 0 0 0 0 0
0 0 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	321	718	412	73	408	165	393	800	97	358	1006	417
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	349	780	448	79	443	179	427	870	105	389	1093	453
Adj No. of Lanes	2	2	1	2	3	1	2	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	538	834	586	98	549	429	467	1618	721	565	1194	483
Arrive On Green	0.16	0.24	0.24	0.03	0.11	0.11	0.14	0.46	0.46	0.16	0.49	0.49
Sat Flow, veh/h	3442	3539	1573	3442	5085	1561	3442	3539	1578	3442	2459	995
Grp Volume(v), veh/h	349	780	448	79	443	179	427	870	105	389	779	767
Grp Sat Flow(s),veh/h/ln	1721	1770	1573	1721	1695	1561	1721	1770	1578	1721	1770	1684
Q Serve(g_s), s	13.3	30.2	33.0	3.2	11.9	0.0	17.1	24.8	4.6	14.9	56.6	60.2
Cycle Q Clear(g_c), s	13.3	30.2	33.0	3.2	11.9	0.0	17.1	24.8	4.6	14.9	56.6	60.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	538	834	586	98	549	429	467	1618	721	565	860	818
V/C Ratio(X)	0.65	0.93	0.76	0.80	0.81	0.42	0.91	0.54	0.15	0.69	0.91	0.94
Avail Cap(c_a), veh/h	538	834	586	98	618	450	467	1618	721	565	860	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	52.4	38.7	67.6	61.0	41.8	59.7	27.4	15.7	55.1	33.1	34.0
Incr Delay (d2), s/veh	2.7	17.5	6.0	36.6	7.0	0.6	22.5	1.3	0.4	3.5	15.0	19.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	6.6	16.8	16.2	2.0	5.9	5.7	9.6	12.4	2.1	7.4	31.1	32.3
LnGrp Delay(d),s/veh	58.2	69.9	44.6	104.2	68.0	42.4	82.2	28.6	16.1	58.6	48.1	53.5
LnGrp LOS	E	E	D	F	E	D	F	C	B	E	D	D
Approach Vol, veh/h		1577			701			1402			1935	
Approach Delay, s/veh		60.1			65.6			44.0			52.3	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	68.0	8.0	37.0	23.0	72.0	25.9	19.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	64.0	4.0	33.0	19.0	68.0	20.0	17.0
Max Q Clear Time (g_c+I1), s	16.9	26.8	5.2	35.0	19.1	62.2	15.3	13.9
Green Ext Time (p_c), s	4.8	6.9	0.0	0.0	0.0	4.6	3.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.1
HCM 2010 LOS	D

Notes

User approved changes to right turn type.

DRAFT FINDINGS

The following are excerpts from Government Code §51282 which include the required findings for tentative cancellation of a Williamson Act Contract. Section 51282 actually provides two alternative findings for cancellation of the contract. One is that "the cancellation is consistent with the purposes of this chapter" and the second is that the "cancellation is in the public interest". Each of these findings has a subset of additional questions which must be answered and findings which must be made. Proposed findings under each of these sections are set forth in the balance of this Exhibit.

Government Code §51282(a)(1) finding "[t]hat the cancellation is consistent with the purposes of this chapter"

(b) For purposes of paragraph (1) of subdivision (a) cancellation of a contract shall be consistent with the purposes of this chapter only if the board or council makes all of the following findings:

(1) That the cancellation is for land on which a notice of nonrenewal has been served pursuant to Section 51245.

A notice of nonrenewal has been filed. Attached you will find a copy of the recorded notice of nonrenewal.

(2) That cancellation is not likely to result in the removal of adjacent lands from agricultural use.

To the north, the property is adjacent to existing industrial type development located within Stanislaus County. Adjacent to the site to the west is open ground located within the City of Modesto sphere of influence (SOI), and further west, lands that have been annexed into the City of Modesto and developed. Adjacent to the site to the east is McHenry Avenue (SR 108) and urban development within the City of Modesto city limits. To the direct south of the property is a mobile home park developed in the County, and south of that, residential and commercial development in the City of Modesto.

The cancellation of this contract will not result in the removal of lands from agricultural use. The site in question has not been in agricultural use for over ten (10) years. Lands immediately to the west and north of the site were in the same Williamson Act contract and were removed by notice of nonrenewal over the last ten (10) years. It is unclear why this small developed parcel of less than an acre was not part of the previous notice of nonrenewal, but it appears to have been overlooked. The land to the west of the site, and within the City of Modesto SOI, have been similarly fallow and subject to a process of planning for their annexation and development into the City of Modesto for over ten (10) years. The project site is surrounded by urban development, (see attached map). The cancellation of this contract and development of the project will not create any additional urban encroachment on the small amount of remaining lands within the Modesto SOI in the vicinity project beyond those that already exist.

The removal of the Williamson Act Contract on this property will not itself result in the removal of any of the adjacent parcels from agricultural use.

(3) That cancellation is for an alternative use which is consistent with the applicable provisions of the city or county general plan.

The property is located in Stanislaus County, and is subject of a City/County Agreement governing the development of the property in the County and establishing that the City of Modesto will provide water service to the site. The Agreement identifies how taxes will be shared. The alternative use of this property is development consistent with the current City of Modesto General Plan. The property has been included within the Modesto General Plan area for over forty (40) years. The property has achieved a favorable vote of the citizens of the City of Modesto to extend sewer service to the site. When the Williamson Act contract was executed, the contract was protested, and the protest was upheld by LAFCO, so upon annexation, the contract would automatically be extinguished with no penalty. Property under the same contract to the west and north of this parcel, and about ten (10) acres in size, were removed by nonrenewal, but it is unclear why this small (under an acre) developed parcel was overlooked.

In this case, and although the property is surrounded by urban development, a County planning process is proposed and will be utilized until the property is ready for annexation to the City of Modesto. The County General Plan zoning will be changed to allow for development in the County and a zoning designation of Planned Development is being requested. The project will be an auto dealership, consistent with the land uses up and down McHenry Avenue in the vicinity of the site, as this is the established auto dealership location for north Modesto. The City/County Agreement recognizes this location for just such development.

(4) That cancellation will not result in discontiguous patterns of urban development.

The project site is located is Stanislaus County, but within the City of Modesto SOI, and surrounded by lands designated for, or developed as, urban uses on all sides, except for the parcels to the west (which are also adjacent to urban development). To the north, the property is adjacent to existing industrial type development. Adjacent to the site to the west is open ground located within the City of Modesto SOI, and further west, lands that have been annexed into the City of Modesto and developed. Adjacent to the site to the east is McHenry Avenue (SR 108) and urban development within the City of Modesto city limits. To the direct south of the property is a mobile home park developed in the County, and south of that, residential and commercial development in the City of Modesto.

Based on the foregoing, the project is surrounded by urban development on three sides. The larger project area is completely surrounded by railroad right-of-way, roadways, or development in the City of Modesto or Stanislaus County. As the project site is surrounded by these uses, its development will actually complete a compact and contiguous pattern of development. The County has performed all necessary environmental review, and will zone the property for development. Based on the fact that the project will be developing consistent with the County zoning ordinance and General Plan, and based upon the location of the project site, the cancellation of this contract will not result in discontiguous patterns of urban development as the entire area has been planned for development and development in the area has commenced.

(5) That there is no proximate noncontracted land which is both available and suitable for the use to which it is proposed the contracted land be put, or, that development of the contracted land would provide more contiguous patterns of urban development than development of proximate noncontracted land.

While only one of the two findings in finding #5 is required to be made, both findings are appropriate.

First, there is no proximate noncontracted land which is available and suitable for the use to which this property is proposed to be put in the vicinity of the project site. As set forth previously, this is the area identified by both Stanislaus County and the City of Modesto for auto dealerships to serve the north end of the County. Over ten (10) acres of the project is on lands not subject to a Williamson Act contract. These lands were part of the same original contract and were removed by nonrenewal, but it is unclear why this developed parcel (less than 1 acre) was overlooked. There is a small site across McHenry Avenue, but at about 3 acres, it is too small to accommodate the project as proposed.

The property proposed for cancellation has access to Pelandale Avenue and McHenry Avenue, major circulation corridors. The unique features of the property are the reason the County of Stanislaus focused its attention on this area, planned it for auto dealerships, and negotiated a service agreement with the City of Modesto. The parcel in question is generally surrounded by County/City development, thereby isolating this parcel from adjacent uses, as discussed previously in findings #2 and #4.

Stanislaus County has identified this area for County development. The City of Modesto, by agreement, will provide urban water service to the project area. Infrastructure is available to the site. This property lies within the main growth area for the City of Modesto, and will be annexed into the city limits in the future. There are no other non-contracted properties of similar size which provide the County similar benefits. As set forth above the County finds that there is no proximate noncontracted land which is both available and suitable for the use which the contracted land is proposed to be put.

As to the second part of finding #5, and as discussed under item #4, the development of this contracted land will provide for a contiguous pattern of urban development. First, the parcel in question is almost fully surrounded by County or City development, isolating this parcel from adjacent uses, as discussed previously in findings #2 and #4. In addition, the only similar sized and proximate non-contracted land which could be available for development would be across McHenry Avenue, but this parcel is too small for the project. The project in question is about ten (10) acres in size, and the parcel proposed for cancellation is a less than a one acre portion of the project site that was overlooked with the prior nonrenewal that cancelled the Williamson Act contract on the balance of the property proposed for development. The property which is the subject of this tentative cancellation is located within the City of Modesto SOI, has received an affirmative sewer advisory vote from the citizens of Modesto, has been under a planning process for many years, is the subject of an Agreement between the County and City for the provision of water to the site, and the existing contract was protested when it was executed and the protest was upheld. As such, for orderly, contiguous, and well planned

development to occur, the County of Stanislaus finds it is necessary for this property to be removed from the contract. Due to the location of the property and the need to properly complete the infrastructure in the area, and based on the foregoing, this project would provide more contiguous patterns of urban development than any proximate noncontracted lands.

State of California • Natural Resources Agency
Department of Conservation
Division of Land Resource Protection
801 K Street • MS 14-15
Sacramento, CA 95814
(916) 324-0850 • FAX (916) 327-3430

Edmund G. Brown Jr., *Governor*
John M. Lowrie, *Assistant Director*

June 29, 2016

VIA EMAIL: WYSER@STANCOUNTY.COM
Ms. Rachel Wyse, Associate Planner
Stanislaus County
Department of Planning & Community Development
1010 10th Street, Suite 3400
Modesto, CA 95354

Dear Ms. Wyse:

PARTIAL CANCELLATION OF LAND CONSERVATION CONTRACT # 75-2013 FOR AN AUTO DEALERSHIP

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the cancellation petition submitted by Stanislaus County. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act, California Farmland Conservancy Program, and other agricultural land conservation programs. The Department assumes that Stanislaus County has deemed the petition data and findings to be acceptable, and that the information provided reflects the views of the County as the lead agency.

PROJECT DESCRIPTION

The project proposes construction of an auto dealership on four parcels (11.7 acres). The property is located on the Southwest corner of McHenry Avenue and Pelandale Avenue in Stanislaus County (within the City of Modesto's sphere of influence (SOI)). The property is vacant aside from a small metal shop building. The property is bordered to the north by auto commercial uses, to the south by a mobile home residential park, to the west by vacant undeveloped land with a single family residence, and to the east by another auto dealership. One of the parcels is still enrolled in a Williamson Act Contract (No.1975-2013). The request is to cancel a 0.71-acre portion of the contract (APN: 046-005-010). The property is classified as Other Land per the California Important Farmland Finder.[1]

REQUIRED CANCELLATION FINDINGS

The requirements necessary for cancellation of land conservation contracts are outlined in Government Code Section 51282. The County must document the justification for the cancellation through a set of findings. Stanislaus County requires both sets of findings to be made. Based on the County's Uniform Rules, the project is being processed under the Public Interest and Consistency with the Williamson Act findings outlined below in the Department's comments:

[1] California Important Farmland Finder. California Department of Conservation. http://maps.conservation.ca.gov/ciff/ciff.html.

EXHIBIT G

DEPARTMENT COMMENTS ON PUBLIC INTEREST CANCELLATION FINDINGS[2]

1. *Other public concerns substantially outweigh the objectives of the Williamson Act:*

The project site is adjacent to land in the City of Modesto and with its SOI. Given that the area is already surrounded by urban development and there is no other non-contracted land nearby that is as suitable for the use, the County and City of Modesto have determined that it is in the best interest to develop the area commercially, specifically for an auto dealership. The City of Modesto, by agreement, will provide urban water to the project area. Infrastructure is also available to the site. Therefore, the Department concurs that the proposed project is aptly situated and would meet the required finding that it substantially outweighs the objectives of the Williamson Act.

DEPARTMENT COMMENTS ON CONSISTENCY WITH THE WILLIAMSON ACT FINDINGS

1. *That the cancellation is for land on which a notice of nonrenewal has been served pursuant to Section 51245.*

The notice of nonrenewal was served by the landowner to the County and filed with the County Recorder's office on May 9, 2016. The copy supplied in the cancellation petition was not a recorded version of the nonrenewal, but based on the finding, the requirement has been met.

2. *That cancellation is not likely to result in the removal of adjacent lands from agricultural use.*

Property to the north and west are developed industrially or have been annexed into the City of Modesto and developed. Property to the south is utilized as a mobile home park and property to the west is vacant land located in the City of Modesto's SOI. The petition states that the property has not been used for agricultural purposes for over ten years. Therefore, the cancellation is not likely to result in the removal of adjacent lands from agricultural use.

3. *That cancellation is for an alternative use which is consistent with the applicable provisions of the city or county general plan.*

The County General Plan zoning will be changed to allow for development in the County and a zoning designation of Planned Development is being requested. The project will be an auto dealership, consistent with the land uses up and down McHenry Avenue in the vicinity of the site.

The alternative use of the property is consistent with the current City of Modesto General Plan. The property has been included within the Modesto General Plan area for over forty years. The property has achieved a favorable vote of the citizens of the City of Modesto to extend sewer service to the site. The City/County Agreement recognizes this location for just such development.

Therefore, the cancellation is for an alternative use which is consistent with the applicable provisions of the City and County general plan.

[2] The second public interest finding is the same as the fifth consistency finding. Therefore, the finding is addressed later in the letter.

4. *That cancellation will not result in discontiguous patterns of urban development.*

The project site is located is Stanislaus County, but within the City of Modesto SOI and surrounded by lands designated for, or developed as, urban uses on all sides, except for the parcels to the west (which are also adjacent to urban development). Therefore, cancellation will not result in discontiguous patterns of urban development.

5. *That there is no proximate noncontracted land which is both available and suitable for the use to which it is proposed the contracted land be put, or, that development of the contracted land would provide more contiguous patterns of urban development than development of proximate noncontracted land.*

The property proposed for cancellation has access to Pelandale Avenue and McHenry Avenue, major circulation corridors. The unique features of the property are the reason the County of Stanislaus focused its attention on this area, planned it for auto dealerships, and negotiated a service agreement with the City of Modesto. The parcel in question is generally surrounded by County/City development, therefore the Department concurs that there is no better proximate noncontracted land which is both available and suitable for the proposed use.

CANCELLATION FINDINGS CONCLUSIONS

The Department concurs that the proposed project will be able to meet all the required findings for cancellation.

Thank you for the opportunity to provide comments on the proposed cancellation. Please provide our office with a copy of the public notice for the tentative cancellation, ten working days before the hearing, and a copy of the *recorded* tentative cancellation resolution within 30 days after approval pursuant to Government Code Section 51284.

Within 30 days of the landowner satisfying the conditions and contingencies required in the Tentative Cancellation Resolution, and payment of the required fee, the Board will record a Certificate of Cancellation for the contract. The County Treasurer is required to send the cancellation fee to State Controller within 30 days of recordation of the Certificate of Cancellation and a copy of the recorded Certificate of Cancellation to the Department of Conservation.[3,4] If you have any questions concerning our comments, please contact me.

Sincerely,

Meri A. Meraz

Meri A. Meraz
Conservation Program Support Supervisor
Division of Land Resource Protection
mmeraz@conservation.ca.gov

[3] Please include some type of information identifying the cancellation on the check: APN(s), project name or number, landowner, applicant, etc.
[4] When sending information to the Department of Conservation, please also confirm the date the cancellation payment was made to the State Controller.

Stanislaus County
Striving to be the Best

Don H. Gaekle
Stanislaus County Assessor

Mercy Maya
Assistant Assessor
Administration

Matt N. Reavill
Assistant Assessor
Valuation

1010 Tenth St., Suite 2400
Modesto, CA 95354-0863
Phone: (209) 525-6461
Fax: (209) 525-6586
www.stancounty.com/assessor

June 23, 2016

Stanislaus County Board of Supervisors
c/o Planning and Community Development
1010 Tenth Street, Suite 3400
Modesto, CA 95354

Dear Board Members:

Reference: Property Owner: Burchell Nursery Inc
Assessor's Parcel Number: 046-005-010-000
Williamson Act Contract Number: 2013

In accordance with California Government Code Section 51283, the Assessor's Office has made the following determination:

The cancellation valuation of 0.71 acres of the above referenced property restricted under the California Land Conservation Act is four hundred fifty thousand dollars ($450,000) representing current fair market value. The cancellation fee is an amount equal to 12½% of the cancellation valuation, or a total of fifty six thousand two hundred fifty dollars ($56,250).

I hereby certify the cancellation valuation of the above parcel to be $450,000.

Respectfully,

Don H. Gaekle Assessor

BY: Daryl Finney
Supervising Appraiser
Stanislaus County

cc: Burchell Nursery Inc
California Department of Conservation

RECEIVED
JUN 24 2016
STANISLAUS COUNTY PLANNING & COMMUNITY DEVELOPMENT DEPT.

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EXHIBIT H

APPENDIX I-1

RESOLUTION NO. 87-1

RESOLUTION OF THE STANISLAUS COUNTY PLANNING COMMISSION AMENDING DEVELOPMENT POLICIES WITH RESPECT TO THE REVIEW AND APPROVAL OF PLANNED DEVELOPMENT APPLICATION ON UPPER MCHENRY AVENUE.

WHEREAS, the proper regulation of development along McHenry has been the subject of concern to the City of Modesto and the County of Stanislaus for a long period of time, and

WHEREAS, the Stanislaus County Board of Supervisors, on the recommendation of the County Planning Commission, amended the Land Use Element of the Stanislaus County General Plan to designate the upper McHenry frontages for "Planned Development", and

WHEREAS, it is consistent with the "Planned Development" designation to establish development policies which will serve as guidelines for property owners and the County in the formulation and review of specific development proposals, and

WHEREAS, the Stanislaus County Planning Commission adopted Resolution No. 74-1 on April 11, 1974 to establish said policies.

NOW, THEREFORE, BE IT RESOLVED that the following policies are hereby established by the Stanislaus County Planning Commission with respect to the development of the "Planned Development" designations on upper McHenry Avenue.

Precise plans should be adopted to provide for two collector streets to cross McHenry at one-quarter mile intervals between Pelandale Avenue and Kiernan Avenue.

No planned development application should be approved which would conflict with the above mentioned precise plans or with the adopted Pelandale Avenue precise plan.

All planned development approvals shall provide for establishment of access driveways at intervals no closer than 200 feet where possible and on-site accessways (customer-front; freight-rear) shall be provided as approved.

Shopping centers should be permitted only at the McHenry Avenue-Pelandale Avenue and McHenry Avenue-Kiernan Avenue intersections.

Planned development approval on properties which are no on the intersections noted above should be limited to uses with a demonstrated history of lower traffic generation.

The "Planned Development" designation which has been applied to upper McHenry Avenue should not be interpreted to allow non-residential uses to project easterly or westerly from the

EXHIBIT I

McHenry frontage to the extent that they could initially or potentially diminish the agricultural or residential usage of lands in the immediate area. With the exception of the shopping centers at the corners listed above, the following depths are hereby established:

A. From Modesto Irrigation District Lateral No. 6 north - 450 feet from the centerline of McHenry Avenue.

B. From the Modesto City Limits north to Lateral No. 6 on the east side of McHenry Avenue - 488 feet from the centerline of McHenry Avenue.

C. From the Modesto City Limits north to Lateral No. 6 on the west side of McHenry Avenue - the westerly property lines of the existing parcels.

Planned development applications on upper McHenry Avenue should include provisions for the ultimate usage of entire contiguous ownerships. However, the application may provide for the phasing of development.

All non-residential planned development approvals shall include as an exhibit thereto, a signed agreement in a form satisfactory to the Modesto City Attorney and Stanislaus County Counsel guaranteeing that the property on which the planned development is applicable will be annexed to the City of Modesto and/or connected to the Modesto public sewer system when such annexation or sewer connection is demanded by the City of Modesto with the approval of the Stanislaus County Board of Supervisors.

All residential planned development approvals shall include provisions for annexation to the City of Modesto prior to occupancy thereof.

All planned development applications should provide for consistence with City of Modesto and County of Stanislaus standards with respect to landscaping, off-street parking, sign control and street improvements.

The Planning Commission should review all divisions of land within the planned development designation to insure that such divisions are consistent with the above policies and approved land uses.

PASSED AND ADOPTED this 21st day of May, 1987 on motion of Commissioner Parks, seconded by Commissioner Steinpress, by the following vote:

AYES: Coe, Entin, Graham, Hertle, Parks, Rettig, Steinpress, Wikoff
NOES: None
ABSTAIN: Stephens

THOMAS RETTIG, CHAIRPERSON

Stanislaus County
Striving to be the Best

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

1010 10th Street, Suite 3400, Modesto, CA 95354
Phone: 209.525.6330 Fax: 209.525.5911

CEQA INITIAL STUDY

Adapted from CEQA Guidelines APPENDIX G Environmental Checklist Form, Final Text, December 30, 2009

1. Project title: Williamson Act Contract Cancellation, General Plan Amendment, and Rezone Application No. PLN2016-0013 – Findlay Automotive Group

2. Lead agency name and address: Stanislaus County
1010 10th Street, Suite 3400
Modesto, CA 95354

3. Contact person and phone number: Rachel Wyse, Associate Planner

4. Project location: 4201 McHenry Avenue (State Route 108), southwest of the Pelandale and McHenry Avenue intersection, currently bisected by Wells Avenue, in the City of Modesto's Sphere of Influence. APN: 046-008-024, 046-008-016, 046-005-010, and 046-005-014.

5. Project sponsor's name and address: Findlay Automotive Group
310 N. Gibson Road
Henderson, NV 89014

6. General Plan designation: Planned Development (P-D) & Urban Transition (UT)

7. Zoning: P-D (Planned Development) 143 & A-2-10 (General Agriculture)

8. Description of project:

This is a request to cancel Williamson Act Contract No. 75-2013 on a .71 acre parcel, amend the General Plan designation on a 9.42 acre parcel from Urban Transition to Planned Development (PD) 143, rezone 11.06± acres, comprising four parcels, from General Agriculture to a new PD zone, abandon a portion of Wells Avenue, and construct an 11,620 square foot auto sales building and a 13,700 square foot auto service building. Operating hours are seven days a week from 7 a.m. to 9 p.m. with 65 employees on a maximum shift, 20± customers, and 10 truck loadings/deliveries per day. Proposed access includes two driveways off of Detroit Lane and a driveway adjacent to the southern property line on McHenry Avenue. The project is within the City of Modesto's Sphere of Influence.

9. Surrounding land uses and setting: Pelandale Avenue and Motor City Court to the north, second-hand store, McHenry Avenue (SR 108) and Infiniti car dealership to the east, Hetch-Hetchy Aqueduct, mobile home park, and Grecian Avenue to the south, single-family dwelling, vacant land, and mini storage to the west.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.): City of Modesto,
California Department of Transportation,
California Department of Conservation,
Stanislaus County Department of Public Works,
San Francisco Public Utilities Commission,
Modesto Irrigation District.

11. Attachments: Maps
Williamson Act Contract
CCIC Report
Early Consultation Referral Responses
Pinnacle Traffic Memos

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.

☐ **Aesthetics**	☐ **Agriculture & Forestry Resources**	☐ **Air Quality**
☐ **Biological Resources**	☐ **Cultural Resources**	☐ **Geology / Soils**
☐ **Greenhouse Gas Emissions**	☐ **Hazards & Hazardous Materials**	☐ **Hydrology / Water Quality**
☐ **Land Use / Planning**	☐ **Mineral Resources**	☐ **Noise**
☐ **Population / Housing**	☐ **Public Services**	☐ **Recreation**
☐ **Transportation / Traffic**	☐ **Utilities / Service Systems**	☐ **Mandatory Findings of Significance**

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

☒ **I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.**

☐ **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.**

☐ **I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.**

☐ **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 is required, but it must analyze only the effects that remain to be addressed.**

☐ **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.**

Rachel Wyse **May 24, 2016**
Signature **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, than 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). References 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 significant 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?			**X**	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			**X**	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

Discussion: The site itself is not considered to be a scenic resource or unique scenic vista. The site is currently vacant land, improved with an agricultural storage building. The applicant will provide landscaping as required by Ordinance, which will be held to City of Modesto standards. Conditions of approval will be added to the project requiring: City of Modesto design standards for plant types, irrigation methods, lighting standards, and that all lighting be designed (aimed down and towards the site) to provide adequate illumination without glare effect and unnecessary light spillage onto nearby residential uses. The City of Modesto has Industrial and Commercial Design Guidelines and included and is requiring that the actual building elevations, all four sides, be submitted to the City Planning Division for design conformance prior to final discretionary approval. Consequently, with the implementation of Design Guidelines it is expected that the proposed project will have a less than significant impact on the existing visual character and quality of the site.

Mitigation: None.

References: Application information; Referral response from City of Modesto dated March 30, 2016; Stanislaus County Zoning Ordinance; Stanislaus County General Plan and Support Documentation[1].

II. AGRICULTURE AND FOREST 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- 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?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			**X**	

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			**X**	

Discussion: The project site and its surrounding area are classified as "Urban and Built-Up Land" and "Vacant or Disturbed Land" by the Farmland Mapping and Monitoring Program, and soils include Hanford Sandy Loam. Consequently, development of the project will not result in the conversion of farmland of statewide importance or conversion of prime and/or unique farmland. Although approval of this project will result in the rezoning of land to a commercial use, the impact to agriculture is less than significant as this property has not been farmed for some time, is surrounded by urban development, and within the City of Modesto's Sphere of Influence. Moreover, a City of Modesto condition of approval requires that when applying for water and/or sewer service for this parcel the property owner agree to annex the property to the City, when requested to do so.

Mitigation: None.

References: Referral response dated March 30, 2016, from the City of Modesto; California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2014; Department of Conservation California Farmland Finder; USDA – NRCS Web Soil Survey.

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?			**X**	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			**X**	
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)?			**X**	
d) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
e) Create objectionable odors affecting a substantial number of people?			**X**	

Discussion: The proposed project is located within the San Joaquin Valley Air Basin (SJVAB) and, therefore, falls under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In conjunction with the Stanislaus Council of Governments (StanCOG), the SJVAPCD is responsible for formulating and implementing air pollution control strategies. The SJVAPCD's most recent air quality plans are the 2007 PM10 (respirable particulate matter) Maintenance Plan, the 2015 for the 1997 PM2.5 standard (fine particulate matter), and the 2007 Ozone Plan (The District has also adopted similar ozone plans such as 2014 RACT SIP and 2013 Plan for the Revoked 1-Hour Ozone Standard). These plans establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the SJVAB, which has been classified as "extreme non-attainment" for ozone, "attainment" for respirable particulate matter (PM-10), and "non-attainment" for PM 2.5, as defined by the Federal Clean Air Act.

The primary source of air pollutants generated by this project would be classified as being generated from "mobile" sources. Mobile sources would generally include dust from roads, farming, and automobile exhausts. Mobile sources are generally regulated by the Air Resources Board of the California EPA which sets emissions for vehicles and acts on issues regarding cleaner burning fuels and alternative fuel technologies. As such, the District has addressed most criteria air pollutants through basin wide programs and policies to prevent cumulative deterioration of air quality within the Basin. The project will increase traffic in the area and, thereby, impacting air quality. The applicant estimates that there will be a maximum of 65 employees on a maximum shift, 20± customers, and 10 truck loadings/deliveries per day.

Construction activities associated with the proposed project would consist primarily of construction of the 11,620 square foot auto sales building and a 13,700 square foot auto service building, associated parking lot, and drainage basin. These activities should not require substantial and sustained use of heavy-duty construction equipment nor major grading as the site is presently improved with an agricultural storage building and considered to be topographically flat. Demolition of the existing agricultural storage building is required to construct the auto dealership. Prior to application for a demolition permit, the applicant must obtain a release from the SJVAPCD.

For these reasons, the proposed project would be consistent with the applicable air quality plans and would not conflict with applicable regional plans or policies adopted by agencies with jurisdiction over the project and would be considered to have a less than significant impact.

Construction activities associated with new development can temporarily increase localized PM10, PM2.5, volatile organic compound (VOC), nitrogen oxides (NOX), sulfur oxides (SOX), and carbon monoxide (CO) concentrations in a project's vicinity. The primary source of construction-related CO, SOX, VOC, and NOX emission is gasoline and diesel-powered, heavy-duty mobile construction equipment. Primary sources of PM10 and PM2.5 emissions are generally clearing and demolition activities, grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed surfaces.

Based on comments on a similar project involving two auto dealerships and auto related uses on a single parcel, potential impacts on local and regional air quality are anticipated to be less than significant, falling below SJVAPCD thresholds, as a result of the nature of the proposed project and project's operation after construction. Implementation of the proposed project should fall below the SJVAPCD significance thresholds for both short-term construction and long-term operational emissions. Because construction and operation of the project is not expected to exceed the SJVAPCD significance thresholds, the proposed project should not increase the frequency or severity of existing air quality standards or the interim emission reductions specified in the air plans.

A referral response from the SJVAPCD was not received for this project; however, comment letters on similar auto dealership projects have stated that those projects were subject to District Rule 9510, an Air Impact Assessment, and Rules 4102, 4601 and 4641. Based on past comments and the nature of the proposed use, a standard condition of approval will be added to the project requiring the applicant to contact the SJVAPCD to determine if the project is subject to an Authority to Construct permit, an Air Impact Assessment application, best management practices, or fees prescribed by the air district. Additionally, a standard condition will be added to this project requiring all construction activities comply with all SJVAPCD regulations.

Mitigation: None.

References: San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; Stanislaus County General Plan and Support Documentation[1]

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?			**X**	

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 U.S. Fish and Wildlife Service?			**X**	
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?			**X**	
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?			**X**	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			**X**	
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?			**X**	

Discussion: It does not appear this project will result in impacts to endangered species or habitats, locally designated species, wildlife dispersal, or mitigation corridors. There are no known sensitive or protected species or natural communities located on the site and/or in the surrounding area which is almost entirely built up with urban uses. While the parcel is currently undeveloped, it is considered in-fill as the surrounding area has been developed with light industrial, residential, and commercial uses. If approved, the development would have a less than significant impact on biological resources.

Mitigation: None.

References: Application material; California Natural Diversity Database; Stanislaus County General Plan and Support Documentation[1]

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 § 15064.5?				**X**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			**X**	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				**X**
d) Disturb any human remains, including those interred outside of formal cemeteries?			**X**	

Discussion: It does not appear this project will result in significant impacts to any archaeological or cultural resources. A records search, conducted by the Central California Information Center (CCIC), indicated that there was a low probability of discovery of prehistoric or historic resources onsite; nor have any cultural resources been discovered or reported in the immediate vicinity. Since ground disturbance and construction can reveal archaeological resources a standard condition of approval will be added to this project to address any discovery of cultural resources during any ground disturbing activities. The project was referred to the Native American Heritage Commission (NAHC) via the State Clearinghouse. The referral response that was received outlined the requirements for tribal consultation as adopted by the California Congress. Because this application includes a General Plan Amendment individual letters were sent to the tribes as required. No response has been received from the consulted tribes to date.

Mitigation: None.

References: Central California Information Center report dated February 8, 2016; Stanislaus County General Plan and Support Documentation[1]

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:				
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.			**X**	
ii) Strong seismic ground shaking?			**X**	
iii) Seismic-related ground failure, including liquefaction?			**X**	
iv) Landslides?				**X**
b) Result in substantial soil erosion or the loss of topsoil?			**X**	
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?			**X**	
d) Be located on expansive soil creating substantial risks to life or property?			**X**	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			**X**	

Discussion: As contained in Chapter Five of the General Plan Support Documentation, the areas of the County subject to significant geologic hazard are located in the Diablo Range, west of Interstate 5; however, as per the California Building Code, all of Stanislaus County is located within a geologic hazard zone (Seismic Design Category D, E, or F) and a soils test may be required as part of the building permit process. Results from the soils test will determine if unstable or expansive soils are present. If such soils are present, special engineering of the structure will be designed and built according to building standards appropriate to withstand shaking for the area in which they are constructed. Any earth moving is subject to Public Works Standards and Specifications which consider the potential for erosion and run-off prior to permit approval. Likewise, any addition of a septic tank or alternative waste water disposal system would require the approval of the Department of Environmental Resources (DER) through the building permit process, which also takes soil type into consideration within the specific design requirements. At this point, the project site will be served by an onsite septic system. A denitrification system will be added to this system to limit nitrification of the soils. Conditions of approval will be added to meet denitrification as required by DER.

Mitigation: None.

References: Referral response from the Department of Environmental Resources dated March 16, 2016; California Building Code; Stanislaus County General Plan and Support Documentation[1]

VII. GREENHOUSE GAS EMISSIONS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

Discussion: The principal Greenhouse Gasses (GHGs) are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), sulfur hexafluoride (SF6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H2O). CO2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO2 equivalents (CO2e). In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] No. 32), which requires the California Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. As a requirement of AB 32, the ARB was assigned the task of developing a Climate Change Scoping Plan that outlines the state's strategy to achieve the 2020 GHG emissions limits. This Scoping Plan includes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the state's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. The Climate Change Scoping Plan was approved by the ARB on December 22, 2008. According to the September 23, 2010, AB 32 Climate Change Scoping Plan Progress Report, 40 percent of the reductions identified in the Scoping Plan have been secured through ARB actions and California is on track to its 2020 goal.

Although not originally intended to reduce GHGs, California Code of Regulations (CCR) Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with recognition that energy-efficient buildings require less electricity and reduce fuel consumption, which in turn decreases GHG emissions. The current Title 24 standards were adopted to respond to the requirements of AB 32. Specifically, new development projects within California after January 1, 2011, are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11).

The proposed project would result in short-term emissions of GHGs during construction. These emissions, primarily CO2, CH4, and N2O, are the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (HFCs, PFCs, and SF6) are typically associated with specific industrial sources and are not expected to be emitted by the proposed project. As described above in Section III - Air Quality, the use of heavy-duty construction equipment would be very limited; therefore, the emissions of CO2 from construction would be less than significant.

The project would also result in direct annual emissions of GHGs during operation. Direct emissions of GHGs from operation of the proposed project are primarily due to automobile trips. This project would not result in emission of GHGs from any other sources. Consequently, GHG emissions are considered to be less than significant.

Mitigation: None.

References: Application materials; Stanislaus County General Plan and Support Documentation[1]

VIII. 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?			**X**	
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?			**X**	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			**X**	

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?			**X**	
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?				**X**
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?				**X**
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	
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?				**X**

Discussion: The proposed project will consist of the sale of automobiles and routine maintenance associated with most auto dealerships. Maintenance operations generally include the handling of hazardous materials such as motor oil and other hazardous liquids. DER is responsible for overseeing hazardous materials and has not indicated any particular concern. A hazardous waste plan will be required to be submitted as a part of normal business operations, and will be reviewed by the DER-HazMat Division and the Fire Department. The presence and use of engine fluids and lubricants is expected to have a less than significant impact due to existing use, disposal, and storage requirements for any business engaging in engine repair.

The site is currently zoned PD 143 (Planned Development) and A-2-10 (General Agriculture), but is not currently in agricultural production. However, given the history of the area, it is quite likely that the project site has previously engaged in production agriculture. A comment referral response received from DER's HAZMAT Division is requiring a Phase 1 Study (and Phase II if deemed necessary) to determine if any underground storage of chemicals took place during past activities. Conditions of approval will be placed on the project to address this. The project site is not within the vicinity of any airstrip or wildlands.

Mitigation: None.

References: Referral Response from Department of Environmental Resources HAZMAT Division dated March 15, 2016; Stanislaus County General Plan and Support Documentation[1]

IX. 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?			**X**	
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)?			**X**	

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?			**X**	
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?			**X**	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			**X**	
f) Otherwise substantially degrade water quality?			**X**	
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?				**X**
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				**X**
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?			**X**	
j) Inundation by seiche, tsunami, or mudflow?				**X**

Discussion: Run-off is not considered an issue because of several factors which limit the potential impact. These factors include the relatively flat terrain of the subject site, and relatively low rainfall intensities in the Central Valley. Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act. The project site itself is located in Zone X (outside the 0.2% floodplain) and, as such, exposure to people or structures to a significant risk of loss/injury/death involving flooding due to levee/dam failure and/or alteration of a watercourse, at this location is not an issue with respect to this project.

By virtue of the proposed paving for the building pads, parking, and driveways, the current absorption patterns of water upon this property will be altered; however, current standards require that all of a project's stormwater be maintained on site and, as such, a Grading and Drainage Plan will be included in this project's conditions of approval. As a result of the development standards required for this project, impacts associated with drainage, water quality, and runoff are expected to have a less than significant impact. The project design indicates that stormwater runoff generated by the development of this site will be kept on site and stored in a storm drainage basin. This project was referred to the Regional Water Quality Control Board (RWQCB) which responded with standards of development and requirements that will be incorporated into this project's conditions of approval.

Conditions of approval regarding storm drainage were provided by the City of Modesto and are expected from Stanislaus County Public Works; however, at the time this study was drafted, no conditions have been received to date. Currently, on-site drainage is within the purview of the County and, as such, County conditions supersede the City's. However, should the project be annexed to the City of Modesto prior to construction stormwater conditions, as listed in the City's March 30, 2016 referral response, shall be applicable to this project in lieu of County Public Works conditions.

The project site will receive potable water from the City of Modesto and will be metered and subject to all conservation efforts or ordinances the City maintains for groundwater.

Mitigation: None.

References: Referral response from the City of Modesto dated March 30, 2016; Referral response from the Regional Water Quality Control Board dated March 15, 2016; Stanislaus County General Plan and Support Documentation[1]

X. LAND USE AND PLANNING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Physically divide an established community?				**X**
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?			**X**	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				**X**

Discussion: The project site has General Plan Designations of Urban Transition and Urban currently zoned P-D 143 (Planned Development) and A-2-10 (General Agriculture). The applicant is requesting to cancel the Williamson Act on a 0.71 acre parcel, amend the General Plan from Urban Transition to Planned Development on the 9.42 acre parcel and rezone all four parcels to Planned Development to allow an automobile dealership. The site falls within the Sphere of Influence of the City of Modesto, and accordingly, a referral was sent to Modesto to ensure consistency with their General Plan for the area. The City commented that this project is consistent with their General Plan designation of Regional Commercial, which allows auto dealerships, and have provided conditions of approval to be added to this project. The project will not physically divide an established community nor conflict with any habitat conservation plans.

Mitigation: None.

References: Referral response from the City of Modesto dated March 30, 2016; Stanislaus County General Plan and Support Documentation[1]

XI. 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?				**X**
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?				**X**

Discussion: The location of all commercially viable mineral resources in Stanislaus County has been mapped by the State Division of Mines and Geology in Special Report 173. There are no know significant resources on the site, nor is the project site located in a geological area known to produce important mineral resources.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation[1]

XII. 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?			**X**	

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			**X**	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			**X**	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			**X**	
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?				**X**
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?				**X**

Discussion: The Stanislaus County General Plan identifies noise levels up to 70 dB Ldn (or CNEL) as the normally acceptable level of noise for commercial uses. On-site grading and construction resulting from this project may result in a temporary increase in the area's ambient noise levels; however, noise impacts associated with on-site activities and traffic are not anticipated to exceed the normally acceptable level of noise. The site itself is impacted by the noise generated from existing McHenry (SR 108) and Pelandale Avenues; however, it is expected that dealership noise will have a less than significant effect on residents to the south due to the proposed building setback of 103 feet in addition to the 110-foot Hetch Hetchy right of way. Moreover, operating hours are limited to 7:00 a.m. to 9:00 p.m. daily. A condition of approval will be added prohibiting the use of an outdoor public announcement (P.A.) system to contact employees and/or customers. Therefore, the development of the proposed project will have less than significant impacts from exposure to excessive noise levels. The site is not located within an airport land use plan.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation[1]

XIII. 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)?			**X**	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				**X**
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				**X**

Discussion: The proposed development of the site will utilize available existing infrastructure and construct a new on-site infrastructure to tie into the City of Modesto's potable water line. LAFCO approval is required for extension of the water line as the subject parcel has not been annexed into the City's water district. Sewer is in the general area; however, due to the lack of existing City infrastructure, the City has given the applicant options to bring sewer to the site or utilize a septic system with denitrification capabilities. Currently, the applicant is proposing to construct a septic system. No housing or persons will be displaced by the project site's development.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation[1]

XIV. PUBLIC SERVICES --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Would the project result in the 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:				
Fire protection?			X	
Police protection?			X	
Schools?				X
Parks?				X
Other public facilities?			X	

Discussion: The County has adopted Public Facility Fees, as well as Fire Facility Fees on behalf of the appropriate fire district, to address impacts to public services from the development of the site. Such fees are required to be paid at the time of building permit issuance. Conditions of approval will be added to this project to ensure the proposed development complies with all applicable fire department standards with respect to access and water for fire suppression. A Comment referral was received from the Salida Fire Protection District (SFPD) requiring the applicant to form or annex into the services district to provide for operational services. This condition and others, as provided by SFPD, will be added to the Conditions of approval for this project.

Mitigation: None.

References: Referral response from the Salida Fire Protection District dated March 15, 2016; Stanislaus County General Plan and Support Documentation[1]

XV. 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?			X	
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?				X

Discussion: The proposed project does not have a residential element and is not anticipated to significantly increase demand for any recreational activities or facilities.

Mitigation: None.

References: Application material, Stanislaus County General Plan and Support Documentation[1]

XVI. TRANSPORATION/TRAFFIC -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
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?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

Discussion: The project site will have access to Detroit Avenue and McHenry Avenue (SR 108), once constructed. Currently, the City of Modesto is asking for dedication alone. No conditions requiring improvement of Detroit Lane were provided; however, at the time of construction of Detroit Lane, the development of the subject street shall comply with City of Modesto standards and specifications for road construction. The applicant is anticipating a maximum shift of 65 employees and 20± customers per day. Truck traffic is expected to include 10 loadings/deliveries per day.

This project was referred to the Department of Public Works, City of Modesto, and the California Department of Transportation (Caltrans). Caltrans responded with conditions upon receiving requested information and clarification on traffic movement. These conditions require the McHenry Ave. (SR 108) driveway to be: as far from the McHenry and Pelandale Avenue intersection as possible, right in/right out only, no vehicle parking within 50-feet of the driveway, and no semi-truck access permitted on the McHenry driveway. Caltrans additionally requested the Synchro files that were utilized in the traffic memo. The files were forwarded to Caltrans and are attached with the Early Consultation referral responses.

The proposed project was reviewed by the City of Modesto staff for safe access and vehicle circulation. Recommended conditions of approval include: reciprocal access between the site and adjacent southern parcel, a deceleration lane on Pelandale Avenue, Detroit Lane driveways are to be setback 350 feet from Pelandale Avenue, and dedication of 60-feet of right of way for the future construction Detroit Lane.

Mitigation: None

References: Pinnacle Traffic Analysis and response to Caltrans comments dated March 14 and April 25, 2016, respectively; Referral response from City of Modesto dated March 30, 2015; Stanislaus County General Plan and Support Documentation[1]

XVII. 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?			X	
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?			X	
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?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
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?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

Discussion: As stated earlier, storm drainage is proposed to be handled on-site via a storm drain basin. The project site will extend and connect to an existing City of Modesto water line and will be served by the City. The comment letter received from the City of Modesto identified standards the applicant will be required to meet when extending utility infrastructure. The project site will utilize an onsite septic facility for sanitary services for the time being. Because the City's sewer infrastructure is not in the immediate area, the developer has the option of bringing the sewer line to the site or installing a septic system. Any water or sewer on or off-site is required to be constructed in compliance with City of Modesto standards. All existing irrigation utilities and electric facilities on site operated by the Modesto Irrigation District will be subject to any easement and/or relocation requirements that the District may prescribe.

Mitigation: None.

References: Referral response from the City of Modesto dated March 30, 2016; Stanislaus County General Plan and Support Documentation[1]

XVIII. 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?				X
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.)			X	

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			**X**	

Discussion: Review of this project has not indicated any features which might significantly impact the environmental quality of the site and/or surrounding areas.

[1]Stanislaus County General Plan and Support Documentation adopted in October 1994, as amended. Optional and updated elements of the General Plan and Support Documentation: ***Agricultural Element*** adopted on December 18, 2007; ***Housing Element*** adopted on April 5, 2016; ***Circulation Element*** and ***Noise Element*** adopted on April 18, 2006.

NEGATIVE DECLARATION

NAME OF PROJECT: Williamson Act Cancellation, General Plan Amendment, & Rezone Application No.PLN2016-0013 – Findlay Automotive Group

LOCATION OF PROJECT: 4201 McHenry Avenue (State Route 108), southwest of the Pelandale and McHenry Avenue intersection, currently bisected by Wells Avenue, north of the City of Modesto. APN: 046-008-024, 046-008-016, 046-005-010, and 046-005-014

PROJECT DEVELOPERS: Findlay Automotive Group
310 N. Gibson Road
Henderson, NV 89014

DESCRIPTION OF PROJECT: Request to cancel Williamson Act Contract No. 75-2013 on a .71 acre parcel, amend the General Plan designation on a 9.42 acre parcel from Urban Transition to Planned Development (PD), and rezone four parcels totaling 11.06 acres from General Agriculture and PD 143 to a new PD zone to allow development of an auto dealership. The project site is located at the southwest corner of Pelandale and McHenry Avenues in the Modesto area.

Based upon the Initial Study, dated **May 24, 2016**, the Environmental Coordinator finds as follows:

1. This project does not have the potential to degrade the quality of the environment, nor to curtail the diversity of the environment.

2. This project will not have a detrimental effect upon either short-term or long-term environmental goals.

3. This project will not have impacts which are individually limited but cumulatively considerable.

4. This project will not have environmental impacts which will cause substantial adverse effects upon human beings, either directly or indirectly.

The Initial Study and other environmental documents are available for public review at the Department of Planning and Community Development, 1010 10th Street, Suite 3400, Modesto, California.

Initial Study prepared by: Rachel Wyse, Associate Planner

Submit comments to: Stanislaus County
Planning and Community Development Department
1010 10th Street, Suite 3400
Modesto, California 95354

SUMMARY OF RESPONSES FOR ENVIRONMENTAL REVIEW REFERRALS

PROJECT: WAC, GPA, & REZ APPLICATION NO. PLN2016-0013 - FINDLAY AUTOMOTIVE GROUP

REFERRED TO:				RESPONDED		RESPONSE			MITIGATION MEASURES		CONDITIONS	
	2 WK	30 DAY	PUBLIC HEARING NOTICE	YES	NO	WILL NOT HAVE SIGNIFICANT IMPACT	MAY HAVE SIGNIFICANT IMPACT	NO COMMENT NON CEQA	YES	NO	YES	NO
CA DEPT OF CONSERVATION: Land Resources / Mine Reclamation	X	X	X	X		X				X		X
CA DEPT OF FISH & WILDLIFE	X	X	X		X							
CA DEPT OF TRANSPORTATION DIST 10	X	X	X	X		X				X	X	
CA OPR STATE CLEARINGHOUSE	X	X	X	X		X				X		X
CA RWQCB CENTRAL VALLEY REGION	X	X	X	X		X				X		X
CITY OF: MODESTO	X	X	X	X		X				X	X	
COOPERATIVE EXTENSION	X	X	X		X							
FIRE PROTECTION DIST: SALIDA	X	X	X	X		X				X	X	
IRRIGATION DISTRICT: MODESTO	X	X	X	X		X				X	X	
MOSQUITO DISTRICT: EASTSIDE	X	X	X		X							
MT VALLEY EMERGENCY MEDICAL	X	X	X		X							
PACIFIC GAS & ELECTRIC	X	X	X		X							
RAILROAD: UNION PACIFIC	X	X	X		X							
SAN FRANCISCO PUBLIC UTILITIES COMMISSION	X	X	X		X							
SAN JOAQUIN VALLEY APCD	X	X	X		X							
SCHOOL DISTRICT 1: SYLVAN UNION	X	X	X		X							
SCHOOL DISTRICT 2: MODESTO UNION	X	X	X	X		X				X		X
STAN ALLIANCE	X	X	X		X							
STAN CO AG COMMISSIONER	X	X	X		X							
STAN CO BUILDING PERMITS DIVISION	X	X	X	X		X				X	X	
STAN CO CEO	X	X	X		X							
STAN CO DER	X	X	X	X		X				X	X	
STAN CO ERC	X	X	X	X				X		X		X
STAN CO FARM BUREAU	X	X	X		X							
STAN CO HAZARDOUS MATERIALS	X	X	X	X		X				X	X	
STAN CO PARKS & RECREATION	X	X	X		X							
STAN CO PUBLIC WORKS	X	X	X	X		X				X	X	
STAN CO SHERIFF	X	X	X		X							
STAN CO SUPERVISOR DIST #:	X	X	X		X							
STAN COUNTY COUNSEL	X	X	X		X							
StanCOG	X	X	X		X							
STANISLAUS FIRE PREVENTION BUREAU	X	X	X		X							
STANISLAUS LAFCO	X	X	X		X							
SURROUNDING LAND OWNERS			X									
TELEPHONE COMPANY:	X	X	X		X							
TRIBAL CONTACTS (CA Government Code §65352.3)	X	X	X		X							
US ARMY CORPS OF ENGINEERS	X	X	X		X							
US FISH & WILDLIFE	X	X	X		X							
US MILITARY AGENCIES (SB 1462) (5 agencies)	X	X	X		X							
WATER DISTRICT: MODESTO	X	X	X	X		X				X	X	

EXHIBIT L