



**DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT**

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MEMO TO: Stanislaus County Planning Commission  
FROM: Department of Planning and Community Development  
SUBJECT: **GENERAL PLAN AMENDMENT APPLICATION NO. PLN 2014-0051  
STANISLAUS COUNTY GENERAL PLAN UPDATE**

**RECOMMENDATION**

Based on the discussion below and on the whole of the record provided to the County, staff is requesting that the Planning Commission provide a recommendation of approval of General Plan Amendment Application No. PLN2014-0051 – Stanislaus County General Plan Update, including certification of the Final Environmental Impact Report, as presented in this staff report. If the Planning Commission decides to provide a recommendation of approval, Exhibit A, provides an overview of all of the findings required for project approval.

All amendments being recommended for approval are reflected in Exhibit C – *Draft Stanislaus County General Plan Update – Bold and Strikeout*, which shows all proposed text additions in **bold** and all proposed text deletions in ~~strikeout~~.

**PROJECT DESCRIPTION**

Stanislaus County proposes to update its General Plan to extend the 20-year planning horizon to 2035 and reflect the population projections adopted by the Stanislaus Council of Governments for the 2014 Regional Transportation Plan/Sustainable Communities Strategy, which projects that by the year 2035 the population of Stanislaus County will reach 721,582, with a projected 21.3% change in population from 2010 to 2035 in the unincorporated area. The projected 2035 population for the unincorporated area is 133,763. An update to the Airport Land Use Compatibility Plan (ALUCP) has also been processed in tandem with the General Plan Update. The ALUCP is a plan that sets up standards for compatibility for all public use airports in Stanislaus County, which currently consist of the Modesto/County and Oakdale airports. A Final Environmental Impact Report (FEIR), covering both the General Plan Update and the ALUCP, has been prepared for the purposes of environmental analysis.

The FEIR consists of: the Draft EIR (DEIR); comments and recommendations received on the DEIR; a list of persons, organizations, and public agencies commenting on the DEIR; responses of the Lead Agency of significant environmental points raised in the review and consultation period; and any other information added by the lead agency. (See Exhibit D – Final Environmental Impact Report – Stanislaus County General Plan Update and Airport Land Use Compatibility Plan Updates)

The essential goal of the project is to update the Stanislaus County General Plan and ALUCP. This is represented by the following objectives, as outlined in Chapter Four, Section 4.1 - *Project Objectives*, page 4-1 of the DEIR (Exhibit D).

To comprehensively review and amend the general plan to incorporate current requirements of State law related to planning issues.

- To avoid making changes to the General Plan Land Use Diagram.
- To update existing and incorporate new goals, objectives, policies, and implementation measures to reflect local changes in land use policy.
- To update technical data found within the general plan and support documents.
- To update the ALUCP to ensure consistency with the general plan, incorporate the requirements of the Caltrans' *Airport Land Use Planning Handbook*, and reflect new information relating to noise contours, safety zones, airspace protection zones, overflight areas, and current city general plan provisions.
- To prepare the environmental documentation necessary to support adoption of the general plan update and ALUCP.

The project being presented for Planning Commission consideration includes only the certification of the FEIR and adoption of the proposed General Plan Update. As lead agency, the Board of Supervisors will act to certify the FEIR which will be utilized for adoption of the General Plan Update and ALUC for adoption of the ALUCP. The ALUC will consider adoption of the ALUCP at a separate public hearing to be scheduled after the Board of Supervisors certification of the FEIR.

The discussion in this report will focus on the proposed updates to the General Plan and the FEIR, including any environmental comments related to the ALUCP. A discussion on the entire ALUCP update, both environmental and non-environmental issues, will be provided when the item is considered for adoption by the ALUC. A draft of the ALUCP Update is available for review at <http://www.stancounty.com/planning/pl/act-proj/gp-update.shtm>.

## **PROJECT LOCATION**

The proposed General Plan Update will apply county-wide, with the exception of the incorporated cities and state or federal lands.

## **PROCESS**

The Planning Department contracted with the consulting firm Jones and Stokes, now ICF International (ICF), for the update of the General Plan and ALUCP, and for the development of an EIR, in February of 2010. The contract included two sub-contractors: Fehr and Peers, traffic consultant, and Mead and Hunt, airport land use consultant. Development of language and policy updates involved ongoing consultation with the Stanislaus County General Plan Update Committee, Stanislaus County Agricultural Advisory Board, Airport Technical Committee, and various County Departments. ICF prepared a number of technical memos which guided proposed changes to general plan and airport land use goals, policies, and implementation measures. On February 6, 2014, a joint workshop for the Planning Commission and ALUC was held to provide an overview of the project. In April of 2014, a Notice of Preparation (NOP) was distributed and a series of public meetings were held throughout the County to elicit public input. The Notice of Availability (NOA) of the DEIR was circulated for the required 45-day public review period, from April 19, 2016 to June 3, 2016. Fourteen comments were received and

addressed within the FEIR. The project was also circulated to all seven Municipal Advisory Councils (MACs) with an offer for county staff to make a presentation on the project. The Salida MAC was the only MAC to request a presentation. In June of 2016, presentations on the project were made to the Salida MAC and the Stanislaus County Agricultural Advisory Board.

Section 65351 of the California Government Code requires that during the preparation or amendment of a general plan, the planning agency shall provide opportunities for the involvement of citizens, California Native American Indian tribes, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the planning agency deems appropriate. All required agencies, and many additional stakeholders, were notified of the General Plan Update during both the NOP and NOA process. As required by California State law, the draft Safety Element of the General Plan was also circulated to the California Board of Forestry for the required 90-day review period from August 18, 2015 to November 16, 2015.

## **DISCUSSION**

The General Plan Update is limited to revisions of the land use, circulation, conservation/open space, noise, safety, and agricultural elements. The update does not include changes to the General Plan Land Use Diagram, but rather is a “clean-up” of the General Plan to incorporate changes in State law and local standards, such as Senate Bill (SB) 375 (sustainable communities strategy), SB 5 (floodplains), Assembly Bill 359 (groundwater mapping), and SB 244 (disadvantaged communities). The update also includes changes in agency names, structures, and responsibilities, changes in local codes, standards, and management plans, minor language and formatting revisions, changes to ensure consistency with the ALUCP, and a number of policy enhancements (described in more detail in the Summary of Changes Section of this report). Existing support documentation was also incorporated into the text of each element.

Below is a summary of the general purpose of each general plan element (Section 65302 California Government Code):

### ***Land Use Element***

The Land Use Element is a required element intended to designate the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land.

### ***Circulation Element***

The Circulation Element is a required element which consists of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the Land Use Element of the plan.

### ***Conservation/Open Space Element***

The Conservation Element is a required element which considers the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources.

The Open-Space Element is a required element which considers the preservation of natural, archeological, paleontological, historical, and recreational resources, managed production of resources, and open space for the purpose of public health and safety. Although inclusion of each of these elements is a distinct requirement, State Law allows them to be combined, as is the case with the Stanislaus County General Plan.

### ***Noise Element***

A Noise Element is a required element which analyzes and quantifies, to the extent practicable, current and projected noise levels for highways and freeways, primary arterials and major local streets, passenger and freight online railroad operations and ground rapid transit systems, commercial, general aviation, heliport, helistop, and military, airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation, local industrial plants, including, but not limited to, railroad classification yards, other ground stationary noise sources, including, but not limited to, military installations, identified locally as contributing to the community noise environment.

### ***Safety Element***

A Safety Element is a required element which considers the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure, slope instability leading to mudslides and landslides, subsidence, liquefaction, or other seismic hazards, and other locally recognized geologic hazards known, flooding, and wildland and urban fires.

### ***Agricultural Element***

The Agricultural Element of the General Plan is an optional element, voluntarily included in the Stanislaus County General Plan, the purpose of which is to promote and protect local agriculture. The County's first Agricultural Element was adopted in April of 1992. The Agricultural Element was added to the County General Plan in recognition of the importance of agriculture to our local economy. Most recently, the Agricultural Element underwent a comprehensive update and was adopted in its present form by the Board of Supervisors in December of 2007.

### ***Housing Element***

The Housing Element is a required element of the General Plan, which is updated through a separate process, the timing of which is designated by the California Department of Housing and Community Development (HCD). The fifth cycle update of the Stanislaus County Housing Element was most recently adopted by the Board of Supervisors on April 5, 2016 and was subsequently certified by HCD on April 27, 2016. The Housing Element is not required to be updated for the sixth cycle until April 2024.

## **GENERAL PLAN UPDATE - SUMMARY OF CHANGES**

Below is a summary of the goal, policy, and implementation measure amendments proposed in the General Plan Update by element. The draft General Plan can be viewed in its entirety in Exhibit C – *Draft Stanislaus County General Plan Update – Bold and Strikeout*, which shows all proposed text additions in **bold** and all proposed text deletions in ~~strikeout~~.

### ***Land Use Element***

- Updated policies and implementation measures regarding unincorporated urban communities.
  - Updated language within the Land Use Element to reflect the elimination of redevelopment agencies throughout the state of California, including the Stanislaus County Redevelopment Agency.
  - Added new implementation measures and amended existing implementation measures to encourage the upgrading of services for existing communities, including supporting the establishment of “self-help” programs, and to ensure adequate and effective levels of public services for new development.
  - Clarified existing implementation measures which address the circumstances under which connecting to existing public water/waste water systems is required.
  - Identifies the infrastructure needs of “disadvantaged communities”, through inclusion of a Stanislaus County Disadvantage Unincorporated Communities Report included as a separate document of the element.
- Updated policies and implementation measures regarding economic development.
  - Added new policy and implementation measure regarding supporting efforts to direct economic development and job creation centers towards cities, while also considering approval of centers in unincorporated areas of unique character and proximity to transportation infrastructure.
  - Added a new implementation measure which encourages reuse of the Crows Landing Air Facility as a regional jobs center.
- Updated policies and implementation measures regarding complementing the general plans of cities within the county.
  - Amended existing implementation measures and added new implementation measures, which encourages coordination with cities to identify opportunities to develop uniform development standards in city spheres and along all major county defined gateways to cities and to formally acknowledge agreements.
  - Added new policy and implementation measures to encourage participation in developing a county-wide growth management strategy.
  - Added new policy and implementation measure to require development which requires discretionary approval located within one mile outside of a city’s adopted sphere of influence boundary and within a city’s adopted general plan area, to be referred out to the city for consideration. However, the County reserves the right for final discretionary action.
- Added new policy and implementation measures regarding promoting and protecting healthy living environments, including encouraging development that:
  - Decreases air and water pollution;
  - Reduces the consumption of natural resources and energy;
  - Increases the reliability of local water supplies;
  - Facilitates alternative modes of transportation;
  - Promotes active living; and
  - Promotes the extension of public transportation systems and efforts to improve the siting of local health care options.

- Added new policy and implementation measure addressing the compatibility of outdoor lighting with other uses.
- Cleaned up community plan language and incorporated all Community Plans as separate Appendices within the Land Use Element.

### ***Circulation Element***

- Revised “Road Classification” terminology to be consistent with the US Department of Transportation, Federal Highway Administration’s (FHWA) naming standards.
- Minor changes were made to Figure II-1 Circulation Diagram, including the downgrade of Dakota Avenue from a Principal Arterial (OPA) to a Major Collector (MJC). The North County Corridor and South County Corridor proposed alignments were also added to the Circulation Diagram. A number of other roadways were downgraded as summarized below. The downgrading of a roadway primarily means a reduction in the width of the ultimate right-of-way.
  - Santa Fe Avenue;
  - Milnes: Albers west to Crossroad;
  - 26 Mile Road: from Hwy 120 to Milton;
  - River Road: Hwy 120 to Cleveland;
  - All roadways around and through City of Newman, except for Stuhr/Hills Ferry/Hwy 33;
  - Morse Road;
  - Sawyer Road: River Rd to Hwy 120; and
  - Crane Rd: Hwy 108 to North end.
- Updated tables to be consistent with the Department of Public Works Standards and Specifications including:
  - Table II-1 Roadway Segment Levels of Service (LOS) Criteria;
  - Table II-2 Rural Local Minor Collector Roadways Requiring at Least 80 Feet of Right-Of-Way;
  - Table II-3 Functional Classifications – Typical Roadway Characteristics;
  - Table II-4 Official Plan Lines; and
  - Table II-5 Special Study Areas.
- Updated data on sections regarding public transit, rail service, freight, and aviation.
- Added language, amended policies, and added new and revised implementation measures to emphasize that the Circulation Element applies to all modes of transportation, which must be considered in any traffic impact study prepared for a project. New implementation measures added that require a strategic plan to be prepared to identify areas to which new multi-modal transportation guidelines will apply, that require consideration of public transit and multi-modal transportation in development projects, and that focus on a safe, comprehensive, and coordinated transportation system, which considers a broad range of transportation modes.
- Added an implementation measure which requires development to identify and mitigate all operations and safety impacts to the circulation system.

Amended an implementation measure and added an implementation measure to encourage reciprocal access easements and shared driveways.

- Added an implementation measure to encourage development with multiple points of ingress and egress to aid in traffic flow and the accessibility of multiple modes of transportation.
- Added an implementation measure to promote the transformation of major transportation corridors which are attractive, safe, and comfortable for pedestrians.
- Amended an existing implementation measure regarding the Congestion Management Process to identify alternative strategies such as travel demand management (TDM), traffic operational improvements, public transit options, Intelligent Transportation System (ITS), Non-motorized alternatives (bicycle and pedestrian), and smart growth alternative land use strategies as alternatives to manage congestion.
- Added a new goal, policy, and implementation measures regarding alternatives to on-site parking requirements.
- Amended acceptable Level of Service on roadway segments from a “C” to a “D”.
- Added language, amended policy, and added a new implementation measure regarding a focus on safety and vehicle miles traveled to reflect changes to State law (CA Senate Bill 743).
- Incorporated existing support documentation, including information on water, pipe, and utility conveyance systems, into the element.

### ***Conservation/Open Space Element***

- Added language and implementation measures to ensure consistency between the ALUCP and the General Plan, including measures that require ALUC review of projects located in the adopted Airport Influence Area to reduce conflicts between open space, parks, recreation, conservation or nature preserve areas, and Airport Influence Zones.
- Added a new implementation measure which considers adoption of natural scenic vistas.
- Amended an existing policy and added a new implementation measure requiring any ground disturbing activities on lands previously undisturbed to mitigate impacts to riparian habitat and vernal pools.
- Added and amended implementation measures to reference the Stanislaus County Parks Master Plan, the Stanislaus Council of Government’s Non-Motorized Transportation Plan, and all applicable Hazard Mitigation Plans, to ensure general plan consistency with local plans.
- Amended existing policies and added and amended implementation measures to support the development and implementation of water management strategies including measures to:
  - Coordinate with water purveyors, private landowners and other water resource agencies in the region on data collection of groundwater conditions;

Promote efforts to increase reliability of groundwater supplies through water resource management tools;

- Support and where appropriate help facilitate the formation of an integrated and comprehensive county-wide, and where appropriate regional, water resources management plan;
  - Cooperate with other pertinent agencies, including cities and water districts, in the preparation and adoption of a groundwater sustainability plan pursuant to the Sustainable Groundwater Management Act (SGMA);
  - Obtain the technical information, and develop the planning and policy needs to improve groundwater recharge opportunities and groundwater conditions in the County; and
  - Adopt General Plan changes to protect recharge areas and manage land use changes that have an impact on groundwater use and quality, as information becomes available.
- Added an implementation measure to encourage the development of resort services and recreational development within water reservoirs, where appropriate.
  - Added and amended implementation measures regarding solid waste management, including the evaluation of recycling facilities that receive waste materials diverted from landfills or transformation facilities for compatibility with surrounding land uses.
  - Incorporated existing support documentation, including information on fish and wildlife inventory, parks and trails, and historic and cultural sites, into the element.

### ***Noise Element***

- Updated language, terminology, and data, and added and amended implementation measures to ensure consistency with the updated Circulation Element, the updated ALUCP, and the Stanislaus County Noise Control Ordinance.
- Added a new implementation measure which requires active enforcement of the Noise Ordinance to reduce the number of incidents of excessive noise.
- Incorporated the 2005 Technical Reference Document into the element, previously included in the support documentation of the Noise Element, which provides a source for existing noise measurements; including a summary of long-term and short-term measurements and noise contour distances for major railroads.

### ***Safety Element***

- Incorporated existing support documentation and data and maps from the environmental impact report prepared for the project, and from the Stanislaus County Multi-Jurisdictional Hazardous Mitigation Plan (MJHMP) regarding seismic and geological hazards, dam inundation, flood hazards, fire hazards, hazardous materials, airports, and other safety hazards. Included a summary of the MJHMP, and incorporated references to the MJHMP throughout the element.
- Added information into the introduction regarding climate adaptation to be consistent with State law requirements for Safety Element content.



Added an implementation measure which requires completion of an ordinance amendment to address the Urban Level of Flood Protection 2007 Flood Protection Bill Package (AB 162/SB/AB 5) which is designed to protect development within 200 year flood plain located within urban areas (over 10,000 in population) based on best available mapping.

- Amended implementation measures to promote the design of the built environment to allow for surveillance of publically accessible areas and crime prevention through design
- Incorporated references to emergency access and evacuation routes, State Responsibility Areas (SRAs), Very High Fire Severity Zones, adopted fire code, local fire agencies, local strategic fire plans, state fire standards, and other codes in response to a comment letter provided by the California Department of Forestry.
- Added an implementation measure to consider the adoption of safety hazard overlay zones for the purpose of alerting property owners to restrictions relating to safety hazards.
- Added an implementation measure to require air strip easements to restrict development on neighboring properties.
- Amended existing policy and implementation measures regarding the development standards (height, markings, and location) for communication and wind power facilities within the agricultural area to ensure safety and compatibility with existing standards and uses.
- Incorporated references to the ALUCP for the purposes of general plan consistency.

### ***Agricultural Element***

- Updated objective and added implementation measures related to protecting food safety and supporting grower's rights to utilize the widest range of newest available technologies.
- Added an implementation measure to encourage alternative energy sources provided it is not located on land considered to be the most productive agricultural areas.
- Clarified that in addition to agricultural and urban uses, water policies also apply to rural uses.
- Added implementation measure encouraging the use of appropriately treated water for agricultural and urban irrigation.
- Added policy and implementation measure relating to the protection of groundwater for agricultural, rural domestic, and urban use in Stanislaus County, including implementation of the existing groundwater ordinance to ensure the sustainable supply and quality of local groundwater.
- Added definition for "Prime Agricultural Land" to be consistent with the Stanislaus County Williamson Act Uniform Rules.

## **COMMENTS RECEIVED**

The DEIR for the Stanislaus County General Plan and ALUCP Updates was circulated for the required 45-day public comment period from April 19, 2016 to June 3, 2016. Comments were received from the following agencies and County resident:

1. California Department of Transportation, District 10
2. California Department of Transportation, Division of Aeronautics
3. Chevron USA
4. City of Ceres
5. City of Modesto
6. City of Turlock
7. Central Valley Regional Water Quality Control Board
8. Del Puerto Health Care District
9. Stanislaus LAFCO
10. Ryan Thornberry, for River Oaks Golf Course
11. Mark Boone, Salida Resident
12. San Joaquin County Public Works
13. San Joaquin Valley Air Pollution Control District (SJVAPCD)
14. Stanislaus County Environmental Review Committee.

The issues brought forth within each comment letter have been evaluated in terms environmental significance and in terms of technical amendments needed to the draft documents for clarification purposes. Responses to all comments received are included in the FEIR (See Exhibit D). The discussion below includes a summary of only those comments specific to the DEIR and/or General Plan Update. All other comments received were either “no comments” or informational in nature or included minor text amendments or were non-environmental ALUCP specific. Non-environmental ALUCP specific comments will be addressed by the ALUC in considering the adoption of the ALUCP.

### ***City Of Modesto***

**Comments:** The City of Modesto’s response letter requested clarification on the Circulation Diagram of which roadways are designated rural vs. urban Principal Arterials and when Principal Arterials will have limited or partially limited access. The comment letter further identified concerns with providing access to abutting properties along Principal Arterials.

**Response:** Principal Arterials may be urban or rural, which is defined by the environment, and may be either four or six lanes. No distinction is provided in the Circulation Diagram, as the right-of-way dedications are the same for all four cross-sections. The number of lanes will be determined on a per project basis. Page 2-8 of the Draft Circulation Element, under the summary of Principal Arterials (Chapter Two of Exhibit C – Draft *Stanislaus County General Plan Update – Bold and Strikeout*) describes that the number of lanes that are required will be determined at project build time for the 20-year design life of the roadway. This section continues on to define when Principal Arterials will be partially access-controlled or limited access-controlled as summarized below:

- (1) *Partially access-controlled Principal Arterial roadways, formerly identified as “Class B” Expressway (See Figure II-2 – Previous Expressway Access Classes), are traffic-controlled intersections at Principal and Minor Arterials. Collectors and Locals are permitted right-in, right-out access only at 1/4- to 1/2-mile intervals.*

- (2) *Limited access-controlled Principal Arterial roadways, formerly identified as a “Class C” Expressway (See Figure II-2 – Previous Expressway Access Classes), with are traffic-controlled intersections at Expressways and Principal or Minor Arterials. Intersections at Collectors and Locals may or may not be controlled by a traffic signal.*

In response to the City of Modesto’s letter, the title and reference to Circulation Element Figure II-2 has been updated to clarify where vehicular access is partially limited and where it is limited. The main objective for roadways that are defined as Principal Arterials is mobility, but it must be noted that reasonable access is allowed to all properties. All properties are allowed one vehicular access point from adjacent roadways. Freeways and Expressways are the only classifications with prohibited property access. It is expected that all developments are to maintain proper spacing of access driveways and combine access with adjacent properties.

### **City Of Ceres**

**Comments:** The City of Ceres provided comments focused on the draft ALUCP regarding ALUCP Policy 3.3.2 and 3.3.4 and the discussion regarding density for the proposed safety zones surrounding the airports. The response requests that the ALUCP’s Exhibit 1 and 2, which provide an example of an intensity calculation for a non-residential use, be expanded to include a residential example. The response letter proceeds to take issue with the requirements in the ALUCP, that requires projects be referred to the ALUC when located within Referral Area 2. The City’s response letter also provided requests for clarifying information within the DEI Report regarding recreation and water supply information. Finally, the City’s response letter provides comments on the draft Land Use Element, specifically Policy 26, Implementation Measure (IM) 5, and requested that language be added to clarify the types of projects that are non-discretionary. They continued to request the removal of Land Use Element Policy 28, IM 2, as it is already the role of LAFCO to do this.

**Response:** As the comments provided by the City of Ceres on the draft ALUCP were non-environmental in nature, response to these comments will be discussed in the staff report for the ALUC hearing, which will consider adoption of the draft ALUCP. The requested changes to Chapter 3.15 Recreation, to Chapter 3.17 Utilities and Service Systems, and to Chapter 5 Other CEQA Considerations, of the DEIR, have been made, as reflected in the Errata of the FEIR. No changes are proposed in response to the comments provided by the City of Ceres on the Draft General Plan Update. In accordance with CEQA Guidelines Section 51369, non-discretionary development includes ministerial projects which, “involve little to no personal judgement by the public official as to the wisdom or manner of carrying out the project.” Generally, ministerial projects are permitted uses requiring only the issuance of a building permit and/or business license. In response the City of Ceres’ comment regarding Land Use Element Policy 28, IM 2, this implementation measure is intentionally reinforcing the existing role of LAFCO.

### **City Of Turlock**

**Comments:** The comments provided by the City of Turlock focus on Chapter 3.9 Hydrology and Water Quality, of the DEIR. The response letter requests that agricultural-related impacts on groundwater be considered in the document’s evaluation of impacts to HYD-1 and HYD-2 (page 3.9-15 through 19 of the DEIR), particularly impacts to groundwater overdraft in East Turlock and East Oakdale. The response letter further provided detailed information on the Turlock Sub-basin, cited from the Tuolumne Rivers Groundwater Association, and requested that the information be incorporated into Chapter 3.9 of the DEIR, inclusive of a recommendation for amendments to the references section of the chapter. The response letter also included a number of requests for technical amendments to Chapter 3.9-15 Hydrology and

Water Quality, of the DEIR, including adding hexavalent chromium to the list of total dissolved solids of concern in local groundwater supplies, and deletion of a reference to industrial wastewater. The City of Turlock's response continued to request that the DEIR be recirculated after changes are made to reflect their comments. Finally, the City's response letter provided one comment on the Draft Land Use Element of the General Plan, suggesting the addition of policy language regarding working with Cities to implement financing mechanisms to mitigate the impacts of growth.

**Response:** The EIR examines the substantial changes in the existing environment that would occur as a result of the Project. Groundwater overdraft is an existing condition that is discussed under "Groundwater" beginning on page 3.9-10 of the DEIR. The DEIR identifies the depletion of groundwater as a significant and unavoidable impact. The DEIR focuses on urban water use because that has the potential to increase as a result of future development that is foreseeable under the General Plan's land use designations. Urban water use will increase as agricultural and other lands are converted to urban and suburban uses. However, the General Plan does not change the amount of agricultural land currently designated for that use, nor does it prescribe the types of crops that may be grown on agricultural land. Therefore, the existing conditions of agricultural water use are not anticipated to change as a result of the Project. Although groundwater problems are expected to remain at their existing level, at least until a Sustainable Groundwater Management Plan is adopted for the affected basins, this is an existing condition and not the result of the General Plan update. The remaining requested changes to Chapter 3.9 Hydrology and Water Quality, of the DEIR, have been incorporated into the document, as reflected in the Errata of the FEIR. However, as stated in the FEIR (Exhibit D) these changes are considered to be non-environmental in nature and do not therefore necessitate a re-circulation of the DEIR. In response to the City of Turlock's Land Use Element policy suggestion, the Land Use Element currently includes Policy 24 and 25 which require future growth to not exceed the capabilities/capacity of public service providers, and require that new development pay its fair share of the cost of cumulative impacts on circulation and transit systems. Additionally Goal 5, Policy 26 and 27 provide guidance for how development within a city Sphere of Influence shall be developed in accordance with city standards and with city input. The additional policy language was presented to the General Plan Update Committee and the Committee stated that they felt that the existing policies were adequate in addressing concerns regarding development paying its fair share to mitigate the impacts of growth and recommended no change be made.

### ***Del Puerto Healthcare District***

**Comment:** A representative for the Del Puerto Health Care District requested an amendment to Land Use Element Policy 24, IM 4, to reflect the County's support of health care districts implementing fees to help finance public facilities to support their services.

**Response:** As reflected in Exhibit C – *Draft Stanislaus County General Plan Update – Bold and Strikeout*, the words "health care district" have been added to Land Use Element Goal 4, Policy 24, IM 4.

### ***Stanislaus County LAFCO***

**Comment:** LAFCO provided a response letter observing that policies throughout the Land Use Element replaced the words "Urban Transition" with "a LAFCO adopted Sphere of Influence (SOI)", effectively making the policies apply to a larger area as the SOI is larger than land designated Urban Transition. LAFCO also requested clarification within the SOI Section of the Land Use Element of the distinction between "Urban Transition" and "Sphere of Influence".

LAFCO's response letter also requested specific language changes, for the purposes of consistency and clarification, on Policy 6 (IM3), and the SOI, Planned Industrial, and Educational Facilities sections of the Land Use Element.

**Response:** Planning presented the recommend language changes to the General Plan Update Committee, who recommended changes be made to the Land Use Element as recommended within LAFCO's response letter (See Exhibit C – *Draft Stanislaus County General Plan Update – Bold and Strikeout*). Policy 6, IM 3 of the Draft Land Use Element was amended to be consistent with other policies in the Land Use Element in terms of language regarding restricting development from occurring until annexation to or formation of the required district is completed. A paragraph regarding annexation was deleted from the Land Use Designations Section specific to the Planned Industrial land use designation, for purposes of consistency with the content of the Planned Development land use designation section. Language was also amended within the SOI section; Educational Facilities section, Industrial Transition, and Urban Transition section of the Land Use Element, to more clearly distinguish between the urban transition land use designation and a LAFCO adopted SOI, and to be consistent with state law.

All proposed amendments being considered by the Planning Commission as part of the General Plan update, included those discussed above, are reflected in Exhibit C – *Draft Stanislaus County General Plan Update – Bold and Strikeout* of this report. Those amendments include clarifying language to the Transit Section, Page 2-28, of the Circulation Element requested by the County's Public Works Transit Division following the 45-day DEIR review period.

## **CALIFORNIA PLANNING LAW AND GENERAL PLAN CONSISTENCY**

California Planning Law (Government Code Section 65300 et seq.) requires the County to adopt a "comprehensive, long-term general plan for the physical development of the county." The general plan serves as a "blueprint" for growth; that is, it establishes the general pattern of land use and adopts goals and policies to guide the County in future land use decision-making.

Additionally, state law (Government Code Section 65300 et seq.) requires elements that make up the general plan to, "comprise an integrated, internally consistent and compatible statement of policies" (Government Code Section 65300.5). The California State Office of Planning and Research's (OPR) Draft 2015 General Plan Guidelines identifies five dimensions of general plan consistency. OPR serves the Governor and his Cabinet as staff for long-range planning and research, and constitutes the comprehensive state planning agency:

### ***Equal Status Among Elements***

All elements of the general plan have equal legal status. No element is legally subordinate to another; the general plan must resolve potential conflicts among the elements through clear language and policy consistency.

### ***Consistency Between Elements***

All elements of a general plan, whether mandatory or optional, must be consistent with one another. A city or county may incorporate by reference into its general plan all or a portion of another jurisdiction's plan, a regional plan, or its own plan, such as a community plan. When doing so, the city or county should make sure that any materials incorporated by reference are consistent with the rest of its general plan.

### ***Consistency Within Elements***

Each element's data, analyses, goals, policies, and implementation programs must be consistent with and complement one another. Established goals, data, and analysis form the foundation for any ensuing policies.

### ***Area Plan Consistency***

All principles, goals, objectives, policies, and plan proposals set forth in an area or community plan must be consistent with the overall general plan.

### ***Text and Diagram Consistency***

The general plan's text and its accompanying diagrams and maps are integral parts of the general plan and must be in agreement.

The general plan serves the function of integrating and synthesizing the various interrelated documents and programs that make a community function effectively. Therefore, it is important for the general plan to reference and be consistent with regional plans such as the Regional Transportation Plan, Multi-Jurisdictional Hazardous Mitigation Plan, or ALUCP, and state and local codes and ordinances. To avoid duplication, policies in general plan elements that affect or relate to each other are not repeated, except where appropriate.

The consistency of a land use proposal is viewed in light of the jurisdiction's entire General Plan. In this regard, OPR has provided the following explanation of consistency:

*"The California Attorney General has opined that "the term 'consistent with' is used interchangeably with 'conformity with'" (58 Ops.Cal.Atty.Gen. 21, 25 (1975)). A general rule for consistency determinations can be stated as follows: "An action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and will support their attainment.""*

Thus, an exact match is not needed between a project and a general plan, but rather there must be agreement or harmony between a project and a general plan. Ultimately, the Board of Supervisors has the final authority and will exercise its discretion to determine whether the project "furthers" the objectives and policies of the general plan.

Locally, the following findings are required in order to approve an amendment to the General Plan:

1. The General Plan amendment will maintain a logical land use pattern without detriment to existing and planned land uses.
2. 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.

In the case of a proposed amendment to the diagram of the Land Use Element, an additional finding must be established.

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

No changes to the diagram of the Land Use Element are proposed as a part of this proposed General Plan update.

Staff believes the proposed General Plan Update meets the requirements of consistency and conforms to the current requirements of state law. Staff believes the proposed update consists of goals, policies, and implementation measures that are designed to improve the overall economic, physical, and social well-being of the County as a whole. Furthermore, staff believes that none of the proposed modifications will negatively affect the ability of public agencies, within the County, to maintain current levels of service.

### **ZONING CONSISTENCY**

A jurisdiction's Zoning Ordinance must be consistent with its general plan. Adoption of the proposed General Plan Update will require subsequent zoning ordinance amendments in response to implementation measures regarding 200-year flood protection and revised roadway classifications. These subsequent amendments will be processed independently following adoption of the proposed General Plan Update. Current zoning ordinance front yard setback standards will continue to be enforced using the previously adopted (current) roadway classifications until a zoning ordinance amendment is completed; which is anticipated to occur within 6-months of General Plan Update approval. Language has been incorporated into the Circulation Element to reflect this.

### **ENVIRONMENTAL REVIEW**

Pursuant to the California Environmental Quality Act (CEQA), a program level EIR has been jointly prepared for both the General Plan Update and the ALUCP. The NOP is included as Appendix A to the DEIR, which is part of the FEIR (See Exhibit D – *Final Environmental Impact Report – Stanislaus County General Plan and Airport Land Use Compatibility Plan Updates*).

The DEIR was available for a review period of 45 days from April 19, 2016 to June 2, 2016 for public agencies and interested organizations and individuals to review. All written comments received during the public comment period were responded to in Chapter 2 of the FEIR.

The DEIR provides a detailed overview of the project description, settings, a review of potential impacts, evaluation of alternatives, and cumulative impacts. Any issues brought forth throughout development of the DEIR were mitigated through the addition of policies, to the extent feasible. The program level EIR and will be utilized to evaluate future development projects.

#### **Summary of Significant Environmental Impacts:**

The following is an overview of the levels of significance for the identified potential impacts after mitigation: (*Please note: This overview does not include less than significant impacts with no identified mitigation measures.*)

#### **Significant and Unavoidable (no feasible mitigation):**

The FEIR for the Project discloses the environmental impacts of future development up to the 2035 planning horizon. The potential impacts of the project are analyzed in comparison to existing conditions, except where noted. When determining whether the project would result in a significant environmental impact, the FEIR considers the extent to which proposed plan

policies would act to reduce its effects. Despite these moderating policies, eventual build-out under the General Plan would result in the following significant, unavoidable impacts on the environment:

- Impact AES-3: Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.
- Impact AQ-1: Generate construction-related emissions in excess of San Joaquin Valley Air Pollution Control District (SJVAPCD) thresholds (individual and cumulative impacts).
- Impact BIO-4: 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 (individual and cumulative impacts).
- Impact CUL-1: Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
- Impact CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Impact HYD-2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in 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 that would not support existing land uses or planned uses for which permits have been granted) (individual and cumulative impacts).
- Impact NOI-1: Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies (individual and cumulative impacts).
- Impact REC-1: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated.
- Impact TRA-3: Result in traffic operations below the minimum acceptable thresholds on roadways outside Stanislaus County's jurisdiction (i.e., Caltrans facilities).
- Impact TRA-6: Result in transportation network changes that would prevent the efficient movement of goods within the county (cumulative impact).
- Impact TRA-8: Create additional vehicle, bicycle, or pedestrian travel on roadways or other facilities that do not meet current county design standards.
- Impact UTL-2: 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.
- Impact UTL -5: Result in a determination by the wastewater treatment provider that 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.



CEQA Findings of Fact and Statement of Overriding Consideration:

In order to approve the subject General Plan Amendment, the County, acting as Lead Agency, must certify that the FEIR was prepared in compliance with CEQA, was reviewed and considered by the decision-making body, and represents the independent judgment and analysis of the Lead Agency.

When taking an action on a project for which an EIR was prepared, the lead agency may disapprove a project because it has significant environmental effects or require changes in a project to reduce or avoid a significant environmental effect. The Lead Agency may approve a project despite its significant environmental effects, if the proper findings and statements of overriding consideration are adopted. The Lead Agency is not required to select the most environmentally superior alternative.

Exhibit B consists of the Findings of Fact and the Statement of Overriding Considerations needed for certification of the EIR and ultimate approval of the project.

In order to support its decision to approve a project for which an EIR was prepared, the Lead Agency must provide written Findings of Fact for each significant environmental impact identified in the EIR. Each finding must contain an ultimate conclusion regarding each significant impact, substantial evidence supporting the conclusion, and an explanation of how the substantial evidence supports the conclusion. For each finding, the Lead Agency must find that the project has been changed (including adoption of mitigation measures) to avoid or substantially reduce the magnitude of the impact. If the Lead Agency cannot make these findings, it must make the finding either that changes to the project are within another agency's jurisdiction and have been or should be adopted or that specific economic, social, legal, technical, or other considerations make mitigation measures or alternatives infeasible.

Specific reasons must be provided if the Lead Agency is to find a mitigation measure or an alternative to be infeasible. A mitigation measure or alternative is considered feasible if it is capable of being accomplished, in a successful manner, within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. When a Lead Agency makes a finding that changes or alterations have been required in, or incorporated into, the project to mitigate impacts, the agency shall adopt a Mitigation Monitoring and Reporting Program designed to insure compliance. In this case all possible mitigation has been incorporated into the project in terms of additional or modified policies and implementation measures. No Mitigation Monitoring Plan and Reporting Program is included.

A Statement of Overriding Considerations is necessary if the Lead Agency is to approve a project which will have a significant effect on the environment after imposition of feasible mitigation or alternatives. The Statement of Overriding Consideration must explain why the benefits of the proposed project outweigh the unavoidable adverse environmental effects.

Chapter Four – *Alternatives* of the DEIR provides an extensive comparison of environmental impacts of the project and project alternatives. The project alternatives include: a “No Project Alternative”; and “Reduced Developable Area Alternative”. Based on the assessment included in Chapter Four – *Alternatives* of the DEIR, Alternative 2 - Reduced Developable Area, would be considered the environmentally superior alternative because it would result in lesser impacts in relation to the project in several resource areas. In comparison to the project, this alternative somewhat reduces impacts on aesthetics, air quality, biological resources, hydrology and water quality, noise, recreation, transportation and traffic, and utilities and service systems. However, many of those impacts would be significant and unavoidable even under Alternative 2. Table 4-1

compares the impacts of the alternatives (considered to be the change from existing conditions) to the severity of that impact in comparison to the project. However, Alternative 2 does not meet the project objectives.

Again, although the FEIR covers both the General Plan and ALUCP updates, the ALUCP will be considered through a separate action by the ALUC.

Contact Person: Kristin Doud, Associate Planner, (209) 525-6330

Attachments:

- Exhibit A - Findings and Actions Required for Project Approval
- Exhibit B - Findings of Fact and Statement of Overriding Considerations
- Exhibit C - Draft Stanislaus County General Plan Update – Bold and Strikeout\*\*
- Exhibit D - Final Environmental Impact Report – Stanislaus County General Plan and Airport Land Use Compatibility Plan Updates\*\*
- Exhibit E - Environmental Review Referrals

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\*\*NOTE: COPIES OF THE DRAFT STANISLAUS COUNTY GENERAL PLAN UPDATE (EXHIBIT C) AND FINAL ENVIRONMENTAL IMPACT REPORT (EXHIBIT D) ARE AVAILABLE FOR REVIEW AT THE COUNTY PLANNING DEPARTMENT OFFICE OR ON THE COUNTY'S WEBSITE AT: (<http://www.stancounty.com/planning>). HARD COPIES OF ALL EXHIBITS, IN THEIR ENTIRETY, HAVE BEEN PROVIDED TO EACH MEMBER OF THE PLANNING COMMISSION.

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**Exhibit A**  
**Findings and Actions Required for Project Approval**

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

1. Find that the Notice of Preparation, Draft Environmental Impact Report (DEIR), Notice of Availability, and Final Environmental Impact Report (FEIR), State Clearinghouse No. 2014042087, for the Stanislaus County General Plan and Airport Land Use Compatibility Plan Updates have been prepared and circulated for public review and comment as required by the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq.; and the CEQA Guidelines, California Code of Regulations, Title 14, Section 15000 et seq.
2. Find that all comments submitted during the public review and comment period on the DEIR, including comments received at the public hearing, including late comments submitted, were responded to adequately in the FEIR as required by CEQA, the State CEQA Guidelines, and the County's CEQA Guidelines and Procedures for the Implementation of CEQA.
3. Find that the FEIR adequately identifies and addresses all of the significant environmental impacts and all feasible mitigation measures have been incorporated into the Stanislaus County General Plan Update in the form of goals, objectives, policies, action items and programs to reduce the anticipated environmental impacts.
4. Find that no changes made to the Stanislaus County General Plan Update or DEIR after circulation involve significant new information necessitating re-circulation prior to certification of the FEIR as required by CEQA Guidelines section 15088.5.
5. Find that the FEIR for the Stanislaus County General Plan Update has been prepared in compliance with CEQA, the State CEQA Guidelines, and the County's CEQA Guidelines and Procedures for the Implementation of CEQA.
6. Find that the Board of Supervisors has reviewed and considered the FEIR for the Stanislaus County General Plan Update in accordance with CEQA Guidelines section 15025(c).
7. Find that the Board of Supervisors has independently reviewed the information contained in the FEIR prior to indicating its intent to approve the Project.
8. Find that the FEIR reflects the independent judgment and analysis of the Stanislaus County Board Supervisors as to the environmental consequences of the Project.
9. Find that environmental impacts identified in the FEIR as significant and unavoidable exist, even with feasible mitigation measures incorporated into the Stanislaus County General Plan Update in the form of goals, objectives, policies, and action items and programs, as identified in the FEIR.
10. Find that with respect to the adverse environmental impacts that cannot be mitigated to a less than significant level, the substantial benefits resulting from the Project outweigh these unavoidable impacts and are acceptable based upon the overriding considerations set forth

in the Findings of Fact and the Statement of Overriding Considerations (the "SOC"). The CEQA Findings of Fact and SOC are incorporated herein by this reference, as if set forth in full.

11. Find that the unavoidable significant effects of the Project have been reduced to an acceptable level and are outweighed by specific health and safety, economic, social, and/or environmental benefits of the Project as stated in the Findings of Fact and SOC.
12. Adopt the Findings of Fact and the SOC (Exhibit B of the July 21, 2016, Stanislaus County Planning Commission Staff Report) concerning unmitigated significant impacts.
13. Certify the FEIR for the Stanislaus County General Plan Update and Airport Land Use Compatibility Plan Update (*SCH# 2014042087*).
14. Find That:
  - A. The County's Planning and Community Development Department prepared an amendment, a legislative update, to the Stanislaus County General Plan, which does not include amendment to the location or distribution of land use designations in the General Plan Land Use Diagram.
  - B. The General Plan after it is updated will continue to comprise an integrated, internally consistent and compatible statement of goals and policies for Stanislaus County.
  - C. Stanislaus County provided opportunities for the involvement of citizens, California Native American Indian tribes, public agencies, public utility companies, and civic, education and other community groups, through public hearing and community meetings in fulfillment of Government Code Sections 65351 and 65352.
  - D. The General Plan amendment will maintain a logical land use pattern without detriment to existing and planned land uses.
  - E. 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.
  - F. The General Plan Update and the proposed Airport Land Use Compatibility Plan Update to be considered by the Airport Land Use Commission have been drafted in a coordinated effort to ensure that the amended General Plan will be consistent with the amended Airport Land Use Compatibility Plan upon the adoption of both these plans.
15. Approve General Plan Amendment Application No. 2014-0051 – Stanislaus County General Plan Update, as recommended by the Planning Commission.

**STANISLAUS COUNTY  
GENERAL PLAN AND AIRPORT LAND USE  
COMPATIBILITY PLAN UPDATES  
FINAL ENVIRONMENTAL IMPACT REPORT**

**FINDINGS OF FACT AND  
STATEMENT OF OVERRIDING CONSIDERATIONS**

**PREPARED BY:**

Stanislaus County  
Planning and Community Development Department  
1010 Tenth Street, Suite 3400  
Modesto, CA 95354  
Contact: Kristin Doud, Associate Planner  
209.525.6330

**July 2016**

**FINDINGS OF FACT  
AND  
STATEMENT OF OVERRIDING CONSIDERATIONS  
REGARDING THE ENVIRONMENTAL IMPACT REPORT  
for the  
STANISLAUS COUNTY GENERAL PLAN AND  
AIRPORT LAND USE COMPATIBILITY PLAN UPDATES  
Final Environmental Impact Report**

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**I. Introduction**

**A. CEQA Process**

Stanislaus County (County) has prepared and certified an environmental impact report (EIR) analyzing and disclosing the significant environmental impacts of the General Plan and Airport Land Use Compatibility Plan updates (Project). The EIR has been prepared in accordance with the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000, et seq.). The Final EIR prepared by the County determined that the Project would have potentially significant effects on the environment that cannot be reduced below the level of significance. An impact is significant and unavoidable when the plans' policies would not be sufficient to reduce impacts to a less-than-significant level.

Consistent with CEQA's requirements, the Draft EIR for the Project was available for a review period of 45 days from April 19, 2016 through June 2, 2016 for public agencies and interested organizations and individuals to review. All written comments received during the public comment period were responded to in Chapter 2 of the Final EIR.

Prior to approving the Project, the Stanislaus County Board of Supervisors (Board) certified that it has considered the Final EIR, that the Final EIR adequately meets the requirements of CEQA, and the Final EIR reflects the independent judgment of the Board. Upon approving the Project, the Board adopts the following findings of fact regarding the significant effects and the alternatives identified in the Final EIR.

The General Plan update includes well-considered policies intended to reduce its impacts on the environment to the extent practical. No feasible mitigation measures have been identified for this project. As a result, no mitigation monitoring and reporting program (MMRP) will be adopted.

**B. Environmental Impact Report (EIR)**

The Final EIR for the Project discloses the environmental impacts of future development up to the 2035 planning horizon. The potential impacts of the project are analyzed in comparison to existing conditions, except where noted. When determining whether the project would result in a significant environmental impact, the Final EIR considers the extent to which proposed plan policies would act to reduce its effects. Despite these moderating policies, eventual build-out under the General Plan would result in the following significant, unavoidable impacts on the environment:

- Impact AES-3: Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.
- Impact AQ-1: Generate construction-related emissions in excess of SJVAPCD thresholds (individual and cumulative).
- Impact BIO-4: 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 (individual and cumulative).
- Impact CUL-1: Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
- Impact CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Impact HYD-2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in 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 that would not support existing land uses or planned uses for which permits have been granted) (individual and cumulative).
- Impact NOI-1: Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies (individual and cumulative).
- Impact REC-1: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated.
- Impact TRA-3: Result in traffic operations below the minimum acceptable thresholds on roadways outside Stanislaus County's jurisdiction (i.e., Caltrans facilities).
- Impact TRA-6: Result in transportation network changes that would prevent the efficient movement of goods within the county (cumulative impact).
- Impact TRA-8: Create additional vehicle, bicycle, or pedestrian travel on roadways or other facilities that do not meet current county design standards.
- Impact UTL-2: 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.
- Impact UTL -5: Result in a determination by the wastewater treatment provider that 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.

In accordance with CEQA Guidelines Section 15091, the Board is adopting the following findings and, a statement of overriding considerations under CEQA Guidelines Section 15093.

## C. Record of Proceedings

For the purposes of CEQA, and the findings herein set forth, the administrative record for the Project consists of those items listed in Public Resources Code section 21167.6, subdivision (e). The record of proceedings for the Board's decision on the Project can be reviewed at the Stanislaus County Planning and Community Development Department. Pursuant to Guidelines section 15091(e), the administrative record of these proceedings is located, and may be obtained there.

Planning and Community Development Department  
1010 Tenth Street, Suite 3400  
Modesto, CA 95354  
Contact: Kristin Doud, Associate Planner

## D. Overview of the Project

This Project would update the County's General Plan and ALUCP to bring these documents into consistency with state planning law. Maps throughout the general plan have been updated; however, no changes in land use designations are proposed. The update of the general plan incorporates changes that have occurred in terms of legislation, regulatory codes, and local standards. The update to the ALUCP similarly reflects new information about the airports within the County and adjoining land uses, and is consistent with the current version of the California Airport Land Use Planning Handbook. The specific changes being proposed are described in more detail in Chapter 2, *Project Description*, of the Draft EIR.

The Project would apply to those areas under the jurisdiction of the County—that is, county lands that are outside of city limits and that are not under the jurisdiction of federal or state agencies or tribal lands. Because the Project would have indirect impacts on surrounding areas, the Final EIR's analysis reaches beyond the unincorporated areas of the County.

The County has identified the following objectives for the Project:

### General Plan Update Objectives

The 2014 General Plan Update seeks to achieve the following essential objectives.

- To comprehensively review and amend the general plan to incorporate current requirements of State law related to planning issues.
- To update existing and incorporate new goals, objectives, policies, and implementation measures to reflect local changes in land use policy.
- To update technical data found within the general plan and support documents.
- To update the ALUCP to ensure consistency with the general plan; incorporate the requirements of the California Department of Transportation's (Caltrans') *Airport Land Use Planning Handbook*; and reflect new information relating to noise contours, safety zones, airspace protection zones, overflight areas, and current city general plan provisions.
- To prepare the environmental documentation necessary to support adoption of the general plan update and ALUCP update.
- To make these revisions while limiting changes to the land use diagram to a minimum.



## Airport Land Use Compatibility Plan Objectives

The proposed ALUCP has the following objectives:

- To update the ALUCP to ensure consistency with the general plan; incorporate the requirements of the California Department of Transportation's (Caltrans') *Airport Land Use Planning Handbook*; and reflect new information relating to noise contours, safety zones, airspace protection zones, overflight areas, and current city general plan provisions
- To prepare the environmental documentation necessary to support adoption of the general plan update and ALUCP
- Provide for the orderly growth of each public airport and the area surrounding the airport to safeguard the general welfare of the inhabitants near the airport and the public in general.
- Establish height restrictions on buildings, specifies use of land within its planning areas, and determine building standards, including soundproofing adjacent to airports, within the airport influence area to limit impacts on residents near the airports.
- Control new development near airports in order to minimize conflicts between the airport and that development.

## II. Findings Required under CEQA

### A. Explanation of Findings

Prior to approval of a project, the Final EIR must be certified pursuant to Section 15090 of the CEQA Guidelines. When a certified Final EIR identifies one or more significant environmental impacts, the approving agency must make one or more of the following findings, accompanied by a brief explanation of the rationale for each identified significant impact (Section 15091 of the CEQA Guidelines):

- a. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.
- b. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency, or can and should be adopted by such other agency.
- c. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

By way of explanation: finding a. is used when a mitigation measure is being adopted to address the Project's significant impacts; finding b. is used when another agency has responsibility for adopting the mitigation measure; and finding c. is used when either a mitigation measure or an alternative identified in the Final EIR is infeasible. No findings are required for impacts that are less than significant and require no mitigation. Section 15092 of the CEQA Guidelines states that after consideration of a Final EIR, and in conjunction with making the Section 15091 findings identified above, the lead agency may approve the project.

As described above, the Final EIR identifies 13 significant and unavoidable impacts that will occur as a result of build-out of the General Plan during the planning horizon. None of these significant impacts can be feasibly mitigated.

These findings constitute the Board's best efforts to set forth the evidentiary and policy bases for its decision to approve the Project in a manner consistent with the requirements of CEQA. The full descriptions of the following impacts and alternatives are contained in the Final EIR for the Project; those descriptions are incorporated herein by reference.

## **B. Adopted Findings on Environmental Impacts**

### **Aesthetics**

#### **Impact AES-3: Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area**

##### ***Finding:***

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

##### ***Supporting Evidence:***

County Code Title 16, Chapter 16.80 adopts the California 2013 Green Building Standards (Part 11, Title 24, California Code of Regulation [CALGreen]) as part of the County's building standards. CALGreen includes mandatory light pollution reduction standards that apply to non-residential structures (CALGreen Chapter 5, Section 5.106.8). These will ensure that new non-residential construction minimizes light and glare spillage from the building site. CALGreen also includes similar, voluntary standards for residential structures (CALGreen Appendix A4, Section A4.106.10). The County has chosen to rely on the CALGreen standards to reduce light pollution from new development. At the present time, these standards do not require new residential development to avoid light spillage and so this impact will not be avoided.

In addition, as part of the General Plan update the County has adopted the following policy and implementation measures that will limit nighttime light pollution. These policies comprise the extent to which the County can feasibly reduce this impact. This impact will result from future, individual development projects. Because the specific design, location, and impact mechanisms of these developments are not known and cannot be known at this time, the County cannot adopt specific mitigation measures to avoid this impact.

### **Land Use Element**

#### **POLICY SIXTEEN**

Outdoor lighting shall be designed to be compatible with other uses.

#### **IMPLEMENTATION MEASURES**

1. Develop light and glare standards to ensure that artificial outdoor lighting is efficient and focused on achieving safety and security requirements for the associated land use.
2. Outdoor lighting shall be required to provide minimum impact to the surrounding environment and will, where feasible, utilize downcast, cut-off type fixtures that are shielded and direct the light only towards objects requiring illumination.

## Air Quality

### **Impact AQ-1: Generate construction-related emissions in excess of San Joaquin Valley Air Pollution Control District (SJVAPCD) thresholds**

#### ***Findings:***

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the environmental impact report.

#### ***Supporting Evidence:***

The County has adopted a number of policies in the General Plan update that address this issue. These policies comprise the extent to which the County will work to reduce construction-related emissions. These policies will operate in concert with SJVAPCD's Regulation VIII (Fugitive PM10 Prohibitions); Rule 9510 (Indirect Source Review), which requires developers to reduce project-specific construction exhaust emissions of NOx and PM10; and Voluntary Emissions Reduction Agreement program, which provides a mechanism for the implementation of future mitigation measures from CEQA documents prepared for individual development projects.

## **Conservation/Open Space Element**

### **POLICY EIGHTEEN**

The County will promote effective communication, cooperation and coordination among agencies involved in developing and operating local and regional air quality programs.

#### **IMPLEMENTATION MEASURES**

1. Refer discretionary projects under CEQA review to the San Joaquin Valley Air Pollution Control District (SJVAPCD), neighboring jurisdictions and other affected agencies for review and comment.
2. Work with other agencies in the San Joaquin Valley to establish coordinated air quality programs and implementation measures.

### **POLICY NINETEEN**

The County will strive to accurately determine and fairly mitigate the local and regional air quality impacts of proposed projects.

#### **IMPLEMENTATION MEASURES**

1. Require all development proposals, where appropriate, to include reasonable air quality mitigation measures.
2. Minimize case-by-case analysis of air quality impacts through the use of standard criteria for determining significant environmental effects, a uniform method of calculating project emissions, and standard mitigation methods to reduce air quality impacts.

### **POLICY TWENTY-ONE**

The County will support efforts to increase public awareness of air quality problems and solutions.

## **IMPLEMENTATION MEASURES**

1. Support and participate in the air quality education programs of the SJVAPCD to the greatest extent possible.
2. Support education programs that increase public awareness of techniques to reduce fine particulate matter emissions.
3. Work with the local building industry, utilities, and the SJVAPCD to educate developers and builders on the benefits of energy-efficient designs and the use of low-emission equipment for new residential and commercial construction.

## **Biological Resources**

**Impact BIO-4: 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**

### ***Findings:***

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the environmental impact report.

### ***Supporting Evidence:***

The County has adopted a number of policies as part of the General Plan update that address this issue. These policies comprise the extent to which the County can feasibly reduce this impact. This impact will result from future, individual development projects. Because the specific design, location, and impact mechanisms of these developments are not known and cannot be known at this time, the County cannot adopt specific mitigation measures to avoid this impact. Future, individual development projects will be subject to CEQA review and mitigation, but the County cannot guarantee that the future mitigation will fully reduce this impact to a less than significant level.

## **Land Use Element**

### **POLICY SEVEN**

Riparian habitat along the rivers and natural waterways of Stanislaus County shall to the extent possible be protected.

## **Conservation/Open Space Element**

### **POLICY ONE**

Maintain the natural environment in areas dedicated as parks and open space.

### **IMPLEMENTATION MEASURES**

1. Development of County parks shall include provisions for native vegetation conservation. Rare and endangered plants will be protected consistent with state and federal law and consistent with protection standards for private development as established in this General Plan.
2. Continue to use Williamson Act contracts as a means for open space conservation.

## **POLICY TWO**

Assure compatibility between natural areas and development.

### **IMPLEMENTATION MEASURES**

1. Review zoning regulations and landscaping requirements for compatibility between proposed development and natural areas, including protection from invasive plants.
2. Review all development requests to ensure that sensitive areas (e.g., riparian habitats, vernal pools, rare plants) are left undisturbed or that mitigation measures acceptable to appropriate state and federal agencies are included in the project.
3. Require Airport Land Use Commission (ALUC) review of the location, compatibility, and design of proposed parks, open space uses, and outdoor recreation areas within adopted Airport Influence Areas.
4. Discourage the establishment of conservation areas or nature preserves within adopted Airport Influence Areas.
5. Consider adoption of scenic corridors to protect and preserve natural scenic vistas located throughout the County.

## **POLICY THREE**

Areas of sensitive wildlife habitat and plant life (e.g., vernal pools, riparian habitats, flyways and other waterfowl habitats, etc.) including those habitats and plant species listed in the General Plan Support Document or by state or federal agencies shall be protected from development and/or disturbance.

### **IMPLEMENTATION MEASURES**

1. Review all development requests to ensure that sensitive areas (e.g., riparian habitats, vernal pools, rare plants, flyways, etc.) are left undisturbed or that mitigation measures acceptable to appropriate state and federal agencies are included in the project.
2. In known sensitive areas, the State Department of Fish and Wildlife shall be notified as required by the California Native Plant Protection Act; the U.S. Fish and Wildlife Service also shall be notified.
3. All discretionary projects that will potentially impact riparian habitat and/or vernal pools or other sensitive areas shall include mitigation measures for protecting that habitat.
4. All discretionary projects within an adopted Airport Influence Area (AIA) that have the potential to create habitat, habitat conservation, or species protection shall be reviewed by the Airport Land Use Commission.
5. Implementation of this policy shall not be extended to the level of an unconstitutional "taking" of property.
6. Any ground disturbing activities on lands previously undisturbed that will potentially impact riparian habitat and/or vernal pools or other sensitive areas shall include mitigation measures for protecting that habitat, as required by the State Department of Fish and Wildlife.

## **POLICY SIX**

Preserve natural vegetation to protect waterways from bank erosion and siltation.

### **IMPLEMENTATION MEASURES**

1. Development proposals and mining activities including or in the vicinity of waterways and/or wetlands shall be closely reviewed to ensure that destruction of riparian habitat and vegetation is minimized. This shall include referral to the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, State Department of Fish and Game Wildlife, and the State Department of Conservation.

2. Continue to encourage best management practices for agriculture and coordinate with soil and water conservation efforts of Stanislaus County Farm Bureau, Resource Conservation Districts, the U.S. Soil Conservation Service, and local irrigation districts.

#### **POLICY TWENTY-NINE**

Habitats of rare and endangered fish and wildlife species, including special status wildlife and plants, shall be protected.

#### **IMPLEMENTATION MEASURES**

1. The County shall utilize the California Environmental Quality Act (CEQA) process to ensure that development does not occur that would be detrimental to fish, plant life, or wildlife species.
2. The County shall utilize the California State Department of Fish and Wildlife's California Natural Diversity Data Base and the California's Native Plant Society plant lists as the primary sources of information on special status wildlife and plants.
3. The County shall protect sensitive wildlife habitat and plant life through the strategies identified under Policy Three of this element.

## **Cultural Resources**

### **Impact CUL-1: Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5**

#### ***Findings:***

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the environmental impact report.

#### ***Supporting Evidence:***

The County has adopted a number of policies as part of the General Plan update that address this issue. These policies comprise the extent to which the County can feasibly reduce this impact. This impact on historical resources will result from future, individual development projects. Because the specific design of, location, and cultural resource affected by these developments are not known and cannot be known at this time, the County cannot adopt specific mitigation measures to avoid this impact. Future, individual development projects will be subject to CEQA review and mitigation, but the County cannot guarantee that the future mitigation will fully reduce this impact to a less than significant level.

In addition, County Code Title 16, Chapter 16.30 adopts the California Historical Building Code (Part 8, Title 24, California Code of Regulation) as part of the County's building standards. The Historical Building Code provides alternative building standards for historical structures that allow them to be rehabilitated and reused without compromising their historical status, regardless of whether CEQA would apply to the project. However, these are not mandatory requirements and do not prohibit the owner of a historical structure to apply the standard building codes and adversely affect the structure's historical status. The County has chosen to allow new development the option of using the Historical Building Code. Because the code does not mandate avoidance of adverse impacts, this impact will not be avoided.

## **Conservation/Open Space Element**

### **POLICY TWENTY-FOUR**

The County will support the preservation of Stanislaus County's cultural legacy of archeological, historical, and paleontological resources for future generations.

### **IMPLEMENTATION MEASURES**

1. The County shall continue to utilize the HS (Historical Site) zone in Knight's Ferry and La Grange to protect the historical character of the communities.
2. The County shall seek input from the Knight's Ferry Municipal Advisory Council concerning any development proposals in the HS zone in Knight's Ferry.
3. The County shall work with the County Historical Society, and other organizations and interested individuals to study, identify and inventory archeological resources and historical sites, structures, buildings and objects.
4. The County will cooperate with the State Historical Preservation Officer to identify and nominate historical structures, objects, buildings and sites for inclusion under the Historical Preservation Act.
5. The County shall utilize the California Environmental Quality Act (CEQA) process to protect archaeological, historic, or paleontological resources. Most discretionary projects require review for compliance with CEQA. As part of this review, potential impacts must be identified and mitigated.
6. The County shall make referrals to the Office of Historic Preservation and the Central California Information Center as required to meet CEQA requirements.
7. The County will work with all interested individuals and organizations to protect and preserve the mining heritage of Stanislaus County.

### **POLICY TWENTY-FIVE**

"Qualified Historical Buildings" as defined by the State Building Code shall be preserved.

### **IMPLEMENTATION MEASURES**

1. Whenever possible, the County Building Permits Division shall utilize the provisions of the State Building Code that allow historical buildings to be restored without damaging the historical character of the building.
2. The County shall continue to utilize the HS (Historical Site) zone in Knight's Ferry and La Grange to protect the historical character of the communities.

## **Impact CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5**

### ***Findings:***

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the environmental impact report.

### ***Supporting Evidence:***

The County has adopted a number of policies as part of the General Plan update that address this issue. These policies comprise the extent to which the County can feasibly reduce this impact. This impact will result from future, individual development projects. Because the specific design of, location, and the availability of avoidance measures for these developments are not known and cannot be known at this time, the County cannot adopt specific mitigation measures to avoid this impact. Future, individual development projects will be subject to CEQA review and mitigation, but the County cannot guarantee that the future mitigation will fully reduce this impact to a less than significant level.

In addition, Assembly Bill 52 (Chapter 532, Statutes of 2014) requires the County as part of its CEQA process to consult with California Native American tribes over the presence of tribal cultural resources, upon the request of such tribes. During such consultations over future development projects, the County and participating tribe(s) will discuss the potential adverse effects of individual development projects, mitigation measures to reduce or avoid such effects, and alternatives that similarly could reduce or avoid such effects. This process, however, cannot guarantee that unknown resources will not be adversely affected.

### **Conservation/Open Space Element**

#### **POLICY TWENTY-FOUR**

The County will support the preservation of Stanislaus County's cultural legacy of archeological, historical, and paleontological resources for future generations.

(Comment: Landmarks of historical consequence not only include old schoolhouses, and covered bridges, but also such sites as Native American burial grounds, cemeteries, pottery, rock carvings, and rock paintings. Normally, "sensitive" areas are often located near natural watercourses, springs or ponds, or on elevated ground. However, due to the silt build-up in the valley and the meandering of rivers, archaeological and historical sites may be found in unsuspected areas.)

#### **IMPLEMENTATION MEASURES**

3. The County shall work with the County Historical Society, and other organizations and interested individuals to study, identify and inventory archeological resources and historical sites, structures, buildings and objects.
4. The County will cooperate with the State Historical Preservation Officer to identify and nominate historical structures, objects, buildings and sites for inclusion under the Historical Preservation Act.
5. The County shall utilize the California Environmental Quality Act (CEQA) process to protect archaeological, historic, or paleontological resources. Most discretionary projects require review for compliance with CEQA. As part of this review, potential impacts must be identified and mitigated.
6. The County shall make referrals to the Office of Historic Preservation and the Central California Information Center as required to meet CEQA requirements.

### **Hydrology and Water Quality**

**Impact HYD-2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in 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 that would not support existing land uses or planned uses for which permits have been granted)**

***Finding:***

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the environmental impact report.

***Supporting Evidence:***

The following policies adopted as part of the General Plan update provide measures to reduce this impact. In addition, the County has enacted the Stanislaus County Groundwater Ordinance (County Code Chapter 9.37) which restricts the unsustainable extraction of groundwater within and export of groundwater from the unincorporated areas of the county (County Code Title 9.37.040). However, the County does not have the legal authority to adjudicate water rights within the underlying groundwater basins and without such power cannot prevent the overdraft that will result from landowners exerting their rights to the groundwater beneath their land.

**Land Use Element**

**POLICY TWENTY-NINE**

Support the development of a built environment that is responsive to decreasing air and water pollution, reducing the consumption of natural resources and energy, increasing the reliability of local water supplies, and reduces vehicle miles traveled by facilitating alternative modes of transportation, and promoting active living (integration of physical activities, such as biking and walking, into everyday routines) opportunities.

**Conservation/Open Space Element**

**POLICY FIVE**

Protect groundwater aquifers and recharge areas, particularly those critical for the replenishment of reservoirs and aquifers.

**IMPLEMENTATION MEASURES**

1. Proposals for urbanization in groundwater recharge areas shall be reviewed to ensure that (1) as much water as possible is returned to the recharge area, (2) the development will not cause discharge of materials detrimental to the quality of the water, and (3) the development will not result in significant groundwater overdrafting or deterioration in quality. The Department of Environmental Resources shall require:
  - A. In those areas where groundwaters are susceptible to overdrafting, the project proponent shall perform a hydrogeological analysis and include appropriate mitigation measures in the proposal.
  - B. In those areas where groundwater quality is susceptible to deterioration or is already of reduced quality, the level of wastewater treatment shall be such that it will not cause further quality deterioration.
2. The Department of Environmental Resources shall identify and require control of point sources for pollutants stored, handled or disposed of on the surface of the soil or in the vadose zone that is located in the zone or aeration immediately above the groundwater level. Potential sources of pollutants to the groundwater may also include high densities of individual on-site sewage

treatment units and/or the use of community package treatment plants. The Department of Environmental Resources shall require the adoption of groundwater monitoring programs for projects where hydrogeological assessments indicate the potential for groundwater deterioration is likely.

3. Stanislaus County shall discourage the use of dry wells as a means of street drainage in urban areas. Dry wells collect and discharge toxic, hazardous and designated contaminants into aquifers having beneficial uses. New projects shall have storm water disposal systems that: (1) are designed not to pollute receiving surface or groundwaters, and (2) which could be integrated into an area-wide groundwater recharge program whenever feasible.
4. Encourage new development to incorporate water conservation measures to minimize adverse impacts on water supplies.
5. Continue to implement the landscape provisions of the Zoning Ordinance, which encourage drought-tolerant landscaping and water-conserving irrigation methods.
6. During the project and environmental review process, encourage new urban development to be served by community wastewater treatment facilities and water systems rather than by package treatment plants or private septic tanks and wells.

#### **POLICY SIX**

Preserve natural vegetation to protect waterways from bank erosion and siltation.

#### **IMPLEMENTATION MEASURES**

1. Development proposals and mining activities including or in the vicinity of waterways and/or wetlands shall be closely reviewed to ensure that destruction of riparian habitat and vegetation is minimized. This shall include referral to the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, State Department of Fish and Wildlife, and the State Department of Conservation.
2. Continue to encourage best management practices for agriculture and coordinate with soil and water conservation efforts of Stanislaus County Farm Bureau, Resource Conservation Districts, the U.S. Soil Conservation Service, and local irrigation districts.

#### **POLICY SEVEN**

New development that does not derive domestic water from pre-existing domestic and public water supply systems shall be required to have a documented water supply that does not adversely impact Stanislaus County water resources.

#### **IMPLEMENTATION MEASURES**

1. Proposals for development to be served by new water supply systems shall be referred to appropriate water districts, irrigation districts, community services districts, the State Water Resources Board and any other appropriate agencies for review and comment.
2. Review all development requests to ensure that sufficient evidence has been provided to document the existence of a water supply sufficient to meet the short and long term water needs of the project without adversely impacting the quality and quantity of existing local water resources.

#### **POLICY EIGHT**

The County shall support efforts to develop and implement water management strategies.

#### **IMPLEMENTATION MEASURES**

1. The County will pursue state and federal funding options to improve water management resources in the County.

2. The Department of Environmental Resources should continue to monitor groundwater quality by reviewing well water chemical and bacterial analysis results for public water systems under the department's supervision and by overseeing investigations involving soil and groundwater contamination.
3. The County will coordinate with water purveyors, private landowners and other water resource agencies in the region on data collection of groundwater conditions and in the development of a groundwater usage tracking system, including well location/construction mapping (within the extent that prevailing law allows) and groundwater level monitoring, to guide future policy development.
4. The County shall promote efforts to increase reliability of groundwater supplies through water resource management tools ranging from surface water protection programs, demand management programs (conservation), continued public education programs, and expanded opportunities for conjunctive use of groundwater, surface water, and appropriately treated wastewater and stormwater reuse opportunities.
5. The County will support and where appropriate help facilitate the formation of an integrated and comprehensive county-wide, and where appropriate regional, water resources management plan which incorporates existing water management plans and identifies and plans for management within the gaps between existing water management plans.
6. The County will cooperate with other pertinent agencies, including cities and water districts, in the preparation and adoption of a groundwater sustainability plan pursuant to the Sustainable Groundwater Management Act (SGMA) and any subsequent legislation. The County will use its regulatory authority, as appropriate, to implement the requirements of the groundwater sustainability plan.
7. The County will obtain the technical information, and develop the planning and policy needs to improve groundwater recharge opportunities and groundwater conditions in the County.
8. As information becomes available, the County will adopt General Plan changes to protect recharge areas and manage land use changes that have an impact on groundwater use and quality.

**POLICY NINE**

The County will investigate additional sources of water for domestic use.

**IMPLEMENTATION MEASURE**

1. The County will work with irrigation and water districts, community services districts, municipal and private water providers in developing surface water and other potential water sources for domestic use.

**Agricultural Element**

**OBJECTIVE 3.2 WATER RESOURCES**

**POLICY 3.4**

The County shall encourage the conservation of water for both agricultural, rural domestic, and urban uses.

**POLICY 3.6**

The County will continue to protect local groundwater for agricultural, rural domestic, and urban use in Stanislaus County.

## Noise

### **Impact NOI-1: Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies**

#### ***Findings:***

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the environmental impact report.

#### ***Supporting Evidence:***

The County has adopted a number of policies as part of the General Plan and ALUCP update that address this issue. These policies comprise the extent to which the County can feasibly reduce this impact. Noise impacts will result from future, individual development projects. Because the specific design of, location, and noise levels of these developments are not known and cannot be known at this time, the County cannot adopt specific mitigation measures to avoid this impact. Future, individual development projects will be subject to CEQA review and mitigation, but the County cannot guarantee that the future mitigation will fully reduce this impact to a less than significant level in every case.

In addition, County Code Chapter 10.46 (Noise Control) is the county noise ordinance that establishes enforceable maximum allowable noise levels for various land uses. However, although the ordinance sets maximum allowable levels, there may be situations in which a development project that meets those levels nonetheless results in a substantial increase in ambient noise levels in rural areas where such levels are particularly low. That could result in a significant impact.

## **Noise Element**

### **POLICY ONE**

It is the policy of Stanislaus County to utilize the noise exposure information contained within the General Plan to identify existing and potential noise conflicts through the Land Use Planning and Project Review processes.

### **IMPLEMENTATION MEASURE**

1. Areas within Stanislaus County shall be designated as noise-impacted if exposed to existing or projected future noise levels exterior to buildings exceeding the standards in Figure 3 or the performance standards described by Table 4. Maps showing existing and projected future noise exposures exceeding 60  $L_{dn}$  or CNEL for the major noise sources are depicted in Figure 1, Table 1, and are included in Appendix A and B of the Technical Reference Document (2004).

### **POLICY TWO**

It is the policy of Stanislaus County to develop and implement effective measures to abate and avoid excessive noise exposure in the unincorporated areas of the County by requiring that effective noise mitigation measures be incorporated into the design of new noise generating and new noise sensitive land uses.

**IMPLEMENTATION MEASURES**

1. New development of noise-sensitive land uses will not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to the following levels:
  - a) For transportation noise sources such as traffic on public roadways, railroads, and airports, 60 L<sub>dn</sub> (or CNEL) or less in outdoor activity areas of single family residences, 65 L<sub>dn</sub> (or CNEL) or less in community outdoor space for multi-family residences, and 45 L<sub>dn</sub> (or CNEL) or less within noise sensitive interior spaces. Where it is not possible to reduce exterior noise due to these sources to the prescribed level using a practical application of the best available noise-reduction technology, an exterior noise level of up to 65 L<sub>dn</sub> (or CNEL) will be allowed. Under no circumstances will interior noise levels be allowed to exceed 45 L<sub>dn</sub> (or CNEL) with the windows and doors closed in residential uses.
  - b) For other noise sources such as local industries or other stationary noise sources, noise levels shall not exceed the performance standards contained within Table 4.
2. New development of industrial, commercial or other noise generating land uses will not be permitted if resulting noise levels will exceed 60 L<sub>dn</sub> (or CNEL) in noise-sensitive areas. Additionally, the development of new noise-generating land uses which are not preempted from local noise regulation will not be permitted if resulting noise levels will exceed the performance standards contained within Table 4 in areas containing residential or other noise sensitive land uses.

**[TABLE 4. MAXIMUM ALLOWABLE NOISE EXPOSURE – STATIONARY NOISE SOURCES]**

	Daytime 7 a.m. to 10 p.m.	Nighttime 10 p.m. to 7 a.m.
Hourly L <sub>eq</sub> , dBA	55	45
Maximum level, dBA	75	65

Each of the noise level standards specified in Table 4 shall be reduced by five (5) dBA for pure tone noises, noise consisting primarily of speech or music, or for recurring impulsive noises. The standards in Table 4 should be applied at a residential or other noise-sensitive land use and not on the property of a noise-generating land use. Where measured ambient noise levels exceed the standards, the standards shall be increased to the ambient levels.

3. Prior to the approval of a proposed development of noise-sensitive land uses in a noise impacted area, or the development of industrial, commercial or other noise generating land use in an area containing noise-sensitive land uses, an acoustical analysis shall be required. Where required, an acoustical analysis shall:
  - a) Be the responsibility of the applicant.
  - b) Be prepared by a qualified acoustical consultant experienced in the fields of environmental noise assessment and architectural acoustics.
  - c) Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
  - d) Include estimated noise levels in terms of L<sub>dn</sub> (or CNEL) and the standards of Table 4 (if applicable) for existing and projected future (10-20 years hence) conditions, with a comparison made to the adopted policies of the Noise Element.
  - e) Include recommendations for appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element.
  - f) Include estimates of noise exposure after the prescribed mitigation measures have been implemented. If compliance with the adopted standards and policies of the Noise Element will not be achieved, a rationale for acceptance of the project must be provided.

4. Projects which through the CEQA review process require an acoustical analysis shall include a monitoring program to specifically implement the recommended mitigation to noise impacts associated with the project.
5. Noise level criteria applied to land uses other than noise sensitive uses shall be consistent with the recommendations of Figure 3: Normally Accepted Community Noise Environments.
6. Stanislaus County shall enforce Sound Transmission Control Standards in the California Administrative Code, Title 25, Section 1092 concerning the construction of new multiple-occupancy dwellings such as hotels, apartments, and condominiums in areas where the existing or projected future noise environment exceeds 60  $L_{dn}$  or CNEL.
7. Replacement of noise-sensitive land uses located in noise-impacted areas which are destroyed in a disaster shall not be considered in conflict with this element if replacement occurs within one year.

### **POLICY THREE**

It is the objective of Stanislaus County to protect areas of the County where noise-sensitive land uses are located.

### **IMPLEMENTATION MEASURES**

1. Require the evaluation of mitigation measures for projects that would cause the  $L_{dn}$  at noise-sensitive uses to increase by 3 dBA or more and exceed the normally acceptable level, cause the  $L_{dn}$  at noise-sensitive uses to increase 5 dBA or more and remain normally acceptable, or cause new noise levels to exceed the noise ordinance limits (after adoption).
2. Actively enforce the Stanislaus County Noise Control Ordinance to reduce the number of incidents of excessive noise.
3. New equipment and vehicles purchased by Stanislaus County shall comply with noise level performance standards of the industry and be kept in proper working order to reduce noise impacts.
4. Stanislaus County should encourage the California Highway Patrol and local law enforcement officers to actively enforce existing sections of the California Vehicle Code relating to excessive vehicle noise.

### **POLICY FOUR**

It is the objective of Stanislaus County to ensure that the Noise Element is consistent with and does not conflict with other elements of the Stanislaus County General Plan or adopted Airport Land Use Compatibility Plan(s) (ALUCP).

### **IMPLEMENTATION MEASURES**

1. The Noise Element shall be reviewed and updated as necessary to remain consistent with the Land Use and Circulation Elements of the General Plan.
2. The Land Use and Circulation Elements of the General Plan shall be continually reviewed to ensure consistency with the findings and policies of the Noise Element as they relate to the prevention of future noise conflicts.
3. The Noise Element and Land Use Elements of the General Plan shall be reviewed and amended as necessary to ensure consistency with the policies of the Airport Land Use Compatibility Plan(s) (ALUCP) as they relate to the prevention of future noise conflicts.
4. Update the Stanislaus County Noise Control Ordinance as necessary to be consistent with the General Plan and/or adopted Airport Land Use Compatibility Plan(s) (ALUCP).

### **ALUCP POLICY 3.2.1**

Evaluating Noise Compatibility for New Development: The noise compatibility of proposed land uses within the an Airport Influence Area shall be evaluated in accordance with the policies set forth in this section, including the criteria listed in Table 1, Noise Compatibility Criteria and the noise exposure contours depicted on the respective Compatibility Policy Map: Noise for the affected airport (see Maps MOD-2 and OAK-2 [in the ALUCP]).

### **ALUCP POLICY 3.2.2**

Maximum Acceptable Exterior Noise Levels: To minimize noise-sensitive development in noisy areas around an Airport, new land use development shall be restricted in accordance with the following:

- (a) Residential Development and Children's Schools:
  - (1) All new Residential Development and children's schools are deemed incompatible within the projected CNEL 60 dB contour of each airport.
  - (2) The noise compatibility policy maps presented for each airport (Maps MOD-2, and OAK-2 [of the ALUCP]) depict the area within which this restriction applies.
  - (3) Exceptions are also provided for existing residential lots. See Policy 1.4.4 [of the ALUCP].
- (b) Nonresidential Development: New Nonresidential Development is deemed incompatible in locations where the airport-related noise exposure would be highly disruptive to the specific land use. Applicable criteria are indicated in Table 1 [of the ALUCP].

### **ALUCP POLICY 3.2.3**

Maximum Acceptable Interior Noise Levels: To the extent that the criteria in Table 1 [of the ALUCP] and other policies herein permit the development, land uses for which interior activities may be easily disrupted by noise shall be required to comply with the following interior noise level criteria.

- (a) The maximum, aircraft-related, interior noise level that shall be considered acceptable for land uses near airports is:
  - (1) CNEL 45 dB in:
    - Any habitable room of single- or multi-family residences
    - Children's schools (K-12)
    - Libraries
    - Long-term lodging (e.g., dormitories), congregate care facilities, and nursing homes
    - Hotels, motels, and other short-term lodging;
    - Hospitals;
    - Adult educational and institutional facilities;
    - Places of worship, meeting halls, theaters, and mortuaries; and
    - Miscellaneous other uses as listed in Table 1, Noise Compatibility Criteria.
  - (2) CNEL 50 dB in:
    - Offices and office areas of industrial facilities and research and development facilities;
    - Retail centers and stores; and
    - Personal and miscellaneous services.
- (b) The noise contours depicted in Maps MOD-2 and OAK-2 shall be used in calculating compliance with these criteria. The calculations should assume that windows are closed.

- (c) When a proposed building lies within multiple CNEL range zones (e.g., partly in 60-65 dB and partly in 65-70 dB), the higher range zone shall apply for the purposes of determining sound attenuation requirements unless less than 25% of the building floor area is within that zone. In such case, the lower range zone may be used.
- (d) Where Table 1 [of the ALUCP] indicates that buildings associated with a particular land use must be capable of attenuating exterior noise to the specified maximum interior noise level, acoustical data documenting that the structure will be designed to comply with the criterion shall be provided to the Local Agency as part of the building permit process. The Local Agency shall be responsible for assuring compliance.
- (e) Exceptions to the interior noise level criteria in Paragraph (a) of this policy may be allowed where evidence is provided that the indoor noise generated by the use itself exceeds the listed criteria.

**ALUCP POLICY 3.2.4**

Avigation Easement Dedication Requirements: Dedication of an Avigation Easement is required as a condition for approval of certain proposed development situated within the CNEL 60 dB contour in accordance with Policy 4.1.1 (see Maps MOD-2 and OAK-2 and MOD-5 and OAK-5 [of the ALUCP]).

**Recreation**

**Impact REC-1: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated**

***Findings:***

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the environmental impact report.

***Supporting Evidence:***

The County has adopted a number of policies as part of the General Plan update that address this issue by setting the standards for subdivision developments to provide parks and recreation facilities. These policies comprise the extent to which the County can feasibly reduce this impact. To the extent that there are existing shortages of parks and recreation facilities, addressing those shortages would require County funding and could not be made requirements of development approvals. This impact will also result from future, individual development projects increasing the demand on existing facilities. Because not all such projects require the approval of subdivision maps, the County's policies will not apply to all future projects. In addition, because some types of development are allowed by right under County codes, the County cannot apply specific mitigation measures to those projects in order to avoid this impact. Future, individual development projects are subject to CEQA review will require mitigation, but the County cannot guarantee that the future mitigation will fully reduce this impact to a less than significant level.



## **Land Use Element**

### **POLICY TWENTY-THREE**

At least three net acres of developed neighborhood parks, or the maximum number of acres allowed by law, should be provided for every 1,000 residents, through land dedication and development, payment of in-lieu-of fees, public facility fees, or other methods acceptable to the Parks Department.

### **IMPLEMENTATION MEASURE**

1. Continue to implement the strategies identified under Goal Four of the Conservation/Open Space Element and listed below.

## **Conservation/Open Space Element**

### **POLICY TWELVE**

Provide a system of local and regional parks which will serve the residents of the County. (Comment: The County should acquire future park sites in areas where growth is planned when funding is available.)

### **IMPLEMENTATION MEASURES**

1. The County shall consider adoption of an amendment to the Subdivision Ordinance to require parkland dedication, park in-lieu fees, public facility fees, or other methods acceptable to the Parks Department, to be paid by subdividers and developers.
2. The Plan shall be comprehensively updated as found necessary by the Board of Supervisors.
3. The County shall consider establishing appropriate funding mechanisms for park operations and maintenance, including benefit assessment districts and County Service Areas (CSAs), with appropriate exemptions included for those landowners that provide open space amenities.
4. The County shall encourage the interconnection of recreational areas, open spaces and parks that are oriented to pedestrian and bicycle travel along public highway rights-of-way, while protecting private property and river corridors, to the greatest extent possible.
5. The County shall require dedication and improvement of parks and open space in accordance with the Stanislaus County Parks Master Plan, as amended from time to time.

### **POLICY THIRTEEN**

Promote the use of water reservoirs for multiple recreational purposes, where appropriate.

### **IMPLEMENTATION MEASURES**

1. The County shall encourage the multiple use of reservoirs as flood control devices, recreational facilities, and wildlife habitats.
2. The County shall, when funds become available, install and maintain boating facilities, where appropriate.
3. The County shall encourage the development of on-site resort services and accessory sales designed to enhance recreational opportunities, where appropriate.

### **POLICY FOURTEEN**

Provide for diverse recreational opportunities such as horseback riding trails, hiking trails, and bikeways.

### **IMPLEMENTATION MEASURES**

1. In areas where appropriate, equestrian facilities may be provided. (The County should consider equestrian facilities when developing new parks. Also, in large land subdivisions where horses are permitted, the County should encourage the development of equestrian facilities.)

2. Bikeways and pedestrian paths shall be considered when constructing or improving the road and street system within the sphere of influence of cities or other urban areas, consistent with the Non-Motorized Transportation Plan adopted by StanCOG.

#### **POLICY FIFTEEN**

Coordinate the provision of recreation needs with other providers such as the Army Corps of Engineers, the State Resources Agency, school districts, local cities, river rafters, horse stable operators, and private organizations such as the Sierra Club, and Audubon Society.

#### **IMPLEMENTATION MEASURES**

1. The County will pursue various funding options for providing recreational opportunities.
2. The County will assume responsibility for parks, when financially feasible, dedicated to them by state or federal agencies.
3. Prior to the issuance of any building permit on parcels fronting on rivers and streams, it shall be verified that the building site is outside of Army Corps of Engineers easements.
4. An inventory of recreational facilities shall be maintained for use in parks and recreation facilities planning.
5. Proposals to establish new or expanded recreational areas shall be reviewed for consistency with policies of the Safety Element when located within an adopted Airport Influence Area as a means to prevent the creation of potential wildlife strike hazards or other hazards to park users, aviators, and the traveling public.

## **Traffic**

### **Impact TRA-3: Result in traffic operations below the minimum acceptable thresholds on roadways outside Stanislaus County's jurisdiction (i.e., Caltrans facilities)**

#### ***Findings:***

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the environmental impact report.

#### ***Supporting Evidence:***

The County has adopted a number of policies as part of the General Plan update that address this issue. These policies comprise the extent to which the County can feasibly reduce this impact. This impact will result from future, individual development projects. Because the specific design of, location, and roads affected by these developments are not known and cannot be known at this time, the County cannot adopt specific mitigation measures to avoid this impact. Future, individual development projects will be subject to CEQA review and mitigation, but the County cannot guarantee that the future mitigation will fully reduce this impact to a less than significant level.

## **Land Use Element**

#### **POLICY TWENTY FIVE**

Development, other than agricultural uses and churches, which requires discretionary approval and is within the sphere of influence of cities or in areas of specific designation created by agreement (e.g., Sperry Avenue and East Las Palmas Corridors), shall not be approved unless first approved by

the city within whose sphere of influence it lies or by the city for which areas of specific designation were agreed. Development requests within the spheres of influence or areas of specific designation of any incorporated city shall not be approved unless the development is consistent with agreements with the cities which are in effect at the time of project consideration. Such development must meet the applicable development standards of the affected city as well as any public facilities fee collection agreement in effect at the time of project consideration.

**IMPLEMENTATION MEASURE**

1. All discretionary development proposals within the sphere of influence or areas of specific designation of a city shall be referred to that city to determine whether or not the proposal shall be approved and whether it meets their development standards. If development standards of the city and County conflict, the city's standards shall govern.

**Circulation Element**

**POLICY TWO**

The Circulation systems shall be designed and maintained to promote safety by combining multiple modes of transportation into a single, cohesive system.

**IMPLEMENTATION MEASURES**

4. The County will work with StanCOG and the cities to identify and secure funding for improvements to the regional and local circulation system.
6. The County will work with staff of the nine cities, StanCOG and Caltrans to establish more coordinated standards and routes for Expressways, Majors Principal & Minor Arterials, and Major & Minor Collectors that cross jurisdictional lines.

**POLICY FIVE**

Transportation requirements shall be considered during planning, design and construction of commercial and industrial development to address safety, mobility and accessibility needs.

**IMPLEMENTATION MEASURES**

2. Prior to approving new industrial and commercial development, provisions will be made to ensure that roadways providing primary access to these developments from Interstate and State Highways are designed and constructed to the standards necessary to accommodate truck traffic.
3. Industrial and commercial development shall be planned so that truck vehicle access on local roads through residential areas is avoided.

**POLICY SEVEN**

Bikeways and pedestrian facilities shall be designed to provide safe and reasonable access from residential areas to major bicycle and pedestrian traffic destinations such as schools, recreation and transportation facilities, centers of employment, and shopping areas.

**IMPLEMENTATION MEASURE**

2. Within the sphere of influence of a city, bikeways and pedestrian facilities and amenities shall be provided in accordance with the applicable city's general plan and development standards.

**POLICY NINE**

The County shall promote the development of safe inter-city and interregional transportation facilities that more efficiently moves goods and freight within and through the region.

**IMPLEMENTATION MEASURE**

1. The County will coordinate with the Stanislaus Council of Governments (StanCOG), Caltrans, and other appropriate agencies in the implementation of the Regional Transportation Plan, including the development of a system of State Highways and expressways to allow more efficient people and goods movement.

**Impact TRA-6: Result in transportation network changes that would prevent the efficient movement of goods within the county (cumulative impact)**

***Finding:***

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the environmental impact report.

***Supporting Evidence:***

The County has adopted a number of policies as part of the General Plan update that address this issue. These policies comprise the extent to which the County can feasibly reduce this impact. This impact will result from the cumulative demands of future development projects. Demands for goods movement through the horizon year of the General Plan update are uncertain. Because the specific design, location, and goods movement needs of these developments are not known and cannot be known at this time, the County cannot adopt specific mitigation measures to avoid this impact. Future, individual development projects will be subject to CEQA review and mitigation, but the County cannot guarantee that the future mitigation will fully reduce this impact to a less than significant level.

**Land Use Element**

**POLICY TWENTY-NINE**

Support the development of a built environment that is responsive to decreasing air and water pollution, reducing the consumption of natural resources and energy, increasing the reliability of local water supplies, and reduces vehicle miles traveled by facilitating alternative modes of transportation, and promoting active living (integration of physical activities, such as biking and walking, into everyday routines) opportunities.

**POLICY THIRTY**

New development shall be designed to facilitate the efficient extension of public transportation systems.

**Circulation Element**

**POLICY NINE**

The County shall promote the development of safe inter-city and interregional transportation facilities that more efficiently moves goods and freight within and through the region.

## **IMPLEMENTATION MEASURE**

1. The County will coordinate with the Stanislaus Council of Governments (StanCOG), Caltrans, and other appropriate agencies in the implementation of the Regional Transportation Plan, including the development of a system of State Highways and expressways to allow more efficient people and goods movement.

### **Impact TRA-8: Create additional vehicle, bicycle, or pedestrian travel on roadways or other facilities that do not meet current county design standards**

#### ***Finding:***

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the environmental impact report.

#### ***Supporting Evidence:***

The County has adopted a number of policies as part of the General Plan update that address this issue. These are intended to ensure that future development will meet county design standards and improve roadways that currently do not meet standards in order to reduce this impact. However, this cannot guarantee that all existing facilities deficiencies can be rectified.

The Stanislaus County Council of Governments' adopted Non-Motorized Transportation Master Plan (2013) identifies the County's priority bicycle and pedestrian facilities. The Master Plan estimates that the total future funding need for new bicycle infrastructure in Stanislaus County is approximately \$118 million. The Master Plan estimates that the total funding need for first tier priority projects alone is approximately \$19.3 million.

## **Land Use Element**

### **POLICY TWENTY-NINE**

Support the development of a built environment that is responsive to decreasing air and water pollution, reducing the consumption of natural resources and energy, increasing the reliability of local water supplies, and reduces vehicle miles traveled by facilitating alternative modes of transportation, and promoting active living (integration of physical activities, such as biking and walking, into everyday routines) opportunities.

### **IMPLEMENTATION MEASURES**

1. County development standards shall be evaluated and revised, as necessary, to facilitate development incorporating the following (or similar) design features:
  - Alternative modes of transportation such as bicycle lanes, pedestrian paths, and facilities for public transit;
  - Alternative modes of storm water management (that mimic the functions of nature); and
  - Pedestrian friendly environments through appropriate setback, landscape, and wall/fencing standards.

## **Circulation Element**

### **POLICY THREE**

The County's Capital Improvement Program (CIP) shall be consistent with the General Plan. Section 65103(c) of the California Government Code states that the Capital Improvement Program shall be periodically reviewed. This review ensures that capital improvements are coordinated with land use policies stated in the General Plan.

### **IMPLEMENTATION MEASURE**

3. Roadway, bicycle, pedestrian, and transit, and aviation improvements shall be included in the Capital Improvement Program, as appropriate, to implement the policies of this element.

### **POLICY SIX**

The County shall strive to reduce motor vehicle emissions and vehicle miles traveled (VMT) by encouraging the use of alternatives to the single occupant vehicles.

### **IMPLEMENTATION MEASURES**

1. The use of alternative modes of transportation will continue to be encouraged by participating in programs to promote walking, bicycling, ridesharing, and transit use for commuting and recreation.
2. The County will continue to work with StanCOG, Caltrans, and the cities to identify and secure funding for the development and improvement of bikeways, pedestrian pathways, park-and-ride facilities, transit systems, and other alternatives to the single-occupant vehicles.
5. Applicants will construct or pay the cost of new pedestrian pathways, bikeways, rideshare facilities, transit amenities, and other improvements necessary to serve the development and to mitigate impacts to the existing circulation system caused by the development.

### **POLICY SEVEN**

Bikeways and pedestrian facilities shall be designed to provide safe and reasonable access from residential areas to major bicycle and pedestrian traffic destinations such as schools, recreation and transportation facilities, centers of employment, and shopping areas.

### **IMPLEMENTATION MEASURES**

1. Bikeways shall be considered and implemented in accordance with the StanCOG Regional Bicycle Action Plan Non-Motorized Transportation Plan (20092013, StanCOG) and adopted Community Plans or Specific Plans when constructing or improving the roadway system in the unincorporated area outside the spheres of influence of the cities.
2. Within the sphere of influence of a city, bikeways and pedestrian facilities and amenities shall be provided in accordance with the applicable city's general plan and development standards.
3. Facilities to safely move, and support the use of, bicycles, pedestrians, transit and ridesharing shall be considered and implemented in all new development and roadway construction.
5. To safely accommodate bicycle traffic, adequate pavement shoulder and/or striping shall be planned and implemented for Expressways, Major, and Collector roads, and, in agricultural areas, on Local roads when constructing new roadways or implementing major rehabilitation projects in accordance with the County Standards and Specifications, the Caltrans Highway Design Manual, or other nationally recognized standard.
6. Whenever a roadway is resurfaced or restored, adequate pavement shoulder and/or striping will be considered to safely accommodate bicycle travel in accordance with the County Standards and Specifications, the Caltrans Highway Design Manual, or other nationally recognized standard, where adequate right-of-way exists.

7. Federal funds, special grants, and other sources of funding shall be pursued for the development and improvement of bikeways and pedestrian pathways.

## Utilities and Service Systems

**Impact UTL-2: 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**

***Finding:***

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the environmental impact report.

***Supporting Evidence:***

The County has adopted a number of policies as part of the General Plan update that address this issue. These policies comprise the extent to which the County can feasibly reduce this impact. This impact will result from future facilities that are not planned or programmed at this time. These projects will be subject to CEQA review and will require mitigation. However, the location, design, and environmental impacts of these facilities cannot be known at this time and therefore the County cannot guarantee that the future mitigation will fully reduce this impact to a less than significant level.

## Land Use Element

### **POLICY FOUR**

Urban development shall be discouraged in areas with growth-limiting factors such as high water table or poor soil percolation, and prohibited in geological fault and hazard areas, flood plains, riparian areas, and airport and private airstrip hazard areas unless measures to mitigate the problems are included as part of the application.

### **POLICY SIX**

Preserve and encourage upgrading of existing unincorporated urban communities.

### **POLICY TWELVE**

The expansion of urban boundaries of unincorporated communities shall attempt to minimize conflict between various land uses.

### **POLICY TWENTY-FOUR**

Future growth shall not exceed the capabilities/capacity of the provider of services such as sewer, water, public safety, solid waste management, road systems, schools, health care facilities, etc.

### **POLICY TWENTY-EIGHT**

The County shall support a County-wide growth management strategy that is equitable to the needs of the County and all nine cities, taking into consideration land consumption and absorption rates.

## **Conservation/Open Space Element**

### **POLICY THREE**

Areas of sensitive wildlife habitat and plant life (e.g., vernal pools, riparian habitats, flyways and other waterfowl habitats, etc.) including those habitats and plant species listed in the General Plan Support Document or by state or federal agencies shall be protected from development and/or disturbance.

### **IMPLEMENTATION MEASURES**

1. Review all development requests to ensure that sensitive areas (e.g., riparian habitats, vernal pools, rare plants, flyways, etc.) are left undisturbed or that mitigation measures acceptable to appropriate state and federal agencies are included in the project.
3. All discretionary projects that will potentially impact riparian habitat and/or vernal pools or other sensitive areas shall include mitigation measures for protecting that habitat.
6. Any ground disturbing activities on lands previously undisturbed that will potentially impact riparian habitat and/or vernal pools or other sensitive areas shall include mitigation measures for protecting that habitat, as required by the State Department of Fish and Wildlife.

### **POLICY SEVEN**

New development that does not derive domestic water from pre-existing domestic and public water supply systems shall be required to have a documented water supply that does not adversely impact Stanislaus County water resources.

### **IMPLEMENTATION MEASURES**

1. Proposals for development to be served by new water supply systems shall be referred to appropriate water districts, irrigation districts, community services districts, the State Water Resources Board and any other appropriate agencies for review and comment.
2. Review all development requests to ensure that sufficient evidence has been provided to document the existence of a water supply sufficient to meet the short and long term water needs of the project without adversely impacting the quality and quantity of existing local water resources.

### **POLICY ELEVEN**

In areas designated "Agriculture" on the Land Use Element, discourage land uses which are incompatible with agriculture.

### **IMPLEMENTATION MEASURE**

1. All development proposals that require discretionary approval shall be reviewed to ensure that the project will not adversely affect an existing agricultural area.

### **POLICY SIXTEEN**

Discourage development on lands that are subject to flooding, landslide, faulting or any natural disaster to minimize loss of life and property.

### **IMPLEMENTATION MEASURES**

5. The County shall utilize the California Environmental Quality Act (CEQA) process to ensure that development does not occur that would be subject to natural disasters.
6. Development proposals shall be reviewed for conformance with all applicable Hazard Mitigation Plans and consistency with policies of the Safety Element.



**POLICY NINETEEN**

The County will strive to accurately determine and fairly mitigate the local and regional air quality impacts of proposed projects.

**IMPLEMENTATION MEASURE**

- 1. Require all development proposals, where appropriate, to include reasonable air quality mitigation measures.

**POLICY TWENTY-FOUR**

The County will support the preservation of Stanislaus County's cultural legacy of archeological, historical, and paleontological resources for future generations.

**IMPLEMENTATION MEASURES**

- 5. The County shall utilize the California Environmental Quality Act (CEQA) process to protect archaeological, historic, or paleontological resources. Most discretionary projects require review for compliance with CEQA. As part of this review, potential impacts must be identified and mitigated.
- 6. The County shall make referrals to the Office of Historic Preservation and the Central California Information Center as required to meet CEQA requirements.

**POLICY EIGHTEEN**

The County will promote effective communication, cooperation and coordination among agencies involved in developing and operating local and regional air quality programs.

**IMPLEMENTATION MEASURES**

- 1. Refer discretionary projects under CEQA review to the San Joaquin Valley Air Pollution Control District (SJVAPCD), neighboring jurisdictions and other affected agencies for review and comment.
- 2. Work with other agencies in the San Joaquin Valley to establish coordinated air quality programs and implementation measures.

**POLICY NINETEEN**

The County will strive to accurately determine and fairly mitigate the local and regional air quality impacts of proposed projects.

**IMPLEMENTATION MEASURES**

- 1. Require all development proposals, where appropriate, to include reasonable air quality mitigation measures.
- 2. Minimize case-by-case analysis of air quality impacts through the use of standard criteria for determining significant environmental effects, a uniform method of calculating project emissions, and standard mitigation methods to reduce air quality impacts.

**POLICY TWENTY-NINE**

Habitats of rare and endangered fish and wildlife species, including special status wildlife and plants, shall be protected.

**IMPLEMENTATION MEASURE**

- 1. The County shall utilize the California Environmental Quality Act (CEQA) process to ensure that development does not occur that would be detrimental to fish, plant life, or wildlife species.

**POLICY THIRTY-ONE**

New construction by the County shall meet or exceed code requirements for energy conservation.

## **IMPLEMENTATION MEASURES**

1. New County facilities should be designed to maximize energy efficiency.
2. Existing County facilities should be made to maximize energy efficiency where it is found to be economically reasonable.

### **Impact UTL -5: Result in a determination by the wastewater treatment provider that 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**

#### ***Finding:***

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the environmental impact report.

#### ***Supporting Evidence:***

This impact addresses the situation where a service provider has adequate capacity to serve new development, but would need to upgrade its existing facilities. The upgrades may result in significant unavoidable impacts similar to those resulting from construction of new facilities. The County has adopted a number of policies as part of the General Plan update that address this issue (see the Policies and Implementation Measures listed above for Impact UTL-2). As with Impact UTL-2, there is insufficient information about future facilities to develop effective mitigation measures at this time or to state with confidence that future environmental impacts can be mitigated to a less than significant level.

## **III. Findings Regarding the Project Alternatives**

As required by CEQA, the EIR includes a discussion of possible alternatives to the Project. In addition to the No-Project Alternative, the EIR examined a Reduced Developable Area Alternative. With adoption of the Project, the Board makes the following findings to support its rejection of the No-Project and Reduced Developable Area alternatives.

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The CEQA Guidelines defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors." (CEQA Guidelines Section 15364) The concept of "feasibility" also encompasses the question of whether a particular alternative promotes the underlying objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417.) "[F]easibility' under CEQA also encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417; *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.)

## **Alternative 1. No Project Alternative**

Under this alternative, the proposed amendments to the General Plan and ALUCP would not be made. As a result, these plans would not meet statutory requirements for completeness.

### ***Finding:***

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the environmental impact report.

### ***Supporting Evidence:***

The No Project alternative would retain the existing General Plan without change and therefore would not meet the Project objectives. Under the No Project alternative, the General Plan would not include the subject content required under the Planning and Zoning Law (Government Code Section 65300, et seq.). As a result, the General Plan would not meet its legal responsibilities under the Planning and Zoning Law.

## **Alternative 2. Reduced Developable Area Alternative**

This alternative would reduce the area designated for urban or residential use in comparison to the General Plan update. There are undeveloped areas in the unincorporated communities of Del Rio, Denair, Keyes, and Westley. Alternative 2 would include all of the proposed amendments to the General Plan and ALUCP, but would add new policies to each of these community plans to restrict new residential development projects on all vacant, agriculturally zoned lands to the residential use allowed in the particular agricultural zone. This would effectively preclude large scale residential subdivisions and limit development to single-family residences on lots meeting the minimum parcel size.

### ***Finding:***

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the environmental impact report.

### ***Supporting Evidence:***

A fundamental objective of the General Plan update is to make its revisions while limiting changes to the land use diagram to a minimum. Alternative 2 would require substantial changes to the land use diagrams of the Del Rio, Denair, Keyes, and Westley Community Plans. Further, development in these communities is already limited by operation of countywide Measure E of 2008, which prohibits the re-designation of land designated for agricultural use to a residential use unless approved by voters at a countywide election. These two concerns argue against the selection of this alternative and are the reason for its rejection.

## IV. Statement of Overriding Considerations

The Final EIR for the Project concluded that there would be several significant and unavoidable environmental impacts, as described above. Pursuant to CEQA Guidelines Section 15093, if it is to approve the Project, the Board must adopt a Statement of Overriding Consideration describing the Project's economic, legal, social, technological or other benefits. The following Statement of Overriding Considerations describes the specific Project benefits that outweigh its significant, unavoidable impacts.

The Board finds that the following Project benefits outweigh the significant impacts identified above in the findings.

The Project ensures the continued legal adequacy of the County General Plan. The update of the general plan incorporates current requirements of State law related to planning issues including, but not limited to, the following statutes listed in reverse chronological year of passage:

- 2003 Assembly Bill (AB) 170 – Air Quality and Land Use
- 2003 AB 32 – greenhouse gas reduction
- 2007 SB 375 – Sustainable Communities Strategy
- 2007 AB 162/SB/AB 5 – 200-year flood plain protection
- 2011 AB 359 – groundwater recharge mapping
- 2011 SB 244 – Disadvantaged Unincorporated Communities
- 2011 AB 26 – dissolution of redevelopment agencies
- 2012 SB 1241 – Safety Element and fire hazard impacts
- 2014 AB 1739 – groundwater management
- 2015 AB 52 – protections for tribal cultural and archaeological resources
- 2015 SB 379 – Safety Element, Local Hazard Mitigation Plan, and climate adaptation and resiliency strategies

The Project will enable the County to undertake its responsibilities that are dependent upon General Plan consistency, including consideration of zoning and subdivision map applications (Government Code Sections 65860 and 66474, respectively) and its capital improvements program (Government Code Section 65401), with a degree of confidence that the General Plan meets all applicable statutory requirements for content.

The Project also ensures the legal adequacy of the ALUCP by ensuring consistency with the general plan; incorporating the requirements of the California Department of Transportation's (Caltrans') *Airport Land Use Planning Handbook*; and reflecting new information relating to noise contours, safety zones, airspace protection zones, overflight areas, and current provisions of the pertinent city general plans.

## **Exhibit C – Draft Stanislaus County General Plan Update – Bold and Strikeout\*\*\***

Copies of the Draft Stanislaus County General Plan Update are available for review at the County Planning Department Office or on the County's Website at: <http://www.stancounty.com/planning>.

\*\*\*Hard copies of Exhibit C have been provided to each member of the Planning Commission as part of the August 4, 2016 Planning Commission Agenda packet.

**EXHIBIT C**

## **Exhibit D – Final Environmental Impact Report – Stanislaus County General Plan and Airport Land Use Compatibility Plan Updates\*\*\***

Copies of the Final Environmental Impact Report – Stanislaus County General Plan and Airport Land Use Compatibility Plan Updates are available for review at the County Planning Department Office or on the County’s Website at: (<http://www.stancounty.com/planning>).

### **Exhibit D consists of the following three separate documents:**

- No. 1 – July, 2016, Final Program Environmental Impact Report
- No. 2 – Volume One – Draft Program Environmental Impact Report
- No. 3 – Volume Two: Appendices – Draft Program Environmental Impact Report

\*\*\* Hard copies of Exhibit D have been provided to each member of the Planning Commission as part of the August 4, 2016 Planning Commission Agenda packet.

ENVIRONMENTAL REVIEW REFERRALS

ADVANCED DESIGN GROUP  
ADVISORY BOARD ON SUBSTANCE ABUSE PROGRAMS  
AFFORDABLE HOUSING DEVELOPMENT CORPORATION (AHDC)  
AIRPORT LAND USE COMMISSION  
AIRPORT NEIGHBORHOOD COLLABORATIVE  
ALAMEDA COUNTY PLANNING  
AMERICAN RED CROSS  
ANIL VERMA ASSOCIATES, INC.  
ASPEN ENVIRONMENTAL GROUP  
ASPEN SURVEY  
ASSOCIATED ENGINEERING  
AT&T  
ATKINS  
BENCHMARK ENGINEERING  
BUILDING INDUSTRY ASSOCIATION OF THE GREATER VALLEY  
BURBANK-PARADISE FIRE DIST  
BURLINGTON NORTHERN / SANTA FE RAILROAD  
CA COALITION FOR RURAL HOUSING  
CA DEPT OF CONSERVATION, DIVISION OF LAND RESOURCE  
CA DEPT OF CONSERVATION, GEOLOGICAL SURVEY LIBRARY  
CA DEPT OF CONSERVATION, OFFICE OF MINE RECLAMATION  
CA DEPT OF FISH AND WILDLIFE  
CA DEPT OF FORESTRY  
CA DEPT OF FORESTRY, DEL PUERTO OFFICE  
CA DEPT OF HOUSING & COMMUNITY DEVELOPMENT  
CA DEPT OF RESOURCES RECYCLING AND RECOVERY (CALRECYCLE)  
CA DEPT OF TRANSPORTATION, DIST 10  
CA DEPT OF TRANSPORTATION, DIVISION OF AERONAUTICS  
CA DEPT OF WATER RESOURCES  
CA NORTHERN RAILROAD  
CA OPR STATE CLEARINGHOUSE  
CA RECLAMATION BOARD  
CA REGIONAL WATER QUALITY CONTROL BOARD, CENTRAL VALLEY REGION  
CA RURAL LEGAL ASSISTANCE  
CA STATE LANDS COMMISSION  
CALAVERAS COUNTY PLANNING  
CENTER FOR HUMAN SERVICES  
CENTRAL CA INFORMATION CENTER  
CENTRAL CA IRRIGATION DISTRICT  
CENTRAL VALLEY FLOOD PROTECTION BOARD  
CENTRAL VALLEY OPPORTUNITY CENTER  
CERES CHAMBER OF COMMERCE  
CERES COMMUNITY COLLABORATIVE  
CERES FIRE PROTECTION DISTRICT  
CERES UNIFIED SCHOOL DISTRICT  
CHATOM UNION SCHOOL DISTRICT

ENVIRONMENTAL REVIEW REFERRALS

CITY OF CERES, PLANNING, CITY CLERK, CITY MANAGER, ECONOMIC DEVELOPMENT  
CITY OF ESCALON PLANNING  
CITY OF HUGHSON PLANNING  
CITY OF MODESTO, PLANNING, CITY CLERK, CITY MANAGER  
CITY OF NEWMAN PLANNING, CITY CLERK, CITY MANAGER  
CITY OF OAKDALE PLANNING, CITY CLERK, CITY MANAGER  
CITY OF PATTERSON PLANNING, CITY CLERK, CITY MANAGER  
CITY OF RIVERBANK PLANNING, CITY CLERK, CITY MANAGER, HOUSING DEPARTMENT  
CITY OF TURLOCK, PLANNING, CITY CLERK, CITY MANAGER, HOUSING PROGRAM SERVICES, MUNICIPAL SERVICES  
CITY OF WATERFORD, PLANNING, PUBLIC WORKS  
COMMANDING GENERAL, MCI-WEST MCB CAMPEN  
COUNTY FACILITIES CONSTRUCTION DIVISION, CORRECTIONS STANDARDS AUTHORITY  
CROWS LANDING COMMUNITY SERVICES AREA  
DAVE ROMANO  
DEL PUERTO HOSPITAL DISTRICT  
DEL PUERTO WATER DISTRICT  
DEL RIO HOMEOWNER'S ASSOCIATION, C/O THE MANAGEMENT ALTERNATIVE  
DEL RIO PROPERTY OWNERS ASSOC  
DELAMARE-FULTZ  
DENAIR COMMUNITY SERVICES DISTRICT  
DENAIR FIRE DISTRICT  
DENAIR MUNICIPAL ADVISORY COUNCIL  
DENAIR POST OFFICE  
DENAIR UNIFIED SCHOOL DISTRICT  
DOCTOR'S MEDICAL CENTER  
EAST SIDE MOSQUITO ABATEMENT DIST  
EAST STANISLAUS RESOURCES CONSERVATION DISTRICT  
EASTIN WATER DISTRICT  
EASTSIDE WATER DISTRICT  
ECONOMIC DEVELOPMENT ACTION COMMITTEE  
EDEN HOUSING  
EL SOLYO WATER DISTRICT  
EMERGENCY MEDICAL SERVICES COMMITTEE  
EMPIRE MUNICIPAL ADVISORY COUNCIL  
EMPIRE SANITARY DISTRICT  
EMPIRE UNION SCHOOL DIST  
ENTERPRISE COMMUNITY PARTNERS  
ENVIRONMENTAL DIVISION DIRECTORATE OF PUBLIC WORKS  
FARMLAND WORKING GROUP  
F&M BANK  
FRONTIER COMMUNICATIONS WEST REGION  
GIULIANI & KULL  
GOLDEN VALLEY HEALTH CENTER  
GRATTON SCHOOL DISTRICT  
GRAYSON COMMUNITY SERVICES DISTRICT  
HART RANSOM UNION SCHOOL DISTRICT



ENVIRONMENTAL REVIEW REFERRALS

HAWKINS & ASSOCIATES ENGINEERING  
HEALTH PLAN OF SAN JOAQUIN  
HICKMAN MUNICIPAL ADVISORY COUNCIL  
HICKMAN SCHOOL DISTRICT  
HILLS FERRY CEMETERY DISTRICT  
HORIZON CONSULTING  
HOUSING AUTHORITY, COUNTY OF STANISLAUS  
HUGHSON CHAMBER OF COMMERCE  
HUGHSON FIRE DISTRICT  
HUGHSON UNIFIED SCHOOL DISTRICT  
INDUSTRIAL FIRE DISTRICT  
KAISER FOUNDATION HEALTH PLAN, INC.  
KEYES COMMUNITY SERVICES DISTRICT  
KEYES FIRE DISTRICT  
KEYES MUNICIPAL ADVISORY COUNCIL  
KEYES MUNICIPAL ADVISORY COUNCIL  
KEYES SCHOOL DISTRICT  
KNIGHTS FERRY CEMETERY DISTRICT  
KNIGHTS FERRY COMMUNITY SERVICES DISTRICT  
KNIGHTS FERRY HISTORICAL SOCIETY  
KNIGHTS FERRY MUNICIPAL ADVISORY COUNCIL  
KNIGHTS FERRY SCHOOL DISTRICT  
LA GRANGE ELEMENTARY SCHOOL  
LA GRANGE IMPROVEMENT ASSOCIATION  
LA LOMA ASSOCIATION  
LLOYD PLOUTZ  
LODI ASSOCIATION OF REALTORS  
MARIPOSA COUNTY PLANNING  
MERCED COUNTY PLANNING  
MERCY HOUSING  
MID-VALLEY ENGINEERING  
MODESTO & EMPIRE TRACTION COMPANY  
MODESTO BEE  
MODESTO CHAMBER OF COMMERCE  
MODESTO CITY COUNCIL  
MODESTO CITY SCHOOL DISTRICT  
MODESTO CITY/COUNTY AIRPORT  
MODESTO DISPOSAL  
MODESTO IRRIGATION DISTRICT, GENERAL SERVICES  
MODESTO POSTMASTER  
MONTEREY PARK TRACT COMMUNITY SERVICES DISTRICT  
MOUNTAIN VALLEY EMERGENCY MEDICAL SERVICES  
MOUNTAIN VIEW FIRE DISTRICT  
MUIR CONSULTING  
NEWMAN - CROWS LANDING SCHOOL DISTRICT  
NEWMAN FLYING SERVICE  
NEWMAN ROTARY

## ENVIRONMENTAL REVIEW REFERRALS

NORTHERN VALLEY YOKUTS TRIBE  
NORTHSTAR ENGINEERING  
OAKDALE AIRPORT  
OAK FLAT WATER DISTRICT  
OAK VALLEY HOSPITAL DISTRICT  
OAKDALE CHAMBER OF COMMERCE  
OAKDALE IRRIGATION DISTRICT  
OAKDALE JOINT UNIFIED SCHOOL DISTRICT  
OAKDALE RURAL FIRE DISTRICT  
O'DELL ENGINEERING  
ORESTIMBA CREEK FLOOD CONTROL  
PARADISE SCHOOL DISTRICT  
PATTERSON CEMETERY DISTRICT  
PATTERSON IRRIGATION DISTRICT  
PATTERSON IRRIGATOR  
PATTERSON JOINT UNIFIED SCHOOL DISTRICT  
PATTERSON POSTMASTER  
PATTERSON-WESTLEY CHAMBER OF COMMERCE  
PETRULAKIS LAW AND ADVOCACY, APC  
PG&E  
POLICE ACTIVITIES LEAGUE  
RB WELTY & ASSOCIATES  
RIVERBANK SCHOOL DISTRICT  
RIVERDALE PARK TRACT COMMUNITY SERVICES DISTRICT  
ROBERTS FERRY ELEMENTARY SCHOOL  
ROCK CREEK WATER DISTRICT  
ROMERO-NEWMAN WATER DISTRICT  
RON WEST & ASSOCIATES  
S MODESTO MUNICIPAL ADVISORY COUNCIL  
S SAN JOAQUIN IRRIGATION DISTRICT  
S.T.A.R  
SALIDA FIRE PROTECTION DISTRICT  
SALIDA MUNICIPAL ADVISORY COUNCIL  
SALIDA RESOURCE CONSERVATION DISTRICT  
SALIDA SANITARY DISTRICT  
SALIDA UNION SCHOOL DISTRICT  
SAN FRANCISCO PUBLIC UTILITIES COMMISSION, PROJECT MANAGEMENT DIVISION  
SAN FRANCISCO PUBLIC UTILITIES, HETCH HETCHY WATER AND POWER  
SAN JOAQUIN COUNTY PLANNING  
SAN JOAQUIN COUNTY PUBLIC WORKS  
SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT  
SAN LUIS & DELTA-MENDOTA WATER AUTHORITY  
SAND CREEK FLOOD CONTROL DISTRICT  
SANTA CLARA COUNTY ROADS & AIRPORTS: PLANNING DIVISION  
SELF HELP ENTERPRISES  
SHILOH SCHOOL DISTRICT  
SIERRA NORTHERN RAILROAD

ENVIRONMENTAL REVIEW REFERRALS

SOUTHERN SIERRA MIWUK NATION  
STANCO  
STANISLAUS CHILD DEVELOPMENT LOCAL PLANNING COUNCIL  
STANISLAUS CONSOLIDATED FIRE PROTECTION DISTRICT  
STANISLAUS COUNCIL OF GOVERNMENTS  
STANISLAUS COUNTY AFFORDABLE HOUSING  
STANISLAUS COUNTY AG COMMISSIONER  
STANISLAUS COUNTY AREA AGING AND VETERANS SERVICES  
STANISLAUS COUNTY BEHAVIORAL HEALTH AND RECOVERY SERVICES  
STANISLAUS COUNTY BOARD OF SUPERVISORS  
STANISLAUS COUNTY CHIEF EXECUTIVE OFFICE  
STANISLAUS COUNTY CHILD ABUSE PREVENTION COUNCIL  
STANISLAUS COUNTY CHILDREN AND FAMILIES COMMISSION  
STANISLAUS COUNTY COMMISSION ON AGING  
STANISLAUS COUNTY COMMUNITY HEALTH CENTER BOARD  
STANISLAUS COUNTY COMMUNITY SERVICES AGENCY  
STANISLAUS COUNTY COUNSEL  
STANISLAUS COUNTY DEPARTMENT HEADS  
STANISLAUS COUNTY DEPARTMENT OF ENVIRONMENTAL RESOURCES  
STANISLAUS COUNTY EQUAL RIGHTS COMMISSION  
STANISLAUS COUNTY FARM BUREAU  
STANISLAUS COUNTY FIRE PREVENTION BUREAU  
STANISLAUS COUNTY GENERAL PLAN UPDATE COMMITTEE  
STANISLAUS COUNTY GENERAL SERVICES AGENCY  
STANISLAUS COUNTY HEALTH SERVICES AGENCY  
STANISLAUS COUNTY OFFICE OF EDUCATION  
STANISLAUS COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT  
STANISLAUS COUNTY PUBLIC WORKS  
STANISLAUS COUNTY SHERIFF  
STANISLAUS COUNTY VETERANS ADVISORY COUNCIL  
STANISLAUS ECONOMIC DEVELOPMENT AND WORKFORCE ALLIANCE  
STANISLAUS HABITAT FOR HUMANITY  
STANISLAUS LOCAL AREA FORMATION COMMISSION  
STANISLAUS MENTAL HEALTH BOARD  
STANISLAUS PROBATION  
STANISLAUS SUPERIOR COURT  
STANISLAUS UNION SCHOOL DIST  
STANISLAUS-CERES REDEVELOPMENT  
STANTEC  
STATE ASSEMBLY, DISTRICT 12  
STATE BOARD OF EQUALIZATION  
STATE COUNCIL ON DEVELOPMENTAL DISABILITIES  
STATE SENATE, DISTRICT 14  
STATE VETERAN'S AFFAIRS  
STRATEGIC PLANS S3 NTC, FT IRWIN NATIONAL TRAINING CENTER  
SUTTER HEALTH  
SYLVAN UNION SCHOOL DISTRICT

## ENVIRONMENTAL REVIEW REFERRALS

THE ALLIANCE WORKNET  
TULE RIVER INDIAN TRIBE  
TUOLUMNE BAND OF ME-WUK  
TUOLUMNE COUNTY PLANNING  
TUOLUMNE RIVER TRUST  
TURLOCK CHAMBER OF COMMERCE  
TURLOCK IRRIGATION DISTRICT  
TURLOCK MOSQUITO ABATEMENT DISTRICT  
TURLOCK RURAL FIRE DISTRICT  
TURLOCK SCHOOL DISTRICT  
UC COOPERATIVE EXTENSION  
UNION PACIFIC RAILROAD GENERAL LAW  
US AIR FORCE  
US AIR FORCE, WESTERN REGION ENVIRONMENTAL OFFICE  
US ARMY CORPS OF ENGINEERS  
US BUREAU OF RECLAMATION  
US DEPT OF HOUSING & URBAN DEVELOPMENT  
US ENVIRONMENTAL PROTECTION AGENCY  
US FISH & WILDLIFE  
US NAVY, NAVY REGION SOUTHWEST  
USDA NATIONAL RESOURCES CONSERVATION SERVICES, SERVICE CENTER  
VALLEY HOME JOINT SCHOOL DISTRICT  
VALLEY HOME MUNICIPAL ADVOSIRY COUNCIL  
VALLEY MOUNTAIN REGIONAL CENTER  
WATERFORD CHAMBER OF COMMERCE  
WATERFORD SCHOOL DISTRICT  
WEST MODESTO/KING KENNEDY NEIGHBORHOOD COLLABORATIVE  
WEST STANISLAUS FIRE DISTRICT  
WEST STANISLAUS IRRIGATION DISTRICT  
WEST STANISLAUS RESOURCE CONSERVATION DISTRICT  
WESTERN HILLS WATER DISTRICT  
WESTLEY COMMUNITY SERVICES DISTRICT  
WESTPORT FIRE DISTRICT  
WESTSIDE COMMUNITY HEALTHCARE DISTRICT  
WOODLAND AVE FIRE DISTRICT  
YOSEMITE COMMUNITY COLLEGE DISTRICT  
ZEPHYR HOMES