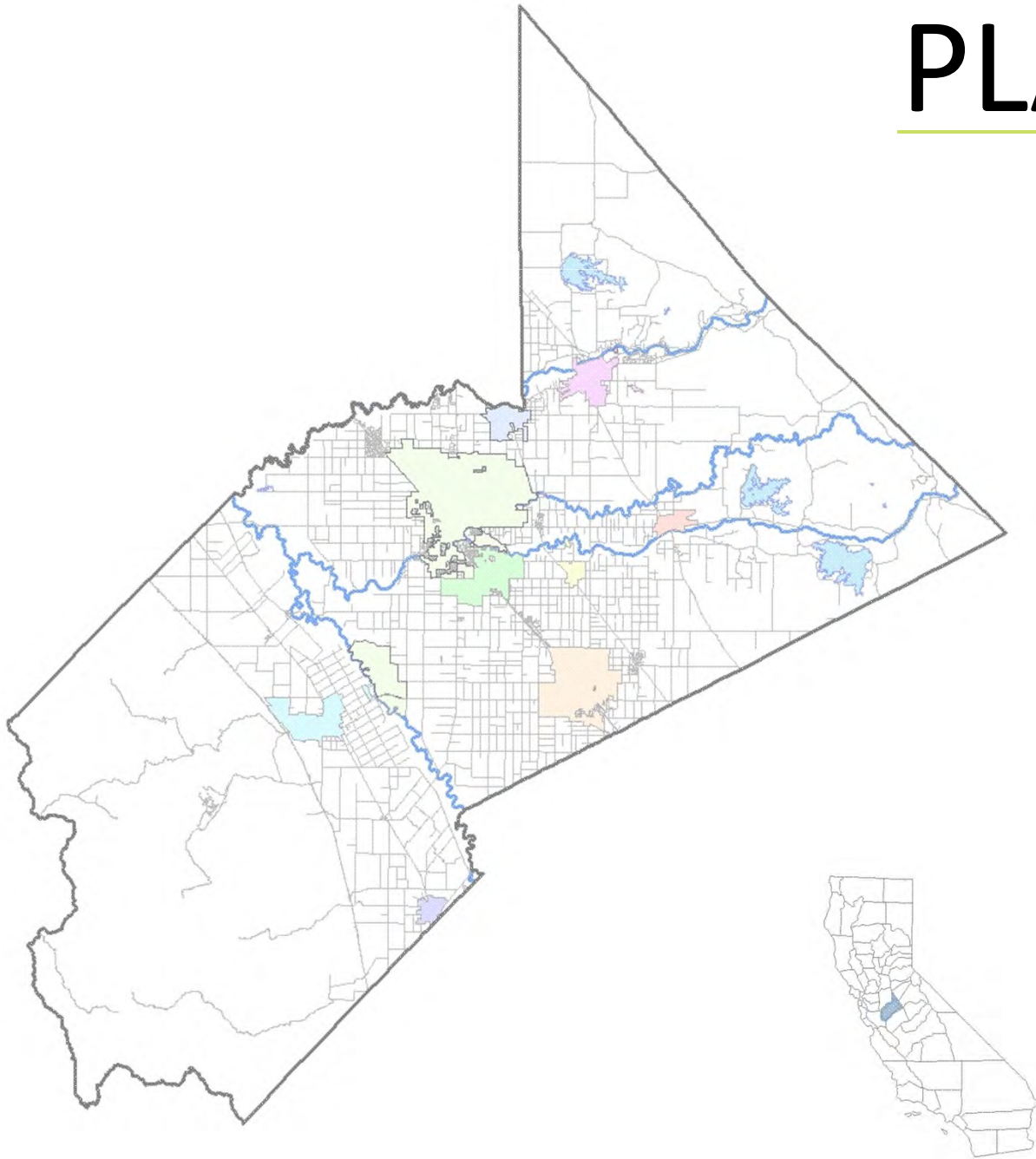


STANISLAUS COUNTY GENERAL PLAN

2015



ADOPTED ON [Date to be inserted], BY THE BOARD OF SUPERVISORS
HOUSING ELEMENT PREVIOUSLY ADOPTED ON APRIL 5, 2016.

Stanislaus County General Plan

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INTRODUCTION

Stanislaus County is located in the San Joaquin Valley, in the heart of California's Central Valley. The County is bordered on the north by San Joaquin County, the east by Mariposa, Tuolumne, and Calaveras Counties, the south by Merced County, and the west by Alameda and Santa Clara Counties. The County's total area is 1,521 square miles, approximately 973,440 acres. Two of California's major north-south routes, Interstate 5 and Highway 99, intersect the county. There are three major rivers in Stanislaus County: the Stanislaus and Tuolumne Rivers, running east to west, and the San Joaquin River running north to south.

Stanislaus County ~~continues to be~~ is an agricultural county in transition. Prior to 1960 most of the County's population lived on farms; ~~at the time of the 2010 Census~~ today the population of the nine incorporated cities ~~is~~ ~~was~~ ~~just~~ ~~over~~ ~~nearly~~ three times that of the unincorporated area of the County. While its economic base remains predominantly agricultural, the County's economy ~~is~~ ~~continues to~~ diversifying ~~and~~ ~~unprecedented~~. ~~The rapid~~ population growth ~~of the 1990's and early 2000's~~ ~~has~~ increased pressure to convert productive agricultural lands to non-agricultural uses. ~~As a response to this rapid growth voters passed a Thirty (30) Year Land Use Restriction Initiative (Measure E) in 2008. This requires that any redesignation or rezoning of land, in the unincorporated area, from agricultural or open space use to a residential use be approved by a majority vote of the County voters at a general or special local election. Despite the increasing pressures of development, agricultural economic output in the County continues to rise, as reflected in the County's annual Crop Reports. Despite the increasing pressures of urbanization, however, agricultural output in the County continues to rise, and in 1993 local crops were valued at a record \$1.1 billion. To ensure the continued success of the area's leading industry, the County adopted an Agricultural Element, which addresses agricultural land use issues such as farmland conversion, the expansion of city spheres of influence, and conflicts over agricultural operations.~~

STATE REQUIREMENTS

~~Section 65300 of the California Government Code states that "Each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning." Section 65300.5 goes on to state that "In construing the provisions of this article, the Legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." Section 65302 requires that "The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals."~~

~~The general plan is to consist of seven mandatory elements and as many optional elements as the local jurisdiction deems desirable. The mandatory elements include Land Use, Circulation, Housing, Open Space, Conservation, Safety, and Noise. Since the Open Space and Conservation Elements have overlapping requirements, they have been combined in the Stanislaus County General Plan. The County has also adopted one optional element, the Agricultural Element.~~

~~The 1994 Stanislaus County General Plan is very similar in format to the previous plan. All elements except the Housing Element and the Agricultural Element, both of which were adopted in 1992, have been updated. Background information is found in the publication entitled "Stanislaus County General Plan - Support Documentation." For easy reference, each element of this plan is in a separate chapter whose number matches the corresponding chapter of background information in the support document. For instance, the Circulation Element is Chapter 2 of this document, with all of the reference material being located in Chapter 2A of the support document.~~

POPULATION ESTIMATES AND PROJECTIONS

~~Stanislaus County is one of the fastest growing counties in California. Based on U.S. Census data, the County's population climbed from 265,900 to 370,522 during the 1980's for a total increase of 39%, compared to 26% statewide. Since 1990 the County's population has continued to grow at an average annual rate of 3.5%, reaching a total population of 412,676 in January 1994 (California Department of Finance).~~

~~As indicated by Table One, most of Stanislaus County's population increase in the 1980's occurred in the nine incorporated cities rather than the unincorporated area of the County. Whereas the incorporated population increased 59%, the population of unincorporated Stanislaus County increased only 3%. At the same time, the percentage of population living in the incorporated areas increased from 65% in 1980 to 74% in 1990, continuing the shift from rural to urban lifestyles demonstrated in past decades.~~

~~The slower growth rate in the unincorporated area of Stanislaus County was due mainly to annexation of unincorporated lands by the cities. LAFCO records show that cities annexed more than 7,500 acres from December 1984 to January 1994. County land use policies and agreements with the cities regarding growth management within established spheres of influence also contributed to the slower growth rate in the unincorporated area.~~

~~Most of the cities in the County have recently proposed or are considering significant expansions of their spheres of influence. This, along with the ongoing immigration of people desiring to make their homes in Stanislaus County, will likely result in continued development and increased population growth. The California Department of Finance projects the population will reach 517,600 in 2000 and 670,000 in 2010 (Source: Official Population Projections, Report 93-P-1, April 1993). The Stanislaus Area Association of Governments (known as Stanislaus Council of Governments) projects that by the year 2015 the population of Stanislaus County will reach 709,100. (See Table Two.)~~

Table One

HISTORICAL POPULATION GROWTH

Cities	1960	1970	1975	1980	1985	1990	1994
Ceres	4,406	6,029	9,544	13,281	16,793	26,314	30,193
Hughson	N/A	N/A	2,459	2,943	3,032	3,259	3,550
Modesto	36,585	61,712	84,168	106,602	126,353	164,730	180,320
Newman	2,148	2,505	2,544	2,785	3,411	4,151	5,668
Oakdale	4,980	6,594	7,547	8,474	9,665	11,961	14,279
Patterson	2,246	3,147	4,031	3,908	4,804	8,626	9,577
Riverbank	2,786	3,949	4,561	5,695	6,446	8,547	12,756
Turlock	9,116	13,992	18,151	26,287	32,426	42,198	48,113
Waterford	N/A	2,243	2,256	2,683	2,917	4,771	6,264
<i>Total Cities</i>	62,267	100,171	135,261	172,658	205,847	274,557	310,720
<i>Total Unincorporated Area</i>	95,027	94,335	89,448	93,242	93,460	95,965	101,956
	157,294	194,506	224,709	265,900	299,307	370,522	412,676

Source: U.S. Bureau of the Census, California Department of Finance.

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Table Two

POPULATION PROJECTIONS

CITIES	2005	2015
Ceres	51,200	73,200
Hughson	5,000	8,000
Modesto	249,400	320,000
Newman	12,000	17,000
Oakdale	19,100	24,500
Patterson	18,000	21,000
Riverbank	15,000	32,700
Turlock	72,200	95,900
Waterford	7,500	12,000
Unincorporated area	100,000	104,800
Total	549,400	709,100

Source: Stanislaus Area Association of Governments, 1992, based on California Department of Finance projection of 549,400 for Stanislaus County in the year 2005.

ISSUES

According to 2000 and 2010 Census data, the population of the County as a whole grew by 15.1%, while the population of unincorporated Stanislaus County increased by only 3.2%. As indicated by Table One, most of Stanislaus County's population increase in the 2000's occurred within the nine incorporated cities, rather than the unincorporated area of the County. The county-wide trend toward growth slowed to 4.4%, between 2010 and 2015 with a county-wide population estimate in 2015 of 538,388 (Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2015, U.S. Census Bureau, Population Division).

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TABLE 1: POPULATION GROWTH AND DISTRIBUTION FOR STANISLAUS COUNTY, 2000 TO 2010

City	2000	2010	Change
Modesto	188,856	201,165	6.5%
Turlock	55,810	68,549	22.8%
Ceres	34,609	45,417	31.2%
Riverbank	15,826	22,678	43.3%
Oakdale	15,503	20,675	33.4%
Patterson	11,606	20,413	75.9%
Newman	7,093	10,224	44.1%
Waterford	6,924	8,456	22.1%
Hughson	3,980	6,640	66.8%
Unincorporated	106,790	110,236	3.2%
Stanislaus County Total	446,997	514,453	15.1%
San Joaquin County	563,598	685,306	21.6%
Merced County	210,554	255,793	21.5%
California	33,871,648	37,253,956	10.0%

Source: U.S. Census Bureau, California Department of Finance.

While population growth has slowed, continued urban development and increased population growth is anticipated. The Stanislaus Council of Governments (StanCOG) 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 (See Table 2).

TABLE 2: REGIONAL POPULATION FORECAST (BY LOCAL JURISDICTION)

City	2010	2015	2020	2025	2030	2035	Change
Ceres	45,417	50,069	55,379	60,689	65,999	70,127	54.4%
Hughson	6,640	7,012	7,437	7,862	8,287	8,805	32.6%
Modesto	201,165	211,813	223,966	236,119	248,272	263,802	31.1%
Newman	10,224	11,648	13,274	14,900	16,525	17,559	71.7%
Oakdale	20,675	22,908	25,457	28,005	30,555	32,466	57.0%
Patterson	20,413	25,065	30,375	35,685	40,995	43,559	113.4%
Riverbank	22,678	24,989	27,627	30,265	32,903	34,961	54.2%
Turlock	68,549	74,983	82,328	89,673	97,017	103,086	50.4%
Waterford	8,456	9,409	10,496	11,584	12,671	13,464	59.2%
Unincorporated	110,236	113,772	117,807	121,843	125,879	133,753	21.3%
Stanislaus County Total	514,453	551,668	594,146	636,625	679,103	721,582	40.3%
San Joaquin County	685,000	743,000	807,000	872,000	938,000	1,004,000	46.6%
Merced County	256,000	277,000	303,000	330,000	356,000	383,000	49.6%

Source: StanCOG 2014 Regional Growth Forecast

~~A burgeoning~~ **Increasing** population requires new jobs and housing to support it. ~~Growth in nonagricultural industries such as services and retail trade has begun to stabilize employment levels and is expected to provide most of the new employment opportunities through 1998. Strategies for economic development are identified in the Land Use Element and the Agricultural Element. The County's jobs/housing balance and the issue of housing affordability~~

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are addressed in the Housing Element. State legislation increasingly encourages, and in many cases requires, jurisdictions to weave together issues of jobs, housing, infrastructure, public services, transportation, natural resource management, and health into unified strategies. This type of comprehensive and coordinated planning requires a regional approach and increased cooperation between the cities and counties in efforts to find solutions to regional problems.

Growth also requires expansion of the infrastructure system and public services. Existing streets and roads, water and sewer systems, and solid waste management facilities will not be adequate to service the growth expected over the next twenty years. This is also true of public services such as schools, parks, fire protection, law enforcement, health care, welfare and many other services expected by people as they move into the area. The central issue of financing infrastructure improvements and public services is addressed in the Land Use Element and the Circulation Element.

Air quality, water availability and other issues of resource protection are becoming increasingly significant as the population grows. Under the California Environmental Quality Act (CEQA), the County is required to give careful attention to the impacts of development on the environment. Local, regional, state and federal agencies are routinely contacted regarding the potential impacts of projects on air, water, wildlife habitats and noise levels. Policies addressing these issues are included in the Land Use, Conservation/Open Space, Agricultural and Noise Elements.

Unprecedented population growth and development pressure have resulted in increased cooperation between the County and other agencies in efforts to find solutions to regional problems. For example, the County has reached agreement with all nine cities related to development in the spheres of influence of the cities and the collection of countywide public facilities fees. In addition, there is increasing coordination with San Joaquin and Merced Counties related to growth issues along the Interstate Five corridor. The County also participates in the San Joaquin Valley Unified Air Pollution Control District, a regional agency formed in 1991 to regulate air quality in the San Joaquin Valley air basin. These issues are addressed in the Land Use, Circulation, and Conservation/Open Space Elements.

Finally, a basic function of County government is to ensure public safety. The Safety Element outlines policies intended to protect the people of Stanislaus County from floods, earthquakes, and other hazards that potentially threaten their safety.

2015 COMPREHENSIVE GENERAL PLAN UPDATE – ADOPTED [INSERT DATE]

As a requirement of California Government Code Section 65300, every jurisdiction throughout California must develop and adopt a comprehensive, long-term general plan to guide development within that jurisdiction. The general plan elements should be comprised of “integrated, internally consistent and compatible” policy objectives.

The general plan must include seven mandatory elements including: Land Use, Circulation, Housing, Open Space, Conservation, Safety, and Noise. Each jurisdiction may opt to include additional elements as needed. Stanislaus County has combined the required Open Space and Conservation Elements due to their interrelated content. The County has also adopted one optional element, the Agricultural Element.

The 2015 comprehensive update to the Stanislaus County General Plan has a 20-year planning horizon (to 2035) and utilizes the population projections adopted by the Stanislaus Council of Governments’ (StanCOG) 2014 Regional Transportation Plan/Sustainable Communities Strategy. The update did not include any changes to the Land Use Diagram, but rather was a ‘clean up’ of the General Plan to incorporate changes that had occurred in terms of legislation, code, and local standards. The update also included revisions to General Plan language and some new goals/policies/implementation measures designed to enhance and support existing goals/policies/implementation measures.

The 2015 comprehensive update did not include the Housing Element, which was adopted on a separate schedule identified by the California Department of Housing and Community Development, in compliance with State housing element law adoption requirements.

The goals of the Stanislaus County General Plan, as outlined below, support the Board of Supervisors Priorities of A Safe Community, A Healthy Community, A Strong Local Economy, Effective Partnerships, A Strong Agricultural Economy/Heritage, A Well Planned Infrastructure System, and Efficient Delivery of Public Services by providing a land-use framework responsive to the needs and conditions of the unincorporated area of Stanislaus County in compliance with State General Plan laws.

GOALS

Land Use Element

ONE: Provide for diverse land use needs by designating patterns which are responsive to the physical characteristics of the land as well as to environmental, economic and social concerns of the residents of Stanislaus County.

TWO: Ensure compatibility between land uses.

THREE: Foster stable economic growth through appropriate land use policies.

FOUR: Ensure that an effective level of public service is provided in unincorporated areas.

FIVE: Complement the general plans of cities within the County.

SIX: Promote and protect healthy living environments.

SEVEN: Provide for direct citizen participation in land-use decisions involving the expansion of residential uses into agricultural and open-space areas in order to encourage compact urban form and to preserve agricultural land.

Circulation Element

ONE: Provide **and maintain** a **transportation** system ~~of roads and roads~~ throughout the County **for the movement of people and goods** that **also** meets land use **and safety** needs **for all modes of transportation**.

~~TWO: Provide a safe, comprehensive, coordinated transportation system that includes a broad range of transportation modes.~~

~~TWO~~**HREE:** Maintain a **safe**, balanced and efficient transportation system that facilitates inter-city and interregional travel and goods movement.

THREE: Provide and manage parking to accommodate vehicle usage while minimizing the impacts of excessive parking supply.

Conservation/Open Space Element

ONE: Encourage the protection and preservation of natural and scenic areas throughout the County.

TWO: Conserve water resources and protect water quality in the County.

THREE: Provide for the long-term conservation and use of agricultural lands.

FOUR: Provide for the open-space recreational needs of the residents of the County.

FIVE: Reserve, as open space, lands subject to natural disaster in order to minimize loss of life and property of residents of Stanislaus County.

SIX: Improve air quality.

SEVEN: Support efforts to minimize the disposal of solid waste through source reduction, reuse, recycling, composting and transformation activities.

EIGHT: Preserve areas of national, state, regional and local historical importance.

NINE: Manage extractive natural resources to ensure an adequate supply without degradation of the environment.

TEN: Protect fish and wildlife species of the County.

ELEVEN: Conserve resources through promotion of waste reduction, reuse, recycling, composting, ride-share programs and alternative energy sources such as mini-hydroelectric plants, gas and oil exploration, and transformational facilities such as waste-to-energy plants.

Noise Element

- ONE: Prevent the encroachment of incompatible land uses near known noise producing industries, railroads, airports and other sources to protect the economic base of the County.
- TWO: Protect the citizens of Stanislaus County from the harmful effects of exposure to excessive noise.

Safety Element

- ONE: Prevent loss of life and reduce property damage as a result of natural disasters.
- TWO: Minimize the effects of hazardous conditions that might cause loss of life and property.

Housing Element

- ONE: Encourage the provision of adequate, affordable housing including units for rent and for ownership for residents of all income groups, including **extremely-low**, very low-, low- and moderate-income households.
- TWO: Maximize housing choices and opportunities throughout Stanislaus County.
- THREE: Conserve and improve Stanislaus County's existing housing stock.
- FOUR: Designate sufficient sites for all types of residential development required to meet projected **future** housing needs.
- FIVE: Minimize governmental constraints to affordable housing in Stanislaus County.

Agricultural Element

- ONE: Strengthen the agricultural sector of our economy.
- TWO: Conserve our agricultural lands for agricultural uses.
- THREE: Protect the natural resources that sustain our agricultural industry.

AMENDMENTS TO THE GENERAL PLAN

As allowed by California Government Code Section 65358, the General Plan may be amended up to four times per year. In accordance with Stanislaus County Board of Supervisors Resolution No. 85-1673, adopted October 29, 1985, General Plan amendments may be considered by the Board of Supervisors in the months of April, August, and December, and up to one additional time during the calendar year to be set by the Board of Supervisors.

General Plan amendments affect the entire County and any evaluation must give primary concern to the County as a whole; therefore, a fundamental question must be asked in each case: “Will this amendment, if adopted, generally improve the economic, physical and social well-being of the County in general”? Additionally, the County in reviewing General Plan amendments shall consider how the levels of public and private service might be affected. In each case, in order to take affirmative action regarding a General Plan amendment application, it must be found that:

- a. The General Plan amendment will maintain a logical land use pattern without detriment to existing and planned land uses.**
- b. The County and other affected government agencies will be able to maintain levels of service consistent with the ability of the government agencies to provide a reasonable level of service.**

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

- c. The amendment is consistent with the goals and policies.**

In such a case, the Land Use diagrams of the Land Use Element will be updated by the Planning Department in response to approved amendments.

Chapter One

LAND USE ELEMENT

INTRODUCTION AUTHORITY

~~The Land Use Element designates the type, intensity, and Section 65302a of the California Government Code requires the County to adopt a "land use element which designates the proposed general distribution and general location and extent of the of 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. The land use element shall include a statement of standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas. The land use element shall designate, in a land use category that provides for timber production, those parcels of real property zoned for timberland production pursuant to the California Timberland Productivity Act of 1982." Stanislaus County does not have any land which falls under the latter category.~~

~~The goals and policies of the Land Use Element, supported by implementation measures, are designed to:~~

- ~~1) Provide for diverse land use needs;~~
- ~~2) Ensure compatibility between land uses;~~
- ~~3) Foster stable economic growth;~~
- ~~4) Ensure that an effective level of public service is provided;~~
- ~~5) Complement the general plan of cities within the County;~~
- ~~6) Promote and protect healthy living environments; and~~
- ~~7) Provide for direct citizen participation in land use expansions of residential uses into agricultural and open-space areas.~~

~~Included in the Land Use Element are Community Plans (text and land use maps) for most of the unincorporated communities in Stanislaus County; along with historical standards for the communities of Knights Ferry and La Grange, and design guidelines for the community of Salida.~~

GOALS, POLICIES AND IMPLEMENTATION MEASURES

GOAL ONE

Provide for diverse land use needs by designating patterns which are responsive to the physical characteristics of the land as well as to environmental, economic and social concerns of the residents of Stanislaus County.

POLICY ONE

Land will be designated and zoned for agricultural, residential, commercial, industrial, or historical uses when such designations are consistent with other adopted goals and policies of the general plan.

IMPLEMENTATION MEASURES

1. In reviewing proposals for amendments to land use designations, the County shall evaluate how the proposal would advance the long-term goals of the County.
Responsible Departments: Planning, Planning Commission, Board of Supervisors
2. The zoning district map of the County shall be reviewed **as needed** to verify that no conflicts exist between land use designations, ~~and~~ zoning districts, **and other applicable plans or regulations, including but not limited to Airport Land Use Commission / Compatibility Plans. A report of this review shall be submitted to the Planning Commission not later than January 4, 1996.**
Responsible Department: Planning

POLICY TWO

Land designated Agriculture shall be restricted to uses that are compatible with agricultural practices, including natural resources management, open space, outdoor recreation and enjoyment of scenic beauty.

IMPLEMENTATION MEASURE

1. Agricultural areas should generally be zoned for 40- to 160-acre minimum parcel sizes. Exceptions include land in a ranchette area so identified because of significant existing parcelization of property, poor soils, location, and other factors which limit the agricultural productivity of the area.
Responsible Departments: Agricultural Commissioner, Planning, Planning Commission, Board of Supervisors

POLICY THREE

Land use designations shall be consistent with the criteria established in this element.

IMPLEMENTATION MEASURE

1. Requests for General Plan amendments shall be carefully reviewed for consistency with the criteria established in the **LAND USE DESIGNATIONS** section of this element for locating these designations. Applications which are inconsistent shall be denied.
Responsible Departments: Planning, Planning Commission, Board of Supervisors

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.

IMPLEMENTATION MEASURES

1. All requests for development which require discretionary approval and include lands adjacent to or within riparian habitat shall include measures for protecting that habitat.
Responsible Departments: Agricultural Commissioner, Planning, Planning Commission, Board of Supervisors
2. Applications for development in areas with growth-limiting factors such as high water table, poor soil percolation, geological fault areas, flood plains, and airport hazard areas shall include measures to mitigate the problems.
Responsible Departments: Public Works, Environmental Resources, Planning, Planning Commission, Board of Supervisors
3. Development within the 100-year flood boundary shall meet the requirements of Chapter ~~16.40~~ **16.50** (Flood Damage ~~Protection~~ **Prevention**) of the County Code and within the designated floodway shall obtain ~~Reclamation Board~~ **Central Valley Flood Protection Board** approval.
Responsible Departments: Public Works, Planning, Planning Commission, Board of Supervisors
4. The County ~~will continue to~~ **shall** enforce ~~the~~ **all applicable codes and regulations, including adopted Airport Land Use Compatibility Plans, restricting** heights ~~limiting ordinance~~ near airports.
Responsible Departments: Planning, Board of Supervisors
5. The County shall enforce the provisions of the Alquist-Priolo Earthquake Fault Zoning Act that limits development in areas identified as having special seismic hazards. See ~~Map 5-1~~ **Figure V-2** of the ~~Safety Element~~ **Safety Element** ~~Support Documentation~~ for the location of the zone.
Responsible Departments: Public Works, Building Inspection, Planning, Planning Commission, Board of Supervisors

POLICY FIVE

Residential densities as defined in the General Plan shall be the maximum based upon environmental constraints, the availability of public services, and acceptable service levels. The densities reflected may not always be achievable and shall not be approved unless there is proper site planning and provision of suitable open space and recreational areas consistent with the supportive goals and policies of the General Plan.

IMPLEMENTATION MEASURE

1. Residential development shall not be approved at the maximum density if: (1) it threatens riparian habitat; (2) growth-limiting factors such as high water table, poor soil percolation, geological fault areas, and airport hazard areas exist; (3) development is in a designated floodway or does not meet the requirements of Chapter ~~16.40~~ **16.50** of the County Code; (4) it ~~does not~~ **conflicts** ~~comply~~ with **the Airport Land Use Compatibility Plan airport height limiting ordinance restrictions**; (5) there is lack of, or inadequate, sanitary sewer or public water service; or (6) environmental impacts, including traffic, cannot be mitigated.
Responsible Departments: Public Works, Environmental Resources, Planning, Planning Commission, Board of Supervisors

POLICY SIX

Preserve and encourage upgrading of existing unincorporated urban communities.

IMPLEMENTATION MEASURES

1. **The County shall support State efforts to reestablish redevelopment tools utilizing tax increment for the purpose of upgrading existing unincorporated urban communities. The County in association with the Redevelopment Agency will use redevelopment as a tool to upgrade existing urban areas that meet the requirements of the State of California redevelopment law.**
Responsible Departments: Planning, ~~Stanislaus County Redevelopment Agency,~~ Planning Commission, Board of Supervisors
2. The County will apply for federal and state funds to aid in upgrading existing urban areas.
Responsible Department: Parks and Recreation, ~~Redevelopment Agency,~~ County Executive Office, Board of Supervisors
3. Land within the sphere of influence of a community services district, sanitary district or domestic water district shall be rezoned for development only if ~~the US (Urban Service) combining district is used~~ **capacity for connecting to available public services exists and any resulting projects are conditioned to restrict development from occurring until annexation to or formation of the required district is complete.**
Responsible Departments: Planning, Planning Commission, Board of Supervisors
4. **When feasible, new development shall be designed and built to allow for the upgrading or expansion of services necessary to upgrade existing unincorporated urban communities; however, new development will not be expected to be financially responsible for providing upgrades.**
Responsible Departments: Planning, Planning Commission, Board of Supervisors

- 5. The County shall support and assist unincorporated urban communities in their efforts to establish “self-help” programs (such as assessment financing districts) necessary to upgrade their communities.**
Responsible Departments: Planning, Planning Commission, Board of Supervisors

POLICY SEVEN

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

IMPLEMENTATION MEASURE

- All requests for development which require discretionary approval and include lands adjacent to or within riparian habitat shall include measures for protecting that habitat **to the extent that such protection does not pose threats to proposed site uses, such as airports.**
Responsible Departments: Planning, Planning Commission, Board of Supervisors

POLICY EIGHT

The County will continue to provide proper ordinances to ensure that flood insurance can be made available to qualified property owners through state and federal programs.

IMPLEMENTATION MEASURE

- Development within the 100-year flood boundary shall meet the requirements of Chapter ~~16.40~~ **16.50** (Flood Damage ~~Protection~~ **Prevention**) of the County Code and within the designated floodway shall obtain ~~Reclamation Board~~ **Central Valley Flood Protection Board** approval.
Responsible Departments: Public Works, Planning, Planning Commission, Board of Supervisors

POLICY NINE

The Land Use Element shall be maintained so that it is responsive to change.

IMPLEMENTATION MEASURES

- The Land Use Element shall be comprehensively ~~updated~~ **reviewed by the General Plan Update Committee (GPUC)** as found necessary by the Board of Supervisors. Every attempt shall be made to do so at least once every five years.
Responsible Departments: Planning, Planning Commission, Board of Supervisors
- All of the community plans shall be reviewed and updated as found necessary by the Board of Supervisors. Substantial changes to these plans shall be permitted only in conjunction with a complete community plan update unless the Director of Planning and Community Development finds that (1) the plan has been completely updated within the past three years and the proposed changes can be adequately evaluated based on that updated plan or (2) the proposed change will have no major or demonstrable impact on the surrounding area or on the community in general.
Responsible Departments: Planning, Planning Commission, Board of Supervisors

3. An annual report shall be made to the Board of Supervisors on the status of the General Plan and progress in its implementation as required in **California Government Code** Section 65400 ~~(b)~~ **(a) of the Government Code.**
Responsible Department: Planning

POLICY TEN

New areas for urban development (as opposed to expansion of existing areas) shall be limited to less productive agricultural areas.

IMPLEMENTATION MEASURES

1. Requests for designation of new urban areas shall be reviewed by the County to determine whether the land is located in a less productive agricultural area based on considerations identified in the Agricultural Element.
Responsible Departments: Agricultural Commissioner, Planning, Planning Commission, Board of Supervisors
2. Requests for designation of new urban areas shall be accompanied by a plan and implementation methods to provide all appropriate urban services.
Responsible Departments: Public Works, Environmental Resources, Fire Safety Fire Warden's Office and the Local Fire Agency Having Jurisdiction, Sheriff, Parks and Recreation, Library, Planning, Planning Commission, Board of Supervisors
3. Proposed amendments to the General Plan map that would allow the conversion of agricultural land to non-agricultural uses shall be approved only if they are consistent with the conversion criteria stated in the Agricultural Element.
Responsible Departments: Planning, Planning Commission, Board of Supervisors

GOAL TWO

Ensure compatibility between land uses.

POLICY ELEVEN

Development of residential areas shall be adjacent to existing compatible unincorporated urban development or, in the case of remote development, included as part of a specific plan.

IMPLEMENTATION MEASURE

1. The criteria for location of residential areas as described in the **LAND USE DESIGNATIONS** section of this element shall be applied to all requests for residential designation.

Responsible Departments: Planning, Planning Commission, Board of Supervisors

POLICY TWELVE

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

IMPLEMENTATION MEASURES

1. The County shall ensure that expansion of urban boundaries of unincorporated communities is accomplished in an orderly manner to limit the area of conflict as much as possible. Substantial changes to community plans shall be permitted only as specified under Policy Nine, Implementation Measure 2.

Responsible Departments: Agriculture Commissioner, Planning, Planning Commission, Board of Supervisors

2. Before redesignating land designated Agriculture in the General Plan in the process of expanding an existing unincorporated community, the County shall require that the existing community plan be updated or, if a community plan does not already exist, that one be adopted.

Responsible Departments: Planning, Planning Commission, Board of Supervisors

3. In the process of establishing a new, self-contained community, the County shall require that a specific plan be adopted before approving the redesignation of any land designated Agriculture in the General Plan.

Responsible Departments: Planning, Planning Commission, Board of Supervisors

POLICY THIRTEEN

Expansion of urban boundaries of unincorporated communities should be based on infilling and elimination of existing "islands" and should not permit leapfrog development or create new "islands."

IMPLEMENTATION MEASURE

1. The County shall not approve applications (such as General Plan amendments, rezones, or tentative maps) for expansion of urban boundaries of unincorporated communities that would create "islands" or disregard infilling.
Responsible Departments: Planning, Planning Commission, Board of Supervisors

POLICY FOURTEEN

Uses shall not be permitted to intrude into or be located adjacent to an agricultural area if they are detrimental to continued agricultural usage of the surrounding area.

IMPLEMENTATION MEASURES

1. All development proposals that require discretionary action shall be carefully reviewed to ensure that approval will not adversely affect an existing agricultural area.
Responsible Departments: Agricultural Commissioner, Planning, Planning Commission, Board of Supervisors
2. Proposed amendments to the General Plan map that would allow the conversion of agricultural land to non-agricultural uses shall be approved only if they are consistent with the County's conversion criteria, as stated in the Agricultural Element.
Responsible Departments: Agricultural Commissioner, Planning, Planning Commission, Board of Supervisors

POLICY FIFTEEN

Uses should not be permitted to intrude into or be located adjacent to areas that are identified as existing and/or potential sites for solid waste facilities if such uses would not be compatible.

IMPLEMENTATION MEASURES

1. Potential conflicts with existing solid waste facilities shall be avoided.
Responsible Departments: Public Works, Environmental Resources, Planning, Planning Commission, Board of Supervisors
2. ~~When the Countywide Integrated Waste Management Plan is adopted, those sites which are identified as potential solid waste facilities should be protected from land use conflicts.~~
Sites identified as potential solid waste facilities within an adopted Countywide Integrated Waste Management Plan should be protected to the greatest possible extent from land use conflicts.
Responsible Departments: Public Works, Environmental Resources, Planning, Planning Commission, Board of Supervisors

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.**
Responsible Departments: Planning, Planning Commission, Board of Supervisors

2. **Outdoor lighting shall be required to provide minimum impact to the surrounding environment and where feasible will utilize downcast, cut-off type fixtures that are shielded and direct the light only towards objects requiring illumination.**
Responsible Departments: Planning, Planning Commission, Board of Supervisors

GOAL THREE

Foster stable economic growth through appropriate land use policies.

POLICY SIXTEENSEVENTEEN

Agriculture, as the primary industry of the County, shall be promoted and protected.

IMPLEMENTATION MEASURES

1. The County shall require a 10-acre minimum parcel size for parcels requesting inclusion in the Williamson Act.
Responsible Departments: Planning, Board of Supervisors
2. As land is designated to accommodate new businesses, the County shall give priority to utilizing less productive agricultural areas.
Responsible Departments: Agricultural Commissioner, Planning, Planning Commission, Board of Supervisors
3. Specific plans shall be encouraged when non-agricultural uses are proposed within areas designated for agriculture.
Responsible Departments: Planning, Planning Commission, Board of Supervisors
4. The County shall continue to implement the Agricultural Element.
Responsible Departments: Agricultural Commissioner, Planning, Planning Commission, Board of Supervisors
5. Where parcels under a Williamson Act contract are divided and result in parcels of less than ten acres, a notice of non-renewal shall be filed for the contract on those parcels. This affects subdivision maps, parcel maps, and lot line adjustments.
Responsible Departments: Planning, Planning Commission, Board of Supervisors

POLICY SEVENTEENEIGHTEEN

Promote diversification and growth of the local economy.

IMPLEMENTATION MEASURES

1. ~~Encourage the~~ Stanislaus County ~~shall continue to work with Ee~~ economic ~~De~~ development ~~entities-Corporation~~ to promote Stanislaus County as a profitable location for industry.
Responsible Department: Chief Executive Office, Planning, Planning Commission, Board of Supervisors
2. The Board shall support the ~~use introduction of businesses in the County through consideration of suitable~~ financial mechanisms ~~such as Industrial Revenue Bonds supporting the introduction and growth of businesses in the county.~~
Responsible Departments: Planning, Board of Supervisors

3. Continue to implement achievable components of the ~~1989 Economic Strategic Plan~~ **economic strategies recognized and/or adopted by the Board of Supervisors.**
Responsible Departments: Planning, Planning Commission, Board of Supervisors
4. Encourage the development of new industries and the retention of existing industries that help the community reduce, recycle, and/or reuse waste that would otherwise require disposal.
Responsible Departments: Environmental Resources, Board of Supervisors
5. Allow private recreational uses where they are not found to cause land use conflicts.
Responsible Departments: Parks and Recreation, Planning, Planning Commission, Board of Supervisors
6. Emphasize the conservation and development of significant mineral resources as identified **in Special Reports prepared by the California Geological Survey, by the State Division of Mines and Geology in its report entitled Mineral Land Classification of Stanislaus County, California (Special Report, 173)** by implementing the policies and implementation measures specified under Goal Nine of the Conservation/Open Space Element.
Responsible Departments: Planning, Planning Commission, Board of Supervisors
7. Strengthen the agricultural sector of the economy by continuing to implement the strategies for agriculture-related economic development identified under Goal One of the Agricultural Element.
Responsible Departments: Environmental Resources, U.C. Cooperative Extension, Agricultural Commissioner, Planning, Planning Commission, Board of Supervisors
8. Encourage tourism in Stanislaus County by **continuing to** participating in efforts to develop a tourism program, including marketing strategies and objectives.
Responsible Departments: Planning, Planning Commission, Board of Supervisors
9. **Encourage reuse of the Crows Landing Air Facility as a regional jobs center.**
Responsible Departments: Chief Executive Office, Planning, Planning Commission, Board of Supervisors

POLICY EIGHTEENNINETEEN

Accommodate the siting of industries with unique requirements.

IMPLEMENTATION MEASURE

1. The criteria described in the **LAND USE DESIGNATIONS** section of this element shall be applied in the siting of industries with unique requirements.
Responsible Departments: Planning, Planning Commission, Board of Supervisors

POLICY NINETEENTWENTY

Nonconforming uses are an integral part of the County's economy and, as such, should be allowed to continue.

IMPLEMENTATION MEASURE

1. Maintain current Zoning Ordinance provisions (Chapter 21.80 of the County Code) which permit replacement or expansion of nonconforming uses.
Responsible Departments: Planning, Planning Commission, Board of Supervisors

POLICY TWENTY-ONE

Facilitate retention and expansion of existing businesses.

IMPLEMENTATION MEASURES

1. The County shall support ~~the Stanislaus County Economic Development Corporation~~ **efforts and opportunities of partnership on workforce training activities.**
Responsible Departments: Chief Executive Office, Planning, Board of Supervisors
2. The County shall investigate the use of federal and state funds to provide incentives for businesses to locate, expand, or relocate in Stanislaus County.
Responsible Departments: Planning, Board of Supervisors

POLICY TWENTY-TWO

Support and facilitate efforts to develop and promote economic development and job creation centers throughout the County.

IMPLEMENTATION MEASURE

1. **While supporting efforts to direct economic development and job creation centers towards incorporated areas, the County shall also consider approval of centers in unincorporated areas of unique character and proximity to transportation infrastructure.**
Responsible Departments: Chief Executive Office, Planning, Board of Supervisors

GOAL FOUR

Ensure that an effective level of public service is provided in unincorporated areas.

POLICY TWENTY-~~ONETHREE~~

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.
Responsible Departments: Parks and Recreation, Parks Commission, Planning, Planning Commission, Chief Executive Office, Board of Supervisors

POLICY TWENTY-~~TWOFOUR~~

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.

IMPLEMENTATION MEASURES

1. The County shall continue to implement its Public Facilities Fees Program, which is intended to help finance public facilities needed to maintain current levels of service.
Responsible Departments: Public Facilities Fees Committee, Building Inspections Division, Auditor-Controller, Chief Executive Office, Planning, Board of Supervisors
2. ~~Only development requests for which sewer service capacity that meets the standards of Measure X and domestic water are available shall be approved.~~ **Development within a public water district and/or waste water district shall connect to the public water system and/or the waste water treatment facility; except where capacity is limited or connection to existing infrastructure is limiting and an alternative is approved by the County's Department of Environmental Resources. For development outside a water and/or waste water district, it shall meet the standards of the Stanislaus County Primary and Secondary Sewage Treatment Initiative (Measure X) and domestic water.**
Responsible Departments: Environmental Resources, Planning, Planning Commission, Board of Supervisors

3. Benefit assessment districts, County Service Areas (CSA's), Mello-Roos Districts or other similar districts shall be formed as needed to pay for the cost of providing ongoing appropriate services.
Responsible Departments: *Chief Executive Office, Sheriff, Public Works, Environmental Resources, ~~Fire Safety Fire Warden's Office, Local Fire Agency Having Jurisdiction, Library, Parks & Recreation, Social Services, Stanislaus Medical Center, Treasurer-Tax Collector, Auditor-Controller, Planning, Planning Commission, Board of Supervisors~~*
4. The County shall continue to work with independent fire districts **and health care districts** to implement fees to help finance public facilities to support their services.
Responsible Departments: *Chief Executive Office, ~~Fire Safety Fire Warden's Office, Local Fire Agency Having Jurisdiction, Board of Supervisors~~*
5. The current level of service of public agencies shall be determined and not allowed to deteriorate as a result of new development.
Responsible Departments: *Chief Executive Office, Sheriff, Public Works, Environmental Resources, ~~Fire Safety Fire Warden's Office, Local Fire Agency Having Jurisdiction, Library, Parks & Recreation, Social Services, Stanislaus Medical Center, Treasurer-Tax Collector, Auditor-Controller, Planning, Planning Commission, Board of Supervisors~~*
6. Rezoning of property for development prior to: 1) annexation to a special district; or 2) inclusion of such property into a newly formed special district that will provide urban services (i.e. sanitary sewer district, domestic water district, or community service district) shall be approved only if the **development is adequately conditioned to restrict development from occurring until annexation to or formation of the required district is complete.** ~~US zoning district is used as a combining district or comparable requirements are incorporated into a Community Plan District.~~
Responsible Departments: *Planning, Planning Commission, Board of Supervisors*
7. Only development requests which have recognized and mitigated any significant impacts on solid waste reduction, recycling, disposal, reuse, collection, handling, and removal shall be approved.
Responsible Departments: *Environmental Resources, Planning, Planning Commission, Board of Supervisors*
8. Only development requests which have recognized and reasonably mitigated significant impacts on school facilities shall be approved.
Responsible Departments: *Planning, Planning Commission, Board of Supervisors*
9. The County will coordinate development with existing irrigation, water, utility, and transportation systems by referring projects to appropriate agencies and organizations for review and comment.
Responsible Department: *Planning*

POLICY TWENTY-THREEFIVE

New development shall pay its fair share of the cost of cumulative impacts on circulation and transit systems.

IMPLEMENTATION MEASURES

1. Benefit assessment districts or other similar districts shall be formed as needed to pay for the cost of providing ongoing appropriate transportation services.
Responsible Departments: Chief Executive Office, Public Works, Treasurer-Tax Collector, Auditor-Controller, Board of Supervisors
2. Traffic impacts **not covered under Public Facility Fees** shall be identified and impact mitigation fees shall be paid by the subdivider and/or developer.
Responsible Departments: Public Works, Planning, Planning Commission, Board of Supervisors
3. The level of service (LOS) for all roadways and intersections shall be at least a "**GD**" level, unless they are located within the sphere of influence of a city that has adopted a lower level of service.
Responsible Departments: Public Works, Planning, Planning Commission, Board of Supervisors
4. Applicants for General Plan amendments shall coordinate with the Stanislaus Council of Governments (StanCOG) Congestion Management **Program Process** to mitigate traffic impacts.
Responsible Departments: Public Works, Planning, Planning Commission, Board of Supervisors

GOAL FIVE

Complement the general plans of cities within the County.

POLICY TWENTY-FOURSIX

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. (Comment: This policy refers to those development standards that are transferable, such as street improvement standards, landscaping, or setbacks. It does not always apply to standards that require connection to a sanitary sewer system, for example, as that is not always feasible.)

IMPLEMENTATION MEASURES

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.
Responsible Departments: Planning, Planning Commission, Board of Supervisors
2. The policies described in the section on **SPHERES OF INFLUENCE** for projects within a city's sphere of influence or areas of specific designation shall be followed.
Responsible Departments: Planning, Planning Commission, Board of Supervisors
3. The County shall limit its approval of discretionary projects in spheres of influence to agricultural uses, churches and projects recommended for approval by the city unless such projects are exempt from this implementation measure as a result of individual city/county agreements (e.g., upper McHenry Avenue, Beard Tract areas).
Responsible Departments: Planning, Planning Commission, Board of Supervisors
4. Discretionary projects in areas zoned other than A-2 (General Agriculture) prior to the applicable agreement with the city within whose sphere of influence the project lies shall not be allowed to develop consistent with the current zone classification unless they first obtain approval for the project from the city.
Responsible Departments: Planning, Planning Commission, Board of Supervisors
5. Non-discretionary projects in spheres of influence shall be allowed to develop with existing entitlements. **However, the County shall coordinate with the cities to identify opportunities to develop uniform development standards.**
Responsible Departments: Public Works, Planning

6. The County shall amend its ordinances as necessary to implement any specific designation created by agreement. All active agreements shall be incorporated into the General Plan as an Appendix to the Land Use Element and upon approval may be incorporated into the General Plan without the need for a General Plan amendment.
Responsible Departments: Planning, Planning Commission, Board of Supervisors

POLICY TWENTY-SEVEN

Development which requires discretionary approval and is outside the sphere of influence of cities, but located within one mile of a city's adopted sphere of influence and within a city's adopted general plan area, shall be referred out to the city for consideration. However, the County reserves the right for final discretionary action.

IMPLEMENTATION MEASURES

1. All discretionary development proposals within one mile of a city's adopted sphere of influence boundary and within a city's adopted general plan area, shall be referred to that city.
Responsible Departments: Planning, Planning Commission, Board of Supervisors
2. The County shall consider applying city development standards to discretionary projects located within one mile of a city's adopted sphere of influence boundary and within the city's adopted general plan area to the extent such standards are appropriate for the type of development.
Responsible Departments: Public Works, Environmental Resources, Planning, Planning Commission, Board of Supervisors
3. Encourage joint County and city cooperation in establishing land use and development standards along all major county defined gateways to cities.
Responsible Departments: Public Works, Planning, Planning Commission, Board of Supervisors

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 in consideration land consumption and absorption rates.

IMPLEMENTATION MEASURES

1. The County shall participate in efforts to develop and implement a County-wide growth management strategy that is consistent with the County General Plan.
Responsible Departments: Planning, Planning Commission, Board of Supervisors
2. The County shall encourage LAFCO to consider land consumption and absorption rates when evaluating the size of sphere of influence and annexation proposals in order to determine that the proposal does not exceed what is reasonably needed to accommodate the amount and type of development anticipated to occur.
Responsible Departments: Planning, Planning Commission, Board of Supervisors

GOAL SIX

Promote and protect healthy living environments

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.

Responsible Departments: Public Works, Planning, Planning Commission, Board of Supervisors

POLICY THIRTY

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

IMPLEMENTATION MEASURES

1. Development proposals shall be referred to the appropriate transit authority to determine the types of facilities needing to be provided, if any.

Responsible Departments: Public Works, Planning, Planning Commission, Board of Supervisors

POLICY THIRTY-ONE

The County shall support efforts to improve local health care options through the siting of new facilities in locations with the infrastructure (including, but not limited to, transportation and utility) to support both facility and client needs.

Responsible Departments: Planning, Planning Commission, Board of Supervisors

GOAL SIX-SEVEN

Provide for direct citizen participation in land-use decisions involving the expansion of residential uses into agricultural and open-space areas in order to encourage compact urban form and to preserve agricultural land.

POLICY TWENTY-FIVE THIRTY-TWO

- A. Any decision by the Board of Supervisors of the County of Stanislaus to approve the redesignation or rezoning of land from an agricultural or open space use to a residential use shall require, and be contingent upon, approval by a majority vote of the County voters at a general or special local election. In the event the Board approves the redesignation or rezoning of such land for a residential use, such approval shall not take effect unless and until that decision is approved by an affirmative majority vote of the voters of the County voting on the proposal.
- B. The requirement set forth in paragraph (A) shall apply to all such decisions affecting land that is designated for agricultural or open space use on the Land Use Map of the County's General Plan as of the effective date of this policy, even if the affected land is, after the effective date, redesignated or rezoned to a use other than an agricultural or open space use. The intent of this paragraph is to ensure that a developer does not launder land by obtaining County approval for a non-residential use (e.g., an industrial or commercial use), and then subsequently obtain County approval for a residential use.
- C. The Board's decision to approve the redesignation or rezoning of land from an agricultural or open space use to a residential use constitutes the approval of a project for purposes of CEQA. For this reason, the County shall comply with CEQA prior to the Board's decision to approve the redesignation or rezoning, notwithstanding the requirement that the voters approve such redesignation or rezoning.
- D. Once the voters have approved a land use map designation or land use entitlement for a property, additional voter approval shall not be required for: (1) subsequent entitlement requests that are consistent with the overall approved development project or land-use designation and zoning; and (2) any requested modification to a land-use or zoning designation that does not decrease the number of permitted dwellings, as specified in the exhibits and plans approved by the voters.
- E. Exemptions. The requirement for voter approval set forth in this policy shall not apply to any of the following:

1. After notice and hearing as required by state law and after compliance with CEQA, the Board of Supervisors may, without a vote of the electorate of the County, approve residential development on land designated for agricultural or open space uses if the Board finds, based on substantial evidence in the record, and HCD certifies in writing, that all of the following circumstances exist: (a) the approval is necessary and required to meet the County's legal fair share housing requirement; and (b) there is no other land in the County or the cities in the County already designated for urban use that can accommodate the County's legal fair share housing requirement. The Board shall not redesignate more than ten (10) acres per year for residential use under this paragraph.
2. Additional acreage may be designated for residential use if the Board finds, and HCD certifies in writing, that the additional acreage is necessary to meet the Board's legal fair share obligation based on maximum multi-family densities. Any proposal approved under this subsection shall be required to have all housing units permanently affordable to persons or families of moderate, low and very low income. The intent of this exemption is to provide sufficient land for housing to accommodate moderate, low and very low income housing, as may be necessary over time under State law.
3. Any development project that has obtained a vested right pursuant to state law prior to the effective date of this policy.
4. Any development project consisting entirely of farm worker housing.

F. Definitions.

The following definitions apply to this policy:

1. Residential use means any land-use designation, zoning district or other legislative entitlement authorizing, allowing, or consistent with residential development at a density greater than one (1) dwelling unit per ten (10) gross acres. Such density shall not include (a) caretaker housing or other residential uses incidental to the primary use, or (b) farm worker housing. Residential use includes the following land-use designations set forth in the General Plan (1994), all land-use designations that may be adopted by the County in the future that are comparable to such designations, and all zoning districts compatible with such designations: Estate Residential, Low-Density Residential, Medium-Density Residential, Medium High-Density Residential, Planned Development, and Specific Plan.
2. Agricultural or open space use means any land-use designation or zoning district authorizing, allowing, or consistent with residential development at a density of equal to or less than one (1) dwelling unit per ten (10) gross acres. Agricultural or open space use includes the following land-use designations set forth in the General Plan (1994), all land-use designations that may be adopted by the County in the future that are comparable to such designations, and all zoning districts compatible with such designations: Agriculture, Urban Transition, Mineral Resources.
3. General Plan means the Stanislaus County General Plan adopted in or about October 1994, as amended through the effective date.
4. Effective date means the effective date of the Citizen's Right to Vote on Expansion of Residential Areas initiative measure, as established by the California Elections Code.

5. Board or Board of Supervisors means the Stanislaus County Board of Supervisors.
 6. County means Stanislaus County.
 7. CEQA means the California Environmental Quality Act.
 8. HCD means the California Department of Housing and Community Development.
- G. Duration; Amendment. Goal Six and Policy Twenty-five, shall remain in effect until December 31, 2036, and may be amended or repealed only by the voters of the County at an election held in accordance with State law.

SPHERES OF INFLUENCE

BACKGROUND

In 1973, Stanislaus County adopted a new General Plan concept called Urban Transition. This designation was placed on property outside the city limits but within the city's general plan boundary. One of the reasons for development of this designation was ongoing conflicts between the County and the cities. The County routinely approved development of land within a city's general plan boundary without regard to consistency with the city's plans. This caused a variety of problems for a city. First, although rare, development sometimes occurred which was not acceptable to the city, therefore, no attempt was made to annex the property resulting in islands of unincorporated areas within a city. Second, if the County permitted urban development within the County, there was no incentive for the property owner to annex. This often prevented annexation. Third, even if the city wanted to annex the property and the property owner agreed, the development seldom met city standards with respect to street improvements, landscaping, signage, etc. At this point, there was no recourse for the city to upgrade the requirements.

With the adoption of the Urban Transition designation, development in most instances was required to annex before approval. Development which was allowed by ordinance without annexation was referred to the appropriate city for comment. The intent of the referral was to gain city input on whether or not a proposal was consistent with the city's plans and, if so, did the proposed development standards equal what the city would require if development were to occur in the city.

Originally, referrals were only made if the general plan designation was Urban Transition although the Urban Transition area is only a portion of the area within a city's general plan boundary. Gradually, referrals were made of all applications within a city's general plan boundary regardless of whether or not the property was designated Urban Transition.

In late 1984, the Local Agency Formation Commission (LAFCO) adopted spheres of influence for each city **and special district** as required by state law. These spheres are "a plan for the probable ~~ultimate~~ physical boundaries and service area of a local agency, **as determined by the commission.**" (~~Section 56425 of the~~ California Government Code **Section 56076.**) ~~Since a sphere of influence is usually the general plan boundary of a city, the term more accurately describes the area in which referrals have been made.~~

While the Urban Transition designation remains, the practice of re-designating land to Urban Transition has not continued; with the exception of community plan areas for unincorporated communities. Instead, the County has adopted the Sphere of Influence policy below to address discretionary development within adopted spheres of influence. The policy is reflected as Policy Twenty-six of this element and, in accordance with the policy, all development proposals within an adopted sphere of influence are referred to the appropriate city for comment.

Additionally, in instances where a city's general plan boundary encompasses areas beyond that of an adopted sphere of influence, as reflected in Policy Twenty-seven of this element, development which is located within one mile of a city's adopted sphere of influence and within a city's adopted general plan area is also referred to a city for consideration. However, in these cases the County reserves the right for final discretionary action.

POLICY

Whenever an application is to be considered which includes property within the sphere of influence of a city or special district (e.g., sewer, water, community services) or areas of specific designation created by agreement between County and City, the following procedures should be followed:

1. Development, other than agricultural uses and churches, which requires discretionary approval ~~from incorporated cities~~ shall be referred to that city for preliminary approval. The project shall not be approved by the County unless written communication is received from the city memorializing their approval. If approved by the city, the city should specify what conditions are necessary to ensure that development will comply with city development standards. Requested conditions for such things as sewer service in an area where none is available shall not be imposed. Approval from a city does not preclude the County decision-making body from exercising discretion, and it may either approve or deny the project.
2. Agricultural uses and churches which require discretionary approval should be referred to that city for comment. The County Planning Commission and Board of Supervisors shall consider the responses of the cities in the permit process. If the County finds that a project is inconsistent with the city's general plan designation, it shall not be approved. Agricultural use and churches shall not be considered inconsistent if the only inconsistency is with a statement that a development within the urban transition area or sphere of influence shall be discouraged (or similar sweeping statement). The city shall be asked to respond to the following questions:
 - A. Is the proposed project inconsistent¹ with the land use designation on the city's general plan? If so, please include a copy of the map (or that portion which includes the subject property) and the text describing uses permitted for the general plan designation. All findings of inconsistency must include supporting documentation.
 - B. If the project is approved, specifically what type of conditions would be necessary to ensure the development will comply with city development standards such as street improvements, setbacks and landscaping?

In the case of a proposed project within the sphere of influence of a sanitary sewer district, domestic water district or community services district, the proposal shall be forwarded to the district board for comment regarding the ability of the district to provide services. If the district serves an unincorporated ~~town~~ **community** with a Municipal Advisory Council (MAC), the proposal shall also be referred to the MAC for comment.

¹The question is specifically phrased to ask if a proposed project is inconsistent with the General Plan designation. This is intended to (a) encourage a city to specifically designate all land within its Sphere of Influence if it wants to oppose development proposals within the Sphere, and (b) to assure that tangible proof is submitted if denial is requested. This will eliminate the County's dilemma of trying to prove something is consistent with an inadequate General Plan.

LAND USE DESIGNATIONS

The following land use designations shall be used in the unincorporated area of the County. They are intended to further the Land Use Element goals and policies. If any of these designations fall within the sphere of influence of a sanitary sewer district, domestic water district, or community services district that provides services to an unincorporated ~~community town~~, it will be necessary to consult the **COMMUNITY PLANS** section to determine if any modification of the designation applies. For areas within such a sphere of influence, the community plans indicate the proposed future General Plan **Land Use Designations**.

State of California requirements for the Land Use Element state the General Plan should designate general distribution and location of land for various kinds of uses. Most of these, such as housing, industry and agriculture, are identifiable by the obvious nature of their specific **land use** designations. There are; however, certain kinds of uses which are not so obvious. These uses are education, public buildings and grounds, and solid and liquid waste disposal facilities. In addition, the Land Use Element must identify areas that are subject to flooding. Information follows regarding specific land uses and areas which are subject to flooding.

ESTATE RESIDENTIAL

Intent. The intent of the Estate Residential designation is to satisfy the desires of people who wish to live on a relatively small parcel in a rural setting and are willing to accept less than the full range of urban services. It should be applied only to land which is beyond the projected ultimate (or 20-year) service area of a city or special district which provides urban services and which is outside the adopted sphere of influence for a community.

Zoning. The R-A (Rural Residential) zone is appropriate within this designation. PD (Planned Development) zoning may also be appropriate provided the development does not exceed the established building intensity of this designation. Building intensity normally is zero to one dwelling unit per three acres. Building intensity may increase to two dwellings ~~per three acres for properties with temporary mobile homes~~ as allowed by zoning regulations. Population density averages approximately one to two persons per acre.

Appropriate Locations. The Estate Residential designation is appropriate in areas beyond the sphere of influence of a city (or special district which provides urban services) which is a less productive agricultural area but capable of supporting rural residential development. Among the factors to be considered in making this determination are: (1) existing and potential agricultural suitability (availability of irrigation facilities, crop history and potential); (2) surrounding land use (impacts caused by possible intrusion of rural residential uses and non-agricultural uses); (3) septic tank suitability (Environmental Resources standards for minimum area requirements and potential impacts of a concentration of septic tanks); (4) surrounding parcel size (conformity to adjacent parcel sizes); (5) soil type (soil grade and Storie rating); (6) public road access (length of necessary accesses, condition of existing public roads and future plans for both public roads and private access roads as determined by the Department of Public Works); (7) aesthetic characteristics (removal of natural vegetation, impairment of scenic view, introduction of uses or structures not in the same character as the surrounding area); and (8) anticipated environmental impact (removal of habitat of rare or endangered plant or animal, removal of riparian areas and impacts on natural resources).

LOW-DENSITY RESIDENTIAL

Intent. The intent of this designation is to provide appropriate locations and adequate areas for single-family detached homes in either conventional or clustered configurations. Single-family detached dwellings are the predominant housing type in areas so designated, and would remain so under this designation. Semi-detached dwellings and manufactured housing would be consistent with this designation.

Zoning. R-A (Rural Residential), R-1 (Single-Family Residential), SCP-R-1-ST (Salida Community Plan, Single-Family Residential Special Treatment Zone) and SCP-R-1 (Salida Community Plan, Single-Family Residential) zones are appropriate within this designation. Planned Development (PD) zoning may also be appropriate, provided the development does not exceed the established building intensity of this designation. The use of the US Urban Service (US) combining district in conjunction with any of the above zones would be appropriate for areas adjacent to unincorporated ~~communities towns~~ so that annexation to and service from the adjoining sanitary sewer district or community services district is required prior to development. Residential building intensity when served by a community services district or sanitary sewer district and public water district is zero to eight units per net acre. Building intensity for areas not served by public water and sewer service is zero to two units per net acre. Population density ranges from zero to 25 persons per net acre in areas served by public water and sewer and zero to six persons per net acre in other areas. Small second units, as permitted by State Law, may increase both the building intensity and the population density to a limited degree within this designation.

Appropriate Locations. The Low-Density Residential designation is appropriate in established residential areas characterized by single-family dwellings. It would also be appropriate in areas: (a) designated by the Board of Supervisors for ranchettes of 1/2 to one acre in size if the area is a less productive agricultural area but capable of supporting rural residential development based on the eight factors to be considered in locating "Estate Residential" land; or (b) adjacent to unincorporated ~~communities towns~~ which can serve the development after annexation to and service by a sanitary district or community services district.

MEDIUM-DENSITY RESIDENTIAL

Intent. The intent of this designation is to provide appropriate locations for single- and multi-family units, primarily in semi-detached or clustered arrangements. Typical housing types would be single-family detached manufactured houses, duplexes, triplexes and low-mass multi-family units (townhouses and garden apartments).

All lands within this designation shall be within the boundaries of a community services district, sanitary district or similar public district which provides ~~urban-services~~ **US** except where such designation existed at the time of adoption of this plan.

Zoning. The R-2 (Medium-Density Residential) and SCP-R-2 (Salida Community Plan, Medium Density Residential) zones are appropriate within this designation. PD (Planned Development) zoning may also be appropriate provided the development does not exceed the established building intensity of this designation. PD zoning which allows sewage generated on site to be metered into the disposal system during non-peak hours is encouraged in communities with limited system capacity. Residential building intensity varies from zero up to 14 units per net acre. Population density ranges from zero to 45 persons per net acre.

Appropriate Locations. The Medium-Density Residential designation would be appropriate in areas adjacent to unincorporated ~~communitietowns~~ where the Board of Supervisors has determined, pursuant to a community plan, that medium-density residential use is needed. These areas will be developed only after annexation to and service by a sanitary district or community services district.

MEDIUM HIGH-DENSITY RESIDENTIAL

Intent. The intent of this designation is to provide appropriate locations for housing types including duplexes, triplexes, fourplexes, and apartment buildings. This designation shall be within the boundaries of a community services district, sanitary district or similar public district which provides urban services.

Zoning. The R-3 (Multiple-Family Residential) and SCP-R-3 (Salida Community Plan, Multiple Family Residential) zones are appropriate within this designation. PD (Planned Development) zoning may also be appropriate provided the development does not exceed the established building intensity of this designation. PD zoning which allows sewage generated on site to be metered into the disposal system during non-peak hours is encouraged in communities with limited system capacity. Residential building intensity varies from zero to 25 units per net acre. Population density ranges from zero to 85 persons per net acre.

Appropriate Locations. The Medium High-Density Residential designation is appropriate in established residential areas characterized by duplexes, triplexes, fourplexes, and apartment buildings. It would also be appropriate in areas adjacent to unincorporated ~~communitietowns~~ where the Board of Supervisors has determined, pursuant to a community plan, that medium high-density residential use is needed. These areas will be developed only after annexation to and service by a sanitary district or community services district.

COMMERCIAL

Intent. The intent of this designation is to indicate areas best suited for various forms of light ~~or to~~ heavy commercial uses, including ~~but not limited to,~~ retail, service and wholesaling operations. **This designation also allows for residential development in limited situations or when connected to both public sewer and water service.** The County has one designation to correspond to the various commercial zoning districts. This designation is intended for lands which demonstrate a valid supportive relationship to other existing or projected urban development.

Zoning. C-1 (Neighborhood Commercial), C-2 (General Commercial), H-1 (Highway Frontage Commercial), SCP-C-1 (Salida Community Plan, Neighborhood Commercial) and SCP-C-2 (Salida Community Plan, General Commercial) zones shall be considered consistent with this designation. PD (Planned Development) zoning may also be appropriate provided the development does not exceed the established building intensity of this designation. The building intensity shall be determined by Zoning Ordinance development standards for setback, landscaping, height, parking and other requirements except that residential building intensity shall not exceed 25 units per net acre. In no case shall buildings exceed 75 feet in height, nor shall they cover so much of the lot that insufficient area remains for parking, landscaping, etc. In commercial zones which allow dwelling units, population density can range from zero to 85 persons per net acre.

Appropriate Locations. The Commercial designation is appropriate in areas already committed to commercial use. In unincorporated ~~communitietowns~~ this designation is appropriate for Central Business Districts and other areas within the sanitary sewer or community services district in

sufficient amount to serve the needs of the community. Areas adjacent to community services district may also be appropriate if the US (Urban Service) combining zone is utilized. **This designation shall allow uses that are deemed compatible with adjacent development through the use of discretionary permits.**

INDUSTRIAL

Intent. The intent of this designation is to indicate areas for various forms of light or heavy industrial uses, including, but not limited to, manufacturing and warehousing. Generally, the Industrial designation shall be used in areas where public sewer and water are available or where the restrictions of the Planned Industrial designation are inappropriate. The Planned Industrial designation shall be used instead of the Industrial designation unless (a) the property to be designated is intended for a single-use applicant not permitted in the Planned Industrial designation and the applicant needs a very large site (see discussion under **Designating New Industrial Areas**) or (b) the property is adjacent to an existing industrial area which is reaching capacity and whose services can be extended to serve the expansion.

Zoning. The LM (Limited Industrial), M (Industrial) and PI (Planned Industrial) zones shall be consistent with this designation. PD (Planned Development) zoning may also be appropriate provided the development does not exceed the established building intensity of this designation. Building intensity is governed by the fact that the Zoning Ordinance prohibits more than 75% coverage of the property by buildings. Buildings for human occupancy shall not exceed 75 feet in height. Population density is almost nonexistent as only one residential unit per parcel is allowed and then only if it is secondary to the industrial use of the property.

~~**Existing Locations.** Nearly all existing industrial areas are within or adjacent to the sphere of influence of a city or special district which serves an unincorporated town. Only one industrial area (on the northwest corner of Claribel and the Oakdale/Waterford Highway) is removed from an established urban area. Although new areas to be designated Industrial should be chosen based on the criteria discussed in the following section (**Designating New Industrial Areas**), the following areas already are established and shall remain as being appropriate:~~

~~The cities/towns of Crows Landing, Donair, Riverbank, Turlock and Westley have industrial areas along railroads which parallel their boundaries. Keyes, Modesto, and Turlock have industrial areas along Highway 99. Oakdale has industrial land around the Hershey plant south of town and near Riverbank is the Norris Industries Plant. Newman has one parcel on the south side of Inyo, east of the city limits designated Industrial, and the southeast corner of Kiernan Avenue and Sisk Road in Salida is also designated Industrial. There are several industrial areas in the Modesto area including (a) the Beard Tract on the south side of Yosemite Boulevard; (b) south 7th Street between Hatch Road and the Tuolumne River; (c) the east side of Crows Landing Road on both sides of Whitmore Avenue, and (d) a portion of the North Modesto Industrial Park on the south side of Kiernan Avenue, west of McHenry.~~

~~**Designating New Industrial Areas.** The amount of land designated as Industrial in the County has changed very little in the past 10 years, decreasing slightly through annexation to cities. Although a great deal of land is still available for industrial development, more than 70% is located in the Beard Tract.~~

Designating New Industrial Areas. The criteria listed below shall be used in evaluating potential areas, both for general Industrial designation and for designating sites for industries that need very large sites. There are few industries with the need for extremely large parcels, but they do exist. It

is not practical to designate a large industrial area because a large amount of land might lay idle for an extended period of time. If an industry requiring a large site approaches the County or if more industrial sites are needed, the following criteria shall be used in determining whether or not a site is suitable for being designated Industrial:

- a. **Access.** The proposed site should have adequate access to handle the type and quantity of traffic associated with industrial uses without impacting existing facilities. This shall usually mean that the area will be located on a major road at a minimum, with location on a state highway preferred.
- b. **Sewage disposal.** Public sanitary sewer service should be available and a written commitment for service received. (Lands suitable for industrial development but without public sanitary sewer service should more appropriately be designated Planned Industrial.)
- c. **Water.** An adequate supply of potable water should be available for industrial usage including water needed for fire suppression. Generally this will require a public water supply in order to meet fire flow standards.
- d. **Infrastructure.** Other utilities (such as natural gas, electricity) shall be reasonably available to the site as might be required by the proposed uses.
- e. **Topography.** The site is physically suitable for industrial development.
- f. **Williamson Act and other constraints to development.** The site should be free from constraints such as valid Williamson Act Contracts that would inhibit rezoning and development of the area.
- g. **Conflicts.** The proposed site development shall not cause land use conflicts with surrounding properties. From this viewpoint, expansion of existing areas is more desirable than designating totally new areas.
- h. **City general plan land use designation.** Any new areas proposed for industrial designation shall ~~not~~ be ~~in~~consistent with the General Plan of any city in whose sphere of influence they lie.
- i. **Countywide Integrated Waste Management Plan.** Any new areas proposed for industrial designation shall be consistent with the Countywide Integrated Waste Management Plan.

PLANNED INDUSTRIAL

Intent. The intent of this designation is to provide locations for light industrial development. Such locations may be so designated on the initiative of the County or may be requested by a property owner or group of property owners. The Planned Industrial designation shall be preferred to the Industrial designation as it allows more control of development to ensure that impacts on adjoining properties are reduced. It shall be used largely in areas without public sewer and/or water service but shall only be used if it is practical, both physically and financially, to provide sewage disposal and water service as needed by the proposed development.

Zoning. Building intensity will be determined by the County on an individual basis, depending upon the nature and location of the proposed planned development. However, no buildings shall cumulatively occupy more than 70% of the area of any parcel. Population density is almost nonexistent as only one residential unit per parcel is allowed if it is secondary to the industrial use of the property. The A-2 (General Agriculture), PI (Planned Industrial), LI (Light Industrial), IBP (Industrial Business Park), SCP-PI (Salida Community Plan, Planned Industrial) and all industrial or business park related PD (Planned Development) zones shall be consistent with this designation.

~~**Annexation.**—Areas designated Planned Industrial on the General Plan and rezoned for development which are located within the adopted sphere of influence of a city shall include the requirement that an agreement be signed in a form satisfactory to the city attorney of the affected city and Stanislaus County Counsel guaranteeing that the property on which the planned industrial designation is applicable will be annexed to the affected city upon demand by the city and with the approval of the Stanislaus County Board of Supervisors.~~

Appropriate Locations. Appropriate locations for the Planned Industrial designation shall be based on the same criteria as used for designating new industrial areas. The Planned Industrial designation shall be more appropriate than Industrial in locations with limited or no sanitary sewer capacity or in other locations where restricting the permitted uses is desirable.

INDUSTRIAL TRANSITION

Intent. This designation is intended for lands within spheres of influence which for the most part are not zoned or developed for industrial usage, but lie in the path of a valid expansion of a contiguous industrial area. Land falling within this designation may continue to be zoned and used for non-industrial purposes pending demand for such industrial expansion. Rezoning for industrial usage should not be approved for less than an entire block or an area adjacent to an existing industrial zone and must be based on evidence of industrial development capability and a program for adequate relocation of any persons to be ultimately displaced.

Zoning. Property within this designation shall retain its present zoning until such time as conversion to Industrial is desirable. At such time as a General Plan amendment to Industrial is processed, property will then be rezoned to be consistent with the Industrial General Plan designation. Population density and building intensity within the Industrial Transition areas shall correspond to that of the General Plan designation which most closely matches the zoning of the property in question.

Appropriate Locations. The Industrial Transition designation is appropriate in areas within the sphere of influence of a city or **within the planning boundary of an unincorporated community** ~~town~~ which lie in the path of an expanding industrial area.

BUSINESS PARK

Intent. The intent of this designation is to accommodate development of modern, employment-intensive uses within the Salida Community Plan. Principal development and employment-generating uses allowed within this designation are characterized by research, product development, professional office, commercial, and business services. A full range of other uses may be permitted within the Business Park designation in conformance with the trends of successful contemporary business parks in **N**orthern California.

Zoning. The SCP-IBP (Salida Community Plan, Industrial Business Park) and PD (Planned Development) zones shall be consistent with this designation.

Appropriate Locations. Appropriate location for the Business Park designation is within the Salida Community Plan Amendment Area.

AGRICULTURE

Intent. The major portion of Stanislaus County is productive and potentially productive agricultural land. These lands are of economic importance not only to Stanislaus County, but to the state and nation as well, as evidenced by the fact that Stanislaus County ranks very high nationally in production of agricultural commodities.

This designation recognizes the value and importance of agriculture by acting to preclude incompatible urban development within agricultural areas. It is intended for areas of land which are presently or potentially desirable for agricultural usage. These are typically areas which possess characteristics with respect to location, topography, parcel size, soil classification, water availability and adjacent usage which, in proper combination, provide a favorable agricultural environment. This designation establishes agriculture as the primary use in land so designated, but allows dwelling units, limited agriculturally related commercial services, agriculturally related light industrial uses, and other uses which by their unique nature are not compatible with urban uses, provided they do not conflict with the primary use. The Agriculture designation is also consistent with areas the overall General Plan has identified as suitable for open space or recreational use and for ranchettes.

Zoning. This designation is consistent with an A-2 (General Agriculture) zoning district. PD (Planned Development) zoning may also be appropriate, provided the development does not exceed the established building intensity of this designation. Residential building intensity normally ranges from zero to two dwellings per 40 acres in the A-2-40 zone and up to one dwelling per three acres in A-2-3. Building intensity may increase to two dwellings per three acres for properties with temporary mobile homes as allowed by zoning regulations. Appropriate intensities would correspond for any land zoned A-2-5, A-2-10, A-2-20, A-2-160 or any other agricultural zoning designation. Building intensity for agricultural buildings is virtually unlimited, provided setbacks as listed in the A-2 zoning district are maintained. Based on a ~~1980~~ 2010 countywide census figure of ~~2.77~~ 3.08 persons per unit, population density is low, **and only slightly more less** than one person per acre even in the A-2-3 zone, and much lower than that in A-2-10 or A-2-40 zones. A Planned Development (PD) zone may also be consistent with this designation when it is used for agriculturally-related uses or for uses of a demonstrably unique character, which due to specific agricultural needs or to their transportation needs or to needs that can only be satisfied in the agriculture designation, may be properly located within areas designated as agricultural on the General Plan. Such uses can include, facilities for packing fresh fruit, facilities for the processing of agricultural commodities utilized in the County's agriculture community, etc.

Appropriate Locations. The Agriculture designation is appropriate in areas where the agricultural land is productive or potentially productive. It is also appropriate in these areas as suitable for open space, recreation uses or ranchette uses such as the Valley Home, Orange Blossom, South Ceres, South Turlock, and Oakdale/Riverbank areas.

URBAN TRANSITION

Intent. The purpose of the Urban Transition designation is to ensure that land remains in agricultural usage until urban development consistent with a city's (or unincorporated community's)

general plan designation is approved. Generally, urban development will only occur upon annexation to a city, but such development may be appropriate prior to annexation provided the development is not inconsistent with the land use designation of the General Plan of the affected city. If this is to occur, a change in the General Plan designation consistent with the adopted goals and policies to some other land use designation shall be required.

Zoning. Until Urban Transition lands within a sphere of influence are annexed, they should be zoned General Agriculture (A-2). PD (Planned Development) zoning may also be appropriate, provided the development does not exceed the established building intensity for this designation. Building intensity and population density will be the same as under the Agriculture designation.

Appropriate Locations. The Urban Transition designation is appropriate for undeveloped land located within the LAFCO-established sphere of influence of a city or **within the planning boundary of an unincorporated community**.

PLANNED DEVELOPMENT

Intent. The Planned Development designation is intended for land which, because of demonstrably unique characteristics, may be suitable for a variety of uses without detrimental effects on other property.

Zoning. Land within a Planned Development designation should be zoned A-2 (General Agriculture) until development occurs through Planned Development zoning. A PD (Planned Development) zone (which, with the A-2 zone, are the only zoning districts consistent with this designation) is applied through application and submission of specific development plans. Building intensity and population density would be determined by the County on an individual basis, depending upon the nature and location of the proposed planned development.

Appropriate Locations. The Zoning Ordinance indicates that all applications for planned development should be consistent with the General Plan. The following are considered to be valid uses of the planned development designation consistent with the intent of this element:

- a. Application for uses of unique character (not otherwise allowed as proposed in other zoning districts) for which findings can be made as to the appropriateness of the location and the absence of detrimental effect to the surrounding area.
- b. Applications falling within an area designated by this element as a Planned Development area, subject to those resolutions within the appendix of this element that define special policy for planned development uses in the following areas:
 - (1) Upper McHenry Avenue, Resolution No. 87-01 (See Appendix ~~1-1-C~~).
 - ~~(2) East F Street, Highway 108/120, Oakdale, Resolution No. 87-02 (See Appendix 1-2).~~
 - ~~(23)~~ Freeway Interchange and Frontage Roads adjacent to major highways and freeways, Resolution No. 87-03 (See Appendix ~~1-31-C~~).

HIGHWAY COMMERCIAL PLANNED DEVELOPMENT

Intent. This designation is intended for land located at freeway interchanges where it is necessary to provide services to highway travelers.

Zoning. Land within this designation shall be zoned for General Agriculture (A-2) until rezoned to Planned Development (PD). Population density and building intensity will be determined on a case-by-case basis.

Uses within this designation shall be limited to the following as principle uses:

- Truck Stops
- Restaurants
- Motels
- Service Stations
- Overnight R.V. Camping
- Fruit Stands

The following uses may be permitted, but only when accessory to the uses listed above:

- Towing Service
- Minor Emergency Automobile Repair
- Convenience Market
- Wine Tasting

Appropriate Locations. The Highway Commercial Planned Development designation is appropriate only for parcels adjacent to a freeway interchange. No property shall be designated Highway Commercial Planned Development and rezoned PD unless findings are made that the change will not be detrimental to the agricultural productivity of the surrounding property and that the subject property is not considered to be one of the County's Most Productive Agricultural Areas.

HISTORICAL

Intent. The Historical designation is intended to preserve areas of local, regional, state or national historical significance. Historical areas should be protected by zoning controls emphasizing the need for new development (or rehabilitation) to be compatible with the historic nature of the area. When a community plan has been adopted for a designated historic area, guidelines for development shall be followed as established within that plan. Development standards which are applicable elsewhere should be waived if such waiver is consistent with the intent of the Historical designation and does not endanger the public health, safety or welfare.

Zoning. This designation shall be considered to be consistent with the County H-S (Historical Site) zoning district. Due to the unique nature of this kind of designation, population density and building intensity for any new projects must be reviewed on an individual basis. For residential uses, however, building intensity should normally be from one to ~~seven~~ **eight** units per net acre with a population density of two to 25 persons per net acre. For other uses, building intensity ~~should be consistent with existing development in the area~~ **should be determined by the County on an individual basis, depending upon the nature and location of the proposed use.**

Appropriate Locations. The Historical designation is intended for areas which are of local, regional, state or national historical significance.

MINERAL RESOURCES

Background. ~~In December 1993, after more than a decade and a half of requests from the County, the State of California completed its classification of mineral resources in Stanislaus County. This classification was done as part of what will eventually be a statewide series of classifications required by the Surface Mining and Reclamation Act of 1975 (SMARA).~~ **The State of California has established a classification of mineral resources in Stanislaus County as required by the Surface Mining and Reclamation Act of 1975 (SMARA).** The classification is a ~~very~~ detailed inventory of known and/or presumed locations of a wide variety of mineral resources throughout Stanislaus County.

The SMARA classification process is designed to implement the basic intent of the State Legislature to create and maintain an effective surface mining and reclamation policy with regulation of surface mining operations to ensure that:

1. Adverse environmental effects are prevented or minimized and mined lands are reclaimed to a usable condition that is readily adaptable for alternative land use.
2. The production and conservation of minerals are encouraged, while giving consideration to values relating to recreation, watershed, wildlife, range and forage, and aesthetic enjoyment.
3. Residual hazards to public health and safety are eliminated (Public Resources Code, Sec. 2712).

SMARA mandates that, ~~upon completion of the State's inventory,~~ the County as Lead Agency must amend its General Plan to recognize the mineral information classified by the State, assist in the management of land uses that affect areas of statewide and regional significance, and emphasize the conservation and development of identified mineral deposits.

The State's findings are published **in Special Reports prepared by the California Geological Survey.** ~~by the State Division of Mines and Geology in a report entitled Mineral Land Classification of Stanislaus County, California (Special Report 173).~~ The classification maps and mineral information contained in ~~that the~~ reports are incorporated in this General Plan by reference, together with Public Resources Code Section 2710 et seq. (SMARA) and state policy.

As indicated in the State's inventory, key minerals commercially excavated in Stanislaus County are construction aggregates, primarily sand and gravel. Significant aggregate areas are shown on the General Plan maps entitled "Aggregate Resource Areas," which are based on more detailed maps provided by the State Division of Mines and Geology. To a large extent, aggregate areas are located in flood plains of rivers and streams, particularly the Tuolumne and Stanislaus Rivers and Orestimba Creek.

These significant aggregate resource areas are protected by the Mineral Resources plan designation, coupled with policies and implementation measures under Goal Nine in the Conservation/Open Space Element that emphasize their conservation and development. County zoning regulations (Chapter 21.88) also regulate surface mining permits and reclamation plans in a manner consistent with the intent and requirements of SMARA.

Intent. The Mineral Resources designation is an overlay designation intended to protect mineral deposits that have been identified by the state as being of regional or statewide significance. Development of land designated Mineral Resources will be restricted to those kinds of development that will not interfere with the ultimate excavation of the minerals identified by the State as being in the area.

Zoning. Land with this overlay designation shall be zoned for General Agriculture (A-2) or a Planned Development (PD) that is consistent with the underlying designation (Agriculture) and will not interfere with the ultimate excavation of the minerals from the area. Building intensities and population densities shall be consistent with those specified for the Agriculture designation. Surface mining permits and reclamation plans shall meet the requirements established in Chapter 21.88 of the Zoning Ordinance.

Appropriate Locations. The Mineral Resources designation shall be located where the State Division of Mines and Geology has designated land as having a mineral deposit of statewide or regional significance. It also may be located in those areas identified as containing significant deposits but which have not been formally designated by the state.

SPECIFIC PLAN

Intent. A specific plan is a detailed plan for a specific area of the County. It is guided by and must conform to the General Plan, but its scale permits a relatively detailed level of examination and planning not normally possible in the General Plan.

A specific plan is appropriate where major new development or redevelopment is envisioned as spelled out in the Stanislaus County Specific Plan Guidelines. This designation may serve as either an overlay to other General Plan designations, or in the case of more complex and/or larger projects, it may stand as a separate designation.

Zoning. Land designated Specific Plan shall be zoned S-P (Specific Plan) for development under an approved specific plan, or the S-P zone may be an overlay zone used in conjunction with other zoning designations. Population density and building intensity standards for different portions of the S-P zone shall be determined by the specific plan approved by the County, as determined on an individual case basis, except where it is used as an overlay, in which case density and intensity shall not exceed that allowed in the underlying designations.

Appropriate Locations. The Specific Plan designation is to be used for areas where it is anticipated that a specific plan will be adopted immediately following the General Plan redesignation. The Specific Plan designation is appropriate for areas which exhibit the following characteristics:

1. Rapidly urbanizing areas with significant new demand for public facilities and services; such a site should be at least 100 acres.
2. Unique physical conditions (including unusual natural resources to be conserved).
3. Complex mixture of uses proposed.
4. Multiple ownership in complex developing area.
5. Need to revitalize a marginal or deteriorated area.

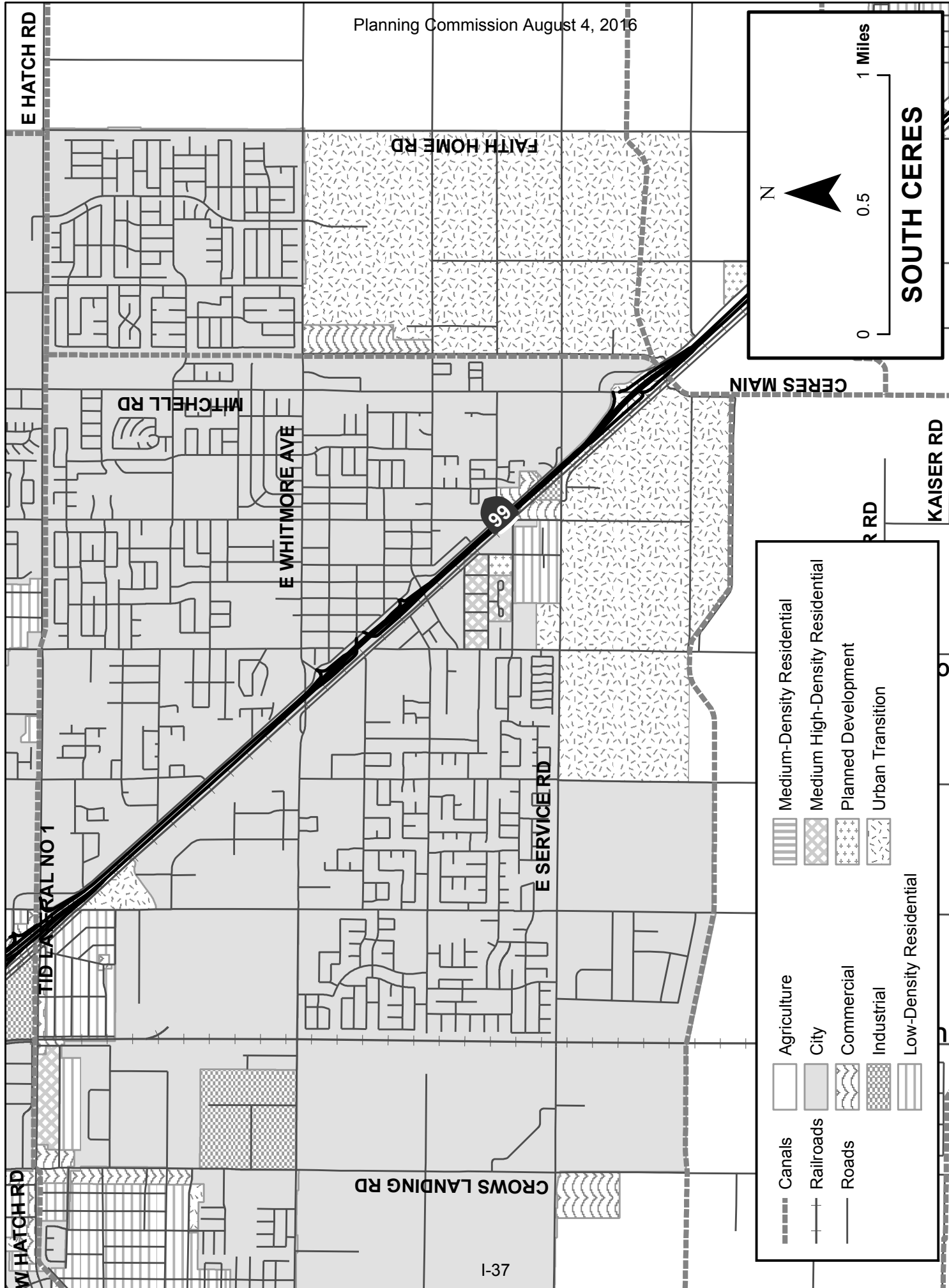
6. Large industrial and/or commercial complexes.
7. Very large single-ownership land developments where a significant new community is to be developed in a presently non-urban area.
8. Special study areas.

The Director of Planning and Community Development shall determine when a given project will require that a specific plan be prepared.

LAND USE DIAGRAMS

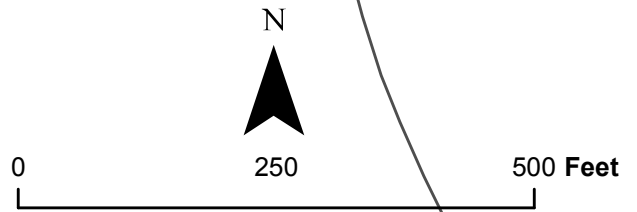
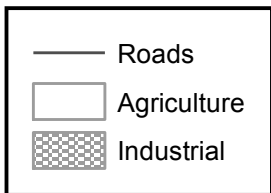
(Insert the following diagrams into this Section)

1. Ceres (south)
2. Claribel
3. Crows Landing
4. Del Rio
5. Denair
6. Diablo Grande
7. Empire
8. Fink Road
9. Gaffery Road
10. Geer/Service
11. Grayson
12. Hickman
13. Howard
14. Hughson
15. Keyes
16. Knights Ferry
17. La Grange
18. La Grange (2)
19. Modesto/Ceres (east)
20. Modesto/Ceres
21. Modesto (northwest)
22. Modesto (west)
23. Newman
24. North McHenry
25. Oakdale
26. Paradise/Prune
27. Patterson
28. Riverbank
29. Salida
30. Sullivan Road
31. Turlock
32. Valley Home
33. W. Stuhr Road
34. Waterford
35. Westley



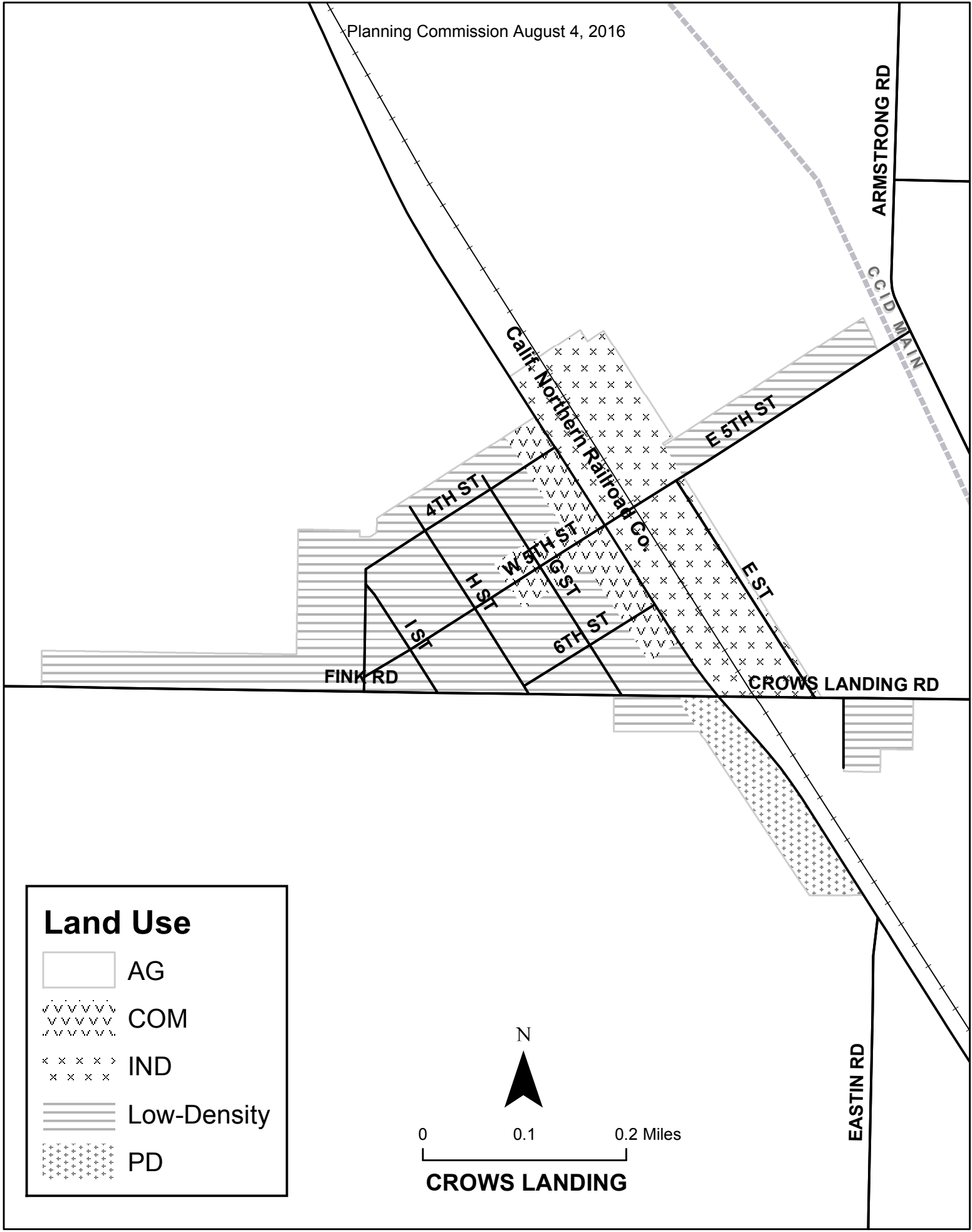
I-37

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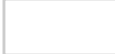






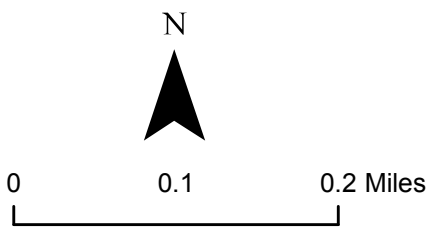
CLARIBEL

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Land Use

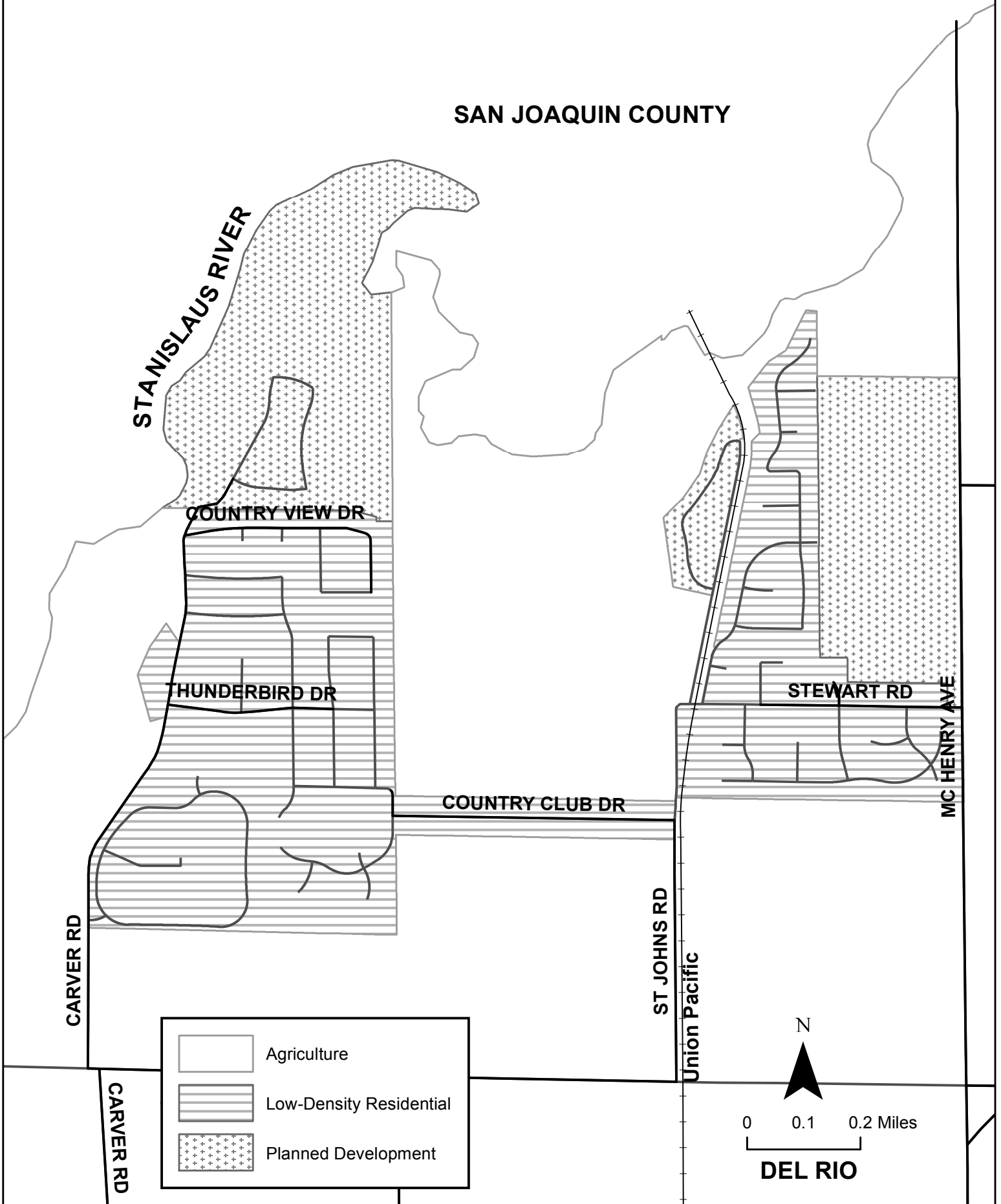
-  AG
-  COM
-  IND
-  Low-Density
-  PD



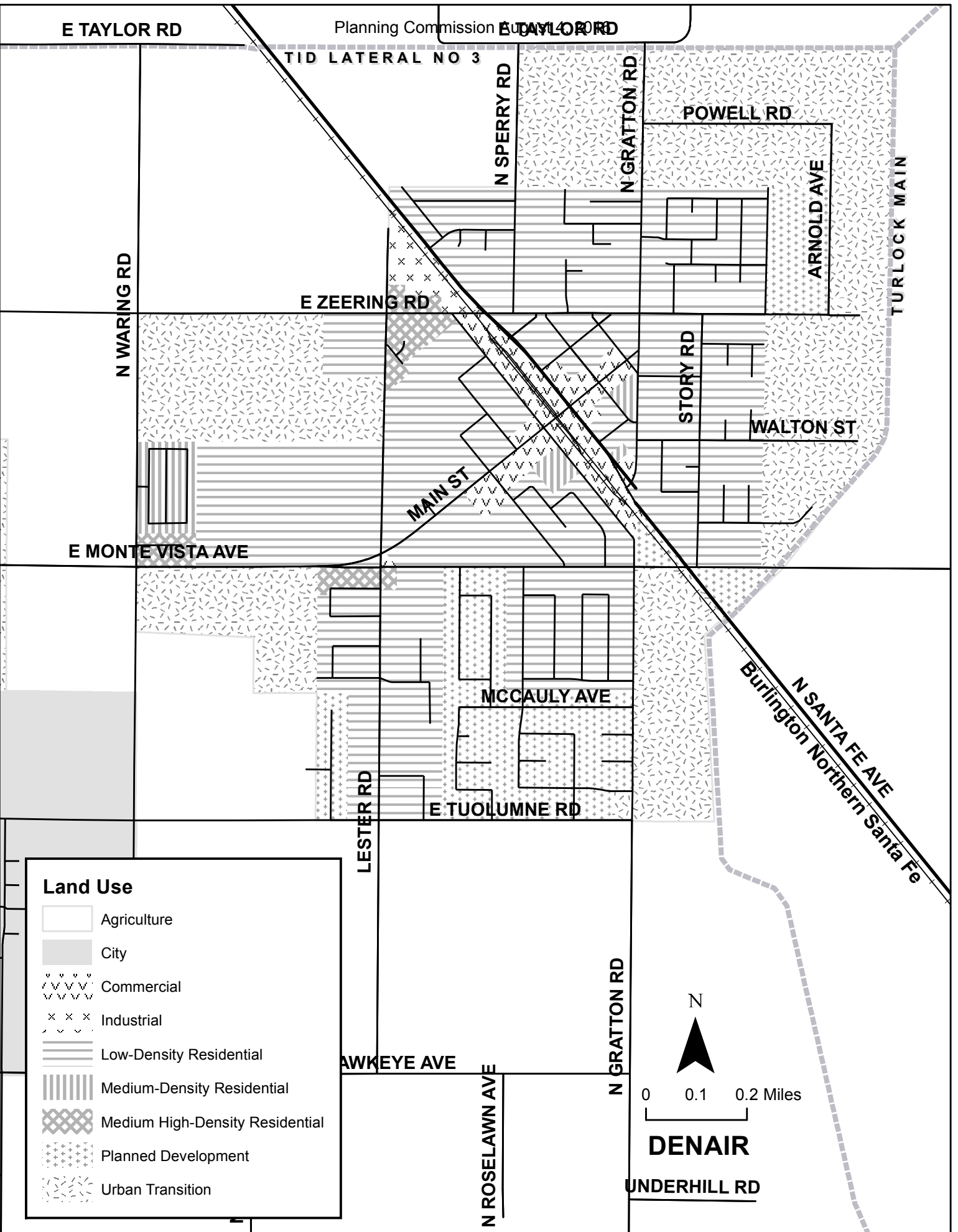
CROWS LANDING

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SAN JOAQUIN COUNTY



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E TAYLOR RD

Planning Commission E TAYLOR RD

TID LATERAL NO 3

N SPERRY RD

N GRATTON RD

POWELL RD

ARNOLD AVE

TURLOCK MAIN

N WARING RD

E ZEERING RD

STORY RD

WALTON ST

MAIN ST

E MONTE VISTA AVE

MCCAULY AVE

Burlington Northern Santa Fe
N SANTA FE AVE

E TUOLUMNE RD

LESTER RD

N GRATTON RD

AWKEYE AVE

N ROSELAWN AVE












0 0.1 0.2 Miles

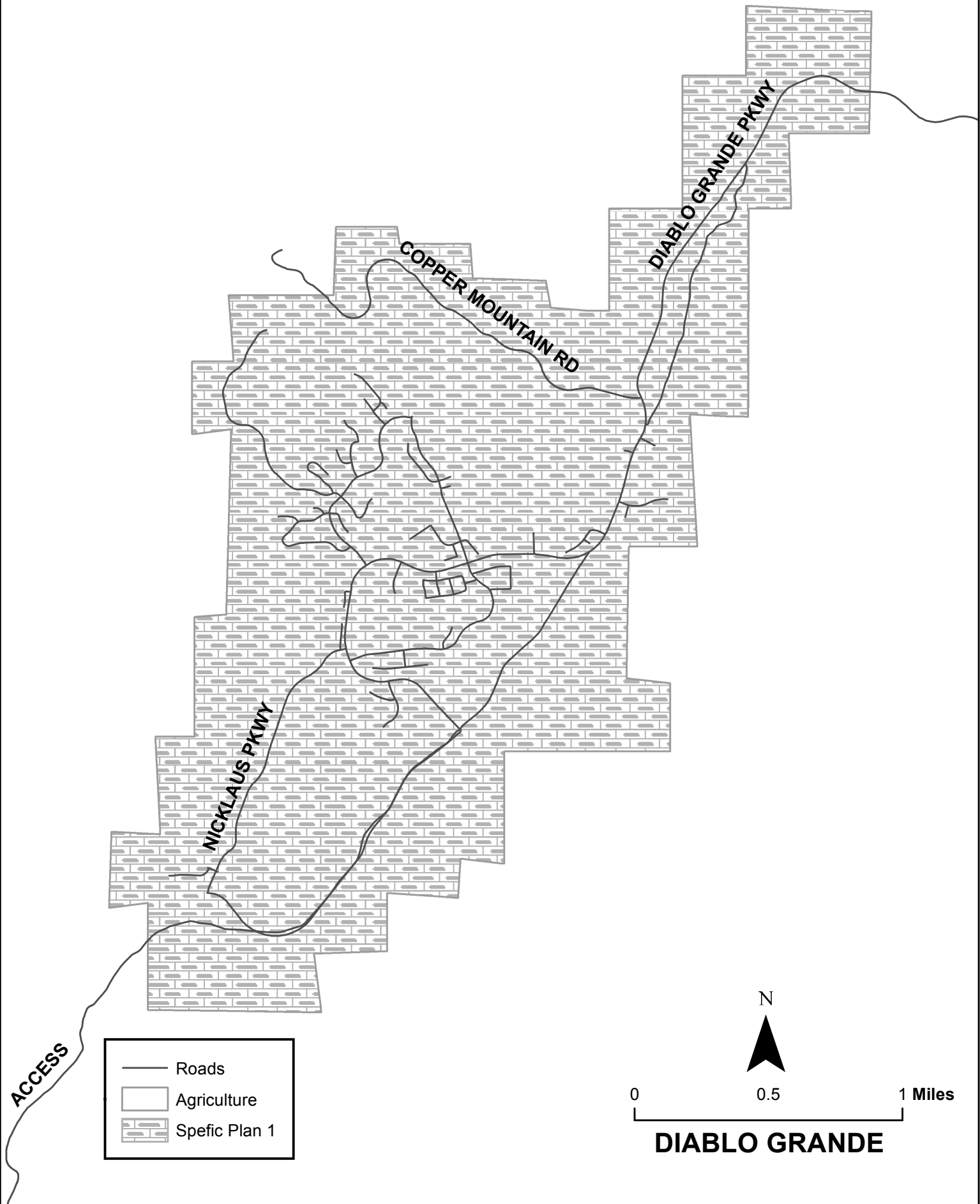
DENAIR

UNDERHILL RD

Land Use

-  Agriculture
-  City
-  Commercial
-  Industrial
-  Low-Density Residential
-  Medium-Density Residential
-  Medium High-Density Residential
-  Planned Development
-  Urban Transition

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MID LATERAL NO 2

LEEK RD

MID LATERAL NO 1

YOSEMITE BLV

Modesto & Empire Traction









MID LATERAL NO 1

SOUTH AVE

18th St
Burlington Northern Santa Fe
SANTA FE AVE

SANTA FE AVE

Land Use

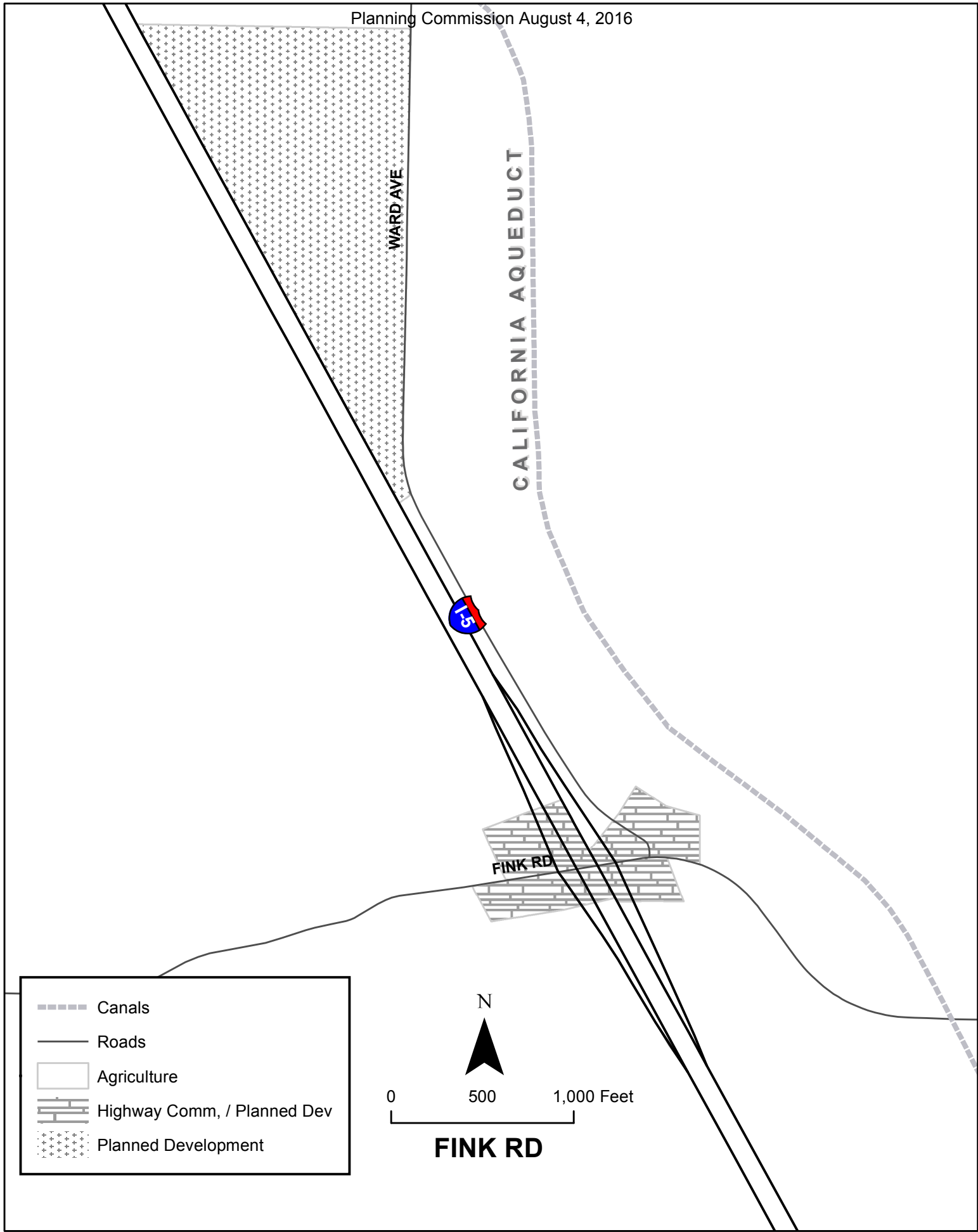
-  Agriculture
-  City
-  Commercial
-  Industrial
-  Low-Density Residential
-  Planned Development
-  Planned Industrial
-  Urban Transition



0 0.1 0.2 Miles

EMPIRE

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- Canals
- Roads
- Agriculture
- ▨ Highway Comm, / Planned Dev
- ⊕ Planned Development

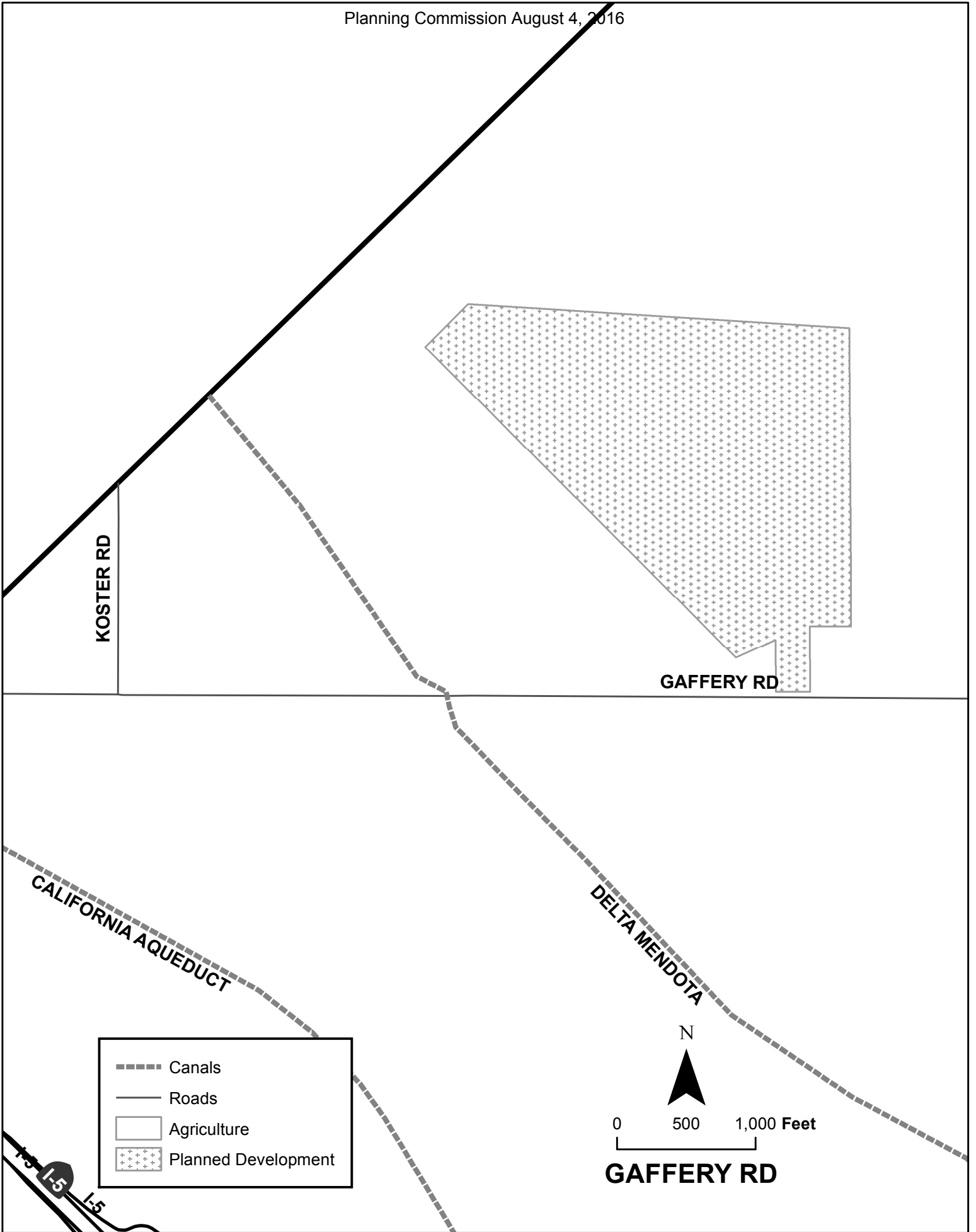
N



0 500 1,000 Feet

FINK RD

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KOSTER RD

GAFFERY RD

CALIFORNIA AQUEDUCT

DELTA MENDOTA

- Canals
- Roads
- Agriculture
- ⊕ Planned Development



0 500 1,000 Feet

GAFFERY RD

I-5
I-5

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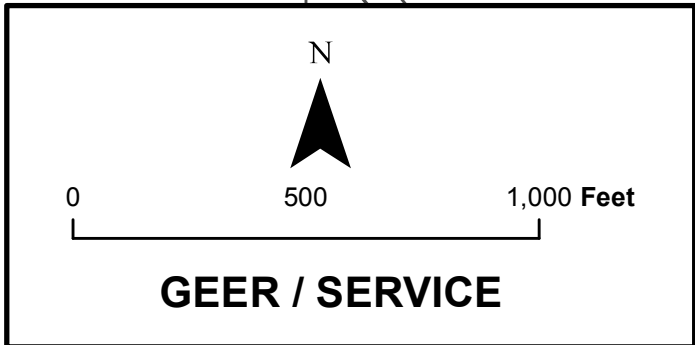
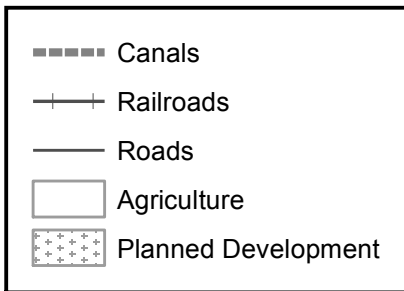
S SANTA FE AVE

E SERVICE RD

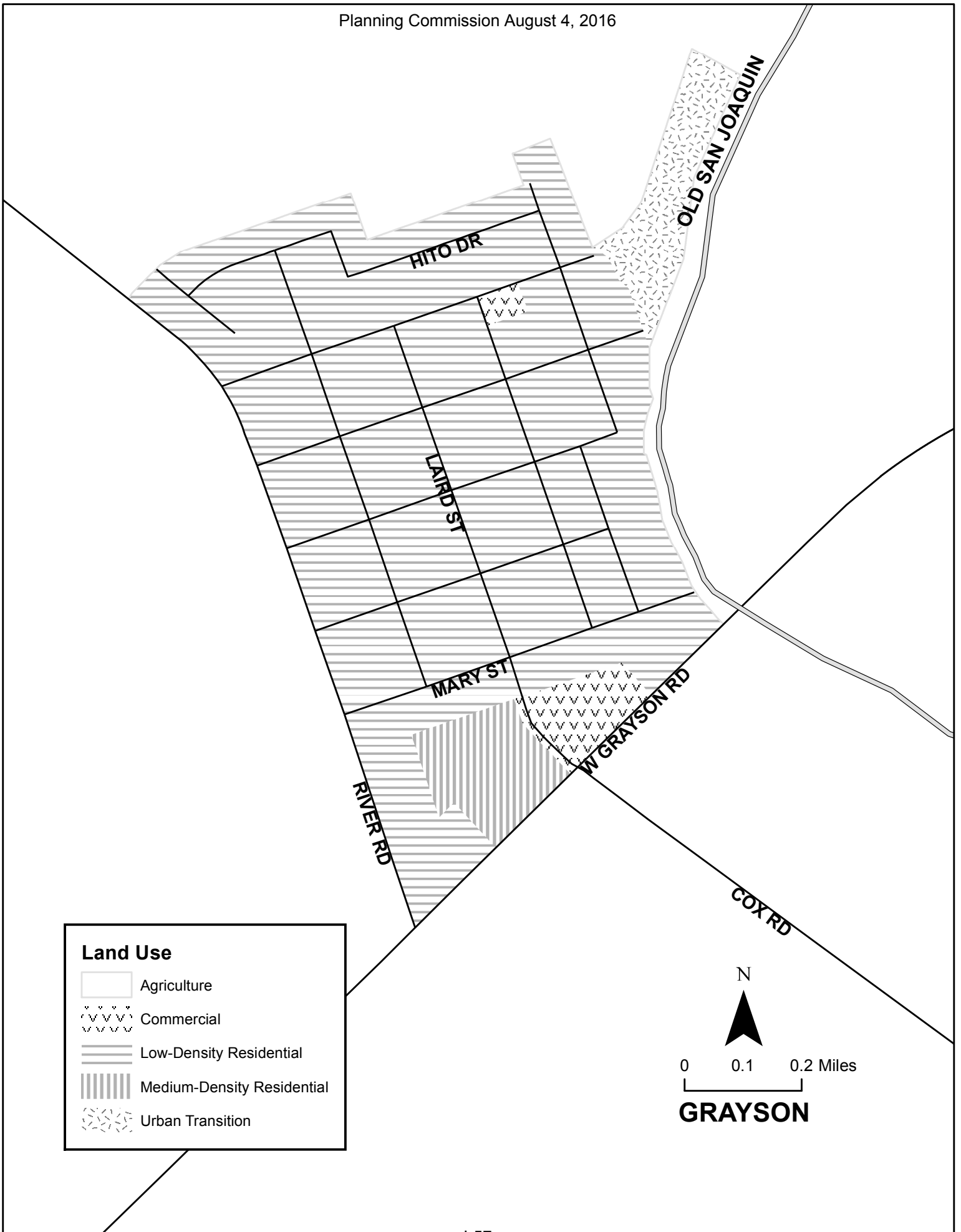
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Burlington Northern Santa Fe






GEER RD



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Land Use

-  Agriculture
-  Commercial
-  Low-Density Residential
-  Medium-Density Residential
-  Urban Transition

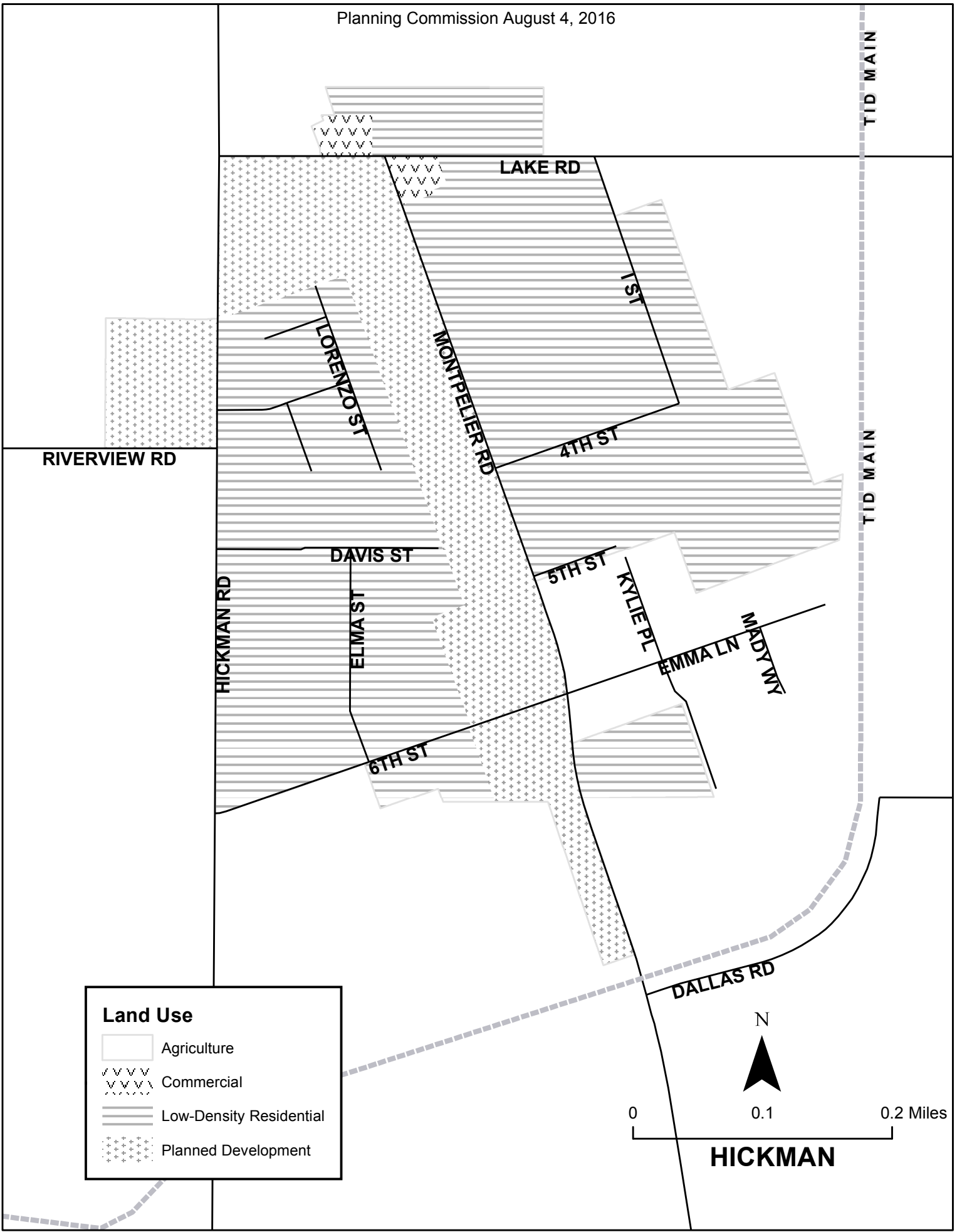
N







0 0.1 0.2 Miles

GRAYSON


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Land Use

-  Agriculture
-  Commercial
-  Low-Density Residential
-  Planned Development

N



0 0.1 0.2 Miles

HICKMAN

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CALIFORNIA AQUEDUCT

SMC CRACKEN RD

HOWARD RD

Legend

- Canals
- Roads
- Agriculture
- ▨ Highway Comm, / Planned Dev
- × × × Industrial

N

0 500 1,000 Feet

HOWARD RD

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CHARLES ST

E HATCH RD

CERES MAIN

Burlington Northern Santa Fe

FOX RD

EUCLID AVE

7TH ST

E WHITMORE AVE





TULLY RD

MOUNTAIN VIEW RD

ROEDING RD

S SANTA FE AVE

Land Use

-  Agriculture
-  City
-  Planned Development
-  Urban Transition



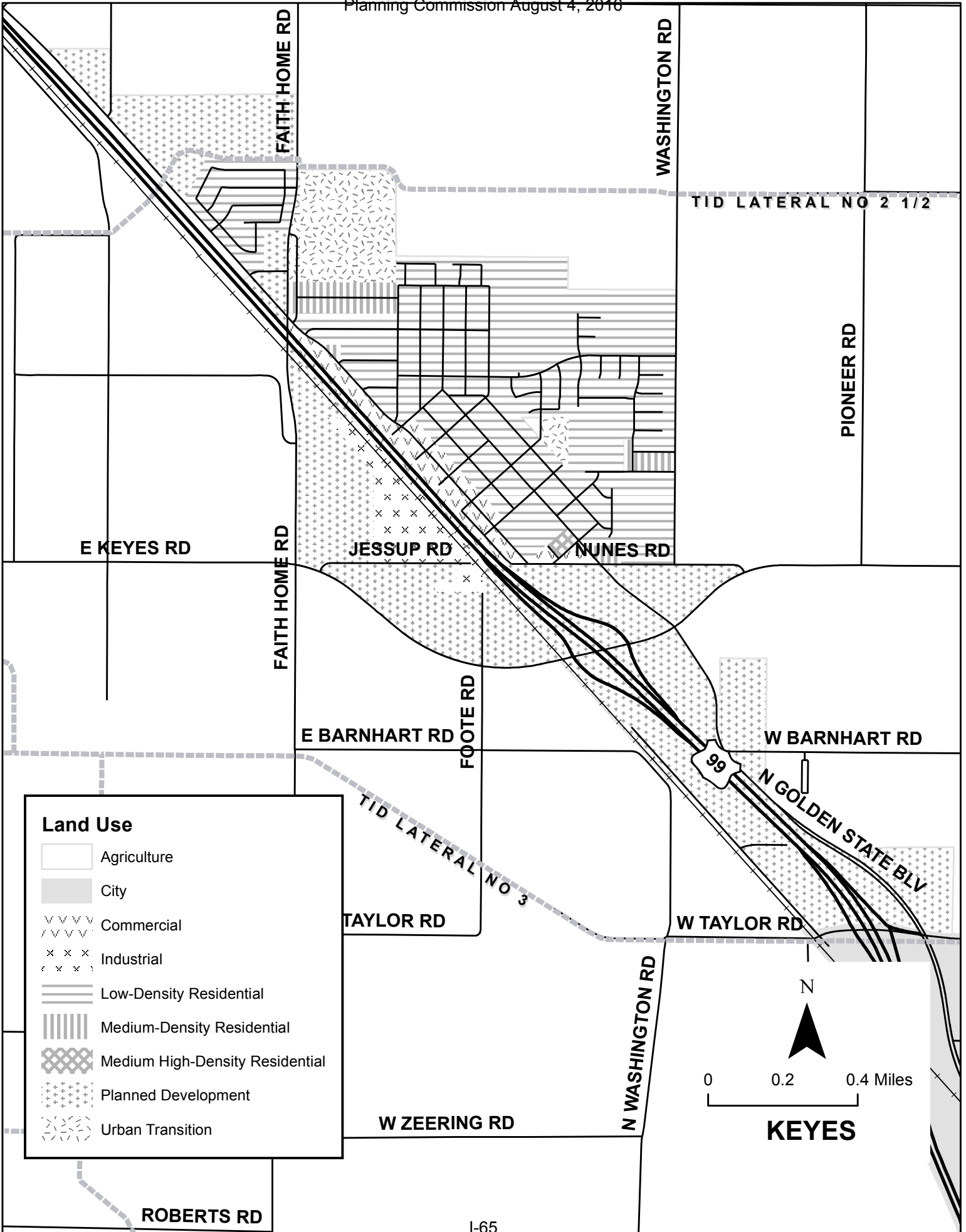
0 0.2 0.4 Miles

HUGHSON










E SERVICE RD

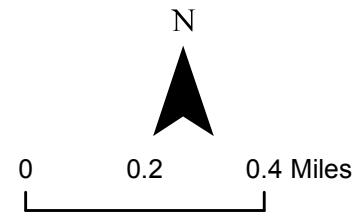
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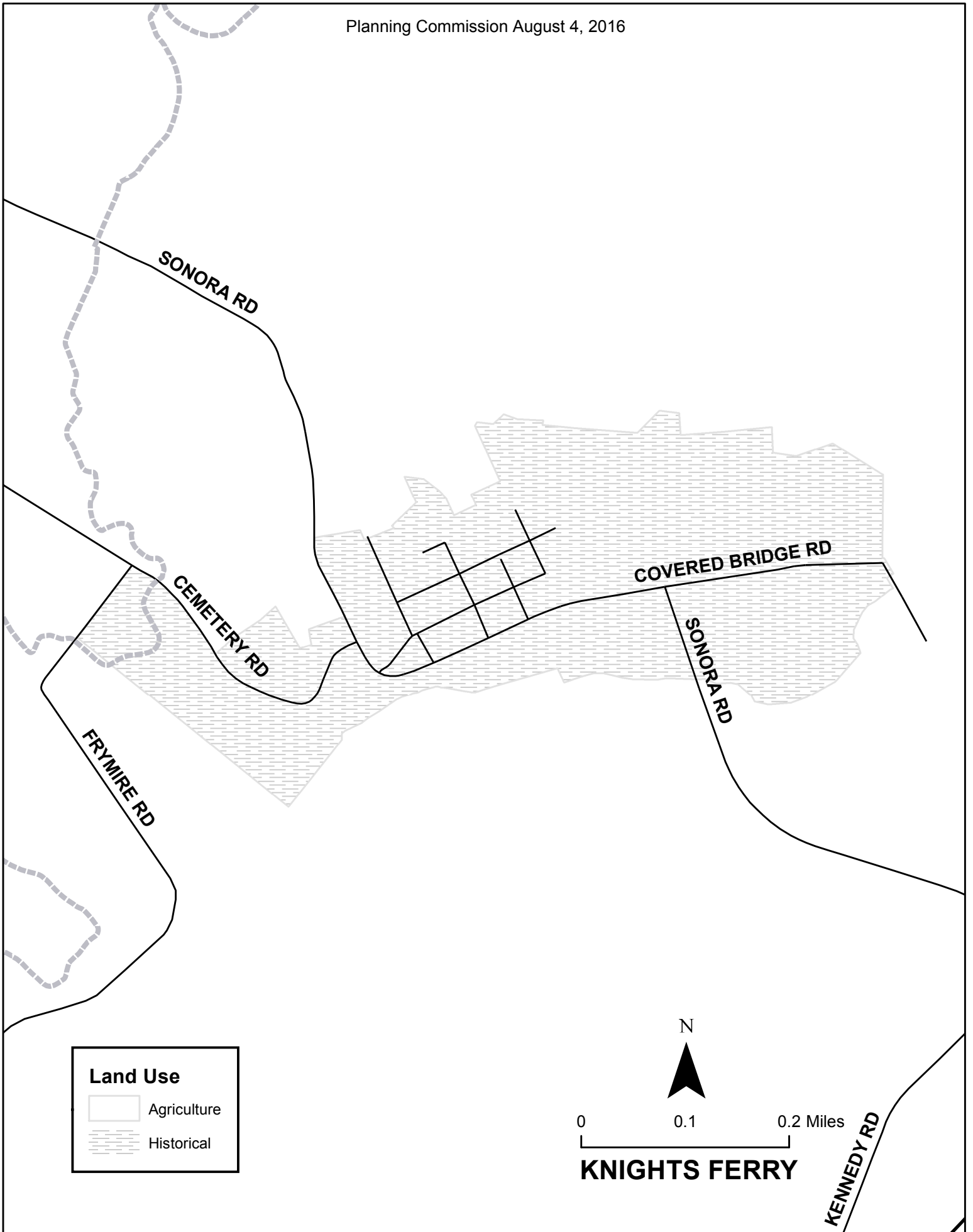
Land Use

-  Agriculture
-  City
-  Commercial
-  Industrial
-  Low-Density Residential
-  Medium-Density Residential
-  Medium High-Density Residential
-  Planned Development
-  Urban Transition

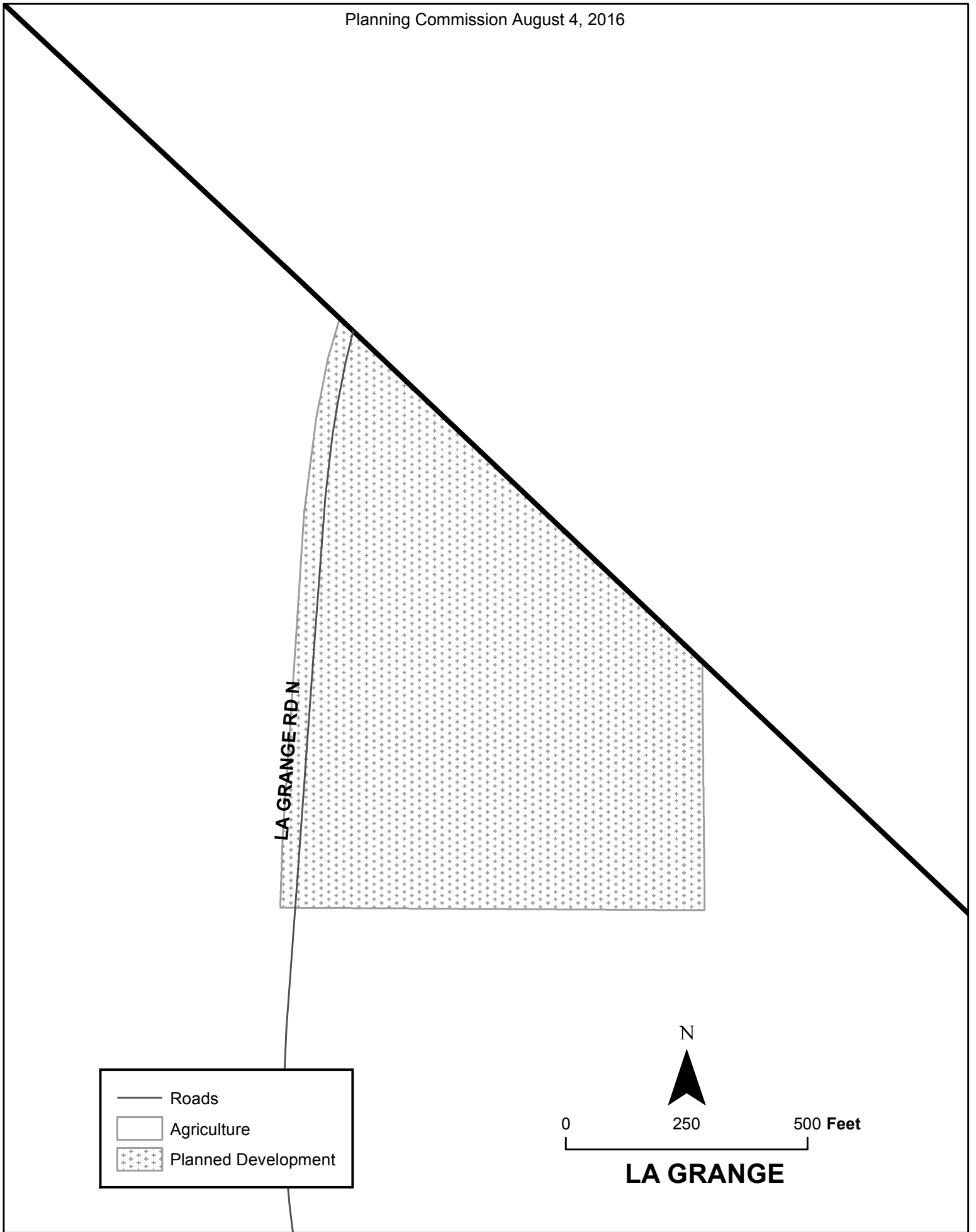


KEYES

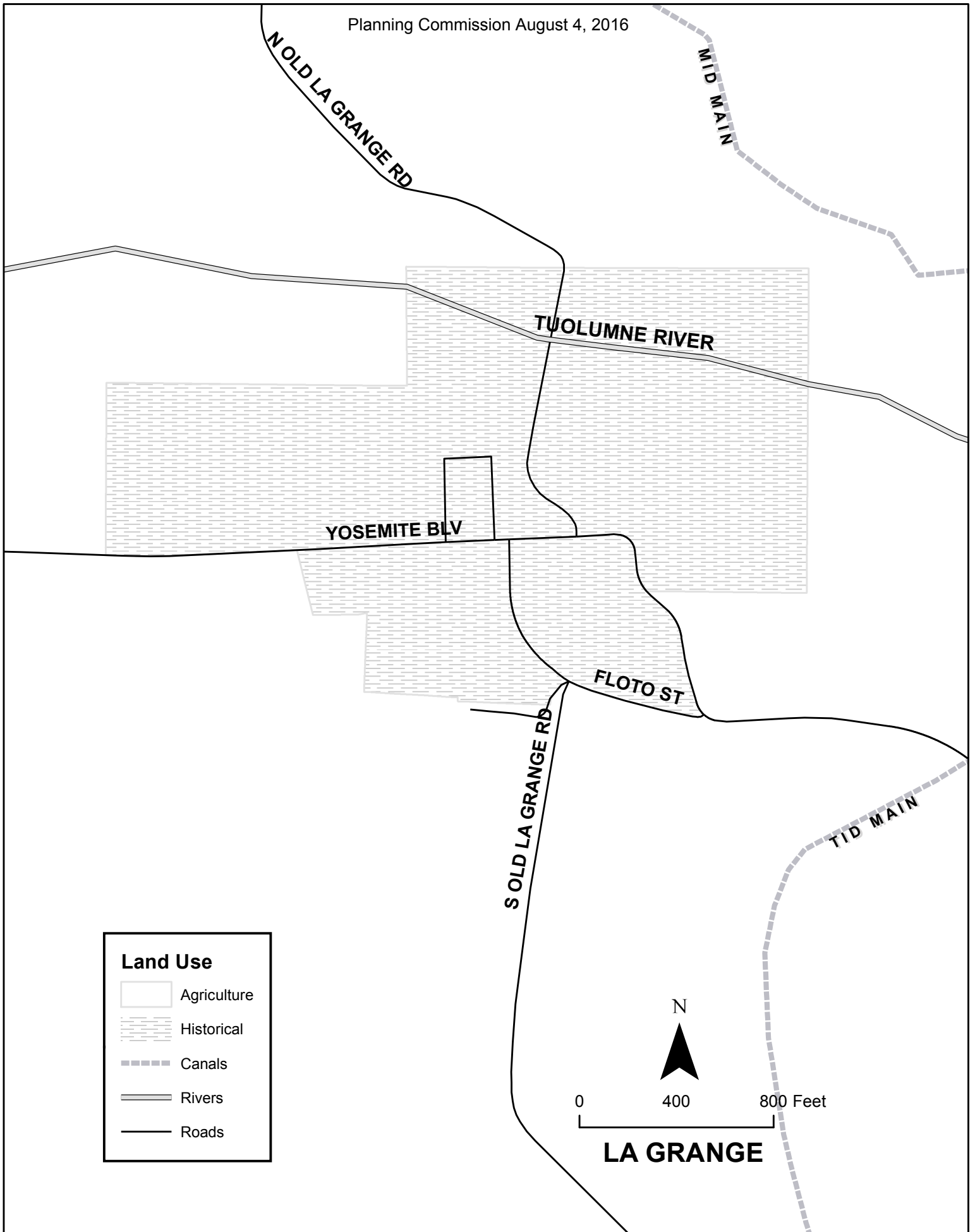
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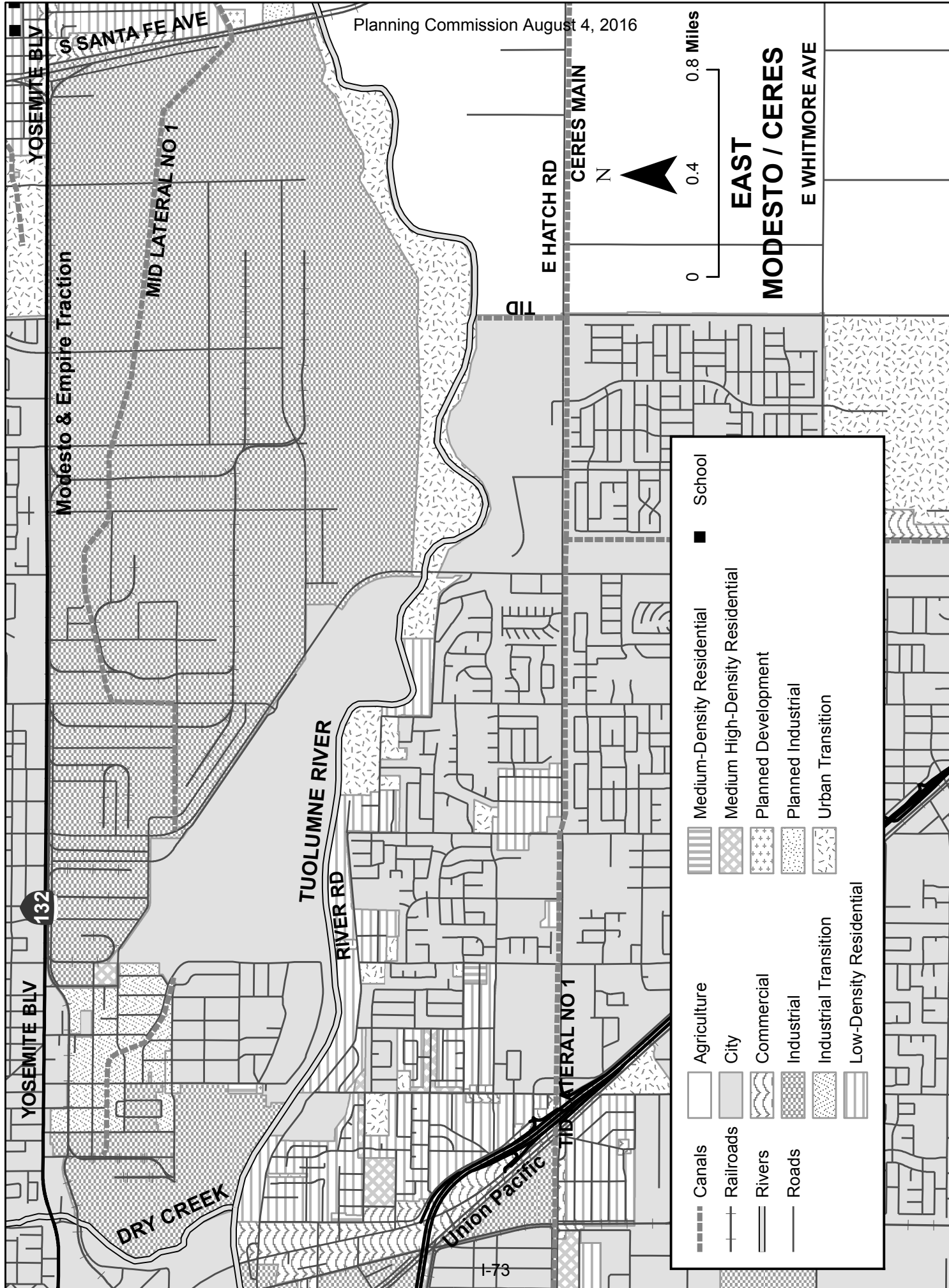
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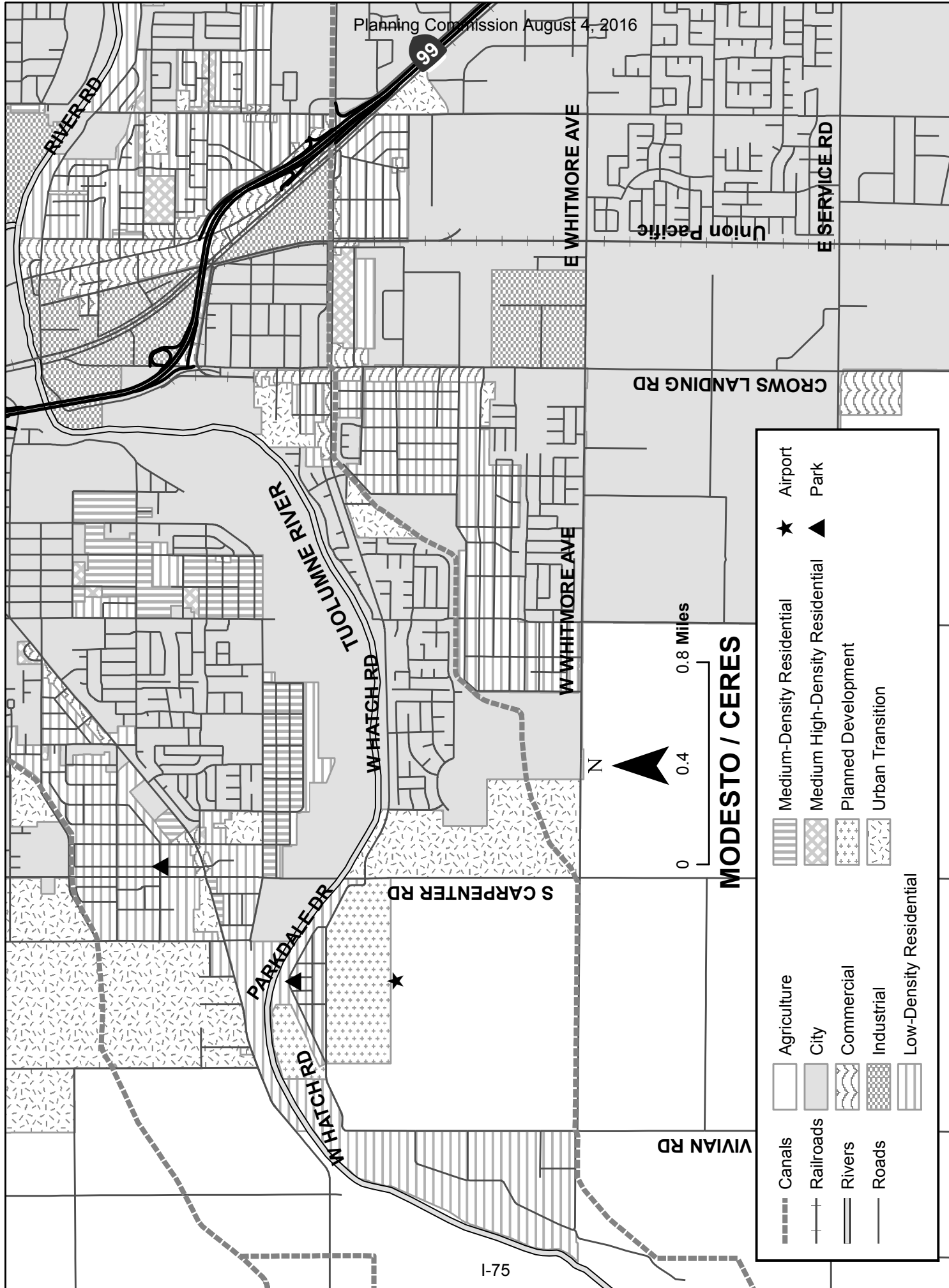
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**EAST
MODESTO / CERES
E WHITMORE AVE**

	Canals		School
	Railroads		Medium-Density Residential
	Rivers		Medium High-Density Residential
	Roads		Planned Development
	Commercial		Planned Industrial
	Industrial		Urban Transition
	Industrial Transition		Low-Density Residential

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MODESTO / CERES

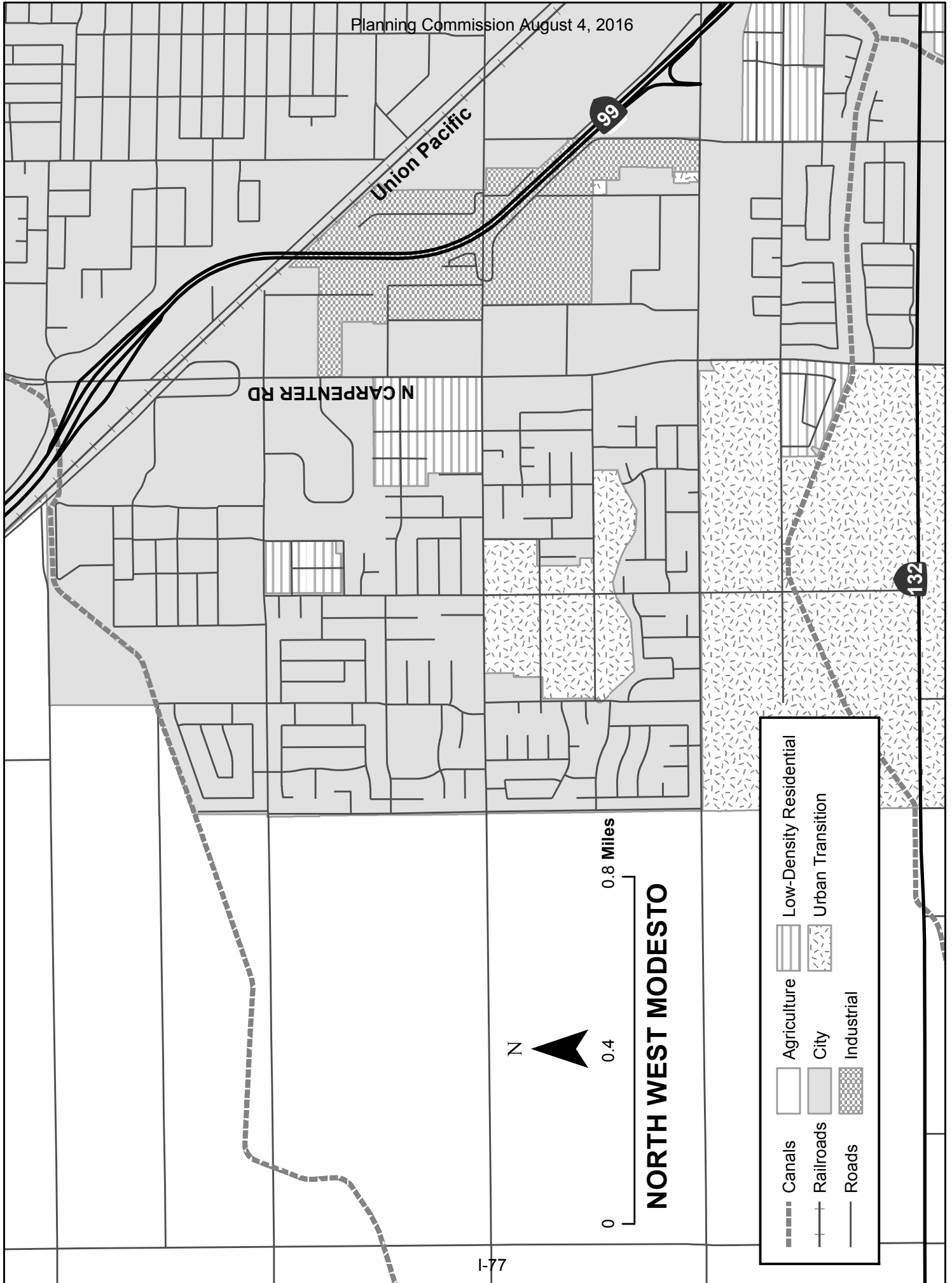
Canals	Agriculture	Medium-Density Residential	Airport
Railroads	City	Medium High-Density Residential	Park
Rivers	Commercial	Planned Development	
Roads	Industrial	Urban Transition	
	Low-Density Residential		

0 0.4 0.8 Miles

N

I-75

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Union Pacific

N CARPENTER RD

99

132

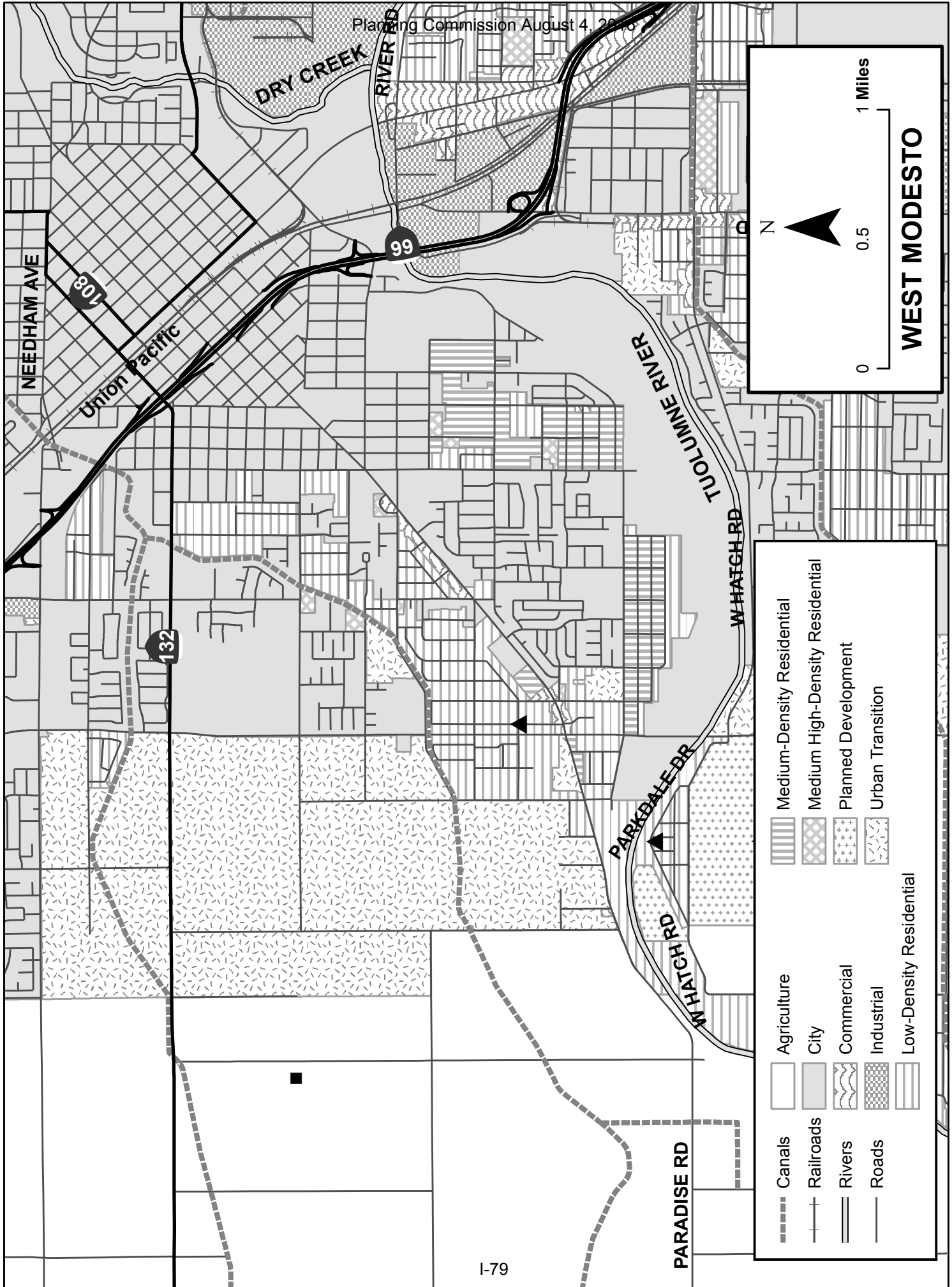


0 0.4 0.8 Miles

NORTH WEST MODESTO

	Canals		Agriculture		Low-Density Residential
	Railroads		City		Urban Transition
	Roads		Industrial		

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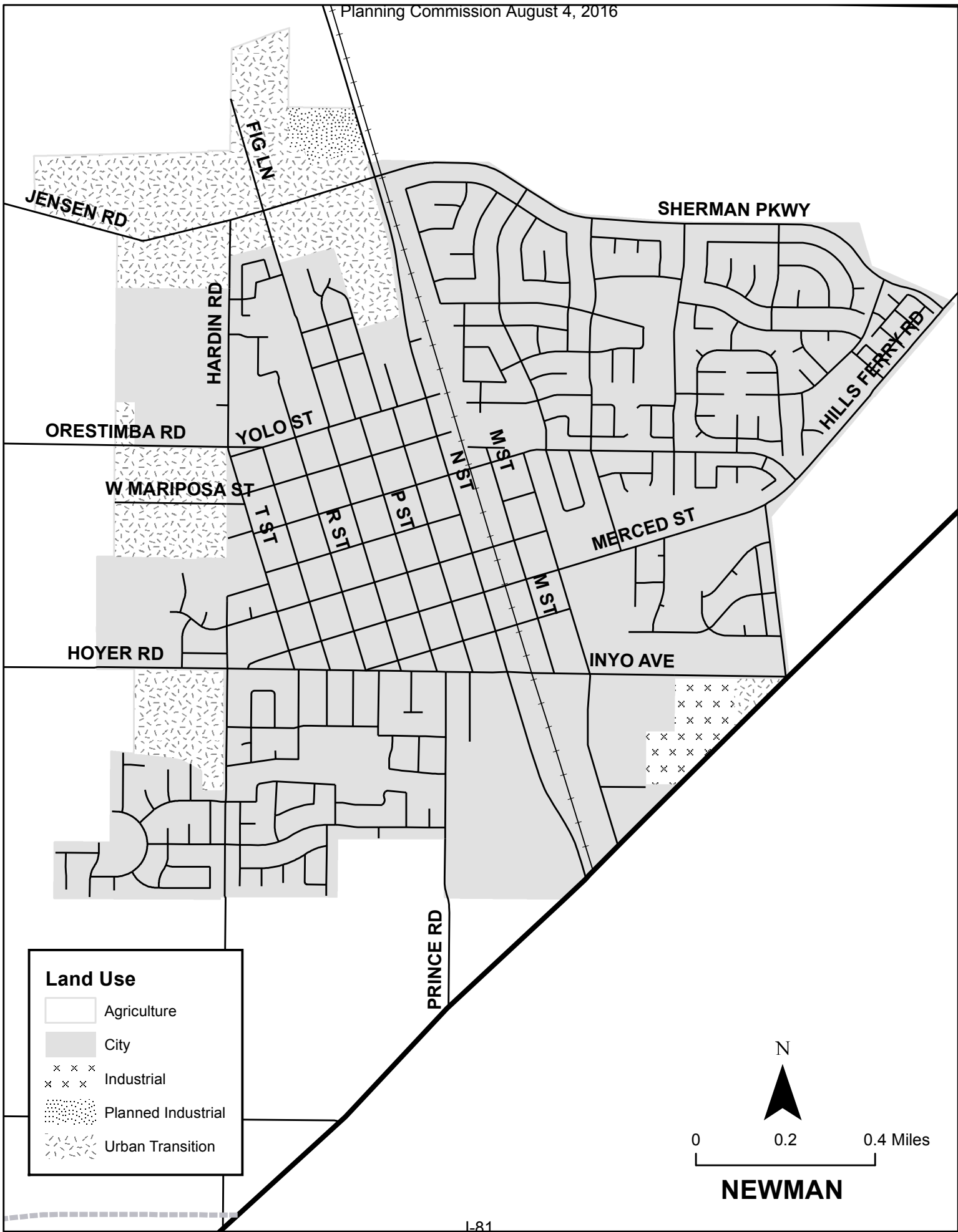
N

0 0.5 1 Miles

WEST MODESTO

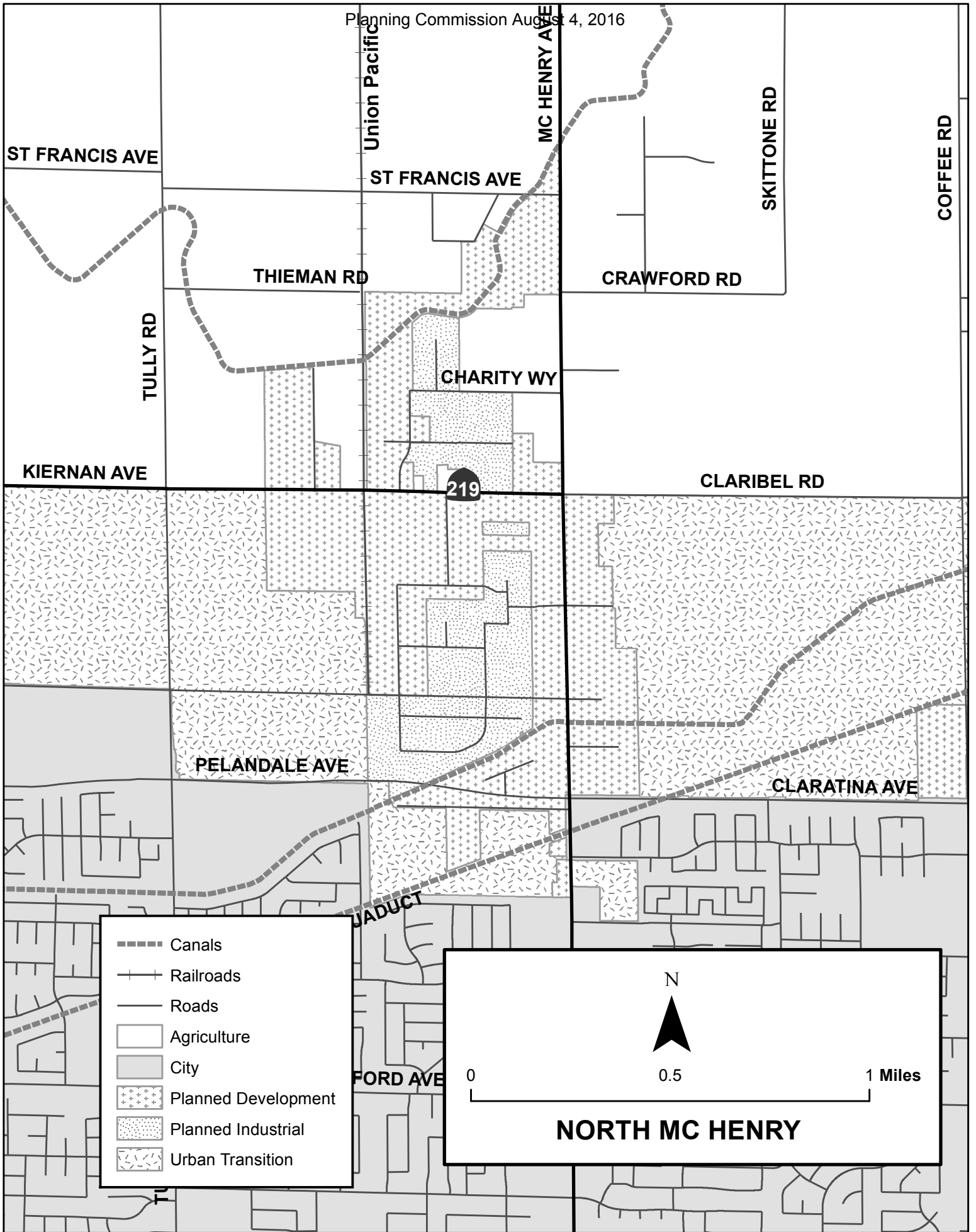
	Canals		Agriculture		Medium-Density Residential
	Railroads		City		Medium High-Density Residential
	Rivers		Commercial		Planned Development
	Roads		Industrial		Urban Transition
			Low-Density Residential		

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NEWMAN

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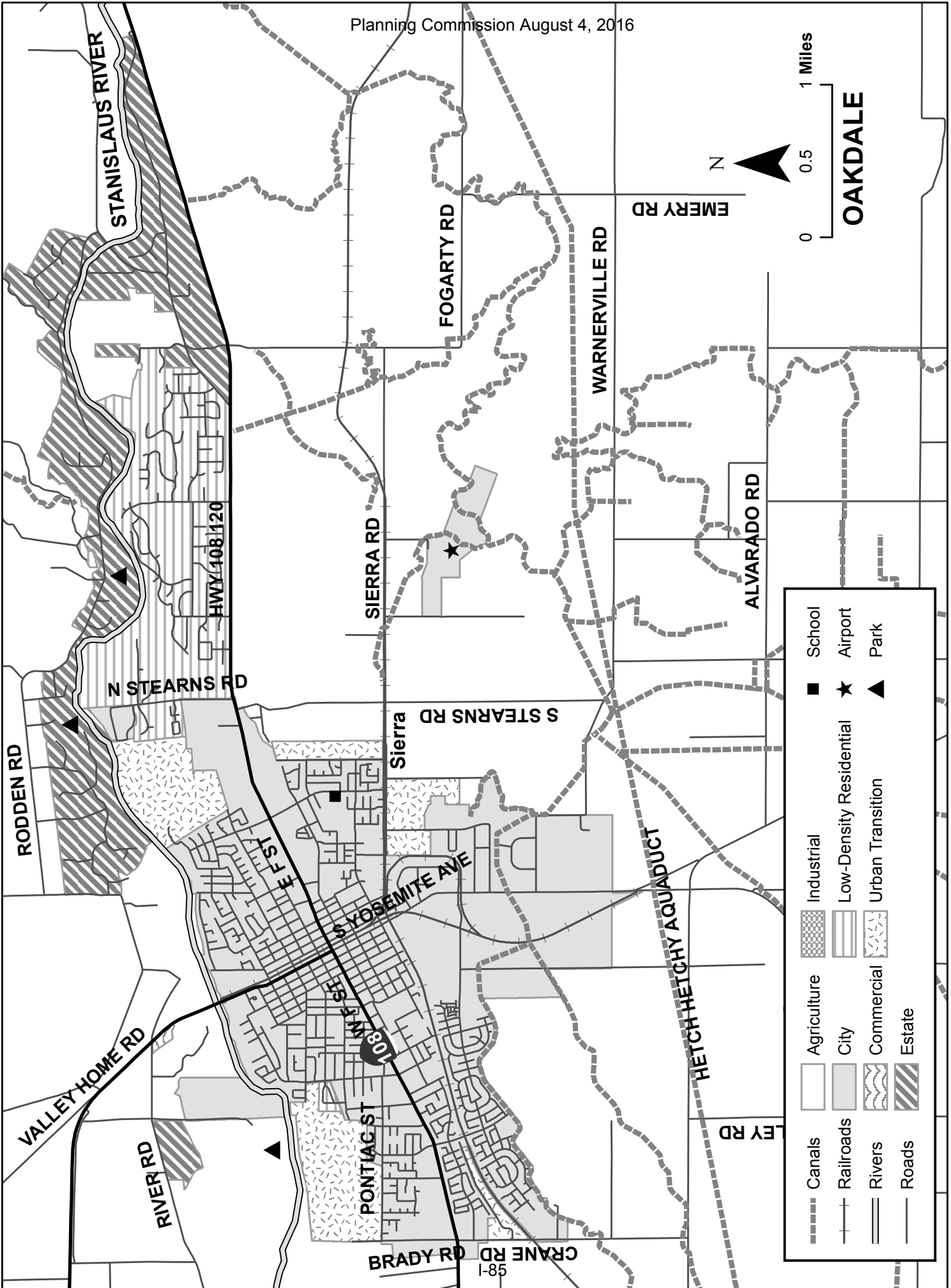
- Canals
- +— Railroads
- Roads
- Agriculture
- City
- Planned Development
- ××× Planned Industrial
- ◊◊◊ Urban Transition

N

0 0.5 1 Miles

NORTH MC HENRY

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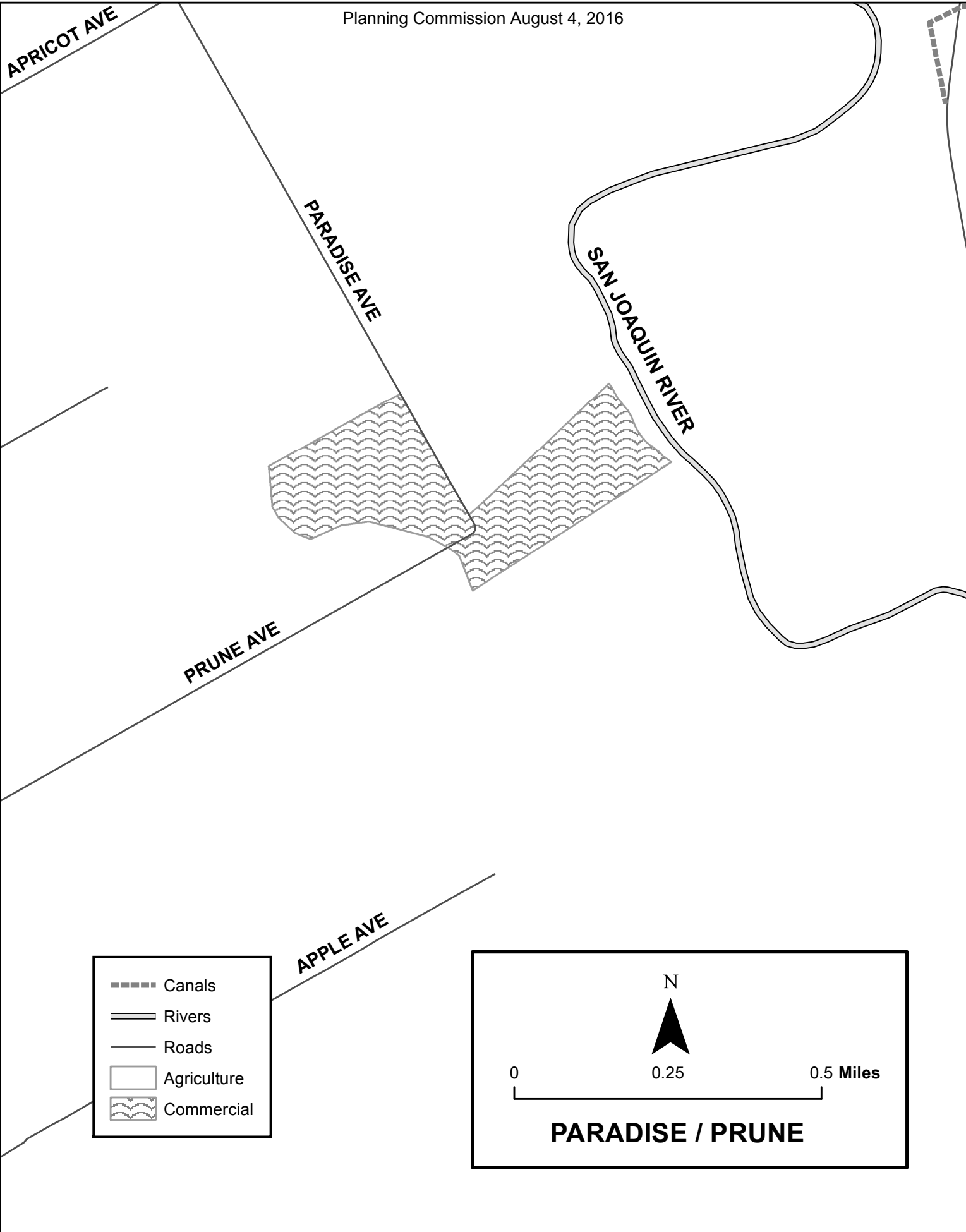
	Canals		Industrial		School
	Railroads		Agriculture		Airport
	Rivers		City		Park
	Roads		Commercial		
			Low-Density Residential		
			Urban Transition		
			Estate		

OAKDALE

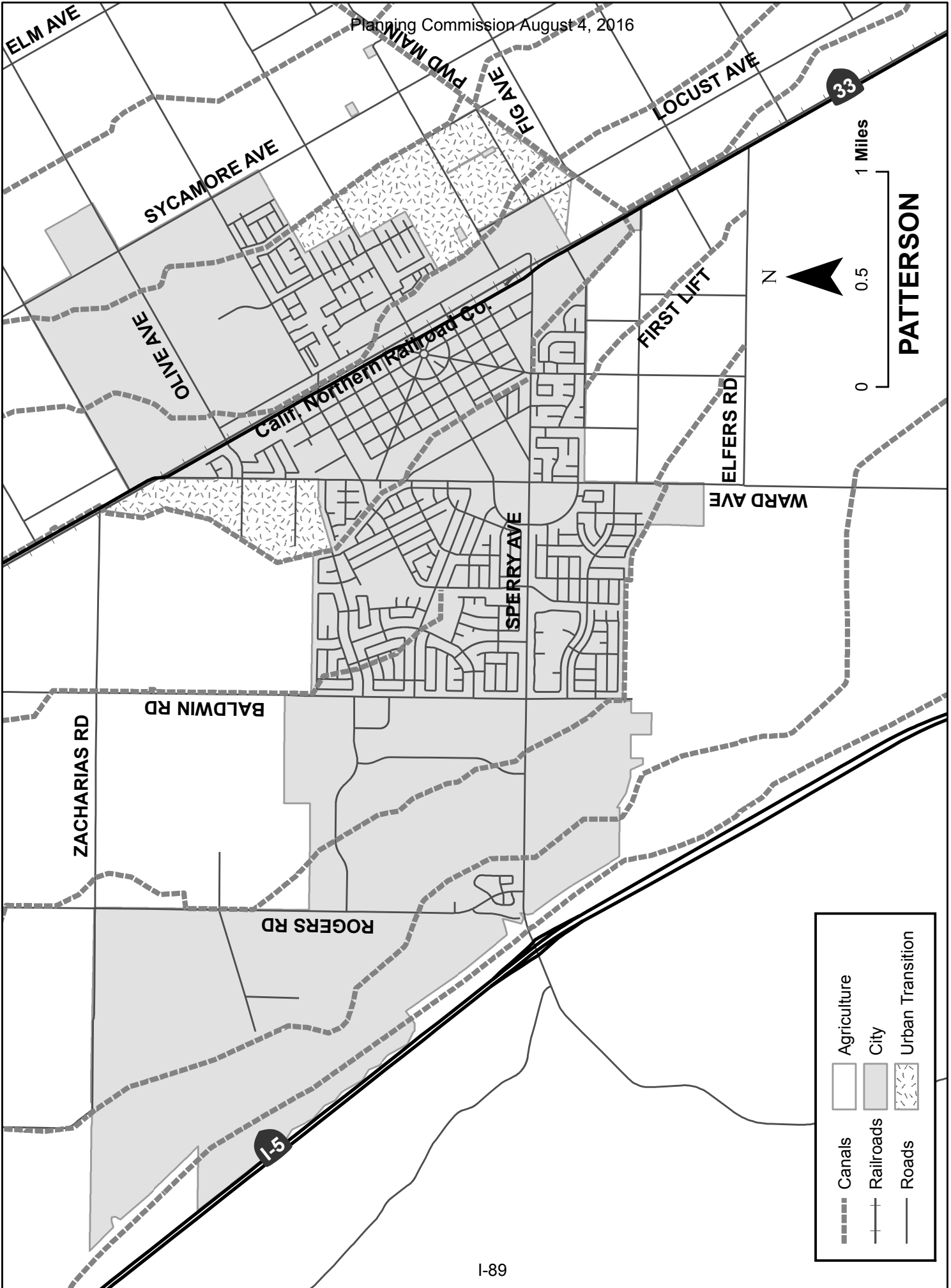


0 0.5 1 Miles

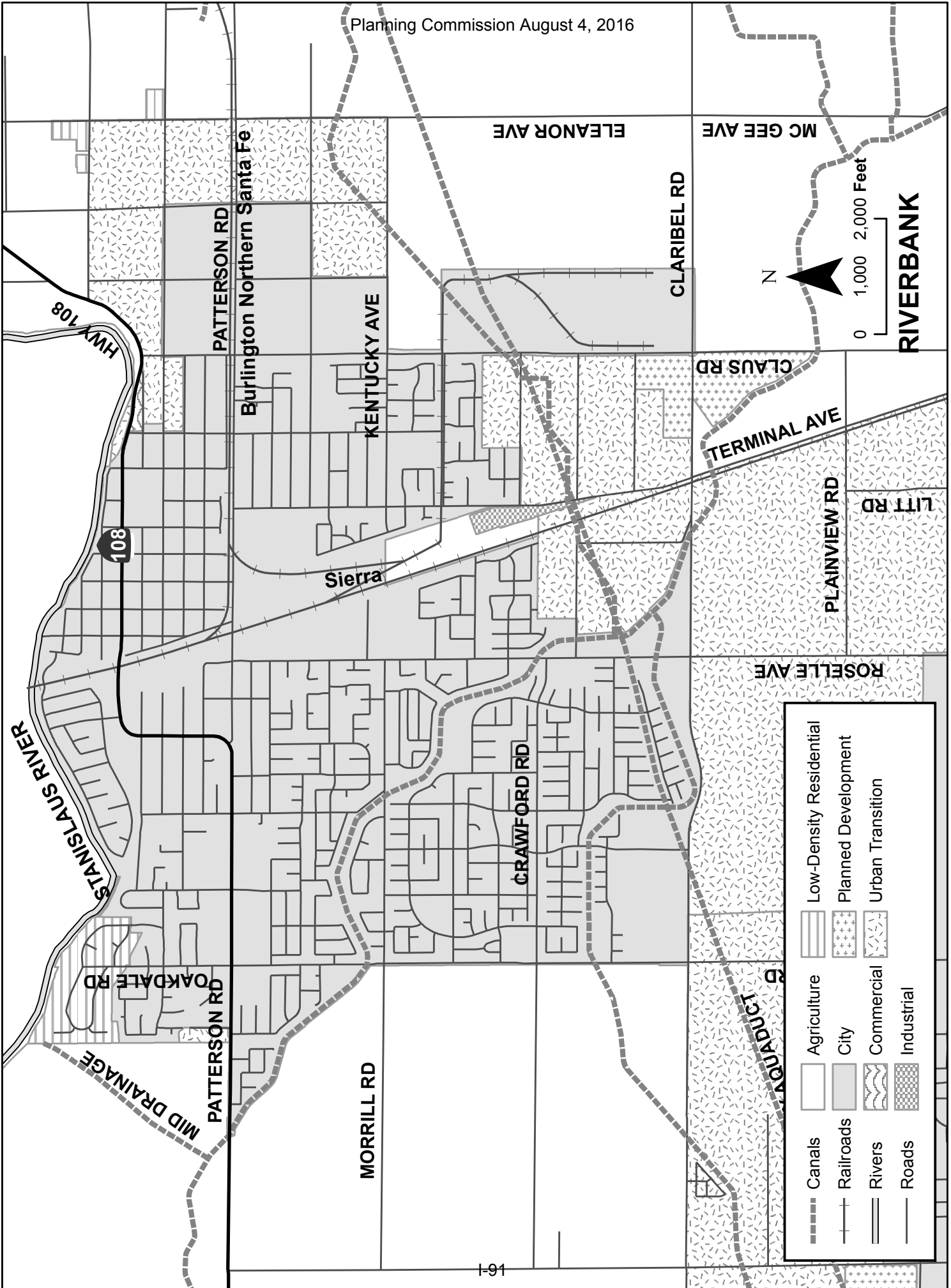
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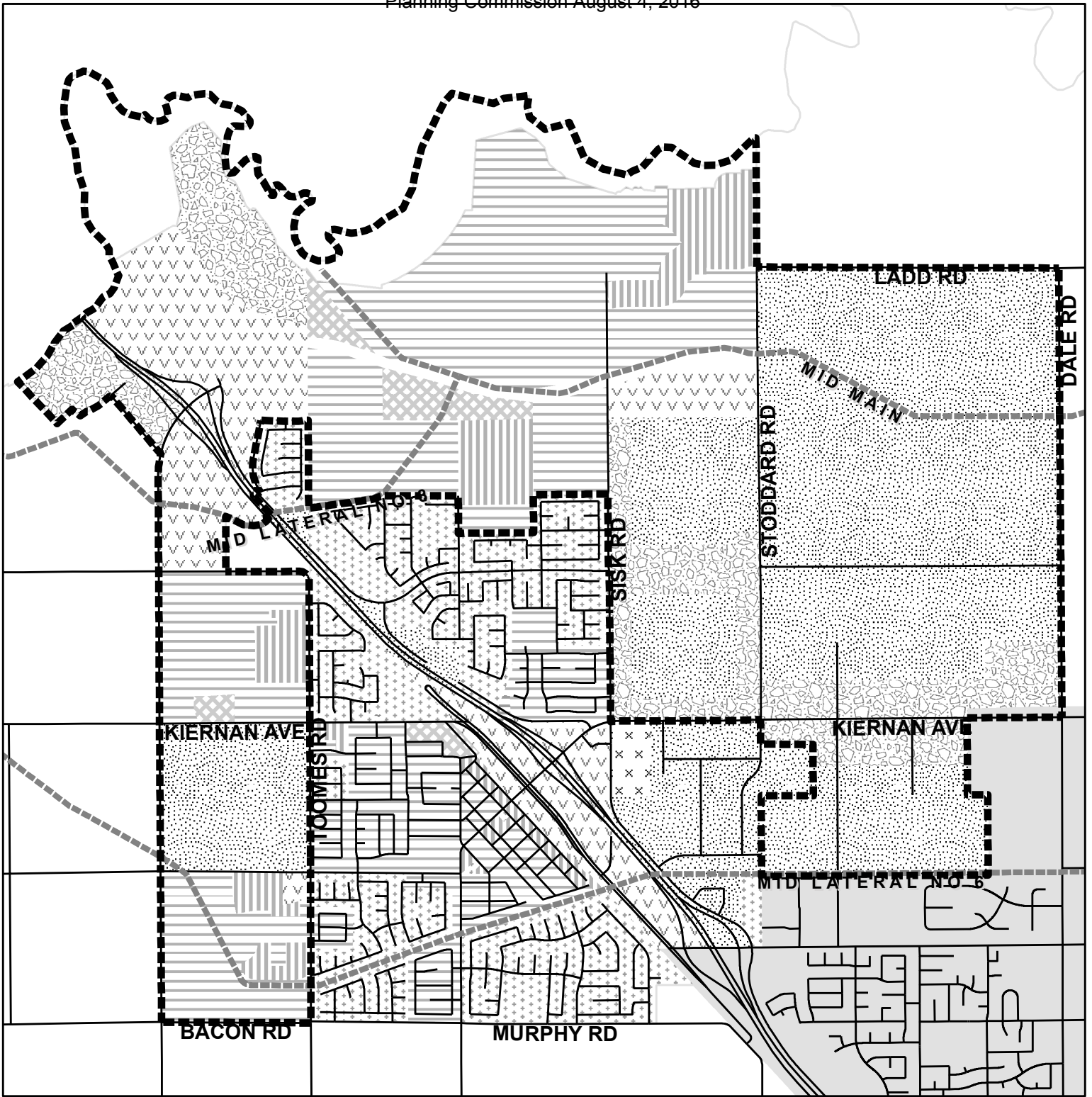


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	Canals		Low-Density Residential
	Railroads		Planned Development
	Rivers		Urban Transition
	Roads		Commercial
	Agriculture		Industrial
	City		

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Land Use		Low-Density Residential	Amendment Area Boundary
Agriculture	City	Medium-Density Residential	Canals
Commercial	Highway Commercial/Planned Development	Medium High-Density Residential	Roads
Industrial Business Park	Industrial	Planned Development	<p>N</p> <p>0 0.2 0.4 Miles</p> <p>SALIDA</p>
		Planned Industrial	
		Urban Transition	





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DELTA MENDOTA


CALIFORNIA AQUEDUCT

I-5

SULLIVAN RD

	Canals
	Special_Roads
	Agriculture
	Highway Comm./Planned Dev.

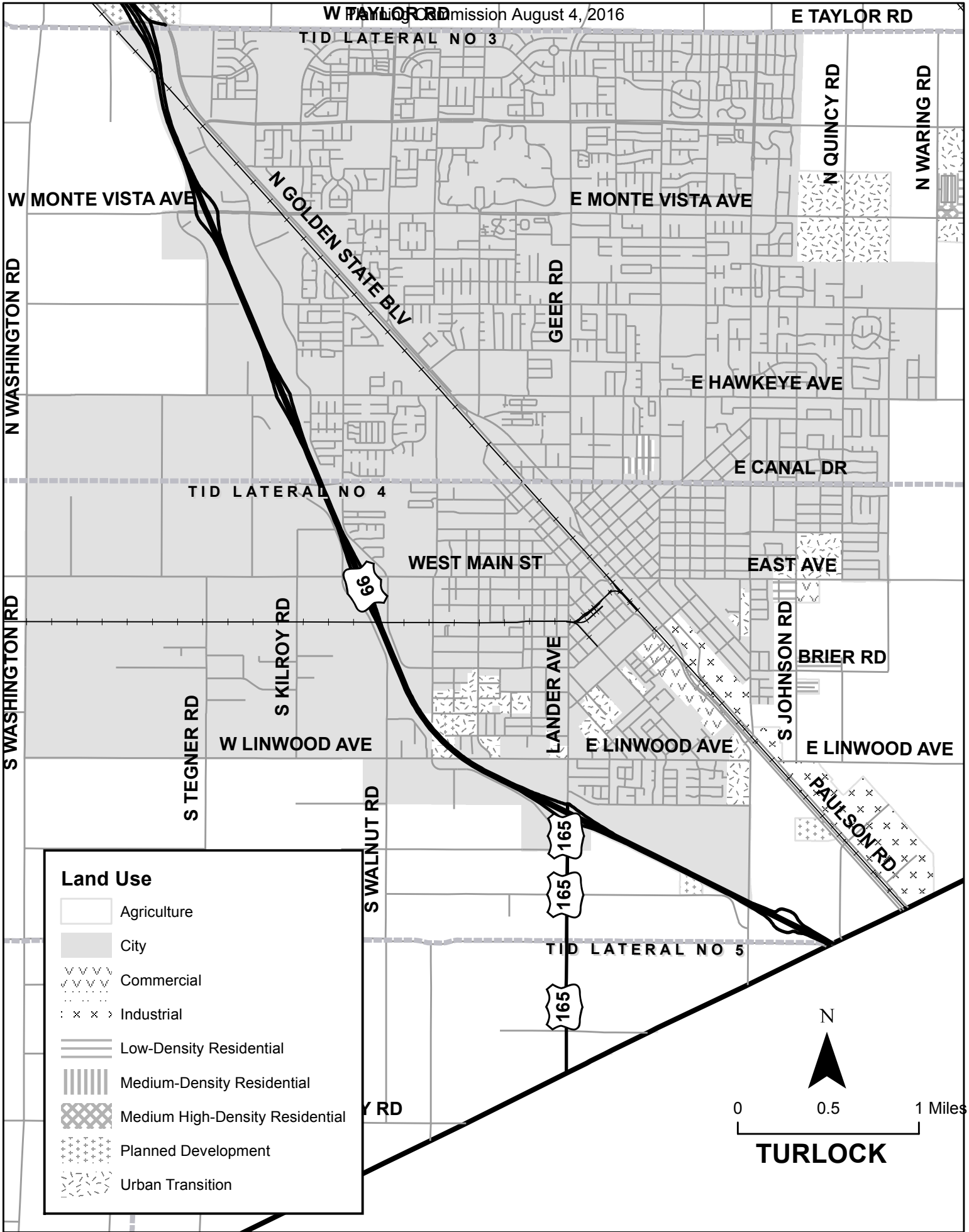
N












0 1,000 2,000 Feet

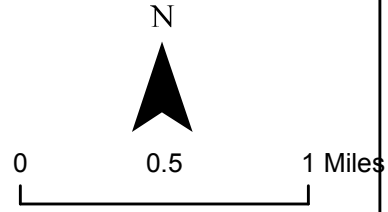
SULLIVAN RD

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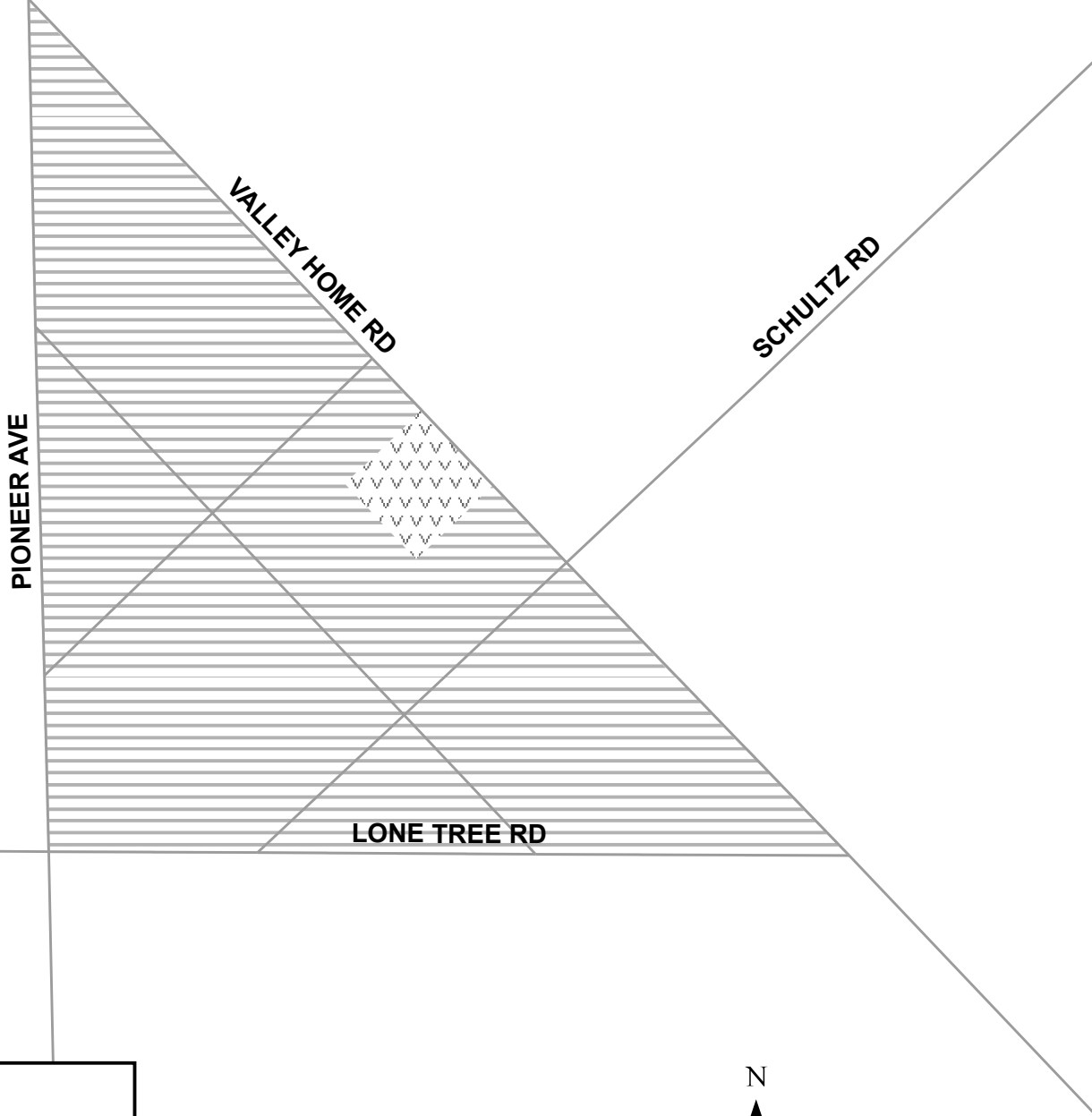
Land Use

-  Agriculture
-  City
-  Commercial
-  Industrial
-  Low-Density Residential
-  Medium-Density Residential
-  Medium High-Density Residential
-  Planned Development
-  Urban Transition






TURLOCK


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Land Use

-  Agriculture
-  Commercial
-  Low-Density Residential

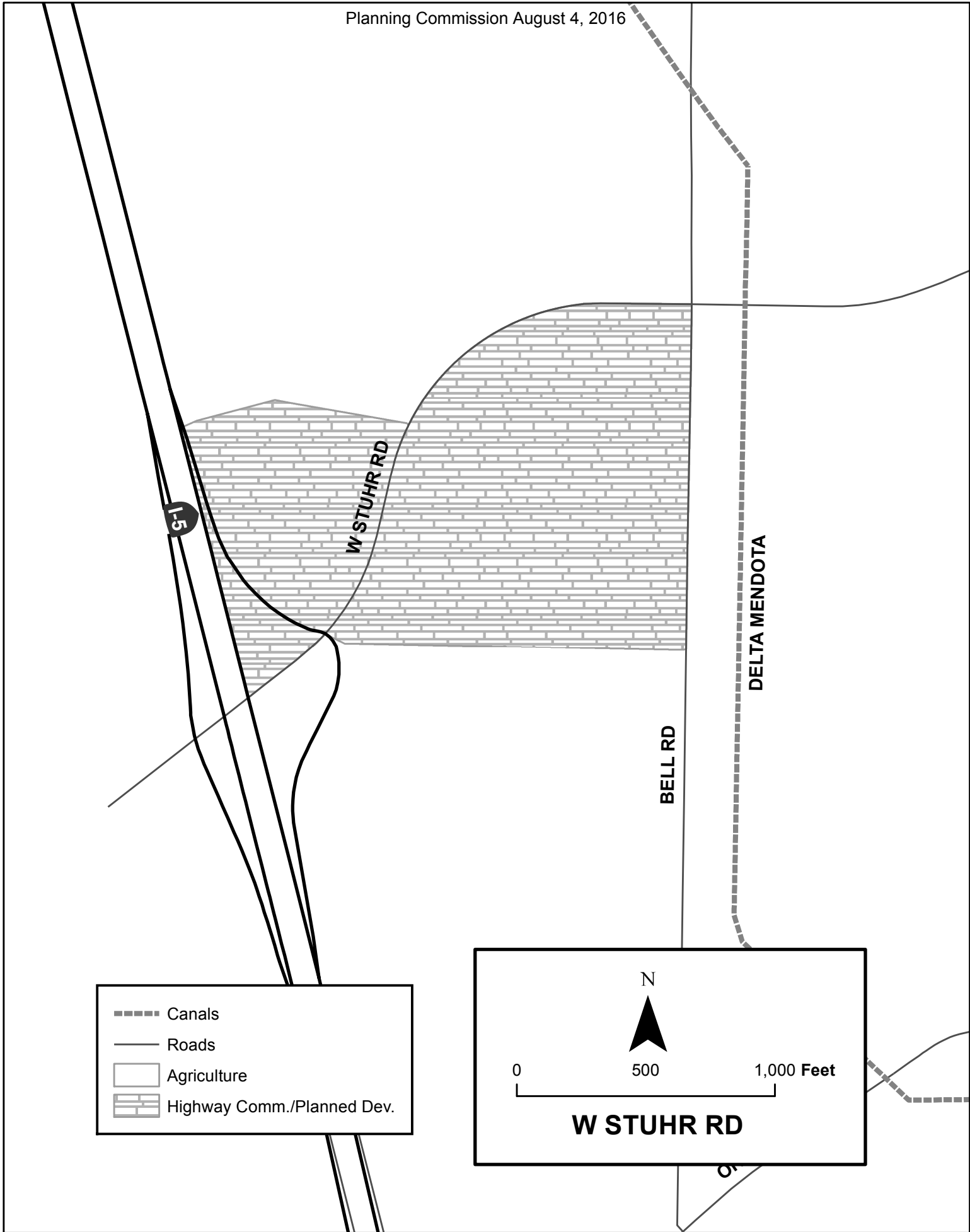
N







0 250 500 Feet

VALLEY HOME

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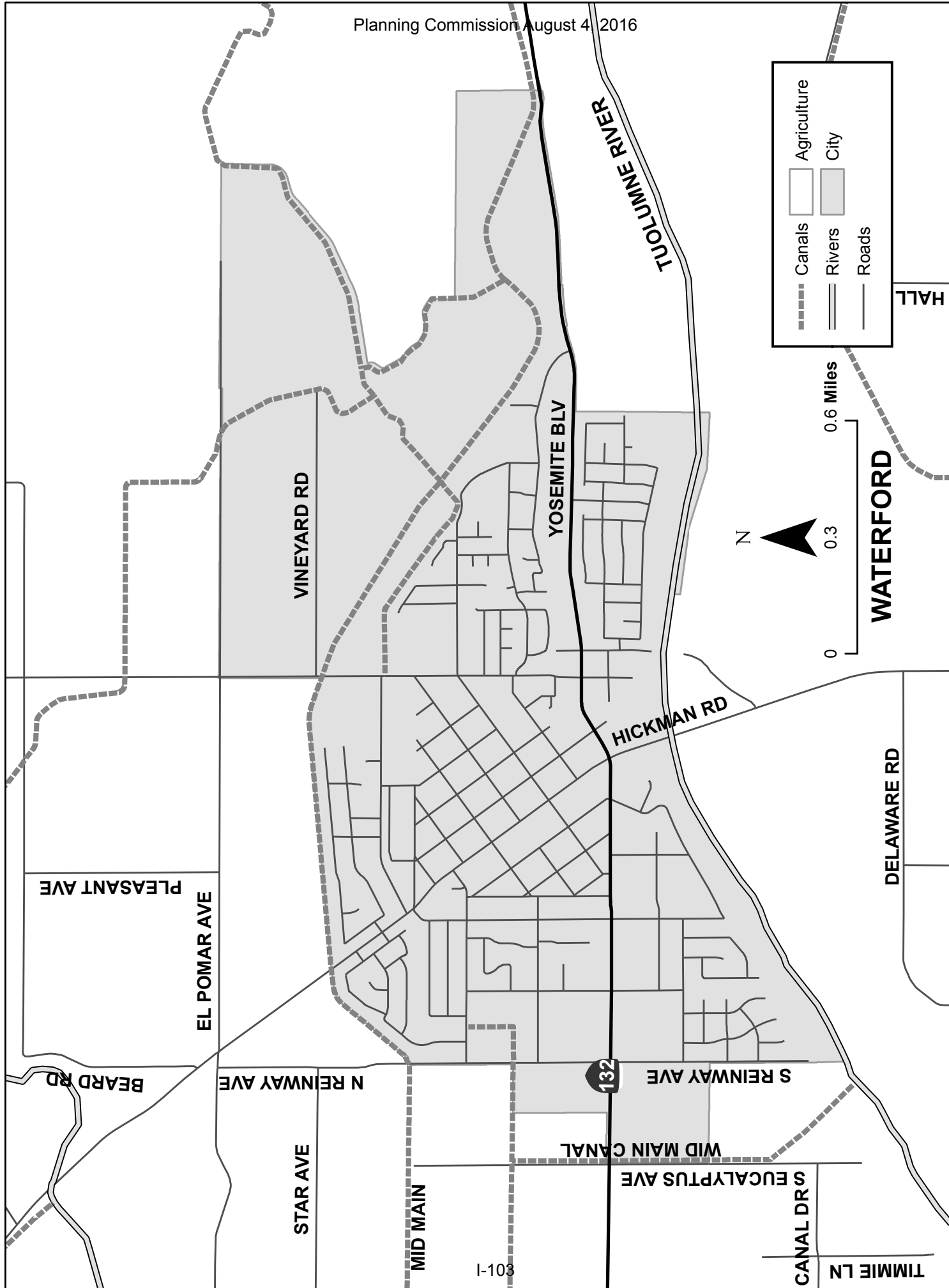
	Canals
	Roads
	Agriculture
	Highway Comm./Planned Dev.

N

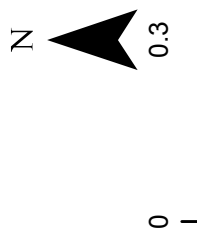
0 500 1,000 Feet

W STUHR RD

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	Canals		Agriculture
	Rivers		City
	Roads		



WATERFORD

HALL

DELAWARE RD

HICKMAN RD

YOSEMITE BLV

VINEYARD RD

PLEASANT AVE

EL POMAR AVE

BEARD RD

N REINWAY AVE

STAR AVE

MID MAIN

I-103

132

S REINWAY AVE

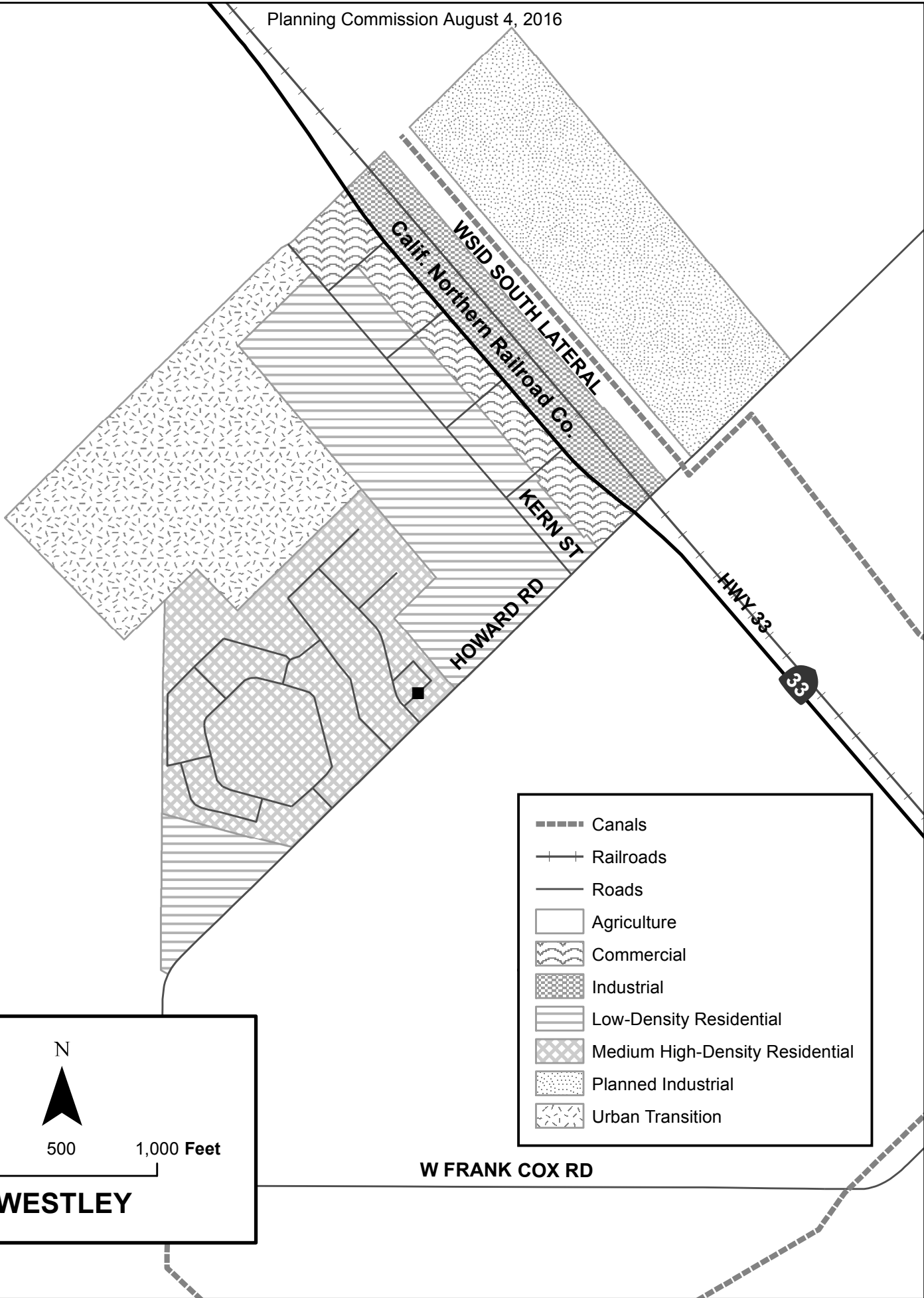
WID MAIN CANAL

S EUCLALYPTUS AVE

CANAL DR S

TIMMIE LN

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N

0 500 1,000 Feet

WESTLEY

- Canals
- +— Railroads
- Roads
- Agriculture
- Commercial
- Industrial
- Low-Density Residential
- Medium High-Density Residential
- Planned Industrial
- Urban Transition

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PUBLIC FACILITIES AND SERVICES

EDUCATION FACILITIES

School facilities are provided by ~~36-26~~ school districts in the County. ~~For a list of the elementary, high school and special school districts along with their individual schools located within the unincorporated area of the County, see Appendix 1-4.~~ In addition to elementary and high school districts, Stanislaus County has a junior college district and a California State University campus. The Yosemite Community College District supports Modesto Junior College. There are two campuses comprising the college. Modesto Junior College West ~~is~~, located on Blue Gum Avenue, and ~~the main campus is located on~~ **Modesto Junior College East, located on** College Avenue, both within the city limits of Modesto. California State University, Stanislaus is located on West Monte Vista Avenue in Turlock.

The Stanislaus County Office of Education **Department of Special Education provides a comprehensive school program for severe and low incidence handicapped students ranging from birth to 22 years of age.** ~~operates specialized schools for special education, alternative education and an outdoor education center. The John F. Kennedy Special Education Center provides a complete range of classes and services for the trainable mentally retarded, developmentally handicapped, and multi-handicapped students, aged birth to 22 years.~~ **The Department**~~center also~~ **provides a variety of education programs and services, including early intervention, K-12 classes for severely handicapped students, specialized student services, and integrated site classes.** ~~vocational training and parent counseling.~~ Alternative Education provides education for students grades 7-12 in the Modesto Community School, Turlock Community School, Juvenile Hall and through independent study programs.

~~Most school districts~~ **According to the California Department of Education Data Reporting Office, K-12 school districts experienced rapid growth in school enrollment numbers from 2001-2007. As a result, many new facilities and school sites were added to accommodate the rise in student enrollments. That enrollment growth declined in 2008 and has remained steady since. Even with stagnant enrollment numbers and reductions in funding that have occurred over the last five years, school facility expansions and upgrades are still anticipated to occur over the next 20 years.** ~~in Stanislaus County are experiencing growth and many have added new facilities, are completing construction of new facilities, or are studying the possibility of adding or replacing facilities within the next five years. Denair Unified School District continues to study the feasibility of building a new school on its property. Modesto City Schools and Turlock Unified School District have completed construction of a high school and junior high school respectively, both of which opened in the fall of 1992. Empire Union and Sylvan Union School Districts have begun construction of new elementary schools, Modesto City Schools opened Hanshaw Middle School in 1991, and the Stanislaus County Office of Education opened the John B. Allard Alternative Education Center in Turlock in 1992. In addition, many districts such as La Grange, Denair, Empire and Hughson High School District have accommodated growth by remodeling, renovating and/or adding relocatable units.~~

~~To help finance new school facilities needed to accommodate a growing population, state law allows school districts to levy development fees directly on new residential, commercial and industrial development (Government Code Section 65995). School districts may also acquire funds to provide school facilities in specific areas through a variety of other sources including mitigation fees, the state building program, creation of Mello-Rees Community Facilities Districts, and issue of local general obligation bonds.~~

California state law requires that the Land Use Element of the General Plan address criteria for locating various land uses, including school facilities. Stanislaus County has chosen to meet these requirements through the use permit process. Virtually all ~~of the~~ County zoning designations, including residential and agricultural zones, allows schools. This method requires a public hearing to be conducted prior to approval unless the school district chooses to ignore these regulations. According to state law, the school district may vote (2/3 vote required) to ignore County zoning regulations (**California** Government Code Section 53094). This procedure is routinely used by districts in this County with the result that public schools are rarely, if ever, actually subject to the use permit process.

Although school districts usually choose to operate independently of local governmental land use regulations, proposed school sites must be referred to local agencies for comment. In evaluating sites for the location of schools, the County shall consider factors including, but not necessarily limited to, the following:

- a. **Surrounding land uses (both existing and planned).** Existing and future land uses should be consistent with the proposed school facility. Schools shall be located in areas convenient to the people to be served.
- b. **Traffic impacts and public road access.** Proposed school facilities shall not cause significant impacts that cannot be mitigated. School facilities shall be located on collector streets and should not be located on major streets.
- c. **Public safety.** Proposed school facilities shall be located to provide the maximum degree of public safety. They should not be located adjacent to high traffic generating activities.
- d. **Parcel size.** School facilities should be located in areas which are of diminished agricultural importance due to small parcel sizes unless location in other areas are necessary in order to most efficiently serve the public. The typical parcel size for school sites is approximately 10 acres for elementary schools and 40 acres for high schools.
- e. **Impacts on agriculture.** School facilities shall be located to avoid impacts on adjoining agricultural uses. ~~For the most parts~~ **Typically**, they should be located within cities or in the Urban Transition area, **or in a LAFCO adopted sphere of influence of that a city will someday annex.**
- f. **Noise, dust, and vibration.** The proposed school facility shall not cause an unreasonable amount of noise or dust and should not be located in areas where it would be impacted by the same.
- g. **Proximity to an existing or proposed runway. A proposed school site shall be evaluated by the Caltrans Division of Aeronautics if it is within 2 nautical miles of an existing or proposed runway that is identified in an adopted Airport Layout Plan.**

PUBLIC BUILDINGS AND GROUNDS

With the exception of schools as discussed in the preceding section, most public buildings (such as the courthouse, County administration building, city halls, etc.) are located within the limits of incorporated cities. ~~However, the County's public safety center and social services complex (County Center VI) are located in an unincorporated area near Ceres. In addition~~ **However**, there is **a lot of much** public land in the unincorporated part of the County. Most of this land is used for parks or

preserved as open space. ~~The locations of these lands can be found on Map 3-12 of the Conservation/Open Space Element.~~ **Lands owned by the United States Government and State of California are used as open space (both existing and future parks) and, in the case of the State, as right-of-way reserved for future construction or expansion of roads.**

~~This map also indicates lands owned by the United States Government which are used as open space. In addition to land used for open space, the United States Government owns the Crows Landing Naval Air Station near the town of Crows Landing. (This facility became a NASA facility in mid-1993, when the Navy abandoned it.) Land owned by the State of California is used largely for open space (both existing and future parks) and as right-of-way reserved for the future construction or expansion of roads.~~

In addition to identifying existing public buildings and grounds, the Land Use Element is required to designate "the proposed general distribution and general location and extent of the uses of land for . . . public buildings and grounds . . ." **(California Government Code Section 65302)** Stanislaus County has chosen to permit public buildings and grounds in virtually all of the various zoning districts. Generally, a use permit is required, which allows public review of the request and allows Planning Commission review to ensure suitable locations. This method recognizes the diversity of the areas the plan covers, ranging from residential and commercial neighborhoods to farm and industrial lands. It also recognizes that such facilities could include a variety of uses such as hospitals, office buildings, fire stations, and airports. The permit process allows specific review of the relationships between the proposed uses and those that surround them either currently or in the future. It also allows the County to review the project as it relates to the objectives of this plan. Sites identified on city general plans as being appropriate for public facilities, when within **Urban Transition a LAFCO adopted Sphere of Influence**, shall be considered consistent with this plan. In some instances, the state or federal law preempts local control and requirements. Therefore, review is only effective when the agency cooperates.

In evaluating the consistency of a public facility, the County shall consider factors including, but not necessarily limited to, the following:

- a. **Surrounding land uses (both existing and planned).** Existing and future land uses should be consistent with the proposed public facility. The facility shall be located in an area that is convenient to the users of the facility.
- b. **Traffic impacts and public road access.** The proposed facility shall not cause significant traffic impacts that cannot be mitigated. In the case of public facilities for open space (wildlife areas, etc.), it is important that traffic not be allowed to impact the open space area.
- c. **Noise, dust and vibration.** The proposed facility shall not cause an unreasonable amount of noise, dust or vibration and should not be located in areas where it would be impacted by the same.
- d. **Public safety.** Proposed public facilities shall be located to provide the maximum degree of public safety.
- e. **Soil types.** Public facilities shall be located as much as possible on poorer soils unless such location is clearly not practical.

- f. **Parcel size.** Public facilities should be located in areas which are of diminished agricultural importance due to small parcel sizes unless location in another area is necessary due to specialized requirements of the facility.
- g. **Impacts on agriculture.** Facilities shall be located to avoid impacts on adjoining agricultural uses.

LIQUID AND SOLID WASTE DISPOSAL FACILITIES

Solid Waste. With the passage of the California Integrated Waste Management Act of 1989 Assembly Bill 939 (AB 939), all counties and cities are mandated to provide fully integrated systems to deal with their solid waste. The law requires all communities to reduce the amount of solid waste that goes to disposal by 25% by 1995. That mandate increases to 50% reduction in the year 2000. The County is required to produce a comprehensive planning and implementation document, the Countywide Integrated Waste Management Plan (CIWMP), to guide the County and the incorporated cities in every detail of their solid waste management activities.

The CIWMP provides direction and establishes goals so the entire community will be assured adequate, long term disposal capacity. **Related to AB 939, annual reports on the County-wide solid waste activities are provided to the State.** ~~The law requires local jurisdictions to prioritize their waste management systems by utilizing the following hierarchy:~~

Source Reduction, Recycling, Composting, Environmentally Safe Transformation, and Landfilling. To enable the County to meet state mandates, the community must have systems and facilities that are not only used for disposal, but also are capable of diverting significant portions of our waste from either landfilling or transformation (waste-to-energy).

Current status: The ~~eight~~ **eleven** permitted solid waste facilities in Stanislaus County are described below.

Fink Road Landfill – Located at 4040 Fink Road, on the west side of I-5, south of the City of Patterson, in the southwest corner of the County. Owned and operated by Stanislaus County, this facility has a Class III fill operation for general refuse and a Class II monofill used exclusively for ash residual from the waste-to-energy facility.

Geer Road Landfill – Located on the west side of Geer Road, on the north side of the Tuolumne River, north of the City of Hughson. This facility is ~~not actively~~ **no longer** receiving waste and is going through extensive state-mandated ~~closure and~~ post-closure activities. The facility is owned by Stanislaus County and the City of Modesto; Stanislaus County is performing the closure activities.

Bonzi Landfill – Located at 2650 W. Hatch Road., west of Carpenter Road, just west of the City of Modesto. This facility ~~is,~~ **although presently inactive, was considered to be** a Class III landfill ~~that is currently~~ permitted to receive specified inert **and industrial** wastes. Owned and operated by a private company.

Stanislaus Resource Recovery Facility – Located on Fink Road, adjacent to the Fink Road Landfill, on the west side of I-5, south of the City of Patterson, in the southwest corner of the County. This is an 800-ton-per-day, mass-burn, waste-to-energy facility.

Electricity is generated and sold to a public utility ~~to offset the cost of the plant construction, operation and maintenance.~~ Owned and operated by a private company.

~~Modesto Disposal Service Transfer Station/Resource Recovery Facility~~ **Waste Management, Inc. Transfer Station located at 2769 W. Hatch Road, west of Carpenter Road, west of the City of Modesto.** ~~This is a~~ A large volume transfer station permitted to receive general waste and recyclables from residential, commercial and industrial sources. Owned and operated by a private company, **however, it is currently inactive.**

Turlock Transfer – Located at 1100 South Walnut Road, inside the City of Turlock, on the west side of State Highway 99. Large-volume transfer station permitted to receive general waste and recyclables from residential, commercial and industrial sources. Owned and operated by a private company. ~~The only facility that is inside an incorporated city (Turlock).~~

Bertolotti Transfer and Recycling Center – Located at 231 Flamingo Drive, on the northeast corner of Crows Landing and E. Whitmore Roads, in the Modesto area. Large-volume transfer station permitted to receive general waste and recyclables from residential, commercial and industrial sources. Owned and operated by a private company.

Gilton Resource Recovery/Transfer Facility – Located at 800 S. Mc Clure Road, in the Beard Industrial Area, south of the City of Modesto and north of the City of Ceres. Owned and operated by a private company, this large-volume transfer station is permitted to receive general waste and recyclables from residential, commercial and industrial sources.

Recology Grover Environmental Products – Located 6131 Hammett Road, in the Salida Community Area, west of State Highway 99. Owned and operated by a private company. **This Composting facility is permitted to receive green waste.**

Recology Blossom Valley Organics – Located at 3909 Gaffery Road, in the west side of the County, east of Interstate 5. Owned and operated by a private company. **This Composting facility is permitted to receive mixed green waste and limited non-contaminated post-consumer food waste.**

City of Modesto Co-Compost Project – Located at 7001 Jennings Road on the northeast side of the City of Patterson. Owned and operated by the City of Modesto. **The co-composting facility is permitted to compost food waste, green materials and bio-solids.**

A majority of the collection and removal of garbage and refuse in the County is performed by franchised and permitted waste haulers. Private individuals can use any of the facilities except the Geer Road Landfill, which is closed, and the waste-to-energy facility, which restricts access to non-permitted haulers.

Recovery of recyclable and reusable materials takes place at each of the transfer stations. In addition, all of the franchised refuse haulers in the County operate systems for the curbside collection of recyclables on their residential routes.

Future perspective: Stanislaus County will continue to take a very active role in all aspects of solid waste management. Medium and long-range plans will incorporate both future landfill capacity and

diversion facilities. Projects like composting operations and material recovery facilities need to be planned for and encouraged. Facilities and projects that deal with the diversion of special wastes (food processing residue, demolition/construction waste, inert wastes, tires, de-watered sewage sludge and household hazardous wastes) should be allowed to continue and expand as justifiable.

It is imperative that both existing and potential disposal and diversion facilities are protected, thereby, assuring proper opportunities for their continued use, expansion or development. The County will ensure that no new uses that conflict with solid waste facilities are permitted next to, or near, such sites.

Responsible Departments: Environmental Resources, Board of Supervisors

Liquid Waste. Liquid waste facilities (sewer plants) are located throughout the County. Each of the incorporated cities has its own facilities as do the unincorporated communities of Grayson and Salida. The Stanislaus County Housing Authority owns the system which serves Westley. The towns of Keyes and Denair use Turlock's facilities and Empire uses Modesto's. Nearly all of the cities facilities are within the limits which they serve (six of nine) although all but one of these facilities is surrounded on at least three sides by County land (~~See Appendix I-6~~). Riverbank's plant is in San Joaquin County. Modesto's plant is partly inside the city and partly outside. Only Waterford's facilities are located totally in the County. In addition to incorporated towns, the systems which serve Grayson, Salida, and Westley are located in the County.

Liquid waste facilities are permitted only in the A-2 (General Agriculture), PD (Planned Development) and M (Industrial) zoning districts. In all three districts, public hearings are required in order to approve the project, thereby assuring proper opportunities for complete review.

Responsible Departments: Environmental Resources, Planning, Planning Commission, Board of Supervisors

AREAS SUBJECT TO FLOODING

There are a number of areas within Stanislaus County which are subject to periodic flooding. They are located along the natural watercourses. These include the County's three major rivers: the Stanislaus, the Tuolumne and the San Joaquin. Several creeks are subject to flooding as well: Salado, Del Puerto and Orestimba west of the San Joaquin River; and Dry Creek, Little John Creek, and Sand Creek on the east side of the County. The Farmington Flood Control Basin located on Little John Creek in the northeasterly part of Stanislaus County floods periodically in order to protect lands downstream. In addition, all of the creeks flowing out of the Diablo Mountains should be considered potentially flood prone.

The County has recognized the need to plan and protect its residents as much as possible from flooding hazards. ~~It has adopted a~~ **The County adopted its** Flood Damage ~~Protection~~ **Prevention Ordinance in 1996**. It makes reference to the flood hazard areas which have been identified by the Federal Insurance Administration (**FIA**) of the **Federal Emergency Management Agency (FEMA)**. The County has adopted that agency's Flood Insurance Rate Maps (FIRMs), **Flood Boundary and Floodway Maps (FBFMs)** and has adopted specific regulations pertaining to building activities within those areas. Detailed maps are available in the County ~~Department of Public Works, Building Inspection Division~~ **Department of Planning and Community Development - Building Permits Division**. The subject of flooding is discussed extensively in the Safety Element.
Responsible Departments: Public Works, ~~Building Inspections~~, Planning, Board of Supervisors

COMMUNITY PLANS

Stanislaus County has adopted Community Plans for most of the unincorporated ~~communities~~~~towns~~ in the County, **with the exception of Empire, Grayson, and Valley Home. The Community Plans (text and land use maps) are included as appendices to the Land Use Element.** These plans outline the future growth pattern of the ~~communities~~~~town~~. Each plan is used in conjunction with the General Plan to indicate whether ~~the Urban Transition areas~~ will be residential, commercial, industrial, etc. Any requests for rezoning of property ~~designated Urban Transition located within a Community Plan on the General Plan~~ must be consistent with ~~the proposed use category on~~ the Community Plan.

POLICIES FOR DEVELOPMENT

~~In order to develop land within the sphere of influence which is designated Urban Transition on the Land Use Element of the Stanislaus County General Plan, the developer must request a general plan amendment, rezoning, and submit a tentative map. The latter is only required if development of the property is dependent on approval of a tentative map. The combining "Urban Service (US)" zone shall be used for all such rezoning. Use of this zone will require that the property annex to the appropriate service district (sanitary, water, or community services) prior to development while still requiring that the underlying zone be consistent with the General Plan designation.~~

A request for development within a Community Plan area, exceeding the property's existing development rights, shall include a request to change the General Plan and/or zoning designation of the property, and, if necessary for development, subdivide the property. The County will review the application for consistency with the adopted Community Plan. Any amendment to a Community Plan shall be processed as a General Plan amendment.

GENERAL PLAN (COMMUNITY PLAN) DESIGNATIONS

The Land Use Element of the General Plan lists all of the land use designations used in the County. These same designations will be used in the Community Plans. Occasionally, circumstances applicable to a particular community or situation may warrant a slightly different description or additional refinement of the designation. Only in this type of instance will the designations be further described in individual Community Plans. Unless so specified, the designations and their compatible zoning designations listed in the Land Use Element shall govern.

In circumstances where the circulation/transportation designations/roadway classifications of a Community Plan are not consistent with those of the Circulation Element of the General Plan, the Circulation Element designation/classification, shall govern unless determined otherwise by the Director of Public Works.

~~(PLEASE NOTE: ALL CIRCULATION/TRANSPORTATION DESIGNATIONS IN THE COMMUNITY PLANS, WITH THE EXCEPTION OF THE SALIDA COMMUNITY PLAN WHICH WAS ADOPTED AUGUST 7, 2007, HAVE BEEN SUPERCEDED BY THE FOCUSED GENERAL PLAN UPDATE, GPA 2004-03, ADOPTED ON APRIL 18, 2006, REFER TO CHAPTER 2)~~

NOTE : All community plans listed on pages 1-56 through 1-95 of the currently adopted Land Use Element have been relocated in their entirety to the Appendix I-A of the Draft 2015 Stanislaus County General Plan Update.

Appendix I-A1

CROWS LANDING COMMUNITY PLAN

Adopted by the Stanislaus County Board of Supervisors

JUNE 23, 1987*

**A technical update to population statistics, service providers, and conditions in and surrounding the community were adopted on [insert date] as part of the 2015 General Plan Update. The 2015 update also incorporated into the community plan information from the June 23, 1987, adopted Support Documentation to the Stanislaus County General Plan.*

CROWS LANDING COMMUNITY PLAN

Description of Crows Landing

The Community of Crows Landing is located on the west side of Stanislaus County, straddling State Highway 33. Approximately one and one-half miles to the northwest of the town is the former United States Naval Auxiliary Landing Field, Crows Landing, which **previously** served as a practice landing field for Navy, Marine, and NASA Research aircraft. **The United States Congress conveyed the former military property to Stanislaus County in 2004 pursuant to Public Law 106-82. Since that time, the County has embraced the opportunity to revitalize the County's economy through the reuse of the former airfield to the benefit County residents and the region as a whole. Conveyance of the remaining 176 acres is anticipated to occur pending remediation.** The ~~Community town~~ of Crows Landing is located within an area of long-standing, intense agricultural uses, ~~most of which are orchards or vineyards.~~

History

Transportation has played a major role in shaping the history of Crows Landing. Crows Landing was established in the 1850's as a ferry landing on the San Joaquin River for gold miners destined for the Mother Lode. After the initial gold rush was over, Crows Landing became a river port for steamers hauling agricultural goods produced in the area to market. But in 1888 when the railroads arrived offering more reliable service than the river steamers could provide, the whole town moved to its present location adjacent to the railroad tracks three miles west of its original site.

Land Use

The Community of Crows Landing consists primarily of single family homes. Along Highway 33 and the Southern Pacific Railroad Tracks are many agricultural warehouses and packing sheds. On the west side of Highway 33 and along 5th Street from halfway between G and H Streets to the highway is the commercial area of Crows Landing. The commercial and industrial areas serve both the community of Crows Landing and the surrounding agricultural area. The Community is ~~ringed with~~**surrounded by** land under Williamson Act contract. There are only ~~couple of few~~ large parcels not under contract.

Available Urban Services

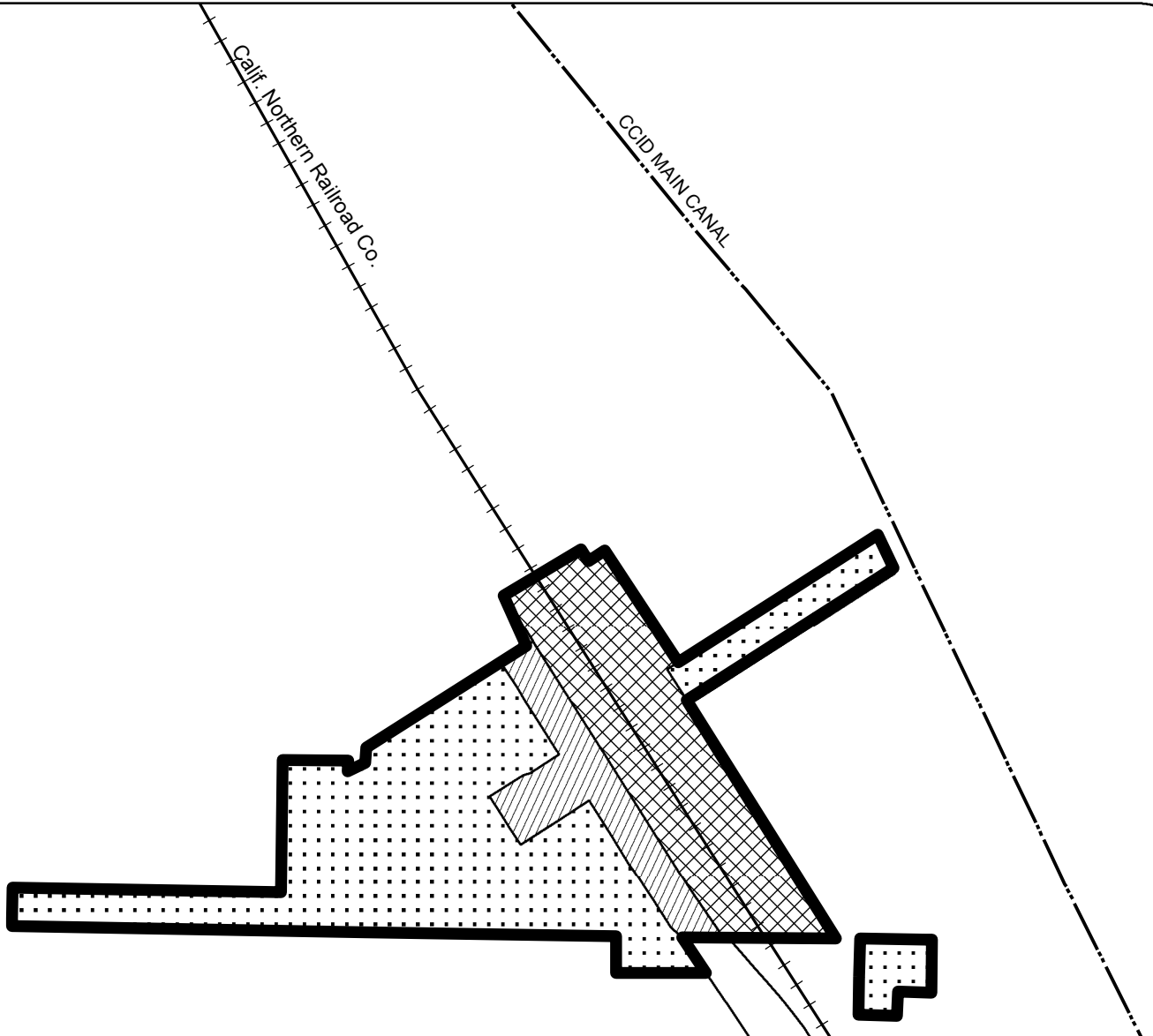
The West Stanislaus Fire Protection District provides fire protection services and the Stanislaus County Sheriff's Department provides police protection. ~~A privately owned water company~~ **The Crows Landing Community Service District** provides public water but there is no sanitary sewer system. ~~This water company is in the process of being converted to a community services district.~~ **The District provides municipal water services for residential and commercial purposes via two groundwater wells. Currently, the majority of the municipal water is pumped through very old and small pipelines, which tend to lose pressure when heavy consumptive demands are placed on the system. The system is also at capacity, limiting the District's ability to expand.**






Transportation

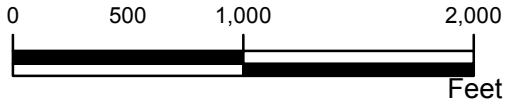
Highway 33 bisects the town of Crows Landing. Interstate 5 is only 3 miles to the west and can be reached via Fink Road and the Fink Road interchange. The Southern Pacific Railroad lines run parallel to Highway 33.

Development Potential~~Community Plan~~

The estimated population in Crows Landing in 2014 was 500 residents. It is not anticipated that Crows Landing will experience significant growth in the coming years. Constraints with the existing water system, lack of sanitary sewer and existing Williamson Act contracts will keep its growth to a minimum. ~~Projected population for the year 2010 is only 475 compared to the 1980 population of 436. It is anticipated that this growth will not take place because no new development will occur, other than possibly building on an existing lot.~~



-  AGRICULTURE
-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  COMMUNITY PLAN BOUNDARY



CROWS LANDING

COMMUNITY PLAN

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Appendix I-A2

DEL RIO COMMUNITY PLAN

Adopted by the Stanislaus County Board of Supervisors

AUGUST 1992*

**An update to the community plan map to reflect previously approved amendments to the community plan were adopted on [insert date] as part of the 2015 General Plan Update.*

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VI.	IMPLEMENTATION PROGRAMS	23

LIST OF EXHIBITS

Del Rio Community Plan	
Existing Land Use	
Flowage & Fish & Wildlife Easement	
Circulation Plan Map	

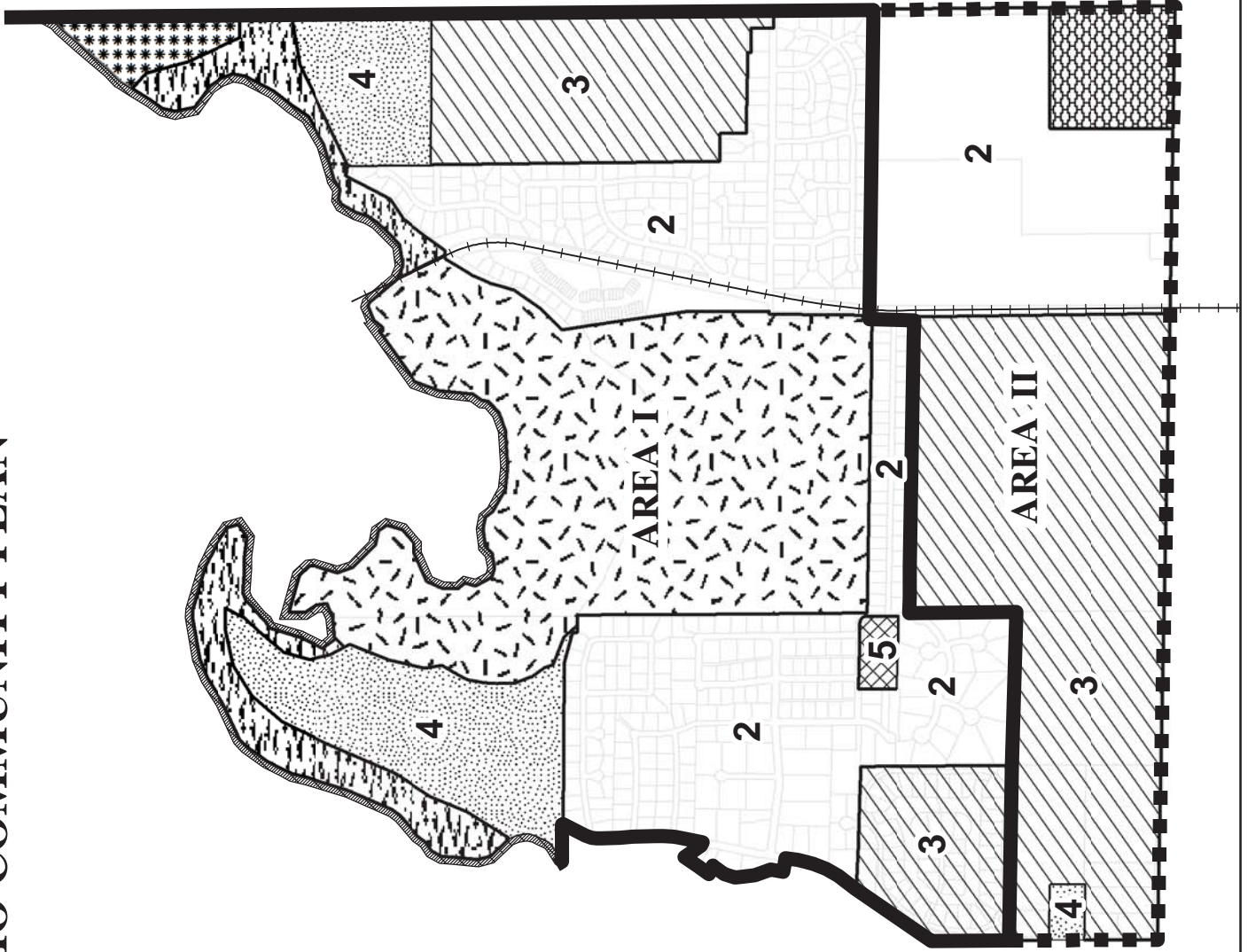
DEL RIO COMMUNITY PLAN

AREA I

- APPROVE GENERAL PLAN AMENDMENTS
- REQUIRE PLANNED DEVELOPMENT
- REZONING ON NEW PROJECTS
- REQUIRE PROJECTS TO CONFORM TO AIR QUALITY / WATER MITIGATION MEASURES
- GENERAL PLAN DESIGNATIONS: LOW DENSITY RESIDENTIAL AND AGRICULTURE

AREA II

- GENERAL PLAN AMENDMENTS POSTPONED UNTIL A DETAILED STUDY IS PREPARED OF WATER / AIR / AGRICULTURAL BUFFERING / CIRCULATION AND COMMUNITY SERVICES ISSUES
- GENERAL PLAN DESIGNATIONS: AGRICULTURE / SPECIFIC PLAN OVERLAY



Legend:

- AREA I
- AREA II
- ▨ Stanislaus River
- ▭ Del Rio Parcels
- + Railroad

Community Plan Land Use Designations:

With residential densities by Sub Area: Dwelling Units (DU) per Acre (AC)

- ▨ Recreation: No Residential Density
- ▨ Open Space: No Residential Density
- ▨ Ag Use: No Residential Density
- ▨ Commercial: No Residential Density
- ▨ Sub Area 2: 2 DU / 1 AC
- ▨ Sub Area 3: 1 DU / 1 AC
- ▨ Sub Area 4: 1 DU / 2 AC
- ▨ Sub Area 5*: 4.5 DU / 1 AC

* Approved August 28, 2012 as GPA # 2012-447

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I. INTRODUCTION

A community plan is a focused planning policy and land use planning document that is part of the General Plan. It addresses a particular region or community within the overall planning area.

Community Plans provide means for resolving local conflicts where there are a variety of distinct communities or regions deserving special attention. The plan must be consistent with the General Plan as it is actually a part of the County General Plan.

In February 1990, the Stanislaus County Department of Planning and Community Development initiated an update of the Del Rio Community Plan. This plan was originally adopted in 1980, and the findings and recommendations of the plan were primarily a reflection of the County's policy of preserving prime agricultural land and the sentiment of Del Rio residents, who were overwhelmingly in opposition to large scale development in the area. The passing decade has seen continued pressure for additional development in this area.

The County subsequently contracted with the planning firm of STA, Inc., to prepare an EIR and develop an updated Del Rio Community Plan. Financial support for this

project was obtained from three developers who had already proposed developments on three sites in Del Rio.

Updating the community plan required input from existing residents of Del Rio. To a limited degree this was accomplished through a Scoping Meeting. At this meeting STA presented four different proposals to solicit input as to a 'preferred' plan. It was apparent from this meeting that, though many residents were inclined to resist substantial increases in residential development in Del Rio, there was no clear consensus of how much additional development was desired. An EIR was prepared which analyzed the impact of the full buildout option and two alternative proposals with less development. The Del Rio Property Owners Association then sent out a questionnaire to property owners to assess the community's preferences and their support for a Community Services District. More than 70% of the residents responding to this questionnaire indicated their preference for Alternative A, the proposal with the least amount of residential development. Only 18% supported the full buildout plan alternative. An ALTERNATIVE DEL RIO COMMUNITY PLAN, prepared by R. Myles Riner and Jamie Aggers, was presented to the Planning Commission and the Board of Supervisors in November and December of 1990. This plan was based in part on the responses to this questionnaire, and on an analysis of the EIR which indicated that Alternative A was environmentally superior to the other two alternatives. At the December Board meeting it became apparent that the EIR project was incomplete.

The Board of Supervisors returned the Del Rio Community Plan and EIR to the Planning Department for further review of additional information which had not been available to the Commission. Subsequently, additional reports from Geological Technics, Inc. and Simons and Associates on the geologic, hydrologic, and environmental impacts of development in the Del Rio area were received, and an analysis of this report by the Department of Environmental Resources was made available. An Air Quality Impact Report by Earthmetrics was also circulated for review. These reports and subsequent DER and Air District analysis have been incorporated into the plan EIR. The EIR serves to analyze the impacts of this current Del Rio Community Plan. It is, however, insufficient to address the cumulative impacts of development in Area II on the entire Del Rio area. This current plan has evolved from all aspects of the lengthy Community Plan basis, but is based in large part on the Alternative Draft Community Plan document.

This Community Plan proposes development of the Del Rio area as a mixed residential, recreational, and agricultural community with residential, natural open space/recreational, and agricultural use **which consist with and would maintain the essential character of the existing community.** Future residential uses would continue the low-density development already present, and would be incorporated gradually over the next 12-15 years. Recreational uses would be expanded through the designation of natural open space; incorporation of recreational and/or open areas

in future development; and, at the discretion of the Del Rio Country Club and the County, expansion of the golf course. Agricultural use would be gradually confined to the southern portion of the community, with efforts made to decrease the incompatibility impact of adjacent agricultural and residential uses.

Further development of property in Del Rio beyond that indicated for Area I of this Community Plan could gradually change the essential character of the community, result in a significant impact on the present community, and substantially increase the services and facilities needed to support the community. No such development should be approved unless and until a detailed study is first conducted which addresses the cumulative impact of this additional development on the entire Del Rio area. Development of land in Area II would require the development and approval of a Specific Plan which encompasses all of Area II, and which provides full mitigation of the impacts identified in the updated EIR and in this plan. In addition, no such development should be approved unless and until a referendum of the existing residents of the Del Rio community is conducted to determine if there is community support to finance (if this would be required of current residents) any of the necessary mitigation measures for additional services and facilities required. The specific plan shall address this issue in more detail.

II. GOALS AND POLICIES

It is the purpose of this section to state overall goals and policies adopted by the County Planning Commission and the Board of Supervisors concerning growth and land use in the Del Rio area. These statements listed below are official goals and policies of Stanislaus County with respect to the Del Rio area.

GOAL 1

Future development should occur in an orderly manner to meet the needs of existing and future residents.

POLICY A

Until otherwise updated or amended, future development for Del Rio shall take place in accordance with the Community Plan.

GOAL 2

Prime agricultural land in the Del Rio vicinity should be preserved in areas where incompatibility impacts between agricultural and residential uses can be minimized.

GOAL 3

Further development in the Del Rio area should be planned to ensure that adverse impacts on services and utilities, schools, transportation and circulation, agriculture, water, and air quality are appropriately mitigated.

POLICY A

All future developments in Del Rio shall be Planned Developments and, in Area II, approved only after a specific plan and EIR are prepared for Area II which address cumulative development impacts on the entire Del Rio area, Community Plan conformance, and methods of plan implementation.

GOAL 4

Future development in the Del Rio area should be supportive of a high quality rural/residential/recreational life style.

GOAL 5

Future development shall be served by adequate public infrastructure.

POLICY A

All future development in Del Rio shall require underground utilities and facilities for community-wide secondary sewage treatment and water supply systems.

GOAL 6

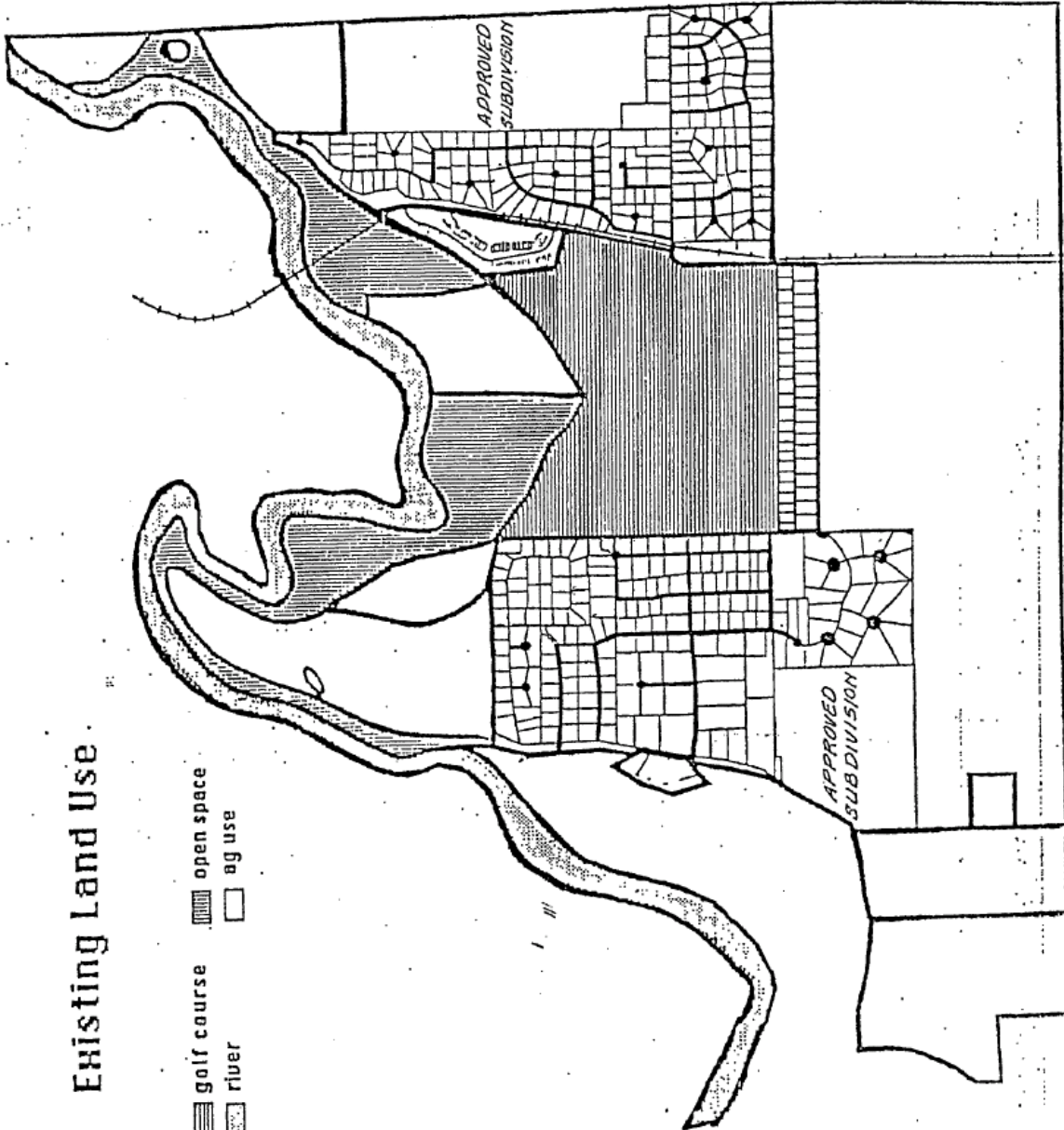
Significant natural resources in the community shall be preserved.

GOAL 7

The Del Rio Community shall not be allowed to become an example of inadequately planned leap-frog urban development on prime agricultural land which outpaces demand and overrides community sentiment.

Existing Land Use

- golf course
- river
- open space
- ag use



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III. LAND USE PLAN

LAND USE - RESIDENTIAL

Land use in Area I of the Del Rio Community Plan area includes residential units developed as both attached and detached family homes, agricultural use largely located in the southern portion of the Del Rio area, and open space and recreational use. As of June of 1992 there are only two substantially sized locations which are not already developed or approved for development in Area I. Area II, however, the southerly portion of Del Rio, presently remains in productive agricultural uses.

STANDARDS FOR FUTURE RESIDENTIAL DEVELOPMENT

The Del Rio Community Plan establishes the following standards for future residential development in Del Rio Area II:

1. All future residential developments within Area I and Area II of Del Rio shall be Planned Developments (PDs). Planned Developments in Area II shall be consistent with a Specific Plan for Area II which addresses the cumulative impacts of this additional development on the entire Del Rio area.
2. Planned developments adjacent to agricultural land shall be required to incorporate buffers, such as roads, green belts, or natural open spaces, between residential and ag use so as to minimize potential use incompatibilities.

3. Planned Developments shall incorporate minimum standards for set-backs and streetscapes approved by the Planning Commission following consultation with the Del Rio Property Owners Association.
4. Future Planned Developments within Del Rio shall not be gated for the purpose of restricting access to the public.
5. Future Planned Developments within Del Rio shall dedicate in land or funding the equivalent of at least 15% of the project site to natural or landscaped open space with public access. This standard shall not restrict the developer from dedicating additional space for the exclusive use of property owners within the Planned Development. The Specific Plan shall address this issue in detail and include recommendations for implementation.

RESIDENTIAL DENSITIES

Residential densities for Del Rio shall be shown on the Del Rio Community Plan Map. For Area I, the densities shown shall be used in conjunction with the Low Density Residential General Plan designation. For Area II, the densities shown shall serve as the basis for Specific Plan analysis including designing of water and sewage systems, roads, and other service needs. The documents shall also provide the baseline for CEQA analysis.

The exact boundaries of these densities as they are eventually implemented shall be determined by the Specific Plan.

TIMING OF RESIDENTIAL DEVELOPMENT

Residential development in Del Rio has generally kept pace with demand, with residents of the community seemingly supportive of this approach. In order to ensure that residential development does not outstrip demand, that there is adequate time to assess the impact of each subsequent development on the environment, and that the utilities used in the area are effective; this Plan includes the following provisions:

The Board of Supervisors will approve a proposed Planned Development in Area II of Del Rio only if the Planned Development conforms to the Specific Plan. The Specific Plan shall include a phasing program to ensure that proper infrastructure and services are available, as well as to provide for a growth rate consistent with maintenance of the character of the Del Rio area.

GOLF COURSE EXPANSION

This plan anticipates that the Del Rio Golf Course expansion will take place at some time in the next few years, and in fact, this plan would allow the expansion to occur at any time, or not at all, at the discretion of the Del Rio Country Club and the County. Any such expansion into the easements held by the U.S. Army Corps of Engineers must be approved by that agency and other appropriate Federal agencies. However, the existence of the Del Rio Golf and Country Club in the area was and remains the major justification for the use of adjacent prime agricultural land in the area for

residential development. Considering the current waiting list for membership in the club; unless the golf course is expanded and the membership enlarged, some of the justification for further residential development in the Del Rio area will be missing. The Specific Plan process EIR shall therefore, acknowledge and discuss the membership status of the Country Club as of the time the plan is actually prepared.

AREA I

Any Planned Development on the northwesterly portion shall incorporate further improvements to Carver Road, to the intersection of Carver Road and Ladd Road if indicated by the project EIR, and also to the intersection of St. John Road and Ladd Road. This Planned Development may also incorporate walking or biking trails, open to the public, adjacent to the areas designated in this Plan as Natural Open Space along the river if this is found to be environmentally acceptable, subject to the review and approval of appropriate Federal and State agencies.

Any Planned Development on the easterly portion will incorporate further improvements to McHenry Avenue and of the intersection of St. John Road and Ladd Road. This Planned Development will also incorporate a walking or biking trail, open to the public, adjacent to the areas designated in this Plan as Natural Open Space along the river, again only if this is found to be environmentally acceptable by all appropriate agencies.

AGRICULTURAL USE

With the ultimate development of both Area I and Area II, agricultural uses within the area covered by the Community Plan will be eliminated. The Area II Specific Plan must address this conversion by phasing developments and requiring the location of development to be such that it avoids premature cessation of or impacts to remaining farmland. The goal is to keep farmland within Del Rio in production as long as possible, while at the same time allowing orderly growth consistent with the Community Plan and the Specific Plan.

The continued agricultural use of land surrounding Del Rio will help to sustain the existing rural atmosphere of the area, promote ground water recharge and preserve this prime agricultural land for further generations. However, it will also result in unavoidable impacts related to the potential incompatible residential and other uses within the Community Plan area. In order to minimize these impacts as much as possible, the Specific Plan shall make provisions for buffers between new development and remaining agricultural areas, with the buffers being located within the boundaries of the development as opposed to being on the farmland.

OPEN SPACE / RECREATION / OTHER

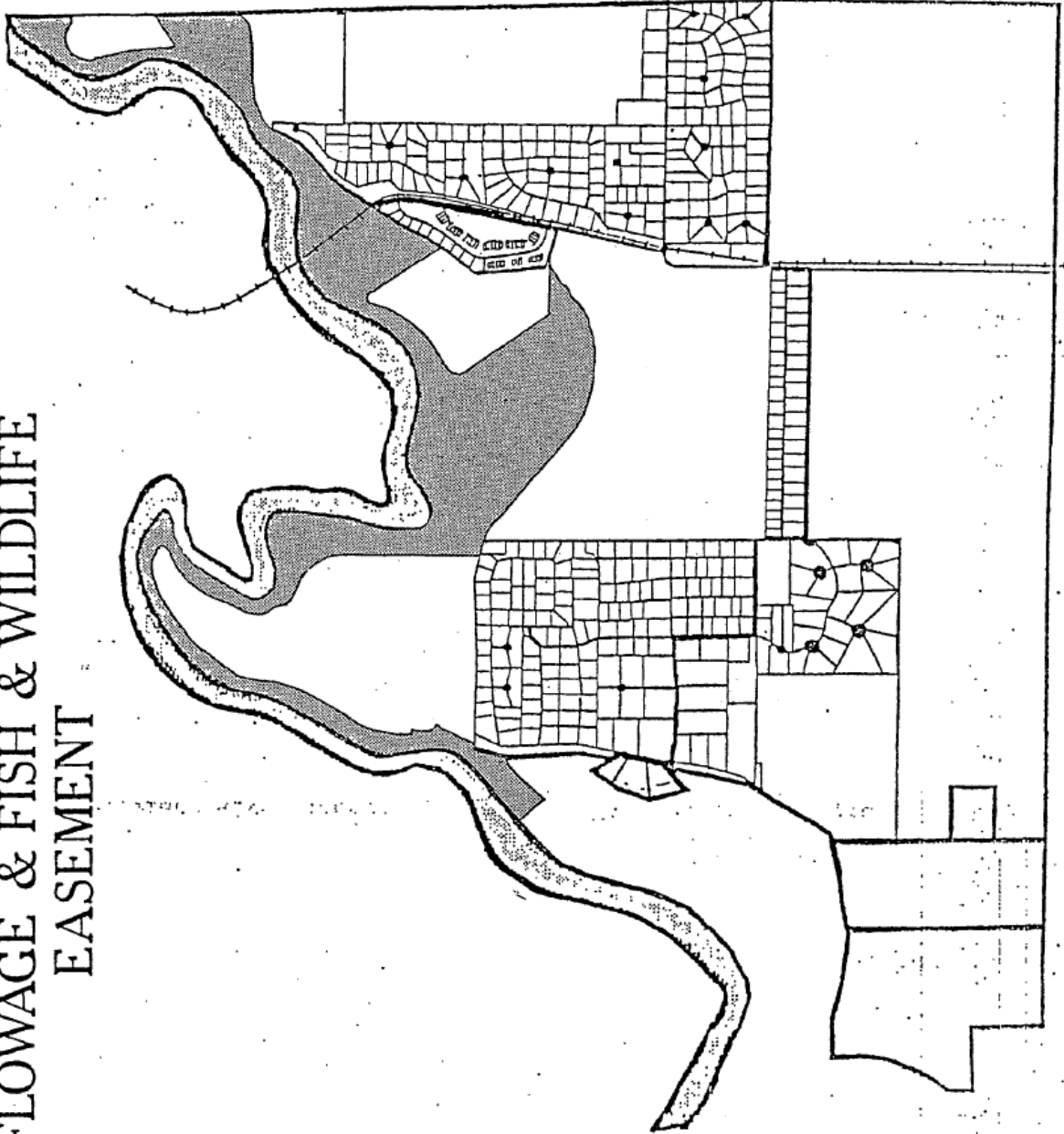
NATURAL OPEN SPACE

Within the Del Rio Community there exists approximately 75 acres of land comprised mostly of riparian vegetation. This area is located adjacent to the Stanislaus River and runs along the northern community plan boundaries. Riparian woodland habitat and its associated vegetation and animal species are considered biologically significant. This plan designates these areas as Natural Open Space, and in addition, a significant portion of the golf course extension will remain as natural open space. This designation would preclude future residential development from occurring along, and provide for a scenic transition to, the permitted uses within this area. The Natural Open Space designation shall, at a minimum, correspond to the 8,000 cubic feet per second easements for flowage and vegetation held by the U.S. Army Corps of Engineers, shown on the Flowage & Fish & Wildlife Easement Map and no uses will be permitted therein unless specifically approved by the Corps and other appropriate agencies consistent with all applicable regulations.

RECREATION

Del Rio Golf Course and Country Club (private) currently encompasses approximately 130 acres in the center of the community plan area. The 18-hole golf course is

**FLOWAGE & FISH & WILDLIFE
EASEMENT**



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proposed to be expanded, by adding approximately 30 acres for a future total of 160 acres and 27 holes. This golf course is private, open to members only, and includes several tennis courts on site. On the north side of the Stanislaus River access from the Del Rio Community there is a large state park adjacent to the river which is accessible to the residents of Del Rio via River Road off McHenry Avenue. Swimming and picnic tables are available.

Most of the homes in the Del Rio area are built on large lots, and many have private pools or other recreational amenities (such as tennis courts or spas) on site. Many of the residents of the Del Rio area belong to the Del Rio Country Club. Considering the Inset Flowage & Fish and Wildlife Easement recreational opportunities available to most of the residents of Del Rio; the need for a public park incorporating additional recreational amenities such as tennis courts, or swimming pools or existing future residents is not altogether clear. Some residents have expressed concern that a public park in Del Rio may not be adequately patrolled during evening hours. The Specific Plan prepared for Area II shall include provisions for establishing and maintaining a neighborhood park consistent with County General Plan standards.

LANDSCAPING

Although there is some sentiment for the development of thematic landscaped parkways treatments and gated entry into and within the Del Rio Community to provide a sense of community and security; there is no strong consensus to support

or finance this approach among Del Rio residents, especially since the Del Rio Community currently enjoys one of the lowest crime rates in the County, and many residents have chosen to live in the Del Rio area because of its rural atmosphere and the lack of thematic constraints on residence construction or landscape appearance. There is no clear mandate or strict necessity to reinforce the boundaries of the community. However, minimum standards for streetscapes and setbacks may be recommended by the Del Rio Property Owners Association to the Planning Commission as a part of the Specific Plan process and in the review of subsequent development projects.

COMMERCIAL / SCHOOL

COMMERCIAL

No commercial uses currently exist within the community plan boundaries. As future development occurs (and due to the isolated location of the community) neighborhood commercial uses were proposed in the STA Plan. This area (20 acres) was located at the southeast corner of the community, adjacent to McHenry Avenue and Ladd Road.

Uses would be in accordance with those uses allowed under the County's Neighborhood Commercial zone, and could include: financial institutions, bakery shops, service stations, and retail stores. The Specific Plan for Area II shall include a listing of the uses which would be allowed.

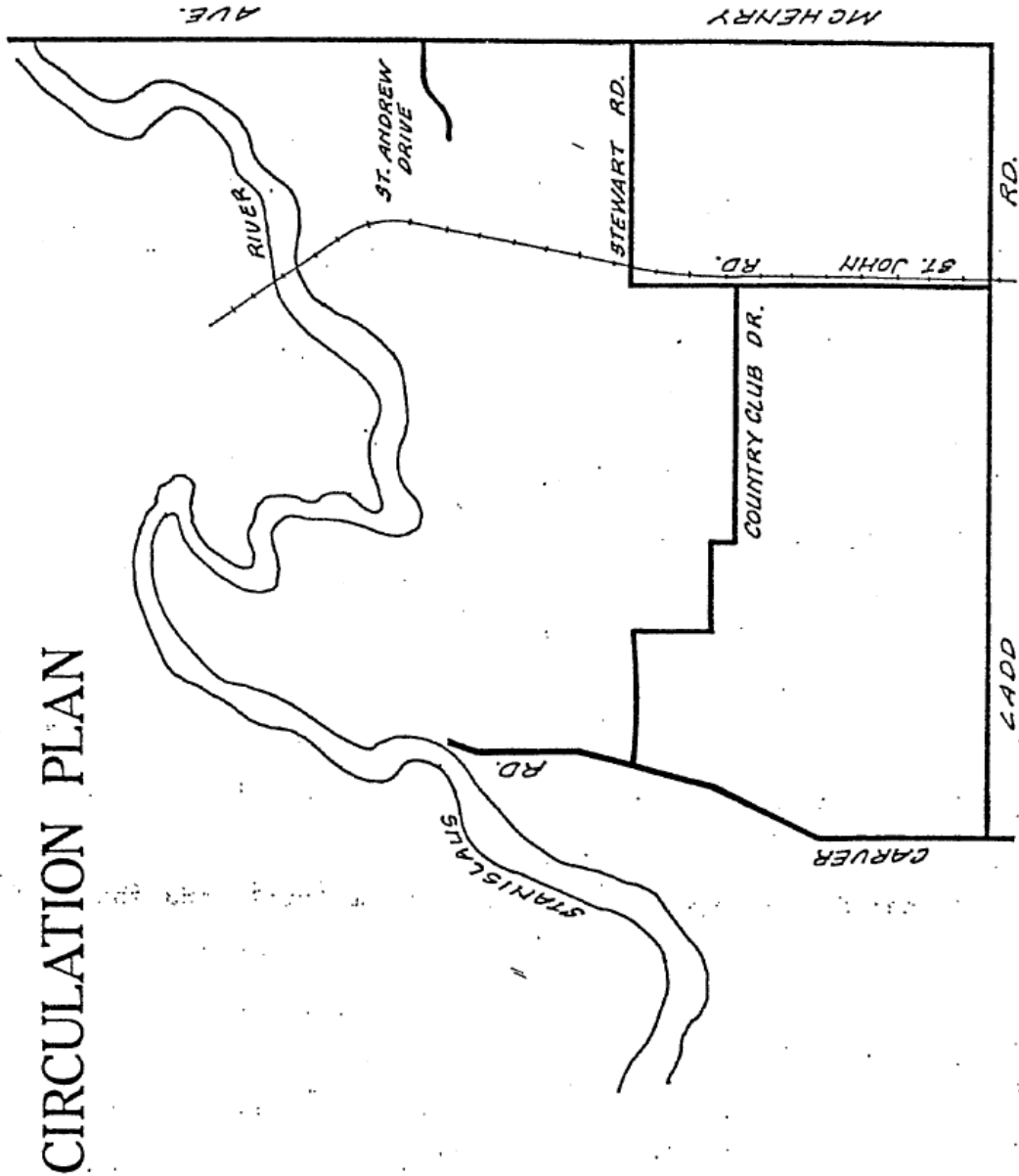
As with the proposed neighborhood park, the neighborhood commercial site would be intended as a convenience to serve community residents. The Specific Plan for Area II shall address the placing of a neighborhood commercial designation within the Plan boundaries at the corner of Ladd Road and McHenry Avenue.

SCHOOL

Students from the Del Rio area attend school either at Stanislaus School located on Kiernan, Prescott Junior High located on Rumble Road in Modesto, or at Davis High School located in Modesto. Stanislaus and Prescott Junior High are part of the Stanislaus Union School and Davis High is part of the Modesto High School District. Bus service is available to all students in the area on a daily basis.

No school sites currently existing on-site in the Del Rio area. As buildout of the community occurs, the influx of additional residents may warrant the need for an elementary or junior high level school. Enrollment levels for these two schools currently serving the area are at or near capacity.

At this point in time, the Stanislaus Union School District is uncertain as to exactly where or when district growth, including that occurring at Del Rio, will necessitate a new school site. This decision is one that will have to be made by the district itself at the appropriate time.



CIRCULATION PLAN

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As required by the Land Use Element of the County General Plan, no changes can occur at Del Rio until such time as impacts on schools have been adequately mitigated. The following language suggested by the Stanislaus School District shall be applicable unless superseded by the language in the Specific Plan.

Any and all residential development shall pay impact mitigation fees to both school districts in a sum per dwelling unit to be determined at the time the Specific Plan for Area II is adopted. Issuance of a building permit for any residential development shall be dependent upon payment of such fees. The impact mitigation fees shall be adjusted by the districts on January 1 of each year following plan adoption to reflect any increase or decrease in the All Urban Consumers San Francisco/Oakland All Items Consumer Price Index.

IV. CIRCULATION PLAN

The basic circulation system for the Del Rio area is already largely in existence being comprised of both major and collector streets. Recent project approvals have included conditions implementing needed system improvements. The Specific Plan for Area II

shall identify needs within this area and establish a method of ensuring implementation. Following is a brief summary of the major components of the existing Del Rio area road systems.

FREEWAY ACCESS

Due to the location of the community, freeway access is limited. Freeway access is from Highway 99, located approximately six miles to the west. From Highway 99, Del Rio residents must travel east on Highway 219 (Kiernan Avenue) until reaching Carver, Tully, St. John Roads or McHenry Avenue.

MAJOR STREETS

McHenry Avenue - the eastern boundary of the Community Plan will be McHenry Avenue. The plan envisions the ultimate development of McHenry Avenue as a major north/south circulation arterial. Ultimately, this road will be widened to four lanes, (100 foot right-of-way) as indicated in the County's Circulation Element. It will include two lanes in each direction, with traffic signals at the intersections of McHenry with Ladd and (if needed) Stewart Road.

COLLECTOR STREETS

Ladd Road - The southern boundary of the Community Plan will be Ladd Road. This road will remain a two-lane east/west roadway, but ultimately may include realignment

of the Carver-Ladd intersection, left-turn lanes on both eastbound and westbound approached of Ladd Road and the eastbound approach to St. John Road.

Carver Road - Carver Road runs along a portion of the western plan boundary. This road will remain a two-lane north/south roadway, but ultimately will be widened (in portions) to a 60 foot R.O.W., and the curve north of Ladd straightened. Carver Road will provide access to the western portions of the community.

Tully Road - Tully Road currently terminates at Ladd Road. This will not change in the proposed plan, although it may extend northbound into Area II, depending upon the results of the Specific Plan process.

St. John Road - St. John Road is one of the primary entrances to the community. Ultimately, a left-turn on the eastbound approach of Ladd Road at the St. John intersection may be provided.

Stewart Road - Stewart Road currently provides the only access into the community off of McHenry Avenue. An intersection improvement project is currently planned by the County on McHenry Avenue at Stewart Road.

St. Andrew Drive - St. Andrew Drive is located within the Del Rio Ranch Subdivision north of Stewart Road. It is proposed as a new entrance to the community from

McHenry Avenue. This entrance will provide a second access to new and established residences west of McHenry Avenue to supplement the existing access through Stewart Road.

The Specific Plan for Area II shall include a more detailed analysis of long-term circulation needs and means of implementing those needs.

V. INFRASTRUCTURE SYSTEM

DRAINAGE / FLOOD CONTROL

There are currently drainage systems for most existing residential developments. The area has curbs and gutters with drainage into dry wells in various locations within the DRCP area.

Flooding on the Stanislaus River is controlled by the New Melones Lake Dam upstream from the Del Rio area.

It is desired that all future development within the DRCP area include curb and gutters that connect to adequate development wide drainage systems. The Specific Plan for Area II shall include a discussion of and recommendation for a positive storm drainage system for the entirety of Area II.

WATER

Homes along Del Rio, Oakmont, and Hillcrest Drives are served with public water from Del Este Water Company. All other homes in the area have private individual wells. The Del Rio East development has a private system providing water only to those units.

All subsequent development in both Area I and Area II of the DRCP will be provided with water by the Del Este Water Company or a successor through development-wide systems which could at some later date be readily connected to an area-wide joint water district. Monitoring and servicing of these water facilities will be conducted by Del Este. In Area I, the developer shall obtain the approval of the Department of Environmental Resources for the proposed water system; and demonstrate that the water system for the development will not have an adverse impact on water quality and quantity produced by existing wells in the community.

For Area II, provisions shall be made for a water supply system to service all developments in Area II. The Specific Plan and supporting environmental documentation shall include a complete water supply analysis to identify for mitigation any significant adverse water related impacts that result from the development of Area II. If the environmental impact report reproduced for the Specific Plan for Area II indicates that a joint water district for the entire Del Rio area would be required to

mitigate the cumulative impacts of development in Area II on water quality and quantity of existing wells, then the Specific Plan must address the implementation of such a joint water district for all of Del Rio. It shall also include provisions to set up and maintain the community-wide system. It shall also reflect the needs of the Del Este Company, the water supplier.

SEWER

Sewage disposal in the Del Rio area is generally by septic system. The Del Rio East development has a package treatment system as will Area I projects approved in recent years. While such systems, consistent with Measure X standards can provide adequate wastewater treatment, if development of Del Rio is to continue, it is imperative that a community-wide sewer system be developed.

No future developments within the DRCP area shall use septic systems for treatment of sewage. For Area I, package treatment system(s) shall be constructed for future developments and maintained at all times in accordance with County Department of Environmental Resources approved policies and procedures. They shall be designed to allow conversion to a community-wide system. Prior to development in Area II, a complete analysis of the cumulative impacts of development in Area II on ground water quality and other sewage treatment related issues in Del Rio must be done. This Specific Plan shall also investigate options for including existing non-sewered areas of

Del Rio into the system. No development of Area II shall be permitted until provisions have been put in place for such an area-wide system to be implemented.

UTILITIES

The area is served by Pacific Gas and Electric Company (PG&E) for gas, Modesto Irrigation District (MID) for electricity, and Pacific Bell for telephone services. The Specific Plan shall reflect the needs of these providers in ensuring continued adequate service levels.

All further development in the DRCP area shall incorporate below ground utilities exclusively.

SERVICES

Law enforcement on the Del Rio Area is provided by the Stanislaus County Sheriff's Office. Fire protection comes from the Salida Fire Protection District. The Specific Plan shall reflect the needs of these service providers in ensuring continued adequate service levels.

VI. IMPLEMENTATION PROGRAMS

GENERAL PLAN

By its adoption by the Board of Supervisors, this Community Plan is incorporated into the Stanislaus County General Plan. The Community Plan shall serve to formally

delineate and define “Del Rio” for planning purposes. The Tier I EIR prepared for the Community Plan has resulted in the creation of the Community Plan with two distinct areas.

Area I shall be as shown on the Del Rio Community Plan map. All areas shown for residential uses shall be designated Low Density Residential and shall be developed consistent with the density designations of the Community Plan. The Planned Development zoning designation shall be used for all rezoning proposals.

- All projects shall be required to mitigate air quality impacts by complying with any County or regional Indirect Source Rule in effect at the time the final map is recorded.
- Full water quality studies, to the satisfaction of the Department of Environmental Resources must be completed prior to approval of any rezoning. The studies shall include, at a minimum, the following information:

Hydrology

A detailed site specific hydrologic study should be conducted to determine effects of construction and build-out on surface runoff and permeability. This should include the evaluation of location and design of storm water runoff catch basins that could also function as groundwater recharge basins.

A detailed hydrologic study shall be conducted to quantify the migration of groundwater into the area. One possible mitigation measure that should be investigated is the feasibility of developing artificial groundwater recharge basins that could function as both scenic/recreational areas and groundwater recharge areas.

Geology

A site specific soil analysis should be submitted from desired locations for the treatment water discharge. Soil samples should be tested for nitrate, DBCP, and general mineral to evaluate the quality of soil the recharge water would percolate through.

By selecting appropriate locations for sanitary sewer treated water discharge areas, the flushing out of nitrate or DBCP from higher concentration areas in the soil into groundwater can be avoided.

WATER QUALITY

A detailed investigation of the local groundwater gradients to enable a precise determination of the transportation/mixing effect of the shallow groundwater should be accomplished. This should be combined with the assessment of nitrate loading to show that nitrate input will not cause undue degradation of groundwater.

Appendix I-A3

DENAIR COMMUNITY PLAN

**Adopted by the Stanislaus County Board of Supervisors
DECEMBER 15, 1998***

**A technical update removing reference to the former Stanislaus County Redevelopment Agency and corrections for a typo were adopted on [insert date] as part of the 2015 General Plan Update. Updates to the community plan map to reflect previously approved amendments to the community plan and removal of circulation to reflect updates to the Circulation Element were also adopted on [insert date] as part of the 2015 General Plan Update.*

DENAIR COMMUNITY PLAN

Land Use. One of the primary land use changes involves establishing an urban buffer area around the community. To achieve an urban buffer, parcels located on the periphery of the Plan Area have been designated as Estate Residential (ER). The Estate Residential land use designation will allow for the gradual blending of urban development with surrounding agricultural uses. Estate Residential also promotes a well-defined rural small town characteristic edge between the City of Turlock and the Community of Denair where agricultural operations may no longer continue as a viable land use option.

The future growth forecasted for Denair translates into demand for a variety of housing types. Vacant and underutilized parcels within the existing Denair Community Plan Area offer the potential for meeting the forecasted population growth housing needs. Suitable locations for Medium-Density Residential (MDR) and Medium High-Density Residential (MHDR) housing is within the interior of communities, providing residents convenient access to public services, retail shopping and public transit opportunities. Development of housing at medium and medium high densities in and around the community's commercial district would positively influence the overall appearance of the community and add new residents who are likely to shop in Denair's commercial district. As such, Medium- and Medium High-Density land use designations have been moved from Denair's periphery to its interior.

With the community's small size and the proximity to competing commercial centers outside the community (City of Turlock), the community's downtown commercial core takes on a neighborhood convenience and specialty commercial focus that meets the convenience goods and services needs of local residents. In addition, the downtown commercial area can become a gathering place for local community events. To provide an opportunity for the revitalization of Denair's historical urban core, the community's commercial area has been centralized and compacted.

Circulation. Waring Road, Taylor Road (west of Waring Road) and Zeering Road (west of Waring Road) are classified as Major Roads. Class II bike lanes are designated along major roadways consistent with the Stanislaus Area Association of Governments' *Regional Bicycle Transportation Master Plan*. Additional Class II bike lanes provide connectivity to downtown, school and recreational facilities and to the multi-purpose trail system.

A multi-purpose trail, offering access to a variety of users, including pedestrians, cyclist and equestrians is planned along the canals on the plans eastern and northern edges. The multi-purpose trail ties into the community's bikeway network.

Public Facilities. The Community of Denair is devoid of parks and other public outdoor areas for recreating, gathering, and socializing. The County's minimum standard for providing adequate parkland is 3 acres of parkland / 1,000 residents. The Community Plan diagram depicts the general location of future neighborhood and community park sites. The general locations of future park sites are conceptual and indicative of park locations based on service area radius, major streets and surrounding land uses. Parks should be located in the general vicinity shown in the Community Plan.

The following general standards define the various park designations identified in Denair Community Plan:

Neighborhood Park - 3 to 5 acres. Neighborhood parks are designed to meet local neighborhood needs, and are intended to be within walking or bicycling distance of one-half mile from neighborhood residences. A neighborhood park service area should avoid crossing any major natural or manmade barriers (e.g., railroads, canals, and major roads) that inhibit

access to the park. Neighborhood parks usually emphasize child oriented facilities providing a variety of play spaces and associated amenities.

Community Park - 10 to 15 acres. A community park should serve the community and be developed to serve specific recreational needs such as baseball, softball, hard court areas, swimming pool, or recreation center. Patrons of these facilities are expected to drive to the park. As such, community parks should provide adequate parking areas and access from collector and/or major roads. The location of the community park should avoid the need to travel through neighborhoods. Care must be taken when siting a community park to avoid conflicting with nearby residential uses. Community parks can be developed as joint-use facilities able to accommodate seasonal storm drainage basins.

Setting. The Community of Denair is located in the south central portion of Stanislaus County, east of the City of Turlock. Most of the community is surrounded by productive farmland, though residential development within the City of Turlock lies only a mile to the west. The community is bisected by the Burlington Northern-Santa Fe Railroad.

Development History and Pattern. Originally a Quaker settlement, the Denair community was first called Elmwood Colony and then Elmdale. In the early 1900s, the Modesto Bank subdivided 640 acres as a townsite. John Denair, a railroad superintendent, subsequently purchased the townsite, and the town’s name was changed, fittingly, to Denair.

The original townsite was surveyed and developed at right angles to the Burlington Northern-Santa Fe Railroad, which runs in a northwest/southeast direction. More recent development patterns have been on the traditional north/south grid, leaving Denair’s historic core physically offset from newer development.

Land Use. The Denair Community Plan area encompasses 1,013 acres between Taylor Road on the north and Tuolumne Road on the south. The Turlock Irrigation District Main Canal binds Denair on the east while Waring Road generally forms the community’s western boundary. The Denair community is buffered by land designated as Estate Residential. This residential land use designation provides a transition from the urbanized environment of the town to surrounding agricultural uses. In the southwest portion of the plan, an agricultural buffer is established between the Denair community and the City of Turlock.

Denair’s commercial core area is compact to maximize development opportunities. Higher density residential development is located near the downtown commercial core for easy access to downtown services. The Denair Community Plan contains adequate land to support a population of approximately 8,000 residents. Table 1 provides a summary of land uses within the Denair Community Plan area.

Table 1: Denair Community Land Use Profile

Land Use	Developed Acreage	Vacant Land	Total Acreage	Percent Of Total
Estate Residential (ER)	132	153	285	28%
Low Density Residential (LDR)	275	263	538	53%
Medium Density Residential (MDR)	17	0	17	2%
Medium High Density Residential (MHDR)	6	11	17	2%

Commercial (C)	12	24	36	4%
Industrial (I)	5	0	5	1%
Parks*	0	34	34	3%
Schools**	61	20	81	8%
Total	508	505	1,013	100%

Notes:

***Parks vacant land acreage is based upon a calculation need of 3 acres / 1,000 population projected in the Community Plan**

**** School vacant land acreage assumes two additional elementary schools will need to be provided.**

Circulation. Primary roadways within the community are Monte Vista Avenue, Main Street, Zeering Road, Lester Road and Santa Fe Avenue. Traffic within the community is relatively light, with most of Denair’s roadways operating at LOS C or better. Signalization of the community’s main intersections (Lester Road at Monte Vista Ave/Main Street, Santa Fe Avenue at Main Street and Zeering Road at Gratton Road) will improve traffic flow. Non-motorized transportation is encouraged via a system of recreational trails and bicycle lanes that connect the Community’s residential areas with downtown, recreational and school facilities and along the irrigation canals at the Community’s edge.

Public Services

Wastewater Collection and Treatment. The Denair Community Services District provides wastewater service. Wastewater is conveyed to the City of Turlock Wastewater Treatment Plant for treatment. For the past 13 years, growth in Denair has been ~~retarded~~**restricted** due to the capacity of the sewer interceptor between Denair and Turlock Wastewater collection system improvements are underway to improve delivery of wastewater to the City of Turlock Wastewater Treatment Plant.

Water Service. The Denair Community Services District provides potable water service to the Denair community. Domestic water is supplied by wells that pump groundwater. Water quality is good and no treatment is provided

Law Enforcement. Law enforcement is provided by the Stanislaus County Sheriff’s Department that maintains a sheriff’s substation within the Denair community. The California Highway Patrol shares space with the County Sheriff’s Department in the substation located on East Main Street.

Fire Protection. The Denair Fire District (DFD) has the responsibility for fire protection, paramedic services and emergency rescue services to Denair and surrounding areas. The DFD is a volunteer fire department. Response time within the Denair community is 3 to 5 minutes.

Schools. Denair is located within the Denair Unified School District. The District has one elementary school (K-4), one middle school (5-8) and one high school (9-12). To accommodate growth, the Community Plan identifies general locations for future school sites.

Parks and Recreation. The Denair Community Services District provides park and cultural activity centers services in the community. The community's current parkland inventory does not meet the County standard of 3 acres of parkland per 1,000 residents. The Community Plan illustrates the general location of future park sites, including 1 Community Park and 3 neighborhood parks.

Goals, Policies and Implementation Measures

The following goals, policies and implementation measures are directed specifically toward the Denair community and are intended to guide development within the Denair Community Plan Area:

GOAL ONE

Reinforce Denair's small rural town character.

POLICY ONE

The County shall work with the Denair Municipal Advisory Committee, and other interested groups, to develop a Downtown Master Plan for the planning and implementation of programs to support the vitality of the downtown area. The Master Plan should include detailed development guidelines for downtown.

POLICY TWO

Promote the vitality of Denair's central business district and preserve Denair's small town character by encouraging it to become a unique shopping district and community events area with a variety of retail commercial, office residential, civic, cultural and recreational uses.

POLICY THREE

Reduce the area currently designated for commercial uses in the community as a means of concentrating retail activity in a focused area.

IMPLEMENTATION MEASURES

1. Develop gateway treatments to mark the entries to the downtown at Santa Fe Avenue and Main Street and at Gratton Road and Main Street.
2. Create a pleasant pedestrian street environment through attractive streetscape design and features including street trees, lighting, sidewalks and planters.
3. Develop design guidelines for new and existing building renovation in the downtown, in keeping with a small town, pedestrian oriented street character.
- ~~4. Consider use of Redevelopment Agency funds for enhancement projects.~~

GOAL TWO

Provide a well-defined community edge between Denair and adjacent agricultural land, as well as between Denair and the City of Turlock.

POLICY ONE

Create a greenbelt / buffer around the perimeter of the Community that provides clear sense of identity for the Community of Denair.

POLICY TWO

The Denair Community Plan should promote very low density residential uses along the Community's edge or periphery in order to reduce conflicts with surrounding agricultural uses, as well as to establish and define a permanent buffer between Community of Denair and the City of Turlock.

IMPLEMENTATION MEASURES

1. Estate Residential shall be designated along the northerly, westerly and easterly periphery of the Denair Community Plan Area to reduce urban density toward the edge of the Community Plan Area.
2. The sizing of sewer and water lines should be reduced as they approach the northerly, westerly and easterly periphery of the Denair Community Plan Area to limit growth influences beyond the Plan Area.
3. Landscape design requirements shall be considered for new projects, which develop along the entryways to the Community of Denair, in particular to Waring Avenue, Monte Vista Avenue, Gratton Road and Santa Fe Avenue. Landscape design should promote a sense of transition from the surrounding agricultural area to urban setting. Utilization of trees to screen urban uses along these entryways is encouraged.
4. Within the Community Plan area, properties designated Low Density Residential and located outside the boundaries of the Denair CSD, may be designated, "Low Density Residential" or "Estate Residential" on the General Plan. (This will allow development of ½ acre lots with public water or 1 acre lots without public water or public sewer.)

GOAL THREE

Provide for the non-motorized transportation needs of the Denair Community.

POLICY ONE

Provide safe and convenient pedestrian and bicycle facilities to various destinations throughout the Community of Denair.

POLICY TWO

Provide pedestrian and bicycle facilities that link community residents to schools, parks, civic facilities and the community's downtown core in accordance with the Denair Community Plan diagram.

POLICY THREE

The Community pedestrian and bicycle facilities shall connect to regional pedestrian and bicycle facilities.

IMPLEMENTATION MEASURES

1. Develop irrigation canals as non-motorized transportation enhancement to promote the walking, cycling and other non-motorized means of transportation.
2. The County shall explore a cooperative agreement with the Turlock Irrigation District to use canal right-of-way / easement for multi-purpose recreational trails, as identified on the Denair Community Plan diagram.
3. Bicycle facilities shall be included as part of road improvement projects where said roadways are identified as bike lanes on the Denair Community Plan.

GOAL FOUR

Provide for the recreational needs of residents of the Denair Community.

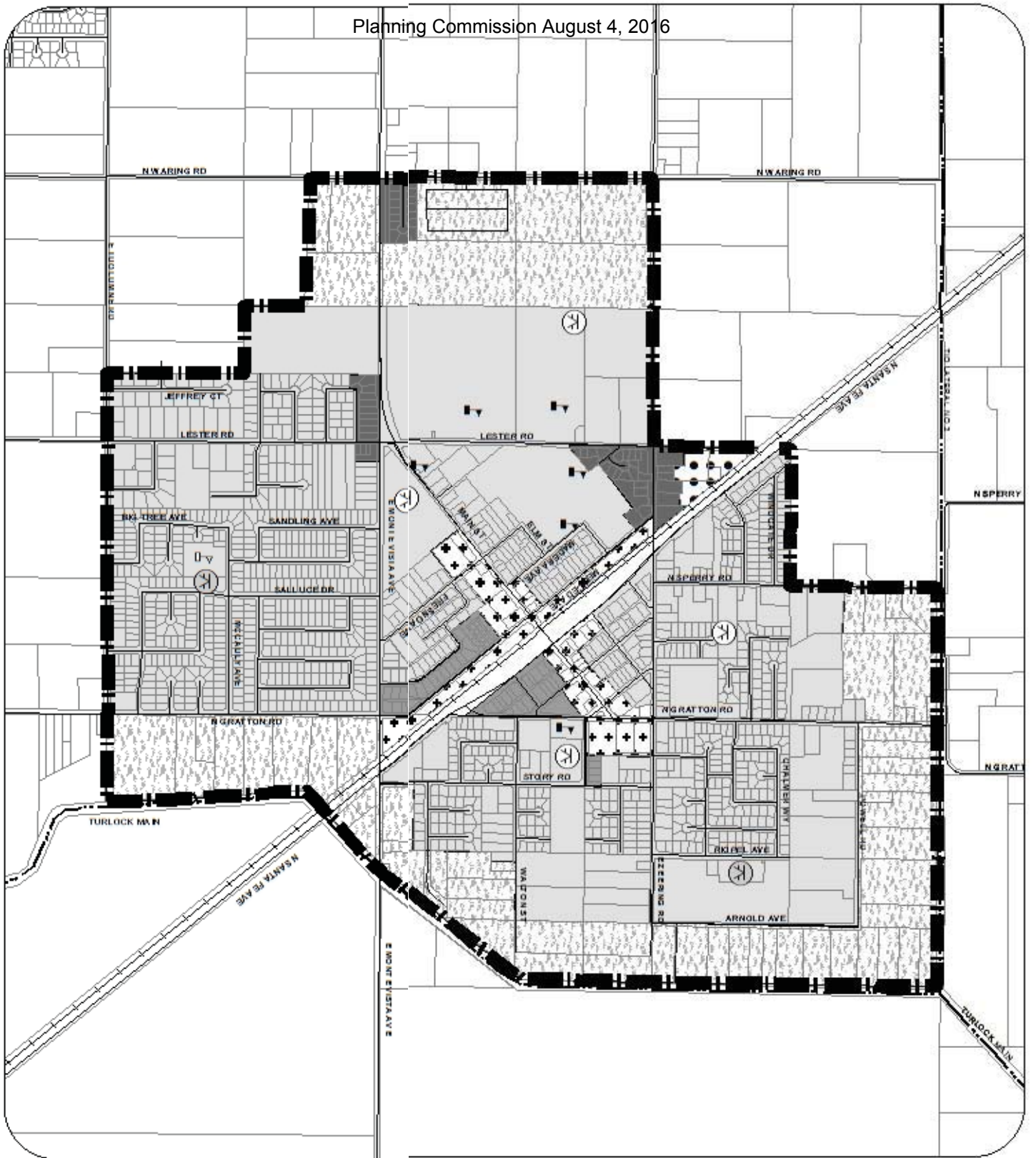
POLICY ONE

New development shall provide the residents of Denair with adequate parkland facilities to meet the County standard of 3 acres per 1,000 residents.

IMPLEMENTATION MEASURES

1. The County shall work to acquire and develop parkland, including adequate facilities to accommodate one community park. The general location of future park sites is portrayed on the Community Plan diagram.

1 - 89



Denair COMMUNITY PLAN

Land Use Designations:

- Commercial
- Industrial
- Residential - Estate
- Residential - Low
- Residential - Medium
- Residential - Medium-High

Parks and Schools:

- Existing Park
- Proposed Park
- Existing School
- Proposed School

Relevant Boundaries:

- Community Plan Boundary



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Appendix I-A4

HICKMAN COMMUNITY PLAN

Adopted by the Stanislaus County Board of Supervisors

DECEMBER 19, 1995*

**A technical update to service providers, and conditions in and surrounding the community were adopted on [insert date] as part of the 2015 General Plan Update. The 2015 update also incorporated into the community plan information from the June 23, 1987 adopted Support Documentation to the Stanislaus County General Plan.*

HICKMAN COMMUNITY PLAN

Description of Hickman

The Community of Hickman is located three miles south of the City of Waterford on the east side of Hickman Road.

History

The community was built in 1891 as a shipping center for grain upon the extension of the Southern Pacific Railroad from Oakdale to Merced.

Land Use

Hickman consists primarily of single family homes and commercial uses which service its residents. **Hickman also includes Aa** industrial **useoperation which** manufactures and repairs mining, construction, and agricultural equipment. The agricultural land surrounding Hickman is used for orchard, dairy and grain farming.

Available Urban Services

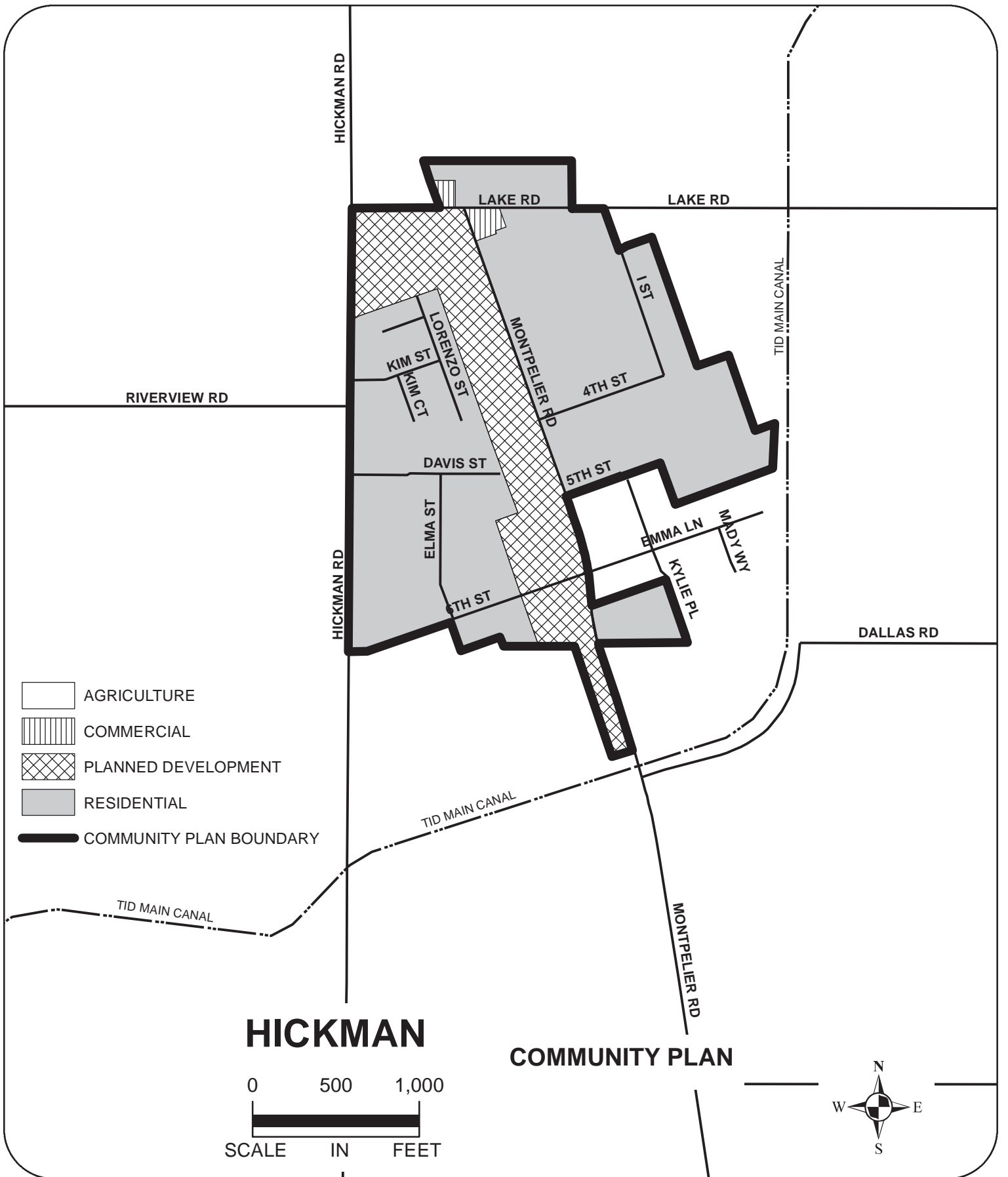
Domestic water is supplied by ~~De Este Company~~ **the City of Waterford**, police protection from the Stanislaus County Sheriff's Department and fire protection from the ~~Waterford-Hickman Stanislaus Consolidated~~ Fire District.

Transportation

Hickman Road is the major link for travel to Waterford, Hughson and Turlock/Denair.

Development PotentialCommunity Plan

Significant population growth is not anticipated in Hickman. Presently, the service area is mostly developed and there has been little demand for expansion. Some growth is expected in existing lots, but there are a limited number of vacant lots that front on County roads.



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Appendix I-E

KEYES COMMUNITY PLAN

**Adopted by the Stanislaus County Board of Supervisors
APRIL 18, 2000**

**Updates to the community plan map to reflect previously approved amendments to the community plan and removal of circulation to reflect updates to the Circulation Element were adopted on [insert date] as part of the 2015 General Plan Update*

KEYES COMMUNITY PLAN

Land Use. Growth forecasted for Keyes translates into a demand for a variety of housing types. Vacant and underutilized parcels within the existing Keyes Community Plan Area, along with a northward expansion of the Community Plan Area offer the potential for providing the forecasted population growth housing needs. Growth, in the form of residential development, has been directed east of State Route 99 to avoid conflicts with industrial uses west of State Route 99. With the exception of an established mobile home park located north of Turlock Irrigation District's Upper Lateral 2½, Medium-and Medium High-Density land use designations are moved from the periphery of Keyes to the interior of the community. Establishment of Medium and Medium High-Density housing adjacent to the community's commercial districts and public amenities will accommodate long-range housing needs for the community and County, while encouraging a compact community form.

With the community's small size and proximity to competing commercial centers outside the community (Cities of Ceres and Turlock), the community's commercial designations take on a neighborhood convenience focus. The Commercial designations within the community are intended to provide essential community retail goods and services. Activities may range from a single commercial use to a neighborhood shopping center. The Highway Commercial land use designation adjacent to the State Route 99 / Keyes Road Interchange is intended to provide for and promote concentration of commercial uses serving the needs of the traveling public. The State Route 99/Keyes Road Interchange also serves as an important gateway into the community.

Industrial and Planned Industrial land uses west of State Route 99 are buffered from sensitive land uses to the east of the highway. Industrial and Planned Industrial uses are afforded direct access to heavy rail service, and vital regional north-south and east-west transportation corridors.

The Community Plan includes an area designated Urban Transition. The Urban Transition land use designation recognizes the lands current commitment to Williamson Land Conservation Act contracts. The Urban Transition land use designation also recognizes the importance of this area in the overall development of community-wide circulation improvements and relationship to adjacent planned urban land uses. It is anticipated this area will, in the future, be developed as Low Density Residential.

Community Character. Community character is crucial for establishing the overall vision of what constitutes a desirable and viable community. The present appearance of the community along the State Route 99 corridor, as with many corridor communities, is unattractive. A lack of urban landscaping, key community entryways and unsightly land uses adjacent State Route 99 contribute to a negative image which discourages interest in investing in the community.

The residents of Keyes envision a cohesive small town that encourages social interaction among its community members. The Plan along with its goals, policies and implementation measures address neighborhood character, community edge and entryways into the community. The community core along 7th Street has its own unique character as a pedestrian-oriented concentrated area of residential, commercial, and public and quasi-public uses. Future development should enhance the vitality of the community core along 7th Street while retaining a diversity of residential, commercial and public and quasi-public uses.

Circulation. Faith Home Road (north of Keyes Road), Keyes Road (east of Faith Home Road) and Golden State Boulevard (south of Keyes Road) are classified as Major Roads. Rohde Road, 7th Street, Nunes Road, and Washington Road are classified as Collectors. To promote

a traditional local street pattern that evenly disperses traffic throughout the community, the Plan identifies the alignments for future roadway extensions. The Community Plan includes future easterly roadway extensions of Hollywood Drive, Anna Street, Esmail Avenue, Maud Avenue and Norma Way to serve east-west circulation. The Community Plan also includes future northerly roadway extensions of Jennie Avenue and Stella Avenue to serve north-south circulation.

To optimize Highway Commercial opportunities and accommodate forecasted traffic volumes on Washington Road, Ninth Street between Nunes and Keyes Roads should be abandoned. In its place, Washington Road should be extended to Keyes Road, opposite Golden State Boulevard. These modifications will improve circulation within the community and create a clear distinction between highway commercial and community related commerce, while establishing an opportunity for a prominent gateway for the community. The broad open area of the highway on- and off-ramps provides an opportunity for establishing a distinctive landscaped entry into the community.

The Community Plan encourages bicycling and walking. Two forms of non-motorized transportation routes are depicted on the Community Plan Diagram. Bike lanes are designated along major roadways consistent with the Stanislaus Council of Governments' (formally Stanislaus County Area Association of Governments) *Regional Bicycle Transportation Master Plan*. Bike lanes provide connectivity to neighborhoods, commercial centers, school and recreational facilities.

A multi-purpose trail, offering access to a variety of users including pedestrians, cyclists and equestrians, is planned along Turlock Irrigation District's Upper Lateral No 2½ right-of-way. The multi-purpose trail, which ties into the community's bikeway, provides a completely separated right-of-way with minimum cross flows by motorists.

Parks. Hatch Park is the only park available to all residents of Keyes. This park does not meet the County's minimum standard of providing 3 net acres of parkland/1,000 residents needed to support the community's current population. To accommodate growth, the Community Plan diagram envisions the expansion of Hatch Park into a community park. The Community Plan also identifies the general location of future neighborhood park sites. The neighborhood park symbols do not denote precise park locations, but suggest approximate locations for additional parkland acquisitions.

The following general standards define the various park designations identified in the Keyes Community Plan:

Neighborhood Park – 3 to 5 Acres. Neighborhood parks are designed to meet local "neighborhood" needs, and are intended to be within walking or bicycle distance of one-half mile from neighborhood residences. A neighborhood park service area should avoid crossing any major barriers (e.g., canals, collectors or major roads) that inhibit access to the park. Neighborhood parks should emphasize child-oriented facilities providing a variety of play spaces and associated amenities. Neighborhood parks should also be bound on all four sides by local streets to promote safety and public access.

Hatch Community Park – 15+ Acres. To provide for recreational needs of the community such as baseball, softball, and hard court areas, and family-oriented activities such as picnic areas and an indoor recreation center, Hatch Park should be enlarged to provide a minimum of 15 acres. Patrons are expected to drive to this facility. As such, Hatch Park should be bound by streets to minimize on-site parking requirements. As a highly active center, residential or other noise sensitive land uses should not directly abut the park.

Schools. Keyes is served by two school districts providing elementary and secondary education. The Keyes Unified School District provides for elementary (grades K-8) education. The Turlock Joint Union High School District provides for secondary (grades 9-12) education. Existing, planned and proposed school sites are shown on the Community Plan diagram. The proposed elementary school symbol does not denote the precise school site location, but suggests an approximate location for an additional elementary school.

Development History and Pattern. Keyes dates back to 1871 when it was a railroad siding of the Central Pacific (now Union Pacific) Railroad. The siding was named Keyes Switch, after Thomas J. Keyes, a state senator who resided nearby. The community grew slowly, consisting of only 16 families when the Keyes Grammar School was established in 1905-1906. The construction of the school and a church spurred additional growth, which slowed once more during the Great Depression. In the 1990s, the community grew faster than the County on average and reached an estimated 3,400 residents by 1998.

Like many other Central Valley towns, Keyes' original townsite was laid out at right angles to the northwest/southeast trending railroad. More recent development patterns have been on a traditional north/south grid, leaving Keyes' historic core physically offset from newer development. State Route 99 parallels the Union Pacific Railroad corridor to the east. The State Route 99 bypass, constructed in the mid-1980s, physically divides the community.

Land Use. The Keyes Community Plan area contains adequate land to support a population of approximately 9,300 residents. The Community Plan accommodates future growth in the most efficient manner possible. The Community Plan is aimed toward maintaining a compact urban form, preserving surrounding agricultural lands.

The Plan area encompasses 857 acres between the Turlock Irrigation District Lateral Number 2-1/2 on the north and Keyes Road on the south. Faith Home Road serves as the community's western boundary. Washington Road serves as the community's eastern boundary. The majority of commercial and residential land uses lie east of State Route 99 while industrial uses are located to the west of State Route 99.

New residential development is targeted for the community's northern and eastern areas. The Community Plan also includes land designated as Urban Transition. This land is presently under Williamson Land Conservation Act contract. Should the Williamson Act contracts not be renewed in the future, the land may be developed as Low Density Residential.

The Community Plan encourages the development of commercial areas which conveniently serve residential population, provide employment opportunities, form an attractive segment of the community and contribute to the County's tax base. Commercial development opportunities are provided at the northwest intersection of Washington Road and Keyes Road, and at the planned intersection of Faithhome Road and Hollywood Drive. In addition, the Keyes Community Plan designates land adjoining Golden State Boulevard, Keyes Road and State Route 99 for highway commercial development. Industrial uses are primarily located west of State Route 99.

Table 1 provides a summary of land uses within the Keyes Community Plan area.

Table 1: Keyes Community Land Use Profile

Land Use	Development Acreage	Vacant Land	Total Acreage	Percent of Total
Low Density Residential (LDR)	191	159	350	41%
Medium Density Residential (MDR)	57	34	91	10%
Medium High Density Residential (MHDR)	17	13	30	3%
Commercial (C)	22	17	39	4%
Highway Commercial	18	90	108	13%
Industrial (I)	52	32	84	10%
Planned Industrial (PI)	33	7	40	5%
Urban Transition (UT)	-	48	48	6%
Parks*	5	20	25	3%
Schools**	12	30	42	5%
Total	407	450	857	100%

Notes:

***Parks vacant land acreage is based on a calculation need of 3 acres/1,000 residents projected in the Community Plan. Vacant parkland is representative of the Community Polan “Proposed Parks” symbol which denotes general location.**

****Schools vacant land acreage includes the planned middle school to be developed adjacent to Washington Road, and for on additional elementary school that will be needed.**

Circulation. The Community Plan identifies the location and extent of existing and proposed major roads, collector streets and local streets, as well as bikeways and rail lines. The Keyes Road interchange provides a vital link to the community from State Route 99. Keyes Road, Faith Home Road, Rohde Road/7th Street, Washington Road and Esmail Avenue are the community’s primary roadways. Non-motorized transportation is encouraged via a system of recreational trails and bicycle lanes that connect the community’s residential neighborhoods with retail centers, recreational and school facilities, and other public facilities.

Public Services

Wastewater Collection and Treatment. The Keyes Community Services District provides wastewater collection. Wastewater is conveyed to the City of Turlock wastewater treatment plant for treatment. Population growth in Keyes has been impeded due to capacity limitations of the sewer interceptor between Keyes and the City of Turlock wastewater treatment plant. Wastewater collection system improvements are underway to improve delivery of wastewater to the City of Turlock wastewater treatment plant.

Water Service. The Keyes Community Services District provides water service to the Keyes community. Domestic water is supplied by wells that pump groundwater. The groundwater is treated at the well head prior to being conveyed to customers.

Law Enforcement. Law enforcement is provided by the Stanislaus County Sheriff's Department. The County maintains a Sheriff's substation within the Keyes community. The California Highway Patrol shares space with County's sheriff's Department in the sub-station located on 7th Street.

Fire Protection. The Keyes Fire Protection District provides fire protection and paramedic services to the Keyes and surrounding areas. The District is a volunteer fire department. The average response time is two minutes.

Schools. Keyes is located within the Keyes Unified School District and the Turlock Joint Union High School District. The Keyes Unified School District has three schools, one charter school (K-8), one elementary school (K-8) and one pre-school all located on one campus site. Improvements are underway for a new middle school (Grades 6 – 8). The new middle will be located in northeast section of the community plan area, adjacent to Washington Road. The Community Plan Diagram depicts the general location of a future elementary school site. High school-aged students (Grades 9 – 12) currently attend Turlock High School. Construction is underway for a new high school (Pitman High School) between Taylor Road and Christofferson Parkway. Once completed, it is anticipated that Keyes' high school-aged students will attend Pitman High School.

Parks and Recreation. The County provides and maintains one park facility within the community of Keyes. The community's current parkland inventory does not meet the County standard of 3 acres of parkland per 1,000 residents needed to support the community's present population. The Community Plan includes expanding Hatch Park into a 15 acre Community Park. The Community Plan also depicts the general location of future neighborhood park sites.

Goals, Policies and Implementation Measures

The following goals, policies and implementation measures are directed specifically toward the Keyes community and are intended to guide development within the Keyes Community Plan Area:

GOAL ONE

Achieve a harmonious relationship between the urban environment and surrounding agricultural setting.

POLICY ONE

Provide a land use pattern that is compatible with surrounding land uses and which provides an effective transition between the built environment and agricultural uses along the periphery of the community.

POLICY TWO

Discourage the designation/rezoning of residential land uses on land sharing a boundary with agriculture designated lands outside the Community Plan Area.

POLICY THREE

Provide adequate setbacks and/or non-residential improvements between residential development and adjacent agricultural land uses outside the Community Plan Area.

POLICY FOUR

Cooperate with the City of Ceres to the north and the City of Turlock to the south in establishing definitive community separator policies/implementation measures.

IMPLEMENTATION MEASURES

1. Residential land use designations/rezoning that share a boundary with agricultural designated lands outside the Community Plan area shall demonstrate that a 200 foot building setback or other comparable development setback can be provided. Setbacks may include physical improvements such as roads and canals.
2. Commercial, Highway Commercial, and Planned Industrial development shall be buffered from adjacent agricultural land uses outside the Community Plan Area by landscaping elements.

GOAL TWO

Improve the visual appearance of the Keyes community.

POLICY ONE

Encourage the development of identifiable community boundaries to establish a sense of community identity.

POLICY TWO

Encourage the development of “Gateway” treatments at major entryways to the community.

POLICY THREE

Encourage the upgrading, beautification and revitalization of existing commercial areas along 7th Street.

POLICY FOUR

Develop and Implement Design Guidelines for new development and for revitalization of existing development within Keyes.

POLICY FIVE

Promote alternative design solutions to reduce the negative visual impact of walled developments within Keyes.

IMPLEMENTATION MEASURES

1. The County should adopt Design Guidelines for the Keyes Community. The guidelines should address residential subdivision design and connectivity, non-residential development, and design/establishment of a gateway/entry features for Keyes.
2. “Gateway” treatments should be established at the State Route 99/Keyes Road Interchange, and at Rohde Road and the crossing of the Turlock Irrigation District’s Upper Lateral No 2 ½.
3. Develop positive, high quality landscaped edges along State Route 99 and major roads leading into the community.
4. The County shall approve development proposals which include walls only if walls are necessary in order to mitigate the negative impacts of noise, visual separation from traffic, or to provide a barrier between incompatible land uses. Where walls are necessary, the County shall require separation from the roadway by a curb-adjacent sidewalk and a six-foot landscaped planter strip. A combination of walls, berming and vegetation is considered more desirable than walls used alone.

GOAL THREE

Encourage attractive and orderly development which preserves a small town atmosphere.

POLICY ONE

Provide a diverse community that integrates residential, commercial and industrial land uses supported by public facilities.

POLICY TWO

Create an enhanced streetscape environment through the use of landscape and pedestrian access along arterial and collector streets.

POLICY THREE

Medium and High Density Residential should be located along collectors, and be designed and oriented in order to function as part of the overall neighborhood.

POLICY FOUR

Provide adequate lands to accommodate the development of commercial areas which will conveniently serve current and future residential needs.

POLICY FIVE

Minimize conflicts between industrial and planned industrial land uses by concentrating industrial activity west of State Route 99.

POLICY SIX

Provide convenient and accessible neighborhood commercial areas within the community to minimize vehicular trips needed for frequently used retail services.

POLICY SEVEN

Multi-family residential land uses shall be developed with a balance of open space, landscaping, and shall be accessible to commercial and recreational areas and public transportation facilities.

IMPLEMENTATION MEASURES

1. Commercial development shall be consistent in scale and character with surrounding neighborhood.
2. Commercial sites shall be developed in such a manner to not preclude direct access from residential areas for pedestrian and bicycle traffic.
3. County shall encourage and seek the revitalization of existing housing stock within the central core of the community.
4. County shall encourage and assist the commercial revitalization of 7th Street.
5. Walled and isolated residential enclaves shall be discouraged.
6. Residential areas shall be designed to create a pattern of activity that promotes community interaction within and with abutting neighborhoods.

Parks and schools shall be located and designed as neighborhood focal points.

7. Residential rear yards with walls shall be discouraged along collector streets within the interior of the community to avoid walled subdivisions. In situations where collectors with walls adjoin residential areas, cul-de-sacs should be used to create wall openings with pathway connections to encourage pedestrian access.
8. Development adjacent to Turlock Irrigation District Upper Lateral No 2¹/₂ shall maintain an open edge along the Lateral rather than backing against the Lateral.

GOAL FOUR

Promote highway-oriented commercial development in the State Route 99 corridor.

POLICY ONE

The County shall encourage the location of businesses and services (e.g., restaurants, service stations, lodging) in the State Route 99 corridor to serve the traveling public and local residents.

IMPLEMENTATION MEASURES

1. Designate land adjacent to the State Route 99/Keyes Road Interchange with good highway visibility and access as Highway Commercial. Permitted uses shall be those determined by the County to be supportive of the overall goals and policies of the Keyes Community Plan.
2. Limit development adjoining State Route 99/Keyes Road Interchange to large sites and non-residential uses with generous landscaping.
3. The County shall designate land in the Golden State Boulevard/Keyes Road/State Route 99 Interchange corridor area as Highway Commercial.

GOAL FIVE

Provide an interconnected system of streets and roads to distribute traffic and meet the circulation needs of the Community.

POLICY ONE

The County should promote development of a traditional grid circulation system that distributes traffic, provides connectivity and offers multiple-route choices for motorists, as portrayed on the Keyes Community Plan Diagram.

POLICY TWO

Open street patterns that create a network of circulation connections with multiple points of ingress and egress are encouraged.

POLICY THREE

All roadways shall be designed to complement the urban development pattern and coordinate with pedestrian, bicycle and transit routes.

IMPLEMENTATION MEASURES

1. The County shall evaluate development proposals for conformance with the circulation system depicted on the Keyes Community Plan Diagram.
2. Recognizing the community's land use pattern, limited number of continuous north-south and east-west streets will result in less than acceptable service standards on a small number of streets, the following roads shall be extended and designated as Collectors as depicted on the Community Plan:
 - a) Esmail Avenue shall be extended to Washington Road;
 - b) Starlite Drive shall be extended to Washington Road; and
 - c) Washington Road shall be extended to Keyes Road.

The following local roads shall be extended to improve continuous north-south and east-west circulation as depicted on the Community Plan:

- a) Maude Avenue shall be extended to Washington Road;
- b) Anna Avenue shall be extended to Washington Road;
- c) Jennie Avenue shall be extended to future Starlite Drive extension; and
- d) Stella Avenue shall be extended to future Starlite Drive extension.

GOAL SIX

Provide for the non-motorized transportation needs of the Keyes Community.

POLICY ONE

Provide safe and convenient pedestrian and bicycle facilities to various destinations throughout the community of Keyes.

POLICY TWO

Provide pedestrian and bicycle facilities that link community residents to schools, parks, civic facilities and the community's retail centers in accordance with the Keyes Community Plan diagram.

POLICY THREE

Community bicycle facilities shall connect to regional bicycle facilities.

IMPLEMENTATION MEASURES

1. Develop multi-purpose trail adjacent to the Turlock Irrigation District Lateral 2½ to promote walking, cycling and other non-motorized means of transportation.
2. The County shall explore a cooperative agreement with the Turlock Irrigation District to use Lateral 2½ right-of-way/easement for multi-purpose recreational trail, as identified on the Keyes Community Plan.
3. Bicycle facilities shall be included as part of road improvement projects where said roadways are identified as bike lanes on the Keyes Community Plan.

GOAL SEVEN

Provide for the recreational needs of the residents of the Keyes Community.

POLICY ONE

The County shall support expansion of Hatch Park as a Community Park.

POLICY TWO

The County should acquire additional parkland, pursuant the Keyes Community Plan, to meet the future parkland needs of the Keyes Community. Total parkland inventory should be consistent with the County standard of 3 acres of parkland per 1,000 residents.

IMPLEMENTATION MEASURES

1. The County shall acquire lands to the north and east of Hatch Park to accommodate expansion of the Hatch Park site to promote the development of a 15+ acre community park.
2. The County, in conjunction with the Keyes Municipal Advisory Committee and other interested groups, shall work to upgrade and expand the facilities at Hatch Park to include facilities normally associated with a Community Park (e.g., baseball fields, community center, soccer fields).

Keys

COMMUNITY PLAN

Land Use Designations:

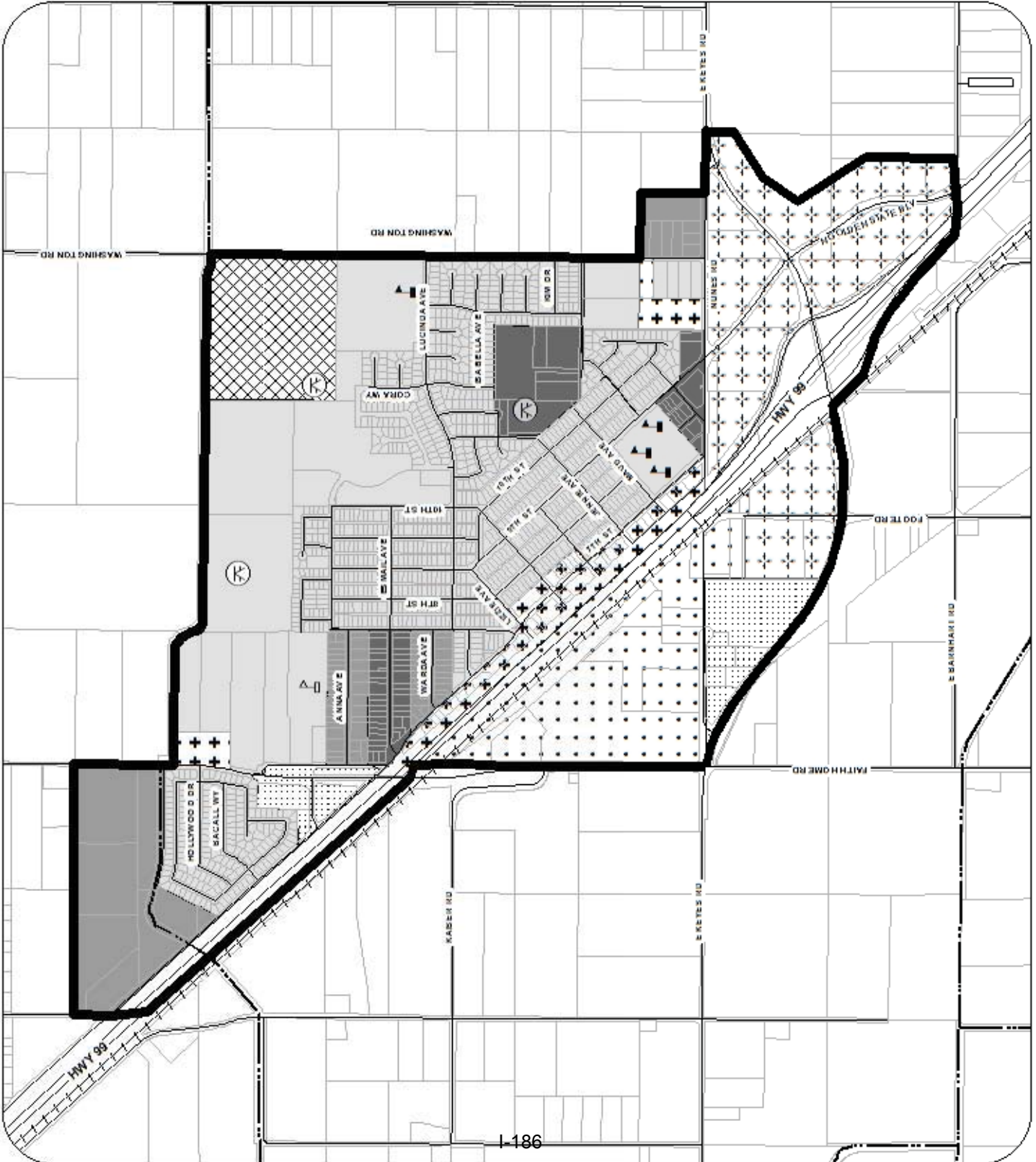
- Commercial
- Commercial - Highway
- Industrial
- Planned Industrial
- Residential - Low
- Residential - Medium
- Residential - Medium-High
- Urban Transition

Parks and Schools:

- Existing Park
- Proposed Park
- Existing School
- Proposed School

Relevant Boundaries

- Community Plan Boundary



I-186

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Appendix I-A6

KNIGHTS FERRY COMMUNITY PLAN

Adopted by the Stanislaus County Board of Supervisors

JUNE 23, 1987*

**A technical update to population statistics, service providers, and conditions in and surrounding the community were adopted on [insert date] as part of the 2015 General Plan Update. The 2015 update also incorporated into the community plan information from the June 23, 1987 adopted Support Documentation to the Stanislaus County General Plan.*

KNIGHT'S FERRY COMMUNITY PLAN

Description of Knights Ferry

The community of Knights Ferry is located on the east side of Stanislaus County on the north bank of the Stanislaus River. It lies just north of the intersection of State Highway 108/120 and Kennedy and Sonora Roads.

History

Land within Stanislaus County north of the Stanislaus River was, until 1860, part of San Joaquin County. At that time, Stanislaus County Supervisors recognized that the community of Knights Ferry was prosperous and booming. Therefore, to add to the tax revenue of the County, an assembly bill was introduced and signed annexing that portion to Stanislaus County.

In 1862, Knights Ferry became the seat of government for Stanislaus County and remained so for nine years. During this period, the community enjoyed steady growth and flourished with economic activity. With the decline in mining, ravages of fire, changes in transportation, and relocation of the County seat to Modesto, Knights Ferry became a sleepy hamlet steeped in history and character.

Knights Ferry is recognized both state and nationwide. In California it is Registered Landmark Number 347 and in December, 1975, it was designated a National Historic Landmark and listed in the National Register of Historic Places.

Land Use

Knights Ferry consists predominantly of older single family residences with some older commercial and fraternal structures. Large parcels to the north of the community are under Williamson Act contracts.

Available Urban Services

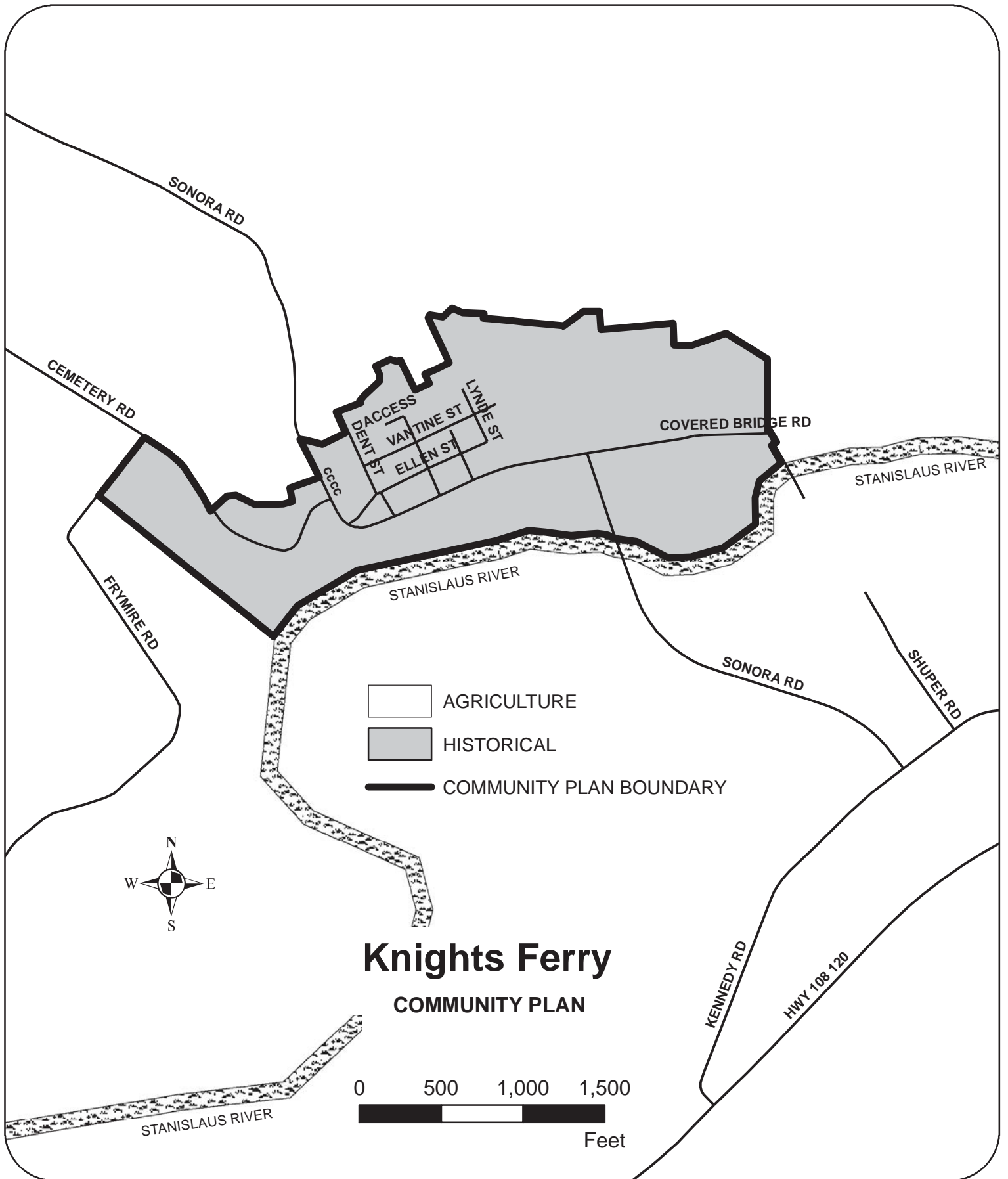
The Knights Ferry Community Services District provides public water, but there is no sanitary sewer system. The Oakdale **Rural Fire Protection** District and the Stanislaus County Sheriff's Department provide fire and police protection services, respectively.

Transportation

Highway 108/120 runs parallel to Knights Ferry south of the Stanislaus River. The intersection at Kennedy and Sonora Roads provides access to Knights Ferry.

Development PotentialCommunity Plan

It is not anticipated that Knight's Ferry will experience significant growth in the coming years. Lack of sanitary sewer, existing Williamson Act contracts to the north, the Stanislaus River on the south and the community's desire to retain its historical character will keep its growth to a minimum. ~~Projected 2010 population is only 300 compared to the 1980 population of 281.~~ In the event that development is proposed within the historical community of Knight's Ferry, it must comply with the building standards in Appendix ~~4-11-B1-~~ **Knights Ferry Historical Standards** of the ~~Support Documentation~~ **Land Use Element of the General Plan.**



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Appendix I-A7

LA GRANGE COMMUNITY PLAN

Adopted by the Stanislaus County Board of Supervisors

JUNE 23, 1987*

**A technical update to population statistics, service provides, and conditions in and surrounding the community were adopted on [insert date] as part of the 2015 General Plan Update. The 2015 update also incorporated into the community plan information from the June 23, 1987, adopted Support Documentation to the Stanislaus County General Plan.*

LA GRANGE COMMUNITY PLAN

Description of La Grange

The Community of La Grange straddles Yosemite Boulevard (State Highway 132) on the south bank of the Tuolumne River in the most easterly portion of Stanislaus County. The town of La Grange is located within an area of limited base (grazing and range land) agriculture.

History

In the early 1850's, flooding along the Tuolumne River encouraged the inhabitants of French Bar to seek higher ground. The new community became known as La Grange, which is French for "the barn". In 1856, La Grange became the third location for the seat of Stanislaus County government and remained so for six years. The two major industries that have long been idle were mining and the Elam Dye sawmill. La Grange has been recognized as having State historical significance, therefore, is noted as a California State Registered Landmark.

Land Use

La Grange consists of older single family residences and commercial structures, variously mixed throughout the community.

Available Urban Services

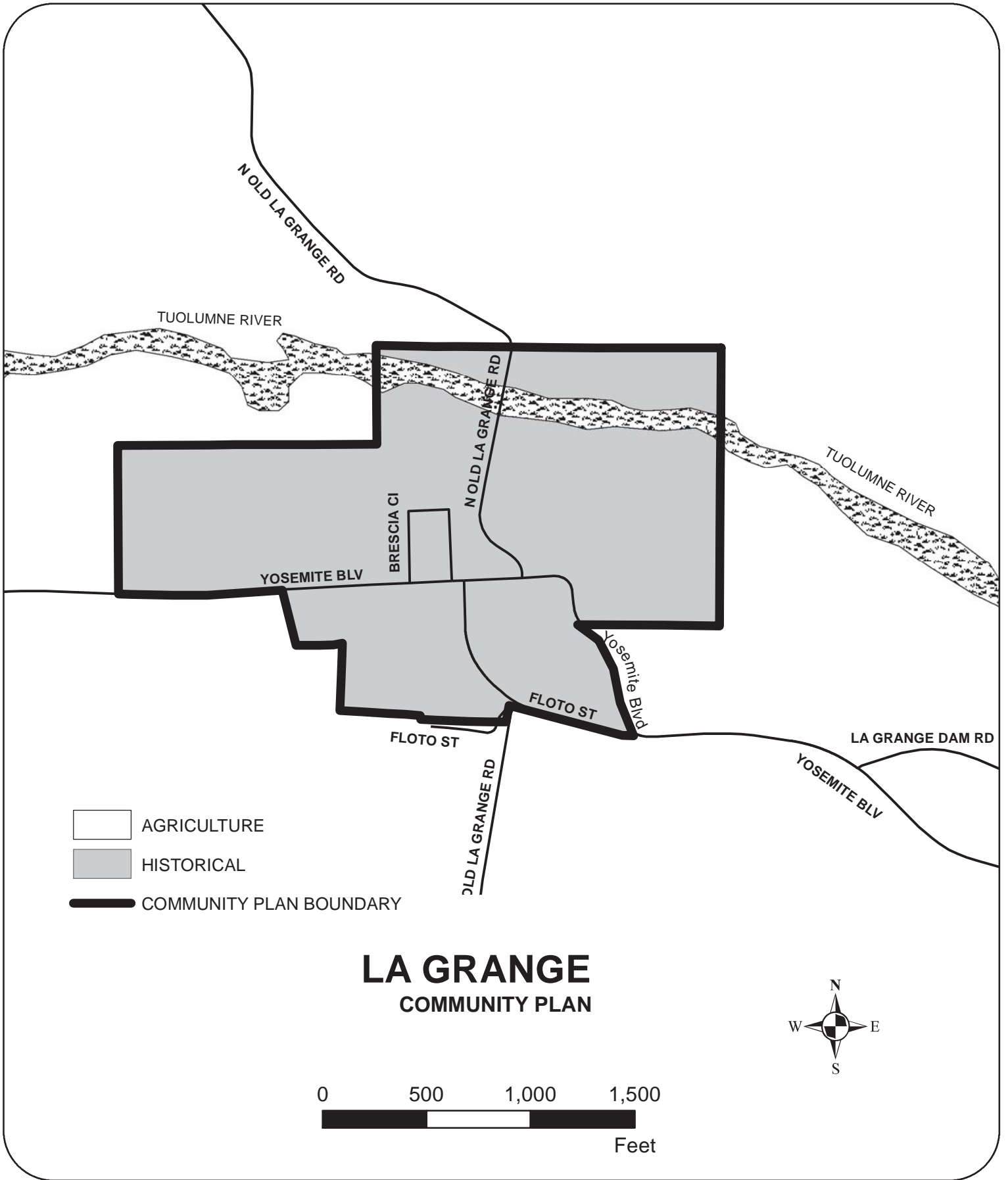
The Turlock Irrigation District provides public water, and the Stanislaus County Sheriff's Department provides police protection. Fire protection is provided by the **Waterford-Hickman Stanislaus Consolidated** Fire District.

Transportation

Highway 132 runs directly through town in an east-west direction.

Development PotentialCommunity Plan

It is not anticipated that La Grange will experience any significant growth in the coming years. The present water system is lacking in the ability to serve additional customers, consequently, until the system is upgraded and expanded, future growth is seriously **limitedretarded**. ~~This is evident in the population projection for the year 2010 of 112 as compared to the 1980 population of 88.~~ In the event that development is proposed within the historical community of La Grange, Appendix ~~1-2~~ **I-B2 - La Grange Historical Standards** of the **Land Use Element of the General Plan Support Documentation** should be consulted for building exterior design standards.



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Appendix I-A8

SALIDA COMMUNITY PLAN

Adopted by the Stanislaus County Board of Supervisors

AUGUST 7, 2007

**A technical update clarifying the integration of the 2007 Salida Area Planning, Road Improvement, Economic Development, and Farmland Protection Initiative and the terms of the development agreements governing the amended area was adopted on [insert date] as part of the 2015 General Plan Update.*

SALIDA COMMUNITY PLAN

The Salida Community Plan (“Community Plan” or “Plan”) provides land use planning and guidance for development of approximately 4,600 acres of land in the Salida area. The Community Plan encompasses the existing community of Salida, which was part of the previously approved Salida Community Plan (the “Existing Plan” or “Existing Plan Area”), and an amendment area encompassing approximately 3,383 acres (the “Amendment Area”). **The Amended Area consists of the Salida Area Planning, Road Improvement, Economic Development, and Farmland Protection Initiative (the “Initiative”) approved by the Board of Supervisors on August 7, 2007 and adopted by ordinance on August 17, 2007. The ordinance specifies that until the terms of the Development Agreement governing the Amended Area expire, the Initiative may be amended or repealed, to the extent permitted by law, by a majority of the voters of the County voting in an election held in accordance with state law. The terms of the Development Agreement expires twenty-five (25) years from the effective date of August 7, 2007 (Expires: August 7, 2032).**

The Existing Plan Area

The land use plan for the Existing Plan Area reflects both existing land use patterns and gathered information to guide future land use decisions. In formulating this plan, it was apparent that a substantial portion of the community had already developed in a way which has produced few areas of potential land use conflicts. The designations included within this plan are intended to, whenever possible, mitigate those impacts, or prevent them from occurring in the future. This will, hopefully, result in an attractive and efficient pattern of living and working areas. In the event that development is proposed within the redevelopment area of Salida, Appendix **H-B3 – Salida Design Guidelines** of the **Support Documentation Land Use Element of the General Plan** should be consulted for development standards.

The Amendment Area

The Community Plan provides land use and development guidance for the Amendment Area that promotes harmonious integration of the Existing Plan Area with new development planned within the Amendment Area. The land uses, goals, and policies of the Community Plan promote job creation, retail opportunities, and tax generation, while providing for improved vehicular and non-vehicular circulation, expanded recreational amenities, expanded housing choice, preservation of open space, effective transitions between urban and agricultural environments, and substantial infrastructure improvements within the Amendment Area. New development within the Amendment Area will be implemented through the Salida Community Plan Zoning District, which requires the adoption of a discretionary non-legislative Development Plan (“Development Plan”) prepared according to the regulatory zoning requirements of the District.

Amendment Area Purpose

One of the primary purposes of the Amendment Area is to provide for a mix of land uses that can facilitate the Salida community’s financial and fiscal self-sufficiency. Building upon this purpose, and other goals and policies, the Amendment Area strives to create local jobs and commercial opportunities with significantly improved regional vehicular circulation and infrastructure, supported by complementary and integrated housing that expands the community’s range of residential offerings. Capital facility, and service needs generated by new development in the Amendment Area should be financed by new development. To allow sufficient time for proper infrastructure planning and development, no new residential units in the Amendment Area shall be occupied prior to January 1, 2010.

Land Use and Land Use Designations

Land uses shown for the Amendment Area are consistent with designations contained in the County General Plan. However, a new land use designation, Business Park, has been added for this area. The General Plan land use designations applicable within the Amendment Area include: Low-Density Residential, Medium-Density Residential, Medium High-Density Residential, Commercial, Planned Industrial, Business Park, and Agriculture. Table 1, Salida Community Plan Amendment Area Land Use Designations, shows the proposed Amendment Area land uses and their associated acreages. Refer to the Salida Community Plan map for a map of land uses within the Amendment Area. The Amendment Area represents a blueprint for the expansion of Salida and is meant to take a comprehensive view of land uses in order to prevent piecemeal planning. In order to offer a long-term planning approach, non-agricultural land use designations are applied to lands which may still be subject to Williamson Act contracts. However, the provisions of the Salida Community Plan Zoning District should require that until such time as contracts are terminated, lands encumbered by a Williamson Act contract shall remain subject to the zoning restrictions found within the County's A-2 zoning regulations.

The Board of Supervisors may, at its discretion, approve minor modifications to the boundaries and location of the land designated Low-Density Residential, Medium-Density Residential, Medium High-Density Residential, or Agriculture within the Amendment Area, and approve rezonings which implement such modifications, provided such modifications preserve the overall intent of the Community Plan and the total acreage devoted to the Low-Density, Medium-Density and Medium High-Density Residential land use designations, as set forth in Table 1, does not increase or decrease by more than ten percent (10%).

In addition, the Business Park designation, as created herein, is intended to provide land use flexibility in order to support the creation of a first-class modern business park. Therefore, the Board of Supervisors may, at its discretion, re-designate land within the Amendment Area from Planned Industrial to Business Park along with rezonings to implement said modifications without limitation. This discretion is reserved for the Board of Supervisors in acknowledgment that the market demand for Business Park uses may increase over time, thereby warranting the broader range of uses and land use configurations offered by the Business Park designation.

To effectively implement the Planned Industrial, Business Park, or Commercial Land Use designations within the Amendment Area, the Board of Supervisors may also, at its discretion, rezone land zoned as SCP-C-1, SCP-C-2, SCP-PI, or SCP-IBP, to Planned Development. The Planned Development district as provided for in Chapter 21.40 of the County Code would allow for modification of requirements established by the SCP district and diversification in the relationship of different uses, buildings, structures, lot sizes and open spaces, while ensuring compliance with, and implementation of, the Community Plan. Such flexibility would be used to promote development of modern retail, business park, and industrial park developments.

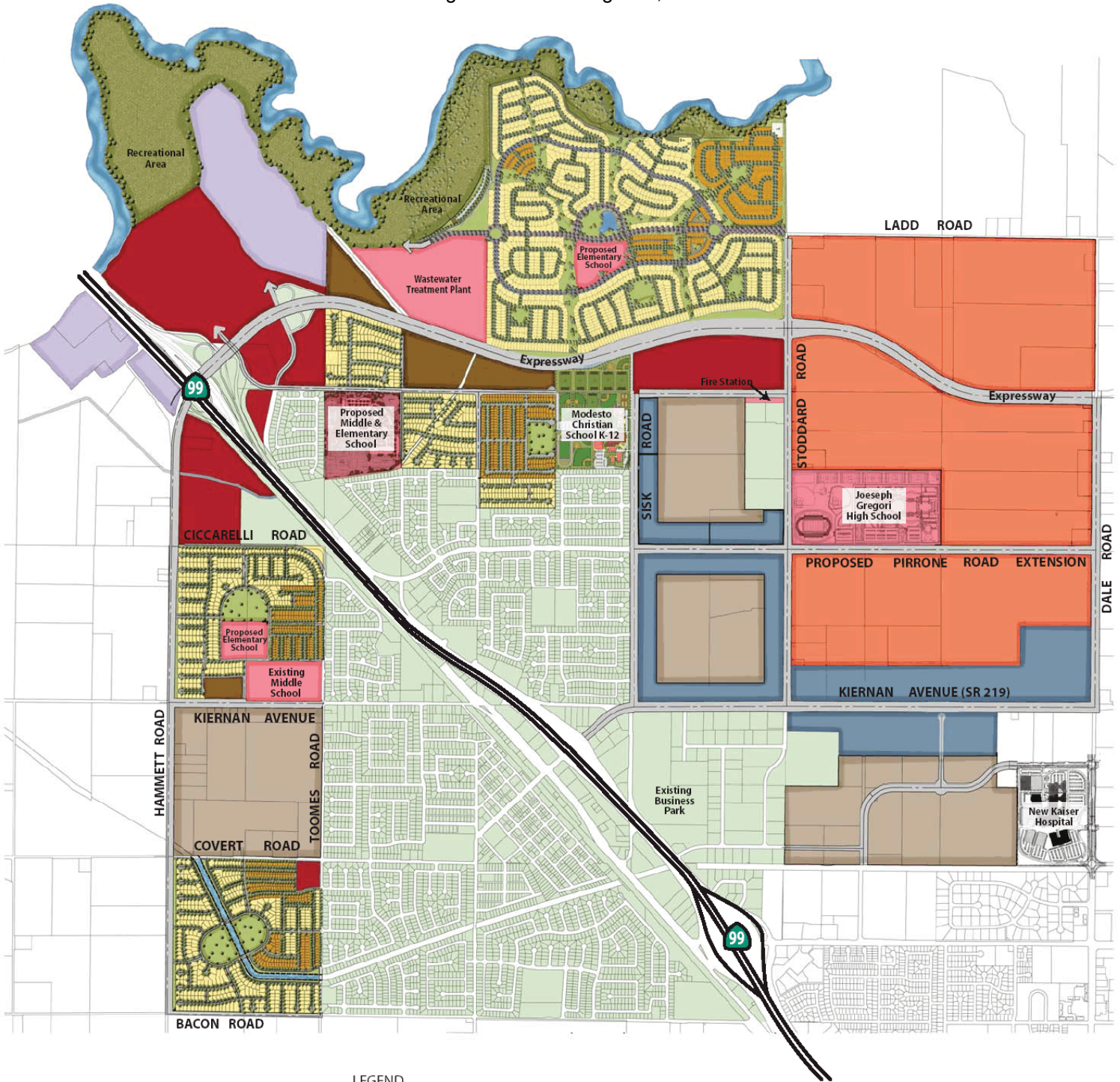
Finally, if the potential adverse environmental impacts associated with the current Planned Industrial or Business Park land use designations, as identified in an Environmental Impact Report, could be reduced or eliminated by alternative land use designations, the Board of Supervisors retains the discretion to make changes to the Planned Industrial or Business Park land uses, including conforming rezonings.

An illustrative conceptual plan for the Amendment Area is included in the Community Plan as Illustration 1 and is provided for illustrative purposes only. The precise design, location of uses, and amenities will be established by discretionary non-legislative Development Plan approval.

Table 1

SALIDA COMMUNITY PLAN AMENDMENT AREA LAND USE DESIGNATIONS		
Land Use Designation	Zoning	Total Acreage
Planned Industrial	SCP-PI	1,259
Business Park	SCP-IBP	490
Commercial	SCP-C-1 SCP-C-2	280
Low-Density Residential	SCP-R-1	802
Low-Density Residential-Special Treatment Area	SCP-R-1- ST	64
Medium-Density Residential	SCP-R-2	187
Medium High-Density Residential	SCP-R-3	57
Agriculture	SCP-A-2	244
<i>Total Acres</i>		<i>3,383</i>

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LEGEND

Description	Description
Business Park	Public Uses
High Visibility Business Park	Private School
Commercial	Parks & Open Spaces
Planned Industrial	LDR
PI Reserve	MDR
Existing Salida Community	MHDR

SALIDA COMMUNITY PLAN

SALIDA, CA

ILLUSTRATION 1

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Planned Industrial. As part of an interjurisdictional effort, the County of Stanislaus and the City of Modesto developed the North Gateway Business Complex Master Development Plan in 2003. The goal of the plan is to help alleviate the existing jobs-housing imbalance in the County by promoting development of employment-generating industrial/business park uses in the area roughly bound by Ladd Road on the north, Dale Road on the east, Pelandale Expressway on the south, and Sisk Road on the west. The Planned Industrial designations shown to the east of Sisk Road within the Amendment Area are consistent with the intent of the North Gateway Business Complex Master Development Plan.

Approximately 1,259 acres of land are designated as Planned Industrial. This represents approximately 37.2 percent of the Amendment Area. The majority of these lands are located in the northeastern portion of the Amendment Area. An area designated as Planned Industrial is located in the southwestern portion of the Amendment Area on land that includes an existing industrial use. Intended uses within the Planned Industrial designation are consistent with those defined in the General Plan.

Business Park. The Community Plan includes 490 acres that are designated Business Park. This represents approximately 14.5 percent of the total Amendment Area. This use is concentrated largely in the eastern portion of the Amendment Area, but two notable areas in the northwest portion of the Amendment Area, near the Hammett Road/State Route 99 interchange, also carry this designation.

The Business Park designation is intended to accommodate development of a full range of uses, including modern, employment-intensive uses. Principal development and employment-generating uses allowed within this designation include research, product development, professional office, commercial, and business services.

Commercial. The Community Plan includes 280 acres of land designated Commercial within the Amendment Area. This represents approximately 8.3 percent of the Amendment Area. The Commercial designation applies to Regional Commercial, Neighborhood Commercial, and Highway Commercial uses as described in the General Plan. A major regional commercial area is planned in the northwest corner of the Amendment Area on the east side of State Route 99. Neighborhood-serving commercial uses are located at the southwest corner of the Covert Road/Toomes Road intersection and between Sisk Road and Stoddard Road just south of the planned expressway. New highway commercial uses are located west of State Route 99 near the Hammett Road/State Route 99 interchange.

Table 2

SALIDA AMENDMENT AREA ANTICIPATED EMPLOYMENT GENERATION			
Land Use	Acres	Jobs/Acre¹	Total Jobs
Business Park	490	25²	12,250
Manufacturing/Industrial/Warehousing, etc.	1,259	7	8,813
Neighborhood, General, and Highway Commercial	280	24	6,720
Total	2,029	13.7	27,783

¹ Source: Stanislaus County Economic and Workforce Alliance

² Weighted average number of jobs per acre between Business Park and High-Visibility Business Park

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Residential. The Amendment Area affords substantial opportunity for new residential development with a neighborhood orientation. The Amendment Area includes 866 acres of land designated Low-Density Residential, 187 acres designated Medium-Density Residential, and 57 acres designated Medium High-Density Residential, for a total of 1,110 acres of new residential development. Land designated for residential uses represents approximately 32.8 percent of the total Amendment Area. The new residential areas are generally located in the southwestern and northern portions of the Amendment Area.

Public facilities, parks, and schools are conditional uses within areas designated as Low-Density Residential. Accordingly, approximately 118 acres of the land designated Low-Density Residential within the Amendment Area are either occupied by existing schools or owned by a school district for which a school is planned and are therefore not expected to result in additional units beyond the 5,000 units shown in Table 3. Additionally, 64 acres of land now owned by the Salida Sanitation District on which it operates the Salida Wastewater Treatment Plant are designated Low-Density Residential. Build-out of this land with residential uses may or may not occur. If the Salida Sanitation District determines that it will continue to operate the existing plant, modify the plant, and/or expand the plant in the future to meet its needs, this could preclude build-out of all 64 acres with residential units, though some portion of the land may retain capacity for residential development. As a result, the maximum number of units and the total projected population increase shown in Table 3 could be incrementally lower.

Single-family homes at a density of up to eight dwelling units per net acre may be developed on land designated Low-Density Residential. The actual development density is likely to be about 4.5+/- dwelling units per net acre. Detached single-family homes, duplexes, and triplexes at densities of up to 14 units per net acre are permitted on land designated Medium-Density Residential. An average density of about 10+/- dwellings units per net acre is anticipated. Densities up to approximately 25 dwelling units per net acre are permitted on land designated Medium High-Density Residential. An average density of about 23+/- dwelling units per net acre is anticipated. Table 3, Projected Residential Build-Out and Population, shows that a total of approximately 5,000 new dwelling units could be accommodated within areas designated Low-, Medium- and Medium High-Density Residential use at build-out. The local population would increase by about 15,063 people with build-out of the residential designated portions of the Amendment Area. Including the population of the existing community, the projected total population within the Community Plan boundary would be 29,063 persons at build-out of the Amendment Area.

Table 3

Projected Residential Build-Out and Population				
Land Use Designation	Total Gross	Average Dwelling	Total Dwelling Units	Population Accommodated
Low-Density Residential	866	4.5	2,754	8,299
Medium-Density Residential	187	10.0	1,306	3,933
Medium High-Density Residential	57	23.4	940	2,831
TOTAL	1,110		5,000	15,063

1. Net acreage is approximate based on an assumption that 30% of the gross acreage will be occupied by parks, roads, school sites, sidewalks, and utilities.
2. Based on average of 3.01 persons per household.

Agriculture. The County currently applies the Agriculture land use designation to areas identified as suitable for open space or recreational use. Within the Amendment Area, this designation applies solely to the proposed Stanislaus River Park, which comprises 244 acres, or approximately 7.2 percent of the Amendment Area. This designation is not intended to accommodate agricultural activities within the Community Plan boundary.

The Stanislaus County Parks Development Plan states that regional parks are an important component of the County-wide parks program. The Stanislaus County Parks Development Plan suggests that parks which preserve river and riparian areas, which are significant natural resources, should be a focus. Though the Stanislaus County Parks Development Plan states that the overall acreage of existing regional parks in the County is adequate to serve future populations, to meet the intent of the Community Plan for providing expanded recreation resources and to help preserve valuable natural resources, the Amendment Area includes an approximately 244-acre river park along the Stanislaus River. The river park comprises lands within habitat and flood easements along the river that are controlled by the U.S. Army Corps of Engineers. The river park concept is to preserve and restore natural conditions close to the river and to locate passive recreational activities such as picnicking, bird-watching, walking, jogging, bicycling, and supporting structures such as restrooms and parking facilities, etc. at distances that are progressively farther from the river. Active recreational facilities could be considered.

It is expected that developers of new projects within the Amendment Area would prepare a park plan, as part of the Development Plan process, for the river park and would fund improvements needed to implement the park plan.

Circulation

Circulation Concept. Existing and planned roadways should comprise a roadway network that serves the existing community and provides connectivity to regional transportation corridors. The existing circulation system and proposed circulation facilities and improvements should be fully integrated. Roadway segments and alignments should promote even dispersal of traffic throughout the Community Plan area. For example, industrial traffic should be routed from the eastern portion of the Amendment Area to a new expressway. Right-of-way for the Hammett Road interchange is needed to accommodate interchange improvements required to accommodate additional traffic generated by new development. A Project Study Report for the Hammett Road Interchange is currently under preparation. A Project Study Report shall be approved for the Hammett Road Interchange prior to approval of tentative maps and development permits for lands located within the interchange study area of the Project Study Report. Right-of-way for any interchange improvement is required to be protected and incorporated into any Development Plan for lands contained within the interchange study area.

The new vehicular circulation system should include a number of major improvements:

- Construction of that portion of a new expressway located within the Amendment Area to facilitate traffic flow east to west and which connects to the State Route 99 / Hammett Road interchange;
- Modification of an existing State Route 99 interchange at Hammett Road;
- Extension of Pirrone Road east from Sisk Road;
- Widening and improvement of Sisk, Stoddard, Kiernan, Dale, Toomes, Hammett, and Bacon roads;

- Facilitation of circulation to the area designated Planned Industrial that is located south of Kiernan Avenue; and
- Construction of local roadways and collectors throughout the Amendment Area to promote efficient and safe circulation.

Conceptual Roadway Classifications/Sections. New roadways within the Amendment Area must be designed to accommodate a variety of vehicle types, volumes, speeds, and safety conditions. To this end, several roadway types are proposed. These range from an expressway road classification, where the proposed right-of-way width is up to 224 feet, to a local street classification with a right-of-way width of approximately 50 feet. Several of the roadway types incorporate Class II bicycle or Class I separated dual-use pedestrian/bicycle paths to provide for non-motorized transportation connectivity throughout the Amendment Area. In most cases, the conceptual sections differ from standard road sections utilized by the County and where different, the conceptual road standards are unique to the Amendment Area. Conceptual roadway classifications and types are as follows:

- **Expressway:** An expressway running east to west that connects the eastern portion of the Amendment Area and the communities of Oakdale, Riverbank, Modesto, and beyond with access to the State Route 99 / Hammett Road interchange is planned. The expressway would improve access to State Route 99 from the noted communities and link new development within the Amendment Area to the highway. New development within the Amendment Area is expected to provide funding needed to construct the portion of the expressway located within the Amendment Area. Funding to construct portions of the expressway that extend east from the eastern Amendment Area boundary must be acquired and improvements constructed by other parties. The expressway could ultimately be 10 lanes wide, with a right-of-way width of approximately 224 feet. The expressway would likely be constructed in phases and widened over time to respond to demand for increased capacity, as determined by traffic studies, and available funding.
- **Hammett Road:** The right-of-way width for Hammett Road north of Ciccarelli Road would measure 105 feet and would include 6 travel lanes (3 in each direction). A 12-foot Class I dual-use pedestrian/bicycle trail would be located within a 50-foot landscape buffer to the east. The total separation between new development and agriculture to the west of the Amendment Area would total 155 feet, inclusive of the landscape buffer. The right-of-way width for Hammett Road from Ciccarelli Road to Bacon would measure 81 feet and include 4 travel lanes (2 in each direction). A 12-foot Class I dual-use pedestrian/bicycle trail would be located within a 50-foot landscape buffer to the east. The total separation between new development and agriculture to its west inclusive of the right-of-way width and landscape buffer would be 131 feet.
- **4-Lane Backbone Roads:** The following roadways are classified as 4-Lane Backbone Roads: Dale Road, Stoddard Road, Quinturn Lane and Pirrone Road. Right-of-way width for these road segments measures 125 feet and includes either an 8-foot Class I dual-use bike trail and sidewalk or a 6-foot Class II bike lane and 5-foot separated sidewalk on each side of the street.
- **Sisk Road:** Sisk Road would measure 110 feet in total public right-of-way width. The current public right-of-way width for Sisk Road totals 50 feet. New development would improve 60 feet of new right-of-way width on the eastern side of the street.

- Kiernan Avenue Parkway: Kiernan Avenue west of Hwy. 99 from Hammett Road to the west property line of Salida Middle School would measure 81 feet in width and include 4 travel lanes. An 8-foot Class I dual-use bike trail and sidewalk would be located within a 31-foot landscape buffer to the south. Kiernan Avenue Parkway from the west property line of Salida Middle School to Toomes Road would measure 81 feet in width and include three travel lanes and a 5-foot separated sidewalk to the north. An 8-foot Class I dual-use pedestrian/bicycle trail would be located within a 31-foot landscape buffer.
- Bacon Road: Bacon Road right-of-way width would measure 72 feet and include four travel lanes and an 8-foot Class II dual-use bike path and sidewalk to the north.
- Arborwood Road: Arborwood Road right-of-way would measure 82 feet in width and include two travel lanes, a 5-foot Class II bike lane in each direction, and a 4-foot separated sidewalk on both sides of the street.
- Toomes, Ciccarelli, Covert, and Finney: Right-of-way for the named streets would measure 62 feet in width and include an 8-foot Class II bike lane, a 5-foot separated sidewalk on one side of the street, and an 8-foot Class I dual-use pedestrian/bicycle trail on one side of the street.
- Industrial Collectors: Right-of-way width for collector streets within land areas designated for planned industrial or business park land uses would total 80 feet and consist of 34 feet of travel lanes and a 6-foot attached sidewalk on each side of the centerline.
- Right-of-way width for local residential streets serving more than 50 homes would measure 56 feet and include a 5-foot separated sidewalk on both sides of the street. Right-of-way width for local residential streets serving fewer than 50 homes would measure 50 feet and include a 10-foot travel lane, an 8-foot parking lane, and a 4-foot attached sidewalk on each side of the street.

The Development Plans for new development shall specify the roadway classifications and standards required within each Development Plan boundary to ensure that the overall circulation network functions efficiently and effectively. Development Plans may include modifications or additions to the conceptual road standards noted above, with such modifications and additions subject to review and approval of County staff.

Neighborhood Parks and Trails

Neighborhood Parks. Neighborhood parks are intended to serve residents within one-quarter to one-half mile, be within an appropriate walking or cycling distance, and be connected by a multi-use trail system where possible. The Stanislaus County Parks Development Plan suggests that neighborhood parks be provided at a ratio of at least three acres of park land for every 1,000 people. A population increase of 15,063 people is projected should the designated Low-Density, Medium-Density, and Medium High-Density new residential areas build-out within the Amendment Area to their maximum potential. If maximum build out were achieved, 45 acres of neighborhood parks would be needed to meet County standards. Satisfaction of park provision requirements may also be met through payment of park in-lieu fees. However, given the need for local park facilities within local neighborhoods in the Amendment Area, it is anticipated that park requirements will be largely met through provision of park land. The Community Plan illustrates the general location of potential neighborhood park sites. Where possible, neighborhood parks are placed adjacent to new or existing schools. Co-location of parks and school facilities maximizes the recreational utility of both types of facilities; a full

range of complementary recreational opportunities can be provided in one location. Neighborhood park land may also be designed to serve the dual-uses of recreation and temporary storm water detention. This approach improves land use efficiency.

Trails. Community Plan policy requires that new development incorporate multi-use trails, pedestrian corridors, and bicycle facilities. Development Plans for new development must incorporate such improvements to demonstrate that new development is meeting the intent of the Community Plan that significant alternative transportation opportunities be provided to maximize community interconnectedness. Priority should be placed on linking neighborhoods with local neighborhood parks, the Stanislaus River Park, school facilities, and major employment centers. The Development Plans must include policy and guidance for the location and standards of trails, pedestrian facilities, and bicycle facilities.

A regional trail spanning the length of the Stanislaus River Park is planned and would be a valuable asset. Class I or Class II bicycle lanes should be incorporated into the design of new arterial and major collector roadways. Separated dual-use Class I pedestrian/bicycle facilities should also be considered for inclusion in the design of such roadways.

Schools

With the increase in population in the Salida community, new schools will be needed to serve new local residents. It is anticipated that up to three new elementary schools and one new middle school will be required. The Community Plan shows the general locations proposed for new elementary school and middle school sites. These schools would complement the new Joseph Gregori High School, the Modesto Christian School, and the Salida Middle School, each of which is located within the Amendment Area. Each of the new schools is planned to include active recreational playfields and other amenities that will substantially expand availability of recreation facilities within the community.

Public Utilities and Facilities

New public services and facilities will be needed to support new development within the Amendment Area and may also provide benefit to the existing Salida community. Examples of new public utilities include wastewater treatment service and water service. Facilities include sheriff or fire stations, utility substations, or other utility improvements such as water or wastewater treatment facilities. While provisions have been made for the location of such facilities within the Amendment Area, the Board of Supervisors retains discretion to allow such facilities to be located outside the Amendment Area.

Emergency Response. Emergency response and law enforcement services are provided by the Salida Fire Protection District and the Stanislaus County Sheriff's Department respectively. An additional fire station site may be needed to adequately serve emergency response needs of the community. A new fire station site has been generally designated for a location on Stoddard Road north of Pirrone Road as shown on the Community Plan. Final determination of a fire station site is within the purview of the Salida Fire Protection District and Stanislaus County.

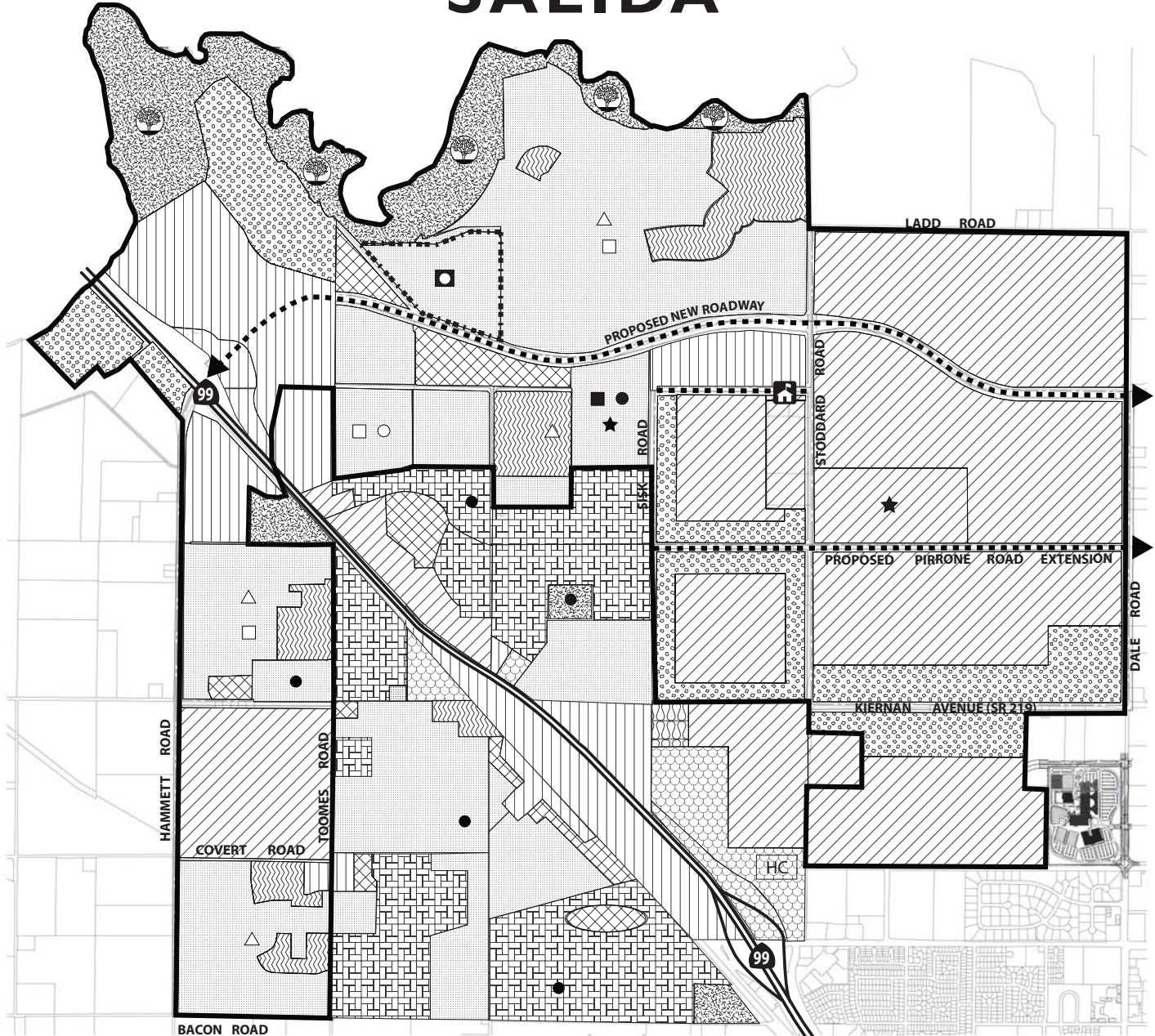
Wastewater Treatment. The existing Salida Wastewater Treatment Plant must be expanded or upgraded and/or a new plant constructed to provide treatment capacity for new development. The existing plant site is designated for residential use, but is considered a special treatment area within which continued operation and expansion of the plant is permitted. If an additional treatment plant is needed, it could be located nearly anywhere within the Amendment Area. New wastewater treatment plants can be designed to substantially reduce the types of nuisances normally associated with more traditional facilities (i.e. odors, noise, etc.) and to be very land use efficient. A new plant with capacity to accommodate the new development could be constructed on about 8-12 acres of land. This enables flexibility in locating a new treatment facility because potential land use incompatibility concerns are substantially reduced. Given current requirements of the California Regional Water Quality Control Board, new wastewater treatment facilities must meet stringent environmental standards.

Because water is a limited resource, it is likely that a new plant (and possibly any upgrade to the existing wastewater treatment plant) would be designed to treat wastewater to a tertiary level. A significant volume of recycled water will be produced. Recycled water may be used for a variety of applications such as landscape irrigation, toilet flushing, etc. Use of recycled water would reduce demand for ground or surface water, thereby reducing the impact of new development on existing water sources.












The precise location of a new wastewater treatment facility, if one is needed, will be identified and incorporated into the Development Plan which guides development for that location. The Development Plan must address land use compatibility issues and identify measures to avoid or substantially reduce incompatibilities should incompatibilities be identified.

Water Supply. An adequate water supply must be secured and demonstrated for development in accordance with applicable law.











SALIDA








LAND USES

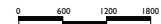
-  Low Density Residential
-  Low Density Residential (Within Project Boundary)
-  Medium Density Residential
-  Medium High Density Residential
-  Business Park
-  Commercial
-  Industrial
-  Planned Industrial
-  Planned Development
-  Highway Commercial
-  Agricultural

PARKS AND SCHOOLS

- | Existing | Proposed | |
|---|---|------------------------|
|  |  | Neighborhood Park* |
|  |  | Elementary School* |
|  |  | Middle School* |
|  |  | High School* |
|  |  | Stanislaus River Park* |

PUBLIC FACILITIES

-  New Road
-  Special Treatment Area
-  Amendment Area Boundary
-  Existing Waste Water Treatment Plant*
-  Proposed Fire Station*



COMMUNITY PLAN

* Symbol denotes general location

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Appendix I-A9

WESTLEY COMMUNITY PLAN

Adopted by the Stanislaus County Board of Supervisors

JUNE 23, 1987*

**A technical update to population statistics, service provides, and conditions in and surrounding the community were adopted on [insert date] as part of the 2015 General Plan Update. The 2015 update also incorporated into the community plan information from the June 23, 1987, adopted Support Documentation to the Stanislaus County General Plan.*

WESTLEY COMMUNITY PLAN

Description of Westley

Westley is located on the westside of Stanislaus County at the intersection of Highway 33 and Grayson Road within an area of long-standing, intense agricultural use.

History

In 1888, land was sold to the Pacific Improvement Company for the development of Westley. This company was the land development branch of the Central Pacific Railroad. When the railroad was built, a slow exodus of people and businesses from Grayson began populating the new community.

Land Use

Westley consists primarily of single family homes. The Stanislaus County Housing Authority operates a complex of residences designed for low income and seasonal agricultural laborers. Along Highway 33 and the Southern Pacific Railroad are agricultural warehouses and packing sheds. On the west side of Highway 33 from Howard Road to "E" Street is the commercial area of Westley. The commercial and industrial areas serve both the community of Westley and the surrounding agricultural area. The community is adjacent to properties contracted by the Williamson Act; however, there are some parcels **south of Howard Road just west and northwest of the community** not under this obligation.

Available Urban Services

The **Westley West Stanislaus Fire Protection Department District** provides fire protection to the community and surrounding rural area. Fire hydrants are located throughout the urbanized area. The Stanislaus County Housing Authority operates a **sewage wastewater** treatment facility which ~~services~~ the Housing Authority's **Westley Migrant and Farm Labor Housing** complex and provides sewer service to the **Westley** Community Service District on a **contractual** basis.

Transportation

Highway 33 bisects the town of Westley. Interstate 5 is only three miles to the west and can be reached via Howard Road and the McCracken Road interchange. The Southern Pacific Railroad runs parallel to Highway 33.

Development Potential Community Plan

~~Westley could experience significant growth in the coming years. Projected population within the Community Services District by the year 2010 is 740. The sewage treatment facility can serve an approximate capacity of 1115. However, until a public water system is available, growth will be kept to a minimum. Existing Williamson Act contracts will restrict the expansion of the current district boundary. The community of Westley has an estimated population of 83 residents within the District's boundaries. The Housing Authority's Migrant and Farm Labor Housing Complex, with 173 housing units, lies just outside the District's boundaries and within its Sphere of Influence. Due to limited service capacity, it is not expected that any significant population growth will occur within the District boundaries in the near future. The Westley Community Services District struggles with aging infrastructure necessitating system-wide improvements (Stanislaus Local Agency Formation Commission, 2014).~~

