



**IN THE CITY COUNCIL
OF THE CITY OF OAKDALE
STATE OF CALIFORNIA
CITY COUNCIL RESOLUTION 2025-014**

**A RESOLUTION OF THE CITY OF OAKDALE CITY COUNCIL ADOPTING
(1) AN ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE SIERRA
POINTE SPECIFIC PLAN, (2) AN AMENDMENT TO THE SIERRA POINT SPECIFIC PLAN,
AND (3) A GENERAL PLAN AMENDMENT**

WHEREAS, on August 8, 2013, the Oakdale City Council ("City Council") certified an Environmental Impact Report (SCH No. 2011082051) ("EIR") for the Oakdale 2030 General Plan, Climate Action Plan, Crane Crossing Specific Plan, and Sierra Pointe Specific Plan. The EIR is on file with the City of Oakdale ("City"); and

WHEREAS, in 2014, the City Council adopted the Sierra Pointe Specific Plan ("Specific Plan"), to establish a regulatory framework for the development of approximately 297 acres located southeast of City limits; and

WHEREAS, in 2018, an application was filed with the City to initiate annexation of the Specific Plan area. During the review and processing of the application, City staff determined that an amendment to the Specific Plan was required to clarify existing conditions and make certain amendments to the Specific Plan; and

WHEREAS, the changes to the Specific Plan include, but are not limited to, the following: (1) amendments to the land use diagram and land use table, (2) amendments to the circulation plan and realignment of signature streets, (3) designating the Adams Creek Corridor as a biological resource and open space area, and (4) changing the storm drainage plans to route stormwater to drainage basins and the City's stormwater system; and

WHEREAS, CEQA Guidelines § 15164 provides that an Addendum to a previously adopted Environmental Impact Report may be prepared if minor technical changes or additions to the project are made and none of the conditions described in CEQA Guidelines § 15162 calling for subsequent environmental review have occurred; and

WHEREAS, City staff has prepared an Addendum to the EIR, attached and incorporated hereto as **Exhibit A** ("EIR Addendum"), to evaluate the project modifications and environmental impacts of the amended Specific Plan; and

WHEREAS, the amended Specific Plan document is attached and incorporated hereto as **Exhibit B**; and

WHEREAS, to ensure consistency between the Specific Plan and the Oakdale 2030 General Plan, the General Plan Land Use Map is proposed to be amended as shown in **Exhibit C** attached and incorporated hereto; and



CITY OF OAKDALE

City Council Resolution 2025-014 (Continued)

WHEREAS, on February 19, 2025, the City of Oakdale Planning Commission held a duly noticed public hearing and recommended adoption of the EIR Addendum, Specific Plan Amendment, and General Plan Amendment described herein; and

WHEREAS, the City Council hereby finds as follows:

- (1) The EIR Addendum adequately addresses the changes to the Specific Plan, there are no new significant impacts not already analyzed and mitigated in the EIR, and that none of the conditions in CEQA Guidelines section 15162 have occurred.
- (2) With the concurrent adoption of the General Plan Amendment described in **Exhibit C**, the Specific Plan is consistent with the Oakdale 2030 General Plan.
- (3) The processing and content of the Specific Plan meets all requirements of Government Code section 65450 et seq. and Oakdale Municipal code section 36-21 (Specific Plans).

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Oakdale that it hereby approves the following:

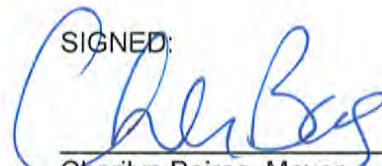
1. Adoption of the EIR Addendum attached hereto as **Exhibit A**.
2. Adoption of the amended Specific Plan attached hereto as **Exhibit B**.
3. Adoption of the amendments to the Oakdale 2030 General plan, as described in **Exhibit C** attached hereto.

PASSED AND ADOPTED BY THE CITY OF OAKDALE CITY COUNCIL ON THE 3rd DAY OF MARCH, 2025 BY THE FOLLOWING VOTE:


AYES: Smith, Gilbert, Kettering, Bairos
NOES: Pitassi
ABSENT: None
ABSTAIN: None

(4)
(1)
(0)
(0)

SIGNED:


Cherilyn Bairos, Mayor

ATTEST:


Patrick Mondragon, City Clerk

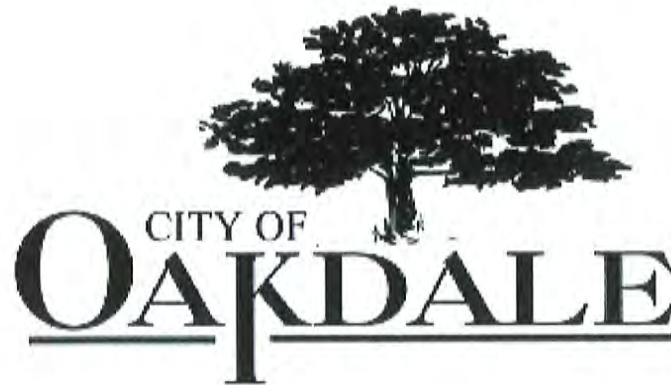


CITY OF OAKDALE

City Council Resolution 2025-014 (Continued)

EXHIBIT A

Addendum to Environmental Impact Report for Sierra Pointe Specific Plan



**Draft Addendum to the Sierra Pointe Specific Plan
Environmental Impact Report (EIR)
State Clearinghouse No. 2011082051**

prepared by
City of Oakdale
Public Services Department
455 S. Fifth Avenue
Oakdale, CA 95361

prepared with the assistance of
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February 2025

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1.0 INTRODUCTION

This Addendum was prepared in accordance with the California Environmental Quality Act (CEQA) Statutes and Guidelines. This document has been prepared to serve as an Addendum to the previously certified Environmental Impact Report (State Clearinghouse Number 2011082051) for the Sierra Pointe Specific Plan (SPSP) (Original Project). The City of Oakdale is the lead agency for the environmental review of the proposed project modifications (Modified Project and Modified Project Alternative).

This Addendum addresses the Modified Project and Modified Project Alternative in relation to the Original Project evaluated in the previously certified Environmental Impact Report prepared for the Sierra Pointe Specific Plan Project. CEQA Guidelines Section 15164 describes the circumstances that require preparation of an Addendum as:

The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record.

Information and technical analyses from the SPSP Environmental Impact Report are utilized throughout this Addendum. Relevant passages from the SPSP Environmental Impact Report are cited and the full document is available for review at:

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1.1 BACKGROUND AND PURPOSE OF THE EIR ADDENDUM

The SPSP Environmental Impact Report (EIR) was certified on March 3, 2014. The Original Project included certification of the EIR for the SPSP, adoption of the specific plan document, General Plan Land Use map amendments, and Zoning map and text amendments.

As noted above, the SPSP EIR was certified by the City in 2014. In 2018, the City received an Application to Annex and Prezone the SPSP Plan Area. Through the review of this Application and the SPSP, City staff noted that potential biological resources along the Adams Creek Drainage Corridor were not specifically evaluated. Therefore, in 2020, the City commissioned the preparation of a Biological Assessment (Appendix A) to evaluate the potential biological resources contained within the Adams Creek drainage corridor located within the SPSP area. The purpose of the assessment was to describe the existing biological resources within the SPSP area, identify potentially significant impacts to biological resources from future development, and provide recommendations for how to reduce those impacts to a less than significant level. Through the Biological Assessment, the City determined that portions of the Adams

Creek drainage corridor would need to be restricted from future SPSP development as it is considered a seasonal wetland. The identification of seasonal wetlands located within and adjacent to the Adams Creek drainage corridor resulted in amendments to the Land Use Chapter of the SPSP. The identification of these seasonal wetlands resulted in minor amendments to the SPSP, notably to land use designations within the SPSP Plan Area, and the SPSP Land Use Plan.

In addition, as it was adopted in 2014, storm water created as a result of new development within the SPSP was designed to be captured in planned dual use park/storm drain basins and ultimately discharged through the Adams Creek Drain and Adams No. 1 Pipeline, which are both owned and managed by the Oakdale Irrigation District (OID). However, based upon recent discussions with OID staff, OID will not accept stormwater generated by the SPSP into their facilities. Therefore, amendments to the Utilities and Services Chapter of the SPSP are required to clarify the stormwater plan for the SPSP. These amendments consist of accommodating the SPSP stormwater with the development of dual use park/storm drain detention basins allowing for stormwater to percolate into the groundwater table.

1.2 BASIS FOR DECISION TO PREPARE AN ADDENDUM

When an environmental impact report has been certified for a project, Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15164 set forth the criteria for determining whether a subsequent EIR, subsequent negative declaration, addendum, or no further documentation be prepared in support of further agency action on the project. Under these Guidelines, a subsequent EIR or negative declaration shall be prepared if any of the following criteria are met:

(a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, and addendum, or no further documentation.

The Modified Project and Modified Project Alternative are described in Section 2.0 of this Addendum. Based on a review of the Modified Project and Modified Project Alternative, no new significant environmental effects, no substantial increases in the severity of previously identified environmental effects, and no new information of substantial importance that would require major changes to the SPSP EIR or identified mitigation measures, pursuant to CEQA Guidelines Section 15162(a). Therefore, a Subsequent EIR is not warranted for the Modified Project or Modified Project Alternative.

Both the Modified Project and Modified Project Alternative only require minor changes to the SPSP EIR to address the changes in development of the site as proposed under the Modified Project and Modified Project Alternative compared to the Original SPSP. In general, it is anticipated that there would be no change to the significance of all environmental impacts under the Modified Project and Modified Project Alternative when compared to the Original SPSP previously analyzed in the SPSP EIR.

As demonstrated in the environmental analysis provided in Section 3.0 (Environmental Analysis), the proposed changes do not meet the criteria for preparing a subsequent EIR or negative declaration. An Addendum is appropriate here because, as explained in Section 3.0, none of the conditions calling for preparation of a subsequent EIR or negative declaration have occurred.

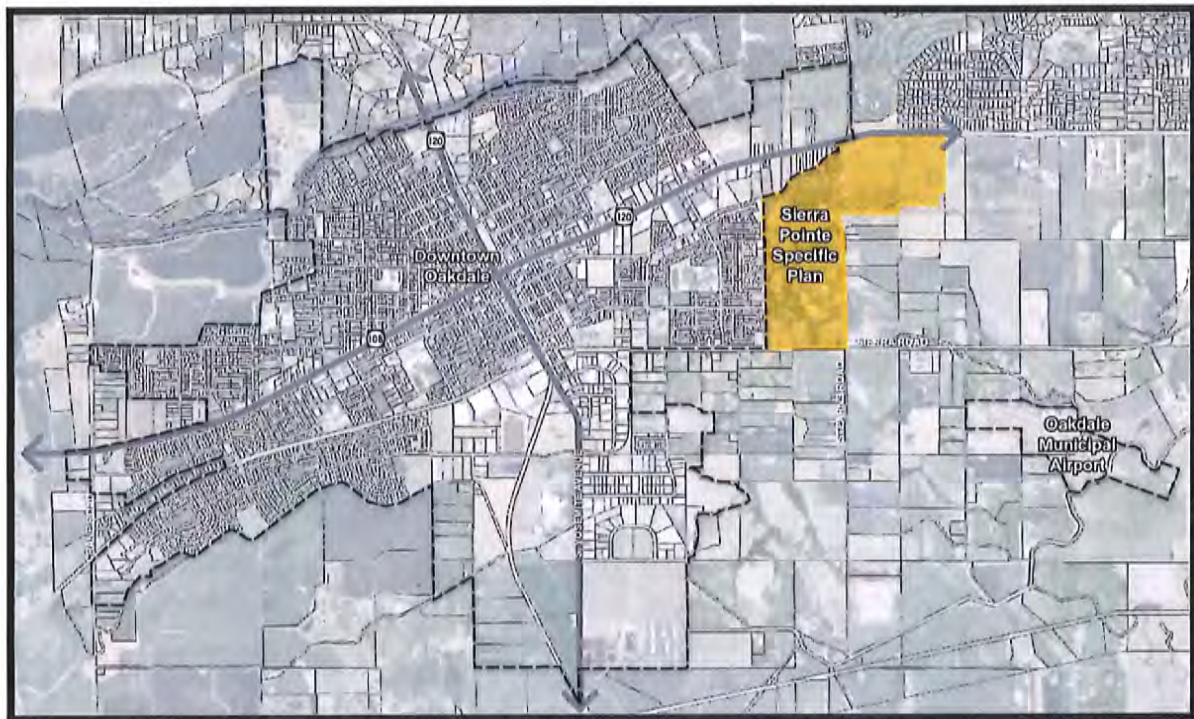
2.0 ORIGINAL PROJECT, MODIFIED PROJECT, AND MODIFIED PROJECT ALTERNATIVE

2.1 Original Project

LOCATION

The SPSP is located along the eastern edge of the City of Oakdale, approximately 1.5-miles east of the Downtown district along Highway 120/East F Street. The Plan Area is generally bounded by Highway 120 to the north, South Stearns Road to the east, Orsi Road to the west, and Sierra Avenue to the south. The SPSP boundary is illustrated below in Figure 1.

Figure 2-1 – Location Map



The Sierra Pointe Specific Plan (SPSP) is approximately 297 acres located approximately 1.5 miles east of the downtown district along Highway 120/East F Street on the eastern edge of the City, in unincorporated Stanislaus County.

Proposed land uses within the SPSP include residential, parks, commercial, office, and educational, as shown in **Figure 2-2** Sierra Pointe Specific Plan Land Use Plan. The SPSP area will need to be annexed into the City of Oakdale as part of the specific plan processes. At buildout, the SPSP is planned to accommodate approximately 901 dwelling units, ultimately housing an estimated 2,487 residents, and adds about 1.1-

million square feet of commercial, office, and educational uses. The proposed land uses in SPSP are described below.

Very Low Density Residential (VLDR). This land use designation supports single-family detached homes on moderate to larger-sized lots. Lot sizes may vary but are typically 6,000 sf and larger. Densities range from 2 to 5 dwelling units per acre.

Low Density Residential (LDR). LDR supports single-family detached homes on conventional lots. Lot sizes typically range between 3,500 and 7,000 sf, with densities from 4 to 8 dwelling units per acre.

Medium Density Residential (MDR). This designation accommodates both single-family detached and attached homes. Lots for single-family detached homes typically range from 3,000 and 4,000 sf with a density between 7 to 14 dwelling units per acre.

High Density Residential (HDR). HDR supports attached housing products, as well as higher density small-lot single-family detached housing. Multi-family housing units may provide a mix of either for-sale or for-rent units, providing affordable housing opportunities. Fourteen or more dwelling units per acre are allowed.

General Commercial (GC). GC provides for a broad range of retail, service commercial, office, civic, and similar uses. This designation accommodates conventional neighborhood shopping centers and larger-scale commercial centers. A 0.2 to 0.4 FAR is allowed.

Flex Use/General Commercial (FLEX/GC). This designation identifies GC as the primary use, with HDR as the secondary use. The secondary HDR use (or mix thereof) may be approved through a Minor Use Permit processed concurrent with a small lot tentative subdivision map and/or Site Plan Review. A FAR of 0.2 to 0.3 is allowed for commercial/office use, while a density of 14 dwelling units per acre or greater is allowed.

Office (OFF). This land use designation provides for development of professional office uses that can accommodate business and government offices, as well as banking institutions, general medical services, educational facilities, and similar uses. A FAR of 0.3 to 0.5 is allowed in this designation.

Public/Semi Public (PSP). The PSP designation accommodates a variety of public-serving uses and facilities. It applies to land areas intended for education, religious assembly, governmental offices, or other similar facilities. In the SPSP, PSP parcels are specifically targeted for the development of public or private higher-education facilities. A FAR of 0.2 to 0.4 is allowed.

Park (P). The Park designation is applied to parcels where formal, developed public park facilities are planned. A combination of active and passive recreational facilities is proposed. This designation could also accommodate stormwater detention facilities that are contemplated in portions of some park spaces as dual function recreation areas.

Open Space (OS). This designation is typically applied to areas that have some resource or other value that warrants preservation as permanent public open space. In the SPSP, open space corridors are established to accommodate existing and relocated utility easements.

Table 2-1
Sierra Pointe Specific Plan Buildout Potential

Land Use Designation	Gross Acres	Dwelling Units (du)/ Square Feet (sf)	% of Total Units
Residential Neighborhood Uses			
Very Low Density Residential (VLDR)	52.16 ac.	142 du	15.8%
Low Density Residential (LDR)	71.69 ac.	359 du	39.8%
Medium Density Residential (MDR)	28.33 ac.	227 du	25.2%
High Density Residential (HDR)	10.82 ac.	173 du	19.2%
Subtotal	163.00 ac.	901 du	100%
Mixed Use Corridor Uses			
General Commercial (GC)	27.04 ac.	353,359 sf	
Flex Use/General Commercial (FLEX/GC)	19.72 ac.	257,701 sf	
Office (OFF)	20.56 ac.	268,678 sf	
Public Semi-Public (PSP)	18.24 ac.	238,361 sf	
Subtotal	85.56 ac.	1,118,099 sf	
Parks & Open Space Uses			
Park (P)	12.59 ac.		
Open Space (OS)	4.70 ac.		
Subtotal	17.29 ac.		
Other			
Right of Way (ROW)	31.50 ac.		
Total	297.35 ac.	901 du/1,118,069 sf	100%

Note: Unit and square footage yield for Flex Use/General Commercial (FLEX/GC) calculated assuming its primary use. FLEX/GC is also designated a secondary use of HDR and may develop as the primary use, the secondary use, or as a mix of the primary and secondary uses.

Mobility System

The SPSP mobility system is designed to allow for the safe and convenient movement of automobiles, bicyclists, pedestrians and transit users. The SPSP provides for an interconnected street pattern that expands upon adjacent roadways, dispersing traffic efficiently in accordance with the City's level-of-service standard. Roadways are augmented by a system of on-street and off-street pedestrian and bicycle facilities, as well as transit stops. The intent is to offer a wide variety of mobility choices that increase connectivity between land uses and promote alternatives to automobile travel.

Roadways

The SPSP establishes a network of roadways that are safe, functional, aesthetically pleasing, and contribute positively to overall community character and sense of place. Several existing roadways provide access to and will continue to act as key connection points to the SPSP area. These include Highway 120/East F Street, South Stearns Road, Sierra Road, Orsi Road, East J Street, and Lando Drive. Roadways in the SPSP are to

integrate the concept of “Complete Streets”, promoting designs that comfortably provide for pedestrians, bicyclists, transit, and vehicles.

Bikeway and Pedestrian Network

The SPSP provides for the construction and maintenance of a network of bikeways and pedestrian paths that is intended to create convenient opportunities for bicyclists and pedestrians to move easily within and through the Plan Area, as shown on **Figure 2-3** Bicycle and Pedestrian Network. As an alternative to the automobile, the network provides connectivity both within the SPSP area, as well as to existing and planned bikeways and pedestrian paths throughout the City. The SPSP builds upon the City's adopted Bicycle and Pedestrian Master Plan.

The SPSP's bikeway and pedestrian network utilizes a combination of Class I Bike Paths (multi-use paths), Class II Bike Lanes, Class III Bike Routes, and sidewalks to create a comprehensive, non-automobile mobility system. Class I Bike Paths are separated from roadways for the exclusive use of bicyclists and pedestrians, Class II Bike Lanes provide a striped lane for bike travel on roadways, and Class III Bike Routes are signed routes that provide for shared use with vehicles on roadways.

Sidewalks are included on all improved streets in the SPSP (except alleys). Several key street segments are planned to have "enhanced" wider sidewalks separated from the street by a landscaped parkway to create a more comfortable corridor for pedestrian mobility.

Public Services and Infrastructure

Water Infrastructure

The planned backbone water transmission system for the SPSP is shown on **Figure 2-4** Backbone Potable Water Infrastructure. Final determination of required improvements may vary and will be made by the City in accordance with its water model. As existing landowners in the Plan Area connect to the City water system, existing wells will be required to be sealed per Stanislaus County Department of Environmental Resources regulations.

A looped system of 12-inch diameter pipe is planned to connect with the existing water system at the intersections of South Stearns Road and Highway 120/East F Street, East G Street and Orsi Road, and Sierra Road and Orsi Road. Other service mains and connection points may be 8 inch, or 10 inch as directed by the City at the time of development. SPSP offsite improvements include infrastructure extension from the intersection of Sierra Road and Orsi Road to connect to the 12" mainline in Sierra Road.

OID maintains easements for two pipelines located within the SPSP area, which includes the West Pump Pipeline and the Adams Pipeline #1 (see **Figure 3-15** Backbone Potable Water Infrastructure). OID has indicated that both pipelines must continue to supply water in perpetuity, but that they may be relocated to accommodate development of the SPSP.

A portion of the West Pipeline will be relocated into a linear open space parcel along the eastern edge of South Stearns Road. Upon relocation, this pipeline will maintain its connection to the north of Highway 120/East F Street providing irrigation water to the Oakdale Golf and Country Club. The Adams Pipeline #1 will be relocated to linear open space parcels along the western edge of South Stearns Road and the northern edge of Sierra Road. Upon relocation, this pipeline will continue to provide irrigation water to properties south of Sierra Road. OID has indicated that the western-most segment of this pipeline from its southern spur to Orsi Road can be abandoned. Should development proceed prior to the ability to relocate and abandon the existing alignment of either pipeline, individual projects will be required to coordinate with OID regarding construction activity near the pipelines and/or the relocation of the facilities.

Wastewater Infrastructure

Figure 2-5 Backbone Wastewater Infrastructure illustrates the planned backbone wastewater collection and transmission system for the SPSP. Sewer infrastructure throughout the SPSP is planned as a gravity system with pipes ranging between 8 and 12 inches in diameter. Gravity sewer lines will flow to lift stations where flows will be transmitted through force mains ultimately discharging to the WWTP.

Stearns Road will be directed to a proposed lift station located near the northern neighborhood park. These flows will be transferred via an 8-inch force main to discharge into an existing 12-inch sewer main in D Street. Wastewater flows from portions of the Plan Area east of South Stearns Road will connect to a proposed 12-inch sewer main located at the intersection of South Stearns Road and Highway 120/East F Street. The low-lying areas east of South Stearns Road will be directed to a lift station on Parcel VLDR-2, and directed towards Highway 120/East F Street. These flows will also be transferred to discharge in the D Street sewer main. Offsite improvements include extension across SR 120/108 to connect with the D Street Extension Mainline, and extension into the East F Street Corridor Specific Plan Area for connection to the D Street System.

Interim connections to one of several existing connections points along Orsi Road may be approved by the City to serve portions of the SPSP area on a temporary basis. Given limited available capacity within these existing lines, such connections would only be permitted until a lift station and associated infrastructure are constructed to allow discharge into the D Street sewer main.

All new development will be required to connect to the City sewer system. Existing residences currently on septic systems will be permitted to maintain and replace those systems only if the municipal sewer system is not reasonably available. Future connections to the City sewer system will be permitted at the discretion of the individual landowners and the City.

Storm Drain Infrastructure

Storm drainage systems in the SPSP are planned to utilize on-site stormwater detention basins. These basins are designed to allow water to percolate into the ground, except in larger storm events. Storm Drainage from the Plan Area will ultimately discharge through the City's storm drainage system and outfall to the Stanislaus River.

In general, non-residential uses within the Mixed-Use Corridor will be required to contain storm water runoff onsite by using underground percolation or onsite storage basins. These areas are considered self-contained and will not be connected to the City's storm drainage system.

Residential uses within the northern portion of the SPSP area will be served by 24 to 36-inch mainlines with a 36-inch and a 48-inch outfall into a basin within the northern neighborhood Park (Parcels P-1). This 6.45-acre park site will consist of an upper and lower section. The eastern half of the park will be roughly at street level, while the western half will be lowered approximately 5 feet for containment of storm water. The basin in the park will be approximately 2.5 acres and have a storage capacity of 12.1-acre feet with one foot of freeboard.

Residential uses within the southern portion of the SPSP area will be served by 24 to 36-inch mainlines merging into a single 48-inch outfall into a basin within the southern neighborhood Park (Parcels P-2). This 6.14-acre park site will also consist of upper and lower sections, with the upper eastern section roughly at street level and the lower western section lowered approximately 5 feet. The basin in the park will be approximately 2.6 acres and have a storage capacity of 9.7-acre feet with one foot of freeboard.

Other Improvements

Implementation of SPSP will require connection to proposed water and wastewater lines located across State Route 120/108. Specifically, water lines will need to extend across SR 120/108 to connect with the D Street Extension Mainline at Stearns Road, and into the East F Street Corridor Specific Plan for connection to future water mains serving that area.

Parks and Open Space

Two developed neighborhood parks are included, each sized at just over 6 acres for a total of 12.59 acres of parkland in the SPSP area. The concept for each park is unique, designed to address specific recreational and stormwater detention needs of the surrounding neighborhood. In addition, the SPSP includes several small open space corridors, intended to accommodate existing relocated utility easements along Plan Area roadways.

Figure 2-1 – Land Use Diagram

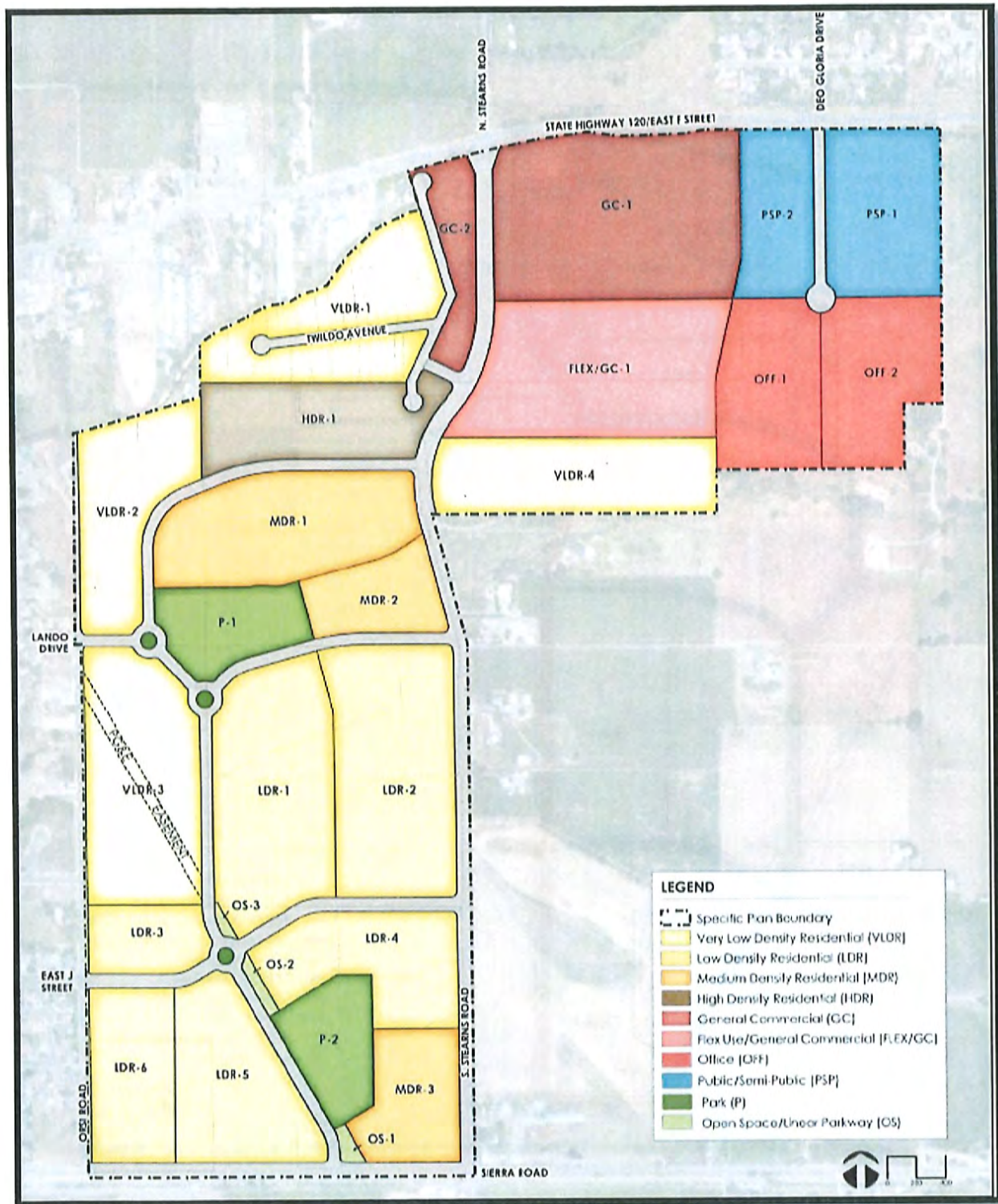


Figure 2-2 SPSP Roadway System

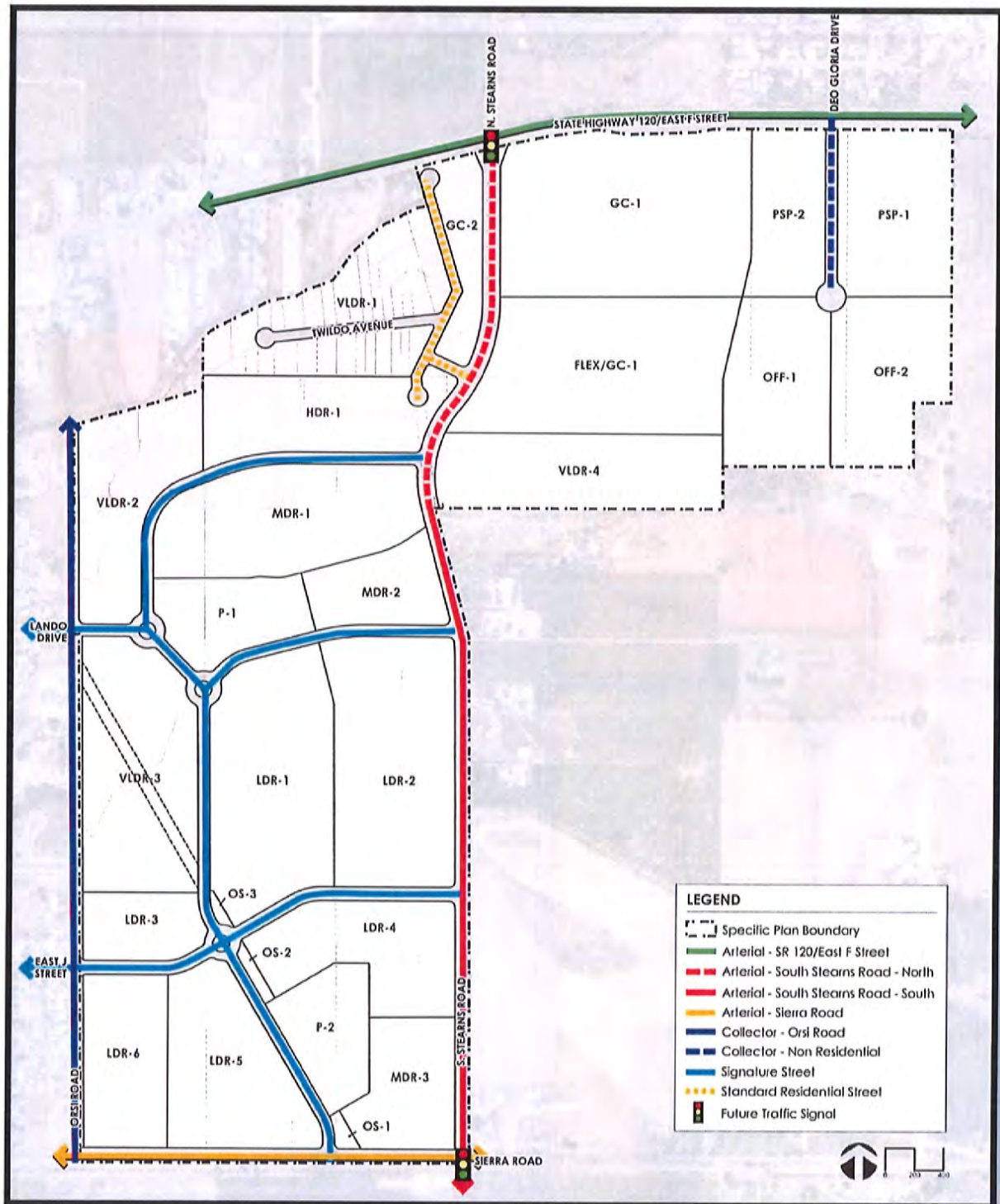


Figure 2-3 Bicycle and Pedestrian Network

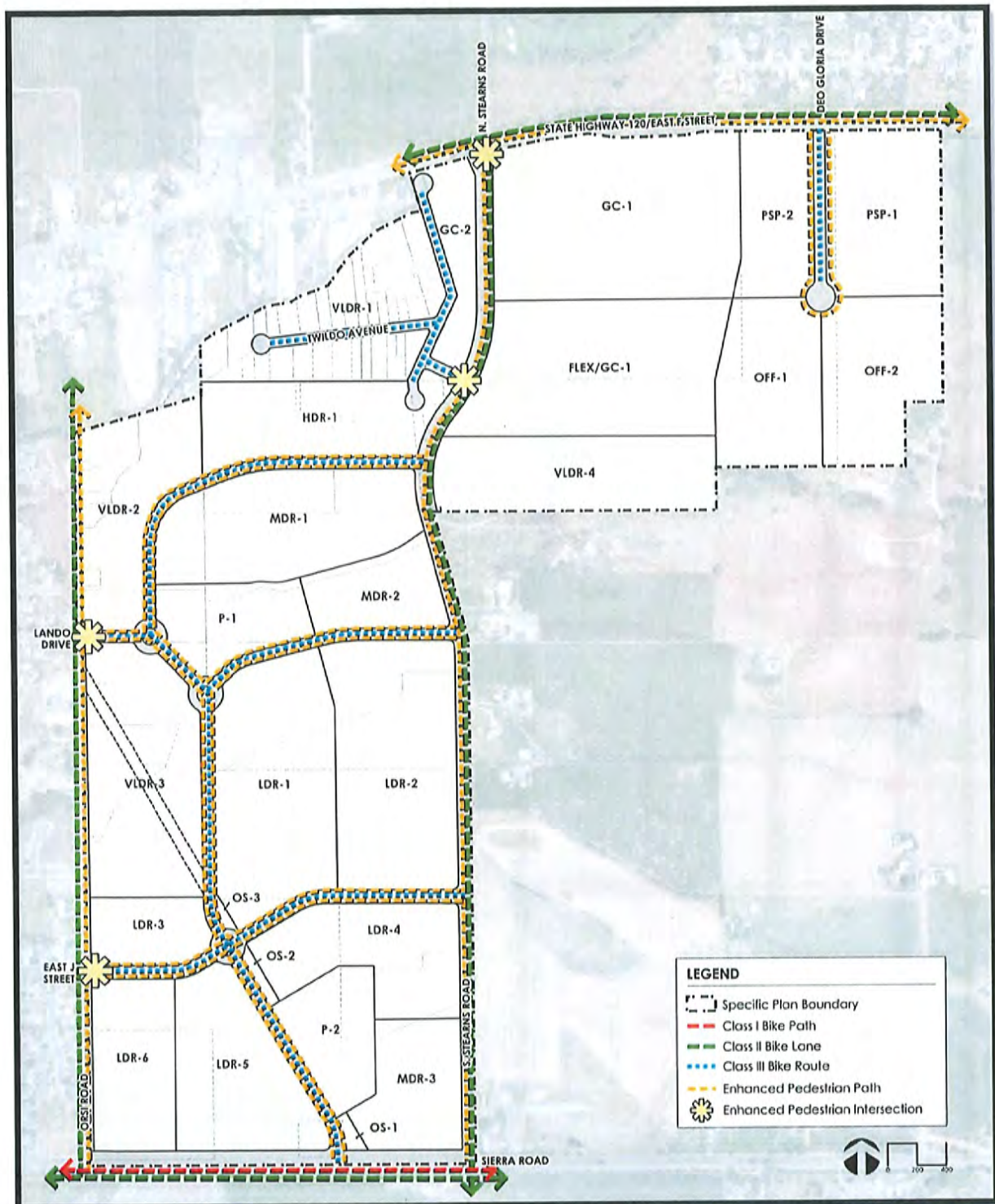


Figure 2-4 Backbone Potable Water System

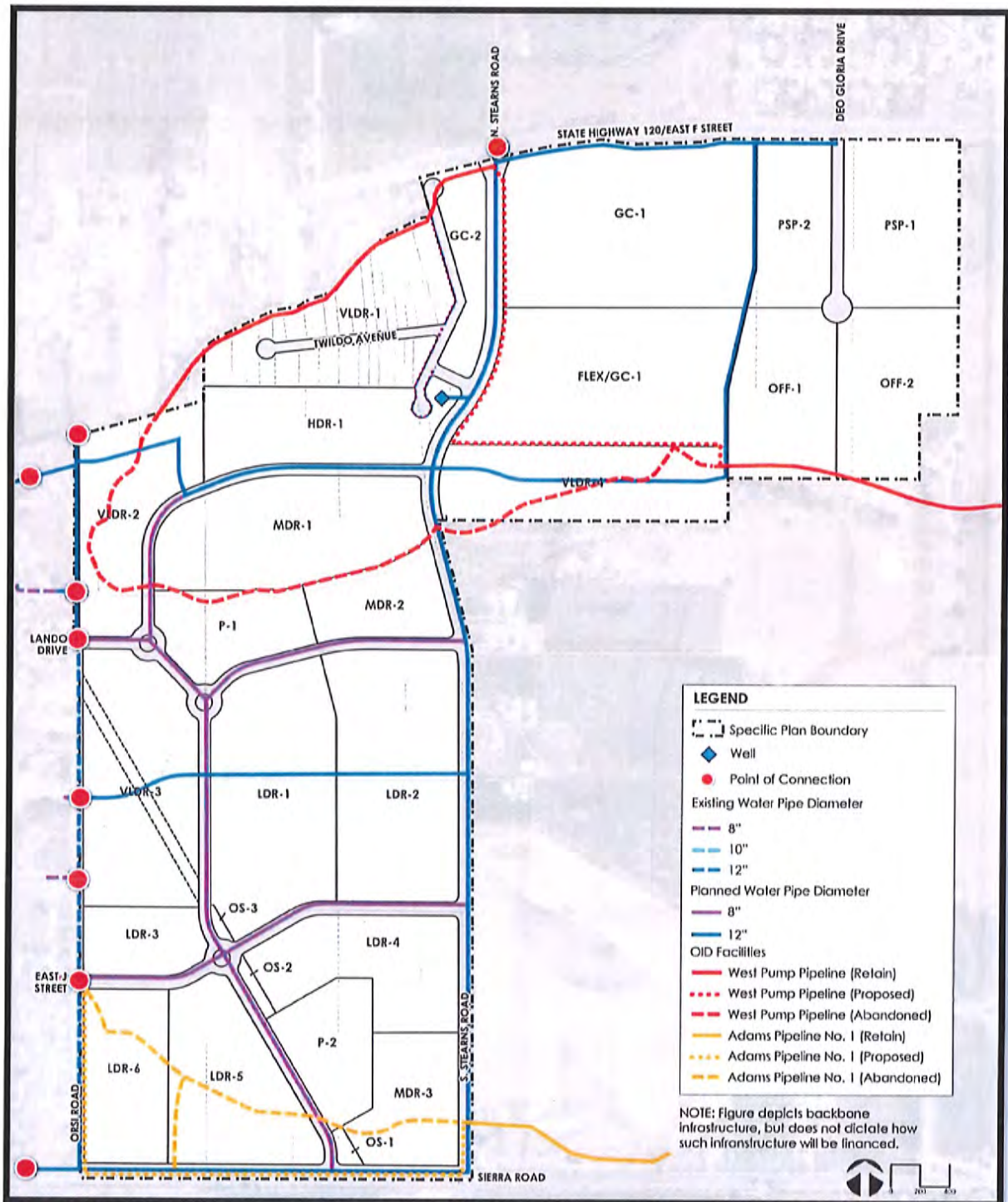


Figure 2-5 Backbone Wastewater Infrastructure

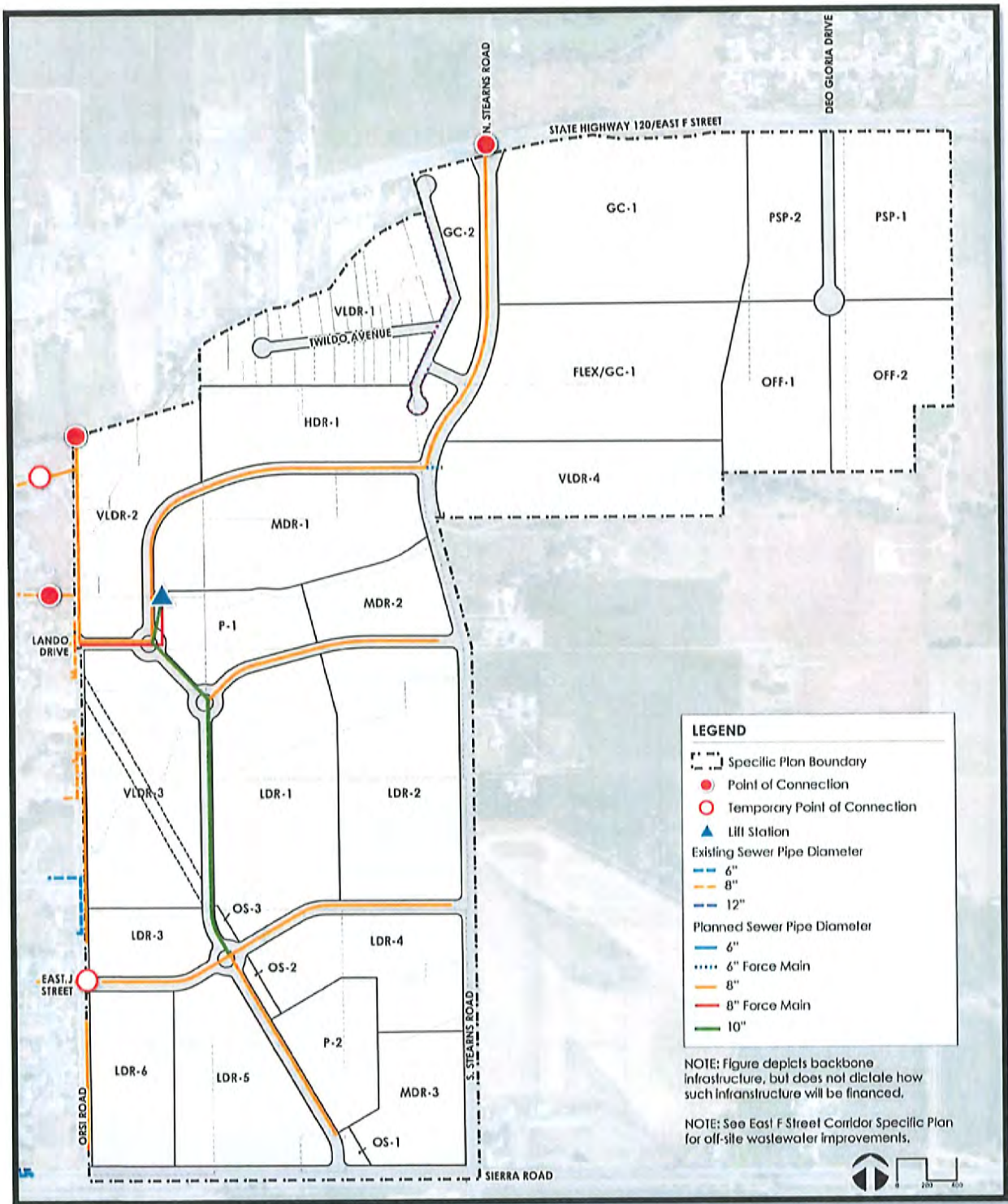
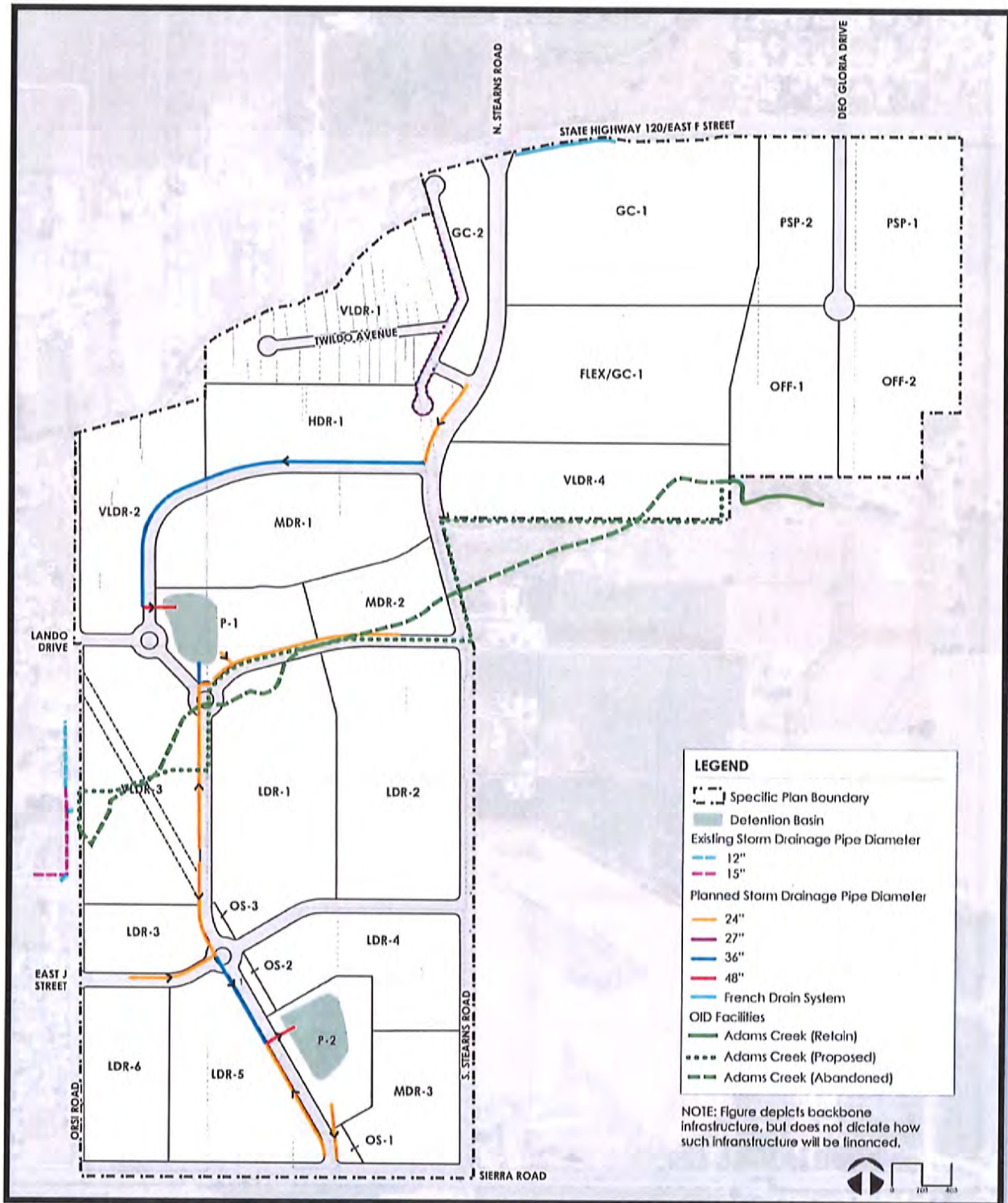


Figure 2-6 Backbone Storm Drainage Infrastructure



2.2 Modified Project

This section provides a summary description of the proposed Modified Project. The description below focuses only on where revisions, or amendments, to the SPSP are proposed. If any section of the SPSP is not specifically mentioned or described in this Modified Project description, such sections of the SPSP remain the same as written in the original SPSP document. The reader is referred to Section 3.0 (Environmental Analysis) for the analysis of environmental effects of the proposed modifications in relation to the analysis contained in the previously certified SPSP EIR.

In summary, the Modified Project, or minor amendments to the SPSP, consist of the following:

- Amendment to Land Use Diagram and Chapter 3 of the SPSP;
- Amendment to the SPSP Roadway Network to realign Signature Streets;
- Amendment to the SPSP Parks and Open Space resulting in an increase in parks and open space acreage; and,
- Amendment to Chapter 4 to allow for stormwater to be captured in dual use park/storm drain basins and discharge into the City's stormwater system.

A more detailed description of the Modified Project is provided below.

Proposed Land Uses

Proposed land uses within the SPSP include residential, parks, commercial, office, and educational, as shown in Figure 2-2 Proposed Sierra Pointe Specific Plan Land Use Plan. At buildout, the SPSP is planned to accommodate approximately 890 dwelling units, ultimately housing an estimated 2,487 residents, and adds about 1.1 million square feet of commercial, office, and educational uses as shown in Table 2-2 Sierra Pointe Specific Plan Buildout Potential. The proposed land uses in the SPSP are described below.

Table 2-2, Sierra Pointe Specific Plan Buildout Potential, located on the following page, represents the potential buildout, per land use designation, within the SPSP.

The amendments noted in Table 2-2 are based upon the identification of sensitive biological resources located in and around the Adams Creek Drainage Corridor, of which have been designated as Open Space in the SPSP. This designation resulted in minor amendments to other land use categories and their potential buildout as reflected in Table 2-1. Notably, the amount of potential residential development has decreased, the amount (in acres) of Parks and Open Space has increased, and buildout potential for commercial land uses has also slightly increased.

**TABLE 2-2
SIERRA POINTE SPECIFIC PLAN BUILDOUT POTENTIAL**

Land Use Designation	Gross Acres	Dwelling Units (du)/ Square Feet (sf)	% of Total Units
Residential Neighborhood Uses			
Very Low Density Residential (VLDR)	57.42 ac.	173 du	19.4%
Low Density Residential (LDR)	70.76 ac.	410 du	46.1%
Medium Density Residential (MDR)	18.34 ac.	171 du	19.2%
High Density Residential (HDR)	9.12 ac.	136 du	15.3%
Subtotal	155.64 ac.	890 du	100%
Mixed Use Corridor Uses			
General Commercial (GC)	34.36 ac.	472,964 sf	
Flex Use/General Commercial (FLEX/GC)	14.84 ac.	148,679 sf	
Office (OFF)	20.79 ac.	217,347 sf	
Public Semi-Public (PSP)	18.73 ac.	244,763 sf	
Subtotal	88.72 ac.	1,159,392 sf	
Parks & Open Space Uses			
Park (P)	14.02 ac.		
Open Space (OS)	4.97 ac.		
Subtotal	18.99 ac.		
Other			
Right of Way (ROW)	34.00 ac.		
Total	297.35 ac.	890 du/1,159,392 sf	100%

Note: Unit and square footage yield for Flex Use/General Commercial (FLEX/GC) calculated assuming its primary use. FLEX/GC is also designated a secondary use of HDR and may develop as the primary use, the secondary use, or as a mix of the primary and secondary uses.

Roadways

The SPSP establishes a network of roadways that are safe, functional, aesthetically pleasing, and contribute positively to overall community character and sense of place. Several existing roadways provide access to and will continue to act as key connection points to the SPSP area. These include Highway 120/East F Street, South Stearns Road, Sierra Road, Orsi Road, East J Street, and Lando Drive. Roadways in the SPSP are to integrate the concept of “Complete Streets”, promoting designs that comfortably provide for pedestrians, bicyclists, transit, and vehicles. From the Original Project, the revisions summarized herein for the Modified Project are focused on the alignment of Signature Streets within the SPSP. Comparing Figures 2-3 and 2-8, the alignment of Signature Streets under the Modified Project has been amended to accommodate the proposed land use amendments and existing biological resources within the Adams Creek Drainage Corridor. The proposed SPSP roadway plan is illustrated on Figure 2-8 Proposed SPSP Roadway Network.

Public Services and Infrastructure

Storm Drain Infrastructure

The SPSP's planned backbone storm drain system is illustrated in Figure 2-9 Backbone Stormwater Facilities. Storm drainage systems in the SPSP are planned to utilize on-site stormwater detention basins. These basins are designed to allow water to percolate into the ground.

In general, non-residential uses within the Mixed-Use Corridor will be required to contain storm water runoff onsite by using underground percolation or onsite storage basins. These areas are considered self-contained and will not be connected to the City's storm drainage system.

Residential uses within the northern portion of the SPSP area will be served by 24 to 36-inch mainlines with a 36-inch and a 48-inch outfall into a basin within the northern neighborhood Park (Parcels P-1). This 6.45-acre park site will consist of an upper and lower section. The eastern half of the park will be roughly at street level, while the western half will be lowered approximately 5 feet for containment of storm water. The basin in the park will be approximately 2.5 acres and have a storage capacity of 12.1-acre feet with one foot of freeboard.

Residential uses within the southern portion of the SPSP area will be served by 24 to 36-inch mainlines merging into a single 48-inch outfall into a basin within the southern neighborhood Park (Parcels P-2). This 6.14-acre park site will also consist of upper and lower sections, with the upper eastern section roughly at street level and the lower western section lowered approximately 5 feet. The basin in the park will be approximately 2.6 acres and have a storage capacity of 9.7-acre feet with one foot of freeboard.

Parks and Open Space

The parks and open space planned in the SPSP are illustrated in Figure 2-10 Parks and Open Space Plan. Three developed neighborhood parks are included, ranging in size from 1.84-acres to 7.34-acres totaling 14.02-acres of parkland in the SPSP area. The concept for each park is unique, designed to address specific recreational and stormwater detention needs of the surrounding neighborhood. In addition, the SPSP includes several small open space corridors, intended to accommodate existing relocated utility easements along Plan Area roadways.

Figure 2-7 Modified Land Use Plan

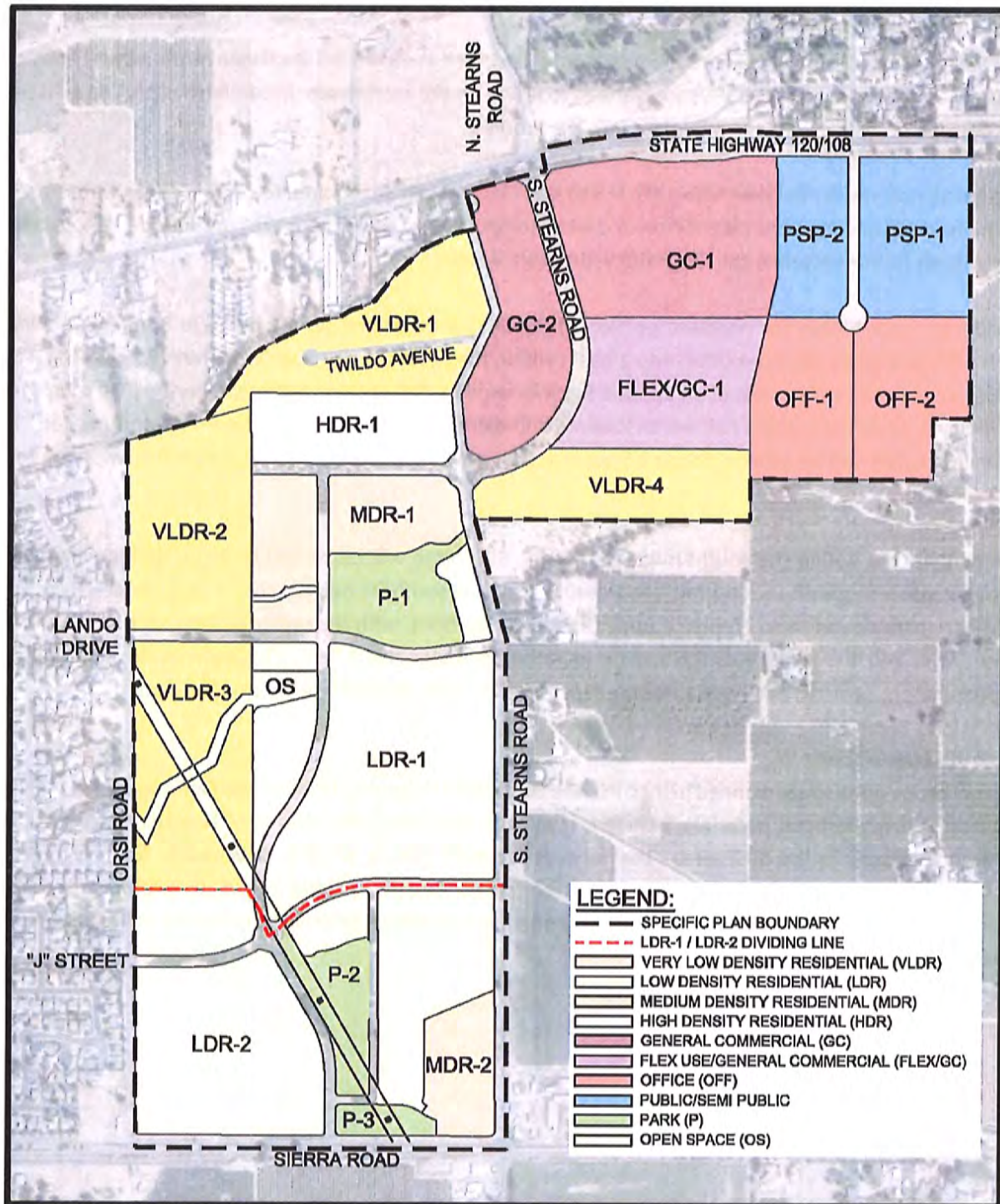


Figure 2-8 Modified SPSP Roadway Network

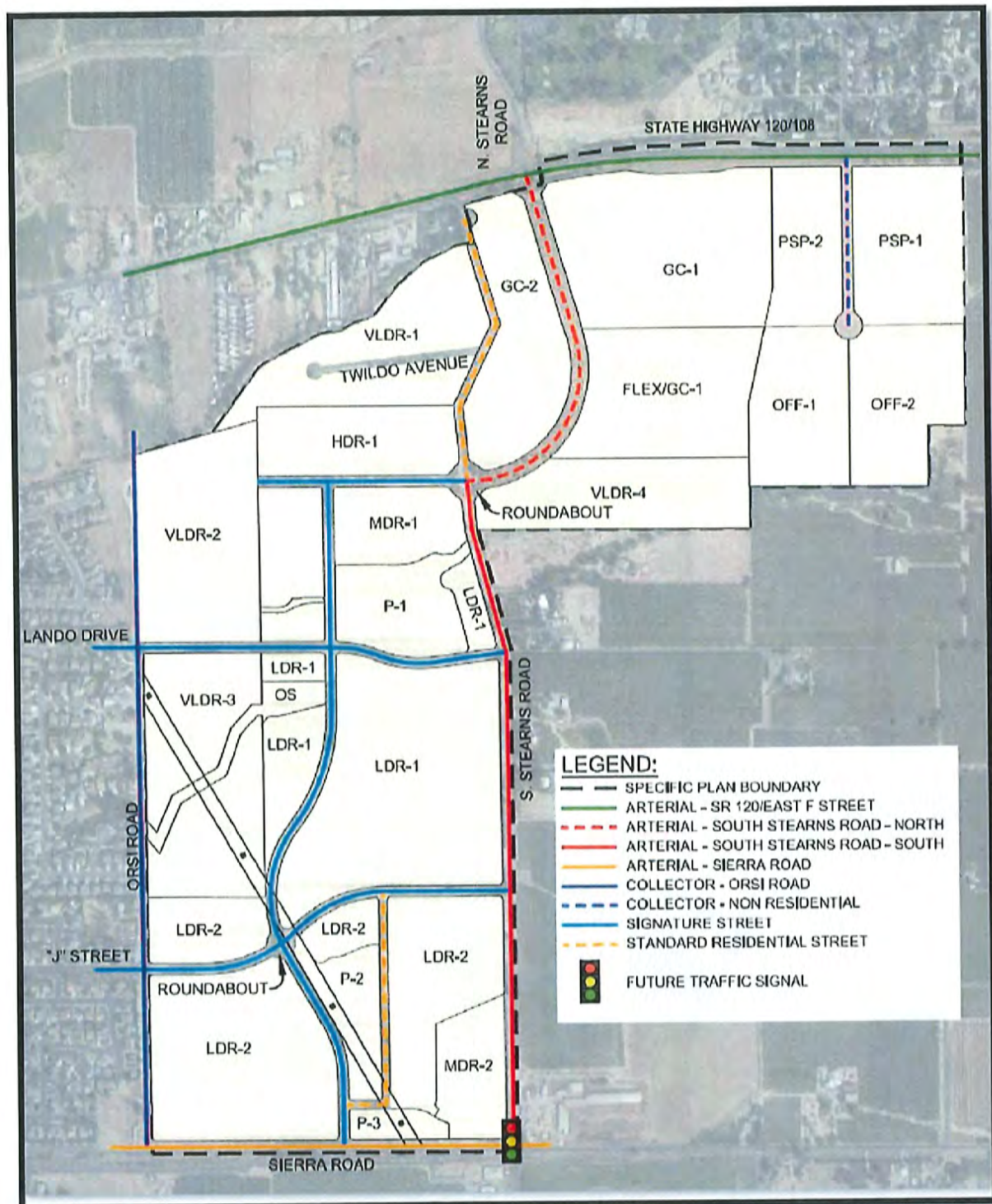


Figure 2-9 Modified Backbone Stormwater Facilities

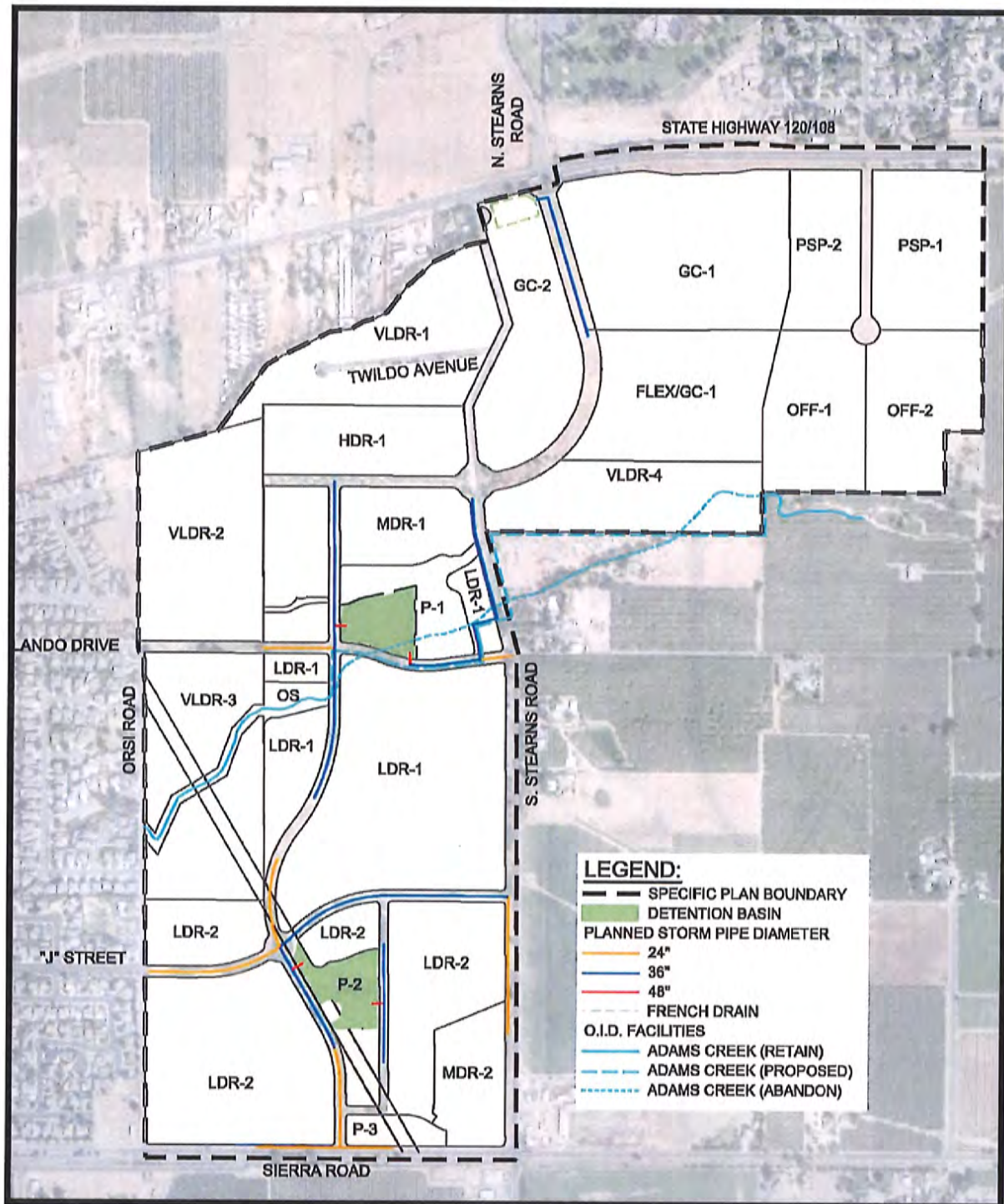
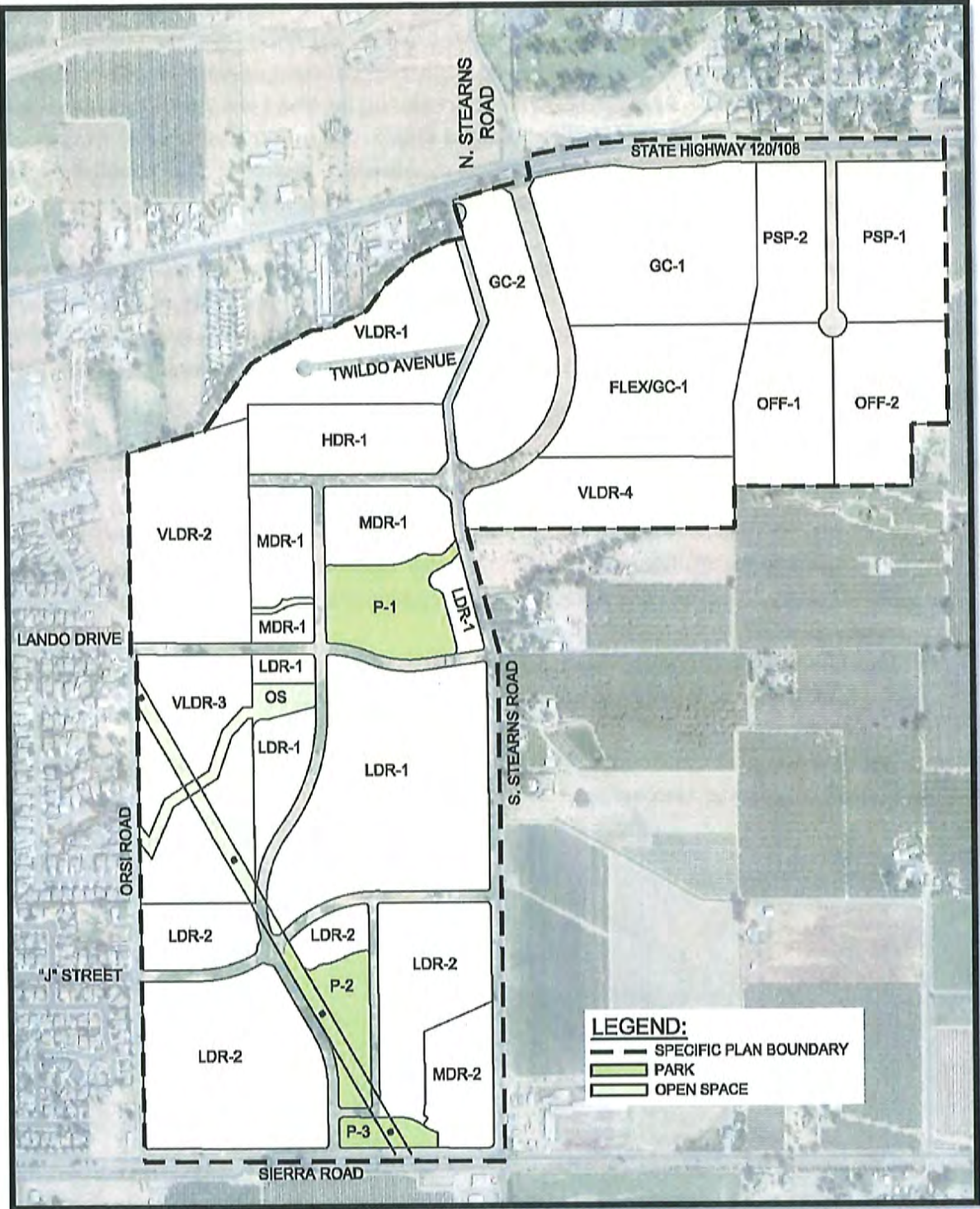


Figure 2-10 Modified Parks and Open Space Plan



2.2 Modified Project Alternative

This section provides a description of the proposed Modified Project Alternative. The Modified Project Alternative proposes a modified land use plan compared to the Modified Project described in Section 2.1 above. The Modified Project Alternative, as shown below, involves switching the HDR-1 and VLDR-4 land use areas as illustrated in the Proposed Land Use Plan of the Modified Project. The reader is referred to Section 3.0 (Environmental Analysis) for the analysis of the environmental effects of the Modified Project Alternative, in relation to the analysis contained in the previously certified SPSP EIR.

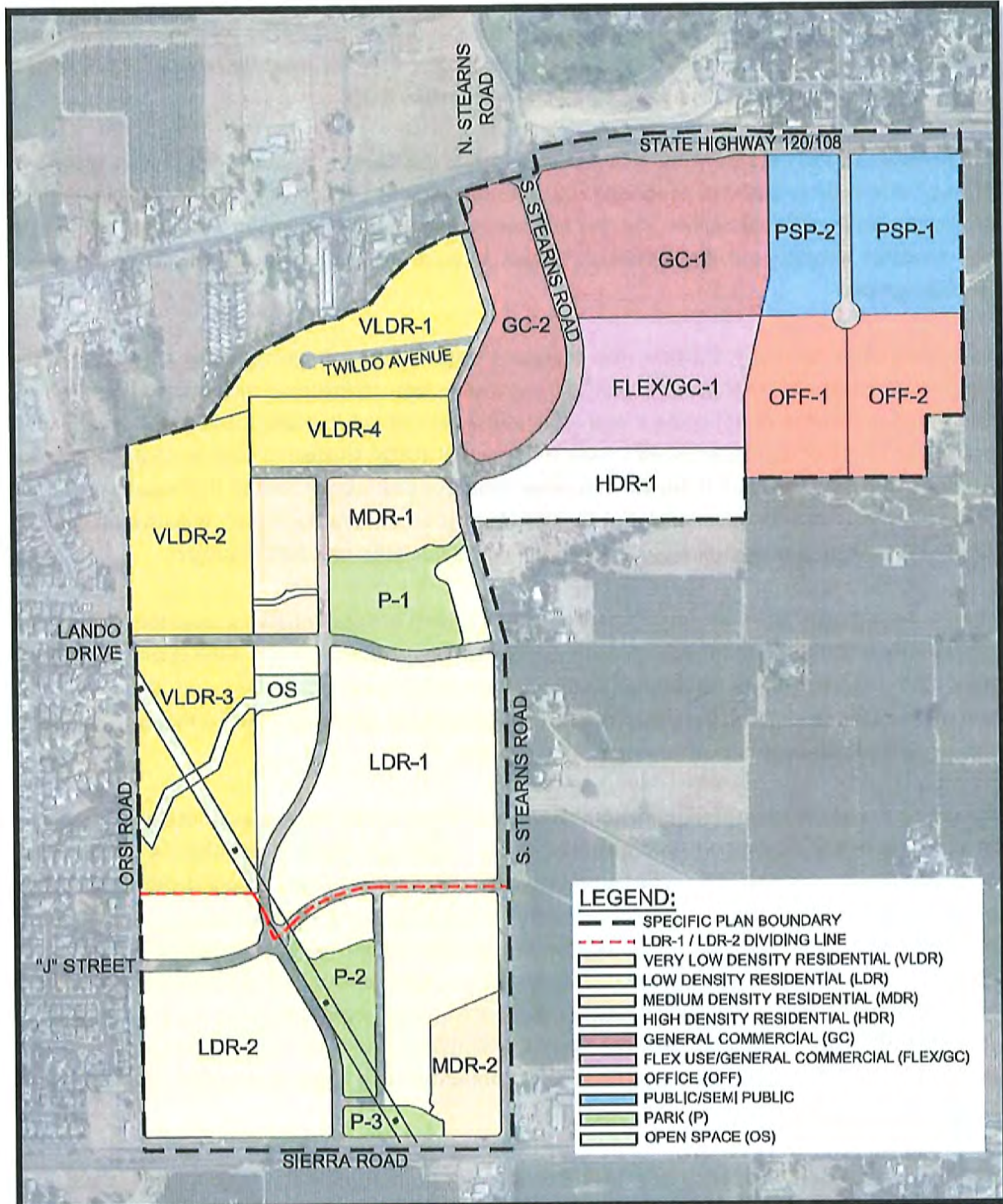
In summary, the Modified Project Alternative consists of all the same elements of the Modified Project described in Section 2.1, with one exception. Under the Modified Project Alternative, HDR-1 is moved to where VLDR-4 was located, and VLDR-4 is moved to where HDR-1 was located. All other elements of the Modified Project, as described in Section 2.1 above, would apply but for this one exception switching the HDR-1 and VLDR-4 land use areas.

In summary, the Modified Project Alternative, or minor amendments to the SPSP, consist of the following:

- Amendment to Land Use Diagram and Chapter 3 of the SPSP (as shown in the land use plan below).
- Amendment to the SPSP Roadway Network to realign Signature Streets (see Section 2.1 above).
- Amendment to the SPSP Parks and Open Space resulting in an increase in parks and open space acreage (see Section 2.1 above).
- Amendment to Chapter 4 to allow for stormwater to be captured in dual use park/storm drain basins and discharge into the City's stormwater system (See Section 2.1 above).

Except for the land use plan shown below, the reader is referred to Section 2.1 for all accompanying elements of the Modified Project Alternative.

Figure 2-11 Modified Project Alternative Land Use Plan



3.0 ENVIRONMENTAL ANALYSIS

This Chapter provides an analysis and cites substantial evidence that supports the City's determination that the Modified Project or the Modified Project Alternative does not meet the criteria for preparing a subsequent or supplemental EIR under CEQA Guidelines Section 15162.

For purposes of this Environmental Analysis contained in this Section 3.0, the defined term "Modified Project" shall refer to both the Modified Project (as described in Section 2.1) and the Modified Project Alternative (as described in Section 2.2). The analysis contained in this Addendum applies equally to both the Modified Project and the Modified Project Alternative, and as such, the terms are used interchangeably.

As addressed in the analysis below, the changes to the Modified Project are not considered to be substantial changes to the Original Project and have already been evaluated in the previously certified EIR. The Modified Project will not cause a new significant impact or substantially increase the severity of a previously identified significant impact from the Final EIR (CEQA Guidelines Section 15162[a][1]) that would require major revisions to the EIR. All impacts would be nearly equivalent to the impacts previously analyzed in the Final EIR. Relatedly, the Modified Project to the Original Project is consistent with the City's General Plan, Zoning Ordinance, and adopted Mitigation Measures for this project.

The Modified Project does not cause a new significant impact or substantially increase the severity of a previously identified significant impact, and there have been no other changes in the circumstances that meet this criterion (CEQA Guidelines Section 15162[a][2]). There have been no changes in the environmental conditions on the property not contemplated and analyzed in the EIR that would result in new or substantially more severe environmental impacts.

There is no new information of substantial importance (which was not known or could not have been known at the time of the application, that identifies: a new significant impact (condition "A" under CEQA Guidelines Section 15162[a][3]); a substantial increase in the severity of a previously identified significant impact (condition "B" CEQA Guidelines Section 15162[a][3]); mitigation measures or alternatives previously found infeasible that would now be feasible and would substantially reduce one or more significant effects; or mitigation measures or alternatives which are considerably different from those analyzed in the EIR which would substantially reduce one or more significant effects on the environment (conditions "C" and "D" CEQA Guidelines Section 15162[a][3]). None of the "new information" conditions listed in the CEQA Guidelines Section 15162[a][3] are present here to trigger the need for a Subsequent or Supplemental EIR.

CEQA Guidelines Section 15164 states that *"The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."* An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

The following includes a detailed discussion of applicable impacts identified in the EIR in relation to the

Modified Project. All impacts identified under the EIR have been determined to be less than significant, less than significant with mitigation, or significant and unavoidable. The City adopted CEQA Findings of Fact relative to each impact at the time the EIR was certified for the SPSP Project. Additionally, the City adopted a Statement of Overriding Considerations relative to each significant and unavoidable impact at the time the EIR was certified for the SPSP Project. Mitigation measures from the EIR that were adopted for the purpose of lessening an impact to the extent feasible are contained in the Mitigation Monitoring and Reporting Program that the City adopted at the time the EIR was certified.

The section below identifies the environmental topics addressed in the EIR, provides a summary of impacts associated with the Original Project, as described in the EIR, and includes an analysis of the potential impacts associated with the Modified Project when compared to the Original Project.

LAND USE AND AGRICULTURAL USES

<i>Land Use and Agricultural Resources Impacts Associated with the Original SPSP</i>	<i>Mitigation Adopted by the City:</i>
The proposed project could divide the physical arrangement of an established community.	None.
The proposed project could conflict with other applicable adopted land use plans.	None.
The proposed project would result in the substantial conversion of important farmlands (Prime Farmland, Unique Farmland, and Farmland of State Importance) to non-agricultural uses and would involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural uses.	None feasible.
The proposed project could conflict with existing zoning for agricultural uses or the provisions of Williamson Act contracts.	None.
The proposed project could result in a cumulative impact to land use and agricultural resources.	None.

Discussion:

These impacts associated with the original SPSP were identified and discussed in Chapter 4, Land Use and Agricultural Resources (pages 4.1-1 through 4.1-43) of the Draft Environmental Impact Report (EIR). The majority of the SPSP Plan Area consists of agricultural uses and the project would convert these uses to urban development.

Guidelines Section 15164 states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

The proposed modifications associated with the Modified Project are not substantial changes to the

Original SPSP related to Land Use and Agricultural Resources. The Modified Project consists of minor land use amendments which result in less residential development than what was analyzed under the Original SPSP. The land use amendments do not affect the impacts to Land Use and Agricultural Resources analyzed in the SPSP EIR. These modifications will not increase the severity of impacts beyond what was addressed in the Original SPSP and there are no changed circumstances or new information that meets the standards for reviewing further environmental review under CEQA Guidelines Section 15162.

CULTURAL RESOURCES

<i>Cultural Resources Impacts Associated with the Original SPSP</i>	<i>Mitigation Adopted by the City:</i>
The proposed project could cause a substantial adverse change in the significant of historical resources as defined in Section 15064.5.	Mitigation Measures 4.2.1a and 4.2.1b
The proposed project could cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5.	Mitigation Measures 4.2.1a and 4.2.1b
Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Mitigation Measures 4.2.1a and 4.2.1b
Implementation of the proposed project could result in a cumulative impact to cultural resources.	Mitigation Measures 4.2.1a and 4.2.1b, and 4.2.2a and 4.2.2b.

Discussion:

These impacts associated with the original SPSP were identified and discussed in Chapter 4, Cultural Resources (pages 4.2-1 through 4.2-28) of the Draft Environmental Impact Report (EIR). While the SPSP EIR did not identify any previously cultural resources in the Plan Area, several potential historic resources were identified during limited field surveys. The EIR concluded that development within the SPSP could have a potential to adversely affect these resources along with other potential historic resources. The SPSP EIR also concluded that previously undiscovered archaeological resources could be affected, along with paleontological resources. As such, mitigation measures, noted above, were incorporated into the SPSP EIR.

Guidelines Section 15164 states that “The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SPSP related to Cultural Resources. The Modified Project consists of minor land use amendments

which result in less residential development than what was analyzed under the Original SPSP. The amendments to the SPSP are minor in nature, and do not affect the impacts to Cultural Resources analyzed in the SPSP EIR. These modifications will not increase the severity of impacts beyond what was addressed in the Original SPSP and there are no changed circumstances or new information that meets the standards for reviewing further environmental review under CEQA Guidelines Section 15162.

PUBLIC SERVICES AND SAFETY

<i>Public services and safety Impacts Associated with the Original SPSP</i>	<i>Mitigation Adopted by the City:</i>
The proposed project would increase the need or use of law enforcement services in the City.	None.
The proposed project would increase the need or use of fire protection services in the City.	None.
The proposed project would increase the need or use of school services or facilities.	None.
The proposed project would increase the need or use of libraries and other community facilities.	None.
The proposed project would increase the need or use of park and recreation facilities.	None.
The proposed project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	None.
The proposed project could expose people or structures to a significant risk of loss, injury, or death involving wildland fires.	None.
The proposed project could expose people or structures to a cumulatively significant risk of loss, injury, or death involving wildland fires.	None.

Discussion:

These impacts associated with the original SPSP were identified and discussed in Chapter 4, Public Services and Safety (pages 4.3-1 through 4.3-46) of the Draft Environmental Impact Report (EIR). The SPSP EIR concluded that impacts to Public Services and Safety were less than significant, as new development will be required to pay applicable Capital Facilities Fees, School Impact Fees, and annex into the City's Public Safety CFD. For potential impacts to school facilities, the EIR notes that 2030 General Plan Policies CS-4.6 and CS-4.7 require the City to cooperate with school districts in identifying and pursuing sources of funding and ensuring that new residential development fully mitigates its impact on school facilities through the payment of fees or other negotiated methods.

Guidelines Section 15164 states that “The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SPSP related to Public Safety and Services. The Modified Project consists of minor land use amendments which result in less residential development than what was analyzed under the Original SPSP. The amendments to the SPSP are minor in nature, and do not affect the impacts to Public Services and Safety analyzed in the SPSP EIR. These modifications will not increase the severity of impacts beyond what was addressed in the Original SPSP and there are no changed circumstances or new information that meets the standards for reviewing further environmental review under CEQA Guidelines Section 15162.

UTILITIES

<i>Utilities Impacts Associated with the Original SPSP</i>	<i>Mitigation Adopted by the City:</i>
The proposed project would require new or expanded water supplies, facilities, and entitlements.	None
The proposed project could result in wastewater treatment demand in excess of planned capacity that cannot be met by new or expanded facilities.	None.
The proposed project could exceed the capacity of existing or planned stormwater drainage systems.	None.
The proposed project could produce substantial amounts of solid waste that could exceed the permitted capacity of a landfill serving the City.	None.
The proposed project would comply with all federal, State, and local statutes and regulations related to solid waste.	None.

Discussion:

These impacts associated with the original SPSP were identified and discussed in Chapter 4, Utilities (pages 4.4-1 through 4.4-46) of the Draft Environmental Impact Report (EIR).

The SPSP EIR determined that the SPSP would have a Less Than Significant Impact relative to requiring new or expanded water supplies. The Impact Analysis provided on Page 4.4-29 of the SPSP EIR notes that buildout of the SPSP will require the construction of new water infrastructure (i.e. domestic well, water pipelines, etc.) and that infrastructure has been designed to adequately serve the SPSP. The SPSP EIR notes that build out would result in 2,378 new residents and the projected water demand would be adequately provided the supply needed per the City's Urban Water Management Plan. This impact was determined to be Less Than Significant.

For the SPSP's wastewater treatment demand in excess of planned capacity that cannot be met by new or expanded facilities, the SPSP was determined to have a Less Than Significant Impact.

Regarding the project plans for stormwater drainage, the original SPSP document described that storm drainage from the SPSP area would be captured in on-site detention basins and be discharged through facilities managed by the Oakdale Irrigation District (OID). However, the SPSP EIR evaluated that discharge would occur through the City's stormwater drainage system. As such, while the modified SPSP document clarifies that discharge will go into the groundwater table through percolation via dual use storm drainage park/basins, the discussion in the EIR is unchanged. The SPSP EIR determined that building out of the SPSP area would not exceed the capacity of existing or planned stormwater drainage systems. The EIR further notes that a stormwater drainage master plan was prepared for the SPSP that the SPSP would be served by pipelines of various sizes, which will ultimately discharge stormwater into detention basins installed throughout the SPSP area. This impact was determined to be Less Than Significant.

The SPSP EIR determined that impacts to solid waste would be Significant and Unavoidable, as growth associated with the SPSP would result in the additional transfer of waste to the local landfills which may cause one or more facilities to exceed its permitted daily waste acceptance capacity, despite the City continuing to implement compliance with AB 939.

Finally, the SPSP EIR determined that the project would comply with all Federal State and local statutes regarding solid waste and this impact was determined to be Less Than Significant.

Guidelines Section 15164 states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SPSP related to Utilities. The Modified Project consists of minor land use amendments which result in less residential development than what was analyzed under the Original SPSP. The land use amendments do not affect the impacts to Utilities analyzed in the SPSP EIR. These modifications will not increase the severity of impacts beyond what was addressed in the Original SPSP and there are no changed circumstances or new information that meets the standards for reviewing further environmental review under CEQA Guidelines Section 15162.

TRANSPORTATION AND CIRCULATION

<i>Transportation and Circulation Impacts Associated with the Original SPSP</i>	<i>Mitigation Adopted by the City:</i>
The proposed project would result in a substantial increase in vehicular traffic. This would result in a significant impact to various intersections and road segments within the study area.	Mitigation measures 4.5.1c to 4.5.1g, 4.5.1h, 4.5.1i and 4.5.4a to 4.5.4h.
The proposed project would result in increased conflicts between vehicles, pedestrians, and bicycles which could result in unsafe conditions.	None.

Discussion:

These impacts associated with the original SPSP were identified and discussed in Chapter 4, Transportation and Circulation (pages 4.5-1 through 4.5-116) of the Draft Environmental Impact Report (EIR).

The SPSP EIR concluded that impacts created as a result of a substantial increase in vehicular traffic that would result in significant impacts to various intersections and road segments within the study area were Potentially Significant. As such, Mitigation Measures 4.5.1c, 4.5.1g, 4.5.1h, 4.5.1i, 4.5.4a, and 4.5.4h were incorporated. However, with mitigation incorporated the impact was determined to be Significant and Unavoidable.

The SPSP EIR also concluded that impacts created as a result of an increased conflict between vehicles/pedestrians, and bicycles which would result in unsafe conditions were Less Than Significant.

Impacts to conflicts between trains and vehicles, pedestrians, and bicycles which could result in unsafe conditions were Less Than Significant.

Guidelines Section 15164 states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SPSP related to Transportation and Circulation. The Modified Project consists of minor land use

amendments which result in less residential development than what was analyzed under the Original SPSP. Amendments to the SPSP circulation network are minor in nature, and do not modify the roadway classifications adopted in the original SPSP. This includes S. Stearns Road, Sierra Road, and the Signature Streets identified in the SPSP. Additionally, the pedestrian network is consistent with what was previously adopted in the SPSP. Finally, the land use amendments discussed herein do not result in more vehicle trips as well as roadway and intersection Levels of Service (LOS) than what was previously determined in the SPSP EIR. These modifications will not increase the severity of impacts beyond what was addressed in the Original SPSP and there are no changed circumstances or new information that meets the standards for reviewing further environmental review under CEQA Guidelines Section 15162.

AIR QUALITY

<i>Air Quality Impacts Associated with the Original SPSP</i>	<i>Mitigation Adopted by the City:</i>
The proposed project could expose a variety of sensitive land uses to construction-related air quality emissions.	Mitigation measure 4.6.1a: Dust Control Measures, and Mitigation measure 4.6.1b and Indirect Source Review.
The proposed project would result in a cumulatively considerable net increase of criteria air pollutants that result in a violation or an air quality standard.	Mitigation measure 4.6.2a: Transit, Area, and Energy Source Reductions; and Mitigation measure 4.6.2b: Indirect Source Review.
The proposed project could conflict with or obstruct implementation of an applicable air quality plan.	Mitigation measure 4.6.2a: Transit, Area, and Energy Source Reductions; and Mitigation measure 4.6.2b: Indirect Source Review.
The proposed project could expose sensitive receptors to substantial pollutant concentrations that could affect public health.	Mitigation measure 4.6.4: Reduce Exposure to TAC's.
The proposed project could create objectionable odors affecting a substantial number of people.	Mitigation measure 4.6.5: Reduce Odors.

Discussion:

These impacts associated with the original SPSP were identified and discussed in Chapter 4, Air Quality (pages 4.6-1 through 4.6-48) of the Draft Environmental Impact Report (EIR).

The SPSP EIR concluded that impacts associated with the exposure of a variety of sensitive land uses to construction-related air quality emissions were Potentially Significant. Mitigation measures 4.6.1a Dust Control Measures and 4.6.1b Indirect Source Review were incorporated which reduced this impact to Less Than Significant.

For impacts related to the cumulatively considerable net increase of criteria air pollutants that result in a violation of an air quality standard were Potentially Significant. Mitigation measures 4.6.2a Transit, Area, and Energy Source Reductions, and 4.6.2b Indirect Source Review. However, with mitigation incorporated, the impact was determined to be Significant and Unavoidable.

Impact 4.6.3 of the SPSP EIR concluded that impacts created as a result of conflicts with, or obstruction

of an applicable air quality plan were also Potentially Significant. Mitigation measures 4.6.2a and 4.6.2b were incorporated; however, the impact was determined to be Significant and Unavoidable.

Impact 4.6.4 concluded that impacts created by the exposure of sensitive receptors to substantial pollutant concentrations that affect public health were Potentially Significant. Therefore, mitigation measure 4.6.4 Reduce Exposure to TAC's was incorporated which reduced this impact to Less Than Significant.

Finally, impact 4.6.5 determined that impacts created as a result of creating objectionable odors affecting a substantial number of people were Potentially Significant. As such, mitigation measure 4.6.5 Reduce Odors was incorporated, which resulted in an impact determination of Less Than Significant.

Guidelines Section 15164 states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SPSP related to Air Quality. The Modified Project consists of minor land use amendments which result in less residential development than what was analyzed under the Original SPSP. The land use amendments do not affect the impacts to Air Quality analyzed in the SPSP EIR. These modifications will not increase the severity of impacts beyond what was addressed in the Original SPSP and there are no changed circumstances or new information that meets the standards for reviewing further environmental review under CEQA Guidelines Section 15162.

NOISE

<i>Noise Impacts Associated with the Original SPSP</i>	<i>Mitigation Adopted by the City:</i>
Future development of noise-sensitive issues may be impacted by existing and/or future noise exposure from neighboring uses (stationary/non-stationary transportation sources).	None.
Future development of noise-producing uses near noise-sensitive uses may result in potentially significant noise impacts (stationary/non-transportation sources).	None.
Implementation of the proposed project would result in increased traffic noise exposure at existing noise-sensitive uses within the Planning Area (traffic/transportation source).	Mitigation measure 4.7.3c.
Future development of noise-sensitive uses may be impacted by existing and/or future noise exposure from traffic, trains, and/or aircraft noise sources (transportation sources)	None.
Future development of acoustically-sensitive uses may be impacted by existing and/or future groundborne vibration associated with traffic or train sources (transportation sources)	None.

Discussion:

These impacts associated with the original SPSP were identified and discussed in Chapter 4, Noise (pages 4.7-1 through 4.7-65) of the Draft Environmental Impact Report (EIR).

The SPSP EIR concluded that the impact associated with future development of noise-sensitive uses that may be impacted by existing and/or future noise exposure from neighboring uses were Less Than Significant.

Impacts associated with the future development of noise-producing uses near noise-sensitive uses that may result in potentially significant noise impacts were determined to be Less Than Significant.

Implementation of the SPSP would result in increased traffic noise exposure at existing noise-sensitive uses within the SPSP area resulted in impacts that were determined to be Potentially Significant. The SPSP EIR incorporated Mitigation Measure 4.7.3c. However, with mitigation incorporated the impact was determined to be Significant and Unavoidable.

The SPSP EIR also determined that impacts related to the future development of noise-sensitive uses affected by existing and/or future noise exposure from traffic, trains, and/or airport noise sources were Less Than Significant.

Finally, the SPSP EIR determined that impacts related to the future development of acoustically sensitive uses may be impacted by existing and/or future groundborne vibration associated with traffic or train sources were Less Than Significant.

Guidelines Section 15164 states that “The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SPSP related to Noise. The Modified Project consists of minor land use amendments which result in less residential development than what was analyzed under the Original SPSP. The land use amendments do not affect the impacts to Noise analyzed in the SPSP EIR. The potential buildout of the SPSP under the Modified Project results in Noise impacts that are consistent with what was previously determined in the SPSP. This determination is based on the buildout potential of the Modified Project when compared to the Original Project. These modifications will not increase the severity of impacts beyond what was addressed in the Original SPSP and there are no changed circumstances or new information that meets the standards for reviewing further environmental review under CEQA Guidelines Section 15162.

HAZARDOUS MATERIALS

<i>Hazardous Materials Impacts Associated with the Original SPSP</i>	<i>Mitigation Adopted by the City:</i>
The proposed project could create a significant hazard to the public or the environment from the transportation, use, or disposal of hazardous materials.	Mitigation measures 4.8.1a through 4.8.1e.
The proposed project could include uses that emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of school sites.	None.
Development under the proposed project could be located on a hazardous waste site.	Mitigation measures 4.8.1a through 4.8.1e.

Discussion:

These impacts associated with the original SPSP were identified and discussed in Chapter 4, Hazardous Materials (pages 4.8-1 through 4.8-29) of the Draft Environmental Impact Report (EIR). The SPSP EIR concluded that impacts in terms of the SPSP creating significant hazards to the public or the environment from the transportation, use, or disposal of hazardous materials was Potentially Significant. However, Mitigation Measures 4.8.1a through 4.8.1e were incorporated to reduce this impact to Less Than Significant. Impacts related to hazardous emissions or handling hazardous materials, substances, or waste within one-quarter mile of a school were deemed Less Than Significant.

For impacts related to allowing development on a hazardous waste site, the SPSP EIR concluded that the impacts were Potentially Significant. Mitigation Measures 4.8.1a through 4.8.1e were incorporated to reduce this impact to a level of Less Than Significant.

Guidelines Section 15164 states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SPSP related to Hazardous Materials. The Modified Project consists of minor land use amendments which result in less residential development than what was analyzed under the Original SPSP. The land use amendments do not affect the impacts to Hazardous Materials analyzed in the SPSP EIR. These

modifications will not increase the severity of impacts beyond what was addressed in the Original SPSP and there are no changed circumstances or new information that meets the standards for reviewing further environmental review under CEQA Guidelines Section 15162.

HYDROLOGIC RESOURCES

<i>Hydrological Resources Impacts Associated with the Original SPSP</i>	<i>Mitigation Adopted by the City:</i>
The proposed project could violate water quality standards or waste discharge requirements during construction-related activities.	None.
The proposed project could result in other water quality degradation.	None.
The proposed project could deplete groundwater supplies or interfere with groundwater recharge.	None feasible.
The proposed project could alter existing drainage patterns resulting in increased erosion or siltation or could increase surface runoff in a manner that would result in flooding on or off site.	None.
The proposed project could result in the construction of housing within areas that are subject to 100-year flooding.	None.
The proposed project could result in the construction of facilities within areas that are subject to flooding, which could redirect or impede flood flows.	None.
The proposed project would result in the development of areas that are located within an existing dam failure inundation zone.	None feasible.

Discussion:

These impacts associated with the original SPSP were identified and discussed in Chapter 4, Hydrologic Resources (pages 4.9-1 through 4.9-46) of the Draft Environmental Impact Report (EIR).

The SPSP EIR concluded that impacts to water quality standards or waste discharge requirements during

construction related activities, and water quality degradation were less than significant.

The SPSP EIR also concluded that the SPSP would have a potentially significant impact to the depletion of groundwater supplies or interfere with groundwater discharge, and mitigation was deemed to be infeasible. Therefore, this impact was determined to be significant and unavoidable.

Impacts to existing drainage patterns resulting in increased erosion or siltation or could increase surface runoff in a manner that would result in flooding on or off site were determined to be less than significant.

The SPSP EIR also determined that potential impacts as a result of flooding, including the construction of housing within areas that are subject to 100-year flooding, the construction of facilities within an area subject to flooding, were less than significant. Finally, the SPSP EIR determined that potential impacts as a result of dam failure were less than significant.

Guidelines Section 15164 states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SPSP related to Hydrologic Resources. The Modified Project consists of minor land use amendments which result in less residential development than what was analyzed under the Original SPSP. These modifications will not increase the severity of impacts beyond what was addressed in the Original SPSP and there are no changed circumstances or new information that meets the standards for reviewing further environmental review under CEQA Guidelines Section 15162.

GEOLOGY, SOILS, SEISMICITY, AND MINERAL RESOURCES

<i>Geology, Soils, Seismicity, and Mineral Resources Impacts Associated with the Original SPSP</i>	<i>Mitigation Adopted by the City:</i>
The proposed project could result in substantial soil erosion or the loss of topsoil.	None.
The proposed project could expose people to injury or structures to damage from potential rupture of a known earthquake fault, strong ground shaking, seismic-related ground failure, or landslide.	None.
The proposed project could result in potential structural damage from development on a potentially unstable geologic unit or soil.	Mitigation Measure 4.10.3b.
The proposed project could increase the potential for structural damage from development on expansive soil.	Mitigation Measure 4.10.3b.
The proposed project could result in the loss of availability of a known mineral resource, a locally important mineral resource recovery site, or a known oil and/or gas resource that would be of value to the region and residents of the State.	None.

Discussion:

These impacts associated with the original SPSP were identified and discussed in Chapter 4, Geology, Soils, Seismicity, and Mineral Resources (pages 4.10-1 through 4.10-33) of the Draft Environmental Impact Report (EIR). The SPSP EIR concluded that impacts to soil erosion or the loss of topsoil, exposure of people to injury or structures to damage from potential rupture of a known earthquake fault, strong ground shaking, seismic-related ground failure or landslide were Less Than Significant. Impacts to potential structure damage from development on potential unstable soil or geologic unit or from development on expansive soil was determined to be Potentially Significant and Mitigation Measure 4.10.3b was incorporated to reduce this impact to a level of Less Than Significant.

The EIR also determined that impacts to mineral resources were Less Than Significant as there are no

known commercial mining operations in the SPSP area nor are there any known mineral resources.

Guidelines Section 15164 states that “The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SPSP related to Geology, Soils, Seismicity, and Mineral Resources. The Modified Project consists of minor land use amendments which result in less residential development than what was analyzed under the Original SPSP. The land use amendments do not affect the impacts to Geology, Soils, Seismicity, and Mineral Resources analyzed in the SPSP EIR. These modifications will not increase the severity of impacts beyond what was addressed in the Original SPSP and there are no changed circumstances or new information that meets the standards for reviewing further environmental review under CEQA Guidelines Section 15162.

BIOLOGICAL RESOURCES

<i>Biological Resources Impacts Associated with the Original SPSP</i>	<i>Mitigation Adopted by the City:</i>
Have a substantial adverse effect, either directly or through habitat modifications, on any special-status species.	Mitigation Measures 4.11.1a through 4.11.1k
Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG and USFWS.	Mitigation Measures 4.11.1e, 4.11.1g, 4.11.1k, and 4.11.2a through 4.11.2c.
Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means.	Mitigation Measures 4.11.1k, 4.11.2a, and 4.11.2c.
Interfere substantially with the movement of any native resident or migratory fish or wildlife corridors or impede the use of native wildlife nursery sites.	Mitigation Measures 4.11.1k, 4.11.2a, 4.11.2b, and 4.11.2c.
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservative Community Plan, or other approved local, regional, or state habitat conservation plan, or any local ordinances protecting biological resources.	None.
Implementation of the proposed project could result in a cumulative impact on biological resources.	None.

Discussion:

These impacts associated with the original SPSP were identified and discussed in Chapter 4, Biological Resources (pages 4.11-1 through 4.11-41) of the Draft Environmental Impact Report (EIR).

The SPSP EIR determined that the SPSP would have Potentially Significant impacts, either directly or through habitat modifications on any special-status species, and Mitigation Measures 4.11.1a through 4.11.1k were incorporated to reduce the impact to a level of Less Than Significant. These mitigations measures are required to occur prior to the construction of individual projects within the SPSP and call for pre-construction surveys to determine the potential for occurrence of special-status species and/or their habitat.

The SPSP EIR also determined that impacts to any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations by the CDFW and USFWS were Potentially Significant. Mitigation measures 4.11.e, 4.11.1g, 4.11.1k, and 4.11.2a through 4.11.2c were incorporated to reduce this impact to Less Than Significant. The mitigation measures incorporated include; avoiding or identify and compensate for loss of vernal pool habitats and species, loss of annual grasslands habitat, protect and preserve avoided habitats during construction-related activities, implement Water Quality Best Management Practices, protect sensitive tree resources, and avoid or identify and compensate for loss of wetlands and other Waters of the U.S.

For impacts to federally protected wetlands as defined by Section 404 of the Clean Water Act were Potentially Significant. Mitigation measures 4.11.1k, 4.11.2a, and 4.11.2c were incorporated to reduce this impact to Less Than Significant. Mitigation includes protect preserved and avoided habitats during construction-related activities, implement Water Quality Best Management Practices, and avoid or identify and compensate for the loss of wetlands and other Waters of the U.S.

For impacts to the movement of any native resident or migratory fish or wildlife corridors, or impede the use of native wildlife nursery sites, the SPSP EIR determined these impacts were Potentially Significant. Mitigation measures 4.11.1k, 4.11.2a, 4.11.2b, and 4.11.2c were incorporated to reduce this impact to Less Than Significant.

Finally, the SPSP EIR determined there were no conflicts with any adopted Habitat Conservation Plans, Natural Conservation Community Plans, or other approved local, regional, or state habitat conservation plan, or any local ordinances protecting biological resources and as such the impact was Less Than Significant.

Guidelines Section 15164 states that “The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

In 2020, a Biological Assessment was prepared by Moore Biological Consultants (Appendix A) as a result of the SPSP EIR to further evaluate and identify any potential biological resources within the SPSP area, and specifically, within the Adams Creek area, which flows through the SPSP area, as illustrated below:

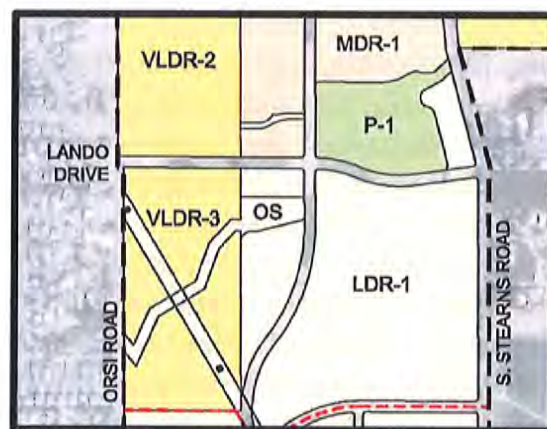


Within the Adams Creek study area, the Biological Assessment concluded the following:

- The study area consists of two (2) portions of Adams Creek and habitats within 200-feet of the centerline creek. Adjacent habitats consist primarily of irrigated pasture, upland grassland, or orchards, along with a few residences. The site supports a variety of common plant and wildlife species.
- Adams Creek and a seasonal wetland adjacent to Adams Creek are the only potentially jurisdictional Waters of the U.S. or wetlands in the site. To ascertain the extent of jurisdictional Waters of the U.S. or wetlands in the site, a wetland delineation would need to be submitted to the ACOE for verification.
- The relatively natural sections of Adams Creek supporting woody riparian vegetation, blackberry brambles, and the blue elderberry shrubs are the most diverse sections of the creek that should be avoided by development to the maximum extent practicable. In contrast, the 800 linear feet of the creek immediately west of Stearns Road that has been realigned and is highly maintained has minimal wetland functions and value.
- Because the build-out of the SPSP area will necessitate at least some road crossings of Adams Creek and potentially one or more storm drain outfalls, complete avoidance of jurisdictional Waters of the U.S. appears infeasible. Therefore, impacts should be minimized to the maximum extent practicable. For example, connecting to an existing storm drain system would be preferable to discharging storm water to Adams Creek as it would eliminate the fill of the creek related to a new outfall.
- Permits from ACOE, CDFW, and the Regional Water Quality Control Board will be needed prior to the placement of any fill material within jurisdictional Waters of the U.S. It is strongly recommended that the cumulative fill is less than 0.5-acres, thereby avoiding the lengthy process of securing an individual permit from ACOE.
- Depending on the configuration of various projects as the SPSP area is built-out, some sections of Adams Creek, beyond just a few road crossings may need to be filled. The planning of development versus preservation along portions of the creek may be best based on looking at the biological functions and values of different sections of the creek. For example, the realigned 800 linear feet of Adams Creek immediately west of Stearns Road has minimal wetland and habitat functions and values and a permit could likely be secured to pipe this section of the creek. In contrast, the sections of the creek with woody riparian vegetation and blue elderberry shrubs should be avoided, if feasible, with 50-foot buffered setbacks beyond the limits of the riparian vegetation. Lesser setbacks may be appropriate to the naturally meandering section of the creek in the west part of the large pasture and the seasonal wetland.

- Due to past disturbance in the site and a lack of suitable habitat, it is unlikely that special-status plants will occur in the site.
- The likelihood of occurrence of special-status wildlife species in the site is very low. Tricolored blackbird, burrowing owl, Swainson's Hawk, and valley elderberry longhorn beetle are the only species expected to occur at or near the site on more than a very occasional or transitory basis. Special-status bats may roost and/or nest in the site on occasion.
- Blue elderberry shrubs should be avoided, if feasible. In cases where complete avoidance is not feasible, the Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle recommends compensatory mitigation for the loss of actual or potential VELB habitat. Mitigation is usually achieved through the purchase of credits at a USFWS-approved mitigation bank, and transplantation of the impacted shrub to the bank, if feasible.
- On-site trees, shrubs, grasslands, and other vegetation may be used by nesting birds protected by the MBTA and Fish and Game Code of California. In order to avoid taking of protected raptors and migratory birds, any vegetation removal should be scheduled for between September 1 and January 31, if possible. If vegetation removal occurs between February 1 and August 31, a pre-construction nesting bird survey should be conducted by a qualified biologist. If active nests are found within the survey area, vegetation removal should be delayed until the biologist determines nesting is complete.

The Modified Project is a result of the Biological Assessment summarized above, and led to land use amendments within the SPSP to allow for an avoidance approach as it relates to Adams Creek and the seasonal wetlands summarized above and detailed in the Biological Assessment. The land use designation of the area noted to contain seasonal wetlands has been amended to be designated Open Space, as illustrated in Figure 2-1, and as shown below.



The proposed modifications associated with the Modified Project are not substantial changes to the Original SPSP. The Modified Project adds an additional Open Space area to the land use plan and consists of minor land use amendments which result in less residential development than what was analyzed under the Original SPSP. These modifications will not increase the severity of impacts beyond what was addressed in the Original SPSP and there are no changed circumstances or new information that meets the standards for reviewing further environmental review under CEQA Guidelines Section 15162.

In addition, the determinations and recommendations of the Biological Assessment are consistent with the mitigation measures adopted by the SPSP EIR as it relates to biological resources.

VISUAL RESOURCES

<i>Visual Resources Impacts Associated with the Original SPSP</i>	<i>Mitigation Adopted by the City:</i>
The proposed project could change the visual character of an area and its surroundings, which could degrade the existing visual character or quality.	None feasible.
The proposed project could have a substantial adverse effect on a scenic vista or substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	None.
The proposed project would create a new source or substantial light or glare which would adversely affect day or nighttime views in the Planning Area.	None.

Discussion:

These impacts associated with the original SPSP were identified and discussed in Chapter 4, Visual Resources (pages 4.12-1 through 4.12-23) of the Draft Environmental Impact Report (EIR). The SPSP EIR concluded that impacts to Visual Resources were Significant and Unavoidable due to changes in the existing visual character of the SPSP area by altering the land uses from existing rural residential, agricultural, and/or open space uses to more urbanized land uses.

However, impacts to a scenic vista or scenic resources within a state scenic highway were determined to be Less Than Significant as there are no state scenic highways within the SPSP area. In addition, impacts to day or nighttime views were also determined to be Less Than Significant as the SPSP contains mitigating policies related to lighting and glare.

Guidelines Section 15164 states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SPSP related to Visual Resources. The Modified Project consists of minor land use amendments which result in less residential development than what was analyzed under the Original SPSP. The land

use amendments do not affect the impacts to Visual Resources analyzed in the SPSP EIR. Buildout of the SPSP will occur in accordance with the requirements of the updated land use designations of the SPSP. These modifications will not increase the severity of impacts beyond what was addressed in the Original SPSP and there are no changed circumstances or new information that meets the standards for reviewing further environmental review under CEQA Guidelines Section 15162.

ENERGY AND GLOBAL CLIMATE CHANGE

<i>Energy and Global Climate Change Impacts Associated with the Original SPSP</i>	<i>Mitigation Adopted by the City:</i>
The proposed project could result in the wasteful, inefficient, or unnecessary consumption of energy by residential, commercial, industrial, or public uses associated with increased demand due to anticipated development in the City.	None.
The proposed project could generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or could potentially conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.	None.

Discussion:

These impacts associated with the original SPSP were identified and discussed in Chapter 4, Energy and Global Climate Change (pages 4.13-1 through 4.13-30) of the Draft Environmental Impact Report (EIR). The SPSP EIR concluded that impacts to Energy and Global Climate Change were less than significant, as energy facilities will be expanded by the applicable agencies (i.e. PG&E and/or Modesto Irrigation District) as new development occurs within the SPSP area, and these facilities will be required to meet the applicable existing City, County, PG&E, and MID requirements, Building Energy Efficiency Standards (Title 24 of the California Code of Regulations), and applicable Uniform Building Code requirements.

The EIR concluded the SPSP impacts associated with the generation of GHG emissions would have a potentially significant impact. However, implementation of Mitigation Measure 4.13.2 will reduce this impact to a level of Less Than Significant.

Guidelines Section 15164 states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a Subsequent or Supplemental EIR have occurred.

The proposed modifications associated with the Modified Project are not substantial changes to the Original SPSP related to Energy and Global Climate Change. The Modified Project consists of minor land use amendments which result in less residential development than what was analyzed under the Original SPSP. The land use amendments do not affect the impacts to Energy and Global Climate Change in the SPSP EIR. These modifications will not increase the severity of impacts beyond what was addressed in the

Original SPSP and there are no changed circumstances or new information that meets the standards for reviewing further environmental review under CEQA Guidelines Section 15162.

Appendix A

**Biological Assessment: "Sierra Pointe Specific Plan – Adams Creek:, Site, Stanislaus County,
dated August 6, 2020, prepared by Moore Biological Consultants**

MOORE BIOLOGICAL CONSULTANTS

August 6, 2020

Mr. John Anderson
J.B. Anderson Land Use Planning
139 S. Stockton Avenue
Ripon, CA 95366

Subject: BIOLOGICAL ASSESSMENT: "SIERRA POINTE SPECIFIC PLAN –
ADAMS CREEK", SITE, STANISLAUS COUNTY, CALIFORNIA

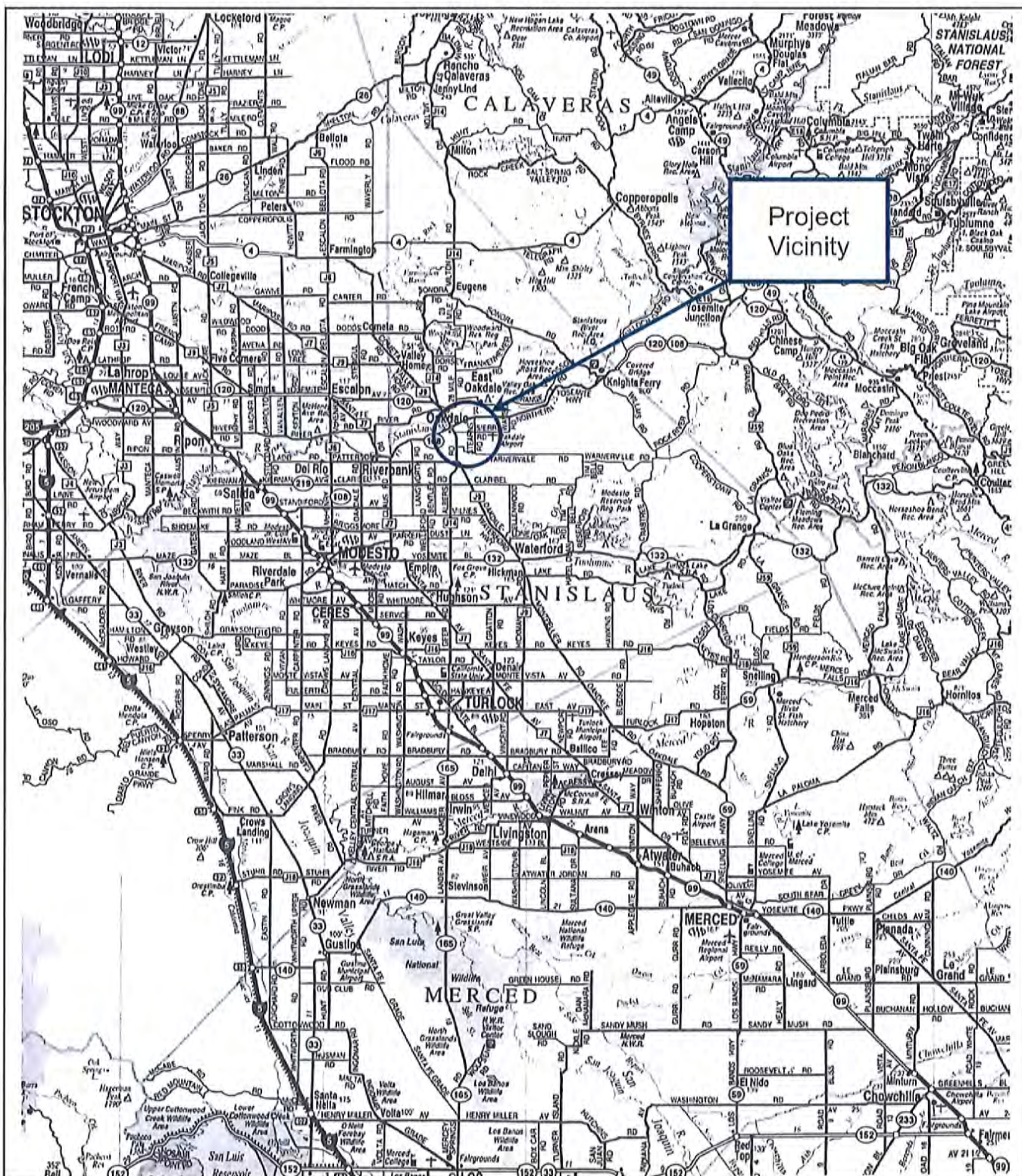
Dear John:

Thank you for asking Moore Biological Consultants to conduct a biological assessment of the portion of Adams Creek that flows through the Sierra Pointe Specific Plan area in east Oakdale, Stanislaus County, California (Figures 1 and 2). For this assessment, the Adams Creek corridor (i.e., "project site") is defined as approximately 3,000 linear feet of Adams Creek and habitats within 200 feet of the centerline of the creek (Figure 3).

The purposes of this assessment are to describe existing biological resources in the project site, identify potentially significant impacts to biological resources from future development, and provide recommendations for how to reduce those impacts to a less-than-significant level. The work involved reviewing databases, aerial photographs, and documents, and conducting field surveys. This report details the methodology and results of our investigation.

Methods

Prior to the field surveys, we conducted a search of California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB, 2020). The CNDDB search included the USGS 7.5-minute Oakdale and Waterford topographic quadrangles, encompassing approximately 120+/- square miles



Source: California State
Automobile Association

**Moore Biological
Consultants**

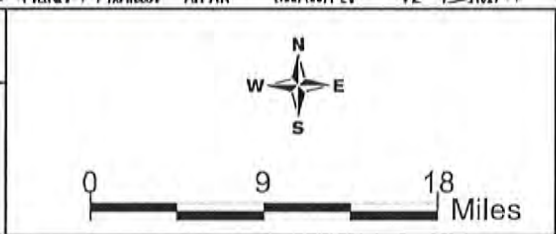


FIGURE 1

PROJECT VICINITY

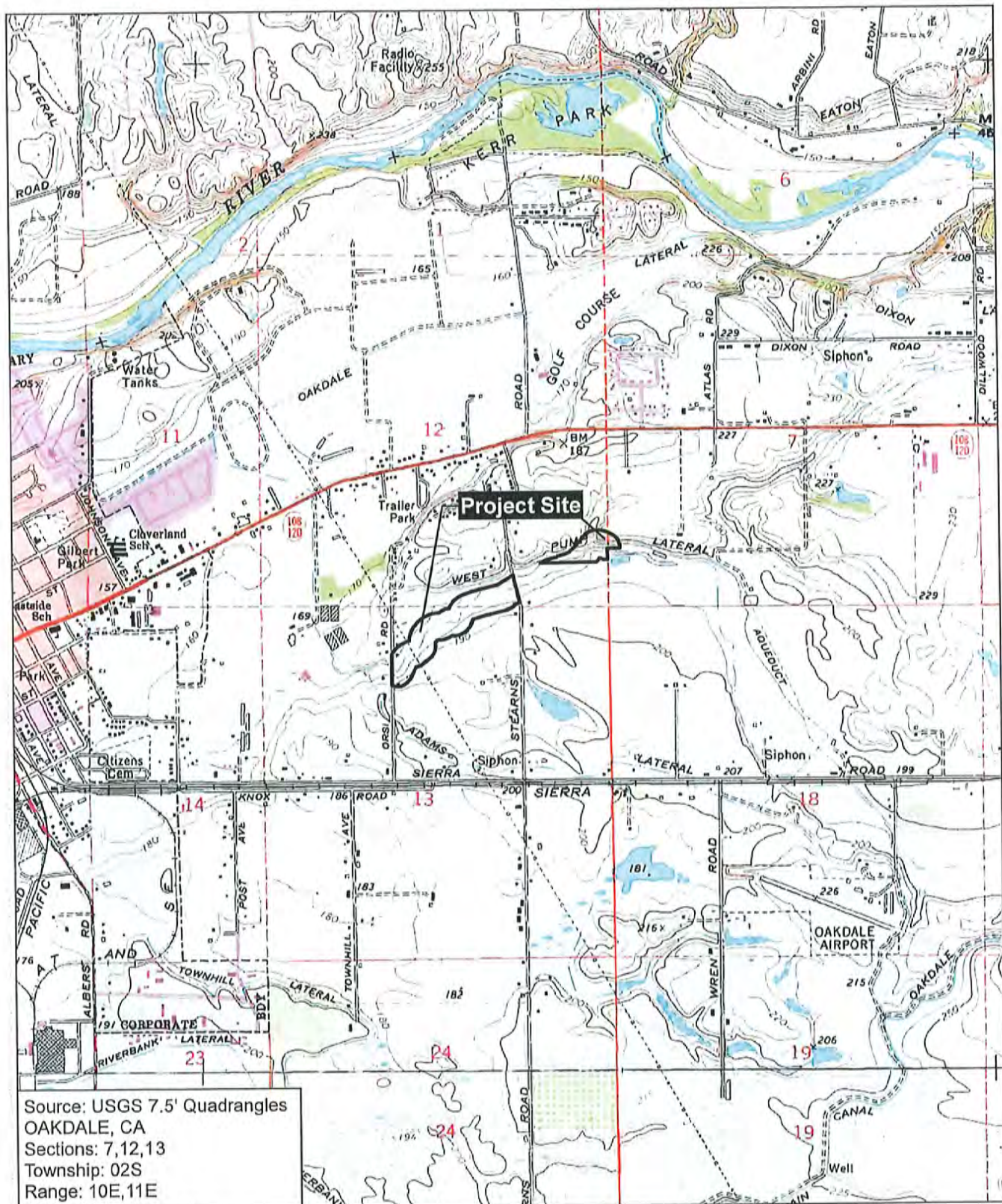


Figure 2

Moore Biological
 Consultants

0 1,000 2,000
 Feet

Map Date: 07/24/2020



USGS

Sierra Pointe Specific Plan - Adams Creek

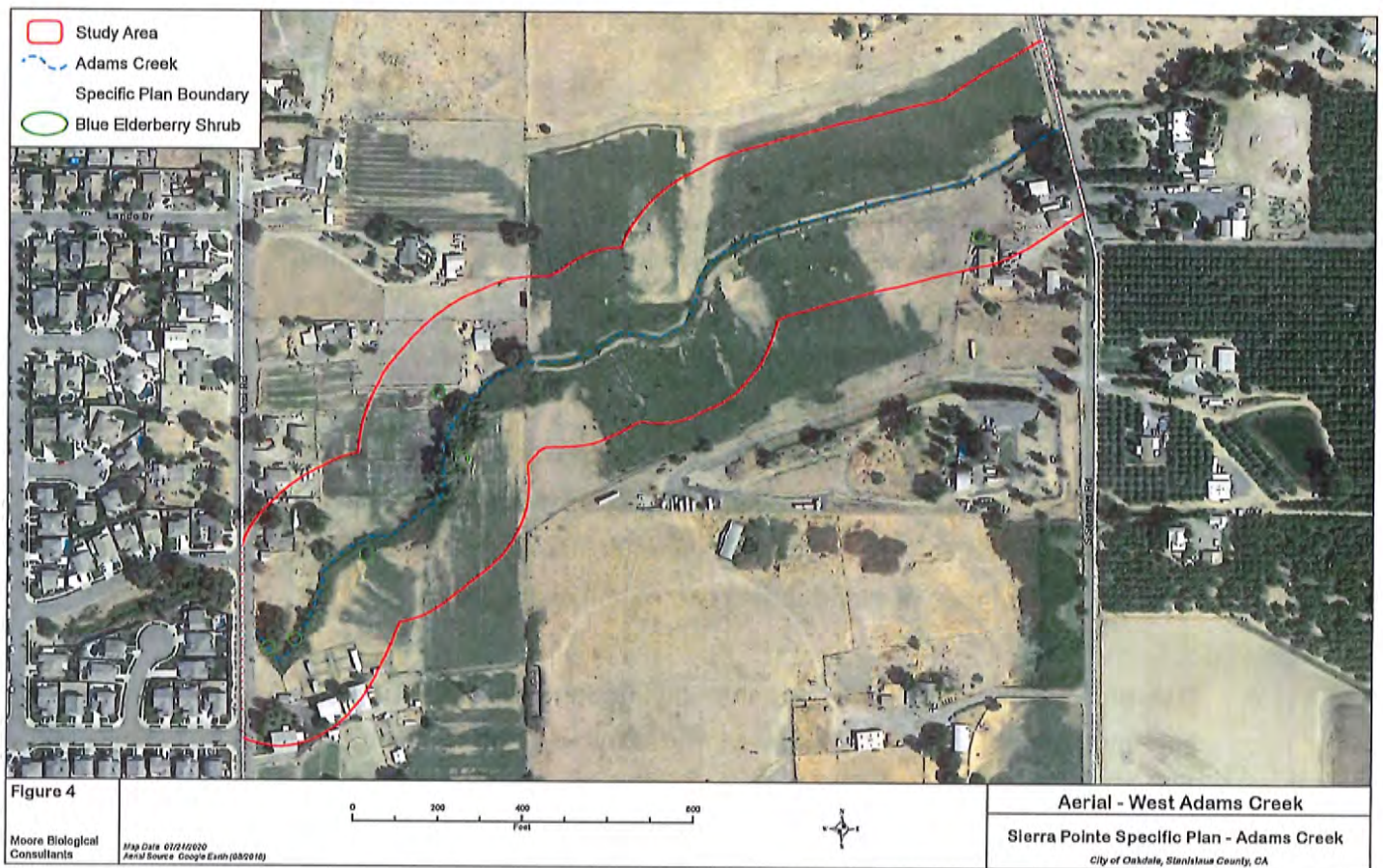
City of Oakdale, Stanislaus County, CA



surrounding the site (Attachment A). The United States Fish and Wildlife Service (USFWS) IPaC Trust Resource Report of Federally Threatened and Endangered species that may occur in or be affected by projects in the project vicinity was also reviewed (Attachment A). This information was used to identify special-status wildlife and plant species that have been previously documented in the vicinity or have the potential to occur based on suitable habitat and geographical distribution. Additionally, the CNDDDB depicts the locations of sensitive habitats. The USFWS on-line-maps of designated critical habitat in the area were also downloaded.

Field surveys of the site were conducted on June 12, July 1, and July 28, 2020. Surveys consisted of walking along the Adams Creek corridor within accessible portions of the site, making observations of habitat conditions and noting surrounding land uses, habitat types, and plant and wildlife species. The fieldwork included an assessment of potentially jurisdictional Waters of the U.S. and wetlands as defined by the U.S. Army Corps of Engineers (ACOE, 1987; 2008) and a search for special-status species and suitable habitat for special-status species (e.g., vernal pools, blue elderberry shrubs, cliffs, caves, areas with unique soils). Additionally, trees in and near the site were assessed for the potential use by bats, nesting raptors, and other nesting birds.

Two portions of Adams Creek flow through the Specific Plan area and it is important to note that the field surveys were limited to the sections of Adams Creek west of Stearns Road (Figure 4). Within this area, access was limited to the large pasture just west of Stearns Road and the parcel immediately east of Orsi Road, which contain approximately 1,425 linear feet and approximately 375 linear feet of Adams Creek, respectively. The approximately 700 linear feet of creek in between these segments was inspected with binoculars from a distance. We were also not granted access to the approximately 500 linear feet of Adams Creek to the east of Stearns Road (Figure 5). The conclusions made on this section of Adams Creek relied on information gathered from a review of aerial photographs and database records.





Results

The project site is located a few miles east of Oakdale, in Stanislaus County, California (Figure 1). The site is within Sections 12 and 13, within Township 2 South, Range 10 East, and Section 7, within Township 2 South, Range 11 East of the USGS 7.5-minute Oakdale topographic quadrangle (Figure 2). The project site is at elevations of approximately 170 to 190 feet above mean sea level, sloping down generally to the west.

Land uses in this part of Stanislaus County are a mixture of large lot residential, agriculture, open space, and rangeland. Lands within 200 feet of Adams Creek include orchards, open space, rangeland, and a few residential parcels.

VEGETATION: California annual grassland series and black willow series (Sawyer and Keeler-Wolf, 1995) best describe the habitat types in the project site (Figure 3 and photographs in Attachment B). The central portion and the majority of Adams Creek within the site (i.e., approximately 1,425 linear feet) does not support riparian vegetation. In contrast, the small segment of creek east of Stearns Road and the westernmost portion of the creek just east of Orsi Road support a developed riparian corridor.

Dominant hydrophytic vegetation within Adams Creek includes tall flat sedge (*Cyperus eragrostis*), pale smartweed (*Persicaria lapathifolia*), lady's thumb (*Persicaria maculosa*), floating water primrose (*Ludwigia peploides*), and Baltic rush (*Juncus balticus*). A seasonal wetland area in the irrigated pasture just north of Adams Creek contains a few of these same hydrophytes as well as Dallis grass (*Paspalum dilatatum*), white clover (*Trifolium repens*), and lamp rush (*Juncus effuses*).

Dominant trees and shrubs along the banks of the Adams Creek include Fremont's cottonwood (*Populus fremontii*), willows (*Salix gooddingii*, *S. exigua*), and interior live oak (*Quercus wislizenii*). There are also some areas of the creek

densely vegetated in Himalayan blackberries (*Rubus armeniacus*). There are also a few scattered blue elderberry shrubs (*Sambucus nigra* ssp. *caerulea*) along the creek, as well as in uplands within 200 feet of the creek. Other tree species in close proximity to Adams Creek include fruit and nut trees, ornamental landscape varieties, and blue gum (*Eucalyptus* sp.).

Lands immediately adjacent to the creek primarily consist of irrigated pasture and open grassland areas. These adjacent areas have been disturbed from past and present farming, development on the site and surrounding lands, and human occupancy. Vegetation in these adjacent areas are comprised of a mixture of native and non-native grasses and weeds. Oats (*Avena fatua*), foxtail barley (*Hordeum murinum*), soft chess brome (*Bromus hordeaceus*), ripgut brome (*Bromus diandrus*), and perennial ryegrass (*Lolium perenne*) are dominant grasses in the site. Other grassland species such as black mustard (*Brassica nigra*), Italian thistle (*Carduus pycnocephalus*), rose clover (*Trifolium hirtum*), wild radish (*Raphanus sativus*), and filaree (*Erodium botrys*) are intermixed with the grasses. Plant species observed in the site are listed in Table 1.

WILDLIFE: A variety of wildlife species that are common in Stanislaus County were observed in the site during the field surveys. Turkey vulture (*Cathartes aura*), red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), mourning dove (*Zenaida macroura*), California scrub jay (*Apelocoma coerulescens*), northern mockingbird (*Mimus polyglottos*) and Brewer's blackbird (*Euphagus cyanocephalus*) are some of the more common birds observed at the site (Table 2).

Given the presence of large trees and shrubs in and adjacent to the site, it is considered likely that a variety of songbirds, nest in vegetation in the site each year. One or more pairs of raptors may also nest in the relatively larger trees in the site and in close proximity to the site. A variety of other protected migratory birds (mostly songbirds) may nest in the on-site grasslands during most years.

TABLE 1
PLANT SPECIES OBSERVED IN THE SITE

<i>Avena fatua</i>	wild oat
<i>Brassica nigra</i>	black mustard
<i>Bromus diandrus</i>	ripgut brome
<i>Bromus hordeaceus</i>	soft chess brome
<i>Carduus pycnocephalus</i>	Italian thistle
<i>Carya</i> sp.	pecan
<i>Centaurea calcitrapa</i>	purple starthistle
<i>Centaurea solstitialis</i>	yellow starthistle
<i>Cichorium intybus</i>	chicory
<i>Cirsium vulgare</i>	bull thistle
<i>Convolvulus arvensis</i>	field bindweed
<i>Cynodon dactylon</i>	Bermuda grass
<i>Cyperus eragrostis</i>	tall flat sedge
<i>Datura innoxia</i>	datura
<i>Erigeron bonariensis</i>	flax-leaved horseweed
<i>Erigeron canadensis</i>	Canadian horseweed
<i>Erodium botrys</i>	filaree
<i>Eucalyptus</i> sp.	gum
<i>Helianthus annuus</i>	common sunflower
<i>Hordeum marinum</i>	seaside barley
<i>Hordeum murinum</i>	foxtail barley
<i>Juglans californica</i>	California black walnut
<i>Juncus balticus</i>	Baltic rush
<i>Juncus effuses</i>	lamp rush
<i>Lactuca serriola</i>	prickly lettuce
<i>Leotodon saxatilis</i>	hawkbit
<i>Lolium perenne</i>	perennial ryegrass
<i>Lotus corniculatus</i>	bird's-foot trefoil
<i>Ludwigia peploides</i>	floating water-primrose
<i>Malva neglecta</i>	common mallow

TABLE 1
PLANT SPECIES OBSERVED IN THE SITE

<i>Olea</i> sp.	olive
<i>Paspalum dilatatum</i>	Dallis grass
<i>Persicaria lapathifolia</i>	pale smartweed
<i>Persicaria maculosa</i>	lady's thumb
<i>Phytolacca americana</i>	pokeberry
<i>Plantago lanceolata</i>	English plantain
<i>Polypogon monspeliensis</i>	annual rabbit's foot grass
<i>Populus fremontii</i>	Fremont's cottonwood
<i>Quercus wizlisenii</i>	interior live oak
<i>Quercus douglasii</i>	blue oak
<i>Raphanus sativus</i>	wild radish
<i>Rubus armeniacus</i>	Himalayan blackberry
<i>Rumex crispus</i>	curly dock
<i>Rumex pulcher</i>	fiddle dock
<i>Sagittaria latifolia</i>	broadleaf arrowhead
<i>Salix exigua</i>	sandbar willow
<i>Salix gooddingii</i>	Goodding's black willow
<i>Sambucus nigra</i> ssp. <i>caerulea</i>	blue elderberry
<i>Sonchus oleraceus</i>	common sow-thistle
<i>Tribulus terrestris</i>	puncture vine
<i>Trifolium hirtum</i>	rose clover
<i>Trifolium repens</i>	white clover

Several mammals are expected to use habitats in or move through the site on occasion. A red fox (*Vulpes vulpes*) was observed scurrying across a pasture in the site before disappearing into some blackberries and raccoon (*Procyon lotor*) tracks were observed in the bank of Adams Creek. There are also numerous California ground squirrels (*Otospermophilus beecheyi*) and their burrows in the site. Other common species including mule (black-tail) deer (*Odocoileus*

TABLE 2
WILDLIFE SPECIES DOCUMENTED IN THE SITE

Birds

Great blue heron	<i>Ardea herodias</i>
Red-shouldered hawk	<i>Buteo lineatus</i>
Red-tailed hawk	<i>Buteo jamaicensis</i>
Killdeer	<i>Charadrius vociferous</i>
Rock dove	<i>Columba livia</i>
Mourning dove	<i>Zenaida macroura</i>
Anna's hummingbird	<i>Calypte anna</i>
Western kingbird	<i>Tyrannus verticalis</i>
Tree swallow	<i>Tachycineta bicolor</i>
California scrub jay	<i>Aphelocoma coerulescens</i>
Yellow-billed magpie	<i>Pica nuttalli</i>
American crow	<i>Corvus brachyrhynchos</i>
Northern mockingbird	<i>Mimus polyglottos</i>
Common starling	<i>Sturnus vulgaris</i>
California towhee	<i>Melospiza crissalis</i>
Brewer's blackbird	<i>Euphagus cyanocephalus</i>

Mammals

Raccoon	<i>Procyon lotor</i>
Red fox	<i>Vulpes vulpes</i>
California ground squirrel	<i>Otospermophilus beecheyi</i>

Reptiles and Amphibians

American bullfrog	<i>Lithobates catesbeianus</i>
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Fish

Mosquitofish	<i>Gambusia affinis</i>
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hemionus), coyote (*Canis latrans*), striped skunk (*Mephitis mephitis*), Virginia opossum (*Didelphis virginiana*), black-tailed hare (*Lepus californicus*), and desert cottontail (*Sylvilagus audubonii*), are expected to occur in the area. Small rodents including Botta's pocket gopher (*Thomomys bottae*), mice (*Mus musculus*, *Reithrodontomys megalotis*, and *Peromyscus maniculatus*) and voles (*Microtus californicus*) also likely occur. Finally, some of the larger trees in and near the site provide potentially suitable roosting habitat for bats.

Based on habitat types present, a variety of amphibians and reptiles may occur on-site. American bullfrog (*Lithobates catesbeianus*) was the only amphibian observed in the project site; no reptiles were observed during the surveys. The site is within the range of western fence lizard (*Sceloporus occidentalis*), Pacific chorus frog (*Pseudacris regilla*), northern alligator lizard (*Gerrhonotus coeruleus*), mountain king snake (*Lampropeltis zonata*), western rattlesnake (*Crotalis viridis*), and common garter snake (*Thamnophis sirtalis*); these and other common amphibian and reptile species may also occur on-site.

A few mosquito fish (*Gambusia affinis*) were observed within a deeper pocket of Adams Creek. Due to the small size and flow regime of this creek, mosquitofish is likely the only species of fish in this portion of Adams Creek.

WATERS OF THE U.S. AND WETLANDS: Waters of the U.S., including wetlands, are broadly defined under 33 Code of Federal Regulations (CFR) 328 to include navigable waterways, their tributaries, and adjacent wetlands. State and federal agencies regulate these habitats and Section 404 of the Clean Water Act requires that a permit be secured prior to the discharge of dredged or fill materials into any waters of the U.S., including wetlands. ACOE, CDFW, and the California Regional Water Quality Control Board (RWQCB) have jurisdiction over modifications to riverbanks, lakes, stream channels and other wetland features.

"Waters of the U.S.", as defined in 33 CFR 328.4, encompasses Territorial Seas, Tidal Waters, and Non-Tidal Waters; Non-Tidal Waters includes interstate and

intrastate rivers and streams, as well as their tributaries. The limit of federal jurisdiction of Non-Tidal Waters of the U.S. extends to the “ordinary high water mark”. The ordinary high water mark is established by physical characteristics such as a natural water line impressed on the bank, presence of shelves, destruction of terrestrial vegetation, or the presence of litter and debris.

Jurisdictional wetlands are vegetated areas that meet specific vegetation, soil, and hydrologic criteria defined by the ACOE *Wetlands Delineation Manual* and Regional Supplement (ACOE, 1987; 2008). Jurisdictional wetlands are usually adjacent to or hydrologically associated with Waters of the U.S; isolated wetlands are outside federal jurisdiction.

Jurisdictional wetlands and Waters of the U.S. include, but are not limited to, perennial and intermittent creeks and drainages, lakes, seeps, and springs; emergent marshes; riparian wetlands; and seasonal wetlands. Wetlands and Waters of the U.S. provide critical habitat components, such as nest sites and a reliable source of water, for a wide variety of wildlife species.

Adams Creek and a seasonal wetland in the irrigated pasture adjacent to Adams Creek are the only potentially jurisdictional Waters of the U.S. or wetlands observed in the site (see photographs in Attachment B). Adams Creek flows generally east to west, is depicted on the USGS topographic map as a “blue-line” stream (Figure 2), and is mapped as a “Riverine” feature in the National Wetland Inventory (Attachment C). The creek meanders through the project site and varies in width; there is a variably discernible ordinary high water mark (OHWM) along the banks of the creek, which define the limits of jurisdictional Waters of the U.S. Within the large irrigated pasture just west of Stearns Road, the creek is approximately 8 feet wide with a “u-shaped” channel, and the bed of the creek is approximately 3 feet in elevation lower than the adjacent fields. Approximately 800 linear feet the creek immediately west of Stearns Road has been realigned, and the entire section of creek in the large pasture west of Stearns Road has been periodically mucked out to remove accumulated sediments.

The section of creek between the large pasture and Orsi Road is relatively more natural and supports well-developed riparian vegetation. The limits of potentially jurisdictional Waters of the U.S. in this section of creek range from approximately 5 to 10 feet. The limits of jurisdiction under Section 1602 of Fish and Game Code of California are broader, encompassing the adjacent riparian vegetation. The band of riparian vegetation comprises areas of pure blackberry brambles and areas of woody riparian vegetation and ranges in width from approximately 40 to 100 feet. Based on a review of aerial photographs, the easternmost 500+/- feet of the creek (i.e., the section east of Stearns Road) appears comparable.

There is a seasonal wetland in the west part of the large pasture that is west of Stearns Road. The seasonal wetland is immediately north of Adams Creek and a review of aerial photographs shows the wetland is connected with the creek under very high flow conditions. The wetland is a low area at the foot of an irrigated pasture that slopes down from the north. The wetland is subject to irrigation run-off much of the year and the wetland would likely be smaller absent irrigation. The wetland is not a "vernal pool", nor does it have the habitat attributes of vernal pools such as holding water for a few months in the winter and then being dry in the summer and supporting vernal pool plant species. To the contrary, the seasonal wetland is saturated much of the year and appears to be inundated only few inches deep on occasion and for short periods of time.

SPECIAL-STATUS SPECIES: Special-status species are plants and animals that are legally protected under the state and/or federal Endangered Species Act or other regulations. The Federal Endangered Species Act (FESA) of 1973 declares that all federal departments and agencies shall utilize their authority to conserve endangered and threatened plant and animal species. The California Endangered Species Act (CESA) of 1984 parallels the policies of FESA and pertains to native California species. Both FESA and CESA prohibit unauthorized "take" (i.e., killing) of listed species, with take broadly defined in both acts to include activities such as harassment, pursuit and possession.

Special-status wildlife species also includes species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or denning locations, communal roosts, and other essential habitat. The federal Migratory Bird Treaty Act (MBTA) and Fish and Game Code of California protect special-status bird species year-round, as well as their eggs and nests during the nesting season. Fish and Game Code of California also provides protection for mammals and fish.

Special-status plants are those which are designated rare, threatened, or endangered and candidate species for listing by the USFWS. Special-status plants also include species considered rare or endangered under the conditions of Section 15380 of the California Environmental Quality Act Guidelines, such as those plant species identified on Lists 1A, 1B and 2 in the Inventory of Rare and Endangered Vascular Plants of California (CNPS, 2020). Finally, special-status plants may include other species that are considered sensitive or of special concern due to limited distribution or lack of adequate information to permit listing or rejection for state or federal status, such as those included on CNPS List 3.

Table 3 summarizes the listing status and habitat requirements of special-status species that have been documented in the CNDDDB (2020) in the greater project vicinity, or for which there is potentially suitable habitat in or near the site. This table also includes an assessment of the likelihood of occurrence of each of these species in the site based on the distribution of regional occurrences (if any), habitat suitability, and field observations.

SPECIAL-STATUS PLANTS: Beaked clarkia (*Clarkia rostrata*), Colusa grass (*Neostapfia colusana*), San Joaquin Valley Orcutt grass (*Orcuttia inaequalis*) and Greene's tuctoria (*Tuctoria greenei*) are the only special-status plants recorded in the CNDDDB (2020) within the search area (i.e., the USGS 7.5-minute Oakdale and Waterford topographic quadrangles) (Table 3 and Attachment A). The USFWS IPaC Trust Report does not include any special-status plants.

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status ¹	State Status ¹	CNPS List ²	Habitat	Potential for Occurrence in the Project Site
PLANTS						
Beaked clarkia	<i>Clarkia rostrata</i>	None	None	1B	Cismontane woodland and valley and foothill grassland.	Unlikely: the on-site grasslands do not provide suitable habitat for beaked clarkia. The only occurrence of this species in the CNDDDB (2020) search area is an historical (1937) record mapped non-specifically approximately 4 miles south of the site.
Colusa grass	<i>Neostapfia colusana</i>	T	E	1B	Large, deep vernal pools.	Unlikely: there are no vernal pools in the site. The nearest documented occurrence of Colusa grass in the CNDDDB (2020) search area is approximately 7 miles south of the project site. The site is not in designated critical habitat for Colusa grass (USFWS, 2005a).
San Joaquin Valley Orcutt grass	<i>Orcuttia inaequalis</i>	T	E	1B	Vernal pools.	Unlikely: there are no vernal pools in the site. The nearest occurrence of San Joaquin Valley Orcutt grass in the CNDDDB (2020) search area is approximately 7 miles southeast of the project site. The site is not in designated critical habitat for this species (USFWS, 2005a).
Greene's tuctoria	<i>Tuctoria greenei</i>	E	R	1B	Vernal pools within the Central Valley	Unlikely: there are no vernal pools in the site. The nearest occurrence of this species in the CNDDDB (2020) survey area is approximately 7 miles southeast of the site. The site is not in designated critical habitat for this species (USFWS, 2005a).
BIRDS						
Burrowing owl	<i>Athene cunicularia</i>	None	SC	N/A	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation.	Unlikely: there are numerous ground squirrels and burrows in the site. However, this species is not widespread in this part of Stanislaus County. The only record of burrowing owl in the CNDDDB (2020) search area is a record from 1991 located approximately 3 miles northwest of the project site.

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status ¹	State Status ¹	CNPS List ²	Habitat	Potential for Occurrence in the Project Site
Swainson's hawk	<i>Buteo swainsoni</i>	None	T	N/A	Nests in large trees, usually within riparian corridors. Forages in agricultural fields and annual grassland.	Low: there are several suitable nest trees in and adjacent to the Adams creek corridor and the project site and adjacent areas are suitable for foraging. However, Swainson's hawks rarely nest as far east as Oakdale. The only record of nesting Swainson's hawk in the CNDDDB (2020) search area is approximately 4 miles southeast of the project site.
Tricolored blackbird	<i>Agelaius tricolor</i>	None	T	N/A	Nests in dense brambles and emergent wetland vegetation associated with open water habitat.	Unlikely: the portion of Adams Creek in the project site provides marginal quality nesting habitat for this species, which usually uses expansive stands of emergent wetland vegetation for nesting. The nearest occurrence of tricolored blackbird in the CNDDDB (2020) search area is approximately 2 miles south of the project site.
Yellow-breasted chat	<i>Icteria virens</i>	None	SC	N/A	Nests in willow thickets and brushy tangles associated with streams.	Unlikely: this portion of Adams Creek provides marginally suitable nesting habitat for yellow-breasted chat. This species is primarily known to occur along larger rivers with more developed riparian corridors. This species may occasionally fly over or forage in the site. The only record of this species in the CNDDDB (2020) search area is approximately 7 miles northeast of the project site.
MAMMALS						
Western mastiff bat	<i>Eumops perotis californicus</i>	None	SC	N/A	Open, dry habitats with crevices in cliff faces, high buildings, trees and tunnels for roosting.	Low: western mastiff bat may fly over or forage in the site on occasion. While there are no cliffs or notable rock outcrops in the site, trees in and near the site may provide suitable roosting habitat for western mastiff bat. The nearest occurrence of western mastiff bat in the CNDDDB (2020) search area is approximately 3.5 miles northwest of the site.

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status ¹	State Status ¹	CNPS List ²	Habitat	Potential for Occurrence in the Project Site
Western red bat	<i>Lasiurus blossevilli</i>	None	SC	N/A	Roosts in trees in a wide variety of habitats between the coast western Sierra Nevada mountains.	Low: western red bat may fly over or forage in the site on occasion and trees in and adjacent to the site may be used for roosting. The nearest occurrence of western red bat in the CNDDDB (2020) search area is approximately 2 miles northeast of the project site.
San Joaquin kit fox	<i>Vulpes macrotis mutica</i>	E	T	N/A	Inhabits open, dry grasslands and scrublands with loose textured soils.	Unlikely: there is no suitable habitat in or near the site to support San Joaquin kit fox and this species is not known to occur in this part of Stanislaus County. There are no occurrences of this species recorded in the CNDDDB (2020) search area.
REPTILES & AMPHIBIANS						
California red-legged frog	<i>Rana aurora draytonii</i>	T	SC	N/A	Lowlands and foothills in or near permanent sources of water with vegetation.	Unlikely: there is no suitable aquatic habitat in the site for California red-legged frog; Adams Creek lacks plunge pools and is dry much of the year. This species is not known from the project vicinity and is considered extinct in the Central Valley. Further, there are no occurrences of California red-legged frog recorded in the CNDDDB (2020) search area. The site is not within designated critical habitat for California red-legged frog (USFWS, 2006).
California tiger salamander	<i>Ambystoma californiense</i>	T	T	N/A	Breeds in seasonal water bodies such as deep vernal pools or stock ponds. Requires small mammal burrows for summer refugia.	Unlikely: there are no vernal pools or seasonal stock ponds in the project site to provide breeding habitat for California tiger salamander. The nearest occurrence of California tiger salamander recorded in the CNDDDB (2020) search area is a record observed in 1975, mapped nonspecifically around the City of Oakdale approximately 2 miles west of the site. The site is not in designated critical habitat for California tiger salamander (USFWS, 2005b).

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status ¹	State Status ¹	CNPS List ²	Habitat	Potential for Occurrence in the Project Site
Western pond turtle	<i>Emys marmorata</i>	None	SC	N/A	Permanent or semi-permanent bodies of water in a variety of habitats; require basking sites such as logs.	Unlikely; the portion of Adams Creek in the project site does not provide suitable habitat to support western pond turtle; Adams Creek is too small and shallow and is dry much of the year. The nearest occurrence of western pond turtle in the CNDDDB (2020) search area is approximately 2 miles northwest of the project site.
Giant garter snake	<i>Thamnophis gigas</i>	T	T	N/A	Freshwater marsh and low gradient streams; adapted to drainage canals and irrigation ditches, primarily for dispersal or migration.	Unlikely; there is no suitable habitat in the site for giant garter snake. This species is known to mainly occur in delta waterways and surrounding areas. There are no occurrences of giant garter snake in the CNDDDB (2020) search area.
FISH						
Steelhead – Central Valley DPS	<i>Oncorhynchus mykiss irideus</i> pop. 11	T	None	N/A	Riffle and pool complexes with adequate spawning substrates within Central Valley drainages.	None; Adams Creek does not contain suitable habitat to support Central valley steelhead. The nearest occurrence of this species recorded in the CNDDDB (2020) search area is in the Stanislaus River, approximately 1 mile north of the site. This site is not in designated critical habitat for Central Valley steelhead (NOAA, 2005).
Delta smelt	<i>Hypomesus transpacificus</i>	T	T	N/A	Shallow lower delta waterways with submersed aquatic plants and other suitable refugia.	None; this species primarily occurs in delta waterways and Adams Creek does not provide suitable aquatic habitat to support delta smelt. There are no occurrences of delta smelt recorded in the CNDDDB (2020) within the search area. There is no designated critical habitat for delta smelt (USFWS, 1994) in or near the site.

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status ¹	State Status ¹	CNPS List ²	Habitat	Potential for Occurrence in the Project Site
Hardhead	<i>Mylopharodon conocephalus</i>	None	SC	N/A	Clear and deep pools with sand and gravel bottoms in the San Joaquin/Sacramento River tributaries.	None: there is no suitable aquatic habitat in the site to support hardhead. The nearest occurrence of hardhead in the CNDDDB (2020) search area is in the Stanislaus River, approximately 3 miles west of the project site.
INVERTEBRATES						
Valley elderberry longhorn beetle	<i>Desmocerus californicus dimorphus</i>	T	None	N/A	Elderberry shrubs in the Central Valley and surrounding foothills	Moderate: there are a few blue elderberry shrubs along Adams Creek and in the adjacent uplands. Some of the shrubs observed are quite large and mature, providing potentially suitable habitat for valley elderberry longhorn beetle. The nearest occurrence of this species in the CNDDDB (2020) search area is approximately 4 miles northeast of the project site.
Vernal pool tadpole shrimp	<i>Lepidurus packardii</i>	E	None	N/A	Vernal pools and seasonally wet depressions within the Central Valley.	Unlikely: there are no vernal pools in the site and the seasonal wetland does not provide suitable habitat for this species. The nearest occurrences of vernal pool tadpole shrimp in the CNDDDB (2020) search area is approximately 1 mile southeast of the site. The site is not within designated critical habitat for vernal pool tadpole shrimp (USFWS, 2005a).
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	T	None	N/A	Vernal pools and seasonally inundated depressions in the Central Valley.	Unlikely: there are no vernal pools in the site and the seasonal wetland does not provide suitable habitat for vernal pool shrimp. There are no occurrences of this species recorded in the CNDDDB (2020) search area. The site is not within designated critical habitat for vernal pool fairy shrimp (USFWS, 2005a).

Notes

¹ T= Threatened; E = Endangered; R = Rare; CE = Candidate for Endangered Status; SC = California Species of Special Concern.

² CNPS List 1B includes species that are rare, threatened, or endangered in California and elsewhere; list 2 includes species that are rare, threatened, or endangered in California but more common elsewhere.

Special-status plants found in the low Sierra Nevada foothills generally occur in relatively undisturbed areas within unique vegetation communities such as chaparral, seeps and springs, marshes and swamps, and areas with unique soils (i.e., serpentine, gabbroic). No special-status plants were observed in the site. A large section of Adams Creek in the site has been realigned and the creek bed has been modified and is disturbed by the periodic removal of accumulated sediments. Consequently, the habitat suitability for special-status plants in this section of Adams Creek is very low. The remainder of the creek is relatively more natural, yet does not provide suitable habitat for Sanford's arrowhead, or special-status plants. The seasonal wetland in the site is very shallow and is situated within a low area in an irrigated pasture and does not provide suitable habitat for special-status plants. Colusa grass, San Joaquin Orcutt grass, and Greene's tuctoria require vernal pool habitat that is not present within the site. The remainder of the site consists of disturbed annual grassland and oak woodland vegetation and no unique habitat types or highly suitable habitat for special-status plants were observed in the uplands within the project site.

SPECIAL-STATUS WILDLIFE: The potential for intensive use of habitats within the site by special-status wildlife species is low. Special-status wildlife species recorded in the CNDDDB (2020) in the search area include burrowing owl (*Athene cunicularia*), Swainson's hawk (*Buteo swainsoni*), tricolored blackbird (*Agelaius tricolor*), yellow-breasted chat (*Icteria virens*), western mastiff bat (*Eumops perotis californicus*), western red bat (*Lasiurus blossevilli*), California tiger salamander (*Ambystoma californiense*), western pond turtle (*Emys marmorata*), Central Valley steelhead (*Oncorhynchus mykiss*), hardhead (*Mylopharodon conocephalus*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), and vernal pool tadpole shrimp (*Lepidurus packardii*). San Joaquin kit fox (*Vulpes macrotis mutica*), California red-legged frog (*Rana aurora draytonii*), giant garter snake (*Thamnophis gigas*), delta smelt (*Hypomesus transpacificus*), and vernal pool fairy shrimp (*Branchinecta lynchi*) are not recorded in the CNDDDB (2020) within the search area, but are on the USFWS IPaC Trust Report (Attachment A).

Of the species identified in Table 3, tricolored blackbird, burrowing owl, Swainson's hawk, and valley elderberry longhorn beetle are the only species with much potential to occur in the site on more than an occasional or transitory basis and are discussed further below.

TRICOLORED BLACKBIRD: The tricolored blackbird is a State of California Species threatened species and is also protected by the federal MBTA and Fish and Game Code of California. Tricolored blackbirds are colonial nesters requiring very dense stands of emergent wetland vegetation and/or dense thickets of wild rose or blackberries for nesting. Preferred nesting substrates are expansive stands of cattails and tules adjacent to open water. Tricolored blackbirds forage in annual grasslands and cropland. The nearest record of tricolored blackbird in the CNDDDB (2020) search area is approximately 2 miles south of the project site.

There is no "open water" habitat within this portion of Adams Creek for tricolored blackbirds and this portion of the creek also lacks stands of emergent wetland vegetation such as cattails and tules. However, there are dense brambles of blackberries at the west end of the project site that may provide suitable nesting habitat for tricolored blackbirds; this species may also fly over or forage in the grasslands in the site on occasion. The Stanislaus River corridor, located approximately 1 mile north of the site, provides higher quality nesting habitat for tricolored blackbird.

BURROWING OWL: The MBTA and Fish and Game Code of California protect burrowing owls year-round, as well as their nests during the nesting season (February 1 through August 31). Burrowing owls are a year-long resident in a variety of grasslands as well as scrub lands that have a low density of trees and shrubs with low growing vegetation; burrowing owls that nest in the Central Valley may winter elsewhere.

The primary habitat requirement of the burrowing owl is small mammal burrows for nesting. This owl. Usually nests in abandoned ground squirrel burrows, although they have been known to dig their own burrows in softer soils. In urban areas, burrowing owls often utilize artificial burrows including pipes, culverts, and piles of concrete pieces. This semi-colonial owl breeds from March through august, and is most active while hunting during dawn or dusk. There is only one record of burrowing owl in the CNDDDB (2020) search area, which is located approximately 3 miles northwest of the project site.

The intensity of development and agriculture within and surrounding the site reduces the likelihood of burrowing owls using the site for nesting. The large pasture in the site may be best described as infested with ground squirrels with the result being numerous burrows throughout the pasture. No burrowing owls or burrows with evidence of burrowing owl occupancy were observed in the project site. Although there is suitable habitat in the site to support burrowing owl, this species is unlikely to be present due to burrowing owl being very widely distributed in the grasslands in east Stanislaus County, but in very low numbers. In conclusion, the probability of occurrence in the limited acreage of suitable habitat in the site is statistically low.

SWAINSON'S HAWK: The Swainson's hawk is a migratory hawk listed by the State of California as a Threatened species. The MBTA and Fish and Game Code of California protect Swainson's hawks year-round, as well as their nests during the nesting season (March 1 through September 15). Swainson's hawk are found in the Central Valley primarily during their breeding season, a population is known to winter in the San Joaquin Valley.

Swainson's hawks prefer nesting sites that provide sweeping views of nearby foraging grounds consisting of grasslands, irrigated pasture, hay, and wheat crops. Most Swainson's hawks are migratory, wintering in Mexico and breeding in California and elsewhere in the western United States. This raptor generally arrives in the Central Valley in mid-March, and begins courtship and nest

construction immediately upon arrival at the breeding sites. The young fledge in early July, and most Swainson's hawks leave their breeding territories by late August.

The CNDDDB (2020) contains only one record of nesting Swainson's hawk in the greater project vicinity. This record is located approximately 4 miles southeast of the project site. Although Swainson's hawk records are notably sparse in this portion of Stanislaus County, the project site is within the eastern edge of the nesting range of the species. Large trees in and adjacent to the project site could potentially be used for nesting by this species and there is suitable foraging habitat in the site and project vicinity. No Swainson's hawks were observed in the site during the field surveys, which were conducted within the nesting season for this species.

VALLEY ELDERBERRY LONGHORN BEETLE: The valley elderberry longhorn beetle (VELB) is listed as a federally threatened species and its host plant is the blue elderberry shrub. Eggs are laid on the leaves or stems of the shrubs and upon hatching, the larvae bore in to the stem where they remain for 2+/- years feeding on the interior portions of the stems. Following several larval instars, the larvae chews an exit hole in the stem, pupates, and emerges after approximately a month as an adult. The adults live only 4 to 5 days, mates, lays eggs, and dies. The nearest occurrence of VELB in the CNDDDB (2020) search are is approximately 4 miles northeast of the project site.

The USFWS (2017) *Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle* direct that, if possible, elderberry shrubs should be avoided by a ground disturbance set back of at least 165 feet from the drip line of each shrub. A number of measures are also recommended to avoid and minimize project impacts to VELB and/or its habitat including fencing, worker training, and timing of construction, among others. In cases where complete avoidance is not feasible, the Framework recommends compensatory mitigation for the loss of actual or potential VELB habitat. Mitigation is usually achieved through the

purchase of credits at an USFWS-approved mitigation bank, and transplantation of the impacted shrub to the bank, if feasible. In the case of a single shrub in a riparian setting such as at the project site, the Framework recommends the purchase of 2 credits at a mitigation bank approved by USFWS and transplantation of the impacted shrub to the bank, if feasible.

Six blue elderberry shrubs were observed in the project site, with two shrubs growing in uplands and four shrubs growing near the banks of Adams Creek (Figure 4 and photographs in Attachment B). Due to a lack of access, the portion of the project site east of Stearns Road could not be searched for elderberry shrubs. Based off of aerial photographs, the vegetation surrounding Adams Creek in this area appears similar in riparian vegetation composition at the west end of the site. It is possible there are a few more elderberry shrubs in this most upstream area.

The shrubs that were identified in the project site vary in size, but most are mature and arborescent in nature. Due to access limitations, the elderberry shrubs were not comprehensively inspected for VELB. All of the blue elderberry shrubs are considered potentially suitable to support VELB.

OTHER SPECIAL-STATUS SPECIES: It is considered unlikely that yellow-breasted chat would occur in the site due to lack of preferred nesting habitat; this species is known from larger river areas with mature and highly developed riparian corridors. Special-status bats may fly over or forage in the site on occasion and large trees in and near the site may be suitable for roosting. The site is not within the known range of San Joaquin kit fox. There are no breeding ponds or vernal pools in or adjacent to the site to support California tiger salamander and this portion of Adams Creek does not provide suitable habitat for red-legged frog. Adams Creek also does not contain suitable basking habitat or suitable open water to support western pond turtle. Giant garter snake is known to mainly occur in delta waterways and surrounding areas and this species has not been found in the project vicinity. There is no suitable aquatic habitat in the site to support any

species of special-status fish. Lastly, The site does not provide aquatic habitat for any type of fish, California red-legged frog, there are no vernal pools in the site to support vernal pool branchiopods (i.e., fairy and tadpole shrimp). The seasonal wetland in the site is considered unsuitable to support shrimp species due to its shallow and highly disturbed nature.

CRITICAL HABITAT: The site is not within designated critical habitat for California red-legged frog (USFWS, 2006), California tiger salamander (USFWS, 2005b), any vernal pool shrimp or plant species (USFWS, 2005a), or other federally listed species (Attachment D).

Discussion, Conclusions and Recommendations

- The project site consists of two portions of Adams Creek and habitats within 200 feet of the centerline creek. Adjacent habitats consist primarily of irrigated pasture, upland grassland, or orchards, along with a few residences. The site supports a variety of mostly common plant and wildlife species.
- Adams Creek and a seasonal wetland adjacent to Adams Creek are the only potentially jurisdictional Waters of the U.S. or wetlands in the site. To ascertain the extent of jurisdictional Waters of the U.S. or wetlands in the site, a wetland delineation would need to be submitted to ACOE for verification.
- The relatively natural sections of Adams Creek supporting woody riparian vegetation, blackberry brambles, and blue elderberry shrubs are the most biologically diverse sections of the creek that should be avoided by development to the maximum extent practicable. In contrast, the 800 linear feet the creek immediately west of Stearns Road that has been realigned and is highly maintained has minimal wetland functions and values.

- Because the build-out of the Specific Plan area will necessitate at least some road crossings of Adams Creek and potentially one or more storm drain outfalls, complete avoidance of jurisdictional Waters of the U.S. appears infeasible. Therefore, impacts should be minimized to the maximum extent practicable. For example, connecting to an existing storm drain system would be preferable to discharging storm water to Adams Creek as it would eliminate the fill of the creek related to a new outfall.
- Permits from ACOE, CDFW, and the Regional Water Quality Control Board (RWQCB) will be needed prior to the placement of any fill material (e.g., culverts, fill dirt, rock) within jurisdictional Waters of the U.S. It is strongly recommended that the cumulative fill is less than 0.5 acres, thereby avoiding the lengthy process of securing an individual permit from ACOE.
- Depending on the configuration of various projects as the Specific Plan area is built-out, some sections of Adams Creek, beyond just a few road crossings may need to be filled. The planning of development versus preservation along portions of the creek may be best based on looking at the biological functions and values of different sections of the creek. For example, the realigned 800 linear feet of Adams Creek immediately west of Stearns Road has minimal wetland and habitat functions and values and a permit could likely be secured to pipe this section of the creek. In contrast, the sections of the creek with woody riparian vegetation and blue elderberry shrubs should be avoided, if feasible, with 50+/- buffered setbacks beyond the limits of the riparian vegetation. Lesser setbacks may be appropriate adjacent to the naturally meandering section of the creek in the west part of the large pasture and the seasonal wetland.
- Due to past disturbance in the site and a lack of suitable habitat, it is unlikely special-status plants occur in the site.

- The likelihood of occurrence of special-status wildlife species in the site is very low. Tricolored blackbird, burrowing owl, Swainson's hawk, and valley elderberry longhorn beetle are the only species expected to occur at or near the site on more than a very occasional or transitory basis. Special-status bats may roost and/or nest in the site on occasion.
- Blue elderberry shrubs should be avoided, if feasible. In cases where complete avoidance is not feasible, the Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle (USFWS 2017) recommends compensatory mitigation for the loss of actual or potential VELB habitat. Mitigation is usually achieved through the purchase of credits at an USFWS-approved mitigation bank, and transplantation of the impacted shrub to the bank, if feasible.
- On-site trees, shrubs, grasslands, and other vegetation may be used by nesting birds protected by the MBTA and Fish and Game Code of California. In order to avoid take of protected raptors and migratory birds, any vegetation removal should be scheduled for between September 1 and January 31, if possible. If vegetation removal occurs between February 1 and August 31, a pre-construction nesting bird survey should be conducted by a qualified biologist. If active nests are found within the survey area, vegetation removal should be delayed until the biologist determines nesting is complete.

Thank you again for asking Moore Biological Consultants to assist with this project. Please call me at (209) 745-1159 with any questions.

Sincerely,



Diane S. Moore, M.S.
Principal Biologist

References and Literature Consulted

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USFWS. 2006. Part II, Department of the Interior, Fish and Wildlife Service. 50 CFR Part 17: Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for California Red-Legged Frog, and Special Rule Exemption Associated with Final Listing for Existing Routine Ranching Activities, Final Rule. Federal Register Vol. 71, No. 71, April 13.

USFWS. 2017. Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*). U.S. Fish and Wildlife Service; Sacramento, California. 28pp.

Attachment A

CNDDDB Summary Report and Exhibits
& USFWS IPaC Trust Report



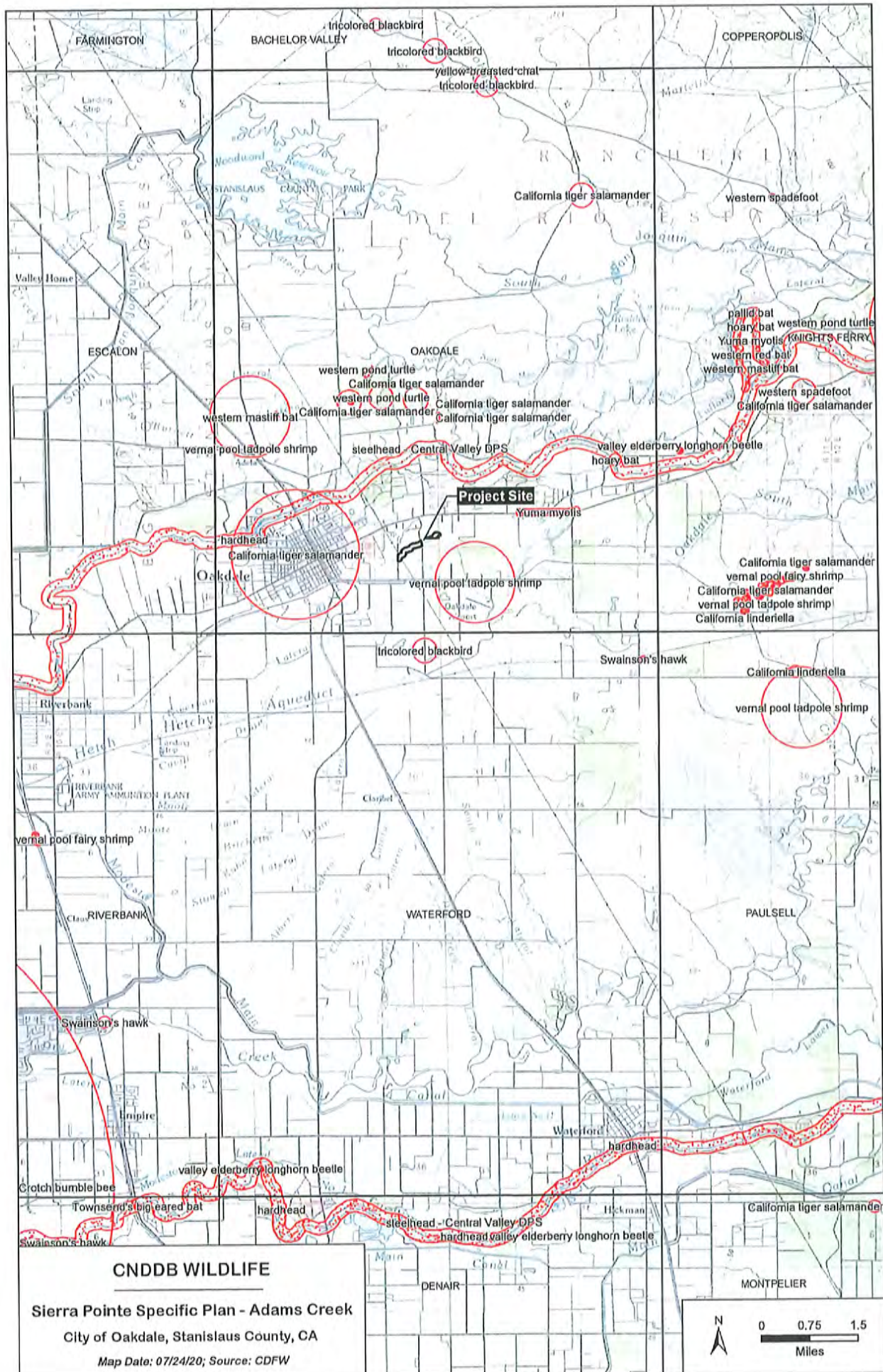
Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Query Criteria: Quad IS (Oakdale (3712077)) OR (Waterford (3712067))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Agelaius tricolor</i> tricolored blackbird	ABPBXB0020	None	Threatened	G2G3	S1S2	SSC
<i>Ambystoma californiense</i> California tiger salamander	AAAAA01180	Threatened	Threatened	G2G3	S2S3	WL
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	None	G4	S3	SSC
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
<i>Clarkia rostrata</i> beaked clarkia	PDONA050Y0	None	None	G2G3	S2S3	1B.3
<i>Desmocerus californicus dimorphus</i> valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T2	S2	
<i>Emys marmorata</i> western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
<i>Eumops perotis californicus</i> western masliff bat	AMACD02011	None	None	G5T4	S3S4	SSC
<i>Icteria virens</i> yellow-breasted chat	ABPBX24010	None	None	G5	S3	SSC
<i>Lasiurus blossevillei</i> western red bat	AMACC05060	None	None	G5	S3	SSC
<i>Lasiurus cinereus</i> hoary bat	AMACC05030	None	None	G5	S4	
<i>Lepidurus packardii</i> vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G4	S3S4	
<i>Mylopharodon conocephalus</i> hardhead	AFCJB25010	None	None	G3	S3	SSC
<i>Myotis yumanensis</i> Yuma myotis	AMACC01020	None	None	G5	S4	
<i>Neostapfia colusana</i> Colusa grass	PMPOA4C010	Threatened	Endangered	G1	S1	1B.1
<i>Northern Hardpan Vernal Pool</i> Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	
<i>Oncorhynchus mykiss irideus pop. 11</i> steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	
<i>Orcuttia inaequalis</i> San Joaquin Valley Orcutt grass	PMPOA4G060	Threatened	Endangered	G1	S1	1B.1
<i>Tuctoria greenei</i> Greene's tuctoria	PMPOA6N010	Endangered	Rare	G1	S1	1B.1

Record Count: 19



IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Stanislaus County, California



Local office

Sacramento Fish And Wildlife Office

☎ (916) 414-6600

🏢 (916) 414-6713

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME

STATUS

San Joaquin Kit Fox *Vulpes macrotis mutica*

Endangered

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/2873>

Reptiles

NAME

STATUS

Giant Garter Snake *Thamnophis gigas*

Threatened

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/4482>

Amphibians

NAME

STATUS

California Red-legged Frog *Rana draytonii*

Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/2891>

California Tiger Salamander *Ambystoma californiense*

Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/2076>

Fishes

NAME

STATUS

Delta Smelt *Hypomesus transpacificus*

Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/321>

Insects

NAME

STATUS

Valley Elderberry Longhorn Beetle *Desmocerus californicus dimorphus*

Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/7850>

Crustaceans

NAME

STATUS

Vernal Pool Fairy Shrimp *Branchinecta lynchi*

Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/498>

Vernal Pool Tadpole Shrimp *Lepidurus packardii*

Endangered

There is **final** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/2246>

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your

location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Allen's Hummingbird *Selasphorus sasin*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9637>

Breeds Feb 1 to Jul 15

Bald Eagle *Haliaeetus leucocephalus*

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1626>

Breeds Jan 1 to Aug 31

California Thrasher *Toxostoma redivivum*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds Jan 1 to Jul 31

Common Yellowthroat *Geothlypis trichas sinuosa*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/2084>

Breeds May 20 to Jul 31

Golden Eagle *Aquila chrysaetos*

Breeds Jan 1 to Aug 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1680>

Lawrence's Goldfinch *Carduelis lawrencei*

Breeds Mar 20 to Sep 20

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9464>

Lewis's Woodpecker *Melanerpes lewis*

Breeds Apr 20 to Sep 30

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9408>

Long-billed Curlew *Numenius americanus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/5511>

Nuttall's Woodpecker *Picoides nuttallii*

Breeds Apr 1 to Jul 20

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/9410>

Oak Titmouse *Baeolophus inornatus*

Breeds Mar 15 to Jul 15

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9656>

Rufous Hummingbird *Selasphorus rufus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/8002>

Song Sparrow *Melospiza melodia*

Breeds Feb 20 to Sep 5

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Spotted Towhee *Pipilo maculatus clementae*

Breeds Apr 15 to Jul 20

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/4243>

Tricolored Blackbird *Agelaius tricolor*

Breeds Mar 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/3910>

Whimbrel *Numenius phaeopus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9483>

Wrentit *Chamaea fasciata*

Breeds Mar 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Yellow-billed Magpie *Pica nuttalli*

Breeds Apr 1 to Jul 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9726>

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence ()

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of

presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (🟡)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

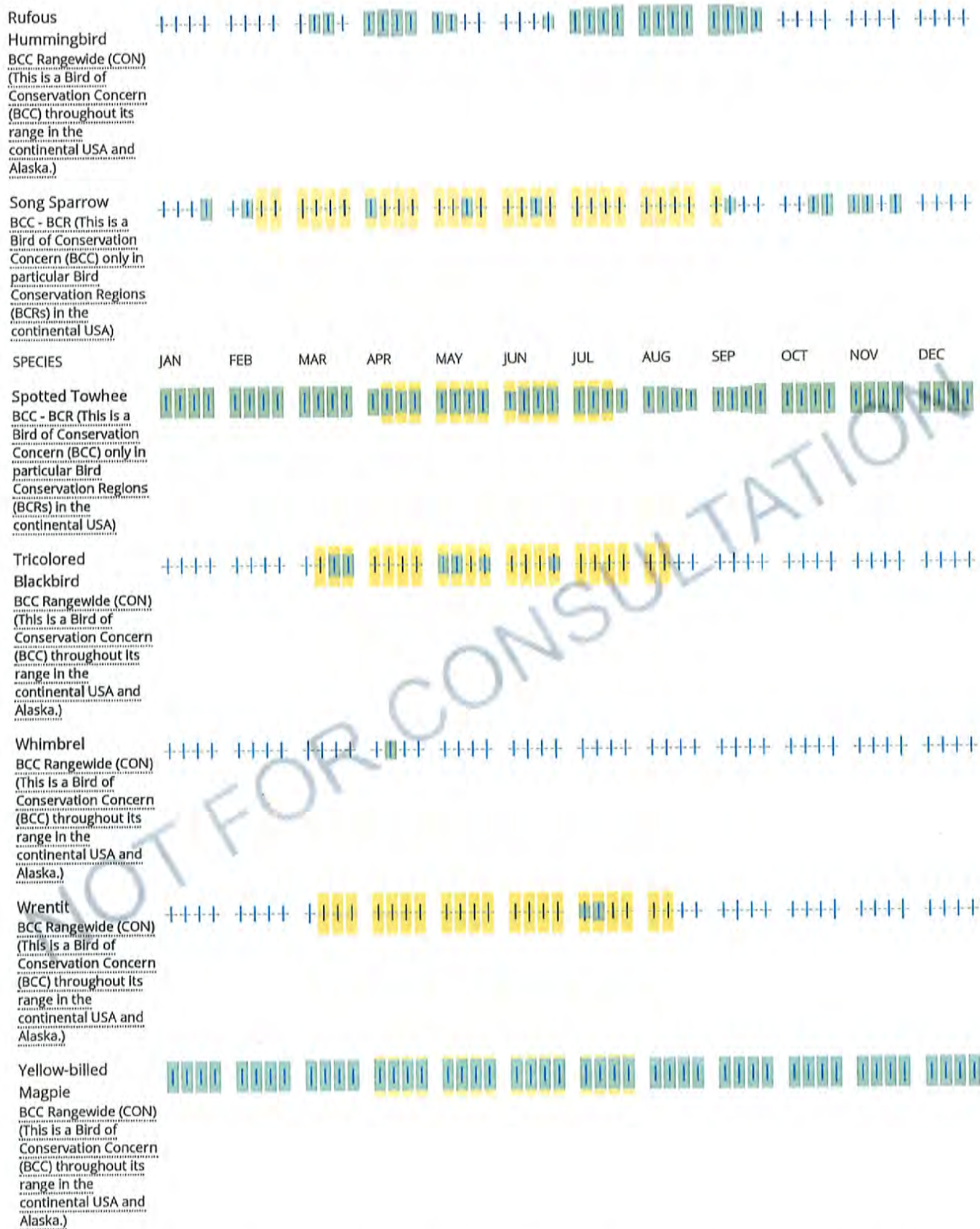
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



[illegible]



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

WETLAND INFORMATION IS NOT AVAILABLE AT THIS TIME

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the [NWI map](#) to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this

inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

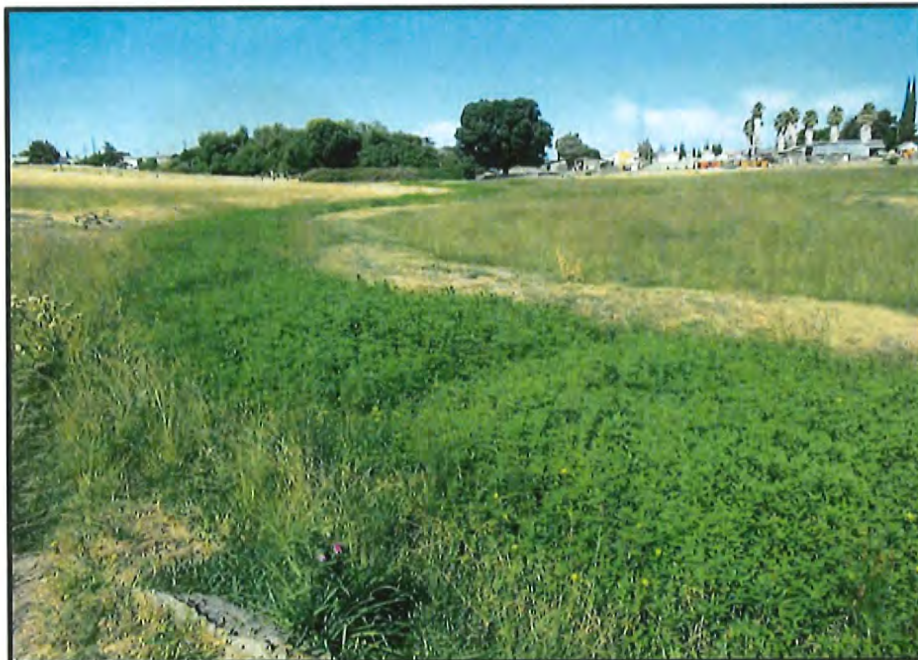
NOT FOR CONSULTATION

Attachment B

Photographs



Realigned portion of Adams Creek, looking west from approximately 250 feet west of South Stearns Road; 07/28/20.



Adams Creek in the large pasture to the west of South Stearns Road, looking west; 07/28/20. The west part of Adams Creek in the pasture has not been realigned and still has a natural meander.



West part of Adams Creek, looking southwest just downstream of the large pasture;
06/12/20.



West section of Adams Creek and adjacent habitats, looking northeast from
approximately 150 feet east of Orsi Road; 06/12/20.



East edge of the large pasture, looking north along South Stearns Road; 06/12/20.
Adams Creek flows under South Stearns Road via a culvert.



Realigned portion of Adams Creek, looking west from South Stearns Road; 06/12/20.



A few trees along the west part of Adams Creek, looking southwest from approximately 100 feet east of Orsi Road; 07/01/20.



Riparian corridor just downstream of the Specific Plan area, looking west from Orsi Road; 07/01/20.



Irrigated pasture adjacent to Adams Creek, looking west from near South Stearns Road;
06/12/20.



Seasonal wetland in a low area in the pasture north of Adams Creek, looking west;
07/01/20.



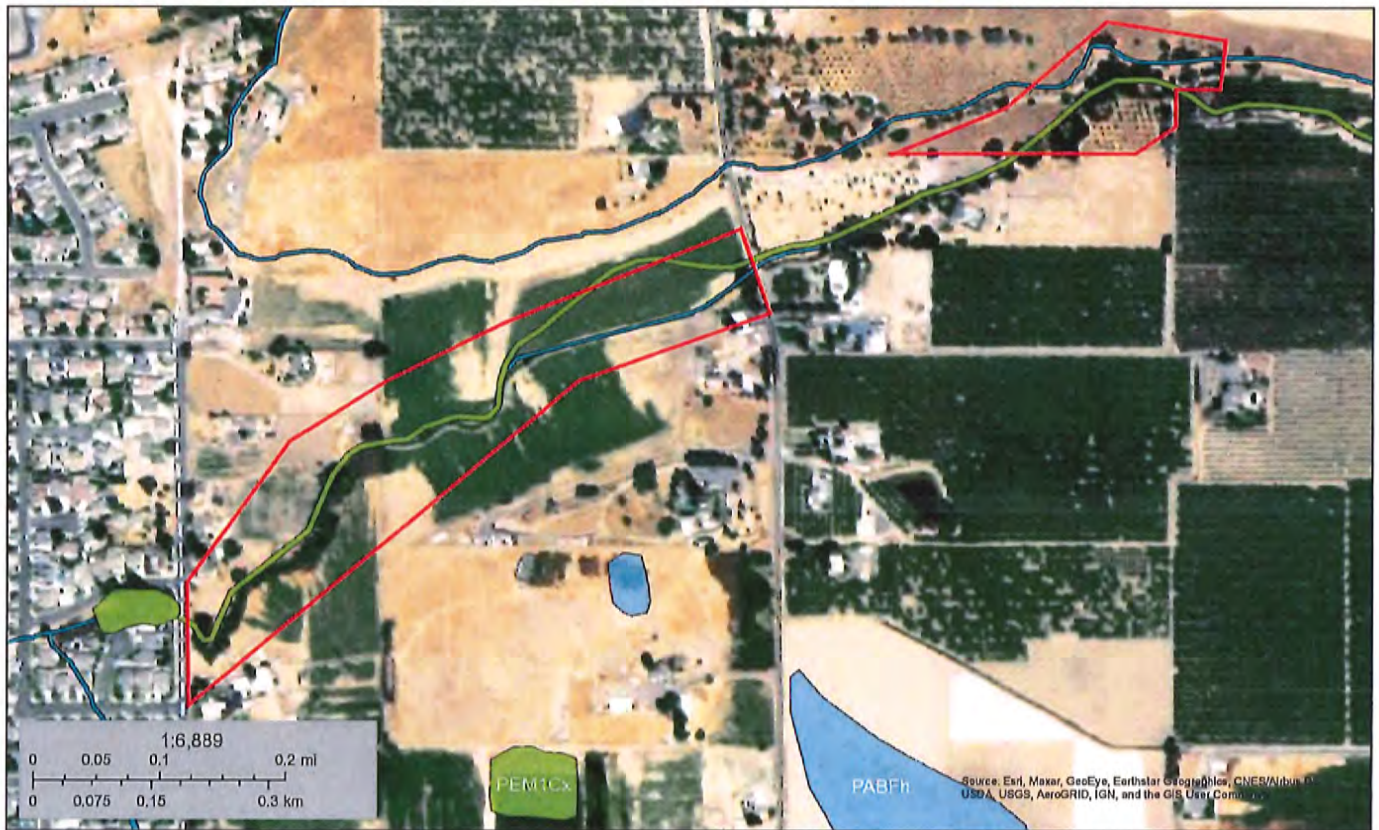
Blue elderberry shrub (circled) approximately 250 feet west of South Stearns Road, looking south; 07/01/20. This shrub is located approximately 130 feet south of Adams Creek.



Blue elderberry shrubs within the Adams Creek riparian corridor, looking southwest from the fence along the west edge of the large irrigated pasture; 07/01/20.

Attachment C

National Wetland Inventory Map



July 24, 2020

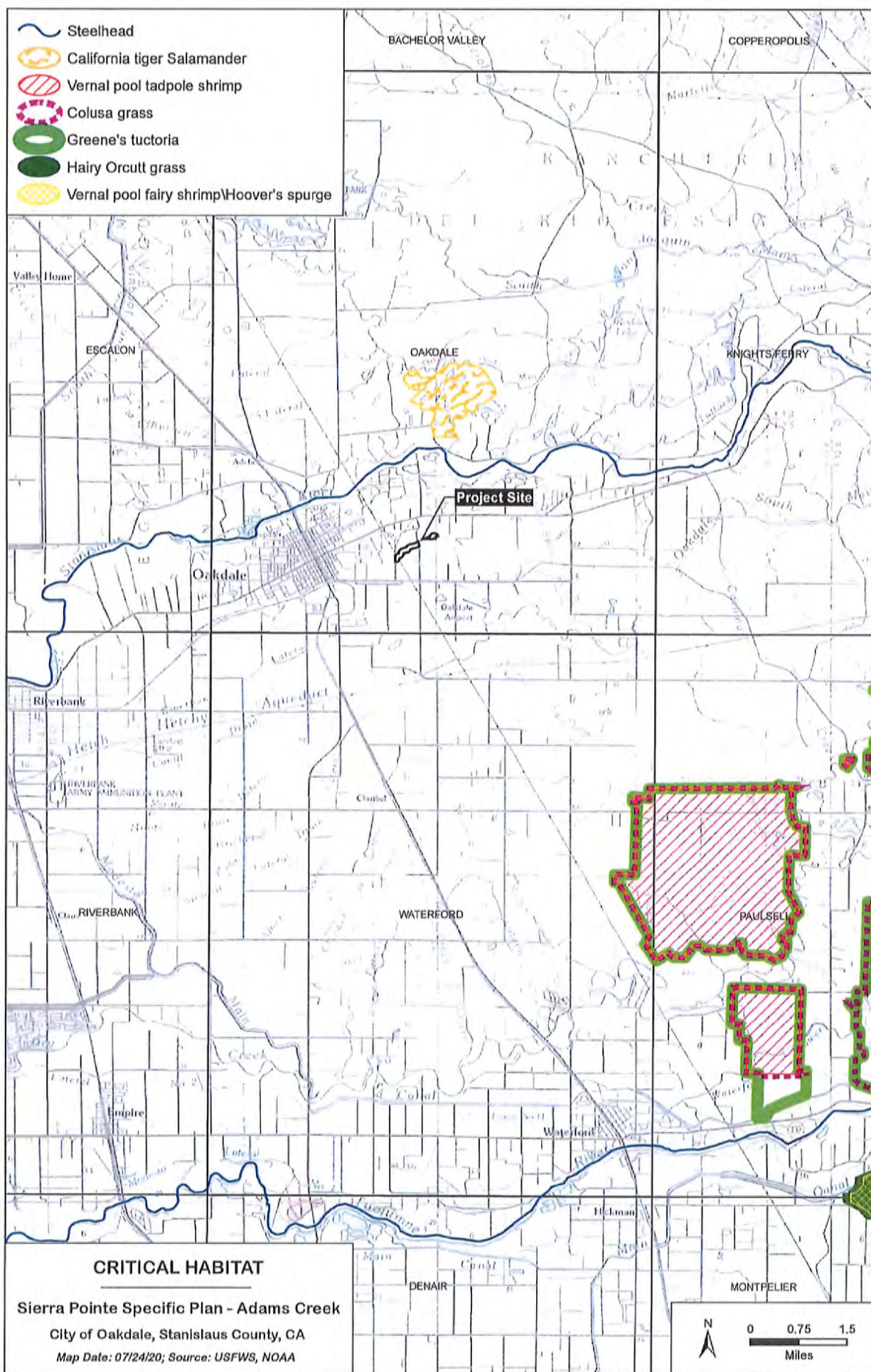
Wetlands

	Estuarine and Marine Deepwater		Freshwater Emergent Wetland		Lake
	Estuarine and Marine Wetland		Freshwater Forested/Shrub Wetland		Other
			Freshwater Pond		Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

Attachment D

Designated Critical Habitat



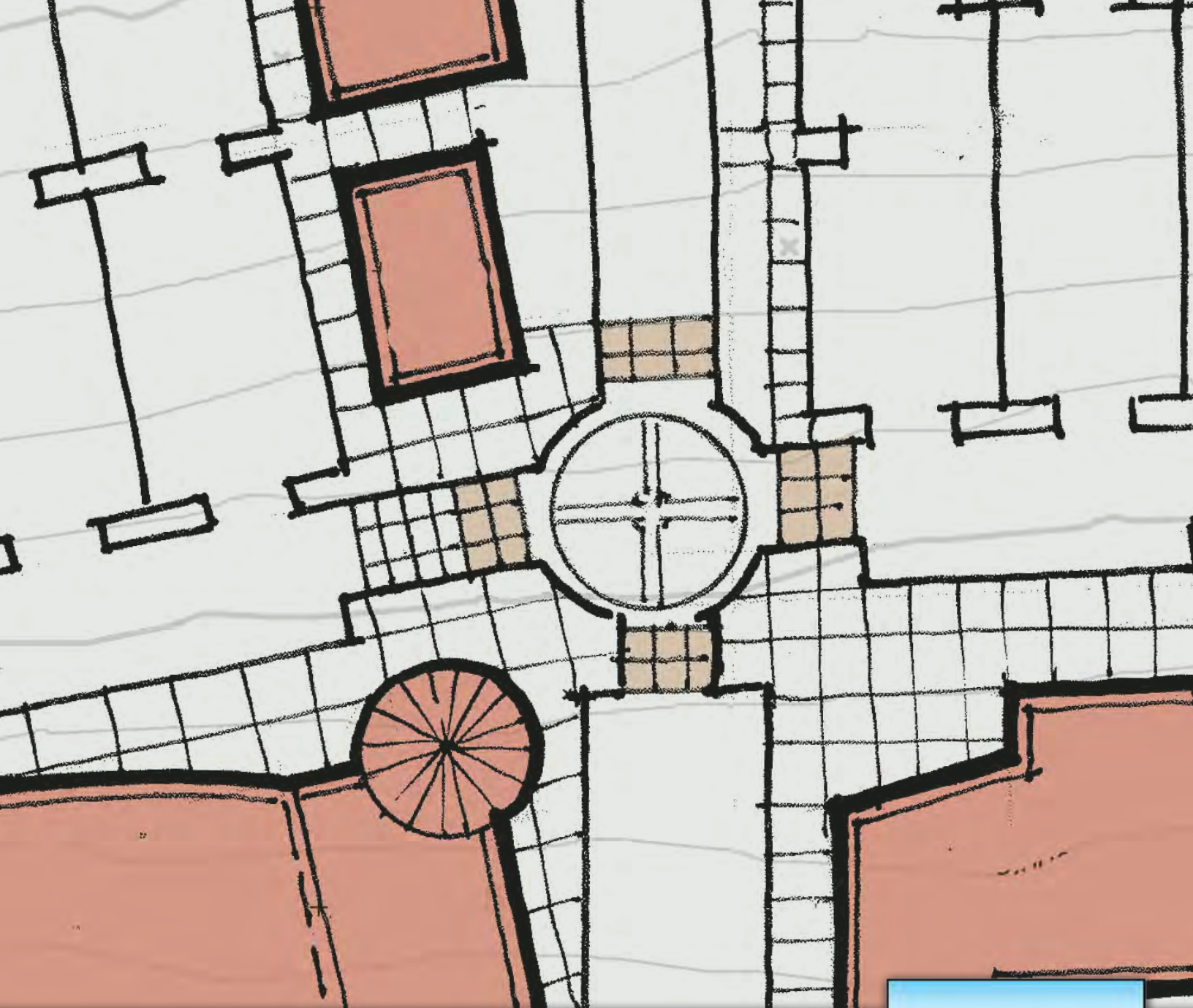


CITY OF OAKDALE

City Council Resolution 2025-014 (Continued)

EXHIBIT B

Sierra Pointe Specific Plan (Amended)



Sierra Pointe Specific Plan

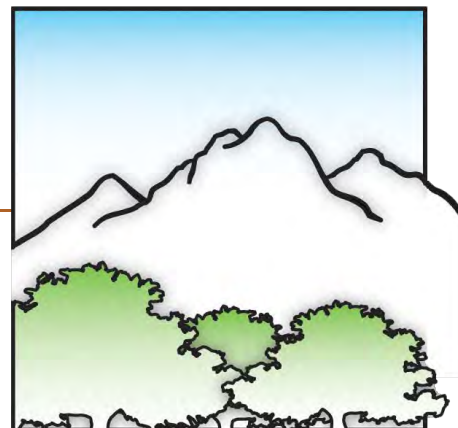
CITY OF OAKDALE

Adopted March 3, 2014



Sierra Pointe Specific Plan

CITY OF OAKDALE



Prepared For:

The City of Oakdale

Adopted:

March 3, 2014

Ordinance No. 1223

Amended:

March 3, 2025

Resolution No. 2025-014

Prepared by:



In Association with:

Fehr & Peers Associates

Giuliani & Kull, Inc.

Goodwin Consulting Group

James Songco Studio

Williams + Paddon

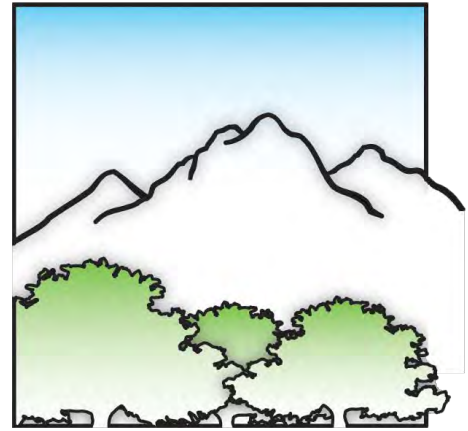
J.B. Anderson Land Use Planning

MCR Engineering

Sam Harned Landscape Architecture

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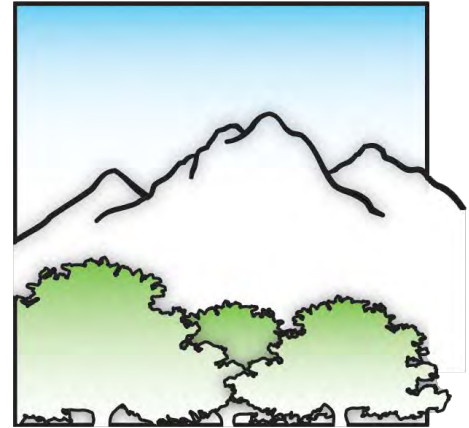
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OVERVIEW

Specific Plan Framework



Planning The Southeastern Edge

The Sierra Pointe Specific Plan (SPSP) establishes a regulatory framework for the development of approximately 297 acres along the southeastern edge of the City of Oakdale. The SPSP provides for the creation of a mixed use corridor, new residential neighborhoods, and integrated parks and open space that enhance Oakdale's economic vitality and sense of community.

The SPSP development plan promotes the following key principles:

- Increase Commercial and Higher Education Opportunities on the east side of town by establishing a vibrant mixed use corridor along Highway 120/East F Street at its intersection with Stearns Road.
- Create Diverse Residential Neighborhoods that incorporate a variety of densities, lot sizes, and building types within a traditional neighborhood development pattern.
- Emphasize High Quality Design through development standards and design expectations that focus on creating an attractive, livable and walkable community.
- Allow for Flexibility to respond to potential North County Corridor alignments and market opportunities over time.

Specific Plan Organization

The SPSP is organized into the following chapters:

Chapter 1 Introduction & Setting

Identifies the purpose, regulatory authority, location, and setting of the Specific Plan.

- 1.1. Purpose & Authority
- 1.2. Location & Setting

Chapter 2 Community Form & Objectives

Describes the key form components and project objectives that guide the planning and development of the SPSP area.

- 2.1. Community Form
- 2.2. Project Objectives

Chapter 3 Land Use & Mobility

Presents plans, standards, and guidelines that regulate the organization, character and design of the SPSP area:

- 3.1. Land Use Plan
- 3.2. Allowed Use Types
- 3.3. Residential Neighborhood District
- 3.4. Mixed Use Corridor District
- 3.5. Parks & Open Space District
- 3.6. Mobility & Streetscape Design
- 3.7. Other Standards & Requirements

Chapter 4 Utilities & Services

Summarizes the infrastructure and public services required to support development of the SPSP area:

- 4.1. Utility Systems
- 4.2. Public Services & Safety

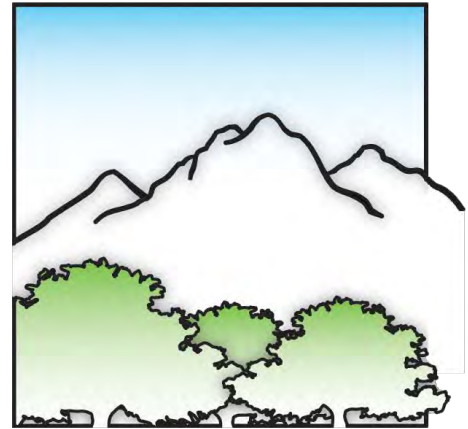
Chapter 5 Implementation

Describes strategies and procedures to implement and administer the Specific Plan:

- 5.1. Related Documents
- 5.2. Subsequent Approvals
- 5.3. Improvement Obligations
- 5.4. Phasing Program
- 5.5. Financing Strategy
- 5.6. Specific Plan Administration

CHAPTER 1

Introduction & Setting



1.1 Purpose & Authority

Intent

The Sierra Pointe Specific Plan (SPSP) establishes a comprehensive land use and regulatory structure to guide the development of approximately 297 acres on the southeastern edge of the City of Oakdale (City). The SPSP area was originally identified for future development in Oakdale's 2015 General Plan as Planning Area 9. This designation remained as part of the update to the 2015 General Plan, which is currently known as Oakdale's 2030 General Plan.

The SPSP provides direction for land use, mobility, utilities, public services, and implementation. It also functions as the SPSP area's zoning mechanism, regulating allowed uses, development standards, building type examples, and design expectations for future projects. As a regulatory document, the SPSP has been adopted by ordinance.

CONTENTS

- 1.1 Purpose & Authority
- 1.2 Location & Setting

General Plan Consistency

The SPSP directs the orderly development of the SPSP area in a manner that is consistent with and further implements the goals and policies of the City's 2030 General Plan. The SPSP defines standards, guidelines, and programs tailored to the SPSP area that provide an intermediate level of detail between the General Plan and individual development projects.

The City's 2030 General Plan was comprehensively updated prior to preparation of the SPSP. Through this process, the SPSP area was expanded, and new land use designations were established. The SPSP is consistent with the 2030 General Plan including the City's Housing Element.

Regulatory Authority

Section 36-21 of the Oakdale Zoning Code requires the use of Specific Plans to provide for future development in unincorporated areas of the city as a precursor to annexation. The California Government Code authorizes jurisdictions to prepare specific plans for defined geographic areas to systematically implement the general plan within those areas and stipulates that specific plans can only be adopted or amended if they are consistent with the jurisdiction's adopted general plan.

The City of Oakdale adopted the SPSP in accordance with its authority to prepare and adopt specific plans as set forth in Section 65450 through 65457 of the California Government Code. The SPSP and its zoning provisions have been adopted in accordance with the City's Municipal Code, Zoning Code and California Government Code section 65800 et seq. All subsequent development projects, zoning regulations, public improvements, and related activities within the SPSP area are required to be consistent with the SPSP.

Related Documents & Regulations

The SPSP is to be implemented in conjunction with other City and Specific Plan related documents (as may subsequently be updated). These include the:

- City of Oakdale 2030 General Plan
- City of Oakdale Zoning Code
- City of Oakdale Design Expectations (Single Family and Multiple Family)
- City of Oakdale Improvement Standards
- City of Oakdale Climate Action Plan
- Sierra Pointe Specific Plan Environmental Impact Report
- Sierra Pointe Specific Plan Infrastructure Master Plans
- Sierra Pointe Specific Plan Public Facilities Financing Plan
- Sierra Pointe Specific Plan Development Agreements

The application of these documents, and their relationship to the SPSP, is further discussed in Chapter 5, Implementation.

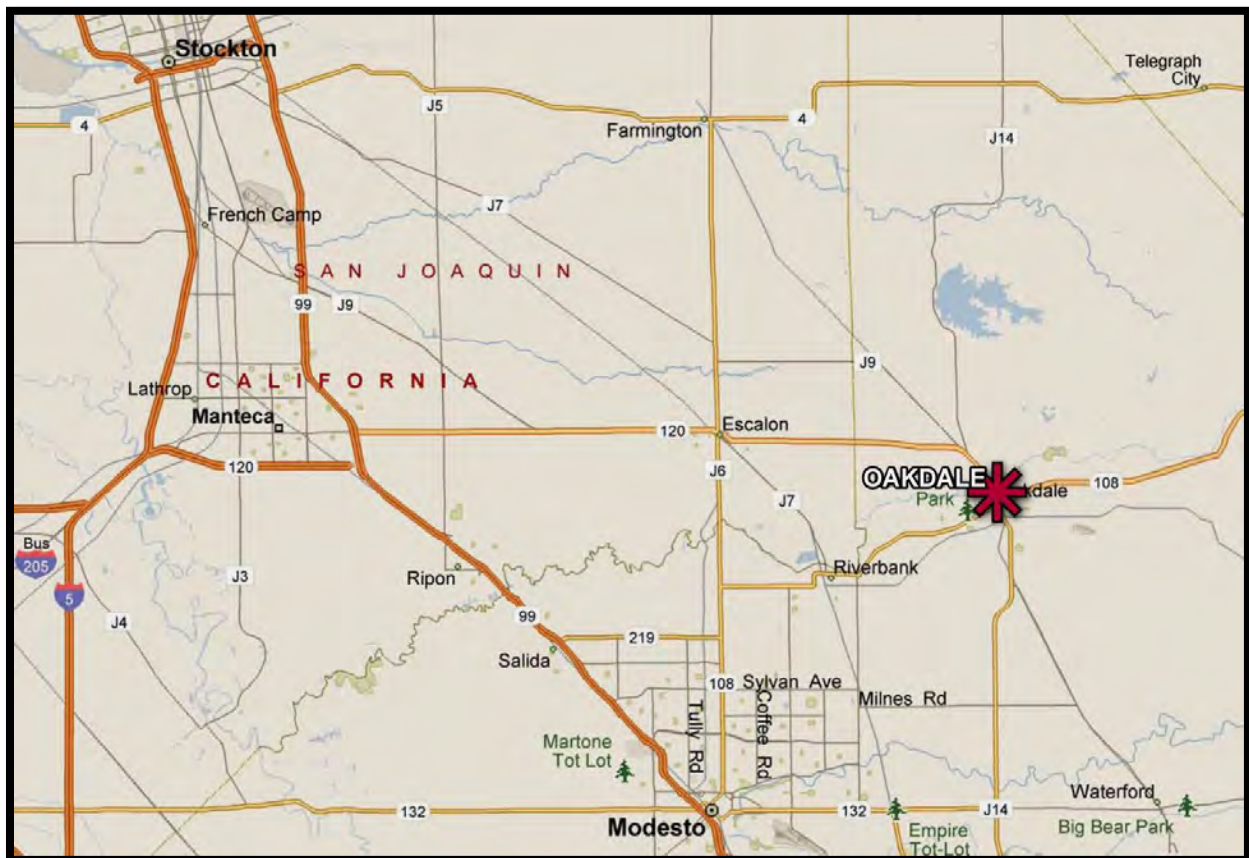
1.2 Location & Setting

Regional Setting

The City of Oakdale is situated at the crossroads of Highways 108 and 120 in northeastern Stanislaus County (see Figure 1-1, Oakdale Vicinity Map). This intersection is the center of the City's Downtown business district. Oakdale is approximately 6.1 square miles in size and is generally bounded by the Stanislaus River to the north, Crane Road to the west, and Stearns Road to the east.

Oakdale is located approximately 18 miles east of the Highway 99 corridor and is in the commute sheds of Modesto (the County seat) and Stockton. The city is positioned along both Highways 108 and 120, providing high exposure along two major transportation corridors that connect the Bay Area and Central Valley cities with several Sierra Nevada foothill towns and Yosemite National Park. As a result, the city experiences large volumes of tourism-related traffic during the summer and winter seasons. The city also includes an extensive network of rail lines linked to industrial and agricultural operations, as well as a municipal airport located to the southeast of Oakdale.

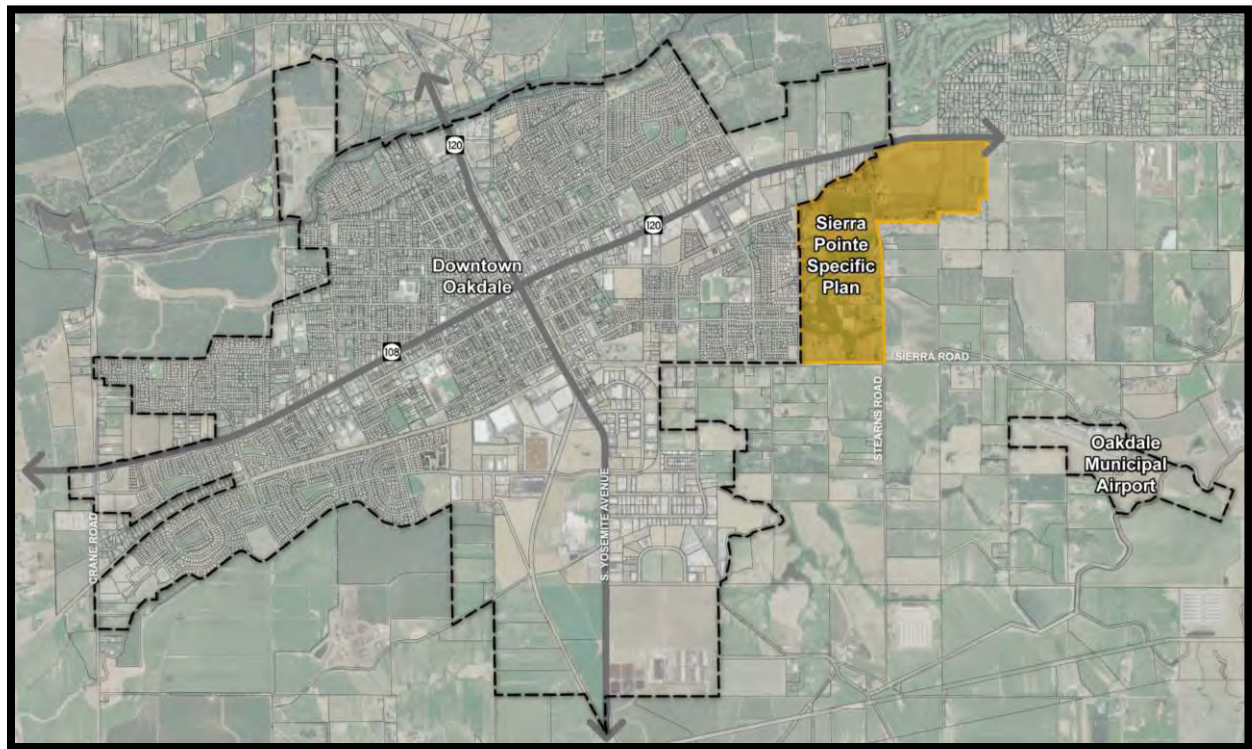
Figure 1-1: OAKDALE VICINITY MAP



Project Location

The SPSP is located along the southeastern edge of the City of Oakdale, approximately 1½ miles east of Downtown along Highway 120/East F Street. The SPSP area is comprised of multiple parcels generally bounded by Highway 120/East F Street to the north, South Stearns Road to the east, Orsi Road to the west, and Sierra Avenue to the south. The SPSP's boundaries are illustrated on Figure 1-2, SPSP Location.

Figure 1-2: SPSP LOCATION



Site Conditions and Uses

At the time of SPSP approval, most of the SPSP area was sparsely developed, consisting mainly of scattered rural residential homes, limited agricultural operations, and grazing land. On-site and surrounding uses are illustrated in Figure 1-3 and described below.

The most densely developed portion of the SPSP area is the Twildo Avenue neighborhood, containing approximately 45 very low-density single-family residences within the northwestern portion of the SPSP area. Some scattered residences also exist along South Stearns Road, Orsi Road, and Sierra Avenue. Agricultural operations



Southward view into the SPSP
along South Stearns Road

including almond orchards and grazing lands exist on both sides of South Stearns Road, with approximately 21 acres in the northern portion of the SPSP area under Williamson Act contract. A portion of the SPSP area (approximately 20 percent) is classified as Prime Farmland by the California Department of Conservation Farmland Mapping Program (FMMP), with some small areas classified as Farmlands of Statewide Importance and Unique Farmlands.



Westward view into the SPSP along Adams Creek

SPSP area topography ranges from relatively flat to areas of steep slope, with elevations of approximately 177 to 228 feet relative to mean sea level. There is a "plateau" along the northern one-third of the area that slopes downward to Highway 120 / East F Street and more steeply towards the

center of the SPSP area, affording views to the south and east. The southern portion of the SPSP area is lower and relatively flat, sloping northward. Adams Creek flows in a southwest direction through the center of the SPSP area carrying overflow irrigation water from agricultural operations located east of the city. The entirety of the SPSP area is outside of any designated flood hazard zone.

In 2020, Moore Biological Consultants issued a report for its biological assessment of those areas of Adams Creek which flow through the SPSP area. Figure 1-3 addresses the Adams Creek issues raised in said report. The material findings of the biological assessment determined that Adams Creek and seasonal wetlands adjacent to Adams Creek are considered to be seasonal wetlands, and the only potential jurisdictional waters within the SPSP area. Parcel specific considerations have been prepared to address the determinations of the Biological Assessment. These parcel specific considerations can be found in Section 3.3.5.

Pacific Gas & Electric (PG&E) high-tension transmission lines and associated towers diagonally **traverse the southwestern portion of the SPSP area within a 75'-wide easement**. In addition, two irrigation pipelines operated and maintained by the Oakdale Irrigation District (OID) are located within the SPSP area. The West Pump Pipeline crosses the northern portion of the SPSP area, supplying irrigation water north to the Oakdale Golf and Country Club.

Adams Pipeline #1 is located in the southern portion of the SPSP area incorporating a spur that provides irrigation water to parcels south of Sierra Road. OID has indicated that both pipelines will be maintained but may be realigned.

Surrounding uses include low density single-family residential development to the west of Orsi Road within the City. To the north, a mixture of low density residential and non-residential uses exists between the SPSP area and Highway 120/East F





Street that are planned for a combination of mixed-use, medium-density residential, and park uses as part of the City's East F Street Corridor Specific Plan. Surrounding uses in the County include existing and planned low-density residential uses and the Oakdale Golf and Country Club north of Highway 120/East F Street, with agricultural and rural residential lands to the south and east.

An active rail line associated with the Sierra Railroad is located to the south, parallel to Sierra Road. This line provides for the movement of commerce such as freight and mining materials, as well as passenger trains including the Sierra Railroad Dinner Train. The SPSP EIR analyzed the impacts of introducing residential uses along the southern portion of the SPSP area in proximity to the rail line and concluded that no significant impacts or constraints to development are anticipated. Uses along the southern portion of the SPSP area will be separated from the railroad by Sierra Road, as well as a landscaped corridor, OID pipeline easement and soundwall that will be constructed on the north side of the road.

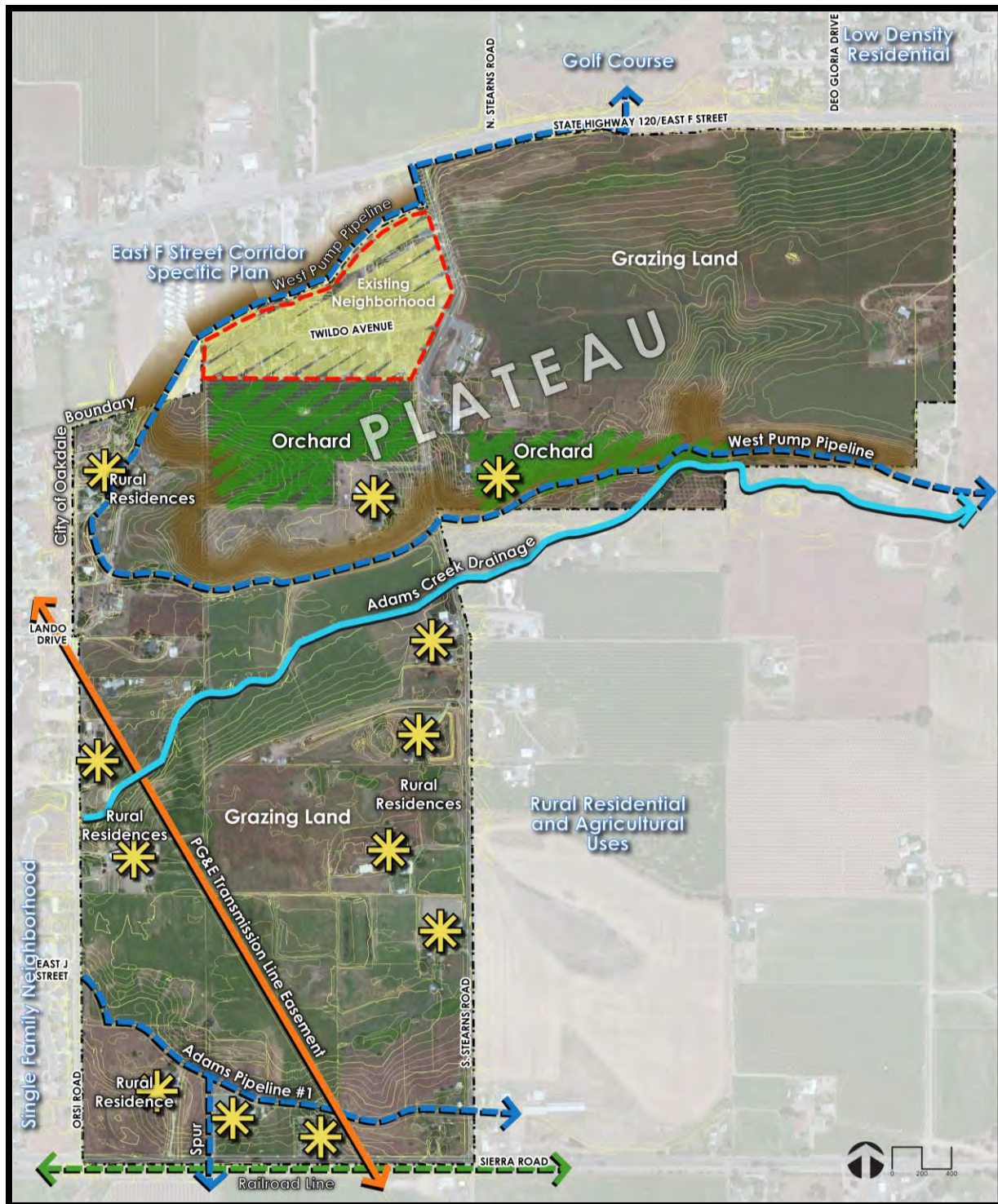
Oakdale Municipal Airport

The Oakdale Municipal Airport is located approximately 1 mile southeast of the SPSP area. This airport is a general aviation facility owned and operated by the City of Oakdale. The SPSP area falls within the defined Airport Influence Area for the airport.

The Stanislaus County Airport Land Use Commission Plan (ALUCP) provides procedures and criteria established in accordance with the California State Aeronautics Act applicable to airport land use compatibility planning in the vicinity of public-use airports, such as the Oakdale Municipal Airport. The Stanislaus Airport Land Use Commission (ALUC) and affected local agencies implement the policies of the ALUCP. New or amended land uses within a defined Airport Influence Area are subject to ALUC review for consistency with the policies of the ALUCP, or the City may make certain findings and overrule the ALUC's determinations. Such an override must be protective of both the residents and the airport, per the State Aeronautics Act. The land uses proposed within the SPSP have been reviewed by the ALUC. In a determination provided on April 15, 2022, the ALUC determined the entire SPSP is located within Referral Area 2 of the Oakdale Municipal Airport, is located outside of the Noise Contour areas, and located within the Real Estate Disclosure and FAA Height Notification Surface Areas. This requires disclosures to be included on any subdivision or parcel map recorded for residential purposes and to be provided to any new property owner when real estate transactions occur. The southeastern portion of the SPSP area is located within Safety Zone 6. It should be noted that while parks and recreational facilities are permitted within this Safety Zone, communication facilities are not.

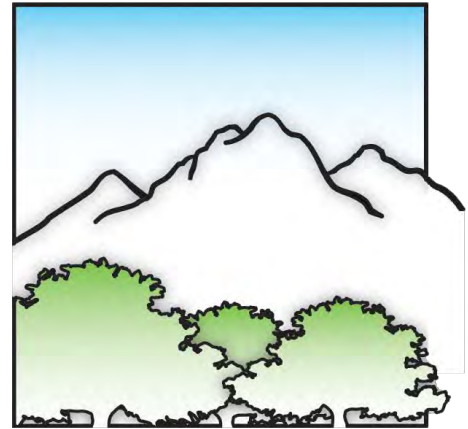
In addition, property located within the FAA Height Notification Surface areas is required to notify the FAA of any proposed construction or alteration having a height greater than an imaginary surface extending fifty (50) outward and one (1) foot upward (slope of 50:1) for a distance of 10,000 feet from the nearest point of any runway. Any object taller than two hundred (200) feet requires FAA notification.

Figure 1-3: ON-SITE AND SURROUNDING USES



CHAPTER 2

Community Form & Objectives



2.1 Community Form

The SPSP provides for a new community on the southeast edge of Oakdale. The intent is to create a balanced range of commercial, office, educational, and residential uses that enhance Oakdale's existing character, sense of identity, and economic vitality.

Key form components of the SPSP's development plan are illustrated on Figure 2-1, and include a Mixed-Use Corridor, Residential Neighborhoods, and Parks & Open Space.

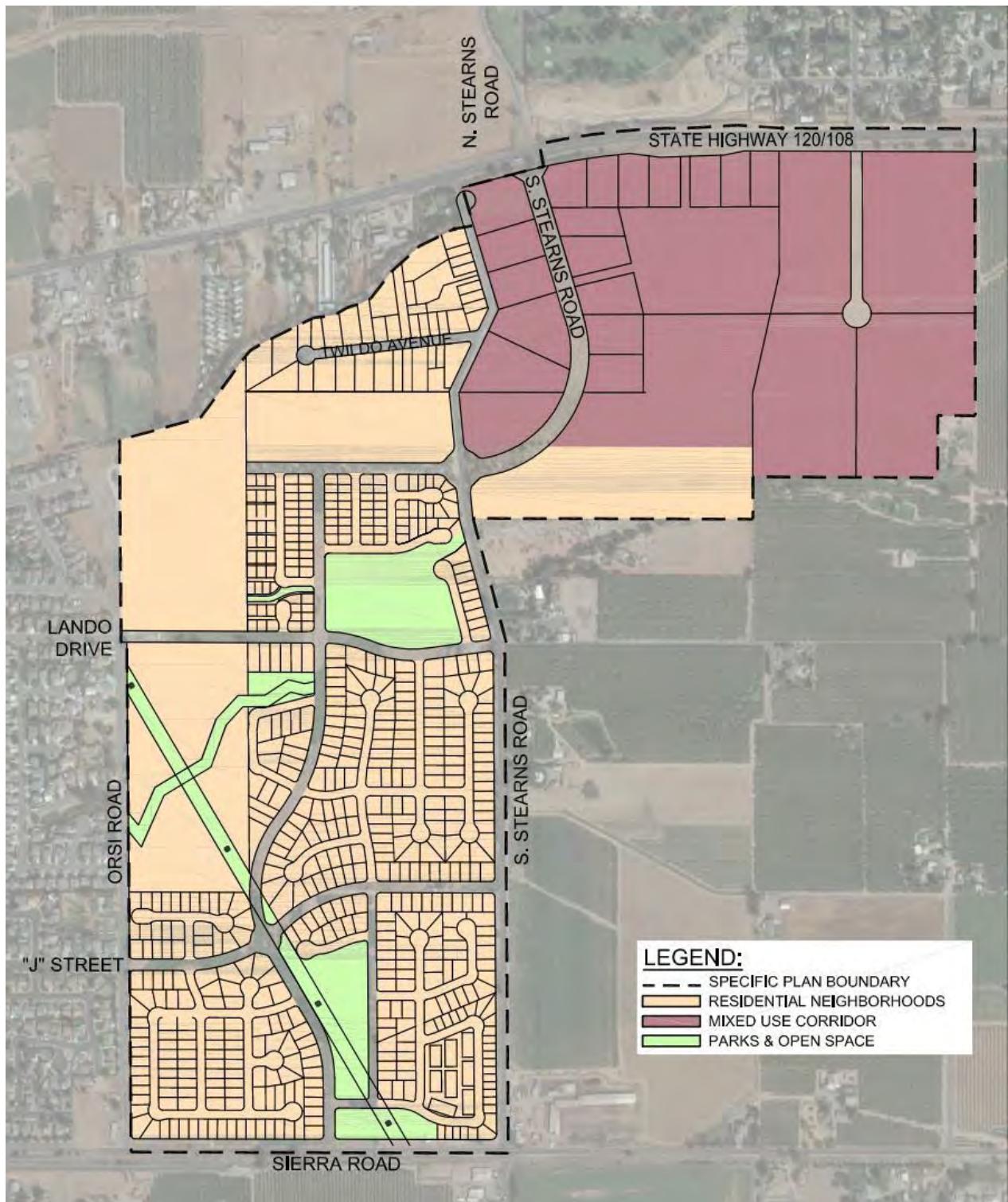
CONTENTS

- 2.1 Community Form
- 2.2 Project Objectives

Mixed Use Corridor

The Mixed-Use Corridor is planned in the northern portion of the SPSP area along Highway 120/East F Street in proximity to its intersection with South Stearns Road. This location capitalizes on the significant visibility and access afforded by the highway and potential connectivity to the future North County Corridor from East F Street and South Stearns Road. The Mixed-Use Corridor is envisioned to develop with a variety of large and small scale commercial establishments, professional offices, educational/ institutional uses, mixed use projects, and other uses that will act as a focal point of activity on the eastern edge of the city.

Figure 2-1: SPSP COMMUNITY FORM



The Mixed-Use Corridor is positioned to take advantage of the local and regional traffic that passes through Oakdale on Highway 120/East F Street. The commercial components of the corridor are intended to support a variety of large-scale retailers, complimented by smaller scale commercial establishments, services, offices, and potential higher density residential uses. Given the large amount of tourist traffic passing through Oakdale during the summer season, the opportunity exists to increase **Oakdale's capture of tourist-related spending**. This could include potential development of a travel plaza, incorporating a mix of retail, service, restaurant, auto fueling and repair, lodging, overnight RV parking, recreational facilities and similar uses geared towards encouraging travelers to stop in Oakdale.



The Mixed-Use Corridor also provides the opportunity to develop educational or other institutional uses. At the time of initial Specific Plan preparation, the Yosemite Community College District was exploring alternative locations for a potential satellite campus. To address this need, Public/Semi-Public land use is designated in the northeast corner of the SPSP area which could support higher-education or similar facilities. Depending on ultimate space needs, the school site could be expanded southward to encompass all, or part of the parcels designated for office use. Educational uses are to integrate closely with other Mixed-Use Corridor uses, capitalizing upon the adjacency of students and educational facilities to promote social, cultural, and economic interaction. In addition to educational uses, those uses listed in Table 3.3 are the allowed use types in the PSP-1/PSP-2 areas.



To provide the ability to react to market conditions over time, the Flex land use designation has been applied within a portion of the Mixed-Use Corridor. This designation accommodates a potential mix of commercial, office, and/or higher density residential uses. The exact mix of uses may vary based upon opportunities and conditions at the time of individual project approvals. Flex development is intended to integrate with the form and design character of adjacent uses.



While the ultimate mix of uses may vary, at buildout the Mixed-Use Corridor is envisioned as a destination point that defines the City's eastern edge. Uses are to be conveniently accessible to pedestrians, drive-by-traffic, and transit. Projects are to be designed and developed in a coordinated manner that results in cohesive visual quality and functional interrelationships throughout the corridor. Development and the streetscape are to work in conjunction to establish a desirable and inviting aesthetic, forming a clearly recognizable eastern gateway into the City. The intent is to create an attractive and vibrant corridor that enhances Oakdale's character, market competitiveness, and fiscal base.

Residential Neighborhoods



Residential Neighborhoods are planned in the central and southern portions of the SPSP area. These neighborhoods support a wide array of dwelling types, further expanding the diversity of housing choices available in the city. A mixture of lot sizes is envisioned, with densities generally highest towards the north in proximity to the Mixed-Use Corridor, decreasing southward towards Sierra Road.

Residential neighborhoods promote a development pattern that follows the principles of "traditional neighborhood design" (TND), borrowing from Oakdale's established neighborhoods adjacent to Downtown. A modified grid pattern of streets is planned, providing a high degree of connectivity for cars, bicyclists, and pedestrians both within the SPSP area and to

adjacent neighborhoods. In addition, "signature" streets are included serving as key neighborhood entries linking to the neighborhood parks and incorporating enhanced landscape and pedestrian amenities.

Priority is placed on the design of the public realm, ensuring that neighborhood streetscapes have large-canopy trees that create an intimate outdoor space. The design of homes is intended to include harmonious, yet different styles that collectively evoke a "built over time" appearance. Front doors and living spaces are to be oriented to the street, fostering social interaction among residents. New neighborhoods are to be designed in a manner that respects the character of adjacent established neighborhoods.

Parks & Open Space

Two parks are planned in the SPSP, each located within walking distance of surrounding neighborhoods. These parks serve as central gathering places and help to establish a



communal sense of neighborhood identity and ownership. Parks are envisioned to include a combination of active and passive facilities, supporting multiple recreational needs. Both SPSP parks provide space for dual-use stormwater detention facilities. Open space corridors are also included as extensions of adjacent roadside landscaped corridors, accommodating existing overhead powerlines that cross through the SPSP area in addition to the Adams Creek Drainage corridor.

2.2 Project Objectives

The SPSP sets forth the distribution, location, extent and intensity of land uses and the major infrastructure components needed to support those uses within the SPSP area. These components include public and private transportation, sewer, water, drainage, solid waste disposal, energy, and other essential facilities. Standards in which development will proceed are specified, and a program of implementation incorporated.

The following objectives helped to shape the contents and direction of the SPSP. They also provide general guidance for future planning and development activities within the SPSP area.

Land Use (LU):

- LU-1. Strengthened Commercial Base. Create a high-quality commercial/mixed use corridor along Highway 120/East F Street that strengthens the City's commercial and office base.
- LU-2. Tourist Services. Capitalize upon the significant amount of regional traffic that passes through Oakdale, increasing the City's capture of tourist-related spending.
- LU-3. Educational Opportunities. Promote the development of higher education related uses, including a potential community college satellite campus.
- LU-4. Diverse Residential Neighborhoods. Establish walkable residential neighborhoods that offer a variety of housing types, accommodate all income levels, and help the City achieve its Regional Housing Needs Allocation (RHNA).
- LU-5. Retain Existing Neighborhood. Maintain the integrity of the existing residential neighborhood within the SPSP area along Twildo Avenue.
- LU-6. Blueprint. Provide for development that helps to further the San Joaquin Valley Blueprint Smart Growth Principles.
- LU-7. ALUCP. Ensure that all new development is consistent with the Stanislaus County Airport Land Use Commission Plan as updated.
- LU-8. Railroad. Ensure that all new development within the southern portion of the SPSP area adequately addresses adjacent railroad activity.
- LU-9. Continued Agricultural Production. Support the long-term operation of adjacent agricultural uses, as well as continued interim agricultural production within the SPSP area.

Mobility(M):

- M-1. Complete Streets. Provide an interconnected modified grid street system that expands upon the adjacent roadway pattern and comfortably provides for pedestrians, bicyclists, transit, and vehicles.
- M-2. Citywide and Regional Facilities. Accommodate citywide and regional circulation needs, including potential alignment of the North County Corridor.
- M-3. Pedestrian and Bicycle Facilities. Incorporate pedestrian and bicycle facilities that provide linkages within and outside the SPSP area, encourage non-vehicular travel, and create a pedestrian/bicycle friendly environment.
- M-4. Transit. Promote available transit services within the SPSP area, in particular along the Mixed-Use Corridor.

Community Design (CD):

- CD-1. Balanced Design. Create projects with superior architectural and visual interest that balance form, function and economic considerations to create inviting settings for a variety of users.
- CD-2. Walkability. Create pedestrian and bicycle friendly designs that are walkable and provide strong connectivity between uses.
- CD-3. Enhanced Frontages. Incorporate building orientations, massing, architectural detail, landscaping, lighting and other treatments that enhance and activate adjacent streetscapes.
- CD-4. Distinct City Gateway. Create a distinct sense of arrival and positive physical image for Oakdale at the eastern edge of the city.
- CD-5. Context Sensitive. Ensure that development patterns and designs respect significant natural features, as well as the character and scale of adjacent neighborhoods and uses.

Utilities(U):

- U-1. Extension of Utilities. Provide for the efficient extension of water, wastewater, and storm drainage infrastructure to the SPSP area in accordance with City plans, standards, and specifications.
- U-2. OIR Facilities. Accommodate realignment of Existing Oakdale Irrigation District Pipelines within the SPSP area.
- U-3. Stormwater Quality. Ensure that stormwater runoff meets NPDES and other applicable water quality standards through incorporation of Best Management Practices (BMPs) and Low Impact Development (LID) measures.
- U-4. Solid Waste, Energy and Telecommunications. Coordinate with local solid waste, energy and telecommunications providers to ensure that adequate services and facilities are provided.

- U-5. Resource Conservation. Maximize opportunities to incorporate water conservation, recycling, energy efficiency, and renewable energy systems within the SPSP area consistent with the City's Climate Action Plan and other applicable requirements.

Public Services & Safety (PSS):

- PSS-1. Parks and Open Space. Incorporate parks that meet the recreational needs of future residents, provide for dual use of stormwater detention basins, and serve as focal points of community interaction and identity.
- PSS-2. School Facilities. Coordinate with the Oakdale Joint Union School District to ensure adequate school facilities to serve SPSP area students.
- PSS-3. Police and Fire Services. Provide law enforcement, fire protection and emergency medical services to the SPSP area in accordance with City standards.

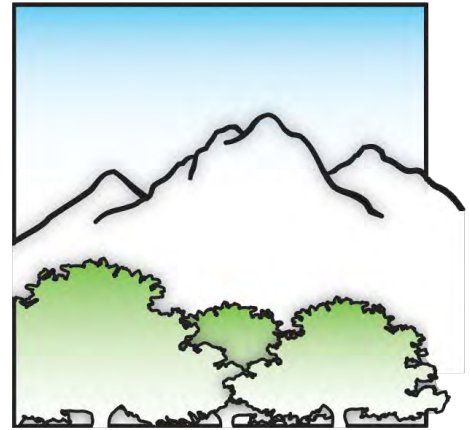
Implementation(I):

- I-1. Phasing. Coordinate the development of land uses with the efficient provision of required infrastructure to ensure that improvements can support associated development, and that development can support associated costs.
- I-2. Financial Feasibility. Require that financing mechanisms be established to fully fund planned improvements and services over the long term without creating a **negative fiscal impact to the City's General Fund.**
- I-3. Fair Share Contribution. Ensure that new development in the SPSP area provides its fair share contribution for all required services, facilities, and infrastructure.
- I-4. Property Ownerships. Ensure that SPSP implementation addresses the equitable contribution of passively and partially engaged landowners in SPSP area infrastructure, financing, and reimbursement programs.
- I-5. Subsequent Development Approvals. Provide for the efficient approval of development projects and improvements that are consistent with the SPSP.
- I-6. Flexibility. Maintain adequate flexibility to respond to evolving land use, design, market, and other conditions over time.

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CHAPTER 3

Land Use & Mobility



Chapter Overview

This chapter provides a set of plans, standards and design expectations that integrate land use and mobility decisions within the SPSP area. The approach to regulating development is form based influenced, **tailored to reflect the SPSP area's context and Oakdale's** development review resources. This structure provides added flexibility in allowed uses and development standards, and places greater emphasis on the physical character of development. Particular attention is given to the design of the public realm, and the importance that it and the interrelationship of abutting development play in defining sense of place.

CONTENTS

- 3.1 Land Use Plan
- 3.2 Allowed Use Types
- 3.3 Residential Neighborhood District
- 3.4 Mixed Use Corridor District
- 3.5 Parks & Open Space District
- 3.6 Mobility & Streetscape Design
- 3.7 Other Standards & Requirements

How To Use This Chapter

Step 1

Land Use

Section 3.1

Identify the land use designation that a parcel is within, and the assigned unit/square footage development capacity.

Step 2

Allowed Use Types

Section 3.2

Identify the zone district that the parcel is within and the allowed use types. The zone districts are custom to the SPSP area and broadly overlap multiple land use designations granting flexibility to mix uses. The SPSP provides for unit/square footage transfers and other mechanisms to facilitate land use and zoning consistency.

Step 3

Zone Specific Standards & Guidelines

Section 3.3

Review the Development Standards, Building Type Examples, and Design Expectations specific to the overlying zone. The standards and guidelines are structured to encourage diversity and flexibility compatible with the intent of the districts:

- Residential Neighborhood District
- Mixed Use Corridor District
- Parks & Open Spaces District

Section 3.4

Section 3.5

Step 4

Other Guidelines & Standards

Section 3.6

Based upon the specifics of the proposed project, apply relevant mobility, streetscape, and other plan requirements:

- Mobility & Streetscape Design
- Other Standards & Requirements

Section 3.7

SECTION 3.1

Land Use Plan

3.1.1 Land Use Plan

The Land Use Plan identifies parcel specific uses, intensities and densities that establish the SPSP area's development capacity. At buildout, the SPSP area will provide for approximately 890 dwelling units, ultimately housing an estimated 2,546 residents. In addition, the SPSP adds approximately 1.16 million square feet of commercial, office, and higher educational uses. The actual development capacity may vary depending upon the ultimate development of the SPSP area's Flex Use parcels.

CONTENTS

- 3.1.1 Land Use Plan
- 3.1.2 Use Flexibility
- 3.1.3 Land Use Designations

The SPSP Land Use Plan is illustrated on Figure 3-1. SPSP area land use acreages and development capacity are summarized on Table 3-1, with specific allocations by parcel included on Table 3-2. The land use boundaries illustrated on the Land Use Plan may be adjusted to accommodate technical refinements during the subdivision map process, as well and other minor modifications as outlined in Chapter 5, Implementation.

Figure 3-1: LAND USE PLAN

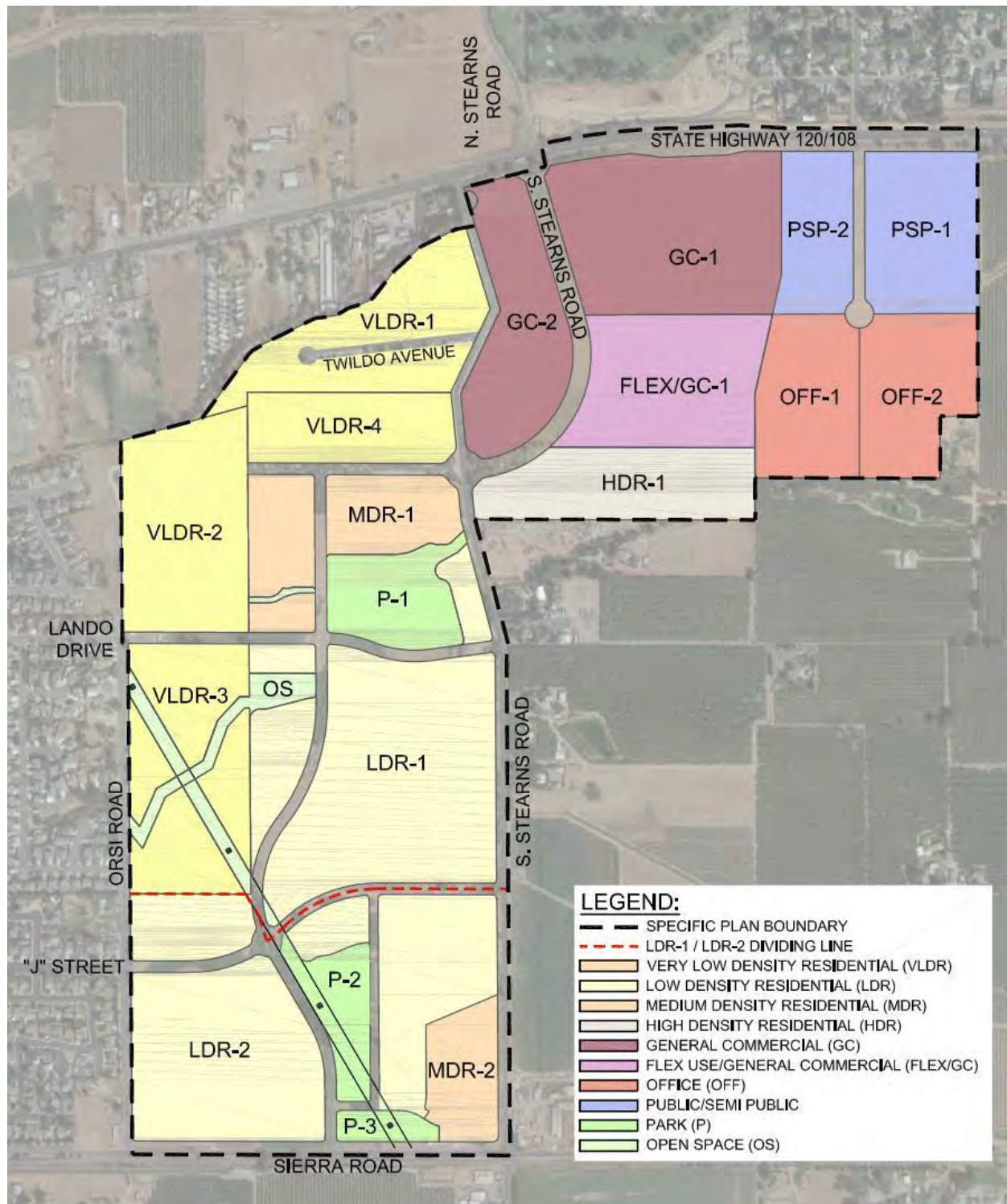


Table 3-1: LAND USE SUMMARY

Land Use Designation	Gross Acres	Dwelling Units (du)/ Square Feet (sf) ¹	% of Total Units/ Square Feet
Residential Neighborhood Uses			
Very Low Density Residential (VLDR)	56.06 ac.	162 du	18.2%
Low Density Residential (LDR)	70.76 ac.	410 du	46.1%
Medium Density Residential (MDR)	18.34 ac.	171 du	19.2%
High Density Residential (HDR)	10.48 ac.	147 du	16.5%
<i>Subtotal</i>	<i>155.64 ac.</i>	<i>890 du</i>	<i>100%</i>
Mixed Use Corridor Uses			
General Commercial (GC)	34.36 ac.	472,964 sf	31.6%
Flex Use/General Commercial (FLEX/GC) ²	14.84 ac.	148,679 sf	23.0%
Office (OFF)	20.79 ac.	217,347 sf	24.0%
Public/Semi-Public (PSP)	18.73 ac.	244,763sf	21.4%
<i>Subtotal</i>	<i>88.72 ac.</i>	<i>1,159,392 sf</i>	<i>100%</i>
Parks & Open Space Uses			
Park (P)	14.02 ac.		
Open Space (OS)	4.97 ac.		
<i>Subtotal</i>	<i>18.99 ac</i>		
Other			
Road Right of Way (ROW)	40.33 ac.		
Total	303.68 ac.	890 du/ 1,159,392sf	100%

1. Dwelling units and square feet calculated assuming assigned density/FAR as specified on Table 3-2.
2. Unit and square footage yields for Flex Use/General Commercial (FLEX/GC) calculated assuming its primary use. FLEX/GC is also designated a secondary use of HDR and may develop as the primary use, the secondary use, or as a mix of the primary and secondary uses (see Section 3.1.2). The development capacity for the secondary use is identified in the footnotes to Table 3-2.

Table 3-2: LAND USE ALLOCATION BY PARCEL

Residential Neighborhood Area					
Parcel #/Land Use	Zoning	Gross Acreage	Density/FAR Range	Assigned Density/FAR ¹	Units/Sq. Ft.
VLDR-1 (Very Low Density Residential)	RN/SP	15.00 ac	2-5 du/ac	3.0 du/ac	45 du
VLDR-2 (Very Low Density Residential)	RN/SP	16.54 ac	2-5 du/ac	3.0 du/ac	50 du
VLDR-3 (Very Low Density Residential)	RN/SP	15.40 ac	2-5 du/ac	3.0 du/ac	46 du
VLDR-4 (Very Low Density Residential)	RN/SP	9.12 ac	2-5 du/ac	2.3 du/ac	21 du
LDR-1 (Low Density Residential)	RN/SP	27.69 ac	4-8 du/ac	5.3 du/ac	147 du
LDR-2 (Low Density Residential)	RN/SP	43.07 ac	4-8 du/ac	6.1 du/ac	263 du
MDR-1 (Medium Density Residential)	RN/SP	12.56 ac	7-14 du/ac	9.4 du/ac	118 du
MDR-2 (Medium Density Residential)	RN/SP	5.78 ac	7-14 du/ac	9.2 du/ac	53 du
HDR-1 (High Density Residential)	RN/SP	10.48 ac	14+ du/ac	14.0 du/ac	147 du
Park-1 (Park)	POS/SP	7.34 ac			
Park-2 (Park)	POS/SP	4.84 ac			
Park-3 (Park)	POS/SP	1.84 ac			
OS (Open Space)	POS/SP	4.97 ac			
ROW (Road Right-of-Way)		16.46 ac			
<i>Subtotal Residential Neighborhood Area</i>		<i>191.09 ac</i>			<i>890du</i>
Mixed Use Corridor Area					
Parcel #/Land Use	Zoning	Gross Acreage	Density/FAR Range	Assigned Density/FAR ¹	Units/Sq. Ft.
GC-1 (General Commercial)	MU/SP	21.60 ac	0.2-.0.4 FAR	FAR 0.3	282,269 sf
GC-2 (General Commercial)	MU/SP	12.76 ac	0.2-.0.4 FAR	FAR 0.3	166,747 sf
FLEX/GC-1 (Flex Use General Commercial) ²	MU/SP	14.84 ac	0.2-.0.4 FAR	FAR 0.3	193,929 sf
OFF-1 (Office)	MU/SP	10.10 ac	0.3-.0.7 FAR	FAR 0.3	131,987 sf
OFF-2 (Office)	MU/SP	10.69 ac	0.3-.0.7 FAR	FAR 0.3	139,697 sf
PSP-1 (Public/Semi-Public)	MU/SP	11.36 ac	0.2-.0.5 FAR	FAR 0.3	148,452 sf
PSP-1 (Public/Semi Public)	MU/SP	7.37 ac	0.2-.0.5 FAR	FAR 0.3	96,311 sf
ROW (Road Right-of-Way)		23.87 ac			
<i>Subtotal Mixed Use Corridor Area</i>		<i>112.59 ac</i>			<i>1,159,392 sf</i>
Total		303.68 ac			890 du & 1,159,392 sf

1. Represents the assigned permitted density/FAR for the identified parcel based upon gross acreage. Residential densities may not drop below or exceed the defined density range for the given land use.
2. Square footage yields for Flex/GC-1 calculated assuming its primary use. The secondary use is HDR with a development capacity of 329 du (assigned density 16 du/ac).

3.1.2 Use Flexibility

The residential units and non-residential square footage estimated on Tables 3-1 and 3-2 establish the maximum development capacities for the SPSP area. In order to allow for the range of uses and market opportunities anticipated, the SPSP provides flexibility to adjust uses and development capacity through the Flex Use designations and the transfer of units/square footage.

Flex Land Use

Intent: The SPSP incorporates Flex Use to allow the potential mixing of one or more uses on individual parcels. The Flex Use is assigned both a primary and secondary use (See Section 3.1.3 for SPSP assigned Flex uses). Development may occur exclusively as the primary use or the secondary use, or as a mix of the specified uses.

Authority: A Flex Use parcel may develop with its primary use subject to the City's standard development review requirements. Effectuation of the assigned secondary use, or a mix of the primary and secondary uses, requires Planning Commission approval of a Major Use Permit (pursuant to Section 36-20 of the Oakdale Zoning Code) processed concurrently with the applicable tentative small lot subdivision map or Site Plan Review for the property. No amendment to the Specific Plan is required.

Findings: In approving a Use Permit to effectuate a secondary use or mix of uses, the Planning Commission shall find that:

1. The proposed request furthers the intent of the SPSP to allow for a mix of uses and market opportunities.
2. Any potential impacts upon the SPSP's planned infrastructure, services (including parks and schools), fee programs, and assessment districts have been fully mitigated; and
3. The proposed request is consistent with the SPSP EIR, or subsequent environmental documentation has been completed in compliance with CEQA.

Information: The Community Development and Services Director may require information as necessary to make determinations on the above. In addition, the Use Permit application shall be accompanied by updated tables and figures reflecting the SPSP area's revised development

The Flex Land Use designation assigns a primary and secondary use.

Development may occur exclusively as the primary use, the secondary use, or as a mix of the primary and secondary uses:

Develop as Primary Use



May Proceed Subject to Standard City Development Review Process

Develop as Secondary Use



Requires Planning Commission Approval of Major Use Permit

Develop as a Mix of Primary & Secondary Uses



Requires Planning Commission Approval of Major Use Permit

capacity including Tables 3-1 and 3-2. Major Use Permit requests may be referred or appealed to the City Council for action.

Unit & Square Footage Transfers

Intent: The SPSP also provides the opportunity to transfer residential units and non-residential square feet between any parcels within the SPSP area to promote use flexibility and facilitate land use and zoning consistency. Transfer units/square feet may be derived from undeveloped large lot parcels where the transfer does not result in the number of units/square feet falling below the minimum density or FAR range specified for the parcel; or from developed large lot parcels where the full unit/square footage assigned to the parcel was not utilized.

Authority: To request a residential unit or non-residential square footage transfer, the owner(s) of both the transfer and receiving parcels shall submit a written "Request to Transfer Units/Square Feet" in conjunction with a tentative small lot subdivision map or Site Plan Review for at least one of the subject parcels. The request to transfer units/square feet may be considered for approval by the Planning Commission concurrently with the related subdivision map or Site Plan Review. No amendment to the Specific Plan is required.

Findings: In approving a Request to Transfer Units/Square Feet, the Planning Commission must find that:

1. The proposed request furthers the intent of the SPSP to allow for a mix of uses and market opportunities.
2. The transfer does result in either the transfer or receiving parcel falling below or exceeding its defined density range, or the SPSP area as a whole exceeding its maximum development capacity, as identified on Tables 3-1 and 3-2.
3. Any potential impacts upon the SPSP area's planned infrastructure, services, fee programs, and assessment districts have been fully mitigated; and
4. The transfer of units/square feet does not result in increased impacts beyond those identified in the SPSP EIR.

Information: The Public Services Director may require documentation as necessary to make determinations on the above. In addition, the transfer request shall be accompanied by updated tables and figures reflecting the SPSP area's revised unit/square footage allocations including Tables 3-1 and 3-2. Transfer requests acted upon by the Planning Commission may be appealed to the City Council for review and action.

Right to Units: Underutilized units and square feet may be held by landowners within the SPSP area for the purposes of transfers until such time that all parcels within the SPSP area have been approved by the City with individual development projects.

3.1.3 Land Use Designations

Very Low Density Residential (VLDR)

Density:	2 to 5 dwelling units per acre
Description:	The Very Low Density Residential (VLDR) land use designation supports single-family detached homes on moderate to larger-sized lots. Lot sizes may vary but are typically 6,000 square feet and larger.
Permitted Uses, Development Standards & Design Expectations	As specified in Section 3.2 (Allowed Use Types) and Section 3.3 (Residential Neighborhood District).



Low Density Residential (LDR)

Density:	4 to 8 dwelling units per acre
Description:	The Low Density Residential (LDR) land use designation supports single-family detached homes on conventional lots. Lot sizes typically range between 3,500 and 7,000 square feet but may be smaller or larger depending on building type and site conditions.
Permitted Uses, Development Standards & Design Expectations	As specified in Section 3.2 (Allowed Use Types) and Section 3.3 (Residential Neighborhood District).



Medium Density Residential (MDR)

Density:	7 to 14 dwelling units per acre
Description:	The Medium Density Residential (MDR) land use designation accommodates both single-family detached and attached homes. Within this density range, lots for single-family detached homes typically range between 3,000 and 4,000 square feet but may be smaller or larger depending on Building type.
Permitted Uses, Development Standards & Design Expectations	As specified in Section 3.2 (Allowed Use Types) and Section 3.3 (Residential Neighborhood District).



High Density Residential (HDR)

Density:	14 or more dwelling units per acre
Description:	The High Density Residential (HDR) land use designation supports attached housing products, as well as higher density small-lot single-family detached housing. Multi-family housing units may provide for a mix of either for-sale or for-rent units, providing affordable housing opportunities within the SPSP area.
Permitted Uses, Development Standards & Design Expectations	As specified in Section 3.2 (Allowed Use Types) and Section 3.3 (Residential Neighborhood District).



General Commercial (GC)

FAR: 0.2 to 0.4 FAR

Description: The General Commercial (GC) land use designation provides for a broad range of retail, service commercial, office, civic, and similar uses. This designation accommodates conventional neighborhood shopping centers (typically anchored by a grocer) and larger-scale commercial centers.

Permitted Uses, Development Standards & Design Expectations: As specified in Section 3.2 (Allowed Use Types) and Section 3.4 (Mixed Use Corridor District).



Flex Use/General Commercial (FLEX/GC)

FAR & Density: Commercial: 0.2 to 0.4 FAR
Residential: Density of 14 du/acre or greater

Description: The Flex/GC designation identifies General Commercial (GC) as the primary use, with High Density Residential (HDR) as the secondary use. Accordingly, the following development scenarios are permitted:

- GC uses with a maximum FAR of 0.4.
- A blending of GC and HDR uses mixed either horizontally or vertically on the site. Combined FAR and density to be as approved by the city on a project specific basis.
- HDR uses with a density greater than 14 du/ac.

The secondary HDR use (or mix thereof) requires approval of a Major Use Permit by the Planning Commission concurrent with a small lot tentative subdivision map and/or Site Plan Review (see Section 3.1.2).

Permitted Uses, Development Standards & Design Expectations: As specified in Section 3.2 (Allowed Use Types) and Section 3.4 (Mixed Use Corridor District).



Office (OFF)

FAR:	0.3 to 0.7 FAR
Description:	The Office (OFF) land use designation provides for development of professional office uses. This designation accommodates a range of business and government offices, as well as banking institutions, general medical services, educational facilities, and similar uses.
Permitted Uses, Development Standards & Design Expectations	As specified in Section 3.2 (Allowed Use Types) and Section 3.4 (Mixed Use Corridor District).



Public/Semi-Public (PSP)

FAR:	0.2 to 0.5 FAR
Description:	The Public/Semi-Public (PSP) land use designation accommodates a variety of public-serving uses and facilities. It applies to land areas intended for education, religious assembly, governmental offices, or other similar facilities. In the SPSP area, PSP parcels are specifically targeted for development of public or private higher-education facilities.
Permitted Uses, Development Standards & Design Expectations	As specified in Section 3.2 (Allowed Use Types) and Section 3.4 (Mixed Use Corridor District).



Park (P)

FAR & Density: N/A

Description: The Park (P) land use designation is applied to parcels where developed public park facilities are planned and will be dedicated to the city. A combination of active and passive recreational facilities is proposed. Stormwater detention facilities are also included in portions of all SPSP area parks, as dual function recreation areas. Park properties in the SPSP area receive parkland dedication credits.

Permitted Uses, Development Standards & Design Expectations: As specified in Section 3.2 (Allowed Use Types) and Section 3.5 (Parks & Open Space District).



Open Space (OS)

FAR & Density: N/A

Description: The Open Space (OS) designation is applied as extensions of adjacent roadside landscaped corridors to accommodate existing overhead powerlines that cross through the SPSP area. Open space in the SPSP area is not **part of the City's parks and recreation system** and is not granted parkland dedication credit.

Permitted Uses, Development Standards & Design Expectations: As specified in Section 3.2 (Allowed Use Type) and Section 3.5 (Parks & Open Space District).



SECTION 3.2

Allowed Use Types

3.2.1 Regulating Plan

Building upon the SPSP's community form, the following zone districts have been developed and applied to the SPSP area:

- Residential Neighborhood District (RN/SP). Supports a variety of low, medium and high-density residential uses.
- Mixed Use Corridor District (MU/SP). Supports a broad mix of non-residential and potential higher density residential uses.
- Parks & Open Space District (POS/SP). Supports public parks and open space located internal to the other zone districts.

CONTENTS

- 3.2.1 Regulating Plan
- 3.2.2 Land Use & Zoning Consistency
- 3.2.3 Allowed Use Types
- 3.2.4 Use Type Definitions

Each district is combined with the City's Specific Plan (SP) zone to acknowledge the SPSP area's unique regulations. The districts are loosely based on the rural-to-urban transect, with rural/agricultural uses outside the city transitioning to suburban neighborhoods in the SPSP

area, transitioning to a more intense mixed-use character in proximity to the Highway 108/West F Street corridor.

Development standards, building type examples and design expectations for each zone district are included in Sections 3.3 (Residential Neighborhood District), Section 3.4 (Mixed Use Corridor District), and Section 3.5 (Parks & Open Space District).

3.2.2 Land Use & Zoning Consistency

The SPSP zone districts broadly overlap multiple land use designations, granting greater flexibility to mix and/or adjust uses that carry out the form and design regulations specified in this chapter. Any Use Type permitted by an overlying zone district may be allowed on and determined consistent with any underlying land uses within that zone when the Use Type does not result in residential units or nonresidential square feet in excess of those provided for by the land use. Where not initially consistent, flexibility is provided to accommodate a variety of Use Types through the application of various administrative tools including the transfer of residential units or non-residential square feet between parcels (See Section 3.1.2), as well as minor specific plan modifications and interpretations (See Chapter 5, Implementation).

EXAMPLE 1

Multi-family use type permitted by overlying zone and proposed on a parcel with Low Density Residential (LDR) land use designated at 5 dwelling units per acre:

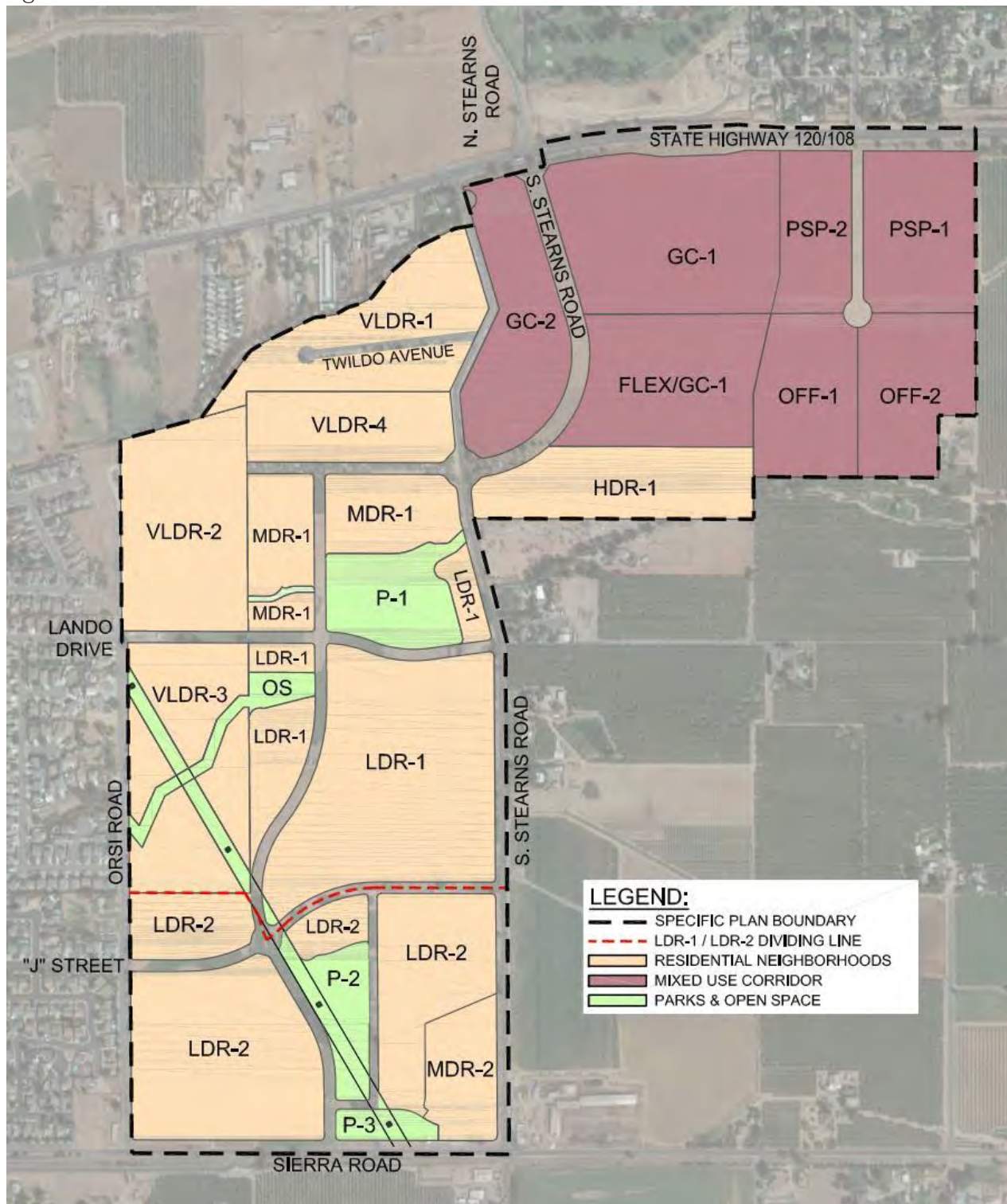
Permitted if the cumulative density on the parcel does not exceed 5 dwelling units per acre, or if a unit transfer is approved by the Community Development & Services Director transferring density to the parcel from another residential parcel within the SPSP area.

EXAMPLE 2

New commercial use not contemplated by permitted use types for overlying zone is proposed on a parcel with General Commercial (GC) land use:

Permitted if interpreted by the Community Development and Services Director to be compatible with the SPSP.

Figure 3-2: ZONING MAP



3.2.3 Allowed Use Types

Table 3-3 identifies the permitted and conditionally permitted use types by zone district within the SPSP area. This list is not intended to be comprehensive. Uses not specifically listed in Table 3-3 or within the accompanying Use Type Definitions may be permitted by right, if interpreted by the Public Services Director to be compatible with the intent of the SPSP (see Chapter 5, Implementation, for interpretation provisions). More than one use identified on Table 3-3 as being permitted within a particular zone may be established on a single parcel within that zone.

Table 3-3: ALLOWED USE TYPES

Use Type	RN/SP	MU/SP	POS/SP	Abbreviations:	
Agriculture & Open Space				RN/SP	Residential Neighborhood District
Community Garden	P	P	P	MU/SP	Mixed Use Corridor District
Interim Agricultural Production	P	P	P	POS/SP	Parks & Open Space District
Resource Protection & Restoration	P	P	P	P	Permitted by right
Residential				C-	Conditionally permitted with approval of a Minor Use Permit (pursuant to Section 36-20 of the Oakdale Zoning Code)
Caretaker Housing	C-	C-	--	C+	Conditionally permitted with approval of a Major Use Permit (pursuant to Section 36-20 of the Oakdale Zoning Code)
Dwelling Unit - Single-Family	P	P	--		
Dwelling Unit – Two Family	P	P	--		
Dwelling Unit - Multi-Family	C-	P	--		
Dwelling Unit - Mixed Use	--	P	--	C+	Conditionally permitted with approval of a Major Use Permit (pursuant to Section 36-20 of the Oakdale Zoning Code)
Group Residential	C+	C+	--		
Home Occupation	P	P	--		
Live Work Unit	--	P	--		
Mobile Home Park	C+	C+	--	C+	Conditionally permitted with approval of a Major Use Permit (pursuant to Section 36-20 of the Oakdale Zoning Code)
Accessory Dwelling Unit	P	P	--		
Junior Accessory Dwelling Unit	P	P	--		
Care Facilities				--	Not Permitted
Community Care Facility	C+	C+	--	C+	Conditionally permitted with approval of a Major Use Permit (pursuant to Section 36-20 of the Oakdale Zoning Code)
Day Care Center	C+	P	C-		
Extended Care Facility	--	P	--		
Residential Care Facility - Small	P	P	--		
Residential Care Facility - Large	C+	C+	--	C+	Conditionally permitted with approval of a Major Use Permit (pursuant to Section 36-20 of the Oakdale Zoning Code)
Residential Day Care Family/Adult - Small	P	P	--		
Residential Day Care Family/Adult - Large	C+	C-	--		
Retail					



Use Type	RN/SP	MU/SP	POS/SP
Drinking Establishments	--	C+	--
Fuel Station	--	P	--
Nightclubs	--	C+	--
Restaurants & Eating Establishments	--	P	--
Retail Sales - General	--	P	--
Retail Sales – Mixed Use	--	P	--
Retail Sales – Neighborhood Store	C+	P	--
Retail Sales - Outdoor	--	C-	--
Retail Sales - Temporary	--	C-	C-
Travel Plaza	--	C-	--
Services			
Funeral & Internment Services	--	P	--
Hospital	--	C+	--
Lodging	--	P	--
Maintenance & Repair	--	P	--
Office – Professional & Medical	--	P	--
Personal Storage	--	P	--
Services - General	--	P	--
Services – Mixed Use	--	P	--
Vehicle Repair & Service	--	P	--
Education, Recreation & Public Assembly			
Commercial Recreation/Entertainment - Indoor	--	P	C-
Commercial Recreation/Entertainment - Outdoor	--	C-	C-
Community Assembly	C+	P	C-
Public Park	P	P	P
School/College/University	P	P	P
Specialized Education & Training	--	P	--
Residential Recreation Facility	C-	C-	--
Transportation & Utilities			
Community Facility - Major	C+	C+	C+
Community Facility - Minor	P	P	P
Transit Station	--	C+	--
Park & Ride	--	P	C-
Wireless Telecommunications Facility	C+	C+	C+
Other Uses			

Use Type	RN/SP	MU/SP	POS/SP
Accessory Use & Structure	P	P	P

3.2.4 Use Type Definitions

Agriculture & Open Space

Community Garden. A plot of land cultivated by the community to grow and harvest plants for personal consumption or donation.

Interim Agricultural Production. Uses and activities commonly associated with commercial crop production, ranching and grazing, excluding processing facilities. Interim use until such time as development occurs.

Resource Protection & Restoration. Activities commonly undertaken to preserve, restore, enhance and manage natural, cultural, scenic and other resources.

Residential

Caretaker Housing. Permanent or temporary housing for caretakers on a site to provide 24-hour security or monitoring.

Dwelling Unit – Single Family. A detached dwelling unit on a single lot occupied by a single household. Includes factory built, modular units constructed in compliance with the California Building Code, mobile homes/manufactured housing on permanent foundations (pursuant to Section 36-18.24 of the Oakdale Zoning Code), and model home complexes.

Dwelling Unit – Two Families. An attached building occupied by two independent dwelling units, located on either a single lot (duplex) or separate lots (halfplex).

Dwelling Unit – Multi Family. A building occupied by three or more independent dwelling units, owned individually or by a single landlord. Includes apartments, townhomes, row houses, condominiums, triplexes, fourplexes, and similar.

Dwelling Unit – Mixed Use. A dwelling unit within an integrated project or site also containing non-residential uses with significant functional interrelationships.

Group Residential. Shared living quarters, single-room occupancy (SRO), and/or efficiency units.

Home Occupation. A business conducted by occupants of a dwelling unit, subordinate to the residential use of the property (pursuant to Section 36-18.21 of the Oakdale Zoning Code).

Live Work Unit. An integrated housing unit and workspace designed to accommodate joint residential occupancy and work/business activity.



Mobile Home Park. A site planned or improved to accommodate two or more mobile homes (pursuant to California Welfare & Institution Code Section 18214).

Accessory/Junior Accessory Dwelling Unit. An attached or detached dwelling unit on the same parcel as the primary unit, with provisions for independent living (pursuant to Section 36-18.22 of the Oakdale Zoning Code).

Care Facilities

Community Care Facility. A State licensed facility supplying 24-hour non-medical care to persons in need of personal services, supervision, protection, or assistance for sustaining the activities of daily living.

Day Care Center. A State licensed day care facility supplying care and supervision to minor children or adults for periods of less than 24 hours.

Extended Care Facility. A State licensed facility providing nursing and health care as a primary use with inpatient beds. Includes assisted living facilities, skilled nursing facilities, convalescent and rest homes, and similar.

Residential Care Facility. A State licensed care and/or service facility located in a single-family dwelling that provides 24-hour non-medical care to persons in need of personal services, supervision, protection, or assistance for sustaining the activities of daily living:

Small: 6 or fewer persons

Large: 7 to 12 persons

Residential Day Care Family/Adult. A State licensed day care facility located in a single-family dwelling where an occupant of the dwelling provides care and supervision for periods of less than 24 hours:

Small: 8 or fewer children under the age of 10 or 6 or fewer adults

Large: Up to 14 children under the age of 10 or up to 14 adults

Retail

Drinking Establishments. Establishments where alcoholic beverages are sold for on-site consumption, which are not part of a restaurant and where food service is subordinate to the sale of alcohol. May provide outdoor or sidewalk seating.

Fuel Station. Establishments primarily engaged in the retail sales of vehicle fuels with possible incidental convenience retail and/or food service, minor repair services, car wash, and similar. May incorporate drive through facilities.

Nightclubs. Establishments are engaged primarily in offering entertainment to the general public (e.g., live or recorded music, dancing, comedy). May or may not engage in the preparation and retail sale of alcoholic beverages and/or food for consumption on the premises.



Restaurants & Eating Establishments. Establishments primarily engaged in the sale of food and beverages prepared and/or served on-premises for on-site or off-site consumption. Includes full-service restaurants, convenience food service, fast food with drive in or drive thru, and similar. May provide outdoor or sidewalk seating.

Retail Sales – General. Establishments primarily engaged in the sales of a wide variety of goods and merchandise, where a majority of the display and sales occur indoors. May incorporate drive thru facilities. Includes auto parts, bakeries, clothing and accessories, convenience stores, department stores, drug stores, florists, galleries, grocery stores, home furnishings & appliances, home improvement, liquor stores, office supplies, pet supplies and grooming, specialty shops, sporting goods, large-format retail establishments and “superstores”, and similar.

Retail Sales – Mixed Use. Retail sale uses within an integrated project or site also containing residential and potentially other uses with significant functional interrelationships.

Retail Sales – Neighborhood Store. A small-scale stand-alone store that sells a limited selection of foods and other products catering to the needs of the immediate neighborhood. Typically, less than 1,000 square feet in size with on-street parking, restricted operating hours, and designed to blend in with the surrounding neighborhood.

Retail Sales – Outdoor. Retail sales where the use is conducted primarily outdoors. Includes the sale of nursery goods, landscaping materials, building materials, farm supplies and feed, auto/vehicle and equipment sales and rental, and similar. Does not include outside storage facilities or yards.

Retail Sales - Temporary. The periodic sale of retail goods outside of a building for a fixed period of time including farmer’s markets, seasonal stands, fund raising events, promotional sales, and similar (pursuant to Section 38-16.6 of the Oakdale Zoning Code).

Travel Plaza. A grouping of establishments providing services primarily to travelers and tourists. May incorporate hotels, gas stations, restaurants, farmers market, amusement and entertainment facilities, gift shops, RV park, and similar.

Services

Funeral & Internment Services. Establishments primarily engaged in the care, preparation, or disposition of human remains (including cremation), excluding cemeteries.

Hospital. A facility providing medical and/or psychiatric services primarily on an in-patient basis. May include accessory facilities for administration, diagnostic and out-patient services, emergency room, research, training, and similar.

Lodging. A facility with guest rooms or suites, with or without kitchens, rented to the general public for transient lodging. May provide restaurants, meeting facilities, personal services, recreational amenities, and similar.

Maintenance & Repair. Establishment providing on-site repair and accessory sales of supplies for small equipment such as appliances, office machines, home electronics, bicycles, garden equipment, and similar.

Office – Professional & Medical. Includes offices for business and professional uses which may or may not provide direct services to consumers, such as accounting, attorneys, architects, brokers, call centers, computer programming, consulting, financial services, insurance, public relations, real estate, word processing, and similar. This use type also includes medical, dental, mental health, and veterinary offices, clinics, labs, and similar primarily engaged in the provision of personal health services on an out-patient basis.

Personal Storage. A structure or group of structures containing individual stalls or lockers rented as individual storage space.

Services – General. Establishments providing services to individuals and other businesses as a primary use. Includes banks, barber and beauty salons, computer related services, dry cleaning, film processing, mailbox services, massage therapy, photocopying and photofinishing, self-service laundry, tailors, tanning salons, and similar.

Services – Mixed Use. Service uses within an integrated project or site also containing residential and potential other uses with significant functional interrelationships.

Vehicle Repair & Service. Establishments providing for the repair and service of autos, boats, large equipment and other vehicles conducted primarily indoors. Includes full-service carwash and detailing facilities, muffler shops, oil change, paint & body shops, repair garages, smog testing, tire installation, tune-up/lube shops, and similar. This use type does not include wrecking/ dismantling/salvage yards.

Education, Recreation & Public Assembly

Commercial Recreation/Entertainment - Indoor. Establishments primarily engaged in the provision of indoor sports, entertainment, or recreation for a fee. Includes amusement centers, arcades (pursuant to Section 36-18.29 of the Oakdale Zoning Code), athletic clubs, bowling alleys, gyms, health and fitness clubs, skating rinks, indoor sports courts and fields, movie theaters, performing arts theaters, and similar.

Commercial Recreation/Entertainment – Outdoor. Establishments primarily engaged in the provision of outdoor sports, entertainment and recreation for a fee. Includes amphitheaters, amusement centers, BMX tracks, driving ranges, golf courses, miniature golf courses, skateboard parks, sports arenas, swimming pools, tennis courts, water slides, and similar.

Community Assembly. Includes public, private and institutional uses where people congregate such as community centers, fraternal organizations and clubs, libraries, meeting facilities for public and private organizations, museums, religious facilities and places of worship, social halls and lodges, and similar.

Public Park. City parks accommodating both passive and active recreational activities including athletic fields and courts, community centers, playgrounds, picnic areas, public



plazas, specialized recreation facilities, swimming pools, trails, and similar. Includes snack booths, food carts, and similar vendor facilities.

School/College/University. Includes both public and private pre-school, elementary school, middle school, high school, community college, college, university and similar learning institutions and associated facilities, either stand-alone or combined with another use.

Specialized Education and Training. Includes private establishments providing specialized training and education programs including vocational schools, trade schools, and similar.

Residential Recreation Facility. Includes private recreational uses provided by and integrated as part of a residential or mixed-use community such as a community center, country club, golf course, health and fitness facility, swimming pool, racquet club/tennis courts, and similar. Typically operated by a homeowner's association.

Transportation & Utilities

Community Facility – Major. Includes utility and other facilities required to serve the larger community such as cemeteries, corporation yards, electric substations and switching stations, fire and police stations, overhead utility lines, post offices, satellite government facilities, water storage, water and wastewater treatment facilities, and similar. Excludes solid waste disposal.

Community Facility – Minor. Includes utility and other facilities sized to support the immediate community such as bus stops, communication facilities, drainage and detention facilities, local wells, small recycling collection centers, transformers, underground utility lines, and similar.

Transit Station. A station that provides bus and other transit services. May be intermodal allowing for transfers between multiple transit modes, accommodating local and intra-city bus service, airport limousine, airline ticketing, rental cars, taxicabs, rail, parking, and similar.

Park & Ride. A designated area where vehicles may be left in order for the occupants to carpool with other commuters or to ride transit.

Wireless Telecommunications Facility. Wireless communication facilities including freestanding or roof mounted transmission towers, antenna, and similar. Excludes any wireless communication facility operated exclusively as part of a public safety network (permitted by right) or specifically exempt from local regulation by state or federal law.

Other Uses

Accessory Use & Structure. A use or structure customarily incidental to and on the same lot as the principal use (Pursuant to Section 36-18.27 of the Oakdale Zoning Code).

SECTION 3.3

Residential Neighborhood District

3.3.1 Zone Description

The Residential Neighborhood zone district (RN/SP) supports a variety of low, medium and high-density building types and lot sizes/configurations. Neighborhoods are to be pedestrian oriented, provide a high degree of internal and external connectivity, and borrow from the development patterns and architectural qualities of Oakdale's older neighborhoods in a contemporary context. The intent is to create varied and visually interesting neighborhoods that encourage walking, bicycling and social interaction.

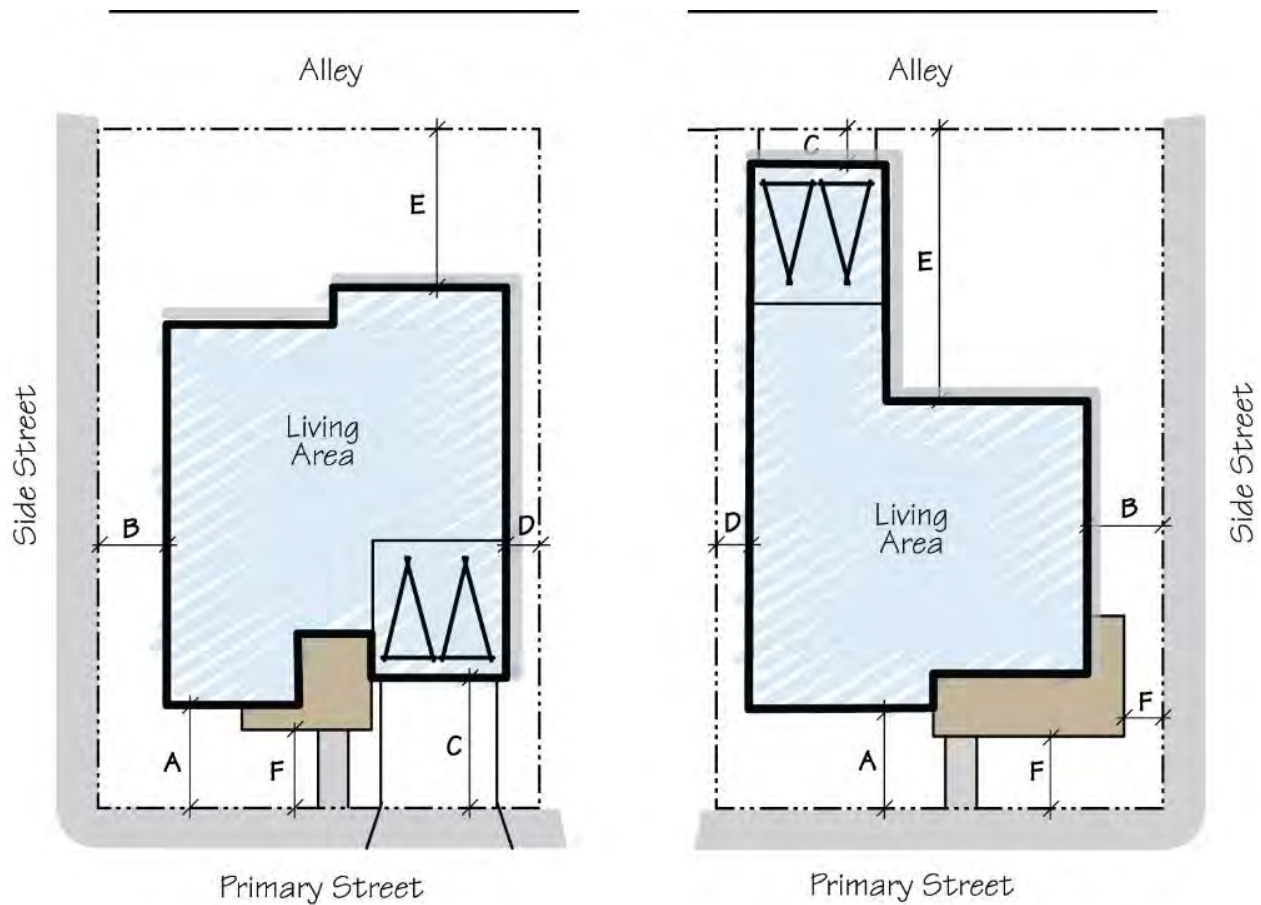
CONTENTS

- 3.3.1 Zone Description
- 3.3.2 Development Standards
- 3.3.3 Building Type Examples
- 3.3.4 Design Expectations
- 3.3.5 Parcel Specific Considerations

3.3.2 Development Standards

The Development Standards apply to all development within the Residential Neighborhood zone district irrespective of use or building type. The focus is on defining common frontage, height, and related requirements to ensure compatibility within the district. Alternative development standards may be approved in accordance with Chapter 5, Implementation, providing added flexibility to respond to individual projects and development forms.

Residential Neighborhood District (RN/SP)		Notes:
Lot Size		
Lot area/width/depth ¹	Variable	1 To be established through subdivision/project review based upon proposed building types.
Setbacks		2 Residences (except HDR) required to back along roadway and construct soundwall. Measured from back of curb to soundwall or edge of HDR dwelling. Precise setbacks and other treatments per required site-specific noise analysis (see RN-21).
Primary Street		
South Stearns Road ²	25 ft. minimum	
Sierra Road ²	25 ft minimum	
Orsi Road ^{3,4,5}	8 ft. minimum - 15 ft. maximum	
Signature Streets ^{3,4}	10 ft. minimum - 15 ft. maximum	
Standard Residential Street ^{3,4,6}	15 ft. minimum – 25 ft. maximum	
Side street ^{3,4}	10 ft. minimum -15 ft. maximum	
Garage door facing primary/side street ³	20 ft. minimum	3 Measured from back of sidewalk
Garage door facing alley/internal drive ⁷	4 ft. minimum	4 Linear frontages of livable portion of dwellings to be located within the defined setback range. Variations in minimum setback between adjacent units encouraged.
Side or rear ¹	Variable	5 If any residences are approved to back onto Orsi Road, a 25-foot-wide landscape corridor shall be provided measured from back of curb to edge of property line.
Allowed Encroachments		6 Assumes attached sidewalk. Where detached sidewalk used, setback from back of sidewalk to be reduced by width of greenway strip.
Porches, stoops, entry courts, balconies, swing garages, and similar	May encroach into any required primary or side street setback a maximum of 5 feet	7 Measured from edge of alley or internal drive.
Architectural features such as cornices, eaves, awnings, fireplaces, bay windows and similar	May encroach into any required setback a maximum of 2 feet	8 Chimneys, vents and other approved architectural or mechanical elements may project above the maximum height limit.
Building Height		
Height/stories	35 ft. maximum ⁸	
Parking		
Number of spaces as specified by Section 3.7.3 and the Oakdale Zoning Code. Required parking to be located outside of setback areas. Residential uses may apply tandem or other approved configurations to meet parking requirements.		
Building Type Examples		
Include Single Family Detached, Side-by-Side, Motor Court, Bungalow Court, Townhouse/Row House, Stacked Dwellings, Carriage House, and other compatible building types (see Section 3.3.3).		



- A. Primary Street Setback
- B. Side Street Setback
- C. Garage Setback
- D. Side Interior Setback
- E. Rear Setback
- F. Primary/Side Street Setback - Allowed Encroachment

3.3.3 Building Type Examples

This section identifies examples and guidance specific to the form and character of individual building types anticipated to be developed in the Residential Neighborhood zone district. These building types are to be used in combination with the Residential Neighborhood Development Standards and Design Expectations. The intent is to encourage diversity within the context of the base Development Standards.

The following building types are addressed in this section:

- Single Family Detached
- Side-by-Side
- Motor Court
- Bungalow Court
- Townhouse/Row House
- Stacked Dwellings
- Carriage House

The building types identified are not intended to be all encompassing, but rather an example of what may be built. The development market is fluid, with constantly evolving residential, non-residential and mixed-use building types that challenge conventional zoning regulations. It is anticipated that other compatible building types will be proposed and considered within the Residential Neighborhood zone district.

Single Family Detached & Side-by-Side

Dwelling Types

Detached and attached (side-by-side) dwellings.

Distance Between Adjacent Buildings

Minimum of 10 feet between adjacent single-story dwellings, and 15 feet between second story elements of adjacent two-story dwellings (with the exception of common wall between attached side-by-side units).

Main Entry

Main pedestrian entry, or front door, to each dwelling oriented toward primary street frontage with direct access to sidewalk along street.

Porches, Stoops & Entry Courts

Useable porches, stoops, entry courts or similar with a minimum depth of 6 feet encouraged.

Parking/Services Access

Where an alley is present, required parking and services accessed through alley. Where an alley is not present, required parking and services accessed from primary or side street. See Sections 3.3.2 and 3.7.3 for additional requirements.

Garages

Front loaded garages not to exceed 50% of dwelling's primary or side linear street frontage, and to be recessed a minimum of 5 feet from street facade of living area. Rear, alley loaded, and tandem garages encouraged. Three car garages are only permitted when the third car space is situated in a tandem parking alignment, or other alternative configuration that minimizes visibility of garage doors. **Small lot (< 50' frontage), half plex and duplex lots, and similar type of developments may exceed the 50% garage limitation, subject to approval of a site plan review.**

Rear Yard

Minimum of 15 feet from living area and 5 feet from rear garage where no alley. Minimum 10 feet from living area where alley present and 4 feet from alley facing garage (measured from edge of alley).

Lot Area

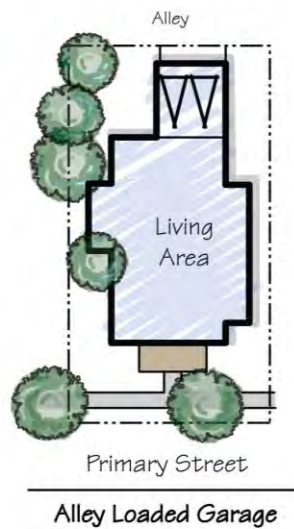
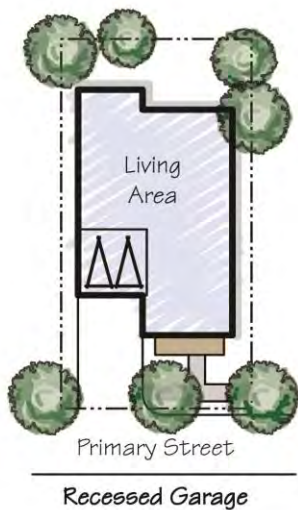
Lots sizes will vary and be established with subdivision/project review. In general, lots to be a minimum of 2,500 square feet in area, and 35 feet wide at the primary street property line (where lots located along a cul-de-sac or curved street, width is measured at primary street setback line).

Useable Open Space

Minimum of 350 square feet of usable open space per unit, to generally increase as lot sizes increase. Useable open space to consist of outdoor area conveniently located and accessible to dwellings(s) for recreation, leisure and/or landscape use.

Coverage

Maximum coverage determined as a function of lot size, setbacks and usable open space.



Single-Family Detached:

Detached single-family homes on individual lots, either front or rear loaded. May be plotted on traditional lots (large or small), cluster, zero lot line, "Z" lot and other lotting configurations.

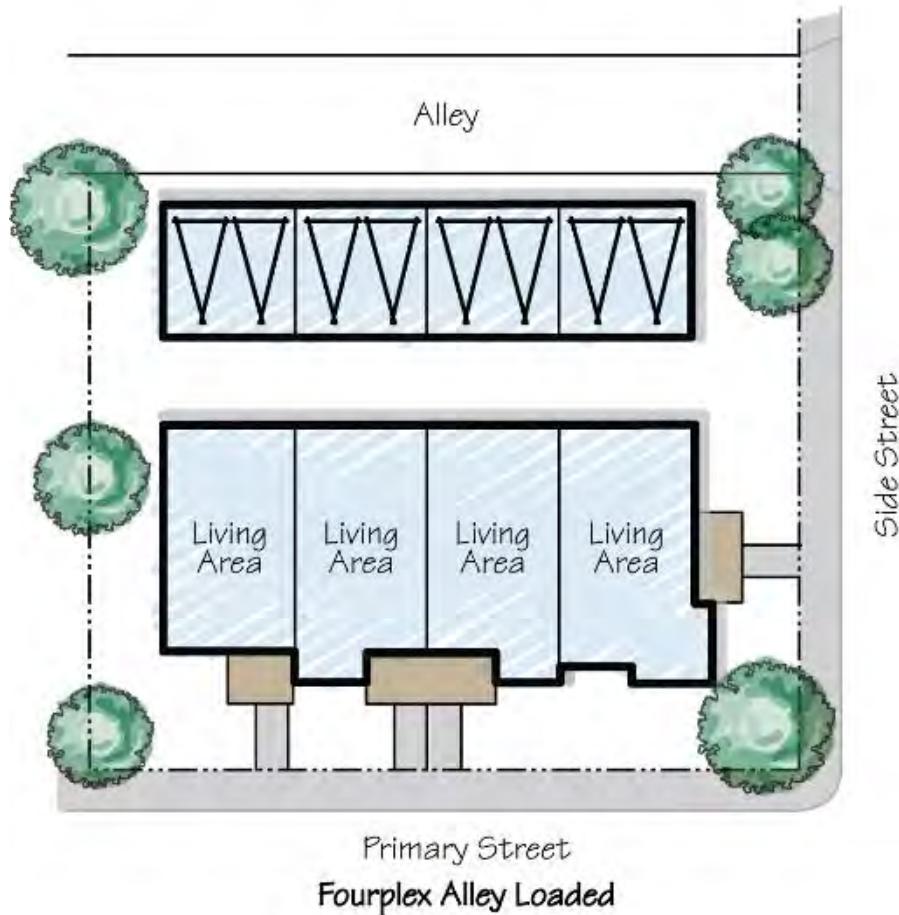
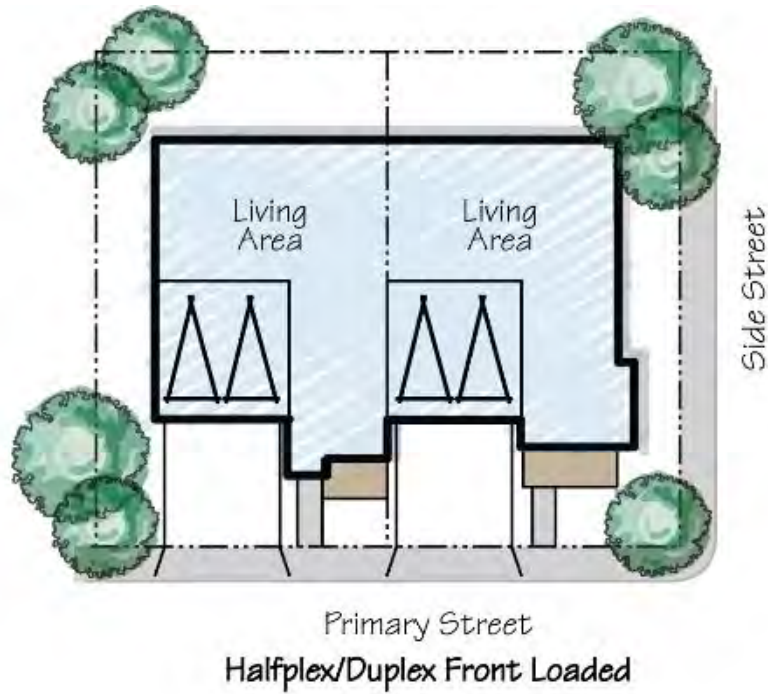
Side-by-Side:

Two to four attached dwellings in side-by-side configurations sharing a common wall. Includes halfplexes (separate lots), as well as duplexes, triplexes and fourplexes (single lot).

Similar Standards:

Side-by-side dwellings are typically plotted to appear as single-family dwellings from the primary and secondary street. As a result, single family detached, and side-by-side building type guidance is combined.





Motor Court

Dwelling Types

Attached or detached dwellings.

Setback Between Adjacent Buildings

Minimum of 10 feet between adjacent single-story dwellings, and 15 feet between second story elements of adjacent two-story dwellings (with the exception of common wall property line between attached units).

Main Entry

Main pedestrian entry, or front door, for dwellings fronting on a street to be oriented toward the street with direct access to sidewalk along street. All other units to have front door access from the motor court.

Porches, Stoops & Entry Courts

Useable porches, stoops, entry courts or similar with a minimum depth of 6 feet encouraged.

Parking Access

Parking accessed through the motor court. Motor court designed with elements such as landscaping, decorative paving, upgraded garage doors, and building offsets to create attractive and functional space. See Sections 3.3.2 and 3.7.3 for additional requirements.

Setback Between Buildings Across Motor Court

Minimum of 28 feet maintained between buildings immediately across motor court from each other.

Useable Open Space

Minimum of 200 square feet of usable open space per unit. Useable open space to consist of outdoor area conveniently located and accessible to dwellings(s) for recreation, leisure and/or landscape use.

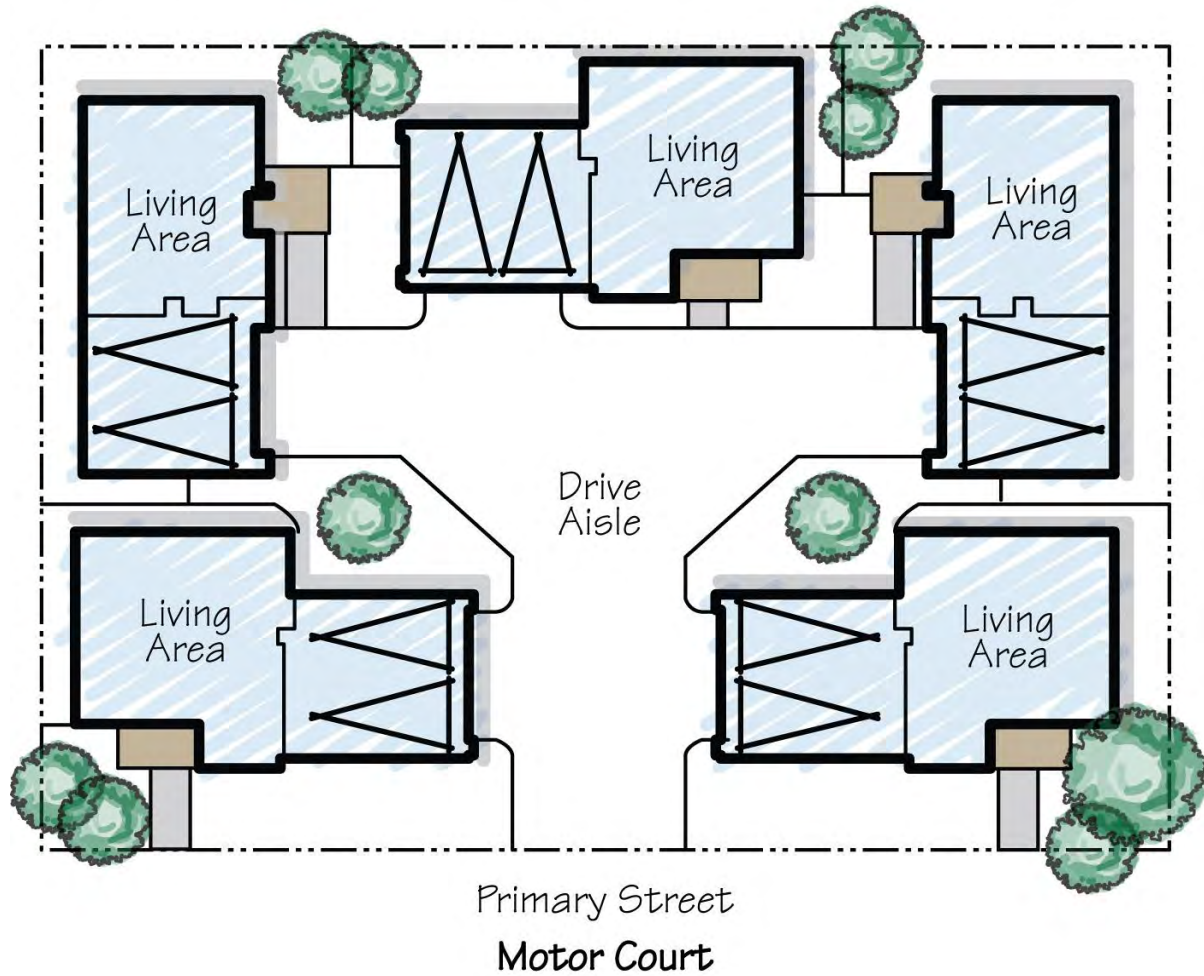
Lot Area & Coverage

Vary, to be established as part of subdivision/project review. Maximum coverage determined as a function of lot size, setbacks and usable open space.

Motor Court:

A grouping of dwellings clustered around an internal drive or motor court.





Bungalow Court

Dwelling Types

Attached or detached dwellings.

Setback Between Adjacent Buildings

Minimum of 10 feet between adjacent single-story dwellings, and 15 feet between second story elements of adjacent two-story dwellings (with the exception of common wall property line between attached units).

Main Entry

Main pedestrian entry, or front door, for dwellings to be oriented toward courtyard.

Courtyard

To be provided with minimum width and depth of 30 feet (living area facade to living area facade). Courtyard to open onto street and connect to sidewalk along street.

Porches, Stoops & Entry Courts

Useable porches, stoops, entry courts and similar with a minimum depth of 6 feet encouraged.

Parking Access

Parking is accessed through alley/internal drive. Alley/internal drive designed with elements such as landscaping, decorative paving, upgraded garage doors, and building offsets to create an attractive and functional space. See Sections 3.3.2 and 3.7.3 for additional requirements.

Setback Between Buildings Across Alley/Internal Drive

Minimum of 28 feet maintained between buildings immediately across alley/internal drive from each other.

Useable Open Space

None beyond shared courtyard.

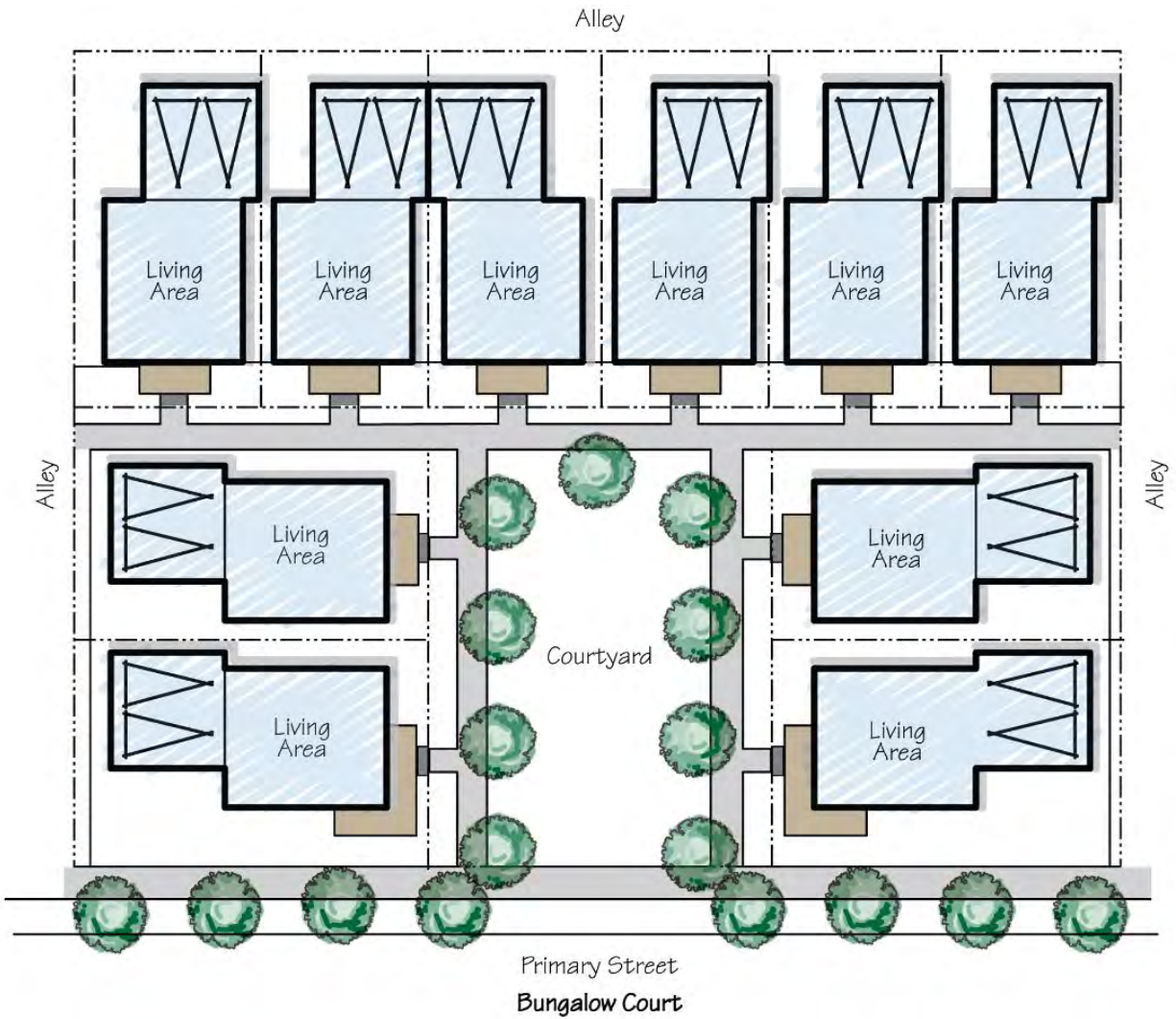
Lot Area & Coverage

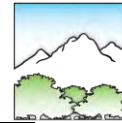
Vary, to be established as part of subdivision/project review. Maximum coverage is determined as a function of lot size, setbacks and usable open space.

Bungalow Court:

Four or more units oriented towards a shared courtyard.







Townhouse/Row House

Dwelling Types

Attached dwellings.

Setback Between Adjacent Buildings

Minimum of 15 feet between adjacent buildings (with the exception of common wall property line between attached units).

Main Entry

Units front adjacent street or shared open space area. Main pedestrian entry, or front door, for dwellings fronting on a street oriented toward the street with direct access to sidewalk along street. All other units to have front door access from the shared open space area.

Shared Open Space

Minimum width and depth of 15 feet (living area facade to living area facade). Shared open space to open onto street and connect to sidewalk along street.

Porches, Stoops & Entry Courts

Useable porches, stoops, entry courts and similar with a minimum depth of 6 feet encouraged.

Parking Access

Parking accessed from alley/internal drive. Alley/internal drive designed with elements such as landscaping, decorative paving, upgraded garage doors (where enclosed garages provided), and building offsets to create an attractive and functional space. See Sections 3.3.2 and 3.7.3 for additional requirements.

Setback Between Buildings Across Alley/Internal Drive

Minimum of 28 feet maintained between buildings across alley/internal drive from each other.

Useable Open Space

None beyond shared open space.

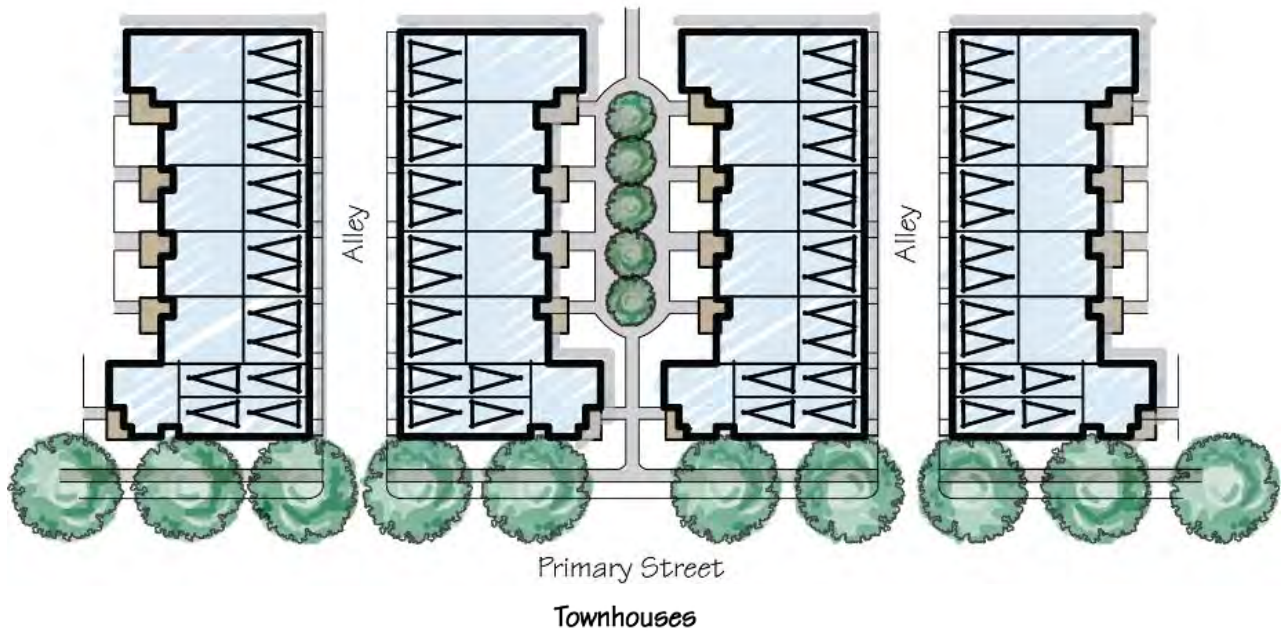
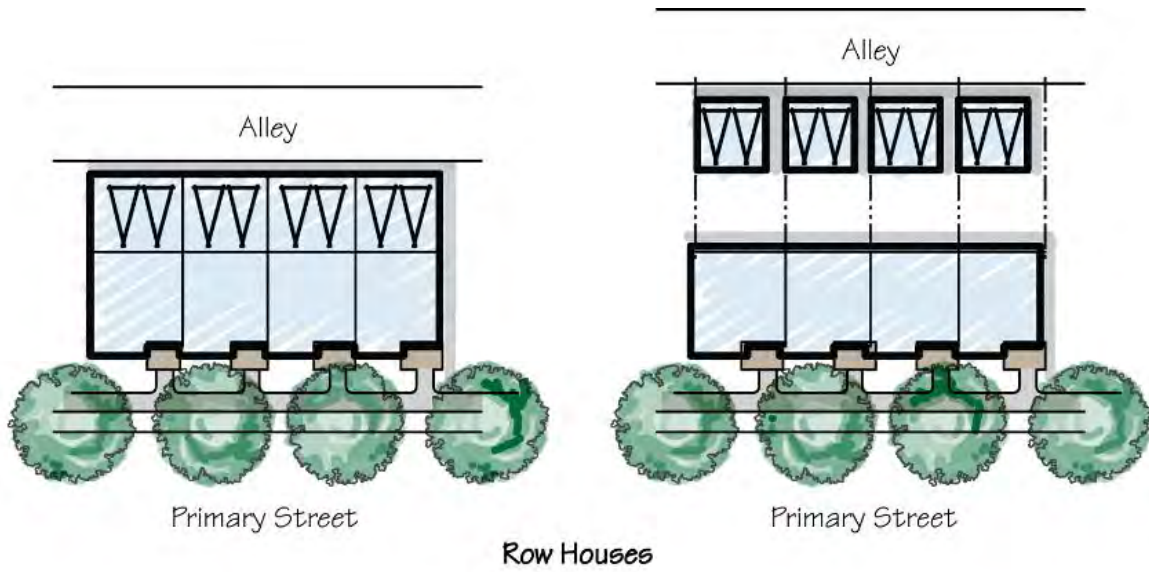
Lot Area & Coverage

Vary, to be established as part of subdivision map/project review. Maximum coverage is determined as a function of lot size, setbacks and usable open space.

Townhouse/Row House:

A broad category of building types consisting of individual small lot attached dwellings with no other units above or below.





Stacked Dwellings

Dwelling Types

Attached dwellings.

Setback Between Adjacent Buildings

Minimum of 15 feet between adjacent buildings (with the exception of common wall property line between attached units).

Main Entry

Units front adjacent street, or internal open space area. Main pedestrian entry, or front door, for dwellings fronting on a street oriented toward the street with direct access to sidewalk along street. All other units to have front door access from the shared open space area.

Shared Open Space

To be provided with a minimum width and depth of 30 feet (living area facade to living area facade). Shared open space to open onto street and connect to sidewalk along street when feasible.

Porches, Stoops & Entry Courts

Useable porches, stoops, entry courts, balconies and similar with a minimum depth of 6 feet encouraged.

Parking Access

Parking is accessed through alley/internal drive, or through internal shared parking lot. Alley/internal drive and/or internal parking lot designed with elements such as landscaping, decorative paving, upgraded garage doors (where enclosed garages provided), and building offsets to create an attractive and functional space. See Sections 3.3.2 and 3.7.3 for additional requirements.

Setback Between Buildings Across Alley/Internal Drive

Minimum of 28 feet maintained between buildings immediately across alley/internal drive or internal shared parking lot from each other.

Useable Open Space

None beyond shared open space.

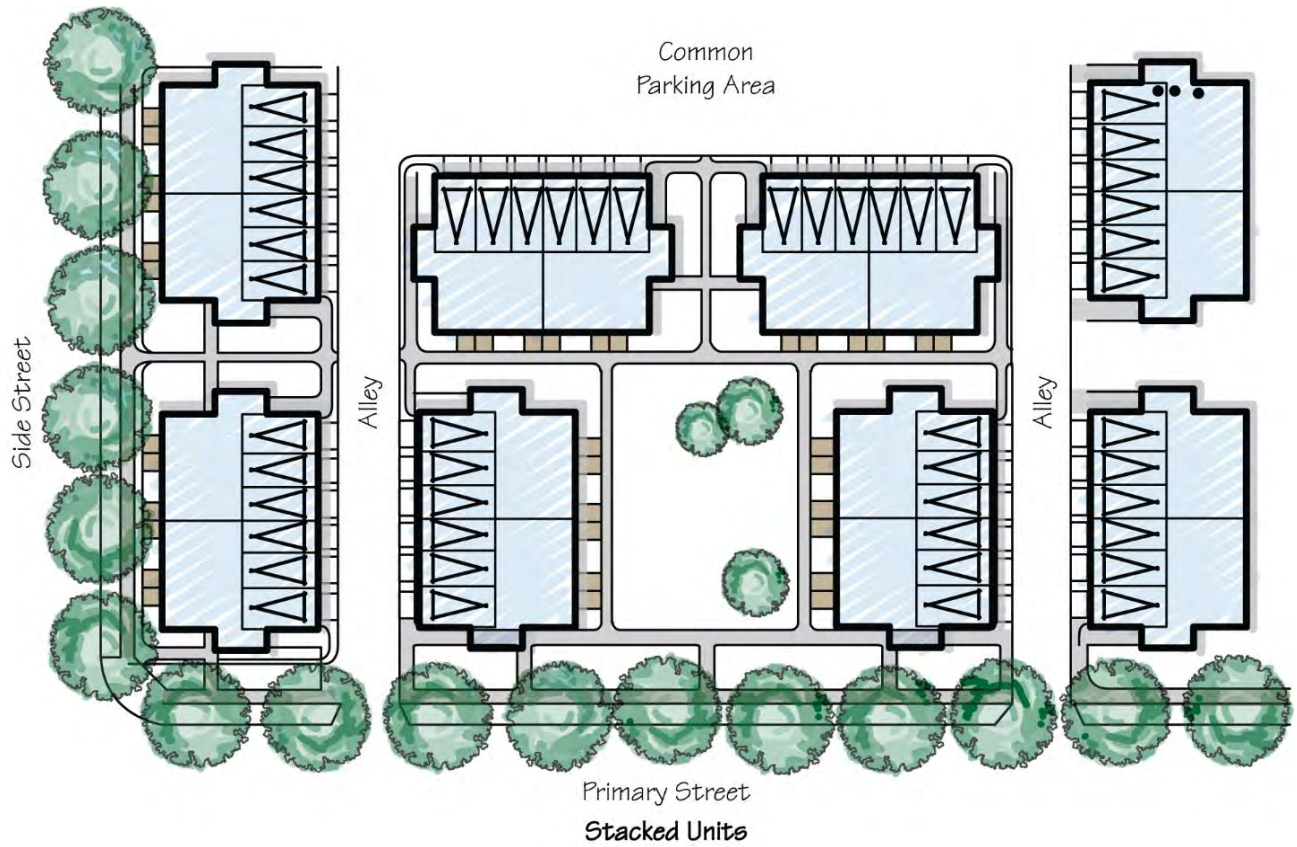
Lot Area & Coverage

Vary, to be established as part of subdivision map and/or project review. Maximum coverage is determined as a function of lot size, setbacks and usable open space.

Stacked Dwellings:

Stacked dwellings consist of a building or complex of buildings each containing multiple attached dwellings (above and below). This building type includes apartments, condominiums, stacked multiplexes (duplexes, triplexes, fourplexes), and villas.





Carriage House/Accessory Dwelling Units

Dwelling Size

Dwelling size shall be consistent with State Law for Carriage House (i.e. Accessory Dwelling Units).

Side & Alley Setback

Setbacks shall be consistent with State Law.

Main Entry

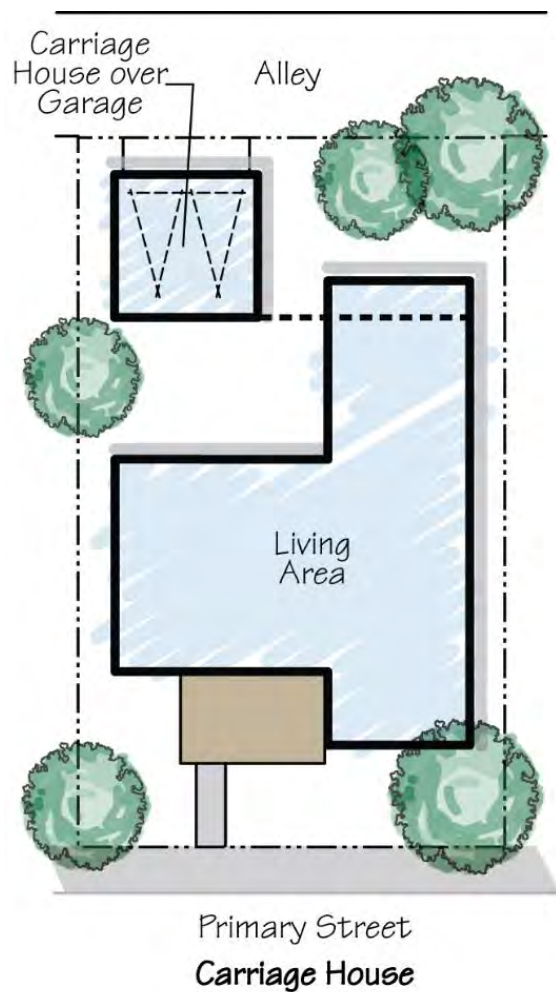
Separate from entrance to primary unit, or as required by State Law

Parking

Parking requirements shall be in accordance with State Law.

Carriage House:

A dwelling unit, home office or similar space on top of a garage. May serve as a second unit/accessory dwelling unit. In the SPSP, a carriage house is permitted above both alley and front-loaded garages in combination with single family



3.3.4 Design Expectations

Oakdale has adopted citywide Design Expectations for single family and multiple family residential developments. These Design Expectations are based upon the Ahwahnee Principles Toward More Livable Communities and advance the City's adopted Specific Plan Design Principles. The citywide Design Expectations are comprehensive, providing specific guidance for residential site planning, building placement, and architecture. Also included is a self-certification checklist to be submitted for review with each development application.



The City's residential Design Expectations are applicable to all development within the Residential Neighborhood zone district, along with the additional Design Expectations specified in this section. All Design Expectations are to be applied with flexibility recognizing that there are several design solutions that can achieve desired intent, and to allow development to respond to site constraints and evolving market opportunities. While the Design Expectations are advisory, and flexibility is integral, proposed development shall generally be consistent with the overall intent.

City of Oakdale Residential Design Expectations

The citywide Single Family and Multiple Family Residential Design Expectations address a comprehensive range of design principles, rationale, and applications, including:

Site Planning/Development Pattern

- Variation in lot depths and widths
- Street widths, block lengths, interconnectivity and traffic calming
- Relationships to adjoining development
- Lighting and security
- Perimeter walls and entries
- Pedestrian & bicycle circulation
- Orientation to parks and open space areas
- On-site amenities and landscaping
- Streetscapes
- Natural resources & sustainability

Building Placement & Orientation

- Variation in building setbacks and massing
- Garage and parking orientations and treatments
- Entry walks and driveways
- Porches, entries and courts

Building Design & Architecture

- Architectural treatments and embellishments
- Building materials and finishes
- Window placement and detailing
- Roof designs, forms and materials
- Chimneys and vents
- Infill development

Neighborhood Design Concept

Residential neighborhoods are to have an urban form and development pattern that integrates the principles of traditional neighborhood design, with modern home-building technologies and market preferences.

- RN-1. Promote high quality, innovative and imaginative neighborhood designs that borrow from the best of Oakdale's older residential neighborhoods.
- RN-2. Integrate a diversity of lot sizes, setbacks and building types to provide for a wide range of housing opportunities.
- RN-3. Incorporate a grid or modified grid pattern of streets, with multi-directional connectivity and walkable block lengths that extend from and connect to the City's existing street system.
- RN-4. Provide lotting patterns and densities that complement adjacent established neighborhoods.
- RN-5. Ensure that the design of street edges can accommodate large-canopy trees to shade paved areas, reduce heat island effects, and create intimate outdoor spaces that are comfortably scaled for pedestrian walkability.
- RN-6. Emphasize the physical relationship between homes and the street to ensure that houses properly frame the public realm and further define and activate the streetscape edge.
- RN-7. Ensure that homes front on all roadways where traffic volumes permit, including Orsi Road and the Signature Streets.
- RN-8. Provide varying architectural amenities such as alternating roof designs, building elevations, one and two story units, wall articulation, materials and textures, and garage placements to enhance visual interest.
- RN-9. Incorporate unique "signature" streets with enhanced landscaping and pedestrian facilities to help define neighborhood identity and create strong linkages to the Neighborhood Parks (see Section 3.5).
- RN-10. Provide multiple connection points to adjacent multi-use paths and other pedestrian and bicycle facilities.



- RN-11. Mitigate the conversion of Prime Farmlands, Farmlands of Statewide Importance, and Unique Farmlands to residential uses through compliance with the SPSP agricultural land mitigation program (See Section 3.7.5).
- RN-12. Incorporate building orientations, designs, materials, and landscaping that minimize consumption of non-renewable resources.
- RN-13. **Apply appropriate greenhouse gas reduction measures as specified in the City's Climate Action Plan** (See Section 3.7.7), as well as applicable SPSP EIR mitigation (See Section 3.7.8 and Appendix A).
- RN-14. Require new residential development to incorporate solar energy or other renewable energy systems and offer optional features that would allow for increased energy efficiency in homes (e.g., electric vehicle plugs, zoned heating and cooling, automated lighting and heating/cooling systems).
- RN-15. Incorporate cost-effective **"green" building design measures and Tier 1 CalGREEN standards.** Optimize natural climate control and solar heat gain, use of natural light, opportunities for renewable energy production, incorporation of less hazardous/recycled building materials, and similar. Expedite approval for projects that incorporate such elements.
- RN-16. Incorporate native and adaptive drought tolerant plants as well as efficient **irrigation systems and practices to conserve water consistent with the City's Water Efficient Landscape Requirements** (Oakdale Zoning Code Sections 36-24.10 through 36-24.29).
- RN-17. Incorporate previous **"paved" surfaces, vegetative ground cover, and natural bio-swales** where possible to increase filtration and reduce run-off.
- RN-18. Apply the citywide Single Family and Multiple Family Residential Design Expectations.

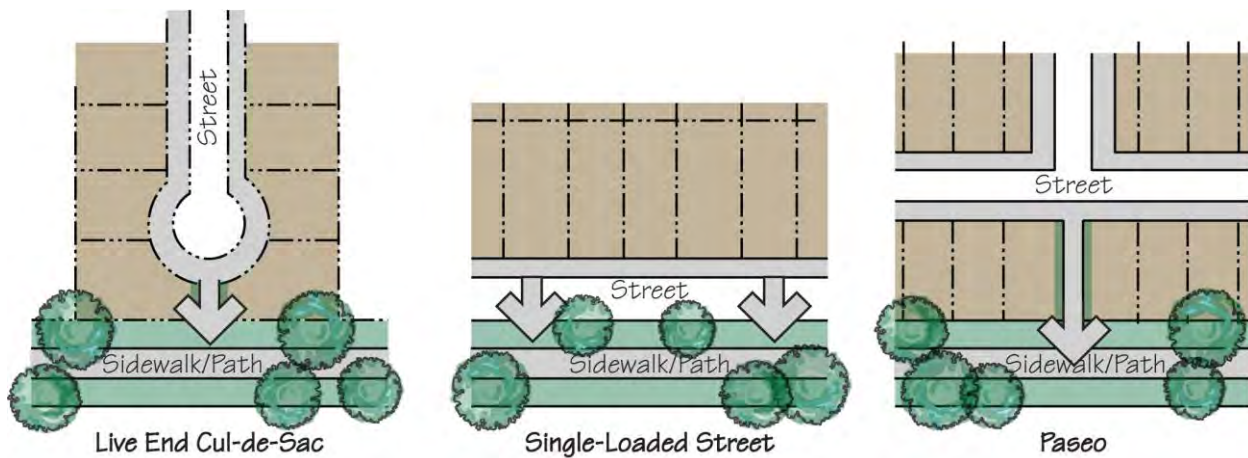
3.3.5 Parcel Specific Considerations

Specific design considerations have been applied to parcels within the Residential Neighborhood zone district based upon adjacency to certain uses, key features and other factors. Application of the parcel specific design considerations is conceptually illustrated on Figure 3-3.

- RN-19. Minimize Driveway Cuts
Parcels VLDR-2, VLDR-3, LDR-1, LDR-2 MDR-1, MDR-2 & HDR-1
 Orient units to back Orsi Road and the Signature streets, utilizing alley loaded garages, shared driveways, and other configurations that minimize driveway cuts along these streets.
- RN-20. Front Units Along Parks
Parcels LDR-1, LDR-2, MDR-1, MDR-2
 Provide single-loaded streets along the edge of neighborhood parks, with dwellings fronting toward park sites to maximize visibility. While site topography might limit the ability to front a street or dwellings on to Park P-1 from Parcel MDR-1, pedestrian access between the park and this parcel should be provided.

RN-21. Back Units Along Arterials and Railroad
Parcels LDR-2, MDR-1, MDR-2

Back dwellings to Orsi Road, South Stearns Road, and Sierra Road (along with the parallel Sierra Railroad line) and provide masonry soundwalls. Prepare site specific noise analyses to determine appropriate wall heights and other noise attenuation measures (if required). All soundwalls are required to be constructed consistent with Section 3.7.1. Provide regular pedestrian/bicycle connection points from residential neighborhoods to the adjacent landscape corridors/ pathways. Such connection points should occur on an average of every 400 linear feet, and may be accomplished through live-end cul-de-sacs, paseos, or street crossings.



RN-22. Infill Development
Parcel VLDR-1

Develop vacant lots and other improvements on Parcel VLDR-1 to be consistent with the character of existing development on this parcel.

RN-23. Larger Lots
Parcel VLDR-2

Incorporate larger lots to allow for grading/natural slopes between homes reflective of site topography.

RN-24. OID Easement Relocations
Parcels VLDR-2, MDR-1 & MDR-2

Coordinate with OID on the relocation of the existing West Pump Pipeline and a portion of the Adams Pipeline #1. Easements will be required behind portions of the Stearns Road, Sierra Road and Orsi Road landscape corridors (adjacent to Parcels LDR-5, LDR-6, and MDR-3) to accommodate relocation of these pipelines. Subject to OID approval, the easements (or portions thereof) may be permitted to overlap with the roadside landscape corridor and/or adjacent development. See Chapter 4, Utilities and Services for additional details.



RN-25. PG&E Easement
Parcel VLDR-3

To the extent feasible, provide single-loaded streets and other connection points along the PG&E overhead transmission line easement, allowing the opportunity to potentially use the easement as an internal open space/trail amenity.



RN-26. Adams Creek
Parcels OS, VLDR-1, VLDR-3, LDR-1, and MDR-2

Relocate Adams Creek to an underground drainage pipe, where feasible, within the roadway system connecting to the existing pipeline west of the SPSP area. Where Adams Creek and the associated seasonal wetland has been identified, maintain a 200-foot buffer on each side of Adams Creek as land to be avoided and set aside as open space. Where seasonal wetlands cannot be avoided, permits from the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and the Regional Water Quality Control Board shall be required prior to development.



RN-27. Urban-Rural Edge
Parcel HDR-1

Provide a fence and dense landscaping (hedgerow) at the edge of residential uses adjacent to agricultural properties to enhance screening and separation between uses.



RN-28. Secondary Access
Parcel VLDR-4

Explore opportunities to provide secondary vehicular access between Parcels VLDR-4 and Flex/GC-1.

RN-29. Plateau Views
Parcel MDR-1

Incorporate lotting orientations, street patterns, open fencing, and other elements along the southern portion of Parcel MDR-4 to take advantage of local views to the south and southwest from the plateau.

RN-30. Blue Elderberry Shrubs
Parcel VLDR-3

Elderberry shrubs have been identified along the Adams Creek corridor, adjacent and within the vicinity of where Adams Creek intersects with Orsi Road. The Blue Elderberry Shrubs shall be avoided, if possible. If avoidance is not feasible, compensatory mitigation is recommended. Consultation with the applicable Federal and State Agencies shall be required in cases where avoidance is not feasible.

RN-31 Oakdale Municipal Airport

All Parcels

Prior to the approval of any tentative or final map within the SPSP area, the following disclosure is required to be included on any tentative or final map: "This property is presently located within the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and **determine whether they are acceptable to you.**"

RN-32 Oakdale Municipal Airport

Parcels VLDR-3, LDR-1, LDR-2, MDR-2, P-2, and P-3

The real estate disclosure noted in RN-31 shall be provided. In addition, prior to any discretionary approvals, the Project Proponent shall notify the FAA of any proposed construction or alteration having a height greater than an imaginary surface extending 50-feet outward and 1-foot upward (slope of 50:1) for a distance of 10,000 feet from the nearest point of any runway located at the Oakdale Municipal Airport. In addition, for parcels located within Safety Zone 6, as defined in the Stanislaus County ALUC Land Use Commission Plan, communication facilities are not permitted.

SECTION 3.4

Mixed Use Corridor District

3.4.1 Zone Description

The Mixed-Use Corridor zone district (MU/SP) supports a mix of non-residential and potential higher density residential building types accommodating a variety of retail, service, office, higher education, residential and compatible uses. Corridor uses are to be conveniently accessible to pedestrians, drive-by-traffic, and transit, providing for the needs of nearby residents as well as regional users. The intent is to create an attractive, cohesive, and vibrant corridor that enhances Oakdale's character, market competitiveness, and fiscal base.

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3.4.1	Zone Description
3.4.2	Development Standards
3.4.3	Building Type Examples
3.4.4	Design Expectations
3.4.5	Parcel Specific Considerations

3.4.2 Development Standards

The Development Standards apply to all development within the Mixed-Use Corridor zone district irrespective of use or building type. The exception is if a parcel is proposed solely for development with residential uses. In such case, the street frontage setbacks specified by the Mixed-Use Corridor Development Standards shall apply, and all other standards shall revert to the Residential Neighborhood requirements. Alternative development standards may be approved in accordance with Section 5, Implementation, providing added flexibility to respond to individual projects and development forms.

Mixed Use Corridor District (MU/SP)

Lot Size

Lot area/width/depth¹ Variable

Setbacks

Street Frontage

Highway 120/East F Street ²	25 ft. minimum
South Stearns Road ²	25 ft. minimum
Non-Residential Collector ^{3,4}	0 ft. minimum
Other roadways ^{3,5}	20 ft. minimum

Garage door facing street³ 20 ft. minimum

Garage door facing alley/internal drive⁶ 4 ft. minimum

Side or rear¹ Variable

Non-residential adjacent to residential⁷

Building height 35 ft. or less	25 ft. minimum
Building height more than 35 ft.	50 ft. minimum

Allowed Encroachments

Porches, stoops, entry courts, balconies, public plazas, outdoor seating areas and similar May encroach into any required frontage setback a maximum of 5 feet

Architectural features such as cornices, eaves, awnings, fireplaces, bay windows and similar May encroach into any required setback a maximum of 2 feet

Building Height

Height/stories 45 ft. maximum⁸

Parking

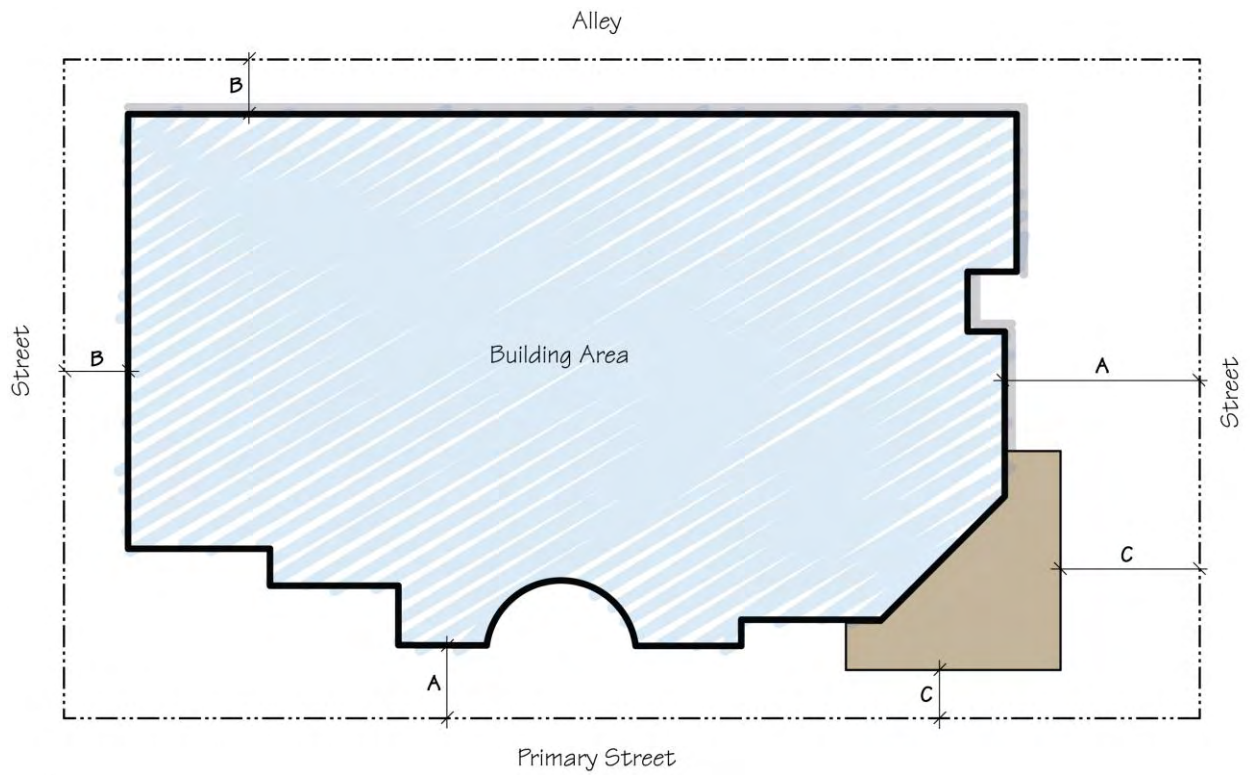
Number of spaces as specified by Section 3.7 and the Oakdale Zoning Code. Required parking to be located outside of setback areas. Residential uses, and residential components of mixed-use projects, may apply tandem or other approved configurations to meet parking requirements.

Building Type Examples

Include Single Family Detached, Side-by-Side, Motor Court, Bungalow Court, Townhouse/ Row House, Stacked Dwellings, Carriage House, Live/Work, Non-residential Building/Complex, Mixed Use, and other compatible building types (see Section 3.4.3).

Notes:

- 1 To be established through subdivision/project review based upon proposed building types.
- 2 Measured from back of curb.
- 3 Measured from back of sidewalk.
- 4 Where adjacent buildings are approved that do not orient and front onto sidewalk, a minimum 20-foot landscape corridor shall be provided measured from back of curb.
- 5 Assumes attached sidewalk. Where detached sidewalk used, setback from back of sidewalk to be reduced by width of greenway strip.
- 6 Measured from edge of alley or internal drive.
- 7 Adjacent to existing residential. See Section 3.4.5 for additional detail.
- 8 Chimneys, vents and other architectural or mechanical elements may project above the maximum height limit.



- A. Street Frontage Setback
- B. Side/Rear Setback
- C. Frontage Setback - Allowed Encroachment

3.4.3 Building Type Examples

This section identifies examples and guidance specific to the form and character of individual building types anticipated to be developed in the Mixed-Use Corridor zone district. These building types are to be used in combination with the Mixed-Use Corridor Development Standards and Design Expectations. The intent is to encourage diversity within the context of the base Development Standards.

The following building types are addressed in this section:

- Live/Work
- Non-Residential Building/Complex
- Mixed Use

In addition, all of the building types addressed in the Residential Neighborhood district may also be developed within the Mixed-Use Corridor zone district, including:

- Single Family Detached
- Side-by-Side
- Motor Court
- Bungalow Court
- Townhouse/Row House
- Stacked Dwellings
- Carriage House

The building types identified are not intended to be all encompassing, but rather an example of what may be built. The development market is fluid, with constantly evolving residential, non-residential and mixed-use building types that challenge conventional zoning regulations. It is anticipated that other compatible building types will be proposed and considered within the Mixed-Use Corridor zone district.

Live/Work

Building Standards

Comply with same building standards as adjacent building types.

Workspace Area

Workspace to comprise no more than 50% of total dwelling square footage.

Parking

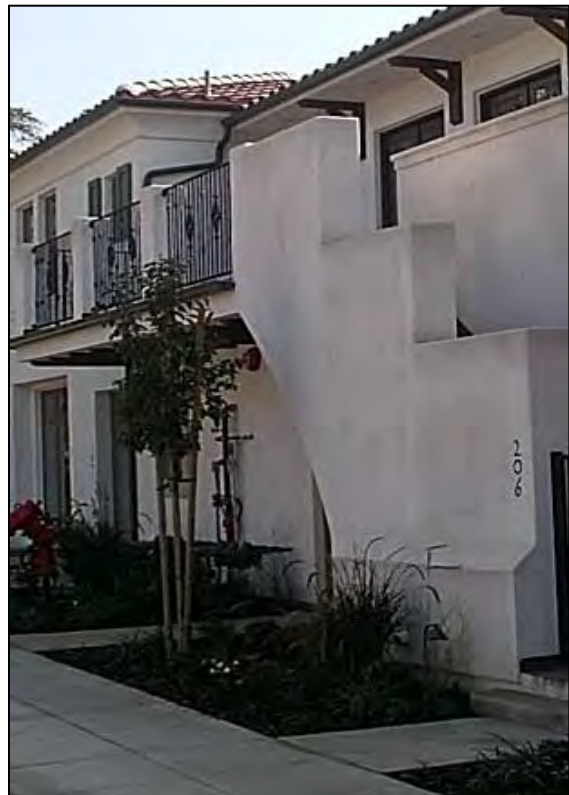
Where customer or employee interaction is permitted, live/work units should be located within close proximity of the required off-street parking. See Sections 3.4.2 and 3.7 for additional requirements.

Entries

May provide combined or separate residential and workspace entries.

Live/ Work:

A detached or attached dwelling with integrated residential and workspaces.



Non-Residential Building/Complex

Setbacks

See *Mixed Use Corridor Development Standards*.

Main Entry

Main pedestrian entry oriented toward street frontage or an internal walk, plaza or green (landscaped) space.

Pedestrian Access

Physically separate pedestrian and vehicular access (see Section 3.4.4 for additional detail).

Plazas & Public Spaces

Pedestrian plazas, seating areas, and other public spaces to be incorporated (see Section 3.4.4 for additional detail).

Street Frontage

Buildings (main buildings and pad buildings) to be located along and oriented towards adjacent street frontages to extent feasible. Buildings along street frontages include windows on elevations facing streets to maximize transparency.

Major Retail Development

To comply with City's Major Retail Development Standards (Section 36-23.35 Oakdale Zoning Code) as may be amended.

Drive Thru Standards

Minimum drive through stacking distance of 8 cars or 160 feet for all food, beverage and financial related uses. Required stacking distance for other uses as determined by City, but typically no less than 4 cars or 80 feet. Stacking lanes are located to not overflow onto public streets or major internal aisle. Window and menu boards to be located a minimum of 300 feet from residentially zoned properties, with drive through speakers/lighting to not be audible/visible from such properties. Hours of operation may be limited by the city when in proximity to residential uses.

Parking

To be provided in shared lots within close walking distance to buildings. See Sections 3.4.2 and 3.7 for additional requirements.

Parking Lot Shading

Minimum of 1 tree per 4 spaces of double row or single row parking. To use large canopy trees that produce low litter and are deep rooted. City may allow alternative tree spacing subject to approval of a shading plan prepared by a certified landscape architect or arborist (applying commonly accepted methodology), that 50 percent shading of paved parking surface (stalls, aisles & maneuvering areas) will be achieved based upon the canopy spread of trees within 15 years of planting.

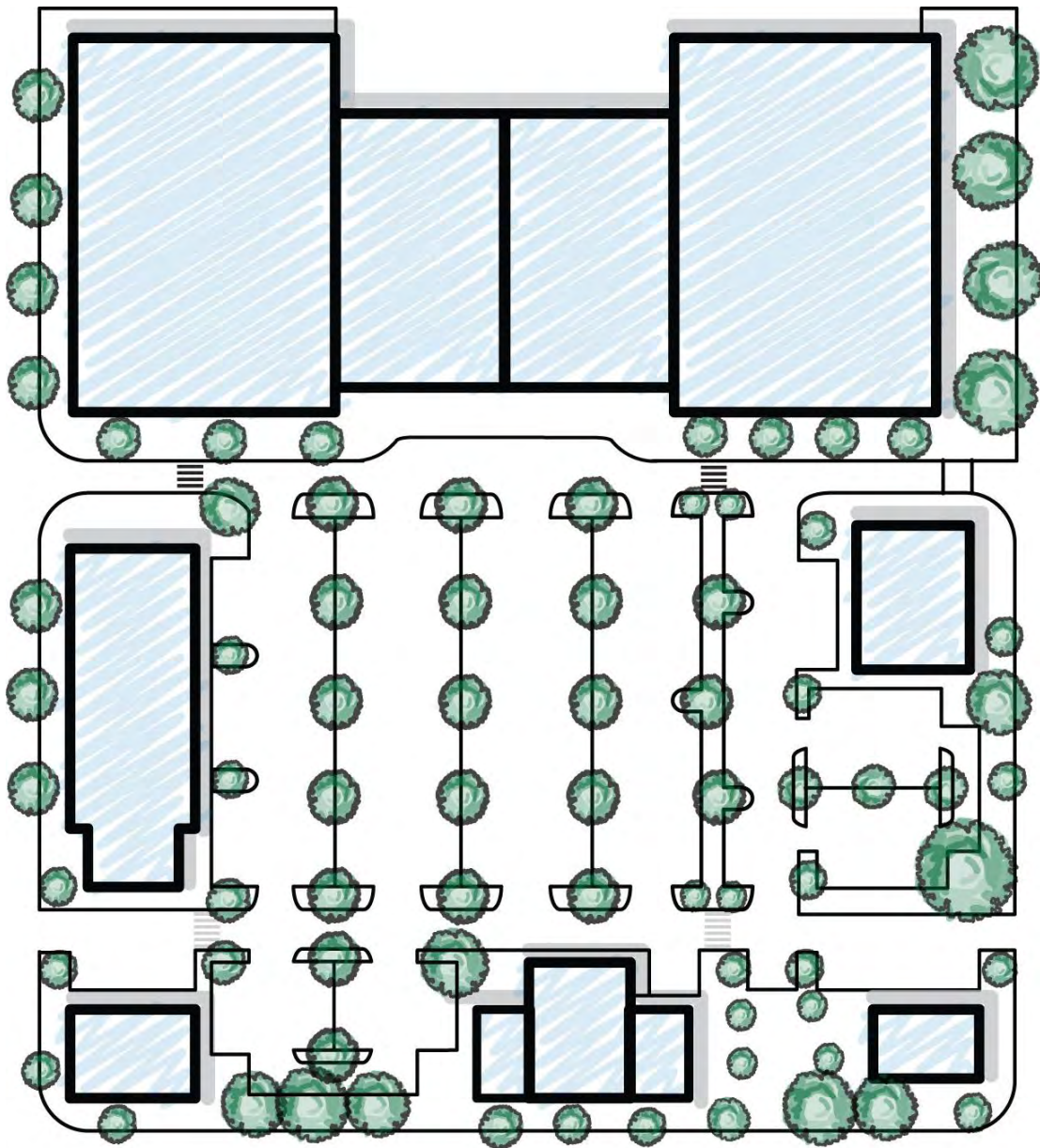
Lot Area & Coverage

No minimum lot area or maximum coverage requirements.

Non-Residential Building/Complex:

A broad range of small and large scale commercial buildings comprised of retail space, services, offices, higher education, and similar. In the SPSP, typically part of a center or complex. Required to incorporate pedestrian friendly designs to encourage users to walk and to more effectively integrate with surrounding neighborhoods and uses.





Primary Street
Non-Residential Building/Complex

Mixed Use

Integration

Vertical mixed use to contain ground floor retail and service uses, with residential and office uses on upper floors. Horizontal mixed use to provide residential and retail/service/office uses in separate buildings, but on same clearly defined project/site. Both mixed use configurations to incorporate shared facilities and interconnectivity between uses and adjacent properties.

Setback Between Adjacent Buildings

Minimum of 10 feet between buildings containing residential units (with the exception of common wall property line between attached units). No minimum setback between non-residential buildings.

Main Entry

Non-Residential components to face and have clearly visible entries from the street, shared plaza, or parking area. Residential components to face and have entries from the street or shared plaza. All uses to have convenient access to designated parking areas.

Street Frontage

Buildings (main buildings and pad buildings) to be located along and oriented towards adjacent street frontages to extent feasible. Buildings along street frontages to include windows on elevations facing streets to maximize transparency.

Useable Open Space

A minimum of 80 square feet of usable open space for each residential dwelling. Useable open space to consist of outdoor area conveniently located and accessible to dwellings(s) for recreation, leisure and/or landscape use.

Scale of Uses

Residential uses should be plotted in groups (typically 4 or more dwellings) to create a sense of community. Individual commercial uses not to exceed 15,000 square feet to ensure compatibility with residential uses.

Internal Compatibility

All permitted commercial and service uses to be conducted within an enclosed building, with exception of permitted outdoor seating and temporary retail. All uses to be designed to minimize potential noise, vibration and odor impacts on residential uses. Outdoor storage, drive thru, nightclubs, fuel stations, vehicle repair and similar uses typically not allowed within mixed use projects.

Lot Area & Coverage

No minimum lot area or maximum coverage requirements.

Mixed Use:

Integration of higher density residential dwellings and complimentary retail, service and office uses within a single project. May be integrated vertically or horizontally. Typically located in areas with a commercial character.

Supplements Other Standards:

Mixed use is more a function than a separate building type. Mixed use will typically occur within one of the other identified building types (most commonly, Non-residential Building/Complex). When mixed use is proposed, the standards in this section shall supplement those for the building type in which it is proposed.

3.4.4 Design Expectations

Oakdale has adopted citywide Design Expectations for single family residential, multiple family residential, and industrial development, but has not adopted similar Design Expectations for commercial or mixed-use development. As a result, the SPSP includes distinct Design Expectations for the Mixed-Use Corridor zone district. It is an overarching objective of these Design Expectations to create projects that yield a variety of business, retail, higher education, and housing opportunities. Projects are to be designed and developed in a coordinated manner that results in cohesive visual quality and functional interrelationships throughout the corridor.

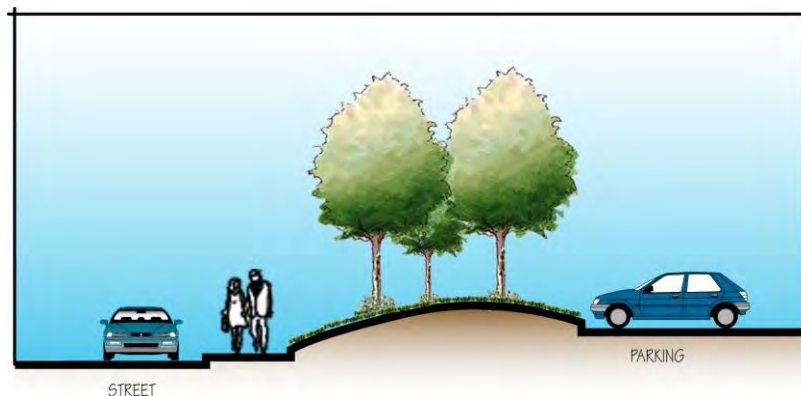
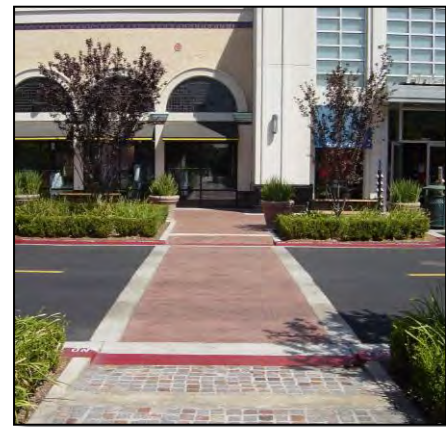
The Mixed-Use Corridor Design Expectations are to be applied with flexibility recognizing that there are several design solutions that can achieve desired intent, and to allow development to respond to site constraints and evolving market opportunities. Graphics, photos, and other imagery are included only to communicate concepts, and not to limit or dictate specific solutions. While the Design Expectations are advisory, and flexibility is integral, proposed development is to be consistent with the overall intent.

Should the City ultimately adopt citywide commercial and/or mixed-use Design Expectations, they may be applied to the SPSP area where they do not conflict with this section. In addition, if a parcel is proposed solely for development with residential uses within the Mixed-Use Corridor zone, the applicable provisions of the Residential Neighborhood Design Expectations are to be applied.

The Mixed-Use Corridor Design Expectations incorporate reduction measures that support the Oakdale Climate Action Plan as appropriate (see Section 3.7.7). Included are provisions that promote energy conserving designs, heat gain reduction, energy efficiency, shading of paved surfaces, renewable energy generation, smart growth, multimodal access, use of alternative energy vehicles, pedestrian and bicycle access and convenience, transit use, mixed use development, water efficient landscaping, and improved stormwater quality.

Site Planning & Circulation

- MU-1. Orient buildings to the East F Street, South Stearns Road, and Non-Residential Collector Street frontages where feasible, helping frame the public realm and create a more pedestrian-friendly street edge.
- MU-2. Provide a safe, continuous, and direct system of pedestrian routes, physically separate from vehicular access. Pedestrian routes to include strong linkages between buildings, through parking areas, and to adjacent uses, transit stops, and sidewalks along streets.
- MU-3. Incorporate courtyards, plazas, outdoor seating areas, outdoor display areas and similar to create spaces for pedestrian gathering.
- MU-4. Include unique paving, landscaping, shading/cover, signage, furniture, pedestrian scale lighting, fountains, artwork, and similar along and within pedestrian facilities.
- MU-5. Emphasize pedestrian crossings of vehicular routes with a change in grade, materials, textures and colors to improve visibility and safety.
- MU-6. Site buildings, parking lots, service areas, and other features to encourage convenient automobile, pedestrian, and bicycle connectivity to adjacent land uses.
- MU-7. Arrange buildings to allow view corridors into the interior of commercial centers from adjacent roadways, enhancing retailers' visibility to passing automobile traffic.
- MU-8. Locate parking areas on the interior of parcels when feasible, allowing buildings to front along adjacent streets. When adjacent to street, screen views of parking areas to extent feasible through berms, low screen walls, changes of elevation and/or landscaping.



MU-9. Reduce the visual dominance of asphalt and associated heat island effects by breaking large parking areas into smaller visual increments and incorporating landscaping and tree plantings to shade paved surfaces.

MU-10. Encourage shared/reciprocal access and parking between parcels to minimize curb cuts along public streets and to maximize the efficiency of parking areas.

MU-11. Use angled parking in larger parking lots that can accommodate one way drive aisles.

MU-12. Design internal vehicular circulation to promote safety, efficiency, and convenience. Provide adequate areas for maneuvering, stacking, customer loading and unloading, truck staging, and emergency access.

MU-13. Locate site ingress and egress points away from street corners to minimize stacking and cross access conflicts.

MU-14. Promote alternative transportation modes by incorporating bicycle parking facilities, preferred parking for energy efficient vehicles, charging stations, and transit facilities where service is present.

MU-15. Provide bicycle parking throughout projects in lighted, well-identified areas close to and with direct access to adjacent buildings. Bicycle racks to provide multiple locking points for the bike frame and both wheels.

MU-16. Orient non-residential buildings and associated facilities located adjacent to residential land uses in a manner that protects the privacy of residents in adjacent homes but **doesn't inhibit** connectivity between uses.

Orient repair service bays, drive thru lanes, pick-up windows and similar away from East F Street, South Stearns Road, and other roadways when feasible. When adjacent to the street, provide screening and architectural treatments to de-emphasize such elements.

MU-17. Incorporate pervious "paved" surfaces, vegetative ground cover, and natural bio-swales where possible to increase filtration and reduce run-off.

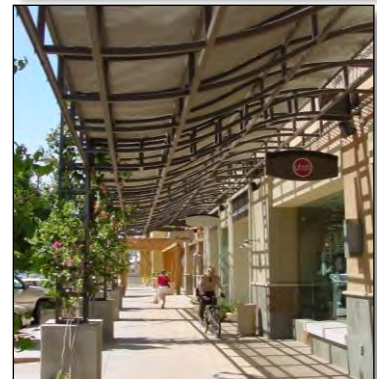
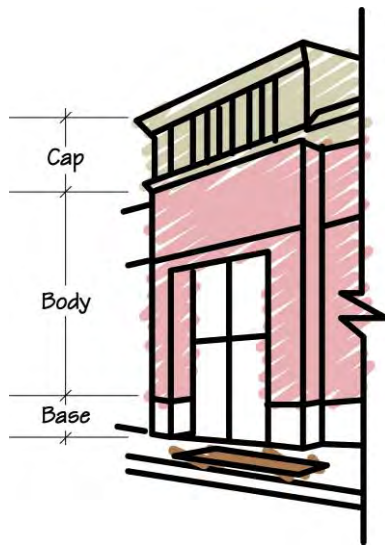
MU-18. Provide treatment control measures that capture and treat storm water runoff through settling, filtration, and/or biodegradation for all parking lots with one acre or more of impervious surface area.



- MU-19. Incorporate Crime Prevention Through Environmental Design best practices that consider building orientations, location of entrances and windows, parking lot designs, visibility of activity areas and similar to enhance natural surveillance.
- MU-20. Incorporate Crime Prevention Through Environmental Design best practices that consider building orientations, location of entrances and windows, parking lot designs, visibility of activity areas and similar to enhance natural surveillance.

Architectural Character & Form

- MU-21. Promote high quality, innovative, and imaginative building designs and architecture compatible with Oakdale's character. Borrow from the best of Downtown's architectural elements, building materials, and character.
- MU-22. Incorporate varied architectural enhancements, wall planes, rooflines, windows, doors and other elements on all building elevations facing streets or public spaces. Such elevations should have well defined and distinct base, body and cap segments.



- MU-23. Provide a level of trim and detail compatible with the primary facade on all elevations visible to the public or adjacent development, where feasible.

- MU-24. Emphasize main building entries through distinctive building forms, design elements, materials, and other features to allow easy identification from the street and parking lot.
- MU-25. Incorporate architectural detail, recessed windows, awnings, overhangs, and landscaping along pedestrian areas on primary elevations to soften the edge of buildings and enhance human scale. Use clear, transparent glass on ground floor elevations of retail/commercial projects, where feasible.
- MU-26. Coordinate building design, architecture, landscaping, sign programs and similar elements within defined centers/complexes to create a unified and harmonious approach.
- MU-27. Integrate taller massing elements, unique architectural detail, special window displays/treatments, or other architectural focal points at prominent building locations on primary elevations such as entrances, plazas, and building corners.
- MU-28. Cluster buildings incorporating architectural focal points, pedestrian plazas and other enhanced design features at the corners of Highway 20/East F Street and South Stearns Road to act as community/project gateways.
- MU-29. Discourage large expanses of blank/un-articulated walls or flat roofs. Incorporate techniques such as changes in wall planes, variations in roof form, columns, cornices, accents, different colors or textures of wall surfaces, recessed windows, landscaping and other elements to visually divide such areas into smaller elements to reduce overall mass and bulk.
- MU-30. Incorporate a natural-appearing palette of durable and low maintenance exterior finish materials appropriate to Oakdale, such as brick, stone, wood, plaster or stucco.
- MU-31. Minimize the visibility of roof-top minor appurtenances, such as vents and flashing, by locating them away from public view and painting to match roof colors.
- MU-32. Design buildings to respond contextually to adjacent land uses through the use of height, scale, and architectural detailing.



- MU-33. Incorporate cost-effective “green” building design measures and Tier 1 CalGREEN standards. Optimize natural climate control and solar heat gain, use of natural light, opportunities for renewable energy production, incorporation of less hazardous/recycled building materials, and similar. Expedite approval for projects that incorporate such elements.

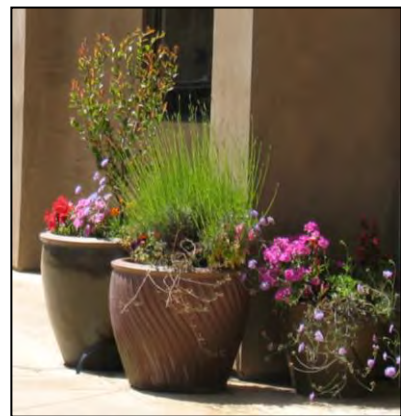
Services & Equipment

- MU-34. Locate service, loading and similar functions behind or along the sides of buildings and away from residential uses. Screen such areas from public view through a combination of building design, masonry walls, grade separations, dense landscaping and/or other elements integral to the building design.
- MU-35. Locate trash enclosures in low profile locations away from streets, pedestrian traffic and activity areas, project and building entries, and residential uses. Enclosures to include solid six-foot-high wall and gate that matches the style, color and materials of the adjacent building, and incorporate screening landscaping (minimum 3-foot-wide planter) on non-gate edges.
- MU-36. Locate mechanical equipment away from pedestrian traffic and activity areas, screened from public view from property lines through landscaping and/or screen walls. Roof mounted mechanical equipment, satellite dishes, antennas and similar to be screened from public view from property lines through roof wells, parapets, or other extended roof forms integral to the building design.
- MU-37. Shade mechanical equipment when feasible through tree plantings and other means to reduce air temperature intakes.
- MU-38. Place all new and existing utility lines below ground. All utility structures that cannot be mounted or installed below ground to be screened with landscaping, berming and/or walls.



Site Landscaping

- MU-39. Incorporate landscaping throughout projects to strengthen pedestrian scale, provide shade, add texture to walls and vertical surfaces, screen undesirable views, relieve large hard surface areas, and add to overall aesthetic quality.
- MU-40. Use layered landscaping designs, elevation changes and berms, a mix of deciduous and evergreen trees, plant materials that provide seasonal color, boulders and other techniques to create year around visual interest.
- MU-41. Incorporate flowering shrubs and trees as accents adjacent to pedestrian areas and to frame building and project entries.
- MU-42. Locate deciduous trees on the east, west and south sides of buildings where possible to help reduce cooling loads during summer months and permit solar gain during winter months.
- MU-43. Place trees to provide shading of walkways, public spaces, parking and other paved areas to enhance pedestrian comfort and reduce heat island effects.
- MU-44. Provide tree planters within or adjacent to paved areas large enough to allow for sufficient root space and healthy tree growth. Typical Inside of curb to inside of curb planter dimensions to be a minimum of 8 feet by 5 feet, or 40 square feet.
- MU-45. Protect landscaping from vehicular and pedestrian encroachment through raised planting surfaces, use of curbs, and other means.
- MU-46. Select plant species and varieties known to thrive in Oakdale's "Mediterranean" climate.
- MU-47. Incorporate native and adaptive drought tolerant plants as well as efficient irrigation systems and practices to conserve water consistent with the City's Water Efficient Landscape Requirements (Oakdale Zoning Code Sections 36-24.10 through 36-24.29)
- MU-48. Locate and design landscaping and walls to not create unsafe visual surveillance situations or create physical barriers for public safety responders.



- MU-49. Design fences and walls with attractive, durable materials in character with the adjacent buildings. Allow for pedestrian ingress and egress as appropriate.
- MU-50. Incorporate changes to wall planes, height, materials, and surface textures as well as the inclusion of cap treatments, columns, landscape massing, and similar to break walls and fences into segments to avoid monotony.

Lighting

- MU-51. Design and locate exterior lighting to minimize ambient light levels, while meeting public safety standards. Use lighting sources that emit white or near white light to enhance visibility and safety.
- MU-52. **Use full cutoff lighting fixtures, diffusers and other 'dark sky' and low glare technologies to reduce light pollution. Locate fixtures to avoid spillage and glare onto adjacent properties.**
- MU-53. Incorporate building mounted and freestanding lighting fixtures that complement and are integral to project architecture, design, materials and colors.
- MU-54. Provide pedestrian-scale lighting such as bollards and decorative pole lights (generally less than 10 feet in height) in outdoor areas such as pedestrian walkways and activity areas.
- MU-55. Incorporate accent lighting to reinforce and highlight architecture, building entries, art, and landscaping features.
- MU-56. Limit the height of pole mounted lighting to 25 feet from finished grade, with fixtures spaced to maximize efficiency.
- MU-57. Coordinate lighting fixture types and locations with landscape plans to minimize conflicts between mature landscaping and lighting.
- MU-58. Illuminate project addresses for easy identification by customers and emergency response personnel.
- MU-59. Use lighting sources, controllers and design practices that maximize energy efficiency.



Project Entries

- MU-60. Incorporate hardscape elements, such as low masonry walls or pilasters to enhance the sense of arrival at entries to commercial, office, higher education, and mixed-use projects. These features should either flank each side of the driveway or be located in a center median.
- MU-61. Clad hardscape elements with stone, plaster, or other natural materials, which are harmonious with the SPSP area's streetscape design theme and the architecture of adjacent buildings.
- MU-62. Incorporate landscape planters or medians with ample space for accent trees, shrubs, ornamental grasses, and groundcovers.
- MU-63. Apply Indirect lighting with concealed fixtures that provides a subtle lighting wash across hardscape and landscape elements during nighttime hours.
- MU-64. Incorporate project and tenant identification signage in a subtle manner, as permitted by the applicable master sign program (see Section 3.7.2). In general, entry signage should consist of monument signs with a maximum height of 15 feet, and a maximum sign area of 100 square feet (per side if double sided) excluding base and embellishments. One sign may be provided per entry, with a minimum distance of 300 feet between individual signs. All signs should be located within landscaped areas encompassing a minimum of 3 feet around the entire outside edge of the sign. Sign materials and colors should be compatible with the immediately surrounding buildings. Entry signs may identify the name of the center/complex, tenants and shall include the street address.



Grading

- MU-65. Integrate natural topography into site design to the extent feasible. Accentuate natural features, landforms, and views.
- MU-66. Transition grade changes through landscaped slope banks and/or terraced retaining walls (up to four feet in height) where possible.



3.4.5 Parcel Specific Considerations

The following design considerations have been applied to specific parcels within the Mixed-Use Corridor District. These parcel specific design considerations are conceptually illustrated on Figure 3-4.

MU-67. Mixed-Use Core

Parcels GC-1, GC-2, FLEX/GC-1, PSP-1, PSP-2, OFF-1 & OFF-2

Coordinate site planning with internal drive aisles and pedestrian paths that provide shared access points and cross-connectivity between all parcels. Architectural styles, building materials, landscaping, lighting and other elements are to be diverse yet complimentary

between parcels. While these parcels may develop independently, design should enable each to function as part of a larger mixed-use "complex".



MU-68. Tourism Support

Parcels GC-1, GC-2 & FLEX/GC-1

Organize site design, circulation and parking to conveniently accommodate tourist traffic, including queuing and parking of tourist buses in areas that will not impact aesthetics of the principal use. Encourage tourist related uses, including potential establishment of a travel plaza.



MU-69. OID Easement Relocation

Parcels GC-1 & FLEX/GC-1

Coordinate with OID on the relocation of the existing West Pump Pipeline. An easement will be required behind the Stearns Road landscape corridor adjacent to Parcels GC-1 and FLEX/GC-1 to accommodate relocation of this pipeline. Subject to OID approval, this easement (or portions thereof) may be permitted to overlap with the roadside landscape corridor and/or adjacent development. See Chapter 4, Utilities and Services, for additional detail.



MU-70. Flex Use

Parcel FLEX/GC-1

- If developed as commercial, office or mixed use, site plan design should enable the parcel(s) to function as part of the larger commercial core (see MU-67).
- If developed as residential, apply the residential Design Expectations, utilizing designs that minimize driveway cuts along South Stearns Road.
- Provide internal vehicles, pedestrian and bicycle connectivity to adjacent parcels.

MU-71. Non-Residential to Residential Edge

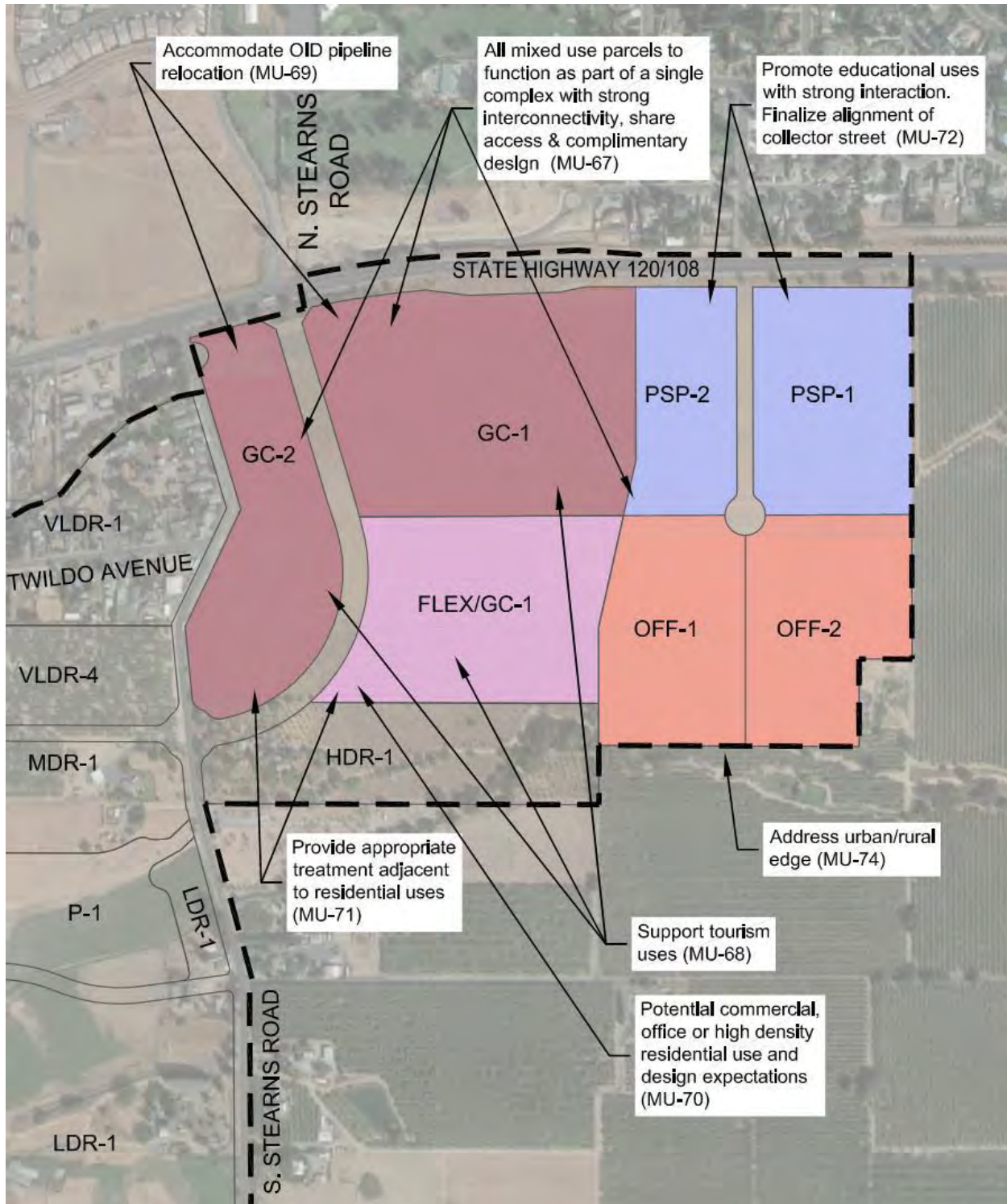
Parcels GC-2, FLEX GC-1, and OFF-1

Integrate adjacent non-residential and residential uses when appropriate, with strong interconnectivity and minimal barriers between uses. When separation is required or desired, apply the following:

- Incorporate building setbacks of 25 feet from residential property line for non-residential buildings 35 feet or less in height, and 50 feet for non-residential buildings more than 35 feet in height, consistent with the Mixed-Use Corridor Development Standards. Where separated by a road, setbacks may be reduced.
- Where the setback is applied, incorporate a 6- to 8-foot-high masonry wall along the property line (except at pedestrian, bicycle and vehicle cross access points).
- Accompany screen wall with dense landscaping within a minimum 10-foot-wide landscape planter on the non-residential side of the wall. Where separated by a road, an additional minimum 10-foot-wide landscape planter shall be located behind walk on the street side of the wall. Plant materials to be selected and located to maximize the opportunity to screen views of non-residential buildings. Consideration to be given to using the setback and landscape area for on-site storm water retention and treatment.



Figure 3-4: PARCEL SPECIFIC DESIGN CONSIDERATIONS



- Use lighting sources with shields located to avoid light spillage and glare onto adjacent residential properties.
- Locate loading docks, refuse enclosures, trash compactors, and other utility/maintenance facilities outside of the required setback area. Such facilities to be enclosed with masonry walls to minimize noise impacts on adjacent properties. Non-residential projects may be conditioned to limit delivery hours.



- Incorporate architectural enhancements, roof line variations, and other techniques to minimize the apparent massing of buildings.

adjacent to residential uses. Although the architectural treatment may be simplified and vary according to function, all elevations should have a compatible architectural design and application of materials, colors, and details.

MU-72. Educational Uses
Parcels PSP-1 & PSP-2

Orient and design potential educational uses to create a highly pedestrian oriented environment with strong linkages to promote physical and social interaction with adjacent Mixed Use Corridor parcels. Take advantage of the opportunity to mix uses and provide commercial services, housing and other uses that capitalize upon the adjacency of students and educational facilities. Finalize the precise location, alignment and improvement standards for the Non-Residential Collector Street in coordination with the potential future NCC interchange improvements along Highway 120/East F Street. This street may be converted to a private road/internal drive.



MU-73. Future NCC Phase
Parcel OFF-2

Allow development within the Future NCC Phase to proceed upon determination of a final NCC alignment consistent with SPSP phasing provisions (see Chapter 5, Implementation).

MU-74. Urban-Rural Edge
Parcels PSP-1, OFF-1 & OFF-2

Provide a fence and dense landscaping (hedgerow), at the edge of Mixed-Use Corridor district uses adjacent to agricultural properties to enhance separation between uses.

SECTION 3.5

Park & Open Space District

3.5.1 Zone Description

The Parks and Open Spaces zone district supports public parks, open space and other compatible uses within and along the edge of the other zone districts. Parks and open spaces are called out as a separate district to secure their strategic locations within the community. Parks and open spaces provide for passive and active recreational opportunities, as well as joint use detention basins. The intent is to create desirable, safe, highly visible, well linked and easily accessible spaces that contribute to community identity.

CONTENTS

- 3.5.1 Zone Description
- 3.5.2 Park Dedication Standards
- 3.5.3 Design Expectations
- 3.5.4 Park Concept Plans

3.5.2 Park Dedication Standards

Oakdale's General Plan requires that new development provide five acres of parkland for every 1,000 residents. The 890 dwelling units estimated at full buildout of the SPSP area generate a projected population of 2,456 residents based on an average household size of 2.76 residents. As a result, 12.28 credited acres of parkland are required in order to meet the General Plan standard. As noted in Section 3.1, Land Use Plan, the SPSP area includes Flex Use which has a secondary use of residential. Should development of Flex

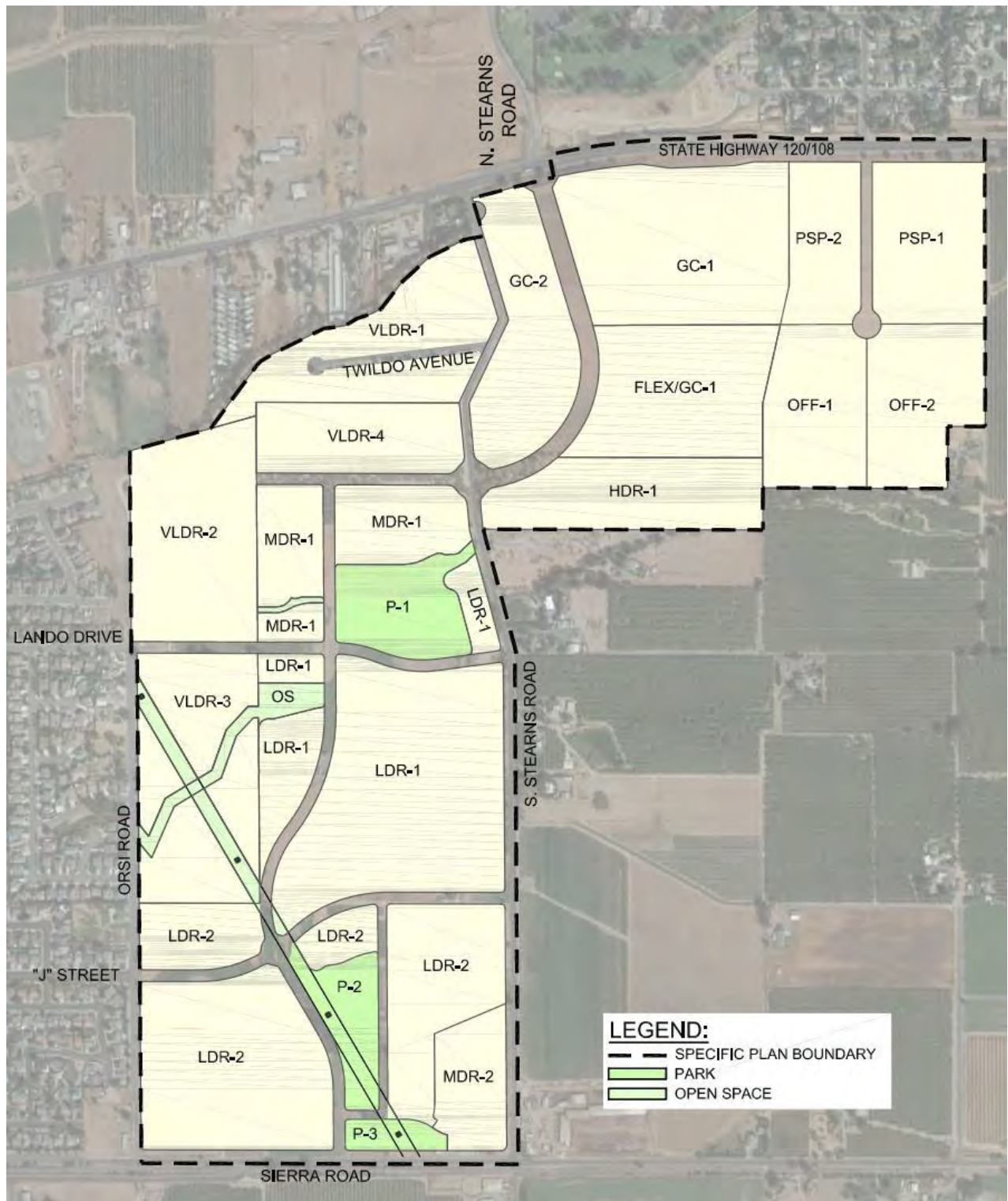
Use be approved that results in additional dwelling units within the SPSP area, mitigation of park impacts (additional parkland dedication, in-lieu fees, or other) is to be incorporated to retain the City's parkland standard. The parks and open space planned in the SPSP area are illustrated on Figure 3-5. A total of two developed parks are included, each sized at just over 6 acres. Each park is designed to address specific recreational and stormwater detention needs of the surrounding neighborhood. In addition, the Plan includes three small open space corridors, intended to accommodate existing overhead utility line easements along certain SPSP area roadways. These open space corridors generally run under the existing Pacific Gas and Electric (PG&E) overhead power lines, or along the Adams Creek Drainage. These areas are currently in private ownership, and will either remain in private ownership, with maintenance easements provided to the City of Oakdale for maintenance, or they will be dedicated to the City of Oakdale in fee ownership. The preferred method for ownership has not yet been determined. Development within this corridor and the associated park/trail system will be maintained by the City of Oakdale after the creation of a maintenance district, such as a Community Facilities District (CFD), Landscaping and Lighting District (LLD), or other appropriate mechanism to maintain the improvements in perpetuity. The design of the corridor improvements under the PG&E overhead lines is expected to be similar in design and scope to the current improvements under the PG&E overhead lines north of Highway 120 and on the eastern edge of the Burchell Hill development. Improvements along the Adams Creek Drainage have not yet been designed. The final improvement requirements and the type of maintenance district will be determined during the review of tentative maps, and any maintenance district will be in place prior to the recordation of a final map.

The City issues credit for parkland dedication at a ratio of 1:1, one acre of credit granted to each useable acre of park dedicated. While parks in the SPSP area are planned to include detention basins, it is anticipated these facilities will be available for recreational purposes (play fields) and full park dedication credit is provided. No parkland credit is given to the SPSP area's open space corridors, as these areas are limited to existing overhead utility line easements. In total, 14.02 of credited parkland are provided in the SPSP area, slightly exceeding the required General Plan Park land dedication standard of 12.28 acres (see Table 3-4 below).

Table 3-4: PARK DEDICATION & CREDITS

Parcel	Park Type	Acreage Provided	Credit Ratio	Credited Acreage
Park-1	Neighborhood	7.34 ac.	1:1	7.34 ac.
Park-2	Neighborhood	4.84 ac	1:1	4.84 ac.
Park-3	Neighborhood	1.84 ac	1:1	1.84 ac.
Total		14.02 ac.		14.02ac.

Figure 3-5: PARKS & OPEN SPACE PLAN



3.5.3 Design Expectations

The SPSP area's parks provide a variety of recreational opportunities for residents, serve as central gathering places for adjacent neighborhoods, and incorporate both passive and active recreational amenities. The following Design Expectations are to be applied with flexibility and at the discretion of the City.

- POS-1. Incorporate a range of recreational facilities to meet the needs of all age groups and abilities, and to promote the health and wellbeing of the community.
- POS-2. Create aesthetically pleasing and attractive parks that act as gathering places for residents and enhance overall neighborhood identity and character.
- POS-3. Maximize access to parks by providing direct pedestrian, bicycle and vehicle connections from adjacent neighborhoods.
- POS-4. Organize lots and buildings around parks to maximize visibility from surrounding uses. All parks sites should be bordered by roadways with homes fronting on to park space.
- POS-5. Incorporate Crime Prevention Through Environmental Design best practices to enhance natural surveillance.
- POS-6. Incorporate native and adaptive drought tolerant plants as well as efficient irrigation systems and practices to conserve water consistent with the City's Water Efficient Landscape Requirements.
- POS-7. Design park furnishings, equipment, landscaping and other elements to minimize maintenance requirements.
- POS-8. Provide lower-level pedestrian scale lighting along walkways and other pedestrian areas intended to be used at night.
- POS-9. Use energy efficient full cutoff lighting fixtures and practices to reduce light pollution and energy consumption. Locate fixtures to avoid spillage and glare onto adjacent residences.
- POS-10. Integrate informational signage to enhance wayfinding and educational opportunities.
- POS-11. Incorporate previous "paved" surfaces, vegetative ground cover, and natural bio-swales where possible to increase filtration and reduce/treat run-off.
- POS-12. Design dual-use detention basins within parks to maximize use for recreational purposes:
 - Basins to be fully landscaped with natural and varied contours.
 - Structures are to be incorporated to intercept silt before entering the basins.



- Basins to have a maximum depth of 5-feet, with gradual slopes of 5:1 for easy access and maintenance (final design parameters subject to City approval).
- Basins to be designed and configured to accommodate dry weather recreational facilities.
- Basins to be designed to be irrigated by Oakdale Irrigation District surface water with City of Oakdale water considered as a backup supply. Larger landscaped areas may also be considered for irrigation with Oakdale Irrigation District surface water, with the method of irrigation to be finally determined at the time of tentative map consideration.



3.5.4 Park Concept Plans

The following provides conceptual layouts for the SPSP area's parks. These plans are illustrative only, with final facilities and designs subject to subsequent City approval. All parks are proposed to be connected to Oakdale Irrigation District facilities, so surface water can be provided for park irrigation.

Park 1: Northern Neighborhood Park

At approximately 7.34 acres, the Northern Neighborhood Park is centrally located in relation to nearby neighborhoods. It is sited adjacent to, and along part of, a south-sloping hill, allowing the park's topography to include some local views to the south-southwest. Programming includes both active and passive recreational amenities, with play fields and open turf areas that serve dual-purpose for stormwater detention. Additional park amenities could include a small playground (ages 2-5), a larger playground (ages 5-12), a picnic pavilion, basketball or pickleball courts, seating areas and turf. Final park amenities will be refined at the time tentative maps are submitted and reviewed. The size of Park 1 is reflective of its key recreational function, as well as the extent of the detention basin required to serve the adjacent residential neighborhoods. Additional discussion on detention facilities is included in Chapter 4, Utilities and Services.

Figure 3-6: PARK-1 CONCEPT PLAN



Parks 2 and 3: Southern Neighborhood Park

At approximately 6.68 acres, the Southern Neighborhood Parks are within walking distance of surrounding residential neighborhoods. Each of these parks are partially encumbered by PG&E high-tension transmission lines within a 75-foot wide easement which limits some recreational opportunities. Open space associated with this easement extends to the north and south of the park as shown on Figure 3-7.

Similar to Park-1, programming includes both active and passive amenities, with play fields that serve dual-purpose for stormwater detention. Additional park amenities could include a small playground (ages 2-5), a larger playground (ages 5-12), a picnic pavilion, basketball or pickleball courts, seating areas, dog park areas for small and large dogs, and turf. Final park amenities will be refined at the time tentative maps are submitted and reviewed. Additional discussion on detention facilities is included in Chapter 4, Utilities and Services.

Figure 3-7: PARKS-2 and 3 CONCEPT PLAN



SECTION 3.6

Mobility & Streetscape Design

3.6.1 Mobility System

The SPSP area mobility system is designed to allow for the safe and convenient movement of automobiles, bicyclists, pedestrians and transit users. The SPSP area provides for an interconnected street pattern that expands upon adjacent roadways, dispersing traffic **efficiently in accordance with the City's level-of-service standard**. Roadways are augmented by a system of on-street and off-street pedestrian and bicycle facilities, as well as transit stops. The intent is to offer a wide variety of mobility choices that increase connectivity between land uses and promote alternatives to automobile travel.

CONTENTS

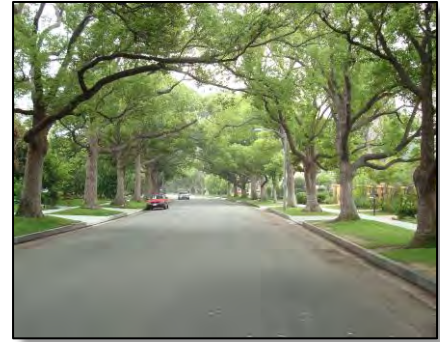
- 3.6.1 Mobility System
- 3.6.2 Street & Path Sections
- 3.6.3 Streetscape Design

Roadways

The SPSP establishes a network of roadways that are safe, functional, aesthetically pleasing, and contribute positively to overall community character and sense of place. Several existing roadways provide access to and will continue to act as key connection points to the SPSP area. These include Highway 120/East F Street, South Stearns Road, Sierra Road, Orsi Road, East J Street, and Lando Drive. Roadways in the SPSP area are to integrate the concept of

“Complete Streets”, promoting designs that comfortably provide for pedestrians, bicyclists, transit, and vehicles. The street right-of-way is to accommodate all users regardless of ability or mode of travel.

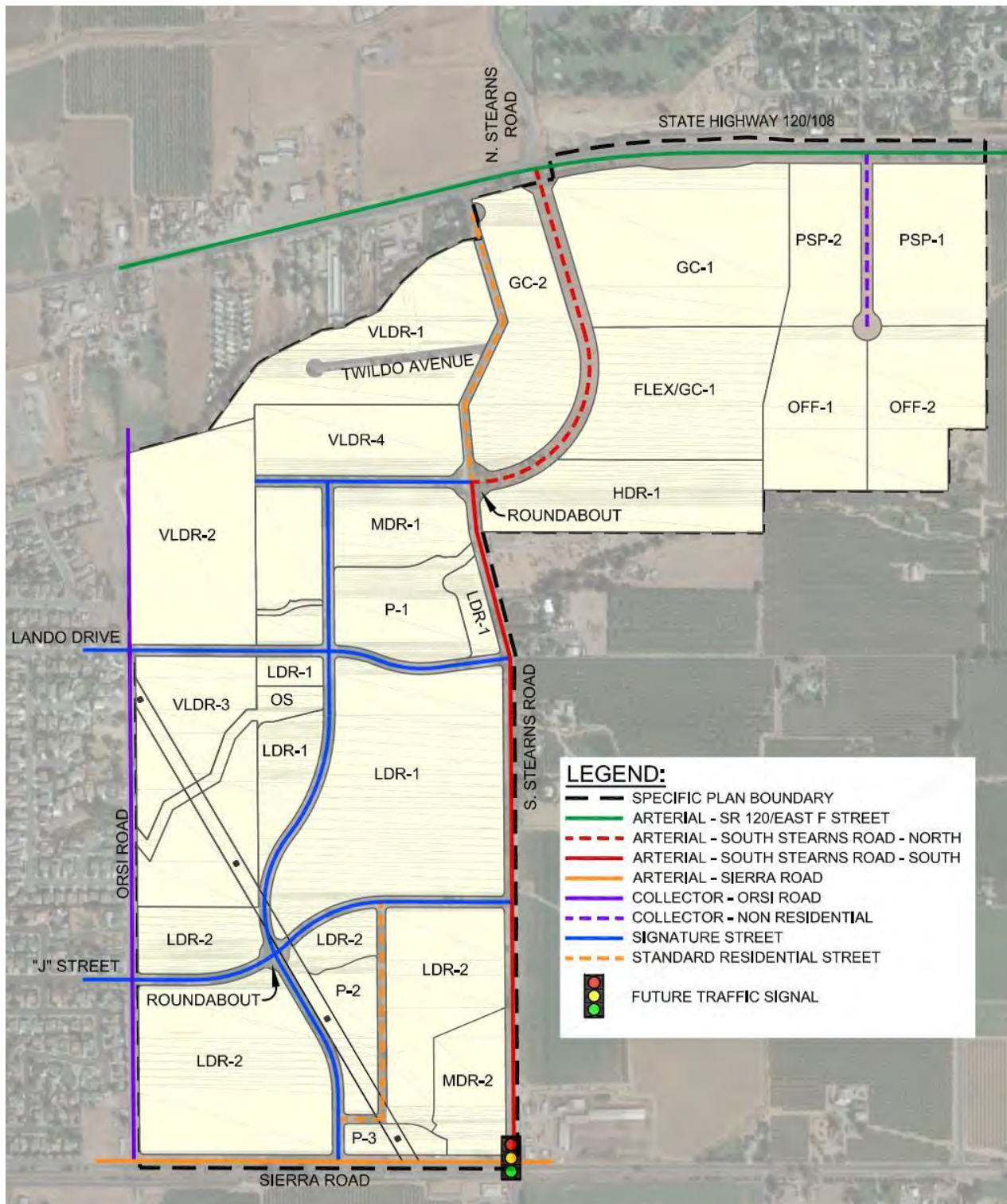
The SPSP roadway plan is illustrated on Figure 3-8. Adjustments to the street pattern, and the inclusion of additional roadway design sections (including private streets), may be approved by the city through subsequent review of individual development projects. In-tract roadway improvements will be defined through the subdivision map process. Future development proposals may be required by the city to prepare a site-specific traffic analysis to further address needed on-site and off-site facilities. All intersection improvements are to be constructed consistent with the project EIR or subsequent traffic/engineering analysis as approved by the city. Most notably, the intersection of State Route 108/Stearns Road shall be improved with the first phase of development within the SPSP area. Intersection traffic control could be by a traffic signal or roundabout. These improvements would also be concurrent to the realignment of S. Stearns Road.



A majority of the streets in the SPSP area and adjacent neighborhoods may accommodate neighborhood electric vehicles. A neighborhood electric vehicle (NEV) is an electric-powered four-wheel, low speed vehicle that allows residents to make local trips in a relatively economical manner without contributing to air quality impacts. Per the California Vehicle Code, NEV's may be driven on any roadway with a posted speed of 35 miles per hour or less and may cross roadways with a speed limit in excess of 35 miles per hour subject to certain restrictions. Consistent with the General Plan, specialized parking and charging stations are encouraged in SPSP area development projects.



Figure 3-8: SPSP ROADWAY SYSTEM



Bikeway & Pedestrian Network

The SPSP provides for the construction of a network of bikeways and pedestrian paths that is intended to create convenient opportunities for bicyclists and pedestrians to move easily within and through the SPSP area. As an alternative to the automobile, the network provides connectivity both within the SPSP area, as well as to existing and planned bikeways and pedestrian paths throughout the city. The SPSP builds upon the City's adopted Bicycle and Pedestrian Master Plan. The SPSP area bicycle and pedestrian network is illustrated in Figure 3-9.



The SPSP area's bikeway and pedestrian network utilizes a combination of Class I Bike Paths, Class II Bike Lanes, Class III Bike Routes, and sidewalks to create a comprehensive, non-auto mobility system.

- Class I Bike Paths – Provide a completely separate right-of-way designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized.
- Class II Bike Lanes – Provide a restricted right-of-way designated for the use of bicycles with a striped lane on a street or highway. Vehicle and pedestrian crossflow are permitted.
- Class III Bike Routes – Provide for a right-of-way designated by signs and/or pavement markings for shared use with pedestrians and motor vehicles. Typically designated on local, low-speed streets.

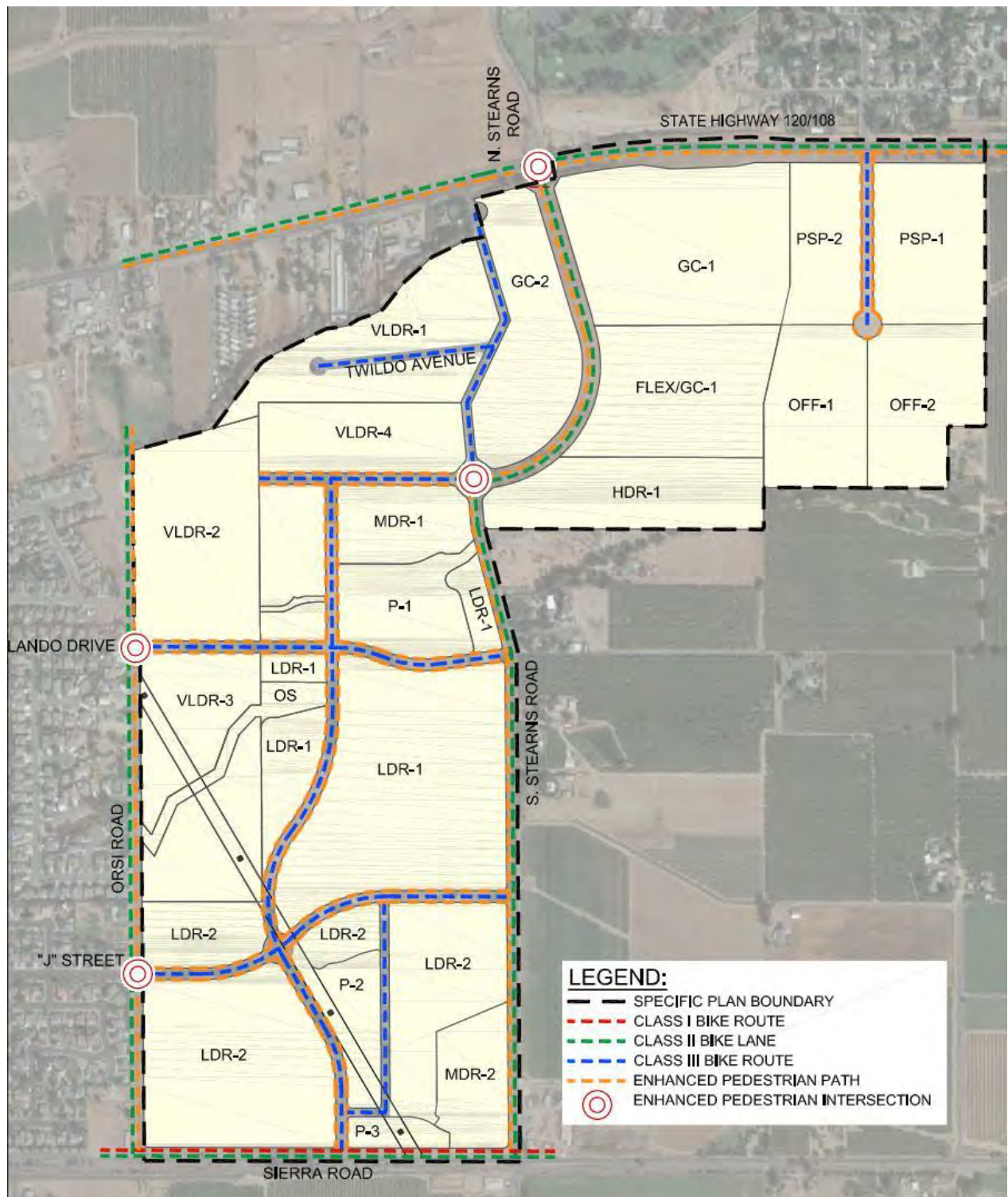
Sidewalks are included on all improved streets in the SPSP area (except alleys). Several key street segments are planned to have "enhanced" wider sidewalks separated from the street by a landscaped parkway to create a more comfortable corridor for pedestrian mobility.

Transit

The SPSP supports the development of bus turnouts and transit shelters along the Highway 120/East F Street corridor in proximity to commercial, office, and higher educational uses. As part of the review process for individual development projects, the city and project proponents will coordinate with local transit agencies on the need to provide or contribute to bus turnouts, pedestrian shelters, benches, and related facilities. All such facilities are to be provided consistent with applicable City and transit provider standards.



Figure 3-9: BICYCLE & PEDESTRIAN NETWORK



3.6.2 Street & Path Sections

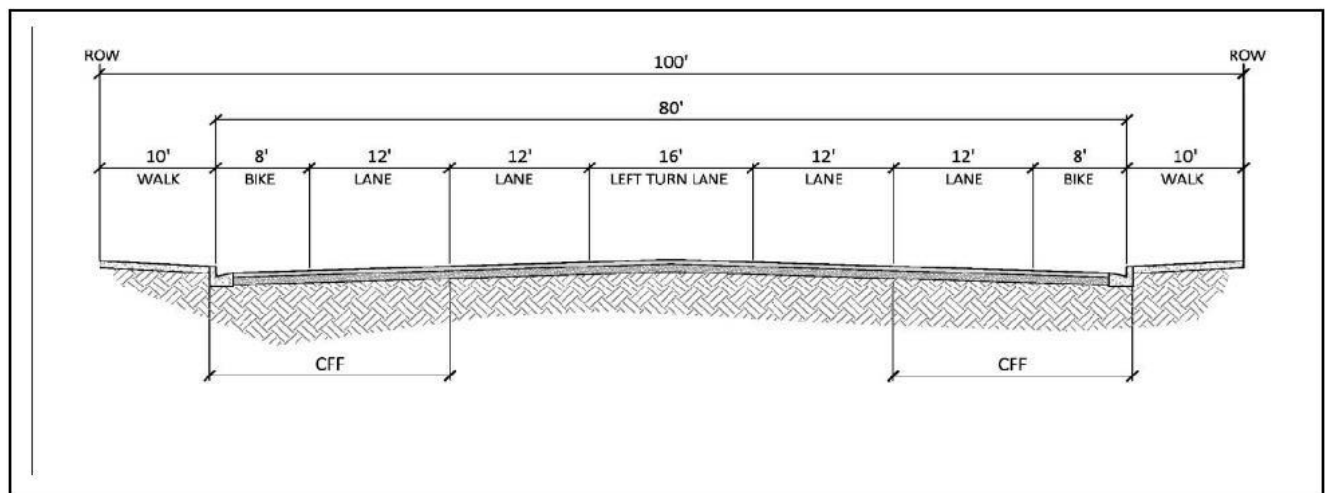
Highway 120/East F Street

Highway 120/East F Street functions as an existing and improved regional-serving 4-lane arterial. While no additional travel lanes are planned, both the SPSP and East F Street Corridor Specific Plan to the north anticipate that the roadway median will be landscaped and turn pockets provided. In addition, intersection control will be provided at South Stearns Road by way of a traffic signal or roundabout, with the potential for further signalization elsewhere along the Mixed-Use Corridor. Based upon financial and other considerations, the City may choose to adjust the street section or defer some improvements.

Street Standards:

Functional Classification	Arterial
Number of lanes	4 lanes
Right-of-Way Width	100 feet
Curb-to-Curb Width	80 feet
Median	16 feet
Bike Lane	8 feet – Class II
On-Street Parking	None
Sidewalk/Path	10 feet
Landscape Corridor	25 feet (within SPSP area)

Figure 3-10: HIGHWAY 120/EAST F STREET



South Stearns Road – Northern Entry

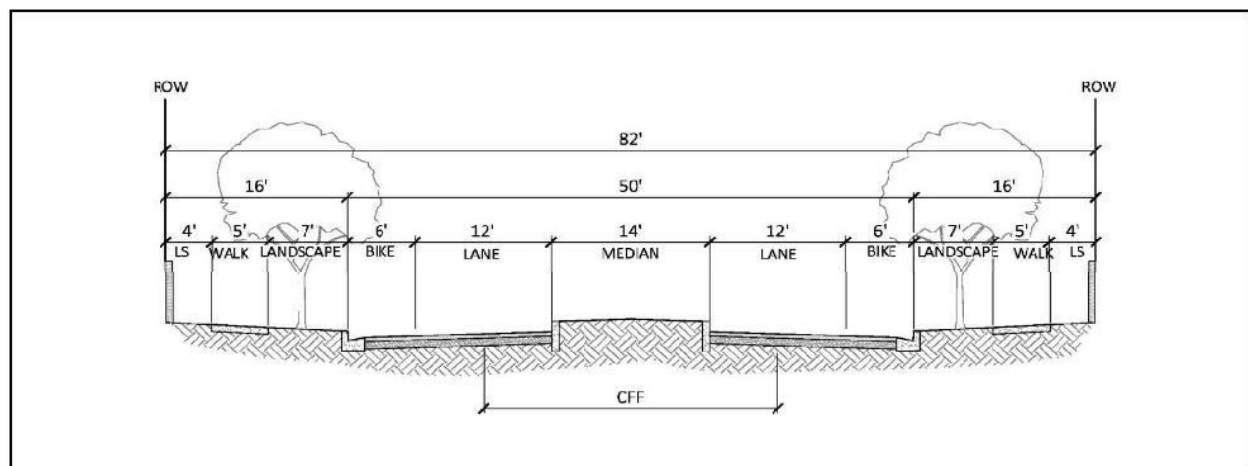
The northern segment of South Stearns Road will be realigned to connect to the existing segment of Stearns Road to the north of Highway 120/East F Street. A landscape median entry feature is included along the northern portion of South Stearns Road at its intersection with Highway 120/East F Street. This median will extend approximately 600 feet south along South Stearns Road, and then transition to a typical 2-lane arterial section (see Figure 3-12). The entry median will tie into the City Gateway, as well as provide a sense of arrival to the SPSP area. Where no longer needed for through traffic, existing portions of South Stearns Road will be converted to local streets providing access to the existing Twildo Avenue neighborhood.

Street Standards:

Functional Classification	Arterial
Number of lanes	2
Right-of-Way Width	82 feet
Curb-to-Curb Width	50 feet
Median	14 feet – landscaped
Bike Lane	6 feet – Class II
On-Street Parking	None
Sidewalk/Path	5 feet – enhanced
Landscape Corridor	25 feet ¹

1. The east side of the street requires a 25-foot wide OID easement for realignment of the West Pump Pipeline. Subject to OID approval, this easement (or a portion thereof) may be permitted to overlap with the roadside landscape corridor and/or adjacent development.

Figure 3-11: SOUTH STEARNS ROAD – NORTHERN ENTRY



South Stearns Road – Northern Segment

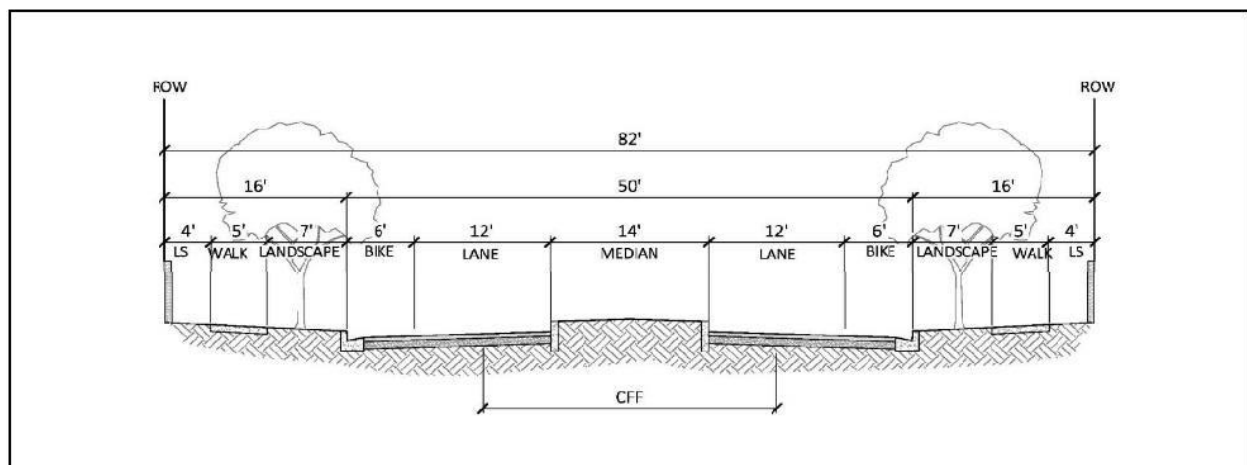
The remainder of the northern segment of South Stearns Road will be upgraded to 2-lane arterial standards. This portion of the road will have a primarily commercial/mixed-use character, transitioning to a more residential nature moving south. Separated 8-foot-wide sidewalks with landscape parkways are included on both sides of the street to enhance pedestrian/bicycle use. Left turn pockets will be provided at intersections. The 2030 General Plan and Final EIR for the SPSP identify South Stearns Road as a 2-lane arterial assuming construction of the NCC. If the NCC is not built, the EIR identifies the need for South Stearns Road between Highway 120/East F Street and Sierra Road to be expanded to 4-lanes.

Street Standards:

Functional Classification	Arterial
Number of lanes	2
Right-of-Way Width	82 feet
Curb-to-Curb Width	50 feet
Bike Lane	6 feet – Class II
On-Street Parking	None
Sidewalk/Path	5 feet – enhanced
Landscape Corridor	25 feet ¹

1. The east side of the street requires a 25-foot wide OID easement for realignment of the West Pump Pipeline. Subject to OID approval, this easement (or a portion thereof) may be permitted to overlap with the roadside landscape corridor and/or adjacent development.

Figure 3-12: SOUTH STEARNS ROAD – NORTHERN SEGMENT



South Stearns Road – Southern Segment

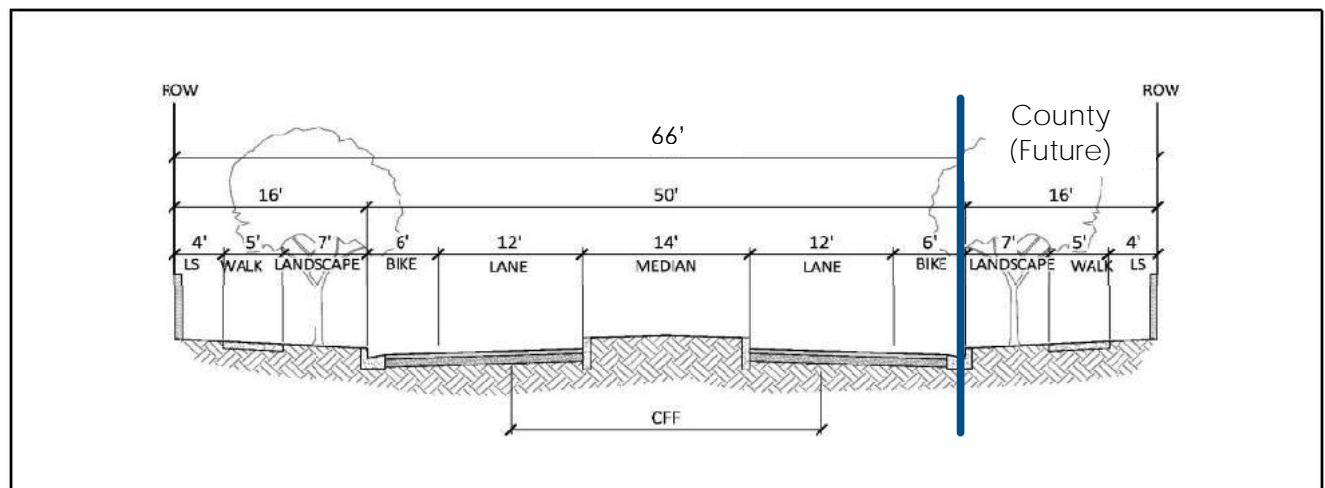
The southern portion of South Stearns Road is located north of its intersection with Sierra Road. The west side of the street abuts planned residential uses and accommodates an 8-foot-wide sidewalk with landscape parkway to enhance pedestrian/bicycle use. The eastern edge of the road is outside of the SPSP area contiguous to rural residential and agricultural uses in the County. As a result, some of the improvements on the eastern edge of this roadway may be phased or deferred by the city. Left turn pockets will be provided at intersections.

Street Standards:

Functional Classification	Arterial
Number of lanes	2
Right-of-Way Width	66 feet
Curb-to-Curb Width	50 feet
Bike Lane	6 feet – Class II
On-Street Parking	None
Sidewalk/Path	5 feet – enhanced west side
Landscape Corridor	16 feet – west side ¹

1. A portion of the west side of the street near its intersection with Sierra Road requires a 25-foot wide OID easement for realignment of Adam's Pipeline #1. Subject to OID approval, this easement (or a portion thereof) may be permitted to overlap with the roadside landscape corridor and/or adjacent development.

Figure 3-13: SOUTH STEARNS ROAD – SOUTHERN SEGMENT



Sierra Road

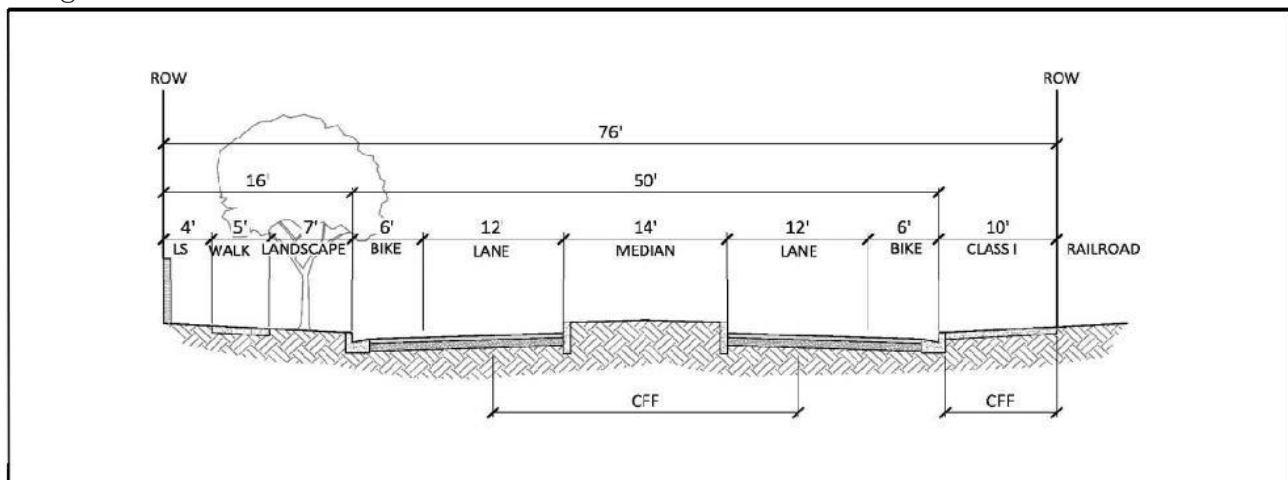
Sierra Road is planned to remain a 2-lane facility, upgraded to arterial standards. The northern side of the street abuts planned residential uses and accommodates a 10-foot Class I Bike Path that connects with Class I bikeway facilities planned to the west of the SPSP as part of the City's Bicycle and Pedestrian Master Plan. The southern edge of the road is outside of the SPSP area contiguous to a rail line and rural residential and agricultural uses in the County. As a result, some of the improvements on the southern edge of this roadway may be phased or deferred by the city. Left turn pockets will be provided at intersections.

Street Standards:

Functional Classification	Arterial
Number of lanes	2
Right-of-Way Width	76 feet
Curb-to-Curb Width	50 feet
Bike Lane	6 feet – Class II
On-Street Parking	None
Sidewalk/Path	10 feet – Class 1 north side
Landscape Corridor	25 feet – north side ¹

1. A portion of the north side of the street requires a 25-foot wide OID easement for realignment of Adam's Pipeline #1. Subject to OID approval, this easement (or a portion thereof) may be permitted to overlap with the roadside landscape corridor and/or adjacent development.

Figure 3-14: SIERRA ROAD



Collector Street – Orsi Road

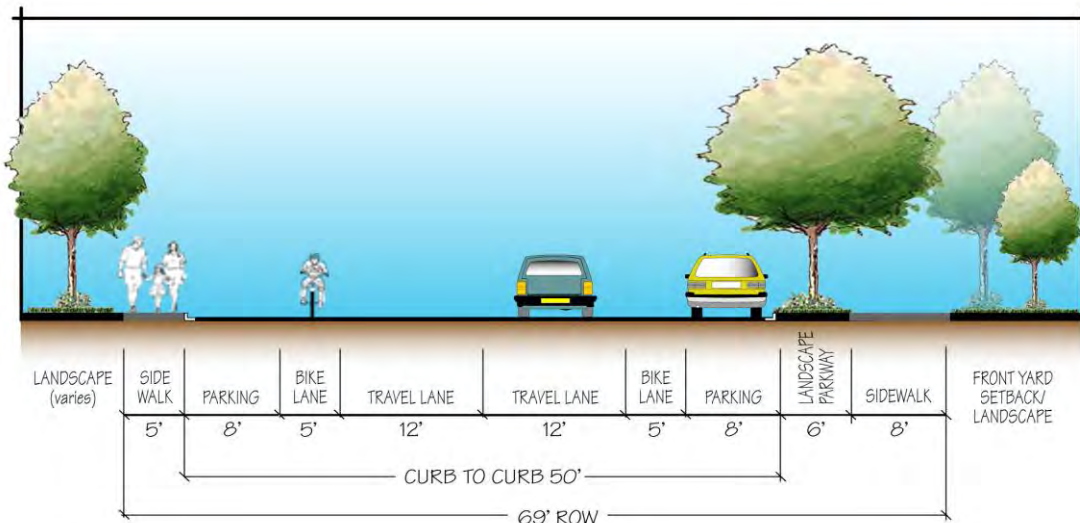
At the time of Specific Plan approval, Orsi Road was partially constructed north of Sierra Road. This roadway will be improved to a 2-lane collector, connecting to Highway 120/East F Street to the north through the East F Street Corridor Specific Plan. Improvements include Class II bike lanes, designated on-street parking, and a detached 8-foot-wide sidewalk on the east side of the road to enhance pedestrian and bicycle use (consistent with the East F Street Corridor Specific Plan). It is anticipated that residential lots will back along this roadway. Irrigation systems and maintenance of landscaped parkways is to be provided by each adjacent residential lot fronting the parkway, via an easement granted to the lot. The East F Street Corridor Specific Plan identifies Orsi Road as a 4-lane collector adjacent to the SPSP. Based upon the 2030 General Plan and Final EIR for the SPSP, only 2-lanes are required.

Street Standards:

Functional Classification	Collector
Number of lanes	2
Right-of-Way Width	69 feet
Curb-to-Curb Width	50 feet
Bike Lane/Route	Feet - Class II
On-Street Parking	8 feet
Sidewalk/Path	8 feet – enhanced west side
Landscape Corridor	6 foot landscape parkway plus zone specific setbacks behind walk ¹

1. If any uses are approved to back on to Orsi Road, a 25-foot-wide landscape corridor shall be provided measured from the back of curb.

Figure 3-15: COLLECTOR STREET – ORSI ROAD



Collector Street – Non-Residential

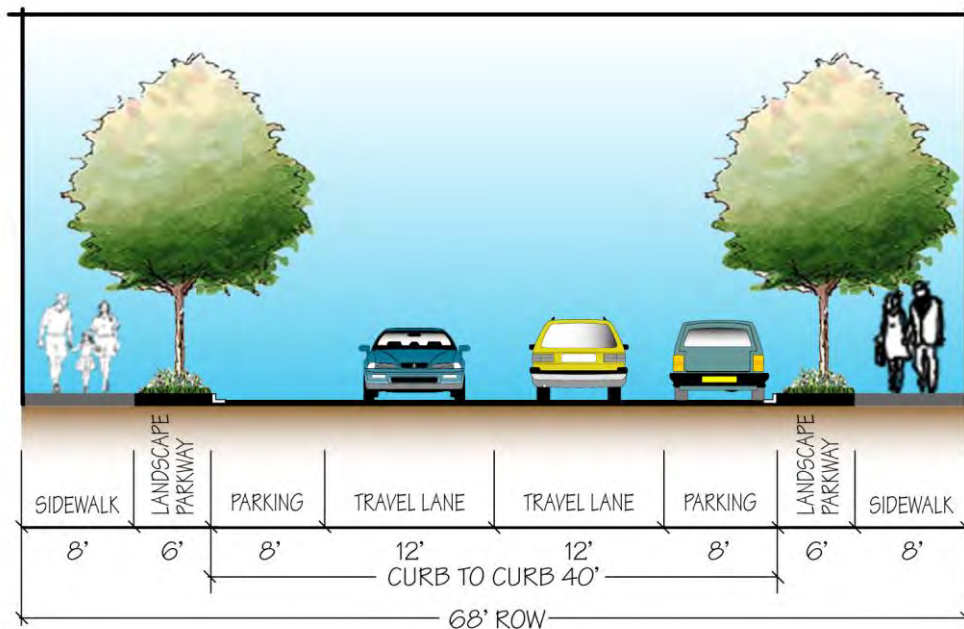
A collector street is identified providing public access to the Public/Semi-Public and Office land uses along Highway 120/East F Street to the east of Stearns Road. The precise location, alignment and improvement standards for this street will be determined through City approval of subsequent entitlements (subdivision map and/or site plan review). This street may be converted to a private road/internal drive. As a public street, the Non-Residential Collector is planned as a 2-lane roadway, with an 8-foot sidewalk and landscape parkway to enhance pedestrian and bicycle use. It is anticipated that adjacent buildings will orient to and may immediately front upon the back of sidewalk.

Street Standards:

Functional Classification	Collector
Number of lanes	2
Right-of-Way Width	68 feet
Curb-to-Curb Width	40 feet
Bike Lane/Route	Class III
On-Street Parking	8 feet
Sidewalk/Path	8 feet - enhanced
Landscape Corridor	6 foot landscape parkway plus zone specific setbacks behind walk ¹

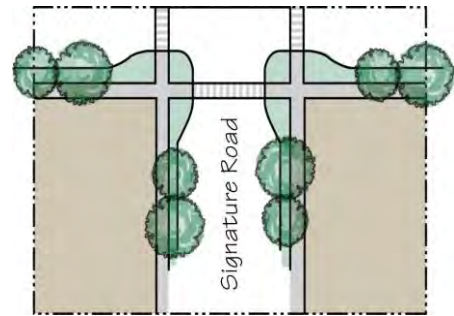
1. Where adjacent buildings are approved that do not orient and directly front onto sidewalk, a minimum 20-foot landscape corridor shall be provided measured from back of curb.

Figure 3-16: COLLECTOR STREET – NON-RESIDENTIAL



Signature Streets

Signature streets are to have a distinct streetscape character and serve as primary entries and key neighborhood mobility corridors. These streets place priority on walkability and provide a direct link to the SPSP area's Parks. As a key visually defining element in the Residential Neighborhood portion of the SPSP area, signature streets include landscaped parkways with large canopy street trees and separated sidewalks. Intersection bulb-outs are to be provided along the signature streets to calm traffic and provide narrower and safer pedestrian crossings. Irrigation systems and maintenance of landscaped parkways are to be provided by each adjacent residential lot fronting the parkway, via an easement granted to the lot.

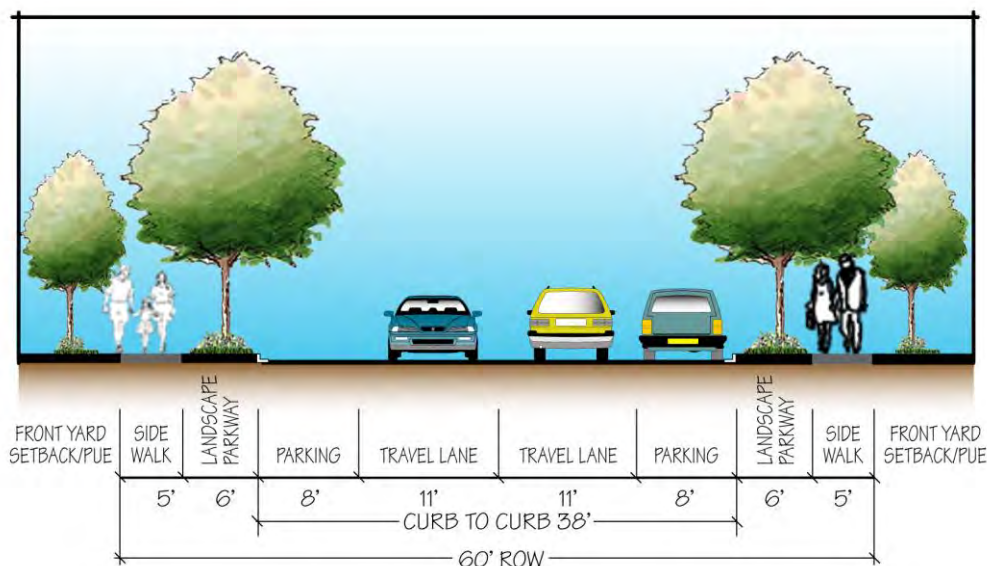


Intersection Bulb-out

Street Standards:

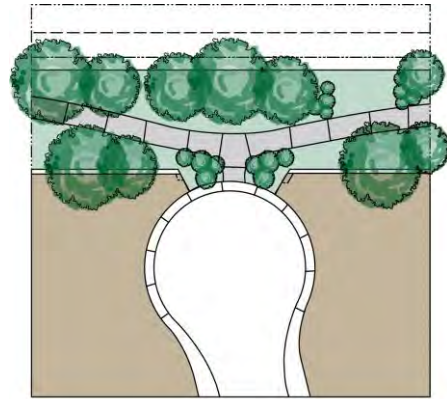
Functional Classification	Local Street
Number of lanes	2
Right-of-Way Width	60 feet
Curb-to-Curb Width	38 feet
Bike Lane/Route	Class III
On-Street Parking	8 feet
Sidewalk/Path	5 feet - enhanced
Landscape Corridor	6 foot landscape parkway plus zone specific setbacks behind walk

Figure 3-17: SIGNATURE STREETS



Standard Residential Streets

Residential streets are to incorporate a grid or modified grid pattern, with multi-directional connectivity and walkable block lengths (1,200 feet or less when feasible) to promote multiple access options. Street design is to accommodate limited street widths with large-canopy trees to create intimate outdoor spaces that are scaled for pedestrian walkability. Cul-de-sacs should be live end streets (open ended) where possible to provide pedestrian and bicycle access to other streets, open space, paths, and adjacent land uses. The final location of residential streets will be established as part of the small lot tentative subdivision map review.

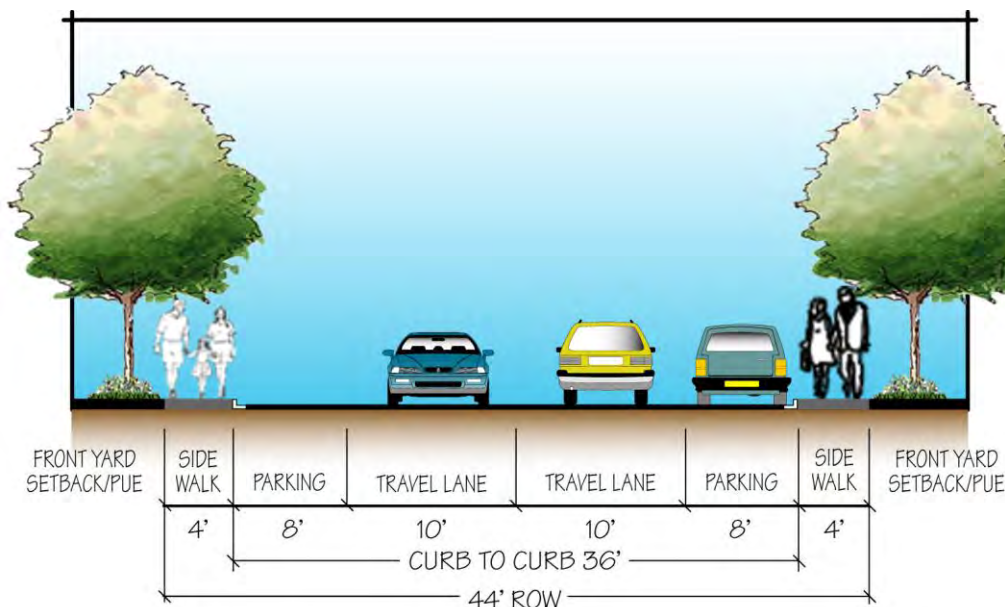


Live End Cul-de-sac

Street Standards:

Functional Classification	Local Street
Number of lanes	2
Right-of-Way Width	46 feet
Curb-to-Curb Width	36 feet
Bike Lane/Route	Class III
On-Street Parking	8 feet
Sidewalk/Path	4 feet
Landscape Corridor	None beyond required zone specific setbacks

Figure 3-18: STANDARD RESIDENTIAL STREET

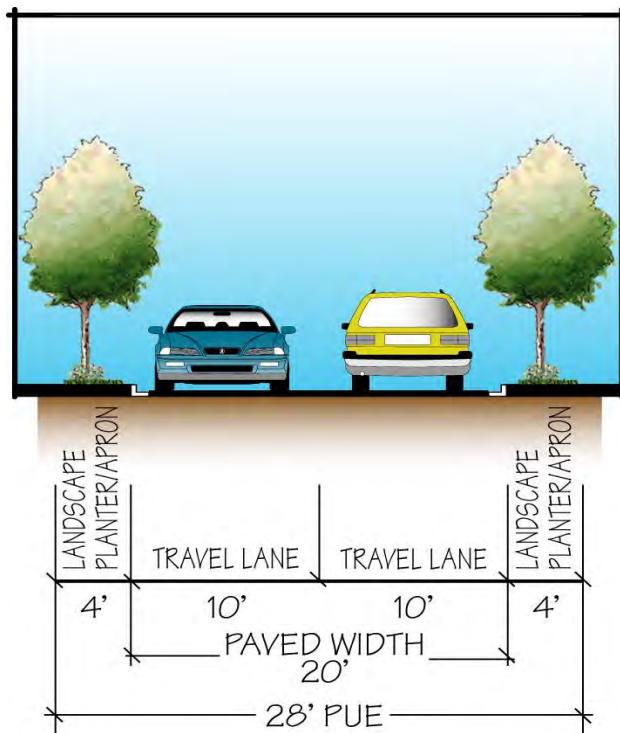


Alleys

Alleys may be used where it is desired that units front on a roadway, but driveway cuts need to be limited based upon traffic flows or other considerations (such as along Signature Streets and Orsi Road). Alleys are intended to be safe, attractive and livable spaces incorporating elements such as landscaping, decorative paving, quality/decorative fencing, lighting, and similar. Services, above ground equipment, and trash container areas should be located on alleys and screened from view by fencing or landscaping.

Street Standards:	
Functional Classification	Alley
Number of lanes	2
Right-of-Way Width	28 feet
Paved Width	20 feet
Bike Lane/Route	None
On-Street Parking	None
Sidewalk/Path	None
Landscape Corridor	4 feet - alternating landscape planter/driveway apron

Figure 3-19: ALLEY

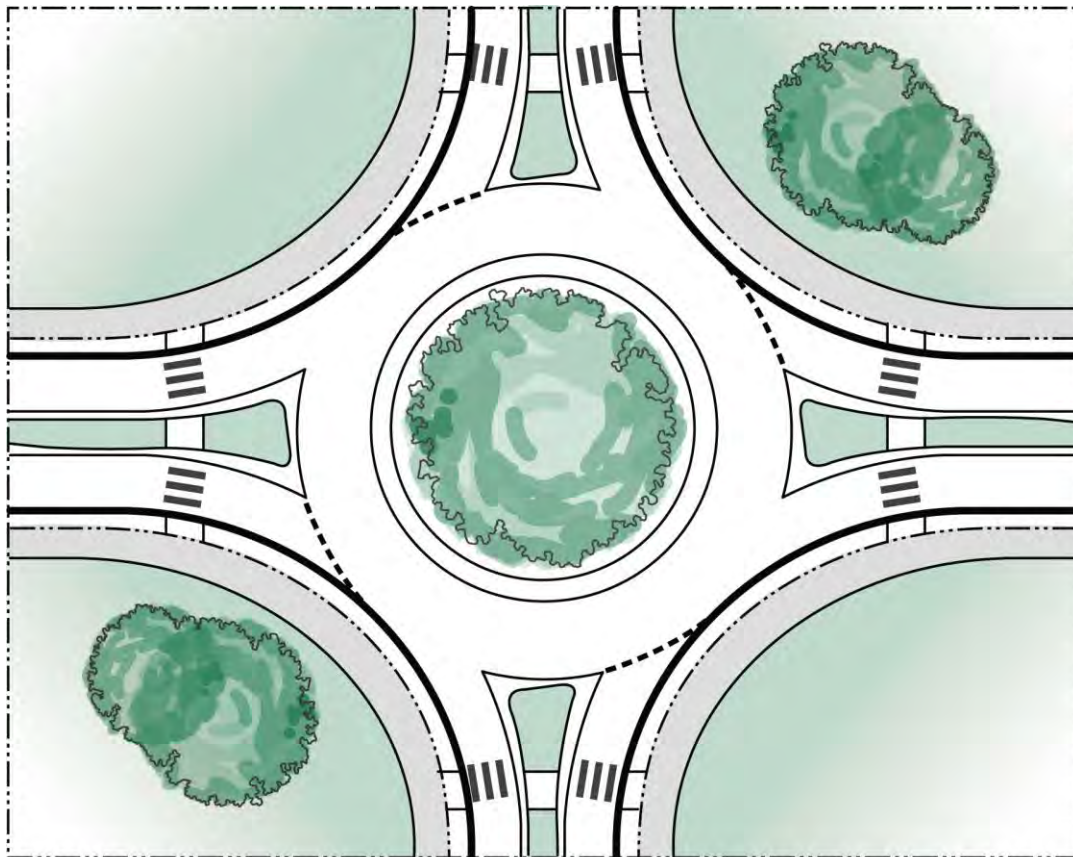


Roundabouts

Landscaped roundabouts are planned along Signature Streets in the SPSP area (see Figure 3-8), with others encouraged elsewhere. These features are intended to calm traffic, as well as function as visual landmarks that reinforce neighborhood identity. Roundabouts should incorporate unique specimen accent trees and/or other focal elements such as monuments, fountains, or low walls. Final design standards for all roundabouts are to be approved by the City Public Works Director.



Figure 3-20: ROUNDABOUT



Enhanced Pedestrian Intersections

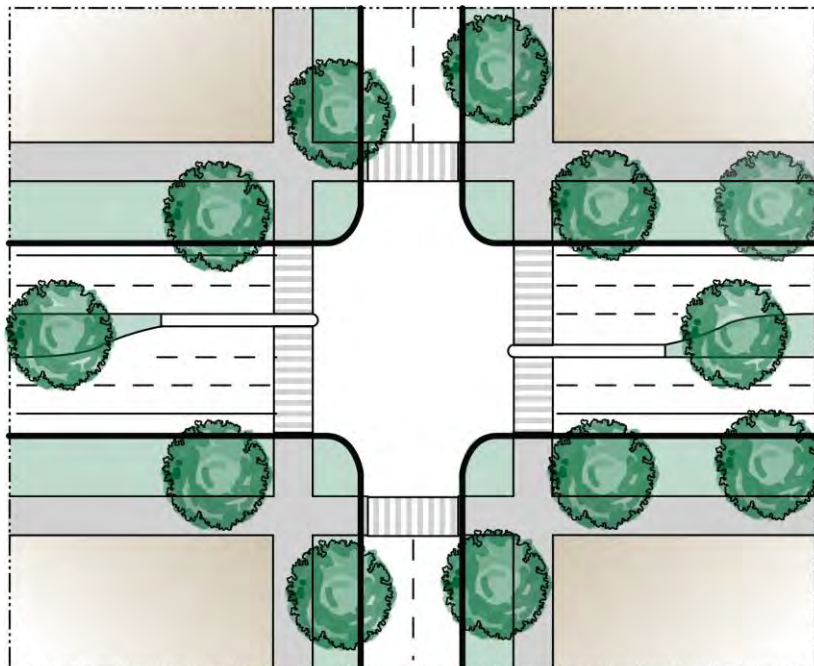
Enhanced pedestrian intersections are identified for four locations within the SPSP area (see Figure 3-9). In addition, their use is encouraged at other key crossings that may be established along Highway 120/East F Street and along South Stearns, Sierra and Orsi Roads. The intent is to promote safer pedestrian environments and linkages across roadways. Various enhancements are to be incorporated, and should include:

- Clearly distinguishable paving treatments, markings and reflectors
- Enhanced signage/signalization/roundabouts
- Islands where landscaped medians are present to allow safe refuge for pedestrians who may get stuck between signal cycles
- Bulb-outs to narrow intersection crossings where on-street parking is allowed/provided along roadway.
- Adequate illumination to enhance visibility.



The enhanced intersections at Orsi Road and Lando Drive, Orsi Road and East J Street, and South Stearns Road near the existing Twildo subdivision will incorporate flashing crosswalks to allow for safe crossing.

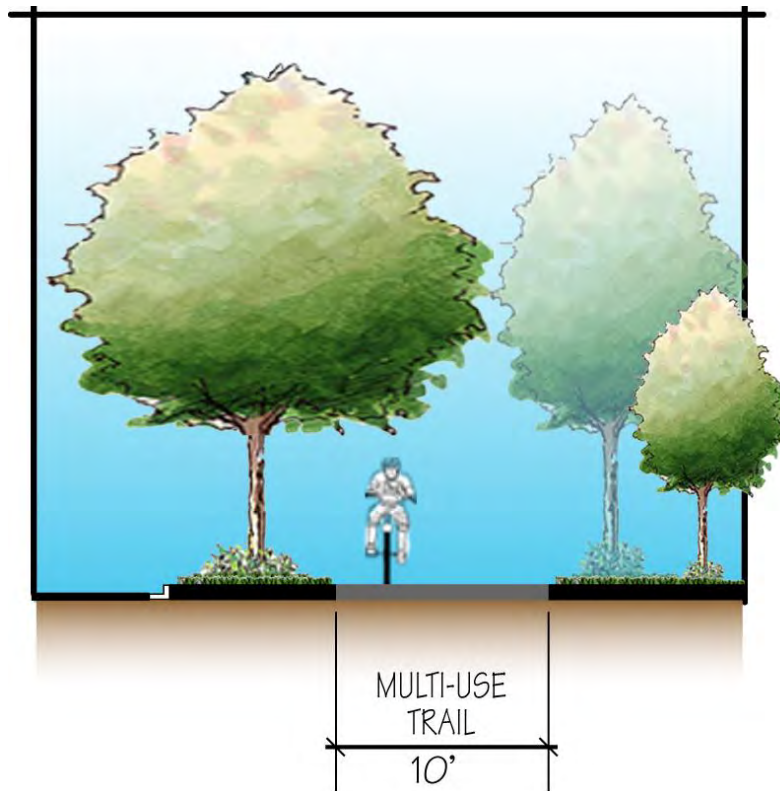
Figure 3-21: ENHANCED PEDESTRIAN INTERSECTION



Multi-Use Path (Class 1 Bike Path)

A multi-use path is proposed in the SPSP area along the north side of Sierra Road. Consistent with the City's Bicycle and Pedestrian Master Plan, this path connects with Class I and Class II bikeway facilities planned to the west of the SPSP area. Additional multi-use paths are encouraged within the SPSP area.

Figure 3-22: MULTI-USE PATH



3.6.3 Streetscape Design

Streetscape Landscaping

Streetscapes in the SPSP area are intended to incorporate consistent landscape themes that share a common visual thread throughout the SPSP area. Landscape materials are to be low maintenance, appropriate for the local climate and soil conditions, provide for year-around interest, and contribute to a pedestrian friendly streetscape. Landscaping along streets is to incorporate native and adaptive drought tolerant plants as well as efficient irrigation systems and practices to conserve water consistent with the City's Water Efficient Landscape Requirements.

To provide sufficient area for median landscaping, median turn pockets should be spaced to minimize disruption of landscape plantings and to not create small islands that are impractical to landscape. All tree planting is to be coordinated with underground utilities and street lighting to minimize potential conflicts.

PRIMARY STREET TREES

Primary Street Trees should be located:

- In landscape parkways between the street edge and sidewalk where there is a separated sidewalk.
- Behind the sidewalk where there is not a separated sidewalk; and
- In landscaped medians where present.

The consistency of tree species and spacing should be used along the length of a street to provide scale, help define community identity and visual character, and create a unified tree canopy to enhance pedestrian walkability.

Special consideration should be given to tree types in unique areas, such as the City's Eastern Gateway along Highway 120/East F Street and in roundabouts, where a deviation in tree type will visually distinguish these features from the balance of the streetscape.



Primary street trees should be:

- Large-scale, deep rooted, single-trunk trees with high canopies that arch over the adjacent street and sidewalks to provide shade.
- Selected from the SPSP area master plant palette, with consideration given to seasonal color accent.
- Spaced 30 to 40-feet (or more) on center depending upon species, with a minimum of one tree per lot frontage along residential streets.
- Planted in a regular linear fashion, set back from the curb and sidewalk far enough to accommodate ultimate growth. Root barriers should be installed on trees that are planted within 10-feet of a curb or paved surface.
- Centered within landscape parkways and medians.
- Planted from a minimum 15-gallon container.
- Drought-tolerant when established.

Primary street trees for SPSP area roadways are identified below. For local roadways, street trees will be selected as part of the review of small lot tentative subdivision maps. Primary street trees should be consistent along common street sections within and between individual subdivisions.



Street Trees:

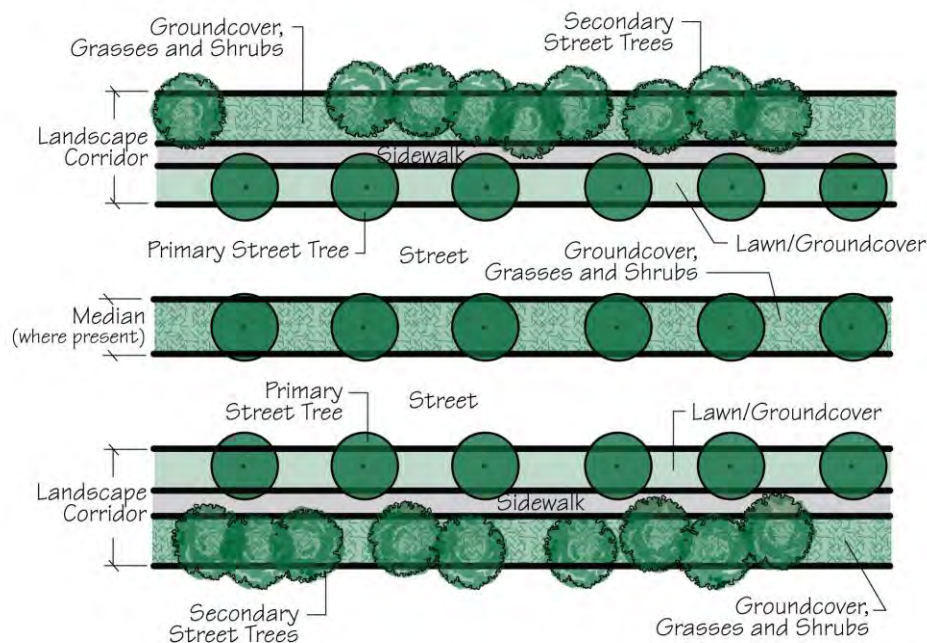
Highway 120/ East F Street	Corridor:	London Plan (Platanus acerifolia 'Bloodgood')
	Median:	Zelkova (Zelkova serrata 'Green Vase')
South Stearns Road	Corridor:	Tulip Tree (Liriodendron tulipifera)
	Median:	Ornamental Pear (Pyrus calleryana 'Chanticleer')
Sierra Road	Corridor:	London Plan (Platanus acerifolia 'Bloodgood')
Collector Streets	Corridor:	Tupelo (Nyssa sylvatica)
Signature Streets	Corridor:	Chinese Pistache (Pistacia chinensis)
Residential Streets	Selected through small lot tentative subdivision map review.	

SECONDARY STREET TREES AND ACCENT TREES

Secondary street trees and accent trees add diversity to the streetscape. Secondary street trees should be used as background trees in landscape corridors to vary the rhythm of the primary street tree pattern. Accent trees should be located to provide unique color and contrast at neighborhood entries and at points of interest along the streetscape. In addition, narrow and high branching accent trees should be used in alleys where space allows and they do not conflict with trash pick-up and other utility, service or public safety needs.

Secondary street trees and accent trees should be:

- Distinctive in form and/or color.
- Selected from the master plant palette (may be multi-trunk).
- Planted at a ratio of 60 percent evergreen to 40 percent deciduous.
- Planted informally, spaced an average of 20 to 30-feet on center depending upon species, or in equivalent quantities if planted in clusters. Root barriers should be installed on trees that are planted within 10-feet of a curb or paved surface.
- Planted from a minimum 15-gallon container.



SHRUBS AND ORNAMENTAL GRASSES

A combination of shrubs and ornamental grasses are to be used in landscape corridors, medians, roundabouts and other landscape areas to provide visual interest, soften the ground plane, and function as a barrier to fences, walls, and utility equipment. Plant materials should be applied in a consistent manner through the SPSP area.

Shrubs and ornamental grasses should be:

- Selected according to size, color, texture, and seasonal interest and to not outgrow their designated space or require unnecessary maintenance.
- Used in large masses and not singularly, except where unique treatments call for specimens or topiaries to highlight a special landscape design element.
- Non-invasive and non-spreading species.
- Planted to include a variety of evergreen and deciduous species, spaced in a manner that landscaped areas maintain their character and visual interest during the dormant season.
- Placed to not obstruct important pedestrian or vehicular sight lines or threaten pedestrian safety.
- Planted from minimum 1 to 5-gallon containers.



Drought tolerant and native species are to be considered. Mulch is to be layered (minimum 2 inches thick) within all shrub planting areas to reduce weed growth and retain moisture.

GROUNDCOVER

Groundcover should be planted in all portions of landscape corridors, medians and roundabouts not planted with shrubs. Selection of plant materials should reflect the potential level of pedestrian use of a particular area.

Use of groundcover should consider the following:

- Turf is to be selectively used. Where applicable, turf may be planted in parkway strips between the sidewalk and curb. Turf is explicitly prohibited within medians and roundabouts.



- Non-turf groundcover is preferred behind the back of sidewalk on major streets, within medians, and within roundabouts.
- Turf and groundcover areas should be defined with concrete mow strips. Mow strips should also be used to delineate the edges of formal landscape/maintenance areas.
- Turf may be installed in areas with slopes of 3:1 or less. Non-turf groundcovers should be used on slopes steeper than 3:1.
- Drought-tolerant groundcover species, including turf (water efficient blends) that require low-water usage, are encouraged.
- Large decorative rocks may be incorporated within groundcover areas as accent elements.
- Interlocking pavers, stones, or stamped concrete may be used where medians narrow, and plantings are impractical. A consistent palette of such materials should be used throughout the SPSP area.

Mulch is to be layered (minimum 2 inches thick) within all groundcover planting areas to reduce weed growth and retain moisture.

STREET TREE PALETTE

The master street tree palette specifies a number of trees appropriate for Oakdale's climate that vary in height, color, and density. The palette group's tree species based on their appropriate minimum planter size and should be used accordingly to select trees for various streets within the SPSP area. While several trees are listed and are appropriate for use throughout the neighborhoods, a small but consistent palette of trees should be selected from this list, and then applied uniformly along each street corridor. Additional tree species may be used as approved by the Public Services Director.

Trees for 3-Foot Planter or Larger

Amur Maple	Acer tataricum ginnala	Strawberry Tree
Arbutus unedo	Western Redbud	Cercis occidentalis
Chinese Fringe Tree	Chionanthus retusus	Eastern Dogwood
Cornus florida	English Hawthorn	Chaste Tree
Washington Hawthorn	Crataegus phaenopyrum	Goldenrain Tree
Laburnum anagyroides	Lagerstroemia hybrids	Amur Maackia
Maackia amurensis	Crape Myrtle	Bechtel Crabapple
Malus ioensis 'Plena'	Crabapple 'Prariefire'	Malus ioensis 'Prariefire'
Japanese Snowdrop	Styrax japonicus	Fragrant Snowbell
Styrax obassia	Vitex agnus-castus	
	Crataegus laevigata 'Paul's Scarlet'	

Trees for 4-Foot Planter or Larger

Trident Maple	Acer buergerianum
Hedge Maple	Acer campestre
Vine Maple	Acer circinatum
Japanese White Birch	Betula platyphylla japonica
European Hornbeam	Carpinus betulus 'Fastigiata'
American Hornbeam	Carpinus caroliniana
Eastern Redbud	Cercis canadensis
Italian Cypress	Cupressus sempervirens
Golden Flame Tree	Koelreuteria bipinnata
Goldenrain Tree	Koelreuteria paniculata
Southern Magnolia 'St. Mary'	Magnolia grandiflora 'St. Mary'
Kobus Magnolia	Magnolia kobus
Saucer Magnolia	Magnolia x soulangeana
Tupelo / Sour Gum	Nyssa sylvatica
Japanese Red Pine	Pinus densiflora
Chinese Pistache	Pistacia chinensis
Fern Pine	Podocarpus gracillior
Carolina Laurel Cherry	Prunus caroliniana
Purple Leaf Plum	Prunus cerasifera 'Krauter Vesuvius'
Ornamental Pear 'Capital'	Pyrus calleryana 'Capital'
Ornamental Pear 'Chanticleer'	Pyrus calleryana 'Chanticleer'
Ornamental Pear 'Redspire'	Pyrus calleryana 'Redspire'



Tupelo



Ornamental Pear 'Chanticleer'

Trees for 6-Foot Planter or Larger

Bigleaf Maple	Acer macrophyllum
Japanese Maple	Acer palmatum
Red Maple	Acer rubrum
Sugar Maple	Acer saccharum
Common Horsechestnut	Aesculus hippocastanum
Madrone	Arbutus menziesii
European Hackberry	Celtis australis
Chinese Hackberry	Celtis occidentalis
European Beech	Fagus sylvatica
Kentucky Coffee Tree	Gymnocladus dioica



Chinese Pistache

Grecian Laurel	Laurus nobilis
Tulip Tree	Liriodendron tulipifera
Canary Island Pine	Pinus canariensis
Ponderosa Pine	Pinus ponderosa
Douglas Fir	Pseudotsuga menziesii
Blue Oak	Quercus douglasii
Holly Oak	Quercus ilex
Burr Oak	Quercus macrocarpa
Pin Oak	Quercus palustris
Willow Oak	Quercus phellos
Cork Oak	Quercus suber
Japanese Pagoda Tree	Sophora japonica



Tulip Tree

Incense Cedar
Atlas (Blue) Cedar
Deodar Cedar
Carob
Arizona Cypress
Ginkgo Biloba (Male Only)
Honey Locust (thornless)
Dawn Redwood
Empress Tree
Colorado Spruce
Italian Stone Pine
Sycamore
California Black Oak
Valley Oak
Interior Live Oak
Western Red Cedar
Zelkova

Calocedrus decurrens
Cedrus atlantica
Cedrus deodara
Ceratonia siliqua
Cupressus arizonica
Ginkgo biloba
Gleditsia triacanthos
Metasequoia glyptostroboides
Paulownia tomentosa
Picea pungens
Pinus pinea
Platanus species
Quercus kelloggii
Quercus lobata
Quercus wislizenii
Thuja plicata
Zelkova serrata



Zelkova

Trees for 12-Foot Planter or Larger

American Chestnut
Southern Magnolia
Chestnut-Leafed Oak
Red Oak
Coast Redwood
Giant Sequoia
Bald Cypress
California Bay

Castanea dentata
Magnolia grandiflora
Quercus castaneafolia
Quercus rubra
Sequoia sempervirens
Sequoiadendron giganteum
Taxodium distichum
Umbellularia californica



Sycamore – London Plane Tree

Gateway & Entry Features

Gateway and entry features are located along streetscapes to create a sense of arrival into both the city and the SPSP area's residential neighborhoods. Sited at key locations throughout the SPSP area, these features should collectively have a unified appearance, using a consistent application of hardscape elements, landscaping, and accent materials that further define the SPSP area's visual character. Two types of entry features have been established: the Eastern City Gateway and Neighborhood Entries. Figure 3-23 illustrates the planned locations of these features.

Entries will also be provided along the streetscape into commercial and mixed-use projects. These entry elements are addressed in the Mixed-Use zone district Design Expectations in Section 3.4.4.

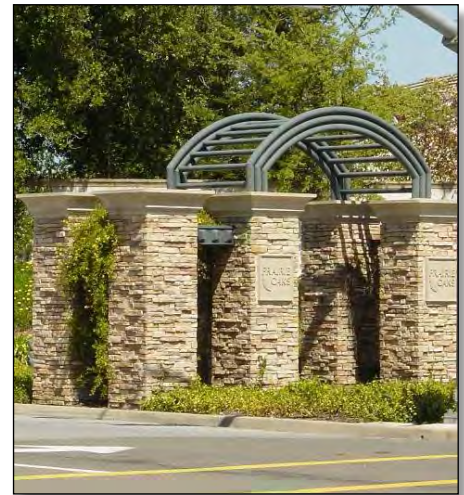


Figure 3-23: ENTRY FEATURE LOCATIONS



EASTERN CITY GATEWAY

The Eastern City Gateway will be located along Highway 120/East F Street at its intersection with South Stearns Road. Its purpose is to announce entry into the City of Oakdale and the SPSP area from the eastern approach along the highway. Its design should clearly define the transition between the city and rural lands to the east, visually create a sense of arrival, and provide the opportunity for branding of the adjacent Mixed Use Corridor.

The SPSP area controls the two southern corners at the Highway 120/East F Street intersection with South Stearns Road. The northwestern corner is within the East F Street Corridor Specific Plan, and the northeastern corner within the County. The final design of the City Gateway will need to be coordinated between all City controlled corners along with related median elements. That design should be characterized by hardscape and landscape components that reflect Oakdale's rural character, with thematic application of landscaping, materials, finishes, and signage that are from a common palette. The design should be simple, restrained and cost effective.

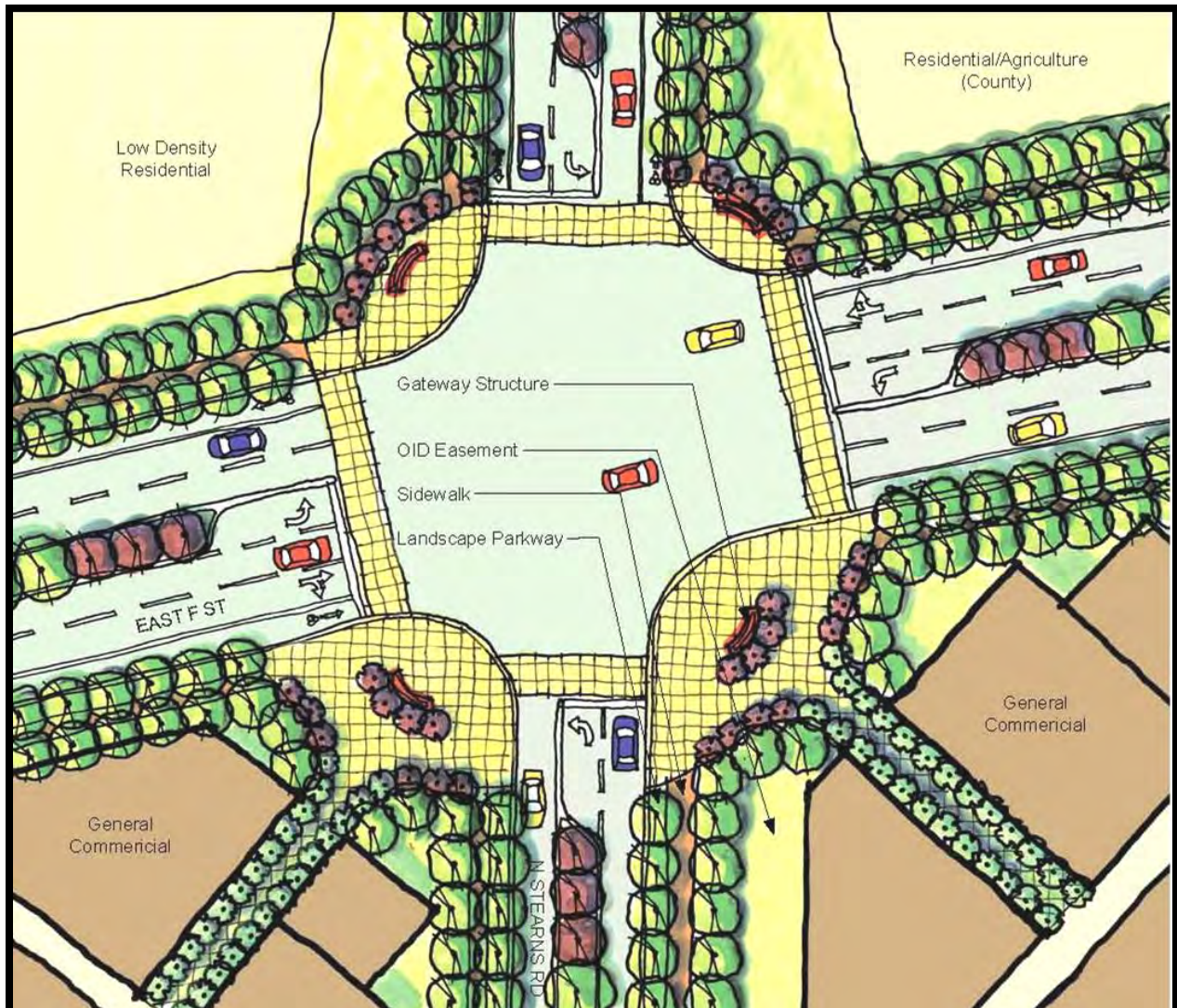
The following guidelines are to be used to help direct the design of the Eastern City Gateway:

- The gateway should incorporate larger-scale elements such as pilasters, obelisks, or masonry walls that visually establish the intersection as the main entrance into Oakdale. Such elements should be visually prominent along the highway.
- Lower-scale hardscape features should be used to complement the primary form of the entrance gateway, with elements, such as low walls, pilasters, raised planters, plazas, and/or similar.
- Hardscape elements should be clad with stone, plaster, or other natural materials, which complement the overall streetscape theme and Oakdale's character.



- Significant stands of accent trees and plantings should be used to further define the physical form of the gateway, with a scale that reinforces the sense of arrival.
- Signage and indirect lighting should be incorporated into the design of monuments and walls in a subtle manner.
- Signage should identify the City of Oakdale. This signage may also identify the SPSP area, provided it is complementary and secondary to the city signage. Signage should be subtle, consisting of either precast or individual metal letters.
- Development at the corners should be pulled back to provide for the gateway, with adjacent buildings incorporating architectural focal points, enhanced design features, and pedestrian access/plazas linked to the gateway.

The final design of the Eastern City Gateway shall be approved by the City. Financing for the construction and maintenance of the SPSP area's portion of the Eastern City Gateway should be considered within the SPSP area's fee/assessment district programs. Gateway elements should be installed concurrent with adjacent landscape corridor/median improvements.



RESIDENTIAL NEIGHBORHOOD ENTRIES

Neighborhood Entries are to be located at key entrances into residential neighborhoods to create a sense of arrival and identity (see Figure 3-23). The design of Neighborhood Entries should be compatible throughout the SPSP area, using a similar palette of materials, colors, and exterior finishes.

The following guidelines are to be used to help direct the design of Neighborhood Entries:

- Entries will typically be located either along each side of the entry street or in a small center median. Where landscape corridors are present, they should be widened at corners to accommodate entry features.
- Designs may incorporate thematic hardscape features (such as pilasters, walls, trellises, raised planters, etc.) that are consistent with the overall design theme established for the subdivision.
- Hardscape elements should be clad with stone or other natural materials that complement the palette of materials used elsewhere in the SPSP area's streetscapes.
- Entries should incorporate landscape planters with ample space for accent trees, shrubs, ornamental grasses, and groundcovers.
- Subdivision identification signage should be incorporated in a subtle manner, consisting of precast or individual metal letters/logos. A maximum of one sign may be located either on each side of the entry or in an entry median, with a maximum sign area of 6 square feet per sign. Signs are limited to the identification of the neighborhood.
- Signage may be backlit or include concealed ground mounted exterior lighting.
- Designs may not impact site distance requirements for automobiles, or emergency vehicle access.



Neighborhood entries are to be constructed by the adjacent subdivision in which they are located and shall be included in the SPSP area financing mechanism for landscape maintenance.

Street Lighting

Themed street lighting should be used throughout the SPSP area to reinforce streetscape design. Lighting is also an important element that provides nighttime safety and security for both automobiles and pedestrians. Although the precise street lighting design standards will be determined as development applications are processed by the city, all lighting on public streets should have a coordinated appearance:

- Lighting standards should provide a hierarchical form along the various street types, with larger-scale fixtures used along Highway 120/East F Street, and smaller, pedestrian-scaled fixtures used elsewhere.
- Decorative street lighting should be used on South Stearns Road, Sierra Road, collector streets, signature streets, residential streets, and alleys consisting of “traditional” acorn style fixtures.
- All street lighting shall be energy efficient and meet the street lighting standards established by the City of Oakdale, including illumination standards and fixture design.
- Light standards should be “dark sky” compliant and include shields that direct light downward away from the sky to reduce excessive glare and light pollution.
- Light standards should be designed to minimize light trespass onto adjacent areas.
- Light standards along Highway 120/East F Street and South Stearns Road (north) should include mountings to accommodate street light banner signs. Such signs may be used to identify and promote the Mixed-Use Corridor, special events, or seasonal periods.



Street Furnishings

Street furnishings such as benches, trash receptacles, bollards, bus shelters, bicycle racks, public art and other amenities are encouraged along streetscapes. The design of street furnishings should be consistent throughout the SPSP area, should complement the design of surrounding elements, and are to be durable and low maintenance.



SECTION 3.7

Other Standards & Requirements

3.7.1 Walls & Fences

While the SPSP promotes minimal barriers between uses, there are circumstances where walls and fences are appropriate to provide screening, privacy and security for private property. The design and material for walls and fences vary depending on the intended purpose. When feasible, the use of walls should be minimized by optimizing setbacks, building orientations, landscaping, berms and other creative solutions.

Masonry Walls

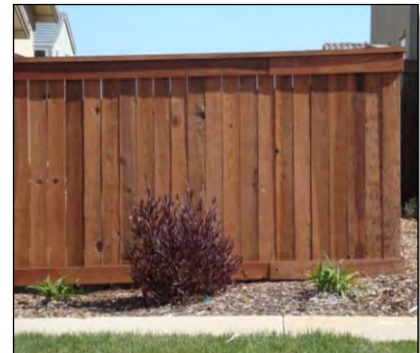
Masonry walls provide security, screening, buffering, and/or sound attenuation along arterial roadways as well as between residential and non-residential uses:

- Masonry walls will typically be no more than 6-feet high but may extend up to 8-feet high when required for sound attenuation in accordance with the findings of a site-specific noise analyses. For walls higher than 6-feet, consideration should be given to placing the walls on earthen berms.

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3.7.1	Walls & Fences
3.7.2	Sign Design
3.7.3	Parking
3.7.4	Affordable Housing
3.7.5	Agricultural Land Mitigation
3.7.6	Environmental Mitigation
3.7.7	Climate Action Plan

- Wall openings between land uses should be included where appropriate to facilitate pedestrian connection/access between land uses.
- Walls are to have a textured face such as a split-faced or stucco-finish on all sides facing a street or public view, and include a trim cap to add color, texture change, shadow lines and visual interest.
- Pilasters are to be used at each side of neighborhood vehicular and pedestrian entrances to define openings, and at each change in direction to enhance wall aesthetics. Multiple pilasters at neighborhood entries are encouraged.
- Pilasters should have sufficient bulk and dimensions to appear in proportion to the height and mass of the wall. Pilasters and columns may not be less than 24 inches in any dimension at the base and be no further than 40 feet apart.
- Changes in wall planes, height, materials, and surface textures as well as placement of pilasters, trim caps, pedestrian openings, landscape massing, vines, and similar should be incorporated to break up long sections of walls.
- Variations in wall designs within the SPSP area are anticipated; however, compatibility in overall visual appearance and quality should be maintained.
- A standard masonry wall without embellishments may be used when not visible to the public.
- Masonry walls or enhanced wood fencing or open fencing may be used along public corridors, where masonry walls are not needed for sound attenuation. The design of walls/fences along these corridors will be determined with the first tentative map when the corridor design and maintenance district is established.



Wood Fencing

Solid wood fencing may provide privacy and security between residential units and along residential streets and alleys:

- Solid wood fencing within neighborhoods should be no more than 6-feet high.

- Fencing is to have an infill board design and a solid cap and base, including top rails that create an architectural cap.
- Between residential lots, fence sections are to alternate so that the visibility of support rails are shared between properties.
- For fence sections facing streets, alleys and public areas, support rails are to face away from the public space. Such fencing may be painted or stained in an earth tone color. In addition, pilasters or columns clad in stone, plaster, or other natural materials should be used at each side of neighborhood vehicular and pedestrian entrances to define openings, and at each change in direction to enhance wall aesthetics.

Open Fencing

Open fencing is intended to provide a visually transparent barrier and may be used where maintaining view sheds is desired:

- Open fencing should be 4 to 6 feet in height and constructed of tubular steel, wrought iron, or other material of high-quality appearance.
- Fencing shall consist of a dark color that visually 'disappears' in the view shed, such as black or dark green.
- Pilasters or columns clad with stone, plaster, or other natural material may be used as an optional detail with tubular steel or wrought iron fences.
- Post and cable or split rail fencing may be used along park and open space areas as needed to demarcate boundaries and control access.



3.7.2 Sign Design

Sign standards in the SPSP area are to comply with Section 36-26 of the City of Oakdale Zoning Code as may be amended by the city. The intent is to create a balanced system of signs that: facilitate efficient communication; protect and improve community appearance; promote commerce; provide fair and equal treatment of sign users; and support ease of administration. The following provisions supplement the City's sign requirements within the SPSP area:

- Signs should allow adequate area for business identification while making a positive contribution to the general appearance and image of buildings, projects and streetscapes where they are located.
- The design of all signs should integrate with the architectural style, colors, materials and other design features of the building or complex they identify.
- Signs should not create visual clutter and should be limited to business identification.
- Easy to read typeface, the use of symbols and logos, adequately spaced lettering, and substantial contrast between the colors of the letters/symbols and background should be incorporated to enhance legibility.
- Externally illuminated signs with shielded spotlights are allowed. The use of backlit (halo), individual reverse channel letters is encouraged. Internally illuminated canister or cabinet signs are discouraged.
- Building mounted signs (wall signs, canopy/awning signs, under canopy signs, projecting signs, and similar) should be sized and shaped to be proportional to the building that they are located. The design of new buildings should provide logical locations for signs.
- Freestanding signs should be monument style with a substantial base (stone, brick or other compatible material) and incorporate architectural elements that complement the buildings they identify. Freestanding signs should be surrounded by landscaping that extends in all directions beyond the base of the sign. Signs on single poles or pillars are not permitted.



- A Master Sign Program is required for all non-residential or mixed-use buildings or building complexes which contain two or more individual establishments. The intent is to ensure consistent and complementary signage requirements, and to streamline subsequent sign approvals. It is **anticipated that a majority of uses within the SPSP's Mixed Use Corridor zone district will be developed as multi-tenant buildings or building complexes, requiring a Master Sign Program.**

Master Sign Programs are to be approved by the Planning Commission. The following information is required for review of a Master Sign Program:

- City application form including project name, location, applicant/owner contact information, and owner signed consent.
- Processing fee (as determined by the city fee schedule).
- Site Plan and building elevations showing permitted locations for all building mounted and freestanding signage; and
- Sign design criteria (narrative with illustrations) including, but not limited to, allowed number, size, type, purpose, height, materials, letter style, colors, illumination and sign installation details.



Master Sign Program requests may be appealed in accordance with Section 36-22 of the Oakdale Zoning Code.

In addition to the above, Sections 3.4.4 and 3.6.3 provide direction relating to signage associated with entries to commercial/mixed use projects and residential neighborhoods.

3.7.3 Parking

Parking standards in the SPSP area are to comply with Section 36-25 of the City of Oakdale Zoning Code as may be amended by the city. The intent is to promote safe, efficient and convenient parking adequate to support associated land uses. The following provisions supplement the City's parking requirements within the SPSP area:

- The minimum number of parking spaces required to meet recurrent peak parking demand should be provided. Oversupply of parking is discouraged in order to decrease underutilized paved parking areas and increase efficient use of the land.
- Shared and reciprocal parking is encouraged. When the peak parking demand of uses sharing parking occurs at different times or days, reduced parking requirements may be considered. The determination to reduce parking requirements is to be based upon City approval of a site-specific parking demand study prepared by the project applicant.
- The parking requirements for mixed-use development are to be calculated based on the sum of the parking requirements for each individual use.
- Electric vehicle charging spaces should be considered within parking areas. Such spaces should be located in priority/convenient locations reserved for alternative fuel vehicles.
- Park and ride spaces (approximately 50 spaces) should be located within the mixed-use corridor. Such spaces may be counted towards the required parking for a project where the peak use of the park and ride does not conflict with the peak use of the commercial/mixed use. All park and ride spaces are to be clearly identified with pavement markings and directional signage. Typically, such spaces are to be reserved for park and ride uses Monday through Friday from 6:30 am to 6:30 pm.
- All multi-family, commercial, office, educational, and mixed-use development is to provide bicycle parking facilities. A minimum of one bicycle parking space is to be provided for every 20 required vehicle parking spaces or as otherwise determined by the City. Such facilities are to be located in highly visible locations near main building entrances. Bicycle parking requirements may be met through bicycle racks, lockers or other secure storage space.



3.7.4 Affordable Housing

California Government Code Section 65584 requires that cities and counties plan to accommodate a fair share of their region's housing construction needs. Oakdale's Housing Element identifies the City's current and future housing needs, including its share of the regional housing allocation. Programs are defined to maintain attractive residential neighborhoods with a variety of housing types and prices that are affordable to all segments of the population. The SPSP is consistent with the City's Housing Element.



In Oakdale, it is a particular challenge to create new housing opportunities that are affordable to extremely low-, very low-, and low-income residents. Typically, such affordable housing opportunities require market restrictions and/or subsidies. Medium-density (MDR) and high-density (HDR) residential areas are recognized by the Housing Element as generally being the most economically feasible to make available to lower-income households. The SPSP area adds approximately 171 MDR and 137 HDR units to the City's housing inventory, contributing towards Oakdale's regional housing allocation.

The General Plan Housing Element identifies several strategies by which new development can help the city achieve its affordable housing goals. These measures may be implemented by the city and development community as individual projects in the SPSP area are reviewed, approved and constructed. Such requirements may be documented through subsequent affordable housing development agreements or similar mechanisms.

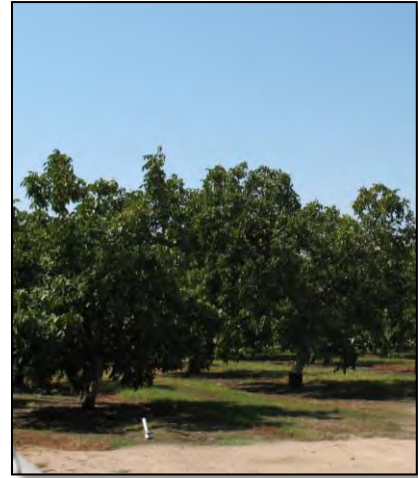
The strategies that may be applied in the SPSP area include:

- Allow for second units.
- Consider financial and/or regulatory incentives for multi-family housing available to extremely low-, very low-, and/or low-income households.
- Consider incentives for large family households containing five or more bedrooms.
- Implement the City's Density Bonus Ordinance.
- Consider adoption of a mandatory affordable housing program.
- Consider adoption of in-lieu fees for affordable housing.

The SPSP area will participate in affordable housing programs specified by the Housing Element as adopted by the city.

3.7.5 Agricultural Land Mitigation

At the time of SPSP approval, portions of the SPSP area were in agricultural use. Included were areas of almond orchards in the northern portion of the SPSP area, and open grazing lands throughout. Approximately 21 acres in the northern portion of the SPSP area were protected under the Williamson Act. In addition, approximately 64 acres of the SPSP area were designated by the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) as Prime Farmland, 4 acres as Farmland of Statewide Importance and 12 acres as Unique Farmland (see Figure 3-24). Development of the SPSP area will result in the conversion of these lands to urban uses.



To address potential impacts, the SPSP establishes an agricultural land mitigation program in accordance with City General Plan policy and the Stanislaus LAFCO Agricultural Preservation Policy as adopted September 26, 2012. The Stanislaus LAFCO Agricultural Preservation Policy requires that the conversion of agricultural land be offset pursuant to an adopted Plan for Agricultural Preservation. One of the strategies encouraged is the acquisition of conservation easements at a minimum 1:1 ratio to the amount of agricultural land converted. In accordance with the City's goals to facilitate revenue and job generating uses, and LAFCO policy, the SPSP agricultural land mitigation program only applies to the conversion of agricultural lands to residential uses. The SPSP agricultural land mitigation program below constitutes a Plan for Agricultural Preservation consistent with adopted LAFCO policy:

- Project level discretionary development entitlements (e.g., tentative subdivision maps, site plan review, use permits, etc.) on any lands subject to the Williamson Act will only be considered by the City once the land is no longer under Williamson Act Contract, or in the case of tentative maps, less than three (3) years left consistent with the Subdivision Map Act (SMA) §66474.4(e)(2).
- Properties granted discretionary approval of residential development entitlements that are located on lands designated as Prime Farmland, Farmland of Statewide Importance, or Unique Farmland by the FMMP, shall be conditioned to cause the permanent preservation of similar quality farmland on a 1:1 ratio of the amount of farmland converted to the amount of farmland preserved. The acreage requiring mitigation shall be equal to that portion of the residential parcel subject to the discretionary development entitlement designated as Prime Farmland, Farmland of Statewide Importance, or Unique Farmland.
- Permanent preservation shall consist of the purchase of agricultural conservation easements granted in perpetuity from willing seller(s), enforceable deed restrictions, purchase of banked mitigation credits, or other conservation mechanisms

acceptable to the City. A signed Agreement with the California Farmland Trust, or similar entity, can be used to satisfy this requirement.

- Land set aside for permanent preservation shall: (1) be of equal or better soil quality, have a dependable and sustainable supply of irrigation water, and be located within Stanislaus County; (2) not be previously encumbered by a conservation easement of any nature.
- The land mitigation requirement shall be satisfied prior to the City issuance of a grading permit, building permits, or final map approval on the subject residential property. The permanent protection of farmland may be accomplished by either: (1) the landowner/developer may work directly with an established farmland trust or similar organization, and provide certification satisfactory to the City that such lands have **been permanently preserved at the specified ratio**; or (2) it is the City's intent to work with a qualified land trust or similar organization to establish a fee for agricultural land conservation easements. When available, this program would allow for the landowner/developer to pay a fee directly to the City to provide for the required mitigation.

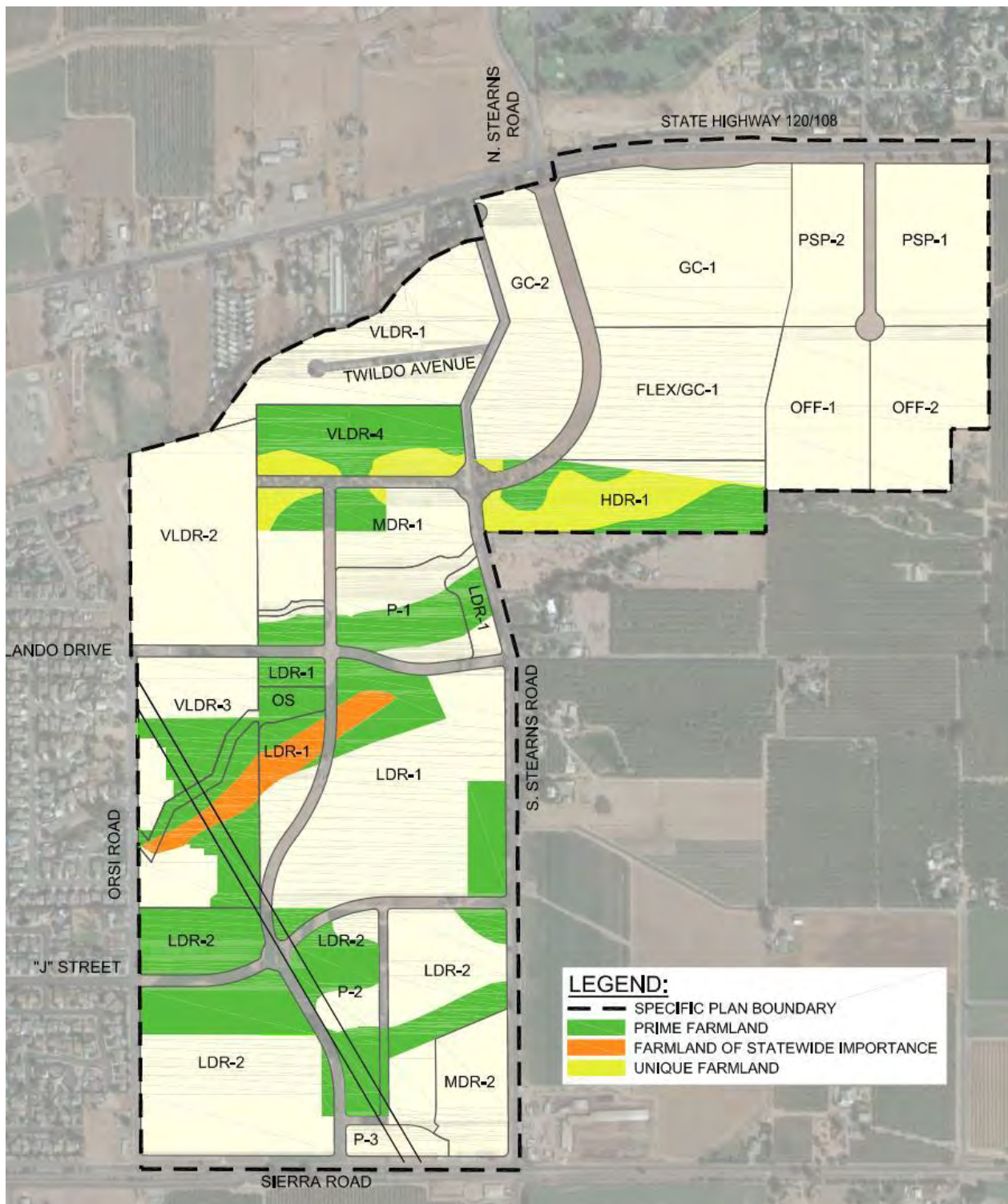
In the event that a parcel is reclassified from non-residential to residential use, or a Flex Use parcel is developed with residential uses, the SPSP agricultural land mitigation policy shall apply. Conversely, if a parcel is reclassified from residential to non-residential use, or a Flex Use parcel is developed with non-residential uses, the SPSP agricultural land mitigation policy shall not apply. Table 3-5 summarizes the acreages within the SPSP area subject to the SPSP Agricultural Land Mitigation program.

Table 3-5: SPSP AGRICULTURAL LAND MITIGATION

FMMP Agricultural Land Classification	Within Plan Area	Assigned Residential Land Use ¹
Prime Farmland	64.27 ac	49.44 ac
Farmland of Statewide Importance	4.35 ac	4.09 ac
Unique Farmland	12.14 ac	9.96 ac
Total	80.76 ac	63.49 ac.

1. Excludes existing Twildo Avenue residential neighborhood.

Figure 3-24: SPSP AGRICULTURAL LANDS



3.7.6 Environmental Mitigation

An Environmental Impact Report (EIR) was certified concurrent with approval of the SPSP. The EIR examines the potential direct and indirect environmental effects of the project and identifies appropriate mitigation measures, where feasible, to reduce impacts determined to be potentially significant. Mitigation measures that are applicable to the SPSP area include:



- Cultural Resources

Measure 4.2-1a: Survey unexamined portions of the SPSP area for historic resources before project construction.

Measure 4.2-1b: Implement a Historic Properties Management Plan if historic properties are identified.

Measure 4.2-2a: Halt work and consult if prehistoric, historic or paleontological subsurface cultural resources are discovered during ground-disturbing activities.

Measure 4.2-2b: Halt Work and consult if human skeletal remains are identified during construction.

- Transportation and Circulation

Measures 4.5-1c through 1i and 4.5-4a through 4h: Implement various traffic signal timing, intersection and roadway widening improvements (many of which are or will be covered under the City's CFF).

- Air Quality

Measures 4.6-1a & 1b: Implement specified dust control measures and Indirect Source Review requirements during construction.

Measures 4.6-2a & 2b: Implement specified measures and Indirect Source Review requirements to reduce operational emissions.

Measure 4.6-4: Develop a plan to reduce exposure of sensitive receptors to Toxic Air Contaminants (TACs) during construction and operations.

Measure 4.6-5: Implement specified odor control measures during construction and operations.

- Noise

Measure 4.7-3c: Require noise-reducing pavement to the extent feasible on Sierra and South Stearns Roads at such time that the roadways are resurfaced or reconstructed.

- Hazardous Materials

Measure 4.8-1a: Halt work and consult if hazardous materials are observed or suspected during construction.

Measures 4.8-1b through 1d: Abandon on-site wells or septic systems, remove stained soils, and remove on-site debris before construction begins.

Measure 4.8-1e: Evaluate pole-mounted transformers for the presence of Polychlorinated Biphenyls (PCBs) before construction begins.

- **Geology, Soils, Seismicity and Mineral Resources**

Measure 4.10-3b: Require preparation of site-specific studies to evaluate subsurface conditions relative to proposed uses.

- **Biological Resources**

Measures 4.11-1a through 1h: Conduct pre-construction surveys and avoid or compensate for various special-status species and habitats where present.

Measures 4.11-1i through 1k: Conduct worker awareness training, limit project access routes/staging areas, and protect preserved and avoided habitats during construction.

Measure 4.11-2a: Implement Water Quality Best Management Practices to minimize impacts to sensitive natural communities.

Measure 4.11-2b: Protect sensitive tree resources adjacent to construction activities.

Measure 4.11-2c: Avoid or identify and compensate for the loss of jurisdictional wetlands.

The full mitigation measures applicable to the SPSP area are contained in the SPSP Mitigation Monitoring and Reporting Program (Appendix A). The Mitigation Monitoring and Reporting Program shall be implemented through review, approval, construction and operations of SPSP area development projects and improvements.

3.7.7 Climate Action Plan

Concurrent with adoption of its 2030 General Plan, the city adopted a Climate Action Plan (CAP). The Oakdale CAP outlines strategies, goals, and actions for reducing municipal and community-wide greenhouse gas (GHG) emissions to ensure that the city does its part to meet the mandates of California's Global Warming Solutions Act of 2006 (AB 32). Strategies address energy, transportation and land use, solid waste and water.

Many policies and programs included in the General Plan directly and indirectly support the objectives and reduction strategies defined in the Oakdale CAP. These policies are applicable to and further enhanced by the SPSP. Specific reductions strategies that have been incorporated or will be required of development within the SPSP area include:



- Energy

Strategies E.1.1 & E.1.2: Comply with State-mandated building energy efficiency requirements (e.g., Title 24, voluntary CalGreen Tier 1, LEED) for commercial and residential development and expedite permitting for developers that incorporate these elements.

Strategies E.1.3 & E.1.4: Promote residential and commercial energy efficiency rebates, programs, and benchmarking.

Strategy E.1.5: Work with utilities to implement smart electric grid (smart meter) technology.

Strategy E.1.7: Establish and monitor a voluntary shade tree program.

Strategies E.2.1 & E.2.2: Promote small-scale on-site renewable energy (e.g., solar, wind) for homes and commercial users.

- Transportation and Land Use

Strategy TLU.1.1: Encourage higher density development.

Strategy TLU.1.2: Support mixed use development near local-serving commercial areas.

Strategy TLU.2.1: Implement voluntary commute trip reduction program.

Strategy TLU.2.2: Improve public transit.

Strategy TLU.3.1: Reduce traffic speeds in sensitive areas.

Strategy TLU.3.2: Plan and build out the bicycle network and provide bicycle facilities.

Strategy TLU.3.3: Provide pedestrian network improvements.

Strategy TLU.4.1: Implement preferred parking policy for low emitting and energy efficient vehicles.

Strategy TLU.4.2: Improve highway traffic flow.

Strategy TLU.4.3: Support local food and produce.

- Solid Waste

Strategy WS.1.1: Increase commercial and residential diversion rate to 75% by 2020.

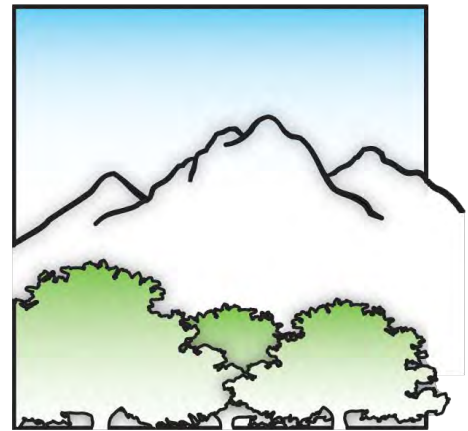
- Water and Wastewater

Strategy WR.1.1: Reduce per-capita water use by 10 percent by 2016, and 20 percent by 2020.

Reduction measures from the Oakdale CAP will be implemented in the SPSP area as applicable through review, approval, construction and operations of development projects and improvements. See the Oakdale Climate Action Plan for additional detail.

CHAPTER 4

Utilities & Services



Chapter Overview

This chapter summarizes the plans and requirements to ensure the efficient delivery of utilities and public services to support development of the SPSP area. Information for utilities is based upon the water, sewer, drainage, and dry utility master plans that have been prepared for the SPSP (included in Appendix B). Information on services reflects City and other service provider standards. Future development proposals will further refine infrastructure, facility and service needs, and may be required by the city to prepare more detailed site-specific analyses.

Utilities and services are to be provided by a combination of City and other agencies as identified on Table 4-1. In general, all utilities and services are to be extended in a timeframe and capacity that supports the phased development of the SPSP area, with area landowners funding their fair share contribution. The phasing of infrastructure improvements, along with financing of both utilities and services, is summarized in Chapter 5, Implementation.

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- 4.1 Utility Systems
- 4.2 Public Services & Safety

Table 4-1: SPSP UTILITY & SERVICE PROVIDERS

Utility/Service	Provider
Potable Water	City of Oakdale
Irrigation Surface Water	Oakdale Irrigation District
Wastewater	City of Oakdale
Storm Drainage & Flood Control	City of Oakdale
Solid Waste	Gilton Solid Waste Management
Electricity	Pacific Gas & Electric/ Modesto Irrigation District
Natural Gas	Pacific Gas & Electric
Telephone	AT&T and Comcast
Internet	AT&T and Comcast
Television/Cable	Comcast
Parks and Recreation ¹	City of Oakdale
Schools	Oakdale Joint Union School District
Libraries	Stanislaus County
Law Enforcement	City of Oakdale
Fire Protection & EMS	City of Modesto

1. Park & Recreation plans and standards presented separately in Chapter 3, Section 3.5.

SECTION 4.1

Utility Systems

4.1.1 Potable Water

The City of Oakdale is the water supplier within its city limits. The city provides potable water to customers using groundwater sources pumped from the Modesto Groundwater Sub-basin. Water will be delivered to the SPSP area via existing City pipelines that are stubbed at several connection points along the edges of the SPSP area.

Existing Water Sources and Facilities

A majority of existing users in the SPSP area obtain their potable water from wells located on individual properties. The exception are water users along Twildo Avenue, Seaman Drive and a portion of Stearns Road which are served by an improvement district operated by the Oakdale Irrigation District (OID). The OID also provides surface irrigation water to the area.

At the time of Specific Plan approval, the City of Oakdale owned and operated eight wells with a total combined production capacity of 12,456 gallons per minute (gpm). Water is distributed throughout the city via a system of 2 to 16-inch pipes. This network of transmission mains has been expanded incrementally as the city has built out, with new wells added as

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4.1.1	Potable Water
4.1.2	Wastewater
4.1.3	Storm Drainage & Flood Control
4.1.4	Solid Waste Management
4.1.5	Energy
4.1.6	Voice & Data Communications

needed to accommodate development. In addition, the city maintains a water storage tank to the northwest of the SPSP area within the Burchell Hill Specific Plan, which provides approximately 500,000 gallons of active storage.

Water Supply and Demand

Water supply to the project will come from two sources. The City of Oakdale will supply domestic water through a series of wells, tanks and water lines. The Oakdale Irrigation District will provide surface water to larger landscaped areas (parks, basins, etc.).

Water demand was estimated from demand projection calculations and a quantitative evaluation of the SPSP's planned land uses. Because water consumption varies by land use, several demand factors were used to determine the SPSP area's water demands. These factors are consistent with the City's Water Master Plan, prepared by Black Water Consulting Engineers, Inc. in September 2022. Based on the planned mix of land uses and their corresponding demand factors, the SPSP area is estimated to generate an average day water demand of 523,408 gallons per day (gpd) and a maximum day water demand of 889,793gpd. This maximum day demand represents a relatively small increase, 5 percent, of the City's existing combined well pumping capacity.

A City-operated groundwater well is located in close proximity to the SPSP area, to the west along East J Street. This well has the ability to generate up to 1,887 gpm of potable water. To offset the increased demand for potable water by the SPSP area, an additional groundwater well and well site is planned within the northeastern corner of Parcel HDR-1. Given site elevations, it may be desirable to provide a water storage tank within the SPSP area.

The total volume of water supply projected and accounted for within the City's 2020 UWMP will be sufficient to meet the demands of the SPSP area, within the framework and context of the 2030 General Plan. No new water entitlements will be required to serve the SPSP area.

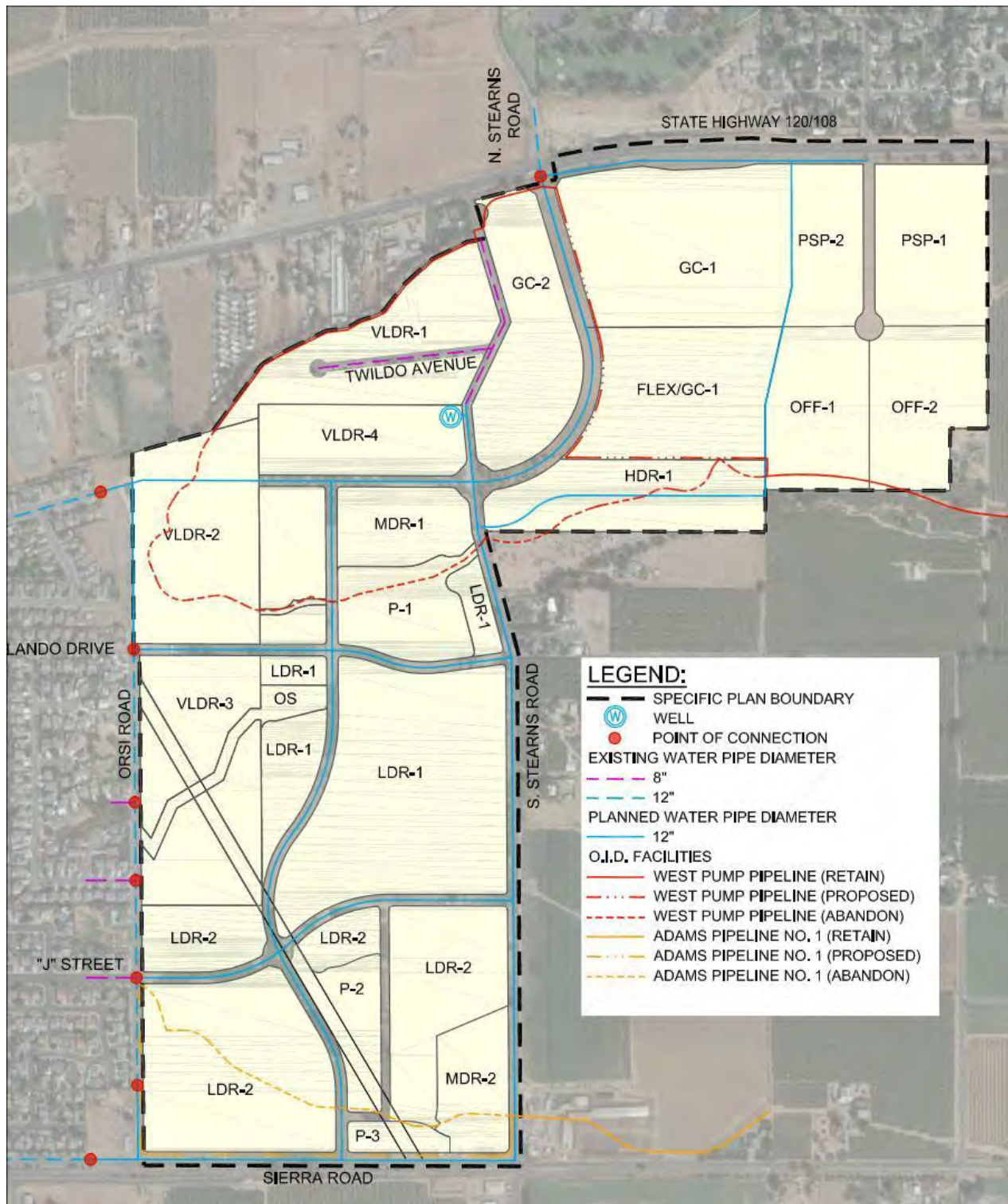
Water System Improvements

The planned backbone water transmission system for the SPSP area's City water improvements are shown in Figure 4-1. The Backbone system only includes major improvements intended to be funded by a SPSP area wide financing and improvement mechanism (such as a Community Facilities District) or the City's Capital Facilities Fee. Parcel specific improvements will be required at a project level.

Final improvements may be refined and approved by the City in accordance with its water model. As existing landowners in the SPSP area connect to the City water system, existing on-site private wells will be required to be destroyed per Stanislaus County Department of Environmental Resources regulations.

A looped system of 12-inch diameter pipe is planned to connect with the existing water system at the intersections of South Stearns Road and Highway 120/East F Street, East G Street and Orsi Road, and Sierra Road and Orsi Road. Other service mains and connection points may be 8-inch or 10-inch as directed by the city at the time of development. Offsite

Figure 4-1: BACKBONE POTABLE WATER INFRASTRUCTURE



improvements include extension across SR 120/108 to connect with the D Street Extension Mainline at Stearns Road, extension into the East F Street Corridor Specific Plan for connection to future water mains serving that area (See East F Street Corridor Specific Plan for proposed water improvements), and extension from the intersection of Sierra Road and Orsi Road to connect to the 12-inch mainline in Sierra Road.

The improvements required to deliver Oakdale Irrigation District surface water to the site could include connection to and extension of existing facilities to deliver surface water to a wet well/pump station, then delivery to the park through irrigation lines and sprinklers, or by flooding, as appropriate.

For large park areas and smaller open space areas, when feasible, it is expected that the Oakdale Irrigation District will be able to provide surface water for irrigation during the irrigation season, typically March through October. Prior to the approval of any park improvement plans within the SPSP, the City of Oakdale and the Oakdale Irrigation District will enter into an agreement for the delivery of water to these parks. The infrastructure to deliver water, and City water in the event of Oakdale Irrigation water becoming unavailable, will be part of the design of Park 1, and carry through to the subsequent parks. The use of Oakdale Irrigation District water will assist in the implementation of the City's water conservation program in the design of buildings and landscaping.

Oakdale Irrigation District Facilities

The Oakdale Irrigation District (OID) maintains easements for two pipelines located within the SPSP area, the West Pump Pipeline and the Adams Pipeline #1 (see Figure 4-1). OID has indicated that these pipelines must continue to supply water, but that they may be relocated to accommodate development of the SPSP area.

A portion of the West Pump Pipeline will be relocated into an easement located behind the landscape corridor along the eastern edge of South Stearns Road. Upon relocation, this pipeline will maintain its connection to the north of Highway 120/East F Street providing irrigation water to the Oakdale Golf and Country Club and lands downstream. The Adams Pipeline #1 will be relocated to an easement behind the landscape corridors along the western edge of South Stearns Road, the northern edge of Sierra Road, and the eastern edge of Orsi Road. Upon relocation, this pipeline will continue to provide irrigation water to properties south of Sierra Road and lands downstream. Individual projects will be required to coordinate with OID regarding construction activity near the pipelines and/or the relocation of the facilities. The City of Oakdale and the Oakdale Irrigation District will coordinate the relocation and design of any OID facilities so they can also meet the dual purpose of conveying irrigation water as needed, and providing irrigation to larger park areas within the SPSP.

A portion of the Adams Pipeline #1 will be relocated into an easement, similar to the West Pump Pipeline, in areas where biological resources have not been identified. Where

biological resources have been identified, the Adams Pipeline #1 shall be avoided and identified as “open space” unless the applicable Federal, State, and Local permits have been obtained to allow for any improvements and/or development.

4.1.2 Wastewater

Wastewater service is provided by the City of Oakdale, which owns, operates, and maintains a wastewater collection and treatment system. Properties located within the municipal boundaries of Oakdale receive wastewater service from the City. Properties located outside the City limits utilize on-site septic systems.

Existing Wastewater Facilities

At the time of SPSP approval, there were no wastewater facilities within the SPSP area that actively served developed uses. All existing uses utilize private, on-site septic systems. The city operates one wastewater treatment plant (WWTP), which is located on the north side of the Stanislaus River on Liberini Avenue. The WWTP is designed to treat up to 5 million gallons per day (mgd) of domestic and industrial wastewater. All wastewater collected in the City flows to an existing triple-barrel inverted siphon crossing consisting of a sixteen (16) inch, eighteen (18) inch, and twenty-two (22) inch DR9 HDPE pipes that cross the Stanislaus River and connect the existing City to the WWTP.

Wastewater Treatment Demand

Sanitary sewer demand for the SPSP area is based on the anticipated population at buildout. This is determined through different population density demand factors applied to the planned mix of land uses. Based on these factors, the estimated average daily sanitary sewer flow generated by the SPSP area at buildout is 520,641 gallons per day (0.5 mgd). Peak day flow is estimated to be 1,026,060 gallons per day (1.0 mgd).

Wastewater System Improvements

Figure 4-2 illustrates the planned backbone wastewater collection and transmission system for the SPSP area. The Backbone system only includes major improvements intended to be funded by a SPSP area wide financing and improvement mechanism or the City's Capital Facilities Fee. Parcel specific improvements will be required at a project level.

Wastewater flows from portions of the SPSP area west of South Stearns Road will be directed to a proposed lift station located near the northern neighborhood park. These flows will be transferred via an 8-inch force main to discharge into an existing 12-inch sewer main in D Street. Wastewater flows from portions of the SPSP area east of South Stearns Road will connect to a proposed 12-inch sewer main located at the intersection of South Stearns Road and Highway 120/East F Street. The low-lying areas east of South Stearns Road will be directed to a lift station on Parcel LDR-1 and directed towards Highway 120/East F Street. These flows will also be transferred to discharge in the D Street sewer main. Offsite improvements include extension across SR 120/108 to connect with the D Street Extension Mainline, and extension



into the East F Street Corridor Specific SPSP area for connection to the D Street System (See East F Street Corridor Specific Plan for proposed sewer improvements).

Interim connections to one of several existing connections points along Orsi Road may be approved by the city to serve portions of the SPSP area on a temporary basis until off-site improvements are constructed in the East F Street Corridor Specific Plan area. Given limited available capacity within these existing lines, such connections would only be permitted until a lift station and associated infrastructure are constructed to allow discharge into the D Street sewer main and would be subject to City approval of an engineering analysis demonstrating availability of capacity.

All new development will be required to connect to the city sewer system. Existing residences currently on septic systems will be permitted to maintain and replace those systems only if the municipal sewer system is not available. Future connections to the City sewer system will be permitted at the discretion of the City.

Figure 4-2: BACKBONE WASTEWATER INFRASTRUCTURE



4.1.3 Storm Drainage & Flood Control

Pre-Development Site Hydrology

At the time of Specific Plan approval, the SPSP area consisted predominantly of agricultural lands with some limited residential uses. The key exception is the existing residential neighborhood in the northern portion of the SPSP area along Twildo Avenue. Site topography ranges from relatively flat to areas of steep slope, with elevations of approximately 177 to 228 feet relative to mean sea level. There is a "plateau" along the northern one-third of the site that slopes downward to Highway 120/East F Street and more steeply towards the center of the SPSP area. The southern portion of the site is lower and relatively flat, sloping primarily northward. Adams Creek flows in a southwest direction through the center of the site carrying overflow irrigation water from agricultural operations located east of the SPSP area. Adams Creek is an open channel OID drainage facility and is piped west of Orsi Road.

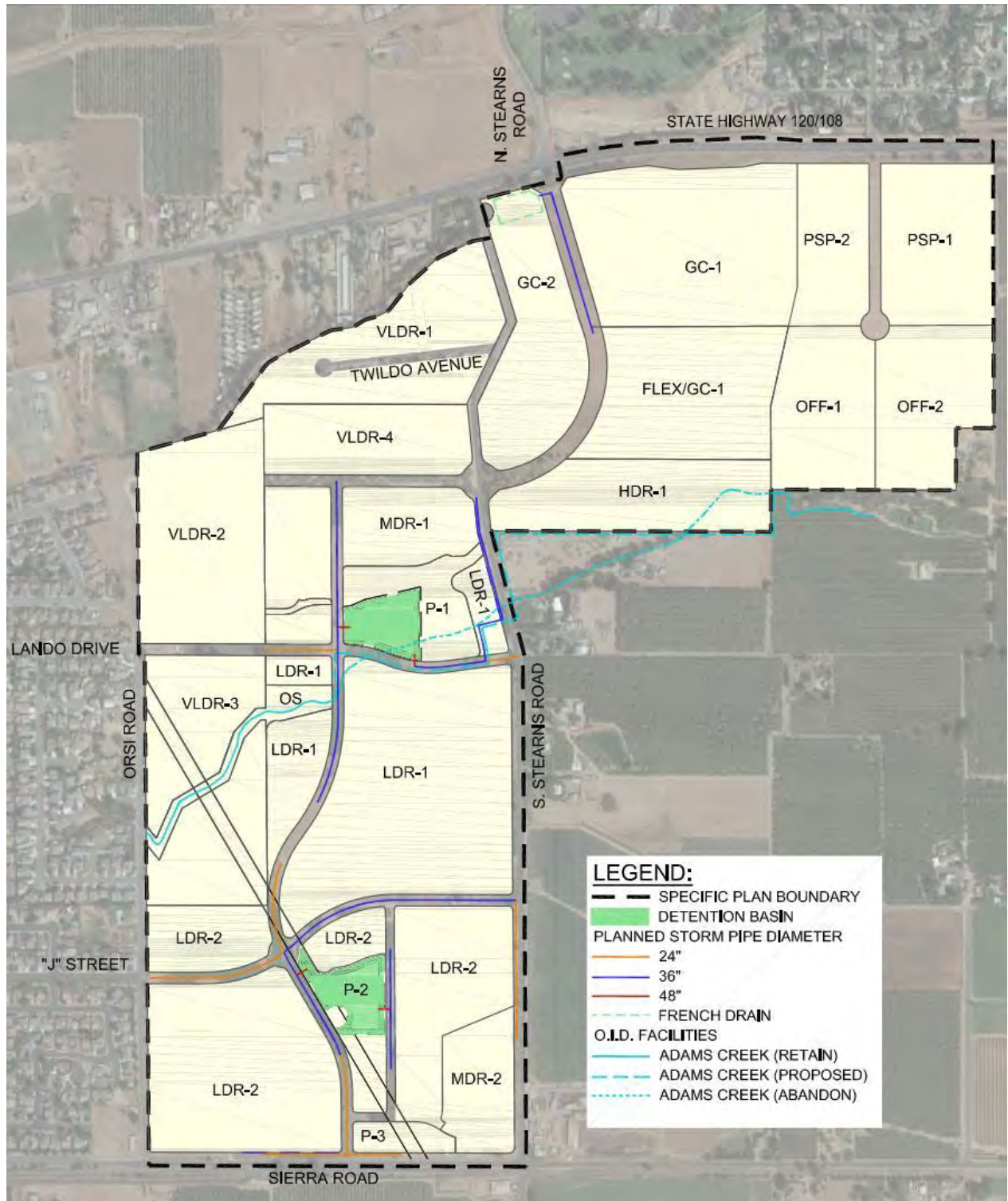
SPSP area soils generally consist of sandy loams, which are deep, well-drained soils on the alluvial fan of the Stanislaus River. Given the undeveloped nature of the SPSP, existing SPSP area runoff quantities are small in comparison to post project projections.

Drainage Improvements

Figure 4-3 illustrates the planned backbone storm drain system for the SPSP area. The Backbone system only includes major improvements intended to be funded by a SPSP area wide financing mechanism or the City's Capital Facilities Fee. Parcel specific improvements will be required at a project level.

Adams Creek will be relocated and converted from an open channel to a pipeline, connecting to the existing pipeline west of the SPSP area. This pipeline will follow roadways within the SPSP area, with the exception of being rerouted along the eastern and southern boundaries within VLDR-4 and remaining open channel through VLDR-3 and the open space (OS) area.

Figure 4-3: BACKBONE STORM DRAINAGE INFRASTRUCTURE



Storm drainage systems within residential land use areas in the SPSP area will utilize on-site stormwater detention basins. These basins are designed to allow water to percolate into the ground and are sized to capture all stormwater within the residential land use areas. The basins can also be used as dual use facilities for dry weather recreation in parks. Both parks in the SPSP area include detention basins.

In general, non-residential uses within the Mixed-Use Corridor will be required to contain storm water runoff onsite by using underground percolation or onsite storage basins. These areas are considered self-contained and will not be connected to the City's storm drainage system. However, it will be necessary to construct a French drain system to collect and dispose of street runoff through percolation for a portion of the SR 120/East F Street frontage.

Residential uses within the northern portion of the SPSP area will be served by 24 to 36-inch mainlines with a 36-inch and a 48-inch outfall into a basin within the northern neighborhood Park (Parcel P-1). This 7.34-acre park site will consist of an upper and lower section. The eastern half of the park will be roughly at street level, while the western half will be lowered approximately 5-feet for containment of storm water. The basin in the park will be approximately 3.2 acres and have a storage capacity of approximately 12.1-acre feet with one foot of freeboard.

Residential uses within the southern portion of the SPSP area will be served by 24 to 36-inch mainlines merging into a single 48-inch outfall into a basin within the southern neighborhood Park (Parcel P-2). This 4.84-acre park site will also consist of upper and lower sections, with the southern section roughly at street level and the northern section lowered approximately 5-feet. The basin in the park will be approximately 2.6 acres and have a storage capacity of approximately 10.9-acre feet with one foot of freeboard.

The design and construction of all storm drainage facilities shall conform to City standards and specifications. New development will be designed to convey runoff away from areas where historic flooding or ponding has occurred and direct new runoff to either the new park/basins, or be designed to be stored in underground storage, french drains, or other appropriate storm drainage disposal facility. Development proposals may be required to prepare a detailed hydrologic analysis as determined by the Public Services Director to confirm flooding risks are not exacerbated, and are preferably reduced, with development.

Storm Water Quality

The SPSP area storm drainage infrastructure includes features designed to ensure that runoff meets water quality standards pursuant to the City's National Pollutant Discharge Elimination System (NPDES) permit. The use of retention/percolation basins or similar facilities in the SPSP area facilitates settling of the particulate matter, allowing its removal from stormwater prior to potential discharge to the river. This approach also provides the flexibility and treatment within the system to comply with the discharge requirements.

STORMWATER MANAGEMENT DURING CONSTRUCTION

The release of on-site stormwater runoff during construction activities is regulated by the State General Construction Permit issued by the Regional Water Quality Control Board for all construction sites greater than one acre. The General Construction permit requires that a Storm Water Pollution Prevention Plan (SWPPP) is created to address how the storm water from a particular construction site will be maintained and treated prior to being discharged from the site. The SWPPP is an evolving document that changes with the dynamics of site development.

The use of Best Management Practices (BMPs) is required during construction and will generally incorporate erosion controls and sediment controls. Several approaches to erosion and sediment control BMPs can be implemented, such as applying straw mulch to disturbed areas, using fiber rolls and silt fences, sedimentation basins, drain inlet protection, stabilized construction accesses, and material management. The final sizing and selection of non-mechanical BMPs should be tailored to the needs of each construction project, as approved by the city.

POST CONSTRUCTION STORMWATER MANAGEMENT

Post construction stormwater management is intended to treat urban runoff generated on-site in perpetuity. The BMP techniques within the SPSP area will reduce and/or eliminate the pollutants from urban stormwater runoff and prevent the contamination of receiving waters.

Post construction stormwater treatment is composed of three general elements: source control, runoff reduction, and treatment of runoff. The basic practice of source control is to minimize the potential for constituents to enter runoff at the source. Low Impact Development (LID) (see below) is the main tool to be implemented in order to achieve stormwater runoff reduction. Implementation of LID provides for local infiltration and treatment opportunities that reduce the quantity of runoff which enters the storm drain systems during a rainfall event. LID will be implemented to offset for runoff increases that occur with development due to the conversion of native ground surfaces to impervious cover. Additional treatment control BMPs may be located at the end of the pipe and provide further treatment of the stormwater before it is discharged into the Stanislaus River, as approved by the city.

LOW IMPACT DEVELOPMENT

Low impact development (LID) is an approach to stormwater management that emphasizes the use of small-scale, natural, and constructed drainage features that are integrated into site design to capture urban runoff and precipitation. LID measures can slow, clean, infiltrate, and evapotranspiration runoff, which reduces the quantity of urban runoff entering the City's storm drain systems and project detention basins.

As the SPSP area develops, specific LID techniques should be implemented and specified in construction documents. A variety of LID elements may be applied to achieve a reduction

in stormwater runoff. The selection and use of these elements may vary by development project, depending on the runoff reduction needed. The various LID options may include, but are not limited to:

- Disconnected roof drains.
- Disconnected and separated pavement
- Bio-retention facilities, rain gardens, and bioswales
- Tree planting
- Grass swales and channels
- Curb cuts and vegetated filter strips.
- Permeable pavements - impervious surface reduction
- Stream buffers
- Soil amendments
- Pollution prevention and good housekeeping practices

4.1.4 Solid Waste Management

Solid waste generated in the City of Oakdale is collected by Gilton Solid Waste Management. Gilton provides residential, commercial, and industrial waste collection, processing, recycling and disposal, as well as construction and demolition waste processing, diversion, and transfer to a disposal facility.

The City's municipal solid waste is delivered to the Gilton Resource Recovery/Transfer Facility (GRR); a State permitted solid waste facility that provides a full range of transfer and diversion services. A majority of the City's municipal solid waste delivered to GRR that is not diverted is sent to a landfill, with the bulk going to Forward Landfill in Manteca and a small portion going to Fink Road Landfill near Crows Landing (or to other state-approved landfills). Both of these landfills have expanded recently and have adequate capacity to serve the project. The remainder of the City's solid waste requiring disposal is sent to the Covanta Energy waste-to-energy cogeneration facility at the Fink Road Landfill.

Gilton's facilities and the landfills serving the City of Oakdale have adequate capacity to meet the additional waste stream demands generated by development of the SPSP area. Development in the SPSP area will be conditioned to work with Gilton and the City to maximize recycling and other programs to reduce or divert the solid waste stream to the landfills by approximately 50 percent in compliance with AB 939. In addition, the SPSP is subject to the requirements of the Oakdale CAP to further increase commercial and residential diversion rates to 75 percent by 2020.

4.1.5 Energy

Electric Service

Both Pacific Gas and Electric (PG&E) and the Modesto Irrigation District (MID) provide electric service to the City of Oakdale. Included are facilities for the distribution, generation, and transmission of energy resources. PG&E holds a 75'-wide easement within the SPSP area that includes high-tension power lines and associated towers.

As development in the SPSP area proceeds, electrical distribution will be extended to individual parcels in conjunction with roadway improvements. In addition, energy efficient street lighting will be provided along all public streets as part of roadway frontage improvements. All electric and street light facilities will be constructed to the current City standards.

At the time of the SPSP approval, it was not yet determined whether PG&E or MID would be the SPSP area's electric service provider. Both companies have infrastructure nearby and can serve the full buildout of the SPSP area. Given this unique arrangement, as part of the application process for development of the SPSP area, a service request will be made to each utility company and the one that can best serve the SPSP area will be used. Electric lines shall be installed underground, and existing overhead lines programmed for relocation underground, unless the size of the lines prohibits their undergrounding.

Natural Gas

Pacific Gas and Electric (PG&E) provides natural gas service to the City of Oakdale, including natural gas distribution, procurement, and storage. PG&E provides natural gas service within all new subdivisions in the City and upon request in accordance with the rules and tariffs of the California Public Utilities Commission. PG&E's long-range plans provide for availability of gas service to accommodate increased demand. Service will be provided to the SPSP area from existing adjacent infrastructure. Delivery of gas service to individual projects in the SPSP area will be reviewed by PG&E at the time that development proposals are filed with the city.

Energy Conservation

Development in the SPSP area will be reviewed to facilitate energy efficient building designs and energy reduction measures. All development will be required to comply with State Title 24 and Tier 1 CalGREEN standards. New residential development will be conditioned to incorporate prewiring for solar or other renewable energy systems and offer optional features that allow for increased energy efficiency (e.g., electric vehicle plugs, zoned heating and cooling, automated lighting/heating systems). Individual development projects are encouraged to coordinate with energy providers to participate in energy efficiency, rebate and benchmarking programs employing state-of-the-art technologies and techniques in the construction of buildings and in the design of mechanical systems. Measures should be incorporated that reduce the level of non-essential lighting, heating and cooling; maximize solar access and reduce exterior heat gain and heat island effects; promote the installation

of small-scale on-site renewable energy systems for homes and commercial uses; maximize the use and strategic placement of shade trees; implement smart grid technologies; and other suitable techniques as prescribed in the Oakdale CAP.

4.1.6 Voice/Data Communications

The SPSP area is within the service areas of AT&T and Comcast. Together, these providers offer both voice and data communication services within the SPSP area. This includes land-line telephone service, voice over internet protocol (VOIP) telephone service, cable television service, and high-speed data line (internet) service. Distribution lines to individual parcels will be extended from existing infrastructure adjacent to the SPSP area. The appropriate providers will review delivery of telephone, cable television, and high-speed data line services to individual projects in the SPSP area at the time that development proposals are filed with the city. In addition to these services, several other voice and data communication providers offer wireless telephone, television, and internet services in the city. All telecommunication lines and associated facilities shall be installed underground, and existing overhead lines programmed for relocation underground.

SECTION 4.2

Public Services & Safety

4.2.1 Schools

The SPSP area is within the service boundaries of the Oakdale Joint Union School District (OJUSD), which operates four elementary schools, one junior high school, and one high school. In addition, the OJUSD operates several alternative education facilities including a continuation high school, an independent study high school, a charter high school, and an adult vocational center.

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- 4.2.1 Schools
- 4.2.2 Libraries
- 4.2.3 Law Enforcement
- 4.2.4 Fire Protection & EMS

Student Generation

Based on the SPSP area's development capacity of 890 new dwelling units, it is estimated that buildout of the SPSP area could generate up to 220 elementary school students, 72 junior high students, and 152 high school students. Student generation projections are derived from OJUSD's established yield rates per household, which are summarized in Table 4-2. As noted in Section 3.1, Land Use Plan, the SPSP includes Flex Use which has a secondary use of residential. Should development of Flex Use be approved that result in additional dwelling units within the SPSP area, mitigation of school impacts is to be incorporated to retain OJUSD's standards.

Table 4-2: STUDENT GENERATION

School Type	Yield Rate	Students Generated	School Capacity*	Schools Required
Elementary School (K-6)	0.2475	220	696	0.32
Junior High School (7-8)	0.0811	72	867	0.08
High School (9-12)	0.1710	152	2,077	0.07

* Reflects actual capacity of existing school facilities anticipated to serve the SPSP area, as established by the OJUSD.

School Facilities Serving SPSP Area

Based on the SPSP area's estimated student generation, as well as consultation with the OJUSD, no new school sites are provided or planned for in the SPSP area. Existing OJUSD school facilities are targeted to serve the SPSP area's needs. New elementary school students will attend Sierra View Elementary School and junior high school students will attend Oakdale Junior High School. Both of these schools are located immediately west of the SPSP area. High school students will attend Oakdale High School, located on the south side of Highway 108 in the southwestern portion of the city.

At the time of SPSP approval, OJUSD's staff indicated that existing school facilities within the district were adequate to serve the needs of the SPSP area, with the exception of elementary school students. Enrollment at Sierra View Elementary School could exceed capacity with the addition of students from the SPSP area. However, with adjustments to each elementary school's service boundaries and construction of the planned elementary school in the Bridle Ridge Specific Plan, demands on the school system could be rebalanced within the district. This rebalancing would allow the SPSP area's elementary school students to be accommodated by the district's existing and planned school facilities. Residential development within the SPSP area will be required to work with the OJUSD to ensure that there is adequate capacity for elementary school students from the SPSP area.

School Funding Agreements

SPSP area developers shall coordinate with the OJUSD to ensure that new residential development pays the statutory school fees. Developer and OJUSD will discuss other methods/options to provide school facilities to serve the project, including, but not limited to, Mitigation Agreement(s) and/or Community Facility District formation. Prior to the approval of the first tentative subdivision map for residential development in the SPSP area, developer and OJUSD shall enter into an agreement concerning school facility funding.

4.2.2 Libraries

Stanislaus County operates a public library system that serves the City of Oakdale. Thirteen branches are provided in cities throughout the County, with one branch in Downtown Oakdale located at 151 South First Avenue. Funding for these facilities is primarily derived from a 1/8-cent countywide sales tax, which generates revenue for ongoing operations, staffing, and the purchase of books and other materials. While all County library facilities are available to the SPSP area's residents, the branch in downtown Oakdale is the nearest facility to the SPSP area.

4.2.3 Law Enforcement

The Oakdale Police Department (OPD) will serve the SPSP area and provides all law enforcement services within the city. Operations and patrols are provided from the department's one police station at 245 North Second Avenue, located approximately 2 miles from the SPSP area's western boundary. The OPD currently provides crime protection and prevention, animal control, and traffic patrol services.

The City's General Plan identifies OPD response time targets for priority calls, as well as the need to maintain adequate staffing levels to provide effective and highly visible police protection services within the City. It is anticipated that future development may require the addition of staff to meet service needs. The SPSP area is subject to the City's adopted Public Facilities Fee, which is collected to cover new development's fair share of capital equipment (station expansion and related equipment and facilities). In addition, the SPSP area will be included in the City's Public Safety CFD and will participate in other alternative financing mechanisms established by the City for public safety service.

Buildout of the SPSP area is to comply with City of Oakdale policies and Police Department recommendations regarding safety and security. Proposals for development in the SPSP area will be routed to the Police Department for recommendations on design elements that affect traffic safety and crime prevention. Projects and public improvements should implement Crime Prevention Through Environmental Design (CPTED) principles to minimize opportunities for criminal activities as directed by the Police Department.

4.2.4 Fire Protection and EMS

The Modesto Fire Department (MFD) provides fire protection and emergency medical services in the city and will serve the SPSP area. To augment their services and ensure greater emergency response times, the MFD maintains reciprocal mutual aid agreements with the Oakdale Rural Fire Protection District and the Stanislaus Consolidated Fire Protection District. The MFD operates out of two fire stations in the city: Station 1 at 325 East G Street and Station



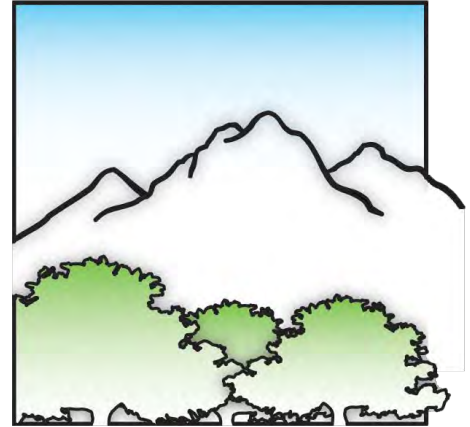
2 at 450 South Willowood Drive. Located approximately 1½ miles from the western edge of the SPSP area, it is anticipated that Station 1 will provide first response to the SPSP area.

The MFD has adopted response time standards (Resolution 2009-171) to direct fire crew planning and monitor operations. In addition, the **City's General Plan** identifies initial MFD response time targets, as well as the need to maintain adequate staffing levels and equipment to provide effective fire protection and emergency medical services within the City. The SPSP area is subject to the City's response time standards and its adopted **Public Facilities Fee**, which is collected to cover new development's fair share of capital equipment (fire station and related equipment and facilities). In addition, the SPSP area will be included in the **City's Public Safety** CFD and will participate in other alternative financing mechanisms established by the City for public safety service.

The buildout of the SPSP area is to comply with City of Oakdale policies and Modesto Fire Department recommendations regarding fire protection. Proposals for development in the SPSP area will be routed to the Modesto Fire Department for recommendations on design elements that affect fire prevention and safety including access, water pressure flows, and building design.

CHAPTER 5

Implementation



Chapter Overview

This Chapter outlines the methods by which the SPSP will be implemented. Government Code Section 65451 requires that a Specific Plan provide a program of implementation measures necessary to carry out its proposed land uses, infrastructure, development standards, and other criteria. Implementation of the SPSP is to be administered by the City of Oakdale in accordance with the terms and conditions of several related planning and program documents. The intent is to ensure that implementation occurs in an orderly manner that is responsive to changing circumstances and market conditions.

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- 5.1 Related Documents
- 5.2 Subsequent Approvals
- 5.3 Improvement Obligations
- 5.4 Phasing Program
- 5.5 Financing Strategy
- 5.6 Specific Plan Administration

5.1 Related Documents

City Documents

GENERAL PLAN

The City of Oakdale 2030 General Plan serves as the long-term policy guide for the physical and economic development of the City. The City's core values are the foundation of the General Plan and the underlying basis for its vision and direction.

The SPSP implements the goals and policies of the General Plan and supplements these goals and policies by providing specific direction to reflect conditions unique to the SPSP area. Prior to the initial approval of this Specific Plan, a comprehensive citywide update to the General Plan was approved, which incorporated the appropriate land use and policy framework to reflect the SPSP's development program. The SPSP is consistent with the City's 2030 General Plan as adopted.

ZONING & OTHER CODES

The City of Oakdale Municipal Code is one of the primary tools for implementing the General Plan. Included in the Municipal Code is the City's Zoning Code, which will be used in conjunction with the SPSP to implement the development program. Other related components of the Municipal Code include the Subdivision Ordinance, Sign Ordinance, and Tree Ordinance, all of which will be used to implement the SPSP where applicable.

The SPSP modifies the permitted uses, development standards, and other regulations of the City's Municipal Code. In these cases, the standards and regulations provided in the SPSP supersede those in the Municipal Code. Where the SPSP is silent, regulations in the Municipal Code remain applicable. If a conflict occurs between the requirements of the SPSP and the City's Municipal Code, the requirements of the SPSP shall prevail.

RESIDENTIAL DESIGN EXPECTATIONS

The City of Oakdale has adopted Single-Family and Multiple-Family Residential Design Expectations that are applied to new development areas. These Design Expectations are based upon the Ahwahnee Principles Toward More Livable Communities and advance the City's adopted Specific Plan Design Principles. The Design Expectations provide specific guidance for residential site planning, building placement, and architecture. The intent is to outline clearly identified principles and standards that property owners, developers, and builders can use in preparing development applications.

The SPSP includes design expectations in Chapter 3, Land Use & Mobility Code, which address a range of topics. The design expectations and other requirements of the SPSP supplement those embodied in the City's adopted Design Expectations. If a conflict occurs between the



requirements of the SPSP and the City's Design Expectations, the requirements of the SPSP shall prevail.

IMPROVEMENT STANDARDS

The City of Oakdale Improvement Standards provide detailed drawings and design standards to guide public improvement projects within the city. Topics addressed include safety, streets, lighting, water, sewers, storm drains, parking, walls, fire standards, utilities, landscaping, irrigation, standard measures, backflow and cross connections, and bike and pedestrian trails.

The SPSP includes plans, standards and guidelines that supplement the City's adopted Improvement Standards. If a conflict occurs between the requirements of the SPSP and the City's Improvement Standards, the requirements of the SPSP shall prevail.

CLIMATE ACTION PLAN

The City of Oakdale Climate Action Plan (CAP) establishes a strategy to reduce greenhouse gas (GHG) emissions associated with sources under the City's jurisdiction. California's Global Warming Solutions Act (AB 32) requires jurisdictions to reduce GHG emissions to be at or below 1990 levels by 2020. The Oakdale CAP analyzes GHG emissions and sources attributable to the City, estimates how those emissions are expected to increase, and recommends measures that can reduce GHG emissions to meet required targets.

The intent of the Oakdale CAP is to achieve required emission reductions in an efficient and cost-effective manner. The reduction measures in the CAP are applicable to development in the SPSP area and are to be considered as part of the review process for future projects. The CAP also provides a basis from which future projects can tier and thereby streamline future environmental analysis required under the California Environmental Quality Act (CEQA).

Specific Plan Documents

ENVIRONMENTAL IMPACT REPORT

An Environmental Impact Report (EIR) was certified concurrent with approval of the SPSP. The EIR, prepared in accordance with CEQA, examines the potential direct and indirect environmental effects of the project and identifies appropriate mitigation measures, where feasible, to reduce impacts determined to be potentially significant.

The environmental analysis for the SPSP is part of a larger analysis prepared for the City's 2030 General Plan update. A single EIR was prepared, which examines the General Plan update at a programmatic level, and development of the SPSP at a more-detailed project level. This EIR serves as the base environmental document for purposes of evaluating subsequent development entitlements, discretionary permits, and ministerial approvals. Included is a Mitigation Monitoring and Reporting Program to be used by the city and project developers



in ensuring compliance with adopted mitigation measures as the SPSP area builds out. The SPSP Mitigation Monitoring and Reporting Program is included as Appendix A.

UTILITY MASTER PLANS

Utility Master Plans have been prepared for the SPSP. These Master Plans provide direction for the construction of improvements to serve the buildout of the SPSP area. Included are the Sierra Pointe Water Master Plan, Sierra Pointe Sewer Master Plan, Sierra Pointe Storm Drain Master Plan, and Sierra Pointe Dry Utility Master Plan. The intent is to ensure functional and reliable utility systems (see Chapter 4 for additional detail). The Utility Master Plans form the basis of the SPSP area infrastructure program, phasing strategy, and financing strategy. The SPSP Utility Master Plans are included in Appendix B. The Utility Master Plans are conceptual and may be modified over time as approved by the Public Services Director.

FISCAL ANALYSIS/PUBLIC FACILITIES FINANCING PLAN

A Fiscal Analysis and Public Facilities Financing Plan were prepared for the SPSP as part of its original adoption in 2014. Concurrent with the processing of the first subdivision map filed within the SPSP, the Financing Plan will be finalized, and a Plan Area Fee will be considered. The Fiscal Analysis assesses impacts of development on the City's ability to fund services. The Public Facilities Financing Plan identifies the cost of backbone infrastructure required to serve the SPSP area, the allocation and ability of properties to support those costs, and potential funding mechanisms that can be used to construct the SPSP area's infrastructure and facilities (see Section 5.5 for additional details). The 2014 SPSP Fiscal Analysis and Public Facilities Financing Plan are available from the City of Oakdale Community Development & Services Department.

DEVELOPMENT AGREEMENTS

Development agreements are key implementing tools for the SPSP. A development agreement is a legally binding contract between the City, a property owner, and any assigned successors-in-interest. It vests development rights, delineates obligations for infrastructure improvements and dedication requirements, secures the timing and methods for financing improvements, and specifies other performance obligations for development of the particular property within the context of the larger Specific Plan.

Because the SPSP area is comprised of many parcels with different property ownerships, development agreements will be executed individually with each property owner (see Section 5.2 for additional details).

5.2 Subsequent Approvals

Effectuation of Entitlements

Concurrent with adoption of the SPSP, the City pre-zoned all properties within the SPSP area, and certified the project EIR. In order to fully effectuate land use and zoning entitlements, and allow development on any property within the SPSP area to proceed, the following subsequent approvals are required:

Prior to final approval of any subsequent development entitlements by the City...

- An application shall be submitted and approved by Stanislaus County LAFCO annexing the SPSP area.

Prior to or concurrent with final approval of any subsequent development entitlements by the City...

- A development agreement shall be approved and executed between the City and subject property owner(s) consenting to the property's participation in the SPSP financing mechanisms, improvement obligations, reimbursement mechanisms, fee updates, land/easement dedications, maintenance, and related obligations.

Prior to the recordation of any tentative subdivision map or other final entitlements...

- The SPSP Public Facilities Financing Plan shall be finalized, and appropriate SPSP area financing mechanisms established including any Community Facilities District(s) or other mechanisms to fund capital improvements, update of the City's Community Facilities Fee to reflect any SPSP area facilities to be funded by those fees (if applicable), and appropriate reimbursements mechanisms. (see Section 5.5).

Sphere of Influence Amendment & Annexation

At the time of Specific Plan approval, the SPSP area was unincorporated. The entire SPSP area is within the City's existing Sphere of Influence (SOI). LAFCO action is required to formally annex the SPSP area into the city.

Annexation of the SPSP area will be processed and approved in accordance with Stanislaus County LAFCO Policies and Procedures. This will include coordination with LAFCO and Stanislaus County, potentially updating of the City's Municipal Service Review, and other applicable requirements. The EIR prepared for the SPSP contemplated the SOI amendment and annexation and is intended to serve as the environmental document for such actions.

The city will use its best efforts to initiate the annexation process. Property owners shall be responsible for the costs reasonably and directly incurred by the City, and all LAFCO required costs and fees. The annexation of the SPSP area should be completed prior to final approval of any subsequent development entitlements by the City. Property owners, at their own risk, may process subsequent development entitlements and improvement/construction plans, and the City may conditionally approve such entitlements, provided the City may not

approve any final parcel or subdivision map for recordation or issue any grading or building permit prior to annexation of the property to the City.

The SPSP area was pre-zoned concurrent with Specific Plan approval, as amended. City zoning will become effective upon final certification of the annexation.

Development Agreements

Development agreements are required for all SPSP area properties consenting to the property's participation in the SPSP financing, improvement, and other obligations. The City may waive the development agreement requirement for some properties, if determined unnecessary by the City, or if participation can more efficiently be secured through project conditions of approval.

Key topics that should be addressed in development agreements (and/or project conditions) for SPSP area properties include, as applicable:

- Vested rights (subject to subsequent project entitlements).
- Applicability and contribution towards updating existing rules, regulations, policies, fees, taxes and assessments.
- Affordable housing requirements, participation, and subsidies (if any).
- Outside agency approvals, permits and responsibilities.
- Public improvements (on-site and off-site) to be dedicated constructed or financed by SPSP area and individual properties.
- Park and ride lots.
- Parks, open space and trail dedication, thresholds, construction, and financing.
- Agricultural land mitigation.
- School fee agreements.
- Police, fire, and general fund contributions.
- Community wide financing mechanisms formation and obligations (infrastructure, services and maintenance).
- Credits and reimbursements.
- Defaults, remedies and termination.
- Hold harmless agreement.
- Other relevant provisions.

A development agreement must be approved and executed prior to or concurrent with final City approval of any subsequent development entitlements for an applicable property. Development agreements are to be processed in accordance with Section 36-23.20 of the Oakdale Zoning Code and run with the subject property. Development agreements will not be binding until final certification of annexation of the property to the City.

City Project Entitlements

Individual development projects within the SPSP are subject to review and approval of subsequent permits and entitlements by the City. Typical entitlements may include site plan review, use permits, variances, parcel maps, subdivision maps, and/or other permits. Application and processing requirements shall be in accordance with the City's Zoning Code and other regulations, unless otherwise modified by this Specific Plan.

All subsequent development projects, public improvements, and other activities shall be consistent with the provisions of the SPSP, applicable development agreements, and pertinent City of Oakdale policies and standards. In approving a subsequent project or permit, the City may impose conditions as are reasonably necessary to ensure that the project is in compliance with the SPSP and all then applicable plans and regulations.

Williamson Act Non-Renewal/ Cancellation

At the time of Specific Plan approval, portions of the SPSP area were being used for active agricultural production. County records indicate that some properties in the northern portion of the SPSP area were protected under the Williamson Act (Parcel VLDR-4 and portions of Parcels MDR-1, MDR-2 and P-1). As of May 26, 2021, the owner of each property subject to a Williamson Act contract has filed a Notice of Non-renewal. These properties will be out of the contract on 12/31/30. SMA 66474.4 (e)(2) allows approval of a Tentative Map when there are only three (3) years left on a Williamson Act Contract.

It is an objective of the SPSP to support continued production on existing agricultural properties within the SPSP area until the time that such properties are developed. To the extent the land is targeted for urban development prior to the expiration of the contract, the contract holder can file a petition for cancellation in accordance with Municipal Code Section 195.07 and Government Code Section 51282. If the petition is filed after annexation, the city must find that the cancellation is consistent with the purpose of the Williamson Act or is in the public interest.

Outside Agency Approvals

Other permits and approvals may be required by federal, state, and/or regional agencies. These agencies may include the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, California Department of Fish and Game, California Department of Transportation, Regional Water Quality Control Board, San Joaquin Valley Air Pollution Control District, and others as applicable.

Subsequent Environmental Review

Each subsequent development project shall be reviewed to ensure compliance with the California Environmental Quality Act (CEQA). The project EIR, certified concurrently with adoption of the SPSP, serves as the base environmental document for subsequent



entitlements within the SPSP area. Development applications are to be reviewed on a project-by-project basis to determine consistency with the EIR.

In general, if it is determined that a subsequent project is consistent with the SPSP and is within the scope of the EIR's analysis, further environmental review may not be necessary. Section 65457(a) of the California Government Code and Section 15182(a) of the CEQA Guidelines provide that no EIR or negative declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. If it is determined that a development application is inconsistent with the SPSP and/or substantial evidence exists that supports the occurrence of any of the events set forth in CEQA Guidelines Section 15183, a determination will be made as to the appropriate subsequent environmental document.

The EIR prepared for the SPSP identifies specific mitigation measures to be applied to projects within the SPSP area as applicable. Some of the mitigation measures necessitate additional study or review to be undertaken prior to a project moving forward. Such measures include:

- *Measure 4.2-1a:* Survey unexamined portions of the SPSP area for historic resources before project construction.
- *Measure 4.10-3b:* Prepare site specific studies to evaluate subsurface soil/geologic conditions relative to proposed uses.
- *Measures 4.11-1a through 1h:* Conduct multi-species pre-construction biological surveys and avoid or compensate for various special-status species and habitats where present.

See the SPSP Mitigation Monitoring and Reporting Program (Appendix A) for a full listing of applicable mitigation measures.

Existing Uses

At the time of Specific Plan approval and this subsequent amendment, there were a number of existing homes, agricultural uses, and related structures within the SPSP area. While some of these uses may remain either indefinitely or for an extended period, it is expected that many will ultimately be replaced to accommodate new development consistent with SPSP land uses. The City will make every effort to accommodate property owners who want to retain their existing structures and uses, provided that it does not compromise the intent of the SPSP or otherwise adversely affect a critical public facility.

Certain existing land uses that were legal under prior land use regulations may not conform to the standards specified in the SPSP. Since the SPSP is oriented towards the future, it is intended that these nonconforming uses will eventually be phased out consistent with the City's Zoning Code. Permits should not be granted for expansion of structures to accommodate nonconforming activities, but routine interior and exterior maintenance is permitted in accordance with City of Oakdale Municipal Code §36-18.19.

5.3 Improvement Obligations

Development of the SPSP area will require significant capital investment in the construction of a backbone infrastructure system including roadways, water, sewer, storm drain, parks, and other infrastructure and facilities. Backbone improvements are to be completed by the SPSP property owners, along with required “in-tract” improvements, in accordance with the SPSP Phasing Program, Financing Strategy, and property development agreements. The city will operate and maintain public facilities with the exception of those operated and maintained by outside service providers.

Table 5-1 summarizes the types of backbone infrastructure and facilities required, along with responsibilities for associated operations and maintenance. Funding mechanisms for each are discussed in Section 5.5, Financing Strategy.

Table 5-1: PUBLIC IMPROVEMENTS, OPERATIONS & MAINTENANCE

Improvements/Facilities	Construction	Operations/Maintenance
Streets	Property Developers	City (Public) Property Owners (Private)
Landscape Corridors, City Gateway & Neighborhood Entries	Property Developers	City (Public) Property Owners (Private)
Potable Water	Property Developers	City
Wastewater	Property Developers	City
Storm Drainage	Property Developers	City
Detention/Water Quality Basins	Property Developers	City
Solid Waste	Gilton Solid Waste Management	Gilton Solid Waste Management
Electric	Property Developers PG&E/Modesto Irrigation District	PG&E/Modesto Irrigation District
Natural Gas	Property Developers PG&E	PG&E
Telecommunications	Property Developers Service Providers	Service Providers
Parks	Property Developers	City
Public Open Space	Property Developers	City
Bike/Multi-Use Paths	Property Developers	City
Schools	Oakdale Joint Unified School District	Oakdale Joint Unified School District
Libraries	Stanislaus County	Stanislaus County
Law Enforcement	City	City
Fire Protection/EMS	City	City
General Governmental Services	City Stanislaus County	City Stanislaus County

5.4 Phasing Program

Implementation of the SPSP is designed to allow for the coordinated phasing of project development and improvements. The SPSP Phasing Program has been structured to ensure the logical and viable construction of all on-site and off-site backbone improvements and facilities necessary to support the intensity of development in each phase.

SPSP Phases

The SPSP area land uses, and the backbone infrastructure required to serve those uses, are designed to be developed in two relatively distinct phases – the Mixed-Use Corridor Phase, and the Residential Neighborhood Phase. The geographic boundaries of each phase are reflected in Figure 5-1. The primary backbone improvements and facilities associated with the development of each phase are summarized on Table 5-2. Included are identified cross-phase improvements which are to be completed by whichever phase proceeds first, with appropriate reimbursements from the subsequent phases.

In general, any phase may precede the other phases (with cross phase improvements completed), or the phases may proceed concurrently.

A more detailed Conceptual Infrastructure Phasing Plan (CIPP) is provided in Appendix C. This CIPP breaks each Phase shown on Figure 5.1 and discussed in Table 5.2 down into even smaller phases. The intent of the CIPP is to provide a more granular look at how infrastructure might be provided. The CIPP will assist the City Engineer and Planning Director in reviewing and conditioning tentative maps and projects as they are brought forward. The CIPP is not a controlling document and is just intended to provide guidance as future projects are reviewed and Development Agreements are negotiated.

Figure 5-1: PHASING PLAN

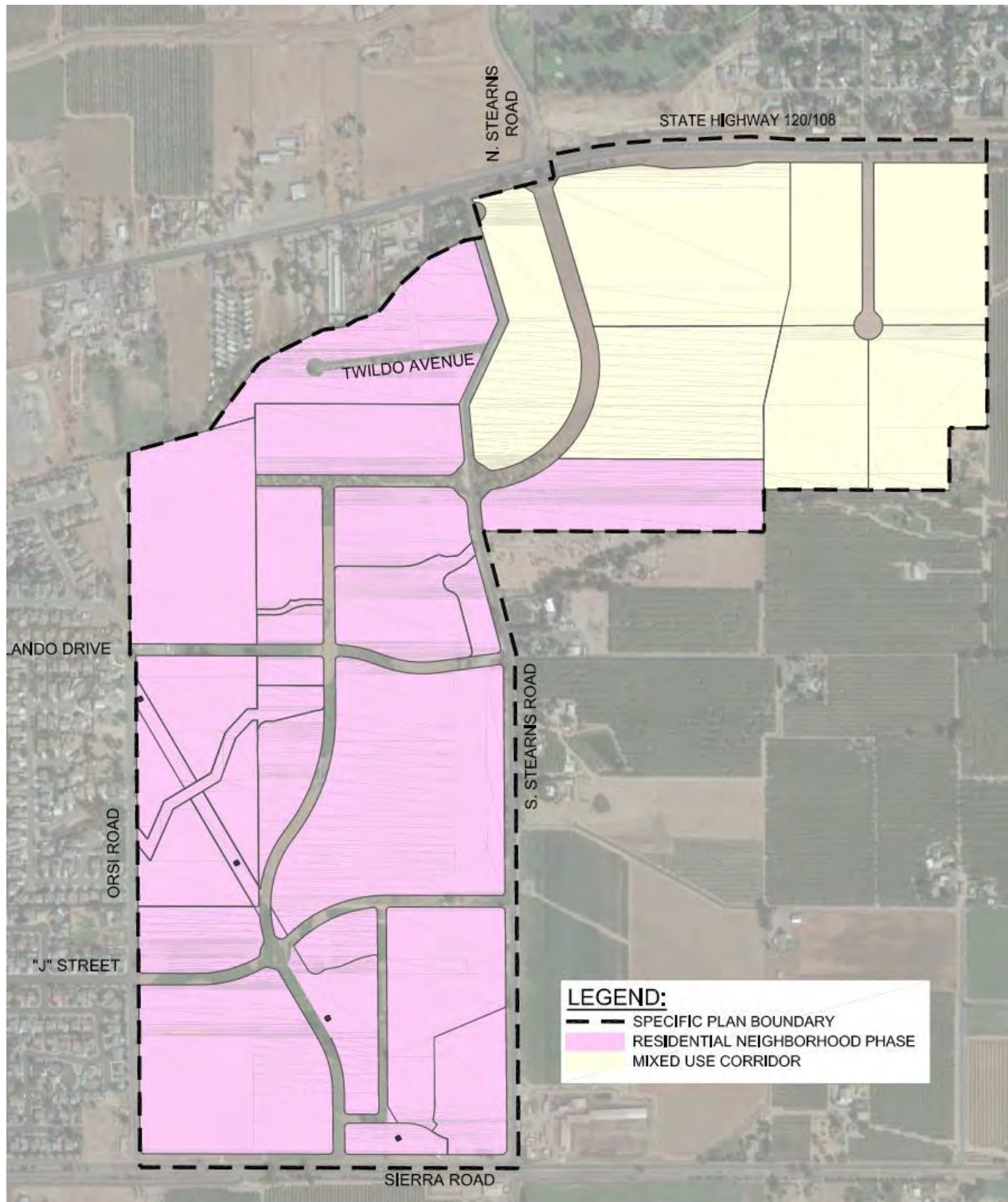


Table 5-2: SUMMARY OF PHASED IMPROVEMENTS

Cross Phase Improvements (CP)		Notes:
CP1	Construct realignment of South Stearns Road from SR120/East F Street at North Stearns Road and connect to existing South Stearns Road with roundabout at southeast corner of Parcel HDR-1	Cross Phase Improvements to be completed by whichever phase proceeds first, with appropriate reimbursements from the subsequent phases.
CP2	Connect to 12-inch water line in North Stearns Road	
CP3	Install 12-inch main in South Stearns Road between SR 120/East F Street and connection point in Parcel VLDR-4.	Road improvements include pavement, striping, median curbing/irrigation/landscaping (where present), curb, gutter, sidewalks/trails, streetlights, bus shelters, and traffic signals. Installation of median landscaping to occur concurrent with roadway construction. Construction of sidewalks and roadside landscaping may occur concurrent with development of adjacent parcels.
CP4	Construct domestic water well near Parcel HDR-1 and extend service into South Stearns Road. Construct well prior to issuance of 500 th building permit within the SPSP area, or at such time as determined by the Public Services Director to be critical to maintain adequate water supply and pressure.	
CP5	Relocate the Old West Pump Pipeline between its connection point at the eastern boundary of Parcel VLDR-4 and the northern boundary of Parcel VLDR-2.	Undergrounding of existing overhead utility lines shall be shared equally among area developers as determined by the Public Works Director and should not be the sole burden of the developer on whose property the facilities are located.
CP6	Install traffic signal or roundabout at SR 120/East F Street and Stearns Road (to be constructed by the East F Street Corridor Specific Plan or SPSP, whichever develops first).	
CP7	Install Central Lift Station	Parks & Open Space improvements to be constructed "turnkey" by property developers as part of adjacent subdivision improvements.
CP8	Install 8-inch force main and 12-inch sewer line in South Stearns between SR120/East F Street and roundabout at southeast corner of Parcel HDR-1	
CP9	Install 36-inch storm line and French drain in South Stearns Road.	Existing Subdivision on Parcel VLDR-1 will require roadway, water, sewer and storm drain improvements to connect to the City's systems and meet City improvement standards. See SPSP Public Facilities Financing Plan and Fiscal Impact Analysis for additional detail.

Residential Neighborhood Phase Improvements (RN)

Roads (R)

RNR1	Improve South Stearns Road along the eastern boundary of the Residential Neighborhood Phase between the southern boundary of Parcel VLDR-4 and Sierra Road.
RNR2	Improve east side of Orsi Road from Sierra Road north to terminus at northern SPSP area boundary.
RNR3	Improve north side of Sierra Road between Orsi Road and South Stearns Road.
RNR4	Construct north-south Signature Street.
RNR5	Construct east-west Signature Streets (J Street, Lando Drive, and G Street).
RNR6	Improve Twildo Avenue and Seaman Drive in accordance with City standards prior to issuance of 500 th Building Permit within the SPSP area.

Water (W)

RNW1	Install 12-inch main in Orsi Road between Sierra Road and J Street.
RNW2	Install 12-inch main in Orsi Road between Lando Drive and the north SPSP area boundary.
RNW3	Connect to existing 12-inch line in Orsi Road at J Street, Lando Drive, East G Street and near the Sierra Road and Orsi Road intersection.
RNW4	Install 12-inch line in South Stearns Road between the northern boundary of Parcel VLDR-4 and Sierra Road.
RNW5	Install a 12-inch main in Sierra Road between the connection point just west of Orsi Road and South Stearns Road.
RNW6	Install 12-inch lines in north-south Signature Street within Residential Neighborhood Phase.
RNW7	Install 12-inch main in east-west Signature Streets (J Street, Lando Drive, and G Street).
RNW8	Disconnect existing 8-inch water main in Twildo Avenue and Seaman Drive from Oakdale Irrigation District and connect to new domestic water well upon construction and acceptance of new water well.

Wastewater (WW)

RNWW1	Install 6-inch force main stub (for future use) into Parcel VLDR-4.
RNWW2	Install 8-inch line in north-south Signature Street.
RNWW3	Install 10-inch line in north-south Signature Street.
RNWW4	Install 8-inch line J Street.
RNWW5	Install 10-inch line from north-south Signature Street to central lift station.
RNWW6	Construct southern wastewater lift station and 8-inch force main in north-south Signature Street.
RNWW7	Install 8-inch line in G Street.
RNWW8	Install 8-inch line in Twildo Avenue and 8-inch force main and lift station in Seaman Drive prior to issuance of 500 th Building Permit within SPSP area.

Storm Drain (SD)

RNSD1	Install 36-inch line from roundabout in South Stearns Road to basin at Parcel P-1.
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Residential Neighborhood Phase Improvements (RN)

RNSD2	Construct approximately 12.1-acre-foot detention basin in Parcel P-1.
RNSD3	Construct detention basin (Parcel P-1) inlet structures and 48-inch discharge pipelines.
RNSD4	Relocate and pipe the OID Adam Creek Drain.
RNSD5	Install 36-inch line in north-south collector street to discharge into detention basin (Parcel P-1).
RNSD6	Install 36-inch line in south Signature Street (J Street).
RNSD7	Construct French drain systems to collect street drainage in Twildo Avenue and Seaman Drive prior to issuance of 500 th Building Permit within SPSP area.
RNSD8	Install 36-in line in north/south Signature Street from Sierra Road to detention basin in Parcel P-2.
RSND9	Construct approximately 9.7-acre-foot detention basin.
RSND10	Construct detention basin (Parcel P-2) inlet structures and 48-inch discharge pipelines.
RSND11	Construct 24-inch line in Sierra Road.
RSND12	Construct 24-inch line in South Stearns Road.

Dry Utilities (DU)

RNDU1	Construct underground electrical utilities to serve the Residential Neighborhood Phase.
RNDU2	Relocate existing overhead electrical utilities underground.
RNDU3	Construct underground communication/data utilities to serve the Residential Neighborhood Phase.
RNDU4	Relocate existing overhead communication/data utilities underground.

Parks & Open Space (P)

RNP1	Construct 7.34-acre park on Parcel P-1.
RNP2	Construct 4.84-acre park on Parcel -2.
RNP3	Construct a 1.84-acre park on Parcel P-3.
RNP4	Construct improvements on Parcel OS.

Irrigation (I)

I1	Relocate the OID Adams Pipeline #1 between its connection point at the western boundary of Residential Neighborhood Phase.
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Mixed Use Corridor Phase Improvements (MU)

Roads (R)

- MUR1 Improve SR 120/East F Street frontage.
- MUR2 Improve South Stearns Road between SR 120/East F Street and Residential Neighborhood Phase (including entry median).
- MUR3 Construct cul-de-sacs at ends of existing South Stearns Road.

Water (W)

- MUW1 Install 12-inch main along the frontage of SR 120/East F Street between South Stearns Road and the road between Parcels PSP-1 and PSP-2.
- MUW2 Install 12-inch main between Parcels GC-1 and PSP-1 from SR 120/East F Street south to the Parcel VLDR-4.
- MUW3 Install 12-inch main in Parcel VLDR-4.

Wastewater (WW)

- MUWW1 Install 8-inch line in South Stearns Road west of parcel GC-2.

Storm Drain (SD)

- MUSD1 All development within the Mixed-Use Corridor Phase shall contain storm water onsite.
- MUSD2 Construct French Drain System for SR 120/East F Street improvements.

Dry Utilities (DU)

- MUDU1 Construct underground electrical utilities to serve the Mixed-Use Corridor Phase.
- MUDU2 Relocate existing overhead electrical utilities underground.
- MUDU3 Construct underground communication/data utilities to serve the Mixed-Use Corridor Phase.
- MUDU4 Relocate existing overhead communication/data utilities underground.

Other (O)

- MUO1 Install eastern City Gateway at southwest and southeast corners of SR 120/East F Street and Stearns Road.

Phasing Program Principles

The following principles govern the implementation of the phasing program for the SPSP area:

- SPSP area property owners are responsible for the upfront funding, design and construction of all backbone infrastructure and facilities for each phase as identified on Table 5-2 and as further detailed in each property development agreement and the Preliminary Phasing Plan shown in Appendix A to this Specific Plan.
- Building permits for a subject phase may only be issued if the infrastructure and facilities within that phase (or subsequently approved sub-phase) are sufficient to provide access and services as determined by the Public Services Director.
- All “in-tract” infrastructure is to be installed by developers as part of local project improvements. Approval of parcel specific improvement plans may not occur prior to approval of all backbone infrastructure and facility plans for the given phase.
- Developers of specific parcels within each phase may propose the installation of interim or temporary improvements or facilities should the timing of certain backbone infrastructure components cause undue hardship and/or project delay. Studies shall be submitted to the Public Services Director for review and approval to demonstrate the adequacy of interim facilities and timing of completion of ultimate backbone infrastructure and facilities.

Phasing Program Modifications

The SPSP allows for the approval of modifications to the Phasing Program. Such modifications may include the creation of sub-phases, adjustments to phase boundaries, changes to backbone infrastructure, ability to move a parcel forward out of phase, or similar. The intent is to provide flexibility to respond to evolving market conditions, development opportunities, financing considerations, and availability of new infrastructure technologies over time.

Modifications to the Phasing Program may be approved without amendment to this Specific Plan when determined by the Public Services Director that:

- All infrastructure and facility improvements necessary to adequately serve associated development will be provided in a timely manner and at the defined service levels of the city and relevant service providers.
- The request is in compliance with the SPSP infrastructure master plans, fee and financing programs, and the provisions of the applicable development agreement(s); and
- The request will not result in any inequitable burdens on other properties within SPSP area.

A request to modify the Phasing Program is to be processed administratively as a Minor Specific Plan Modification in accordance with Section 5.6. The request shall include an explanation and illustration of the proposed modification, how it achieves the above criteria,

and any other information deemed necessary for evaluation by the Public Services Director. The Public Services Director may determine that additional infrastructure requirements are needed for parcels that initiate development earlier than anticipated by the Phasing Program.

5.5 Financing Strategy

Services, facilities and backbone infrastructure for the SPSP are to be provided, constructed and maintained through a combination of financing mechanisms. A Fiscal Impact Analysis and Public Facilities Financing Plan have been prepared for the SPSP, and are available from the City Community Development & Services Department:

- The Fiscal Impact Analysis **assesses the impacts of development on the City's ability to fund services.** This analysis estimates the annual revenue and service costs that new development in the SPSP will generate and where supplemental funding may be required.
- The Public Facilities Financing Plan identifies the cost of backbone infrastructure required to serve the SPSP, the allocation and ability of properties to support those costs, and the potential funding and financing mechanisms that can be used to **construct and maintain the SPSP area's infrastructure and facilities.**

Property specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other financing and improvement related obligations are to be included in the SPSP area development agreements as applicable.

Financing Strategy Principles

The following principles govern the implementation of the financing strategy for the SPSP area:

- Consistent with General Plan policies, the SPSP area shall fund the full cost of all required services and on-site/off-site infrastructure and facilities required to serve the project with no added costs, or decline in service levels, to existing residents and businesses in the City.
- The SPSP area shall fund the maintenance of public facilities within the project including parks, open space areas, drainage and water quality basins, landscape corridors, gateways/entries, and similar public-use facilities through mechanisms such as formation of a Landscape and Lighting District or CFD.
- Each benefitting property in the SPSP area is required to pay its fair (pro-rata) share of the backbone infrastructure and public facilities construction, maintenance and land acquisitions costs.



- Existing City and other agency fee programs will be used to fund SPSP area improvements to the degree the improvements are eligible for such funding. Fee credits are to be applied where the developer designs and constructs such fee-based improvements, or such improvements are included in SPSP area financing mechanisms/districts.
- The city will consider the establishment of appropriate debt financing (e.g., community facilities districts, assessment districts) to help finance construction and maintenance of backbone infrastructure, facilities and services. When using debt financing, the total annual special tax and/or assessment rates for developed land shall not exceed fiscally prudent standards consistent with State and City guidelines.
- Establishment of special financing district(s) will not preclude a property owner from paying a cash amount equivalent to its proportionate share of the costs for such district(s) prior to the issuance of bonds.
- Concurrent with the formation of any special financing district(s), the property owners and City shall enter into a shortfall agreement whereby property owners will covenant to finance their fair share of the costs of the special financing district(s) improvements to the extent that bonds issued by the district do not provide sufficient funding for the completion of such improvements.
- Funding sources shall consider the establishment of a reserve fund for the repair and replacement of infrastructure and facilities serving the SPSP area.
- The City will use best efforts to establish appropriate reimbursements in the event that the SPSP area or an individual landowner is required to pay for oversizing of backbone infrastructure and facilities, dedicate land, or incur other costs beyond the SPSP **area's/property's fair share benefit** such as the CFF for projects with city-wide benefit and a SPSP infrastructure fee or benefit area for projects with a more focused benefit.
- Prior to effectuating full development entitlements for a property, the landowner shall be required to enter into a development agreement with the City, consenting to participation in the SPSP area financing mechanisms, improvement obligations, land/easement dedications, maintenance, and related obligations (see Section 5.2).
- The SPSP Public Facilities Financing Plan shall be finalized, and appropriate financing mechanisms established, prior to City recordation of any tentative subdivision maps or other final entitlements. Payment schedules and sources of funds for the repayment of any proposed debt will be determined for each mechanism.
- The SPSP Public Facilities Financing Plan is to be updated as appropriate if significant new information becomes available regarding backbone infrastructure and/or funding strategies. All financing mechanisms are to include a method for adjusting the amount of funding to reflect current costs at the time of construction.

Financing Mechanisms

The various financing mechanisms to be used to provide services, construct backbone infrastructure, and to operate/maintain the infrastructure and facilities in the SPSP area are summarized on Table 5-3.

The financing mechanisms that may be used in the SPSP area include:

City Impact Fees: The City of Oakdale has adopted a set of development impact fees (i.e., CFF) to finance capital improvements. Fees are collected prior to issuance of a building permit for streets/public works, wastewater, water, storm drainage, police, fire, parks & recreation, general government, and administration. Future updates to the City's fee program may include certain SPSP area improvements.

County Impact Fees: The County of Stanislaus has adopted a set of development impact fees (i.e., PFF) to finance public facilities. County impact fees are collected by the city prior to issuance of a building permit and are forwarded to the County.

School Impact Fees: The Oakdale Joint Unified School District has established fees, in accordance with State regulations, to be used to construct school facilities. School impact fees are collected by the city prior to issuance of a building permit and are forwarded to the school district.

Plan Area Fee: City and other existing fee programs may not finance all infrastructure and facilities required to serve the SPSP area. Plan Area fees and/or a reimbursement program may be created to fund infrastructure and facilities not included in the existing fee programs, as well as to equalize obligations amongst SPSP area landowners.

Developer Financing: Direct developer/merchant builder financing may be required to fund backbone infrastructure and facilities, for shortfall financing, and for in-tract subdivision improvements.

Community Facilities District: One or more Community Facilities Districts may be established to help fund the construction and/or acquisition of backbone infrastructure and facilities that serve the SPSP area. The 1982 Mello-Roos Community Facilities Act enables cities and other entities to establish a CFD to fund various facilities and services. The proceeds from a CFD bond sale can be used for direct funding of improvements, to acquire facilities constructed by the developer, and/or to reimburse developers for advance funding of improvements. The annual special tax can be used for direct funding of facilities and/or to service debt. In addition, a CFD for Services may be used to fund the ongoing operations and maintenance of public facilities and services that directly benefit the SPSP.

Table 5-3: PUBLIC IMPROVEMENT FINANCING MECHANISMS

Improvements/Facilities	Construction	Operations/Maintenance
Streets	Developer/CFD/CFF/PFF	City & County General Funds/Gas Tax
Landscape Corridors, City Gateway & Neighborhood Entries	Developer	Maintenance District
City Gateway	Developer/CFD	Maintenance District
Potable Water	Developer/CFD/CFF	User Charges
Wastewater	Developer/CFD/CFF	User Charges
Storm Drainage	Developer/CFD/CFF	City General Fund/ Maintenance District
Detention/Water Quality Basins	Developer/CFD/CFF	Maintenance District
Solid Waste	User Charges	User Charges
Electric	User Charges	User Charges
Natural Gas	User Charges	User Charges
Telecommunications	User Charges	User Charges
Parks	Developer/CFD/CFF	Maintenance District
Open Space	Developer/CFD	Maintenance District
Bike/Multi-Use Paths	Developer/CFD	Maintenance District
Schools	Oakdale Joint USD Fees	Property Taxes
Libraries	PFF	Property Taxes
Law Enforcement	CFF/PFF	City & County General Funds/ CFD No. 2007-1
Fire Protection/EMS	CFF	City General Fund/CFD No. 2007-1
General Governmental Services	CFF/PFF	City & County General Funds

CFD – Community Facilities District

CFF – Capital Facilities Fee

PFF – Public Facilities Fee



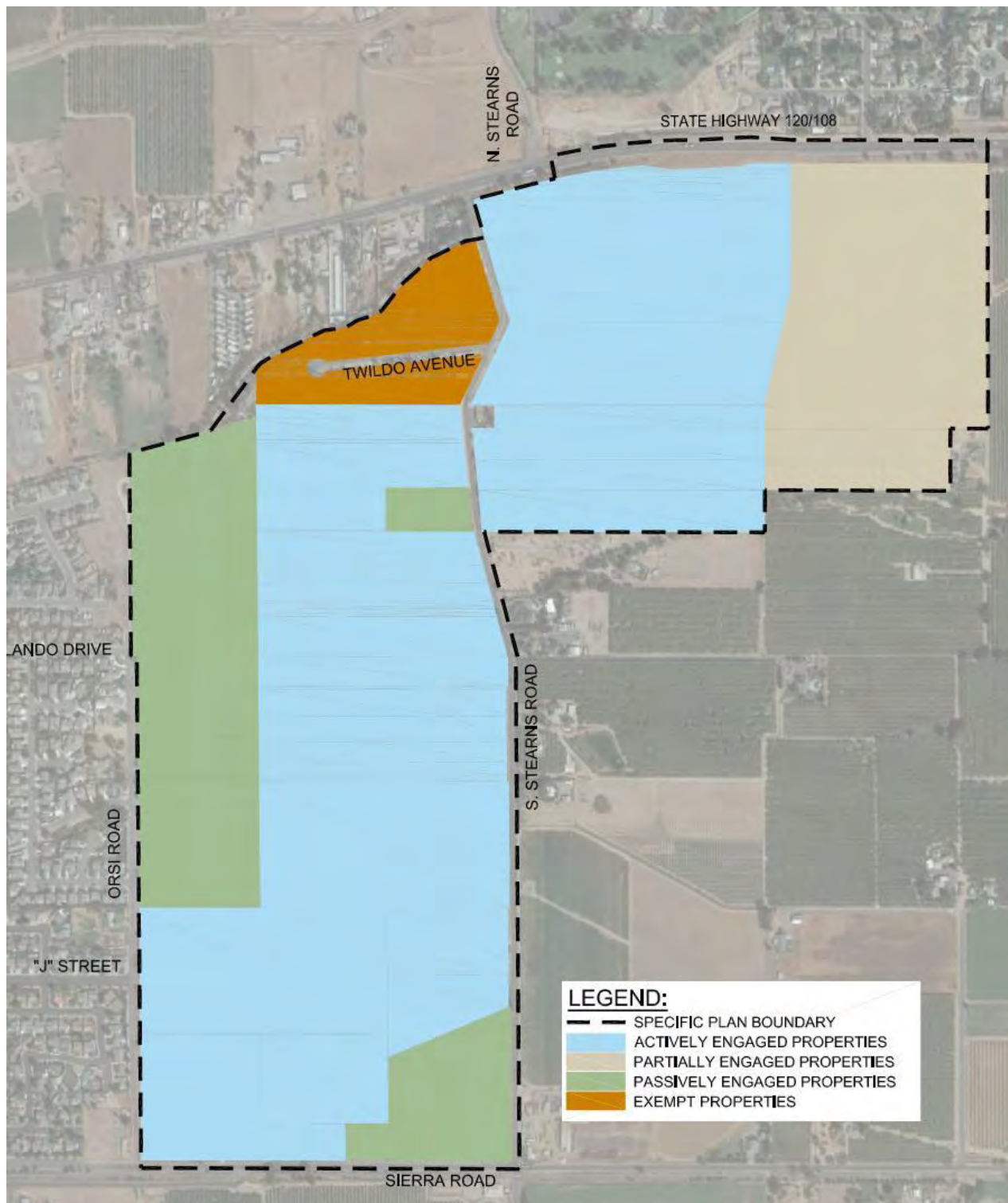
Specific Plan Fee

The SPSP area is comprised of multiple property ownerships that were either “actively”, “partially” or “passively” engaged in the initial Specific Plan approval process. “Actively” engaged property owners helped to fund preparation and processing of the Specific Plan, EIR and related documents, actively participating in the planning process. “Partially” engaged property owners also participated in the planning process, but only provided partial fair-share funding towards the planning and environmental document. “Passively” engaged property owners did not participate in the funding of planning and environmental documents and were less involved in the process. Figure 5-2 illustrates the property ownerships within the SPSP area that were actively, partially and passively engaged in the Specific Plan and EIR process.

A fee to recover the City's costs to help prepare, review and process the Specific Plan, EIR and related documents may be required from partially and passively engaged property owners. Such a fee would be imposed and collected with any subsequent City development approval. In addition, the actively engaged property owners who have funded preparation of the planning and environmental documents are entitled to reimbursement from all benefiting property owners in accordance with Section 36.21.11 of the Oakdale Municipal Code.

Properties within the existing Twildo Avenue residential neighborhood along the northern edge of the SPSP area are specifically exempt from any fees established to recover the costs of preparing and processing SPSP planning and environmental documents.

Figure 5-3: ACTIVELY & PASSIVELY ENGAGED PROPERTIES



5.6 Specific Plan Administration

The City of Oakdale is responsible for the administration, implementation, and enforcement of this Specific Plan. Implementation of the SPSP is anticipated to occur over several years, and over time conditions may change that necessitate interpretation, minor modification, and possible amendment to the Specific Plan. It is intended that the SPSP be administered with flexibility and creativity to allow the City and property owners to react quickly to changes in the marketplace within the intent of the Specific Plan.

Interpretations

Interpretations of any standards, guidelines, and requirements included within this Specific Plan are to be made at the discretion of the Public Services Director (Director). In making an interpretation, the Director shall determine that the interpretation is consistent with, and will not otherwise obstruct the attainment of, the Specific Plan. The Director may forward any interpretation directly to the Planning Commission for determination. All interpretations of the Director or Planning Commission may be appealed in accordance with Section 36-22 of the Oakdale Zoning Code.

For purposes of interpretation the terms “shall”, “will”, “must”, “are to” and “is to” are mandatory. “Should” and “encouraged” are highly recommended, and “may” is permissive.

Alternative Development & Design Standards

The SPSP allows for the approval of alternative development and design standards that differ from those specified in the Specific Plan. The intent is to provide flexibility to respond to evolving market conditions, promote innovative design, and consider the merits of individual projects. Alternative standards may be approved by the Planning Commission and do not require amendment to the Specific Plan when they:

- Provide for more efficient, diverse, and innovative development.
- Encourage the mixing of uses.
- Enhance pedestrian orientation, connectivity, and social interaction.
- Promote attractive and active streetscapes.
- Support high quality and distinct design that strengthens community character and identity.
- Respect the character and quality of adjacent uses.
- Respond to unique natural, cultural, and/or scenic resources.
- Are consistent with the intent and character of the SPSP, the 2030 General Plan and the Oakdale Climate Action Plan.
- Achieve the original design intent to a same or better level.



A request for alternative standards is to be submitted and approved concurrent with the subdivision map or site plan review application required for the applicable project. The request shall include an explanation and illustration of the proposed alternative standards, how they achieve the above criteria, and any other information deemed necessary for evaluation by the Public Services Director.

In reviewing a request for alternative standards, the Planning Commission shall consider whether the application complies substantially with the above criteria. The approval of alternative standards may be appealed in accordance with Section 36-22 of the Oakdale Zoning Code.

Minor Specific Plan Modifications

The SPSP allows for approval of minor modifications to the Specific Plan. The Public Services Director (Director) shall determine whether a proposed revision is minor and may act upon a minor modification administratively without amendment to the Specific Plan. A minor modification may be approved if determined by the Director to be in substantial conformance with:

- The vision and overall intent of the Specific Plan.
- Applicable development agreement(s).
- The City of Oakdale General Plan and Climate Action Plan; and,
- The Specific Plan Environmental Impact Report.
- Examples of minor modifications include, but are not limited to:
 - Minor adjustments to land use boundaries and street alignments where the general land use pattern is maintained.
 - Changes to the provision of public infrastructure and facilities that do not impact the level of service provided or affect the development capacity in the SPSP area.
 - Modifications to the Phasing Program provided that the infrastructure and facilities necessary to adequately serve development will be provided in a timely manner in accordance with Section 5.4.
 - Other modifications determined by the Director to be in substantial conformity with the Specific Plan.

A request for a minor modification is to be submitted to the Director. The request shall include explanation of how the request is in substantial conformance with the above, and any other information deemed necessary for evaluation by the Director. The Director may forward any minor modifications to the Planning Commission for determination. All minor modifications to the Specific Plan may be appealed in accordance with Section 36-22 of the Oakdale Zoning Code.

Specific Plan Amendments

When it is determined that a specific development project or requested interpretation, alternative standard, or minor modification is not in substantial conformity with the Specific Plan, an amendment to the Specific Plan will be required. A Specific Plan amendment may be initiated by a developer, property owner, or the City. Specific Plan amendments are to be processed in the same manner as the initial Specific Plan adoption, requiring review by the Planning Commission and action by the City Council as specified in Section 36-21 of the Oakdale Zoning Code. Depending upon the nature of a Specific Plan amendment, a concurrent amendment to the General Plan, Municipal Code, Development Agreements, or other related City and SPSP documents may be required.

All requests for a Specific Plan amendment and related documents shall include text (redline/strike-out), graphics and other materials suitable to replace or augment the sections being amended. The graphic format and style of the original documents is to be followed for ease of incorporation and consistency. All amendments to the Specific Plan and related documents are subject to compliance with CEQA.

Specific Plan Enforcement

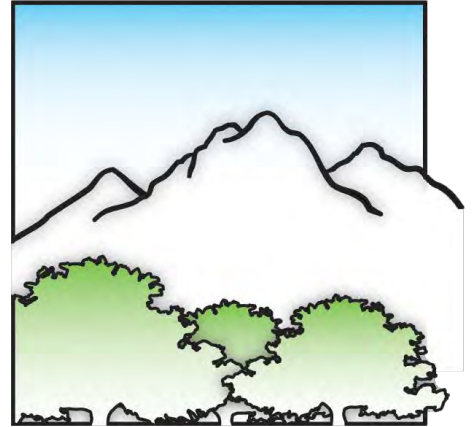
Any violation of the requirements of this Specific Plan is to be enforced in the same manner as a violation of the Municipal Code.

Severability

If any section, subsection, phrase, regulation, condition, program or portion of this Specific Plan, or any future amendment, is for any reason held to be invalid or unconstitutional by any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan, or any future amendment.

APPENDIX A

Mitigation Monitoring & Reporting Program



APPENDIX A

Sierra Pointe Specific Plan Mitigation Monitoring and Reporting Program

7.1 Introduction

The purpose of this Mitigation Monitoring and Reporting Program (MMRP) is to describe the City of Oakdale's roles and responsibilities in the mitigation monitoring process for the proposed project, pursuant to CEQA Guidelines Section 15097 and Public Resources Code Section 21081.6.

A reporting and monitoring program ensures that measures adopted to reduce or avoid significant environmental impacts are implemented. It is a working guide to facilitate not only the implementation of mitigation measures, but also the monitoring, compliance, and reporting activities of the City of Oakdale. The MMRP includes a description of the requirements of CEQA and a compliance checklist. The intent of the MMRP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the EIR for this project.

7.2 Compliance Checklist

This MMRP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with the approved mitigation measures during all phases of project implementation. The mitigation measures identified in this MMRP were identified in the EIR prepared for the project. Mitigation is defined by CEQA Guidelines Section 15370 as a measure which:

- Avoids the impact altogether by not taking a certain action or parts of an action.
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment.
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project.
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures. Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Oakdale. **Table 7-1** identifies the mitigation measure, the

monitoring action for the mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The City of Oakdale will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP.

7.3 Mitigation Monitoring Program

Table 7-1 indicates the mitigation measure number along with the mitigation measure text consistent with the impacts discussion presented in the EIR. Additionally, it identifies the agency or individual responsible for the implementation and monitoring of the measure, the timing for implementation of the mitigation or monitoring actions, and an area for the assigned inspector to verify compliance. The following mitigation measures apply to development associated with the Sierra Pointe Specific Plan area. This MMRP contains mitigation measures under the heading of the 2030 General Plan that apply citywide, which includes the SPSP area. Additional mitigation measures specific to development associated with the SPSP also apply, and are under the heading of SPSP.

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
Land Use and Agricultural Resources			
SPSP			
Measure 4.1.3b: Agricultural mitigation within the SPSP is required to occur at a ratio of at least 1:1 for conversion of Prime Farmlands, Farmland of Statewide Importance, and Unique Farmlands (as designated by the California Department of Conservation Farmland Mapping and Monitoring Program) to residential uses, consistent with Stanislaus LAFCO policy. This can be achieved by acquisition and dedication of agricultural land, development rights and/or conservation easements to permanently protect agricultural land, or payment of in-lieu fees to an established, qualified, mitigation program to fully fund the acquisition and maintenance of such agricultural land, development rights or easements.	Planning Division	Easement required prior to approval of tentative map, or if no map is required, prior to issuance of first building permit.	
Cultural Resources			
SPSP			
Measure 4.2.1a: Survey Unexamined Portions of the Specific Plan Area for Historic Resources before Project Construction. The City shall ensure that the project applicant hire a professional meeting the Secretary of the Interior's Professional Qualification Standards for architectural historian to survey unexamined portions of the Specific Plan Area (including those areas within Area 1 with potential identified historic resources) for which access was restricted during preparation of the DEIR. If historic resources are identified as a result of the survey, the City shall ensure that the project applicant retain a qualified architectural historian to evaluate the significance of the resource and recommend appropriate mitigation measures for significant resources (see Mitigation Measure 4.2.1b).	Planning Division	Survey required prior to approval of tentative map, or if no map is required, prior to issuance of first building permit.	
Measure 4.2.1b: Implement a Historic Properties Management Plan. At the completion of Mitigation Measure 4.2.1a and if historic properties (i.e., archaeological and/or architectural) are identified within the Specific Plan Area, the City shall ensure that the project applicant retain a qualified architectural historian to implement a Historic Properties Management Plan (HPMP) for each identified historic property. The HPMP will be completed and implemented prior to issuance of any permits or commencement of any ground disturbing activity within a proposed development area. The plan will include steps to identify, record, and evaluate potential historic resources for eligibility for listing in the California Register. Such steps will include archival review at both the Central California Information Center and any appropriate local repository, photo documentation of the building, recordation of the building on DPR 523 forms, and application of the California Register criteria. Site evaluation to assess the eligibility of the resource shall be conducted by a professional meeting the Secretary of the Interior's Professional Qualification Standards for architectural historian. The evaluation shall include sufficient archival research to fully address the history of the resource. The HPMP will also provide potential mitigation to lessen impacts to historic resources, such as avoidance and preservation, HABS-quality photo-documentation and recordation, building relocation or reuse, materials reuse, and/or public outreach. If the site evaluation results in an assessment that the building is not eligible, no further work or protective measures will be necessary.	Planning Division	Prior to issuance of first building permit, grading permit, or encroachment permit.	
Measure 4.2.2a: Discovery of Cultural Resources during Ground-Disturbing Activities. The City shall ensure that the project applicant (or construction contractor) cease work if prehistoric, historic or paleontological subsurface cultural resources are discovered during ground-disturbing activities. If	Planning Division	Ongoing during project construction.	

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<p>cultural resources are discovered during ground-disturbing activities, all activity in the vicinity shall cease until the discovery is evaluated by an archaeologist or paleontologist working under the direction of a Principal Investigator who meets the requirements of the Secretary of the Interior's Qualification Standards. If the archaeologist/paleontologist determines that the resources may be significant, no further work in the vicinity of the resources shall take place until appropriate treatment is determined and implemented.</p> <p>The need for archaeological and Native American monitoring during the remainder of the project will be re-evaluated by the archaeologist as part of the treatment determination, if deemed appropriate. The archaeologist shall consult with appropriate Native American representatives in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native American in nature.</p> <p>In considering any suggested mitigation proposed by the archaeologist in order to mitigate impacts to cultural resources, the project proponent will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted.</p> <p>Measure 4.2.2b: Halt Work if Human Skeletal Remains are Identified During Construction. If human skeletal remains are uncovered during project construction, the City shall ensure that the project applicant (or construction contractor) immediately halt work and contact the Stanislaus County Coroner to evaluate the remains; the procedures and protocols set forth in Section 15064.5 (e)(1) of the CEQA Guidelines must be followed. If the County Coroner determines that the remains are Native American, the project proponent will contact the NAHC, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this section (Public Resources Code 5097.98), with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.</p>	Planning Division	Ongoing during project construction.	
Transportation and Circulation			
2030 General Plan and SPSP			
Measure 4.5.1c: This impact could be mitigated by widening SR 108 to four lanes. Implementation of this mitigation measure would reduce the impact to less than significant.	Public Works Department	City shall consider feasibility of including project as part of the next regional transportation plan (RTP).	
Measure 4.5.1d: This impact could be mitigated by widening F Street (SR 108) to create an additional through lane in each direction. Implementation of this mitigation measure would reduce the impact to less than significant. This improvement is partially funded by the City's Capital Improvement Program (CIP). Caltrans has no plans to widen this segment, but does plan to relinquish F Street to the City after construction of the North County Corridor. Adopting the proposed General Plan Policy M-2.7 would reduce the City's LOS standard on this segment of roadway from LOS D to LOS F. While this would eliminate any policy conflicts, the impact to traffic operations would remain significant relative to Caltrans' significance criteria.	Public Works Department	CIP timing to be coordinated with Caltrans relinquishment.	

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
Measure 4.5.1e: This impact could be mitigated by widening SR 108/SR 120 to four lanes. Implementation of this mitigation measure would reduce the impact to less than significant.	Public Works Department	City shall consider feasibility of including improvements as part of the next RTP.	
Measure 4.5.1f: This impact could be mitigated by widening Valley Home Road (SR 120) to four lanes. Implementation of this mitigation measure would reduce the impact to less than significant.	Public Works Department	City shall consider feasibility of including project as part of the next RTP.	
Measure 4.5.1g: This impact could be mitigated by widening Yosemite Avenue (SR 120) to four lanes. Implementation of this mitigation measure would reduce the impact to less than significant.	Public Works Department	City shall consider feasibility of including improvements as part of the next RTP.	
Measure 4.5.1h: This impact could be mitigated by widening Yosemite Avenue/Albers Road to four lanes. This improvement is partially funded by the City's CIP. Adopting the proposed General Plan Policy M-2.7 would reduce the City's LOS standard on this segment of roadway from LOS D to LOS F.	Public Works Department	CIP timing to be coordinated with buildout of SPSP.	
Measure 4.5.1i: This impact could be mitigated by widening Patterson Road to four lanes. Implementation of this mitigation measure would reduce the impact to less than significant.	Public Works Department	City and County shall consider feasibility of including improvements as part of the next RTP.	
Measure 4.5.4c: Converting the intersection of Maag Avenue / J Street to all-way stop control would reduce delay at this intersection to LOS C levels during the AM peak hours.	Public Works Department	Prior to acceptance of public improvements by the City within the SPSP.	
Measure 4.5.4d: This impact could be mitigated by widening this segment of F Street (SR 108/SR 120) to create an additional travel lane in each direction. This improvement is considered feasible is a planned Caltrans improvement. Funding is available from the City's CIP and Caltrans' Regional Surface Transportation Program (RSTP).	Public Works Department	City shall monitor Caltrans project planning.	
Measure 4.5.4e: This impact could be mitigated by widening Warnerville Road to four lanes. Implementation of this mitigation measure would reduce the impact to less than significant.	Public Works Department	City and County shall consider feasibility of including project as part of the next RTP.	
Measure 4.5.4f: This impact could be mitigated by improving South Stearns Road from a two-lane collector to a two-lane arterial. This improvement would improve operations on the segment from LOS F to LOS D.	Public Works Department	City shall consider proposed improvements as part of the next Capital Improvement Program (CIP).	
Measure 4.5.4h: This impact could be mitigated by widening Sierra Road to four lanes. Implementation of this mitigation measure would reduce the impact to less than significant.	Public Works Department	City and County shall consider feasibility of including project as part of the next RTP.	

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
SPSP			
<p>Measure 4.5.4a: Modifying the intersection at F Street (SR 108/SR 120) / Stearns Road to add the following improvements would improve operations from unacceptable LOS F to acceptable LOS C:</p> <ul style="list-style-type: none"> ▪ Eastbound approach – left-turn lane and right-turn lane ▪ Westbound approach – left-turn lane and shared through/right-turn lane ▪ Northbound approach – left-turn lane <p>These improvements could be primarily funded by developer impact fees from the Sierra Pointe Specific Plan. Additionally, the City's CIP identifies funding for up to ten signalized intersections whose locations are not identified. Funding for signalizing the intersection may be available from that program.</p>	Public Works Department	Prior to acceptance of public improvements by the City within the SPSP.	
<p>Measure 4.5.4b: The addition of a northbound right-turn lane at Yosemite Avenue / J Street would reduce delay at this intersection to LOS C levels during both the AM and PM peak hours. The width of the roadway on the northbound approach is sufficient to accommodate the right-turn lane; therefore, this mitigation would only require restriping the approach.</p>	Public Works Department	Prior to acceptance of public improvements by the City within the SPSP.	
<p>Measure 4.5.4g: This impact could be mitigated by widening Wamble Road to four lanes. Implementation of this mitigation measure would reduce the impact to less than significant.</p>	Public Works Department	City and County shall consider feasibility of including project as part of the next RTP.	
2030 General Plan			
<p>Mitigation Measure 4.5.7a: This impact could be mitigated by adding a southbound right-turn lane and modifying signal operations at the intersection to include right-turn overlap phasing on the northbound and southbound approaches. This mitigation would improve operations in the PM peak hour from LOS F to LOS D. Funding for this improvement could come from development impact fees.</p>	Public Works Department	City shall consider proposed improvements as part of the next CIP.	
<p>Mitigation Measure 4.5.7b: This impact could be mitigated by modifying the traffic signal timings at F Street (SR 108) / Willowood Drive. This mitigation would improve operations from unacceptable LOS D to acceptable LOS C. Funding for this relatively low-cost improvement could come from development impact fees.</p>	Public Works Department	City shall consider proposed improvements as part of the next CIP.	
<p>Mitigation Measure 4.5.7c: This impact could be mitigated by widening F Street (SR 108) to create an additional lane in each direction at the intersection. This improvement is partially funded by the City's CIP; if full funding could be identified, implementation of this mitigation would reduce the impact to less than significant. However, this is a Caltrans facility and Caltrans has no plans to widen this segment, but does plan to relinquish F Street to the City after construction of the North County Corridor. Adopting the proposed General Plan Policy M-2.7 would reduce the City's LOS standard at this intersection from LOS D to LOS F. While this would eliminate any policy conflicts, the impact to traffic operations would remain significant relative to Caltrans' significance criteria.</p>	Public Works Department	CIP timing to be coordinated with Caltrans relinquishment.	
<p>Mitigation Measure 4.5.7d: This impact could be mitigated by modifying the intersection at F Street (SR 108/SR 120) / South Stearns Road to install a traffic signal and add the following lanes:</p> <ul style="list-style-type: none"> ▪ Eastbound approach – left-turn lane, through lane, and right-turn lane 	Public Works Department	City shall consider feasibility of including project as part of the next RTP.	

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<ul style="list-style-type: none"> Westbound approach – through lane Northbound approach – left-turn lane <p>This would improve operations from unacceptable LOS F to acceptable LOS D or better during both peak hours. These improvements could be primarily funded by developer impact fees from the Sierra Pointe Specific Plan. Additionally, the City's CIP identifies funding for up to ten signalized intersections whose locations are not identified. Funding for signalizing the intersection may be available from that program.</p> <p>Mitigation Measure 4.5.7e: This impact could be mitigated by installing a traffic signal at SR 108/SR 120 / Wamble Road and adding left-turn lanes on the eastbound and westbound approaches. Implementation of this mitigation measure would reduce the impact to less than significant.</p> <p>Mitigation Measure 4.5.7f: This impact could be mitigated by modifying the traffic signal timings. Implementation of this mitigation measure would reduce delay at this intersection to LOS C levels during the PM peak hour.</p> <p>Mitigation Measure 4.5.7g: The addition of the following lanes at Yosemite Avenue / J Street would reduce delay at this intersection to LOS C during both the AM and PM peak hours:</p> <ul style="list-style-type: none"> Westbound approach – left-turn lane Northbound approach – through lane and right-turn lane Southbound approach – through lane <p>The width of the roadway on the northbound approach is sufficient to accommodate the right-turn lane. However, the other improvements are considered infeasible due to physical constraints. Adopting General Plan Policy M-2.7 would reduce the LOS standard at this intersection from LOS C to LOS F.</p> <p>Mitigation Measure 4.5.7h: The addition of a southbound right-turn lane at Yosemite Avenue / Greger Street/Wakefield Drive would reduce delay at this intersection to LOS C levels during the PM peak hour. This improvement is considered feasible. Adopting the proposed General Plan Policy M-2.7 would reduce the City's LOS standard on this segment of roadway from LOS D to LOS F. While this would eliminate any policy conflicts, the impact to traffic operations would remain significant relative to the currently adopted threshold (the 2015 General Plan) unless the physical improvement described above is constructed.</p> <p>Mitigation Measure 4.5.7i: This impact could be mitigated by modifying the intersection at Greger Street / Kaufman Road to install a traffic signal. This would improve operations from unacceptable LOS F to acceptable LOS C or better during both peak hours. The City's CIP identifies funding for up to ten signalized intersections whose locations are not identified. Funding for signalizing the intersection may be available from that program.</p> <p>Mitigation Measure 4.5.7j: This impact could be mitigated by modifying the intersection at Fifth Avenue / J Street to install a traffic signal and changing the configuration to include a left-turn lane and a shared through/right-turn lane on each approach. This mitigation is considered feasible and would likely only require minor increases in right-of-way and/or parking restrictions. This would improve operations from unacceptable LOS F to acceptable LOS D during both peak hours. The City's CIP identifies funding for up to ten signalized intersections whose locations are not identified. Funding for signalizing the intersection may be available from that program.</p>	<p>Public Works Department</p> <p>Public Works Department</p> <p>Public Works Department</p> <p>Public Works Department</p> <p>Public Works Department</p> <p>Public Works Department</p>	<p>City and County shall consider feasibility of including project as part of the next RTP.</p> <p>City shall consider proposed improvements as part of the next CIP.</p> <p>Right turn lane shall be considered as part of the next CIP.</p> <p>Improvements shall be considered as part of the next CIP.</p> <p>Improvements shall be considered as part of the next CIP.</p> <p>Improvements shall be considered as part of the next CIP.</p>	

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
Mitigation Measure 4.5.7k: This impact could be mitigated by converting the Maag Avenue / Sierra Road intersection to all-way stop control. This mitigation is considered feasible. This would improve operations from unacceptable LOS F to acceptable LOS B during the PM peak hour.	Public Works Department	Improvements shall be considered as part of the next CIP.	
Mitigation Measure 4.5.7l: This impact could be mitigated by modifying the intersection at South Stearns Road / Sierra Road to install a traffic signal and the following lanes: <ul style="list-style-type: none"> Eastbound approach – Left-turn lane and right-turn lane Westbound approach- Left-turn lane Southbound approach – Left-turn lane and right-turn lane Northbound approach- Left-turn lane This would improve operations from unacceptable LOS F to acceptable LOS C or better during both peak hours. These improvements could be primarily funded by developer impact fees. Additionally, the City's CIP identifies funding for up to ten signalized intersections whose locations are not identified. Funding for signalizing the intersection may be available from that program.	Public Works Department	Improvements shall be considered as part of the next CIP.	
Mitigation Measure 4.5.7m: This impact could be mitigated by widening Crane Road to four lanes. A portion of this widening is already in place. This improvement is partially funded by the City's CIP.	Public Works Department	Improvements shall be considered as part of the next CIP.	
Mitigation Measure 4.5.7n: This impact could be mitigated by improving Maag Avenue from a two-lane collector to a two-lane arterial. This improvement would improve operations on the segment from LOS E to LOS D.	Public Works Department	Improvements shall be considered as part of the next CIP.	
Mitigation Measure 4.5.7o: This impact could be mitigated by widening South Stearns Road to four lanes. Implementation of this mitigation measure would reduce the impact to less than significant.	Public Works Department	City and County shall consider inclusion of this project in the next RTP.	
Mitigation Measure 4.5.7p: This impact could be mitigated by widening Wamble Road to four lanes. Implementation of this mitigation measure would reduce the impact to less than significant.	Public Works Department	City and County shall consider inclusion of this project in the next RTP.	
Mitigation Measure 4.5.7q: This impact could be mitigated by improving J Street from a two-lane collector to a two-lane arterial. This improvement would improve operations on the segment from LOS D to LOS C.	Public Works Department	Improvements shall be considered as part of the next CIP.	
Mitigation Measure 4.5.7r: This impact could be mitigated by widening Greger Street to a two-lane arterial. Implementation of this mitigation measure would improve operations from LOS F to LOS D.	Public Works Department	Improvements shall be considered as part of the next CIP.	
Mitigation Measure 4.5.7s: This impact could be mitigated by improving Sierra Road to a two-lane arterial. Adopting the proposed General Plan Policy M-2.7 would reduce the City's LOS standard on this segment of roadway from LOS C to LOS D.	Public Works Department	Improvements shall be considered as part of the next CIP.	

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
Air Quality			
SPSP			
<p>Measure 4.6.1a: Dust Control Measures. The City shall ensure that the project applicant(s) for individual projects to be developed under the Specific Plans comply with Regulation VIII Rule 8011 and implement the following dust control measures during construction:</p> <ul style="list-style-type: none"> Submit a Dust Control Plan subject to review and approval of the SJVAPCD at least 30 days prior to the start of any construction activity on a site that includes 40 acres or more of disturbed surface area. <p>Specific control measures for construction, excavation, extraction, and other earthmoving activities required by the SJVAPCD include:</p> <ul style="list-style-type: none"> All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover in order to comply with Regulation VIII's 20 percent opacity limitation. All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water (at least two times per day) or by presoaking. When materials are transported offsite, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained. All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. However, the use of blower devices is expressly forbidden, and the use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday. Any site with 150 or more vehicle trips per day shall prevent carryout and trackout. <p>Enhanced and additional control measures for construction emissions of PM10 shall be implemented where feasible. These measures include:</p> <ul style="list-style-type: none"> Limit traffic speeds on unpaved roads to 15 mph. Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent. 	Planning Division/SJVAPCD	Review for conformance and/or consultation with SJVAPCD required prior to approval of tentative map, or if no map is required, prior to issuance of first building permit.	

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<ul style="list-style-type: none"> Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. Install wind breaks at windward side(s) of construction areas. Suspend excavation and grading activity when winds exceed 20 mph. Limit area subject to excavation, grading, and other construction activity at any one time. 			
<p>Measure 4.6.1b: Indirect Source Review. The City shall require applicant(s) for individual projects to be developed under the Specific Plans that are subject to Rule 9510 (Indirect Source Review) to comply with its requirements, including reductions of 20% of the NOx construction emissions and 45% of the PM10 construction exhaust emissions. If these emission reductions are not met, then the applicant(s) shall pay the required mitigation fees to the SJVAPCD.</p>	Planning Division/SJVAPCD	Review for conformance and/or consultation with SJVAPCD required prior to approval of tentative map, or if no map is required, prior to issuance of first building permit.	
<p>Measure 4.6.2a: Transit, Area, and Energy Source Reductions. The City shall require individual project applicant(s), where applicable, to reduce the operational impacts of the Specific Plans by implementing feasible mitigation measures from the following list:</p>	Planning Division/SJVAPCD	Prior to approval of infrastructure improvement plans, tentative map, or if no map is required, prior to issuance of first building permit.	
<p>1. Transit service infrastructure shall be approved by the City prior to development of each development phase of the Specific Plan.</p> <p><u>Rideshare Measures:</u> Implement carpool/vanpool program (e.g., carpool, ride matching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc.).</p> <p><u>Transit Measures:</u> Construct transit facilities such as bus turnouts/bus bulbs, benches, transit shelters, and, route signs and displays at appropriate sites to be developed under CCSP. Project applicant(s) shall contribute to regional transit systems (e.g., right-of-way, capital improvements, and park-and-ride lots), where applicable.</p> <p><u>Bicycle and Pedestrian Measures:</u> Provide direct, safe, attractive pedestrian and bicycle access to transit stops and adjacent development, including:</p> <ul style="list-style-type: none"> Provide bicycle lanes and/or paths, connected to community-wide network. Provide street lighting. Improve or construct onsite and offsite pedestrian facilities (e.g., overpasses, wide sidewalks, and building access for pedestrians). Provide pedestrian safety designs/infrastructure at crossings. 			
<p>2. Prior to the implementation of individual projects to be developed under the Specific Plan, the applicant(s) will present for City approval an area source and energy-conservation plan that includes consideration of each of the following potential measures. The City, in consultation with the SJVAPCD, will require implementation of clearly feasible measures from this list.</p> <ul style="list-style-type: none"> Increased energy efficiency (meet or exceed California Title 24 Requirements); Increased wall and ceiling insulation (meet or exceed California Title 24 Requirements); Energy efficient windows (double pane and/or Low-EE); High-albedo (reflecting) roofing material, or similar; Cool paving; 			

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Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<ul style="list-style-type: none"> Radiant heat barrier; Energy efficient lighting, appliances, and heating and cooling systems; Solar water-heating systems; Photovoltaic cells; Programmable thermostats for all heating and cooling systems; Awnings or other shading mechanism for windows; Porch, patio, and walkway overhangs; Ceiling fans and whole house fans; Orient buildings to maximize passive solar cooling and heating when practicable; Use passive solar cooling and heating designs; Use daylighting (natural lighting) systems such as skylights, light shelves, interior transom windows, etc.; Use low-VOC architectural coatings; Electrical outlets around the exterior of the units, to encourage use of electric landscape maintenance equipment; Low or non-polluting landscape maintenance equipment (e.g., electric lawn mowers, reel mowers, leaf vacuums, electric trimmers, and edgers, etc.); 			
<p>Measure 4.6.2b: Indirect Source Review. The City shall require implementation plans prepared by the applicant(s) of individual projects to be developed under the Specific Plans shall comply with the SJVAPCD Rule 9510 (Indirect Source Review), if applicable. Compliance with Rule 9510 would require reductions of 33.3% of the NOx operational emissions and 50% of the PM10 operational emissions. If these emission reductions are not met, then the applicant(s) shall pay the required mitigation fees by the SJVAPCD.</p>	Planning Division/SJVAPCD	Review for conformance and/or consultation with SJVAPCD required prior to approval of tentative map, or if no map is required, prior to issuance of first building permit.	
<p>Measure 4.6.4: Reduce Exposure to TACs. The City shall require, in consultation with the SJVAPCD, the applicant(s) for individual projects to be developed under the Specific Plan that could expose existing or proposed sensitive receptors to TACs to develop a plan to reduce the exposure of sensitive receptors to TACs from project construction and operation. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>In regards to project construction, the plan may include such measures as scheduling activities when the residences are least likely to be occupied, requiring equipment to be shutdown when not in use, prohibiting heavy trucks from idling, using new diesel engines that are designed to minimize DPM emissions usually through the use of catalyzed particulate filters in the exhaust, or retrofitting older engines with catalyzed particulate filters which would reduce up to 85% of DPM emissions.</p> <p>With respect to operational activities, the following measures shall be applied unless site specific health risk analysis is conducted:</p> <ul style="list-style-type: none"> Proposed commercial land uses that have the potential to emit TACs (such as loading docks for diesel delivery trucks) shall be located as far away as possible from existing and proposed 	Planning Division/SJVAPCD	Review for conformance and/or consultation with SJVAPCD required prior to approval of tentative map, or if no map is required, prior to issuance of first building permit.	

**TABLE 7-1
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Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<p>sensitive receptors.</p> <ul style="list-style-type: none"> When determining the specific type of facility that would occupy the proposed commercial land use space, the applicant shall take into consideration the facility's potential to produce TACs. Large gasoline stations (defined as a facility with a throughput of 3.6 million gallons per year or greater) shall not be permitted within 300 feet of sensitive receptors. Require a 50 foot separation between gasoline stations with a throughput less than 3.6 million gallons per year. These distances shall also be applied to new sensitive land uses. Dry-cleaning operation using perchloroethylene with two or more machines will not be permitted within 500 feet of a sensitive land uses. For operations with one machine the separation shall be a minimum of 300 feet. For operations with three or more machines, consult the local air district. New sensitive land uses will not be sited in the same building with dry-cleaning operations that use perchloroethylene, and shall comply with the above buffer distances overall. <p>Measure 4.6.5: Reduce Odors. The City shall require individual project applicant(s) to implement the following odor control measures during construction or operation:</p> <ul style="list-style-type: none"> Locate odor sensitive land uses as far as possible from odor generating land uses. Consider the odor-producing potential of land uses when the exact type of facility that would occupy areas zoned for commercial or mixed-use land uses is determined. Facilities that have the potential to emit objectionable odors would be located with appropriate buffers from existing and proposed sensitive receptors. Identify odor control devices within building permit applications to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy the project area. The identified odor control devices would be installed before the issuance of certificates of occupancy for the potentially odor-producing use. 	Planning Division/SJVAPCD	Review for conformance and/or consultation with SJVAPCD required prior to approval of tentative map, or if no map is required, prior to issuance of first building permit.	
<p>Noise</p> <p>2030 General Plan</p> <p>Measure 4.7.3a: The City shall require the use of noise-reducing pavement to the extent feasible on noise-impacted street segments, including but not limited to:</p> <ul style="list-style-type: none"> Crane Road south of F Street Pontiac Street from Crane Road to Oak Avenue Greger Street from Crane Road to Yosemite Avenue Sierra Road from Yosemite Avenue to Stearns Road Maag Avenue south of F Street River Road west of Yosemite Avenue Wamble Road south of SR120/SR 108 Warnerville Road east of Smith Road 	Planning Division	Incorporation of feasible noise-reducing pavement specifications shall be considered for future resurfacing/reconstruction projects at the identified roadways.	

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<ul style="list-style-type: none"> G Street west of Yosemite Avenue I Street west of Yosemite Avenue <p>This Measure shall be incorporated into an implementation program under General Plan Policy NR-1.8, Transportation Noise Mitigation. The implementation of noise reducing pavement should be considered within the established road maintenance schedule.</p> <p>SPSP</p> <p>Measure 4.7.3c: The City shall require the use of noise-reducing pavement to the extent feasible on noise-impacted street segments within the Sierra Pointe Specific Plan, including but not limited to:</p> <ul style="list-style-type: none"> Sierra Road east of Yosemite Avenue S. Stearns Road south of F Street Wamble Road south of SR 120/SR 108 Warnerville Road east of Smith Road 	Planning Division	Incorporation of feasible noise-reducing pavement specifications shall be considered prior to approval of public improvement plans for SPSP.	
Hazardous Materials			
<p>SPSP</p> <p>Measure 4.8.1a: Measures to Prevent Possible Exposure to Previously Undiscovered On-site Hazardous Materials. The City shall require that, if during site preparation and construction activities, previously undiscovered or unknown hazardous materials are observed or suspected through either obvious or implied measures (e.g., stained or odorous soil), construction contractor(s) would immediately cease all activities in the area of the find.</p> <p>The contractor(s) would immediately contact the Stanislaus County Department of Environmental Resources (County DER) staff for direction on further protocols regarding management of suspected soil or groundwater contamination and interim requirements for remediation, if any. In addition, the project applicant would contract with a qualified consultant registered in the California Department of Toxic Substances Control's (DTSC's) Registered Environmental Assessor Program to assess the situation. The Registered Environmental Assessor would collect soil and/or water samples for laboratory analysis in accordance with County DER oversight to determine whether past activities have adversely affected the site. An environmental professional would analyze the samples for contaminants determined to be a potential health concern. Any contaminated areas would be remediated in accordance with recommendations that County DER, the Central Valley Regional Water Quality Control Board, DTSC, or other appropriate federal, state, or local regulatory agencies makes. Site preparation and construction activities would not proceed until remediation is completed to the satisfaction of County DER.</p> <p>Measure 4.8.1b: Abandon On-Site Wells or Septic Systems. Before construction begins and as a condition of grading permits, the project applicant would retain a licensed well drilling contractor to abandon any on-site water wells or septic systems in accordance with County DER requirements.</p>	Planning Division/County Department of Environmental Resources	Ongoing during construction	
	Planning Division/County Department of Environmental Resources	Prior to construction, as a condition of tentative map and/or grading permit	

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<p>Measure 4.8.1c: Remove and Dispose of Stained Soils. Before construction begins and as a condition of grading permits, the project applicant would retain a licensed contractor to remove and properly dispose of all stained soil in accordance with the disposal facilities requirements as well as federal, state, and local regulations.</p> <p>Measure 4.8.1d: Remove On-Site Debris. Before construction begins and as a condition of grading permits, the project applicant would retain a licensed contractor to remove and properly recycle or dispose debris from the project site before the start of ground-disturbing activities. If soil staining is observed after the removal of debris, soils would be removed and disposed of in accordance with federal, state, and local regulations. If structures are to be demolished on a specific site, a qualified contractor should survey and properly remove/dispose of any asbestos containing building materials or lead-based paints that are identified.</p> <p>Measure 4.8.1e: Evaluate Pole-Mounted Transformers for the Presence of Polychlorinated Biphenyls (PCBs). Before construction begins, the project applicant would contact Pacific Gas and Electric (PG&E) to assess the contents of the existing pole-mounted transformers located on the project site. PG&E would conduct an assessment and provide a letter stating whether existing electrical transformers on the site contain PCBs and whether any records of spills exist from such equipment. If PG&E identifies PCB-containing equipment, the maintenance or disposal of the transformer would be subject to the regulations of the Toxic Substances Control Act under the authority of County DER.</p>	<p>Planning Division/County Department of Environmental Resources</p> <p>Planning Division/County Department of Environmental Resources</p> <p>Planning Division/County Department of Environmental Resources</p>	<p>Prior to construction, as a condition of tentative map and/or grading permit</p> <p>Prior to construction, as a condition of tentative map and/or grading permit</p> <p>Prior to construction. Include as a condition of tentative map, public improvement plan, or grading plan.</p>	
Geology, Soils, Seismicity, and Mineral Resources			
SPSP			
<p>Measure 4.10.3b: The City shall require project applicants to prepare site specific studies to evaluate subsurface conditions relative to the proposed uses. Future site specific studies should include laboratory testing to further define the impact potential of the on-site soils. If significant concentrations of on-site soils with moderate to high liquefaction potential are present, volume changes with increasing or decreasing soil moisture content and should be taken into consideration during design and construction of foundations and slab-on-grade floors. Studies shall be required prior to the approval of a tentative subdivision map. Where no map is required, the City may require such studies with the site plan.</p>	Building Safety Division	Prior to approval of tentative map, or if no map is required, prior to approval of building permit.	
Biological Resources			
SPSP			
<p>Measure 4.11.1a: Conduct Pre-Construction Surveys for Bats and Avoid Maternity Roosting Sites. The City shall require the project applicant to conduct pre-construction surveys by a qualified biologist. If tree removal or ground disturbing activities commence on the project site during the breeding season of native bat species (April 1 to August 31), then a field survey shall be conducted by a qualified bat biologist to determine whether active roosts are present on site or within 50 feet of the project boundaries. Field surveys shall be conducted early in the breeding season before any construction activities begin, when bats are establishing maternity roosts but before pregnant females give birth (April through early May). If no roosting bats are found, then no further mitigation is required.</p> <p>If roosting bats are found, then disturbance of the maternity roosts shall be avoided by halting</p>	Planning Division	Prior to any ground disturbing activities (including grading, clearing & grubbing, or demolition) between April 1 and August 31.	

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<p>construction until the end of the breeding season or a qualified bat biologist removes and relocates the roosting bats in consultation with CDFG.</p> <p>Measure 4.11.1b: Conduct Pre-Construction Surveys for California Burrowing Owls and Avoid Loss or Disturbance of Active Nests. The City shall require the project applicant to conduct pre-construction surveys for burrowing owls by a qualified biologist [as approved by the California Department of Fish and Game (CDFG)] within 30-days prior to the start of work activities where land construction is planned in known or suitable habitat. If construction activities are delayed for more than 30 days after the initial preconstruction surveys, then a new preconstruction survey shall be required. All surveys shall be conducted in accordance with the CDFG/California Burrowing Owl Consortium survey protocols.</p> <p>If burrowing owls are discovered in the proposed project site vicinity during construction, the onsite biologist shall be notified immediately. Occupied burrows should not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the CDFG verifies through non-invasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.</p> <p>If this criteria is not met, occupied burrows during the nesting season will be avoided by establishment of a no-work buffer of 250-foot around the occupied/active burrow. Where maintenance of a 250-foot no-work buffer zone is not practical, the project sponsor shall consult with the Department of Fish and Game to determine appropriate avoidance measures. Burrows occupied during the breeding season (February 1 to August 31) will be closely monitored by the biologist until the young fledge/leave the nest. The onsite biologist shall have the authority to stop work if it is determined that construction related activities are disturbing the owls.</p> <p>If criterion 1 or 2 above are met and as approved by CDFG, the biologist shall undertake passive relocation techniques by installing one-way doors in active and suitable burrows allowing owls to escape but not re-enter. Owls should be excluded from the immediate impact zone and within a 160-foot buffer zone by having one-way doors placed over the entrance to prevent owls from inhabiting those burrows.</p> <p>After nesting season ends (August 31) and the burrow is deemed unoccupied by the biologist, passive relocation techniques shall take place. Construction activities may occur once a qualified biologist has deemed the burrows are unoccupied.</p> <p>Measure 4.11.1c: Conduct Pre-Construction Surveys for Western Pond Turtle and Avoid Loss or Disturbance of Habitat. The City shall require the project applicant to conduct pre-construction surveys by a qualified biologist. These surveys would assess the site to determine if appropriate habitat for western pond turtle exists within or adjacent to the proposed project site. Results of the survey will be provided to the City and the CDFG to ensure that there are proper avoidance and relocation measures in place before construction starts.</p> <p>To minimize impacts to western pond turtle during construction activities where turtle habitat exists, the City will require the project applicant retain a qualified biologist to conduct surveys for western pond turtles within 24 hours of the start of construction. If a turtle is found in the construction area, the biologist shall relocate the turtle to appropriate habitat outside of the impact area. A qualified biological monitor shall be present when construction work occurs adjacent to turtle habitat and/or when western pond turtles have been detected during previous surveys.</p>	<p>Planning Division</p> <p>Planning Division</p>	<p>Prior to any ground disturbing activities (including grading, clearing & grubbing, or demolition).</p> <p>Prior to any ground disturbing activities (including grading, clearing & grubbing, or demolition).</p>	

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<p>Measure 4.11.1d: Conduct Pre-Construction Surveys for Nesting Raptors and Other Birds. For any construction activities that will occur between March 1 and August 31 of any given year, the City shall require the applicant to conduct preconstruction surveys for suitable nesting habitat within 0.5 mile of the construction area. Surveys shall be conducted by a qualified biologist. In addition, all trees slated for removal during the nesting season shall be surveyed by a qualified biologist no more than 48-hours before removal to ensure that no nesting birds are occupying the tree.</p> <p>If active nests are found during the survey, the applicant shall implement appropriate mitigation measures to ensure that the species will not be adversely affected, which will include establishing a no-work buffer zone as approved by CDFG, around the active nest. The no-work buffer may vary depending on species and site specific conditions as approved by CDFG. Appropriate mitigation measures include delaying construction activities until a qualified biologist determines that juveniles have fledged the nest(s), or establishing a "no construction" zone buffer around the nest.</p> <p>The results of the survey shall be documented in a letter report that is distributed to the California Department of Fish and Game. These measures will ensure compliance with the Migratory Bird Treaty Act and California Department of Fish and Game Code 3503.5.</p>	Planning Division	Prior to any ground disturbing activities (including grading, clearing & grubbing, or demolition) between March 1 and August 31.	
<p>Measure 4.11.1e: Avoid or Identify and Compensate for Loss of Vernal Pool Habitats and Species. If during pre-construction surveys vernal pool habitat is found on the subject site, then the City shall ensure that the project applicant retain a qualified biologist to evaluate the site for the suitability of special-status vernal pool invertebrates. Based on the suitability evaluation, the project applicant shall either (a) have protocol level surveys performed to establish presence or absence or (b) assume presence and mitigate. If protocol level surveys determine that special-status vernal pool invertebrates are present or the applicant assumes presence, then the applicant shall provide on-site habitat preservation in perpetuity and purchase habitat creation credits at an USFWS approved mitigation bank and/or restore/enhance habitat as approved by USFWS to fully compensate for direct and indirect effects to habitat for federally listed vernal pool species at a 2:1 preservation ratio and 1:1 creation ratio for direct effects to vernal pool habitat and a 2:1 preservation ratio for indirect effects to vernal pool habitat. Habitat compensation must occur prior to or concurrent with the development of a project and must be approved by the USACE and USFWS prior to the initiation of construction activities.</p>	Planning Division	Prior to any ground disturbing activities (including grading, clearing & grubbing, or demolition). Compliance must be demonstrated prior to issuance of building permit.	
<p>Measure 4.11.1f: Avoid or Identify and Compensate for Loss of Valley Elderberry Longhorn Beetle. If during pre-construction surveys elderberry shrubs are found on the subject site, then the City shall ensure that the project applicant will:</p> <p>a) Conduct protocol-level elderberry shrub surveys in the proposed project area. Before the beginning of ground disturbance within 100 feet of any area that may support elderberry, a qualified biologist shall conduct an elderberry shrub survey consistent with USFWS protocols for conservation of valley elderberry longhorn beetle (USFWS, 1999). All elderberry shrubs with potential to be affected by project activities shall be mapped and the number of stems greater than 1 inch in diameter on each shrub that may require removal shall be counted. Elderberry plants with no stems measuring 1 inch or greater in diameter at ground level are unlikely to be habitat for the beetle because of their small size and/or immaturity.</p> <p>b) Protect elderberry shrubs from disturbance. The applicant, through coordination with the biologist, shall ensure to the extent feasible and practicable that the footprint of project features, staging</p>	Planning Division	Prior to any ground disturbing activities (including grading, clearing & grubbing, or demolition). Compliance must be demonstrated prior to issuance of building permit.	

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<p>areas, and access routes are designed to ensure that no project activities would affect an elderberry with stems measuring 1 inch in diameter at ground level. Buffers of at least 100 feet shall be established around all elderberry shrubs with stems measuring 1 inch in diameter at ground level. The buffer shall be clearly identified in the field by flagging or exclusion fencing. All project activity shall be prohibited within the buffer areas.</p> <p>c) If effects on shrubs cannot be avoided, then develop and implement a mitigation plan approved by the USFWS. If maintaining 100-foot protection buffers is not feasible, consultation with USFWS will be required and an incidental take permit may be required. During this consultation, an appropriate and feasible mitigation plan shall be developed and provided to USFWS for approval (USFWS, 1999).</p> <p>Measure 4.11.1g: Avoid or Identify and Compensate for Loss of Annual Grasslands Habitat. The City shall ensure that the project applicant avoid or minimize the loss of annual grassland habitat, including Swainson's hawk (foraging habitat). To compensate for the loss of Swainson's hawk foraging habitat, the California Department of Fish and Game (CDFG) guidance will be evaluated to determine potential foraging habitat mitigation needs at a project site. An appropriate mitigation ratio will be developed in coordination with CDFG and will be dependent upon the development's distance to the nearest known Swainson's hawk nest site. A typical mitigation ratio may consist of a 0.75:1 requirement to reduce potential effects related to foraging habitat loss.</p> <p>Measure 4.11.1h: Avoid or Identify and Compensate for the Loss of Special-Status Plants. The City shall ensure that the project applicant avoid or minimize the loss of sensitive or special status plant species. To compensate for the loss of special status plants, the City shall ensure that vegetated portions of the project site including possible wetland habitats conduct surveys by a qualified botanist for special-status plants following established CDFG <i>Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Natural Communities</i> (CDFG, 2009). Additional compensation measures will include the following:</p> <ul style="list-style-type: none"> ▪ Avoid existing, known populations where possible; ▪ Minimize impacts by restricting removal of plants to a few individuals of a population where possible; ▪ Prepare a Mitigation and Monitoring Plan to relocate plants and/or seed banks or reintroduce new populations in suitable habitat and soil types within the on-site Preserve or at a CDFG or USFWS-approved off-site location; ▪ Restore or enhance suitable habitat within the Plan Area under the Wetland Management Plan. The Wetland Management Plan would include specific goals to improve habitat conditions for these species within the Preserve, and would include a long-term (at least 5 years) monitoring component to ensure the success of restoration and enhancement activities. <p>Measure 4.11.1i: Conduct Worker Awareness Training. When special-status species or sensitive natural communities are found within the boundaries of proposed projects, then the City shall ensure that the project applicant (or construction contractor) implement Worker Environmental Awareness Program (WEAP) training for construction crews and the construction foreman prior to the commencement of any construction activities. The WEAP training would be conducted by a qualified wildlife biologist. The</p>	<p>Planning Division</p> <p>Planning Division</p> <p>Planning Division</p>	<p>Prior to any ground disturbing activities (including grading, clearing & grubbing, or demolition). Compliance must be demonstrated prior to issuance of building permit.</p> <p>Prior to any ground disturbing activities (including grading, clearing & grubbing, or demolition). Compliance must be demonstrated prior to issuance of building permit.</p> <p>Prior to start of construction.</p>	

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<p>training would include a brief review of the special status species and other sensitive resources that could occur in the project area (including their life history and habitat requirements and where on the project site they may be found) and their legal status and protection. The program would also cover all relevant mitigation measures, permit conditions and BMP plans, such as the Stormwater Pollution Prevention Plan (SWPPP) and/or erosion control and sediment plan. During WEAP training, construction personnel would be informed of the importance of avoiding ground-disturbing activities outside of the designated work area. A designated environmental inspector would be responsible for ensuring that construction personnel adhere to the guidelines and restrictions and that all persons working on site have attended a WEAP training session. WEAP training sessions would be conducted as needed for new personnel brought onto the job throughout the duration of construction.</p> <p>Measure 4.11.1j: Limit Project Access Routes/Staging Areas. The City shall ensure that the project applicant (or construction contractor) limit the total number of access routes, number and size of staging areas, and the total area of project activity to those areas identified in the approved construction drawings and/or plans or as otherwise approved per permit conditions. Access routes and project boundaries would be clearly marked at all times. Access routes for heavy equipment to and from the project site would be restricted to established roadways to minimize habitat disturbance. The storing of construction equipment, vehicles, and supplies would be restricted to the designated construction staging areas outside of the proposed Preserve, wetland avoidance areas, and riparian buffer areas. All fueling, cleaning and maintenance activities of vehicles and other equipment would be performed only in designated areas and at least 250 feet away from avoided/preserved habitats. As part of WEAP training, all workers would be informed of the importance of preventing spills and appropriate measures to take in the event of a spill. All spills would be cleaned up immediately.</p> <p>Measure 4.11.1k: Protect Preserved and Avoided Habitats During Construction-Related Activities. The City shall ensure that the project applicant (or construction contractor) avoid and preserve sensitive habitats from construction activities. Habitat protection measures would include the following:</p> <ul style="list-style-type: none"> ▪ A USFWS-approved biologist (monitor) would inspect all construction-related activities at the project site to ensure that no unauthorized take of listed species or destruction of their habitat occurs. The biologist would have the authority to stop any activities that may result in such take or destruction until appropriate corrective measures have been completed. The biologist also would be required to report immediately any unauthorized impacts to the USFWS and the CDFG. ▪ Adequate fencing would be placed and maintained around all avoided (preserved) vernal pool habitat to prevent direct impacts from construction. The location of fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. <p>Measure 4.11-2a: Implement Water Quality Best Management Practices to Minimize Impacts to Sensitive Natural Communities. The City shall ensure that the project applicant (or construction contractor) implement all applicable water quality best management practices (BMPs) during construction-related activities.</p> <p>Use of BMPs for stormwater control is expected to reduce the potential for preserved and avoided sensitive natural communities (including wetlands, vernal pools, and other sensitive aquatic habitats) to be indirectly affected by sediment-laden discharges from construction sites. The performance and</p>	<p>Planning Division</p> <p>Planning Division</p> <p>Planning Division</p>	<p>Prior to issuance of grading permits, encroachment permits or approval of public improvement plans.</p> <p>Prior to start of construction.</p> <p>Ongoing during construction. SWPPP may be required prior to start of construction (for projects over one acre).</p>	

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<p>effectiveness of these BMPs would be determined either by visual means, where applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where the verification of containment reduction or elimination is required to determine the adequacy of the measures. BMPs to be implemented would include, but are not limited to, the following:</p> <ul style="list-style-type: none"> All disturbed surfaces or stockpile areas would be protected with erosion control measures in place during the period of October 1 through April 30. Erosion control or BMP measures will be implemented for ground-disturbance areas located uphill and within 500 feet from a water body. BMPs for temporary erosion control (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) would be employed per the product specifications for disturbed areas, stockpiled soil, and along culverts and drainage ditches on active construction sites and in downstream areas that may be affected by construction activities. Requirements for the placement and monitoring of the BMPs would be part of the contractor's project specifications. The construction specifications shall contain clear language that prohibits construction-related activities, vehicle operation, material and equipment storage, trenching, grading, or other surface-disturbing activities outside of the designated construction area. Signs shall be erected along the protective fencing at a maximum spacing of one sign per 50 feet of fencing. The signs shall state: "This area is environmentally sensitive; no construction or other operations may occur beyond this fencing. Violators may be subject to prosecution, fines, and imprisonment." The signs shall be clearly readable at a distance of 20 ft, and shall be maintained for the duration of construction activities in the area. Performance and adequacy of the measures would be determined visually by site construction management and verified by the City of Oakdale and Central Valley Regional Water Quality Control Board as appropriate. Dirt and debris would be swept from paved areas in construction zones on a daily basis as necessary to remove excessive accumulations of silt, mud or other debris. Sweeping and dust removal would be implemented by the contractor and oversight of these operations the responsibility of the construction site superintendent. All exposed/disturbed areas, left barren of vegetation due to project related activities, would be seeded, mulched and fertilized with a blend of native and/or naturalized grass and forb species. Locally native wildflower and/or shrub seeds may be included in the seed mix. Planted areas must achieve an 80% acreage coverage rate to be considered successful. All exposed areas where seeding is considered unsuccessful after 90 days, would received appropriate soil preparation and a second application of seed/mulch/fertilizer. Quarterly monitoring events would be conducted for a period of one year or until the target goal is met. The application, schedule, and maintenance of the vegetative cover would be the responsibility of the contractor and requirements to establish a vegetative cover would be included in the construction contractor's project specifications. If discharges of sediment or hazardous substances to drainage ways are observed, construction would be halted until the source of contamination is identified and remediated. Visual indications of such contamination include an oily sheen or coating on water, and noticeable turbidity (lack of clarity) in the water. 			

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<p>Measure 4.11.2b: Protect Sensitive Tree Resources Adjacent to Construction Activities. The City shall ensure that the project applicant (or construction contractor) implement all applicable measures prior to and during construction-related activities to protect sensitive tree resources. Sensitive tree resources adjacent to construction activities may require additional protection. Where feasible, buffer zones should include a minimum one-foot-wide buffer zone outside the dripline for oaks and landmark trees. The locations of these resources should be clearly identified on the construction drawings and marked in the field. Fencing or other barriers would remain in place until all construction and restoration work that involves heavy equipment is complete. Construction vehicles, equipment, or materials should not be parked or stored within the fenced area. No signs, ropes, cables, or other items should be attached to the protected trees. Grading, filling, trenching, paving, irrigation, and landscaping within the driplines of oak trees should be limited. Grading within the driplines of oak trees should not be permitted unless specifically authorized by a Certified Arborist.</p> <p>The City of Oakdale shall ensure that project applicants will comply with the City of Oakdale's Municipal Code, Chapter 32, <i>Section 32-7 Trimming or removal of trees generally</i>. Prior to construction, the applicant shall conduct a tree survey for oak trees that may be impacted by the project. The applicant shall coordinate with the City of Oakdale's Building Official to ensure that impacts to oak trees and heritage oak trees are avoided to the extent feasible. In the event that oak trees must be removed, the applicant shall coordinate with the City of Oakdale to determine the number of trees that would be affected.</p> <p>Removed trees will be replaced at a ratio of 2:1. All trees planted shall be purchased from a locally adapted genetic stock obtained within 50 miles and 1,000 feet in elevation of a project site. A Maintenance and Monitoring Plan shall be developed to provide cages or support stakes for each sapling, identify a weed control schedule, and outline a watering regime for the plantings. If the site does not have adequate room for replanting trees, the City may require payment to a tree replacement fund.</p> <p>Annual monitoring of the planted trees for three years shall be conducted following completion of construction to ensure the continued survival of retained native trees and newly planted trees. A Certified Arborist shall be contacted to discuss success criteria and required length of monitoring prior to conducting the first annual survey.</p> <p>Measure 4.11.2c: Avoid or Identify and Compensate for Loss of Wetlands and other Waters of the U.S. The City shall ensure that the project applicant of subsequent projects within the Specific Plan area shall reconfigure project designs, to the maximum extent feasible, to avoid waters of the U.S., including wetlands. Projects shall minimize disturbances and construction footprints near such areas to the extent feasible.</p> <p>Where impacts are identified to specific wetlands or other Waters of the U.S., the City shall ensure that the project applicant shall retain a qualified biologist to perform a formal wetland delineation to be submitted to the U.S. Army Corps of Engineers (ACOE) for verification.</p> <p>If it is determined that the project will impact waters of the U.S., The City shall ensure that the project applicant will obtain all required permit approvals from the ACOE, RWQCB, CDFG and any other agencies with permitting responsibilities for construction activities within jurisdictional features. Permit approvals and certifications would likely include the following:</p> <ul style="list-style-type: none"> ▪ <u>Clean Water Act Section 404</u>. Permit approval from the ACOE shall be obtained for the placement of 	Planning Division	Tree survey shall be completed prior to issuance of building or grading permit. Monitor protection measures during construction. Post-construction monitoring annually for three years.	
	Planning Division	Demonstrate compliance prior to issuance of building or grading permit.	

**TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM**

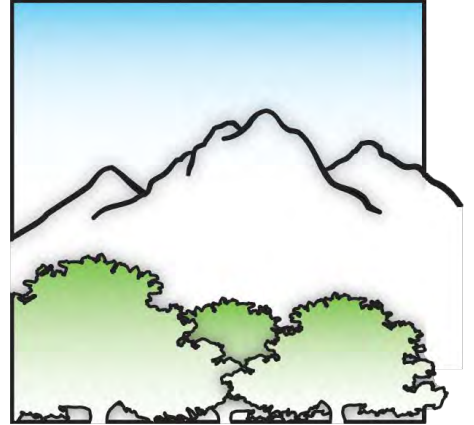
Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<p>dredge or fill material in waters of the U.S. pursuant to Section 404 of the federal Clean Water Act. The Section 404 permit application would require a delineation of wetlands and other waters of the U.S., a jurisdictional determination from the ACOE, and preparation of a Pre-Construction Notification (PCN) and supporting documentation. A PCN outlines project activities, areas of impact, construction techniques, and methods for avoiding and reducing impacts to jurisdictional features. State and federal regulations require that the project applicant avoid or minimize impacts to wetlands and waters and develop appropriate protection for wetlands. Wetlands that cannot be avoided must be compensated to result in "no net loss" of wetlands to ensure that the project would maintain the current functions and values of onsite wetland habitats.</p> <ul style="list-style-type: none"> ▪ <u>Clean Water Act Section 401 Water Quality Certification/Porter-Cologne Act</u>. Approval of Water Quality Certification (WQC) under the CWA and/or Waste Discharge Requirements (WDRs) under the Porter-Cologne Act shall be obtained from the RWQCB for work within jurisdictional waters. Application for a WQC requires an application and supporting materials, including construction techniques, areas of impact, mitigation measures, project schedule, and proof of CEQA compliance. Application for a WDR requires an application and supporting materials, including a characterization of the discharge which includes but is not limited to: design and actual flows; a list of constituents and the discharge concentration of each constituent; a list of other appropriate waste discharge characteristics; a description and schematic drawing of all treatment process; a description of any BMPs used; and a description of disposal methods. Proof of CEQA compliance is also required. ▪ <u>California Fish and Game Code Section 1602</u>, CDFG requires a Streambed Alteration Agreement for activities that result in alteration of the bed or bank of a stream (typically the top of bank or edge of riparian habitat, whichever is greater), or that adversely impact fish or wildlife resources. The notification package must include supporting materials, including construction techniques, areas of impact, mitigation measures, project schedule, and proof of CEQA compliance. <p>Additionally, the City shall ensure that permanent degradation of aquatic habitats will be compensated for at a 1:1 ratio through the purchase of similar habitat value from a USFWS approved conservation bank. Compensation shall take the form of wetland and/or riverine preservation or creation in accordance with U.S. Army Corps of Engineers and California Department of Fish and Game (CDFG) mitigation requirements, as required under project permits. Preservation and creation may occur onsite through a conservation agreement or offsite through purchasing credits at a U.S. Army Corps of Engineers approved mitigation bank.</p>			
Energy and Global Climate Change			
2030 General Plan and SPSP			
<p>Measure 4.13.2: Implement the City of Oakdale Climate Action Plan. As previously discussed, the Oakdale CAP contains many GHG reduction goals and strategies related to 5 broad topics: energy efficiency, transportation and land use, solid waste reduction, and water and wastewater use. For example, energy reduction strategies include promoting energy efficiency rebates, programs, and benchmarking for residential, commercial, and industrial users. All industrial users over 3,000 sf will be required to offset 20% of their building energy consumption with on-site renewable energy or 40% of their</p>	Planning Division	Implement following approval of CAP. Monitor progress annually as part of General Plan progress report.	

TABLE 7-1
SIERRA POINTE SPECIFIC PLAN MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
energy with off-site renewable energy by 2019. CAP strategies encourage higher-density development and commute trip reduction programs, as well as building out the proposed bicycle network and 75% solid waste diversion by 2020. With implementation of the above City policies and the City of Oakdale CAP reduction strategies, buildout of the 2030 General Plan Update would achieve more than a 29% reduction compared to BAU and would thus not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment, nor would the General Plan conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.			

APPENDIX B

Utility Master Plans





SIERRA POINTE DRY UTILITY MASTER PLAN

SECTION 1 – INTRODUCTION

This Sierra Pointe Utility Master Plan, dated April 3, 2025, was prepared by Ardurra Group, Inc. for the Oakdale Specific Plan Area 9, known as Sierra Pointe. A vicinity map for the Sierra Pointe Specific Plan is included as Figure 1-1. The purpose, background and scope for this master plan are outlined below.

1.1 PURPOSE

This document was prepared to evaluate dry utility (electricity, natural gas, and communications) needs for the Sierra Pointe Specific Plan. The dry utility infrastructure will be designed to serve the land uses designated in Figure 1-2. The purpose of this master plan is to:

- Identify service providers authorized to serve the City of Oakdale
- Develop recommendations for construction of dry utility infrastructure

1.2 BACKGROUND

The Sierra Pointe Specific Plan is located on the eastern boundary of the City of Oakdale and just south of State Highway 108/120 and is approximately 295 acres. Due to the various land used designations, this document will split the region into two sub-areas: Residential Area and Commercial/Public Area.

RESIDENTIAL AREA EXISTING LAND DESCRIPTION

The Residential area is approximately 155 acres and is roughly bounded on the north by State Highway 108/120 and Area 11, which is separated by G Street to the northwest, Orsi Road to the west, Stearns Road to the east, and Sierra Road to the south. There is a small peninsula of residential homes that extends east past Sterns road and runs along the southern border of the commercial area. The proposed land use designations are shown in Figure 1-2 and Table 1-1:

Table 1-1: Residential Land Uses

Land Use Description	Title
Very Low Density Residential	VLDR
Low Density Residential	LDR
Medium Density Residential	MDR
High Density Residential	HDR
Park	Park
Open Spaces	OS

The existing land consists of a mixture of agricultural land planted with almonds and open range land with individual rural housing. There is approximately 13 acres of existing dense residential to the north that is served by Twildo Avenue and Seaman Drive. This region is hilly with topographic elevations ranging from 177 to 228 ft with the majority of the farm/residential lands lying in either in the 177 - 183ft, 195 to 205ft, or 220-228ft areas. The agricultural areas, located on either tops of hills or in the valleys, are graded with very little slope to accommodate the agricultural land use. The area, as a whole, generally slopes north toward the highway.

COMMERCIAL/PUBLIC AREA EXISTING LAND DESCRIPTION

The commercial area is approximately 85 acres and is bounded in the north by the State Highway 108/120, and the residential areas of Sierra Pointe to the west and south. The proposed land use designations are shown in Figure 1-2 and Table 1-2:

Table 1-2: Commercial/Public Land Uses

Land Use Description	Title
General Commercial	GC
Flex Use - Commercial Focus	FLEX/GC
Office/Research	OFF
Public/Semi-Public	PSP

The existing land currently consists of agricultural open range land with an individual rural house. The region encompasses a hill side with the slope generally running gradually north toward the highway and steeply to the south.

1.3 PHASED DEVELOPMENT

The Sierra Pointe Specific Plan anticipates phased development of backbone infrastructure. Implementation of the plan will be accomplished through the tentative maps process. This process will give the City the opportunity to ensure that the needs of its constituents are addressed.

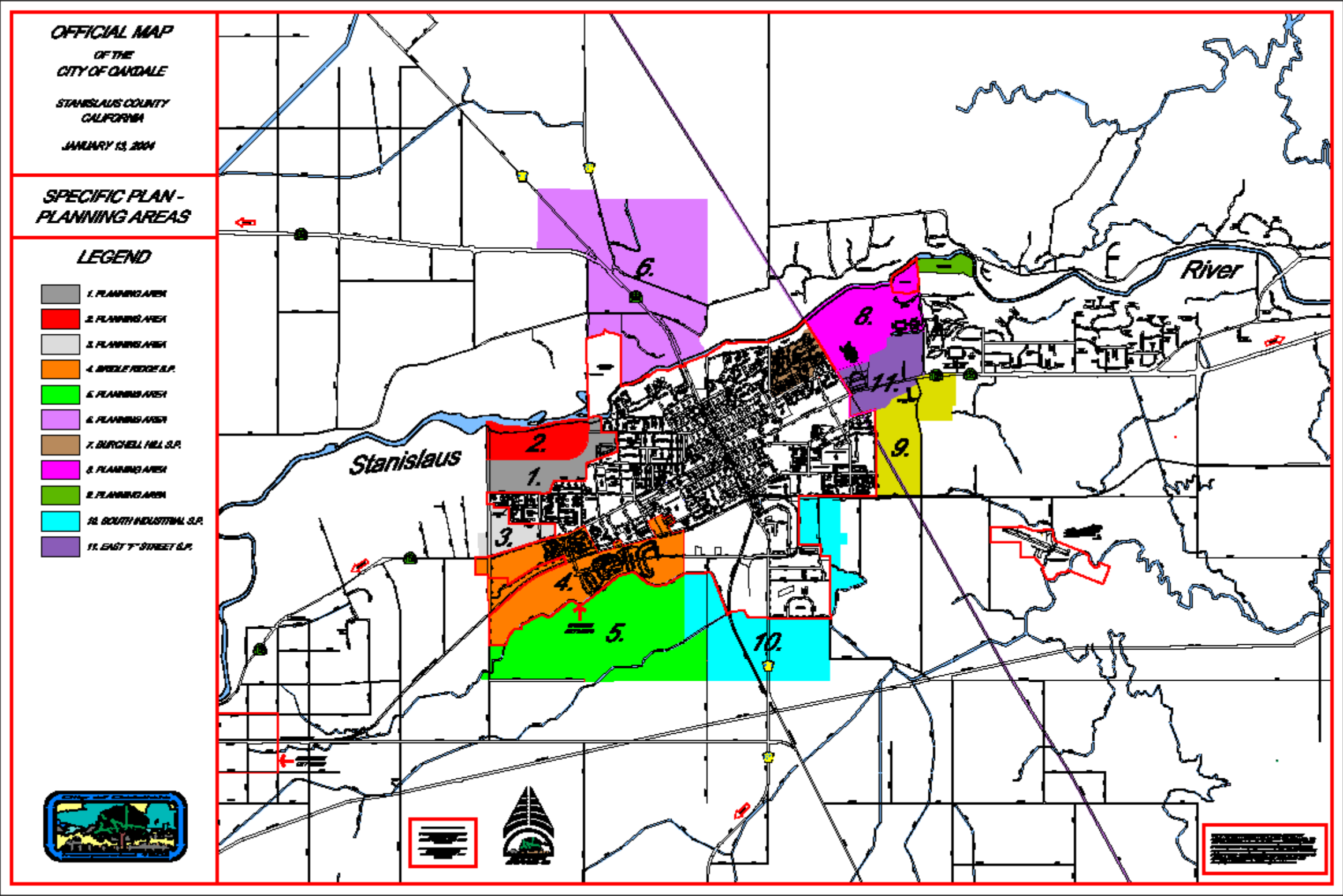


Figure 1-1: Project Vicinity Map

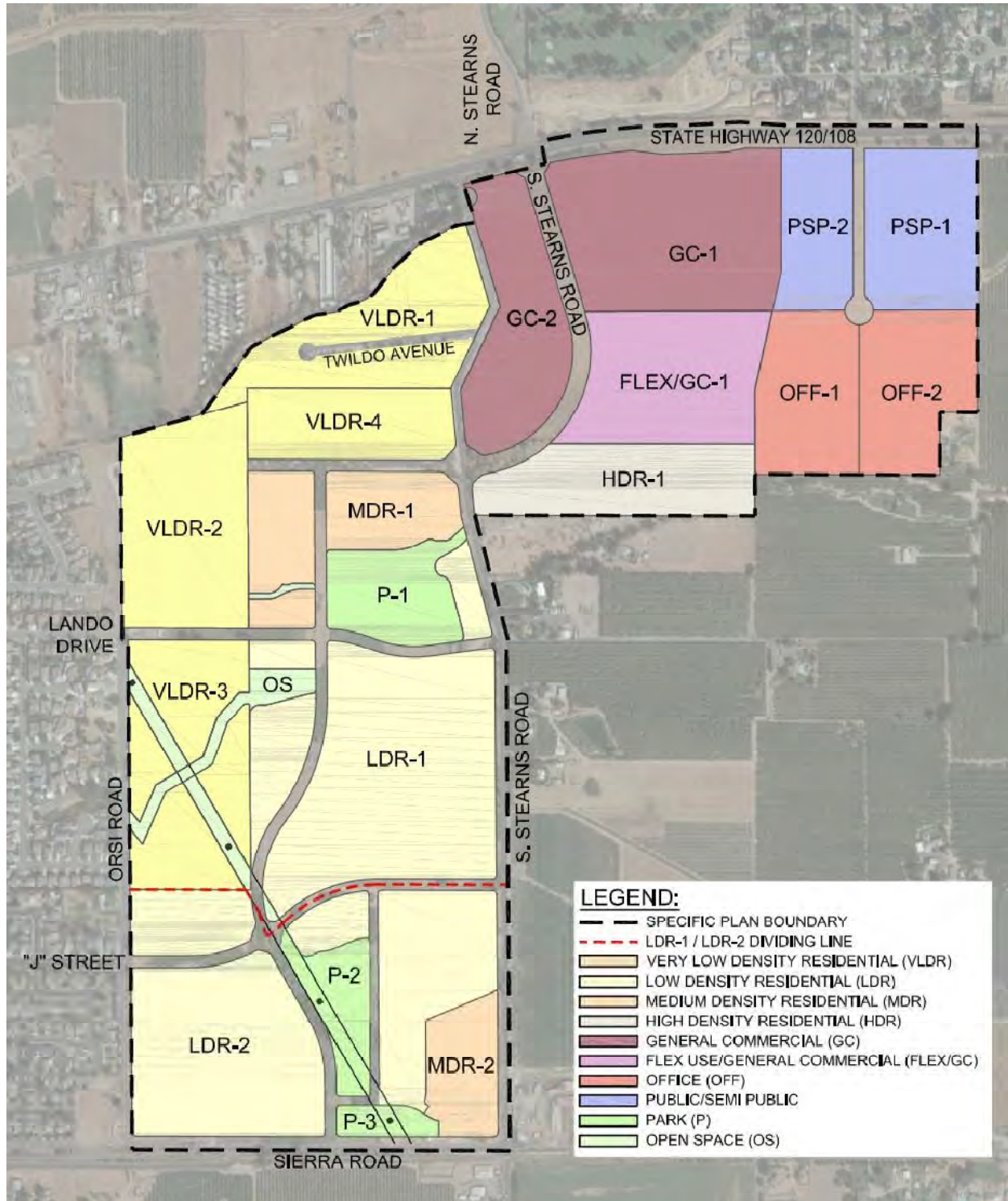


Figure 1-2: Proposed Land Uses for Sierra Pointe Specific Plan

SECTION 2 – PROVIDERS AND SERVICE NEEDS

2.1 EXISTING FACILITIES

The Sierra Pointe Specific Plan (SPSP) will require dry utilities including electricity, natural gas, telephone, and cable television. Various local purveyors shall be contacted and included in developing project descriptions for each utility. Utility requirements are categorized into the areas of offsite and onsite facilities.

The current local purveyors that can service the project site include:

- Electricity – Pacific Gas & Electric Area 5 (PG&E)
1524 N. Carpenter Road, Modesto, 95351
(209) 576-6640
- Electricity – Modesto Irrigation District (MID)
1231th Street, Modesto 95354
(209) 526-7373
- Natural Gas– PG&E
1524. Carpenter Road, Modesto, 95351
(209) 576-6640
- Telephone – AT&T (formerly SBC)
1-800-288-2020
- Cable Television – Comcast
1639 Princeton Ave. Modesto, 95350
1-800-824-2000

Energy facilities that are proposed in and around the SPSP include electrical transmission and distribution facilities, electrical substations, and natural gas facilities. Communications facilities that are proposed in and around the SPSP include telephone, fiber optics, and cable television facilities. The location and design of energy and communications facilities shall ensure the provision of safe, reliable, efficient and economical utility service.

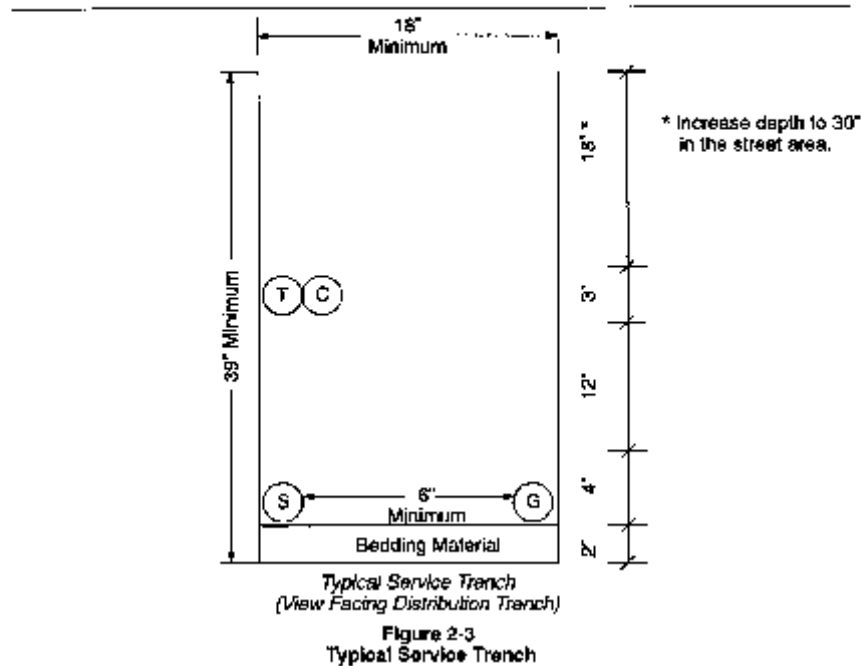
2.2 PLANNED IMPROVEMENTS

Energy and Communications facilities shall be design and constructed underground and where feasible, existing facilities should be programmed for relocation underground. Dry utilities shall be constructed in public utility easements as designated on the approved specific plan backbone infrastructure maps. The SPSP is a unique area that allows for either PG&E or MID to provide electric service. The project developer can contact both service providers and determine which will best meet the needs of the project.

It is standard practice to install the dry utilities in a joint trench located within a ten foot public utility easement. The ten foot public utility easement is typically parallel to and adjacent to the street right-of-way. The natural gas

and secondary electric is located at the bottom of the eighteen inch wide joint trench and the cable and telephone are located above as indicated on figure 2-3.

Section 2 Gas Service



Note: For more information on Figure 2-3, see PG&E's Joint Trench Configurations & Occupancy Guide, located in Appendix B.

Separation and clearance details for joint utility service trenches are located in Table 2-1, "Minimum Separation and Clearance Requirements for Service Trenches," below.

Table 2-1 Minimum Separation and Clearance Requirements for Service Trenches

		G	Duct T	DB T	C	S	P
(In Inches)							
G	Gas ¹		12	12	12	6	12
T	Telephone (Duct)		12	1	1	12	12
T	Telephone (Direct Bury)		12	1	1	12	12
C	CATV		12	1	1	12	12
S	Electric Secondary		6	12	12	—	3
P	Electric Primary		12	12	12	3	—
SL	Streetlight ²		6	12	12	1	3

¹ For more information about this table, see PG&E's Joint Trench Configurations & Occupancy Guide in Appendix B of this manual. Specifically, see Notes 4, 7, and 13.

² Streetlight circuits not owned by PG&E must be installed to meet the requirements in PG&E's Joint Trench Configurations & Occupancy Guide. Specifically, applicants must review the requirements for working with a second utility company.



SIERRA POINTE SANITARY SEWER MASTER PLAN

SECTION 1 – INTRODUCTION

This Sierra Pointe Sewer Master Plan, dated April 3, 2025, was prepared by Ardurra Group, Inc. for the Oakdale Specific Plan Area 9, known as Sierra Pointe. A vicinity map for the Sierra Pointe Specific Plan (SPSP) is included as Figure 1-1. The purpose, background and scope for this Sewer Master Plan (SMP) are outlined below.

1.1 PURPOSE

This document was prepared to evaluate wastewater collection needs for the Sierra Pointe Specific Plan. The collection system is designed to meet the wastewater demand resulting from the land uses designated in Figure 1-2. The purpose of this SMP is to:

- Develop a demand summary for wastewater users within the project
- Develop a functional and reliable wastewater infrastructure
- Identify necessary collection and pumping facilities
- Identify potential points of connection to the city collection system
- Develop recommendations for buildout of the project

1.2 BACKGROUND

The Sierra Pointe Specific Plan is located on the eastern boundary of the City of Oakdale and just south of State Highway 108/120 and is approximately 304 acres. This specific plan area consists of Residential Areas and Commercial/Public Areas. These areas are further described below.

RESIDENTIAL AREA EXISTING LAND DESCRIPTION

The Residential area is approximately 155 acres and is roughly bounded on the north by State Highway 108/120 and Area 11, which is separated by East F Street to the northwest, Orsi Road to the west, Stearns Road to the east, and Sierra Road to the south. There is a small peninsula of residential homes that extends east past Stearns Road and runs along the southern border of the commercial area. The proposed land use designations are shown in Figure 1-2 and Table 1-1:

Table 1-1: Residential Land Uses

Land Use Description	Title
Very Low Density Residential	VLDR
Low Density Residential	LDR
Medium Density Residential	MDR
High Density Residential	HDR
Park	Park
Open Spaces	OS

The existing land consists of a mixture of agricultural land planted with almonds and open range land with individual rural housing. There is approximately 15 acres of existing residential to the north that is served by Twildo Avenue and Seaman Drive. This region has a variety of topographic features ranging from graded agricultural land to steep hillsides. The elevations range from 177 to 228 feet. The area, as a whole, generally slopes north toward the highway with several plateaus.

COMMERCIAL/PUBLIC AREA EXISTING LAND DESCRIPTION

The commercial area is approximately 89 acres and is bounded in the north by State Highway 108/120, and the residential areas of Sierra Pointe to the west and south. The lands east of the commercial/public region are unincorporated agricultural lands. The proposed land use designations are shown in Figure 1-2 and Table 1-2:

Table 1-2: Commercial/Public Land Uses

Land Use Description	Title
General Commercial	GC
Flex Use - Commercial Focus	FLEX/GC
Office/Research	OFF
Public/Semi-Public	PSP

The existing land currently consists of agricultural open range land with an individual rural house. The region lies on a ridgeline with the majority sloping northward toward the highway. The southernmost areas slope more steeply to the south.

1.3 PHASED DEVELOPMENT

The Sierra Pointe Specific Plan anticipates phased development of backbone infrastructure. Implementation of the plan will be accomplished through the tentative maps process. This process will give the City the opportunity to ensure that the needs of its constituents are addressed.

1.4 EXISTING TREATMENT PLANT DESCRIPTION

The City of Oakdale wastewater system provides service within the City limits. Properties outside of the City of Oakdale service boundary utilize on-site septic systems. Parcels within the Sierra Pointe Specific Plan area utilizing private septic systems will require removal of the old systems. The wastewater treatment plant (WWTP) is operated by the City of Oakdale and is located on Liberini Avenue on the north side of the Stanislaus River.

Transmission of sanitary sewer waste to the treatment plant is currently handled through one 18-inch pipe crossing the Stanislaus River in a single location. The crossing location is northeast of the plan area near the intersection of Oak Avenue and Kimball Street. The WWTP facility receives wastewater through its headworks which is comprised of a screen and vortex grit chamber. Wastewater then flows to two aerated lagoons for primary treatment. Effluent from the aerated lagoons flows by gravity to a single secondary clarifier, and is discharged to one of 11 evaporation/percolation ponds. Sludge is dried using newly installed screw presses and existing sludge drying beds. An ultraviolet radiation treatment facility was installed during the recent construction project and provides the plant with disinfection capabilities. Figure 1-3 shows the layout of the current WWTP facility.

The current average daily flows at the plant are approximately 1.2 million gallons per day (mgd) in winter and 1.6 mgd during the summer. Average annual daily flows are approximately 1.4 mgd. Recent improvements at the WWTP allows it to treat up to five mgd of domestic and industrial wastewater.

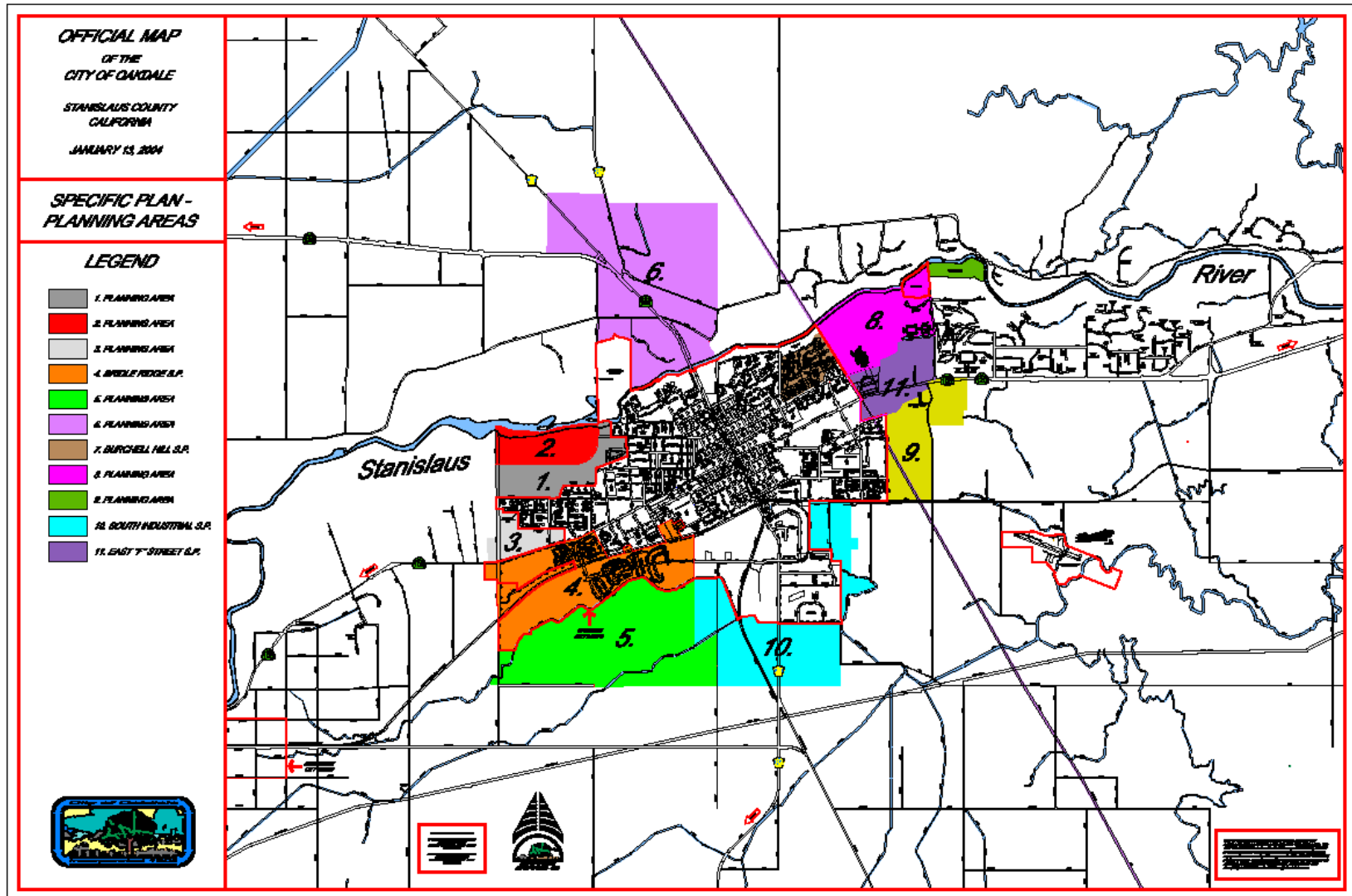


Figure 1-1: Project Vicinity Map

1.5 EXISTING DOCUMENTS

This SMP has been prepared based on review of existing documents that analyze the City's existing wastewater system and the City's future demand for wastewater collection and treatment. A brief description of these documents is provided in the following paragraphs.

TECHNICAL BACKGROUND REPORT – OAKDALE GENERAL PLAN UPDATE

A Technical Background Report (TBR) was prepared by ATKINS for the City of Oakdale General Plan Update and provides a descriptive profile of the City of Oakdale's existing conditions. The TBR presents the physical, social, and economic information required to support the preparation of the general plan. It serves as the foundation document from which subsequent planning policies and programs will be formulated.

SEWER MASTER PLAN

Blackwater Consulting Engineers prepared the City of Oakdale Sewer Master Plan in 2022. This document provides a comprehensive analysis of the city's existing system and includes a future system analysis and recommendations.

ALTERNATIVES SCREENING ANALYSIS – OAKDALE GENERAL PLAN UPDATE

Two alternate land use plans were analyzed as part of the General Plan Update. This analysis included water, sewer, and storm demand forecasts based on land use scenarios. This report incorporates methods and assumptions used during the alternatives screening analysis.

2018 CITY OF OAKDALE STANDARD SPECIFICATIONS

The City of Oakdale Water standards were revised in 2010 and were used for various aspects of distribution system sizing and layout.

WASTEWATER TREATMENT PLANT IMPROVEMENTS PRELIMINARY DESIGN REPORT

In July of 2007, HDR prepared a preliminary design report for improvements to the Oakdale Wastewater Treatment Plant. The purpose of the report was to define the basis and scope for detailed design, describe significant modifications to existing systems, describe design features of proposed tertiary treatment facilities, provide an opinion of probable construction costs, and provide a timeline for design and construction of the project.

SOUTH OAKDALE INDUSTRIAL SPECIFIC PLAN

RRM Design Group prepared the specific plan for the South Oakdale Industrial Center in May of 2006. This report was designed to provide guidelines and standards to ensure the orderly expansion and development of the City's South Industrial Center.

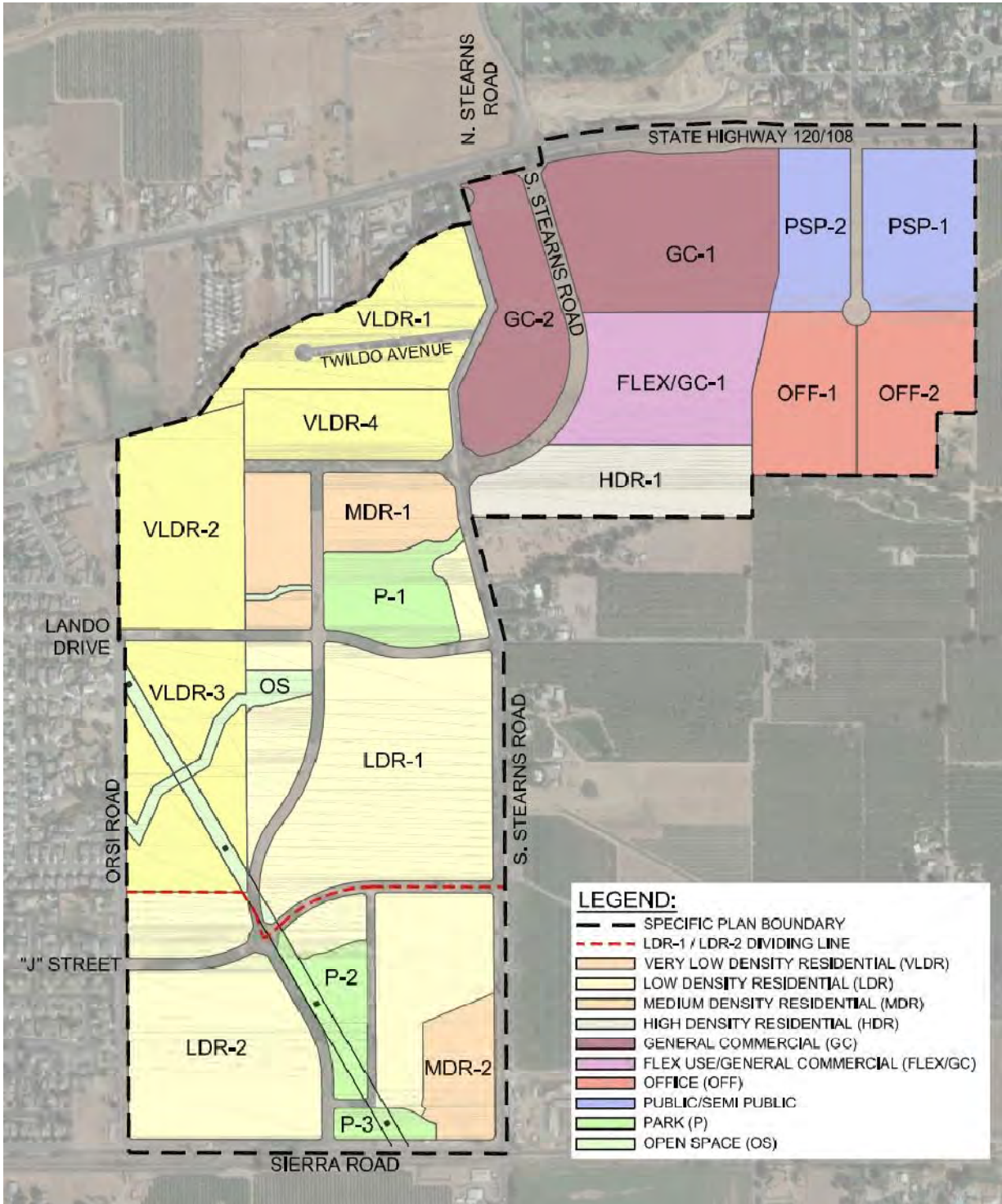


Figure 1-2: Proposed Land Uses for Sierra Pointe Specific Plan

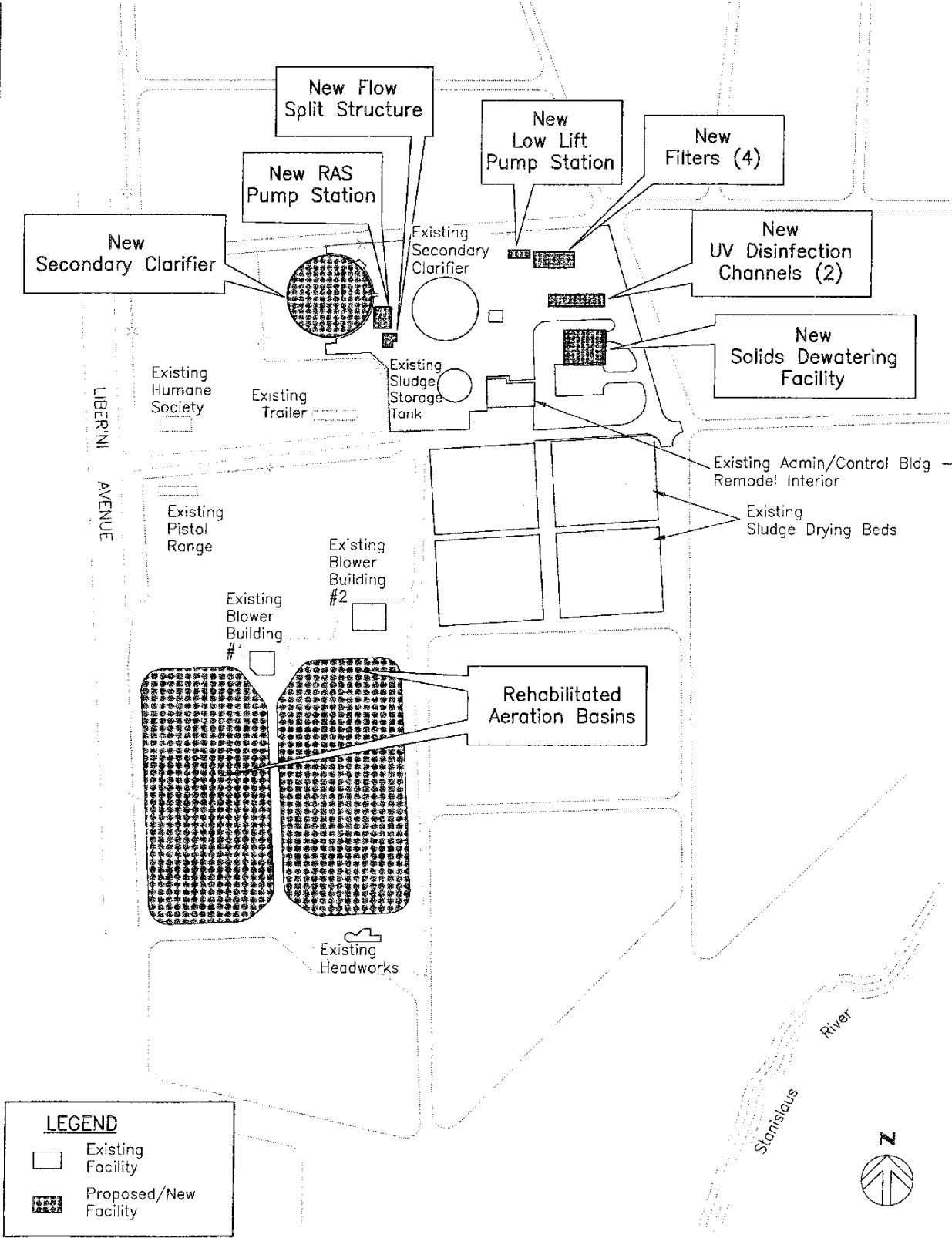


Figure 1-3: Existing Waste Water Treatment Plant Site Layout

SECTION 2 – SEWER MASTER PLAN METHODOLOGY

The following presents the assumptions, sizing methodology, and planning criteria used to develop the wastewater demands and subsequent design of the Sierra Pointe Specific Plan wastewater infrastructure.

2.1 PLANNING CRITERIA

Sanitary sewer loads are generally based on residential water demands without including the irrigation element of a combined residential service. Numerous indoor water demand studies have utilized 100 gallons per capita day as a baseline for sanitary sewer flow. We have adopted 100 gallons per capita day for our analysis using the population density assumptions outlined in Table 3-1 and Table 3-2.

As with water consumption, the type of land use correlates directly to wastewater production. Land uses with more densely populated development typically have higher wastewater demands than land uses with lower density development. Industrial and commercial land uses vary with the type of business. Parks and open space are assumed to have zero wastewater discharge.

2.2 PIPELINE DESIGN CRITERIA

Sanitary sewer mainlines shall be designed based on projected land uses and their associated wastewater demands. Sewer mainlines are designed to carry peak flows which occur during high demand periods. Pipelines are sized to flow at a maximum depth of 0.8 pipe diameters and at a velocity of no less than 2 ft/sec. Pipeline materials shall comply with the City of Oakdale Standard Specifications for Sewers.

To allow for cleaning, an 8-inch pipe is the smallest diameter sewer recommended. Gravity sewers will have manholes at each change in direction, slope, pipe size, intersections of collecting sewers, and every 400 feet or less, if there isn't another reason for having one. These manholes allow access for inspection, some maintenance, and cleaning.

Mainlines shall be designed with minimum slopes conforming with the City of Oakdale Standard Specifications for Sewers. Eight (8) inch mains shall have a minimum grade of 0.0035, 10 inch mains shall have a minimum grade of 0.0025, and 12 inch mains shall have a minimum grade of 0.002. Pipeline capacities for suggested pipe sizes are summarized below using a manning's "n" of 0.013.

Table 2-1: Sewer Pipeline Capacities

Pipe Diameter	Manning's n	Pipe Slope ft/ft	Capacity @ 0.8 Dia. Full	
			mgd	gpm
8	0.013	0.0035	0.45	312
10	0.013	0.0025	0.69	479
12	0.013	0.0020	1.0	694

Wastewater lift stations will be constructed to pump wastewater from low lying areas or areas not otherwise able to be served by gravity sewers. Design of individual lift stations is not included as a part of this report.

SECTION 3 - WASTEWATER FLOWS

3.1 AVERAGE DRY WEATHER FLOWS

To be consistent with the City's General Plan, the project flows in this report are based on serving the projected population of the plan area. The land use population density factors for each land use within the plan area are summarized in Table 3-1. Projected average daily sanitary sewer flow for the plan area is 520,641 gallons per day (0.5 mgd). Project peak day flow is 1,067,313 gallons per day (1 mgd). With current annual average daily flows of 1.4 mgd and a design capacity of 5 mgd, it is not anticipated that the SPSP would require upgrades to the WWTP. However, development of a significant amount of other entitled land uses within the City could create a need for further WWTP expansion. The Preliminary Design Report for the WWTP Improvements by HDR indicates that the secondary treatment process expansion, tertiary treatment and sludge dewatering facilities have been designed for sewer service to the year 2025 conditions.

Table 3-1: Land Use Assumptions

Land Use	Population Density Factor	Units
Residential¹	2.76	Persons/DU
Population Density-Mixed Use, OFF, PSP²	300	sf/employee
Population Density-CBD²	600	sf/employee
Population Density-GC²	800	sf/employee

¹Source: Wastewater Master Plan by Blackwater Consulting Engineers, September 2022

²Source: City of Oakdale 2030 General Plan, 2013, (assumes 33% building coverage)

Table 3-2 Summarizes Sanitary Sewer Demand by land use for the Sierra Pointe Specific Plan.

Table 3-2: Sanitary Sewer Demand by Land Use

Land Use	Acres	Density	Dwelling Units	Population	Average Day Demand (gpd)	Peak Factor	Peak Hour Demand (gpd)
VLDR	56.06	3	162	447	47,700	2.05	97,785
LDR	70.76	5.8	410	1,132	113,200	2.05	232,060
MDR	18.34	9.3	171	472	47,200	2.05	96,760
HDR	10.48	14	147	406	40,600	2.05	83,230
GC	34.36	-	-	561	56,100	2.05	115,005
FLEX	14.84	-	-	323	32,300	2.05	66,215
OFFICE	20.79	-	-	906	90,600	2.05	185,730
PUBLIC	18.73	-	-	816	81,600	2.05	167,280
PARK	14.02	-	-	-	-	-	-
OS	4.97	-	-	-	-	-	-
ROW	40.33	-	-	-	-	-	-
Total	303.68		890	5,063	509,300	16	1,044,065

¹Source: Assumed Peaking factor based on regional cities of similar size.

The City of Oakdale will provide wastewater services for the Sierra Pointe Specific Plan Area including treatment. Preliminary reviews of the WWTP's ability to serve this plan area does not suggest a deficiency in treatment capacity. However, further analysis will be required to ascertain available capacity at the plant taking into account existing and planned development.

3.2 DESIGN FLOWS

Wastewater design flows were developed using a population based projection. The per capita flow rate was estimated based on historic data and was taken from the Wastewater Master Plan by Blackwater Consulting Engineers. That report establishes a per capita flow of 85 gpd. This report uses 100 gpd as a conservative estimate for per capita wastewater flows for planning of backbone infrastructure. Table 3-1 provides population density assumptions for land uses within the plan area.

3.3 PEAK WASTEWATER FLOWS

Peak wastewater flows within the plan area have been calculated by multiplying a peaking factor by the average day flow. Peaking factors vary with local conditions and systems. Peaking factor curves presented in the Oakdale Wastewater Master Plan by Blackwater Consulting Engineers and data provided in the Wastewater Treatment Plant Improvements Preliminary Design Report by HDR were considered during this analysis. This report assumes a peaking factor of 2.05, which correlates with regional cities of similar size and provides an adequate factor of safety for planning facilities.

3.4 OFFSITE CONNECTIONS

D STREET CONNECTION

Discussions with the City of Oakdale indicate that it will be necessary to direct sewage from the SPSP areas to the D Street trunk. There is currently a 12 inch main stubbed in North Stearns Road near Highway 108/120 that continues to the D Street trunk. It is assumed that the 12 inch line will be extended to the south side of Highway 108/120 with construction of the Stearns Road intersection. This point shall serve as the point of connection for the SPSP area. It is also assumed that adequate capacity is available in downstream transmission mains and the City of Oakdale wastewater treatment plant located north of the Stanislaus River on Liberini Avenue.

SECTION 4 – WASTEWATER INFRASTRUCTURE IMPROVEMENTS

4.1 COLLECTION AND TRANSMISSION

The plan area will be served by gravity sewers ranging from 8 inch to 12 inch in pipe diameters. Gravity sewers will flow to lift stations where flows will be transmitted through force mains to discharge into the City system. Figure 4-1 illustrates the proposed collection and transmission system.

4.2 EFFLUENT AND DISPOSAL

Effluent from the Oakdale WWTP is discharged to one of 11 evaporation/percolation ponds. Recent improvements to the WWTP include tertiary filtration, disinfection and mechanical sludge dewatering which allows the plant to meet more stringent effluent requirements specified for California Title 22 non-restricted reuse. The potential for reuse of treated effluent is not evaluated in this report.

4.3 FORCE MAIN AND LIFT STATIONS

Wastewater flows from the northern portions of the Plan Area west of South Stearns Road will be directed to a proposed lift station located near the northern neighborhood park. Wastewater flows from the southern portions of the Plan Area west of South Stearns Road will be directed to a proposed lift station located near the southern neighborhood park and then directed to the lift station near the northern neighborhood park via 8 inch force main and 10 inch gravity main. The low-lying areas east of South Stearns Road within VLDR-4 will be directed to the northern lift station through an 8 inch gravity main. These flows will be transferred from the northern lift station via an 8 inch force main and 12 inch gravity main to discharge into an existing 12 inch sewer main in North Stearns Road and continuing into D Street.

Wastewater flows from the properties along Seaman Drive will require a lift station due to the elevation difference between the northern homes and the elevation of Twildo Road. Flows shall be collected at a lift station at the northerly end of Seaman Drive and directed to an 8 inch main in Twildo Road via an 8 inch force main in Seaman Drive. Wastewater will be directed to the new point of connection in South Stearns Road southerly of Highway 108/120, and continue to the D Street trunk.

The lift stations and forces are shown in Figure 4-1.

SECTION 5 – REFERENCES

1. Atkins, *Oakdale General Plan Update Technical Background Report*, August 2009
2. City of Oakdale, *Standard Specifications*, September 2018
3. Atkins, *Oakdale General Plan Alternatives Screening Analysis*, May 2011
4. HDR, *Wastewater Treatment Plant Improvements Preliminary Design Report*, July 2007
5. RRM Design Group, *South Oakdale Industrial Specific Plan*, May 2006
6. City of Oakdale Sewer Master Plan, Blackwater Consulting Engineers, September 2022



Figure 4-1: Proposed Backbone Collection and Transmission System



SIERRA POINTE STORM DRAIN MASTER PLAN

SECTION 1 – INTRODUCTION

This Storm Drainage Master Plan, dated April 3, 2025, was prepared by Ardurra Group, Inc. for the Oakdale Sierra Pointe Specific Plan (Specific Planning Area 9). A vicinity map for the Area Sierra Pointe Specific Plan is included as Figure 1-1. The purpose, background and scope for this Storm Drain Master Plan (SDMP) are outlined below.

1.1 PURPOSE

This document was prepared to evaluate storm drainage collection needs for the Sierra Pointe Specific Plan. The collection system is designed to meet the storm drainage demand resulting from the land uses designated in Figure 1-2. The purpose of this SDMP is to:

- Develop a demand summary for stormwater users within the project
- Develop a functional and reliable stormwater infrastructure
- Identify necessary collection facilities
- Develop recommendations for buildout of the project

1.2 BACKGROUND

The Sierra Pointe Specific Plan is located on the eastern boundary of the City of Oakdale and just south of State Highway 108/120 and is approximately 304 acres. This specific plan area consists of Residential Areas and Commercial/Public Areas. These areas are further described below.

RESIDENTIAL AREA EXISTING LAND DESCRIPTION

The Residential area is approximately 155 acres and is roughly bounded on the north by State Highway 108/120 and Area 11, which is separated by East F Street to the northwest, Orsi Road to the west, Stearns Road to the east, and Sierra Road to the south. There is a small peninsula of residential homes that extends east past Stearns Road and runs along the southern border of the commercial area. The proposed land use designations are shown in Figure 1-2 and Table 1-1:

Table 1-1: Residential Land Uses

Land Use Description	Title
Very Low Density Residential	VLDR
Low Density Residential	LDR
Medium Density Residential	MDR
High Density Residential	HDR
Park	Park
Open Spaces	OS



The existing land consists of a mixture of agricultural land planted with almonds and open range land with individual rural housing. There is approximately 15 acres of existing residential to the north that is served by Twildo Avenue and Seaman Drive. This region has a variety of topographic features ranging from graded agricultural land to steep hillsides. The elevations range from 177 to 228 feet. The area, as a whole, generally slopes north toward the highway with several plateaus.

COMMERCIAL/PUBLIC AREA EXISTING LAND DESCRIPTION

The commercial area is approximately 89 acres and is bounded in the north by the State Highway 108/120, and the residential areas of Sierra Pointe to the west and south. The lands east of the commercial/public region are unincorporated agricultural lands. The proposed land use designations are shown in Figure 1-2 and Table 1-2:

Table 1-2: Commercial/Public Land Uses

Land Use Description	Title
General Commercial	GC
Flex Use - Commercial Focus	FLEX/GC
Office/Research	OFF
Public/Semi-Public	PSP

The existing land currently consists of agricultural open range land with an individual rural house. The region lies on a ridgeline that slopes northward toward the highway, with elevations ranging from 202 to 228 feet. The southernmost areas slope more steeply to the south.

The Oakdale Irrigation District operates a drain within the plan area. The Adams Creek Drain meanders through the northern areas of the plan area. This facility collects irrigation water runoff during the irrigation season and storm water runoff during rain events. It will be necessary to relocate this facility and convert the open ditch sections to a pipeline. The alignment should follow proposed public road rights of way.

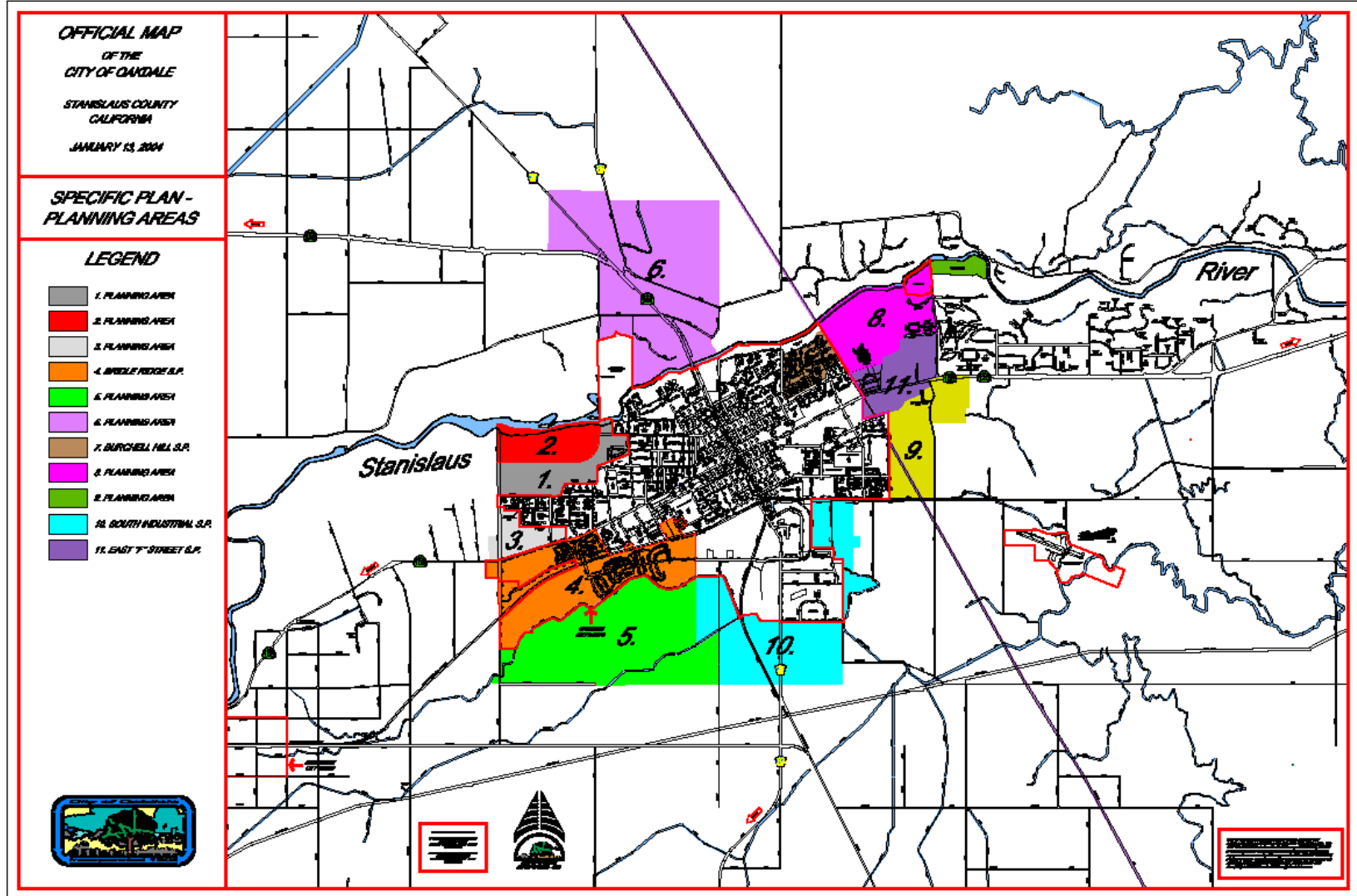


Figure 1-1: Project Vicinity Map

1.3 PHASED DEVELOPMENT

The Sierra Pointe Specific Plan anticipates phased development of backbone infrastructure. Implementation of the plan will be accomplished through the tentative maps process. This process will give the City the opportunity to ensure that the needs of its constituents are addressed. Both the percolation basins and the transmission pipelines will be constructed/enlarged as each portion of the project is developed.

1.4 CITY REQUIREMENTS

Current design criteria for residential and commercial/public storm drainage transmission and storage are found in the 2018 City of Oakdale Standards. These standards require drainage basins shall be large enough to entrap a volume equivalent to a total of 2 inches of water over the developed area. The high water elevations of the basins are required to be 6 inches below the lowest gutter elevation. The maximum water depth is 10 feet and the bottom to be shaped to concentrate the water at the inlet. Each basin is required to have a minimum of 3 drywells. Minimum pipe velocities for storm drain pipelines are required to be 2 feet per second with a minimum pipe size of 12 inches for pipes providing drainage in the public right of way. Peak runoff flow rates shall be calculated using the Rational Method with criteria specified within the standards.

SECTION 2 – DESIGN CRITERIA

The following presents the assumptions, modeling criteria, and planning criteria used to develop the stormwater conveyance demands and subsequent design of the Sierra Pointe Specific Plan infrastructure.

2.1 KEY CONCLUSIONS

The preferred solution for the increased volume of storm runoff associated with residential development is gravity pipes to a retention/percolation basin. Recently, the trend in the City has been to use these basins as dual use facilities, providing open space and use as a park during dry weather. The basins will receive runoff from the gravity pipe network through underground inlets that flow directly into french-drain systems installed under the basins. The French-drain systems will allow storm water to percolate into the underlying soils prior to discharge at the basin floor.

The basins will facilitate settling of the particulate matter and are recommended because they require a minimum amount of maintenance, are low cost, provide storage, and are currently providing satisfactory service in various locations throughout the City.

The Commercial/public areas will be required to contain and dispose of storm runoff individually and will not be connected to any of the residential stormwater collection systems.

2.2 PROJECT PHASING

As with sanitary sewers, development of a storm drain system begins at its lowest point. Retention/percolation basins and storm drain mainlines represent the lowest points in the storm drain system and provide the discharge points for storm drain pipe networks. The basins and french drain systems will be constructed in phases as development occurs.

2.3 EXISTING DOCUMENTS

This SDMP has been prepared based on review of existing documents that analyze the City's existing stormwater system and the City's future demand for stormwater collection and disposal. A brief description of these documents is provided in the following paragraphs.

TECHNICAL BACKGROUND REPORT – OAKDALE GENERAL PLAN UPDATE

A Technical Background Report (TBR) was prepared by ATKINS for the City of Oakdale General Plan Update and provides a descriptive profile of the City of Oakdale's existing conditions. The TBR presents the physical, social, and economic information required to support the preparation of the general plan. It serves as the foundation document from which subsequent planning policies and programs will be formulated.

STORM DRAINAGE MASTER PLAN

MCR Engineering prepared the City of Oakdale Storm Drainage Study in 2015. This document provides a comprehensive analysis of the city's existing system and includes a future system analysis and recommendations.

ALTERNATIVES SCREENING ANALYSIS – OAKDALE GENERAL PLAN UPDATE

Two alternate land use plans were analyzed as part of the General Plan Update. This analysis included water, sewer, and storm demand forecasts based on land use scenario. This report incorporates methods and assumptions used during the alternatives screening analysis.

2018 CITY OF OAKDALE STANDARD SPECIFICATIONS

The City of Oakdale Stormwater standards were revised in 2018 and were used for various aspects of distribution system sizing and layout.

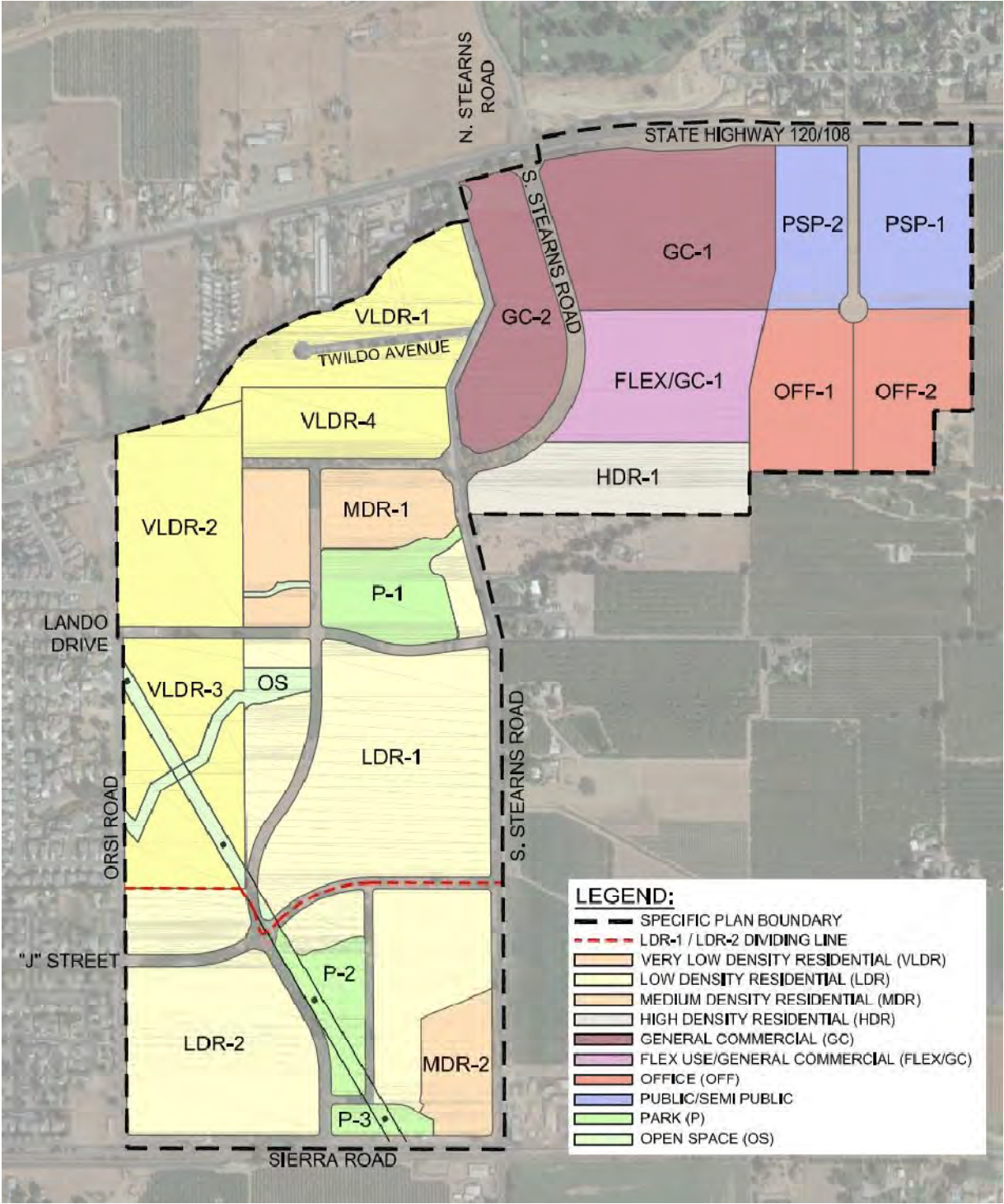


Figure 1-2: Proposed Land Uses for Sierra Pointe Specific Plan

SECTION 3 – HYDROLOGY

3.1 SOILS AND TERRAIN

The three soil type most commonly found in the study area are Snelling sandy loam, Whitney sandy loam, and Hanford sandy loam. These soils are deep well-drained soils located on parts of the alluvial fan of the Stanislaus River. Sierra Pointe has a terrace land structure with various hill steps starting at the south end of the study area and sloping north, towards the Stanislaus River. There is a small south/westerly part, near Sierra Road, that slopes to the south.

3.2 WATERSHED DELINEATION

As noted above, Sierra Pointe is part of a watershed that is comprised of agricultural lands, which drain adequately. There is a drainage canal, named Adams Creek Drain, which runs through approximately the middle of Sierra Pointe and gathers any runoff from the south agricultural lands. This drainage canal begins between Adams Creek Way and Silver Ridge Way and follows a northwesterly route. The area is currently bounded by City infrastructure on the west side, which collects runoff as it occurs. Given the relatively undeveloped nature of the existing Sierra Pointe plan area, runoff quantities are small in comparison to post project projections.

Development of the specific plan will divide the Very Low Density Residential (VLDR), Low Density Residential (LDR), Medium Density Residential (MDR) and High Density Residential (HDR) residential plan area into two individual watersheds, north and south. The watershed division line is along a ridge line, roughly parallel to Silver Ridge Way, located between Adams Creek Way and J Street. The ridge line splits LDR-1, requiring roughly 75% of LDR-1 to drain to the north watershed and 25% to drain to the south watershed. The north area will consist of a large watershed that will drain into a basin (Park-1). The south area's watershed will drain into its respective basin (Park-2). The individual drainage areas will collect stormwater through a gravity system ranging from 12 inch to 18 inch pipe diameters. This collection system will then discharge into the 24, 36, and 48 inch mainline through a series of manholes and continue on to the specific basins. The storm drain system for the Sierra Pointe Specific Plan is presented in Figure 3-1 and includes a graphic illustration of watershed delineation.

Very Low Density Residential (VLDR) lands along Orsi Road, Twildo Avenue, and east of Stearns Road are not considered for drainage into either the north or south basin for several reasons. VLDR-1 (Twildo Avenue) exists northerly of a ridge line along the northerly line of HDR-1. Differences in elevation make it impossible for storm drainage to flow to the north basin. VLDR-2 and VLDR-3 contain privately owned ranchettes that are not anticipated to be developed in the near future. HDR-1 contains topography constraints also making drainage into the north basin impossible. These areas are considered self-contained areas and will be required to contain storm drain onsite by using underground percolation or independent onsite storage basins.

Commercial lands and the SR 120/East F Street Corridor will be required to contain storm water runoff onsite by using underground percolation or onsite storage basins. These areas are considered self contained areas and will not be connected to the residential systems.

3.3 STORMWATER RUNOFF RATES

To properly design storm drain facilities, the flow runoff volume and rate must be determined. Design of positive drainage systems will be conducted by the use of the Rational Method, with the following values of the method being:

$$Q=CIA$$

Where

Q = The peak runoff rate in cubic feet per second.

C = The runoff coefficient with values between 0.1 and 0.95 and varies with the characteristics of the site.

I = The average rainfall intensity, inch per hour, for a storm equal to the critical period of time of 20 min.

A = The size of the drainage area in acres.

Rainfall intensity is shown on the “rainfall intensity curves” found in the City of Oakdale Department of Public Works Standard Specifications. The rainfall intensity used for design of transmission pipelines is based on a 10 year storm event that has a duration of 20 minutes, resulting in an intensity of 1.6 in/hr. The type of land use directly correlates to stormwater runoff rates. Land uses with a higher density of population and/or buildings typically have higher stormwater runoff quantities than lower density developments. Table 3-1 outlines the total amount of runoff (Q) for each of the land use areas expected in the Sierra Pointe Specific Plan.

Table 3-1: Stormwater Quantities by Area

North Area	Area (acres)	C value	Rainfall Intensity (in/hr)	Stormwater Flow Rate (cfs)
ROW-1	17.32	0.9	1.6	24.9
VLDR-4	9.12	0.4	1.6	5.8
MDR-1	9.97	0.55	1.6	8.8
LDR-1	21.30	0.4	1.6	13.6
PARK-1	7.34	0.2	1.6	2.3
TOTAL	65.05			55.4
South Area	Area (acres)	C value	Rainfall Intensity (in/hr)	Stormwater Flow Rate (cfs)
ROW-2	23.65	0.9	1.6	34.1
LDR-1	6.67	0.4	1.6	4.3
LDR-2	29.19	0.4	1.6	18.7
MDR-3	4.57	0.55	1.6	4.0
PARK-2	4.84	0.2	1.6	1.5
PARK-3	1.84	0.2	1.6	0.6
TOTAL	70.76			63.2

Self-Contained Areas	Area (acres)	C value	Rainfall Intensity (in/hr)	Stormwater Flow Rate (cfs)
PUBLIC-1	11.36	0.2	1.6	3.6
PUBLIC-2	7.37	0.2	1.6	2.4
FLEX/GEN-COM	14.84	0.9	1.6	21.4
GEN-COM-1	21.60	0.9	1.6	31.1
GEN-COM-2	12.76	0.9	1.6	18.4
OFFICE	20.79	0.9	1.6	29.9
VLDR-1	15.00	0.4	1.6	9.6
VLDR-2	16.54	0.4	1.6	10.6
VLDR-3	15.40	0.4	1.6	9.9
HDR-1	10.48	0.7	1.6	11.7
TOTAL	146.14			148.6

SECTION 4 – HYDRAULICS & STORAGE

4.1 PIPE SIZING

Stormwater mainlines are designed based on projected land uses and their associated runoff rates. The pipe system is designed using Manning’s Equation with an n value of 0.013 for concrete pipe. Pipe slopes and lengths are assumed based on preliminary topography surveys and the lotting plan for the Sierra Pointe Specific Plan (See Figure 1-2).

The following provides a summary of the pipeline network for the residential areas of the SPSP.

NORTH AREA

The northern portion of the north area will be served by a 36 inch diameter mainlines. These legs of the storm drain system will then increase to a short section of 48 inch mainline pipe and will discharge into Park-1.

SOUTH AREA

The southern portion of the south area will be served by a 24 inch and 36 inch diameter mainlines running north, south, east and west and increasing its size midway to a 36 inch diameter mainline. These lines will meet and will drain into Park-2 via a 48 inch diameter outfall.

4.2 STORAGE OF RUNOFF

Storage volumes for residential areas within the City of Oakdale are calculated by assuming 2 inch of rainfall over the total area. Both the north and south areas storm water will be stored within each development by use of retention/percolation basins. Each retention/percolation basin will be comprised of an underground percolation system (French Drain) and surface storage. Typical storm events will be disposed of through the French Drains and Surface storage shall only be required during extreme storm events and shall be designed in accordance with City Standards. Commercial, Flex and Very Low Density storm drainage systems are required to retain and percolate a volume equal to 2 inches of rainfall over each entire site, see Table 4.1.

Table 4.1: Required Basin Capacities

Site	Area (ac)	Runoff Volume (ac-ft)	Basin Capacity (ac-ft)
North Area ¹	65.05	10.86	10.9
South Area	70.76	11.85	10.9

¹Excludes Commercial, Flex and High Density Land Uses

The anticipated stormwater runoff from the north area will be intercepted by the storm drain systems located in the proposed streets. This captured runoff will be routed to the 7.34 acre Park-1, which will consist of an upper and lower section. The eastern half of the park will be at roughly street level, while the western half will be lowered approximately 5 feet for containment of storm water. The basin at Park-1 will be approximately 3.1 acres and have a storage capacity of 10.9 acre-feet with one foot of freeboard. The 4.84 acre Park-2 basin will be similarly constructed, with the southern side of the park being at street level. The northern area of the park should be constructed as a 5 feet deep basin. The storage capacity of the Park-2 basin will be 10.9 acre-feet, with one foot freeboard, and have a footprint of 3.1 acres. Discharges into the basins will flow directly into the sub-surface French drains minimizing surface water. Surface water will only be present during significant storm events and will dissipate within 48 hours.

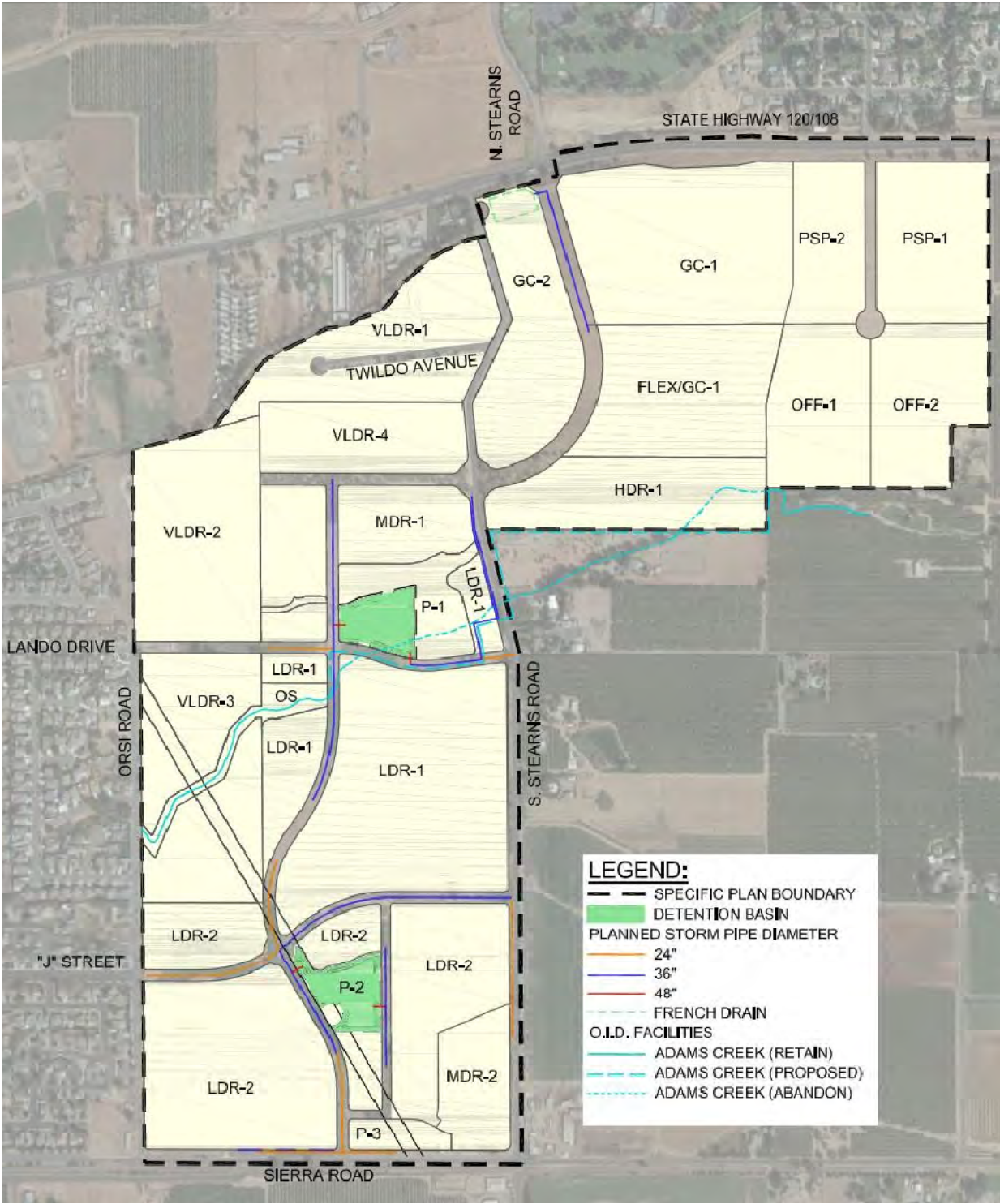


Figure 3-1: Storm Drain Backbone Infrastructure

SECTION – 5 STORM WATER QUALITY

STANISLAUS RIVER DISCHARGES

The City operates under a National Pollution Discharge Elimination System (NPDES) permit issued in 2003. The direct discharge component of the storm drainage system in the City consists of nine 12 to 18 inch discharge pipes directed to the Stanislaus River. This is acceptable under current NPDES Clean Water Act regulations, provided the discharge flow rate is kept at previous years' levels and the volume is retained for a time sufficient to allow suspended particulate matter to settle. The use of retention/percolation basins is intended to provide the flexibility and treatment within the system to comply with the discharge requirements.

LOW IMPACT DEVELOPMENT

The California Green Building Standards Code (CalGreen) was adopted by the California Building Standards Commission in January of 2019. This code aims to encourage sustainable construction practices. The CalGreen Code mandates that new projects develop a Storm Water Pollution Prevention Plan (SWPPP) conforming to the State Storm Water NPDES Construction Permit or local ordinance, whichever is stricter. These plans require installation of Best Management Practices (BMP's) during construction, which will control storm water at its source to mimic drainage patterns from an undisturbed site. The city is currently requiring that storm water BMP's be implemented on all construction projects.



SIERRA POINTE WATER MASTER PLAN

SECTION 1 – INTRODUCTION

This Sierra Pointe Water Master Plan, dated April 3, 2025, was prepared by Ardurra Group, Inc. for the Oakdale Specific Plan Area 9, known as Sierra Pointe. A vicinity map for the Sierra Pointe Specific Plan (SPSP) is included as Figure 1-1. The purpose, background and scope for this Water Master Plan (WMP) is outlined below.

1.1 PURPOSE

This document was prepared to evaluate a potable water supply and distribution system for the Sierra Pointe Specific Plan. The system is designed to meet the potable water demand resulting from the land uses designated in Figure 1-2. The proposed land use designations are shown in Figure 1-2 and are:

- Develop a demand summary for potable water users within the project
- Develop a functional and reliable potable water infrastructure
- Identify necessary storage and pumping facilities
- Develop recommendations for buildout of the project

1.2 BACKGROUND

The Sierra Pointe Specific Plan is located on the eastern boundary of the City of Oakdale and just south of State Highway 108/120 and is approximately 304 acres. Due to the various land use designations this document will split the region into two sub-areas: Residential Area and Commercial/Public Area.

RESIDENTIAL AREA EXISTING LAND DESCRIPTION

The Residential Area is approximately 155 acres and is roughly bounded in the north by State Highway 108/120 and Area 11, which is separated by G Street to the northwest, Orsi Road to the west, Stearns Road to the east, and Sierra Road to the south. There is a small peninsula of residential homes that extends east past Stearns Road and runs along the southern border of the commercial area. The proposed land use designations are shown in Figure 1-2 and Table 1-1:

Table 1-1: Residential Land Uses

Land Use Description	Title
Very Low Density Residential	VLDR
Low Density Residential	LDR
Medium Density Residential	MDR
High Density Residential	HDR
Park	Park
Open Spaces	OS

The existing land consists of a mixture of agricultural land planted with almonds and open range land with individual rural housing. There is approximately 13 acres of existing dense residential to the north that is served by Twildo Avenue and Seaman Drive. This region is hilly with topographic elevations ranging from 177-228 ft with the majority of the farm/residential lands lying in either in the 177–183 ft, 195-205 ft, or 220-228 ft areas. The agricultural areas, located on either tops of hills or in the valleys, are graded with very little slope to accommodate the agricultural land use. The area, as a whole, generally slopes north toward the highway.

With one exception, the water source for existing water users within the plan area is individual wells. Water users along Twildo Avenue, Seaman Drive and a portion of Stearns Road are served by an improvement district operated by the Oakdale Irrigation District.

COMMERCIAL/PUBLIC AREA EXISTING LAND DESCRIPTION

The Commercial Area is approximately 89 acres and is bounded in the north by State Highway 108/120, and the residential areas of Sierra Pointe to the west and south. The proposed land use designations are shown in Figure 1-2 and Table 1-2:

Table 1-2: Commercial/Public Land Uses

Land Use Description	Title
General Commercial	GC
Flex Use - Commercial Focus	FLEX/GC
Office/Research	OFF
Public/Semi-Public	PSP

The existing land currently consists of agricultural open range land with an individual rural house. The region lies on a ridgeline that slopes northward toward the highway, with elevations ranging from 202 to 228 feet. The southernmost areas slope more steeply to the south.

The Oakdale Irrigation District operates 2 irrigation laterals (pipelines) within the plan area. The West Pump Pipeline meanders through the northern areas of the plan area to serve lands downstream. A portion of this facility will require relocation. The northernmost sections of this line (adjacent to the northern boundary of the plan area) will be retained. The Adams No. 1 Pipeline is located in the southern reaches of the SPSP. It will be necessary to relocate this facility to an alignment along the southern boundary of the SPSP adjacent to South Stearns Road, Sierra Road and Orsi Road.

1.3 PHASED DEVELOPMENT

The Sierra Pointe Specific Plan anticipates phased development of backbone infrastructure. Implementation of the plan will be accomplished through the tentative maps process. This process will give the City the opportunity to ensure that the needs of its constituents are addressed.

1.4 EXISTING DOCUMENTS

This WMP has been prepared based on review of existing documents that evaluate the City's existing potable water system and the City's future demand for potable water. A brief description of these documents is provided in the following paragraphs.

TECHNICAL BACKGROUND REPORT – OAKDALE GENERAL PLAN UPDATE

A Technical Background Report (TBR) was prepared by Environment Science Associates (ESA) for the City of Oakdale General Plan Update (2030) and provides a descriptive profile of the City of Oakdale's existing conditions. The TBR presents the physical, social, and economic information required to support the preparation of the general plan. It serves as the foundation document from which subsequent planning policies and programs will be formulated.

URBAN WATER MANAGEMENT PLAN

The 2009 Urban Water Management Plan (UWMP) for the City of Oakdale was prepared by HDR. This document contains the most current data and projections for water use within the City. The UWMP contains data on climate, existing water supply, existing distribution system, historic water use, and maximum day demands and peaking factors.

WATER MASTER PLAN

Blackwater Consulting Engineers prepared the City of Oakdale Water Master Plan in September 2022. This document provides a comprehensive analysis of the city's existing system and includes a future system analysis and recommendations.

2018 CITY OF OAKDALE STANDARD SPECIFICATIONS

The City of Oakdale Water standards were revised in 2018 and were used for various aspects of distribution system sizing and layout.

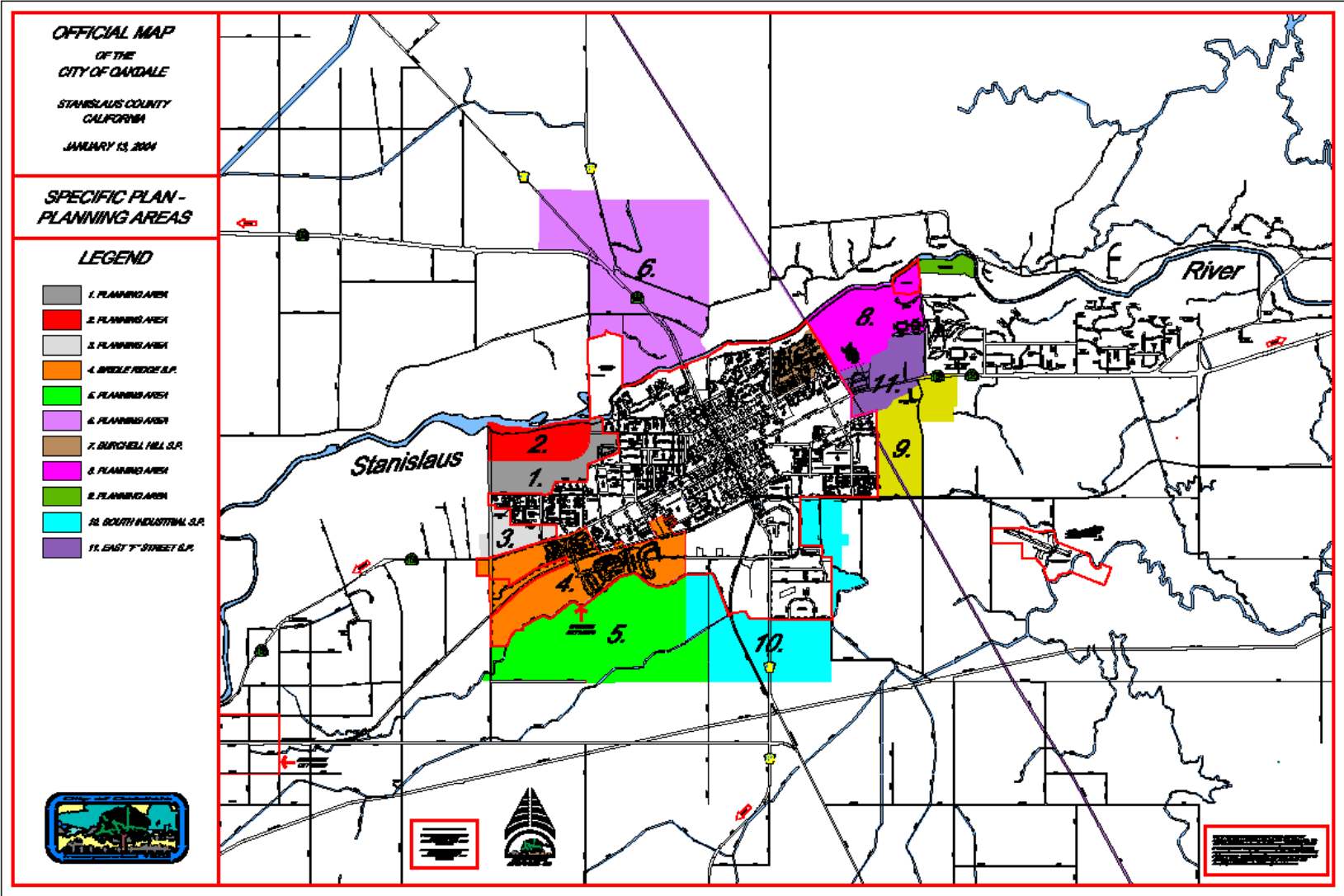


Figure 1-1: Project Vicinity Map

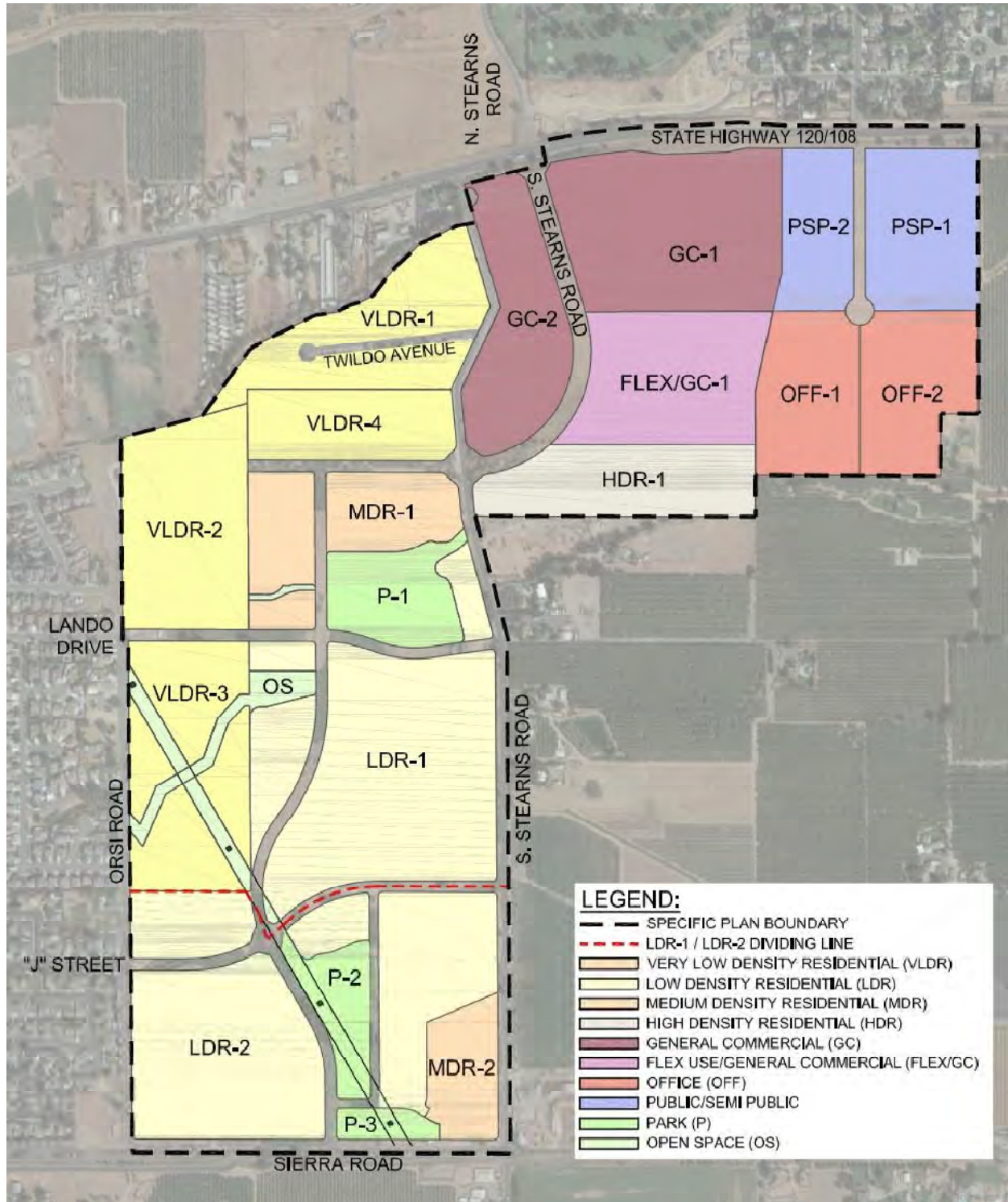


Figure 1-2: Proposed Land Uses for Sierra Pointe Specific Plan

SECTION 2 – DESIGN CRITERIA AND WATER DEMANDS

The following presents the assumptions, modeling criteria, and planning criteria used to develop the potable water demands and subsequent design of the Sierra Pointe Specific Plan infrastructure.

2.1 PLANNING CRITERIA

Water use coefficients for this report are based on historic data and were developed in the 2003 Water Master Plan and not updated in the 2022 Water Master Plan. They were developed based on average water demand records from 2001, land use of the city in 2001, and water demand coefficients for similar size San Joaquin Valley cities. These coefficients were used to calculate the water supply demand for the Sierra Pointe Specific Plan and are consistent with the 2009 UWMP. The water use coefficients are shown in Table 2-1 and are presented in units of gallons per minute (gpm) per acre (ac).

Table 2-1: Potable Water Use Coefficients

Water Demand Coefficients	Land Use Coefficient	
Agriculture (Ag)	0	gpm/ac
Agricultural Residential	0	gpm/ac
CBD Commercial	1.27	gpm/ac
Rural Estate	0	gpm/ac
Estate Residential	0	gpm/ac
General Commercial	1.27	gpm/ac
High Density Residential (HDR)	1.9	gpm/ac
Industrial (Ind)	1.54	gpm/ac
Low Density Residential (LDR)	1.36	gpm/ac
Medium Density Residential (MDR)	1.36	gpm/ac
Office	1.27	gpm/ac
Open Space (OS)	0	gpm/ac
PARK	1.27	gpm/ac
Park/Detention Basin	1.27	gpm/ac
Public/Semi-Public	1.27	gpm/ac
Public/Semi-Public Airport	1.27	gpm/ac
School	0.72	gpm/ac
Mixed Use(2)	1.27	gpm/ac
Single Family Low Density Residential (SFLDR)	1	gpm/ac
Landscape/Ped Corridor	1	gpm/ac
ROW	0	gpm/ac
Flex-R¹	1.36	gpm/ac
Flex-C¹	1.27	gpm/ac

Source: City of Oakdale Urban Water Management Plan, 2009, Page 4-2, Table 7.

¹Estimated for this report

In order to design potable water infrastructure, it is necessary to first calculate Average Day Demand (ADD). Maximum Day Demand (MDD) is then calculated by multiplying ADD by a MDD peaking factor and Peak Hour Demand (PHD) is calculated by multiplying ADD by a PHD peaking factor. Forecasting potable water needs for a community requires the following information:

- Land Use Designation
- Acreage
- Number of Dwelling Units
- Floor Area Ratio (FAR)
- Peaking Factors

Pumping and storage facilities are evaluated and sized to meet the specific plan area's requirements under demand conditions including maximum day, maximum day plus fire flow, and peak hour. The maximum day demand is the highest daily water use rate during the year. MDD is used to design potable water infrastructure for meeting high operational and fire flow needs such as reservoirs and tanks. These facilities act as a safeguard for meeting high demand periods by accessing storage facilities and pumps. Peak Hour Demand represents peak hourly use during the Maximum Day. This may occur during one or more periods lasting several hours. Peak Hour Demand is primarily used in sizing transmission mainlines. Transmission mainlines are sized to transport the peak hour demand flow and maintain minimum system pressures within the system. Table 2-2 summarizes the peaking factors used in this report and have been updated to represent the factors listed in the 2022 Water Master Plan.

Table 2-2: Peaking Factors

Factor Type	Peaking Factor
Average Day Demand to Maximum Day Demand	1.7
Maximum Day Demand to Peak Hour Demand	1.5
Source: City of Oakdale Water Master Plan, 2022, Blackwater, Page 3-14	
Maximum Day Demand (MDD)	1.7
Peak Hour Demand (PHD)	2.55

The type of land use correlates directly to water consumption. Land uses with more densely populated development typically have higher water needs than land uses with lower density development. Industrial and commercial land uses vary with the type of business use, but are typically higher than area such as parks and open space. Table 2-3 summarizes the land uses, areas, and water demands for the Sierra Pointe Specific Plan.

Table 2-3: Potable Water Demand by Land Use

Land Use	Acres	Density	Dwelling Units	Water Use Coefficient (gpm/ac)	Average Day Demand (gpm)	Max Day Demand (gpm)	Peak Hour Demand (gpm)
VLDR	56.06	3	173	1.36	76	129	194
LDR	70.76	5.8	410	1.36	96	163	245
MDR	18.34	9.3	171	1.36	25	43	64
HDR	10.48	15	136	1.9	20	34	51
GC	34.36	-	-	1.27	44	75	112
FLEX	14.84	-	-	1.27	19	32	48
OFFICE	20.79	-	-	1.27	26	44	66
PUBLIC	18.73	-	-	1.27	23	39	59
PARK	14.02	-	-	1.27	17	29	43
OS	4.97	-	-	-	-	-	-
ROW	40.33	-	-	-	-	-	-
Total	303.68		890		346	588	882

Table 2-3 (cont'd)

Land Use	Average Day Demand		Max Day Demand		Peak Hour Demand	
	(gpd) ¹	(afy) ¹	(gpd)	(afy)	(gpd)	(afy)
VLDR	67,848	76.0	115,342	129.2	173,013	193.8
LDR	85,703	96.0	145,696	163.2	218,543	244.8
MDR	37,942	25.0	37,942	42.5	56,912	63.8
HDR	17,855	20.0	30,353	34.0	45,530	51.0
GC	39,281	44.0	66,777	74.8	100,166	112.2
FLEX	16,962	19.0	28,836	32.3	43,253	48.5
OFFICE	23,211	26.0	39,459	44.2	59,189	66.3
PUBLIC	20,533	23.0	34,906	39.1	52,359	58.7
PARK	15,177	17.0	25,800	28.90	38,700	43.5
OS	-	-	-	-	-	-
ROW	-	-	-	-	-	-
Total	308,889	346.0	525,111	588.2	787,667	882.6

¹gpd = Gallons per Day, afy = Acre-Feet per Year

2.2 INFRASTRUCTURE SIZING CRITERIA

TRANSMISSION SYSTEMS

Potable water mainlines are designed based on projected land uses and the associated water demands. Potable water distribution systems are designed to handle extreme flow rates resulting from high demand periods. These periods result from the greater of 1) the peak hour demand, or 2) the maximum day demand plus fire flow. Other factors which are taken into consideration for design of distribution pipelines include maximum and minimum velocities and the maximum allowable friction losses.

Distribution piping is designed to maintain velocities of 5 fps or less. Higher velocities for short periods of time are typically not detrimental to the system, but sustained high velocities cause excessive wear and damage to pipes and fittings. Maximum headloss per 1,000 feet of pipeline shall be 8 feet. To ensure adequate positive pressure head for booster pumps in fire trucks, the minimum residual pressure at fire hydrants shall be 20 psi. Construction specifications for pipelines and appurtenances shall comply with the City of Oakdale Standard Specifications.

The 2018 Improvement Standards state that the minimum required fire flow for single-family residential water systems is 1,500 gpm. Lesser fire flow requirements in conformance with the Uniform Fire Code may be allowed with prior approval of the City Engineer and Fire Marshal. The minimum required fire flow for multi-family residential and commercial/industrial developments shall be 2,000 gpm. Fire hydrants shall have a residual pressure of not less than 20 psi. Table 3-1 summarizes pipe sizing for various portions of the distribution system which will generally meet the fire flow requirements.

Table 3-1: Pipe Sizing Standards

Description	Pipe Diameter
½ Mile Looped Grid	12-inch or larger
Distribution system, looped	8-inch
Distribution system, looped	10-inch
Dead End Mains With Fire Hydrant	8-inch

Source: City of Oakdale Water Master Plan, 2022, Blackwater, Page 5-5

STORAGE SYSTEMS

Water storage facilities serve as reserve supply to meet operational, fire, and emergency water needs. These requirements are described as follows:

- Operational needs include excess storage used to regulate fluctuations in demand so that supply sources are not excessively taxed. Operational storage can also assist in stabilizing system pressures if located strategically, which provides better service to customers.
- Emergency storage is used to meet demand during emergencies such as pipeline failures, pump failures, power outages, or natural disasters. The City of Oakdale's network of individual wells with auxiliary power provides a certain level of safety against failure due to the separation between supplies. It is unlikely that a failure will occur in more than one area at the same time. The 2022 Water Master Plan an emergency storage volume equivalent to the average day demand is used.

Table 3-1: Recommended Fire Flows

Land Use Description	Fire Flow, gpm	Duration, hours	Recommended Storage, MG
Single-Family Residential	1,500	2	0.18
Multi-Family Residential	2,000	2	0.24
Commercial/Office	2,000	2	0.24
Industrial	2,000	2	0.24

Source: City of Oakdale Water Master Plan, 2022, Blackwater, Page 5-2

The Sierra Pointe Specific Plan maximum daily demand presents a relatively small increase, 4.9 percent, of the existing combined well pumping capacity of 12,456 gpm. This relatively small increase in maximum day demand does not indicate an immediate need for an increase in water storage. However, based on the location of the proposed development in relation to existing storage facilities, it will be necessary to further evaluate water storage needs by analysis of a full system model.

2.3 ASSUMPTIONS

The assumptions for sizing of water system components are summarized below:

- Minimum pipe diameter for mainlines on ¼ mile looped grid and smaller is 8-inch with 12-inch diameter mainlines for larger looped grids
- All pipes and fittings shall comply with City of Oakdale Standard Specifications
- Peaking factor for MDD is: ADD x 1.70 and peaking factor for PHD is: ADD x 2.55
- Storage needs and full system modeling will be addressed in a future regional or city wide WMP

SECTION 3 – POTABLE WATER SUPPLY

This section provides information about the water supply proposed for the Sierra Pointe Specific Plan.

3.1 WATER SUPPLY

The source of potable water for the City of Oakdale is exclusively groundwater. Currently the City of Oakdale owns and operates eight wells with a total combined production capacity of 12,456 gpm. The City has approximately 500,000 gallons of active storage in one steel storage tank with plans to construct a 0.6 million gallon tank in the near future in the southwest part of the City. The total volume of water supply projected and accounted for within the 2022 Water Master Plan would be sufficient to meet the demands of the Sierra Pointe Specific Plan, within the framework and context of the 2030 General Plan.

City well No. 8 is located near the intersection of East J Street and Ventanas Avenue and is within close proximity to the plan area. Well No. 8 is capable of supplying up to 3,000 gpm. Review of the existing well locations within the City of Oakdale would suggest that Sierra Pointe Specific Plan Area would be a good location for a future well site. Discussions with city public works staff indicate that a future well would be required to serve the eastern planning areas. Future Water Master Plan's will further evaluate water supply needs by analysis of a full system model.

Limited well monitoring data is available at this time; however, the city has recently developed an active monitoring program. Continuing this practice will provide data to assist staff with operational decisions and planning.

3.2 WATER TRANSMISSION

A looped system of 12-inch diameter pipes should be installed and connected to the existing water system at the intersections of South Stearns Road/Highway 108, East G Street/Orsi Road, and Sierra Road/Orsi Road. The connection at South Stearns Road/Highway 108 assumes that existing planned water system infrastructure will be in place to accommodate the connection. Other service mains and connection points may be 8-inch or 10-inch diameter pipelines as directed by the City at the time of development.

Figure 3-1 illustrates the proposed pipe network recommended to serve the Sierra Pointe Specific Plan.

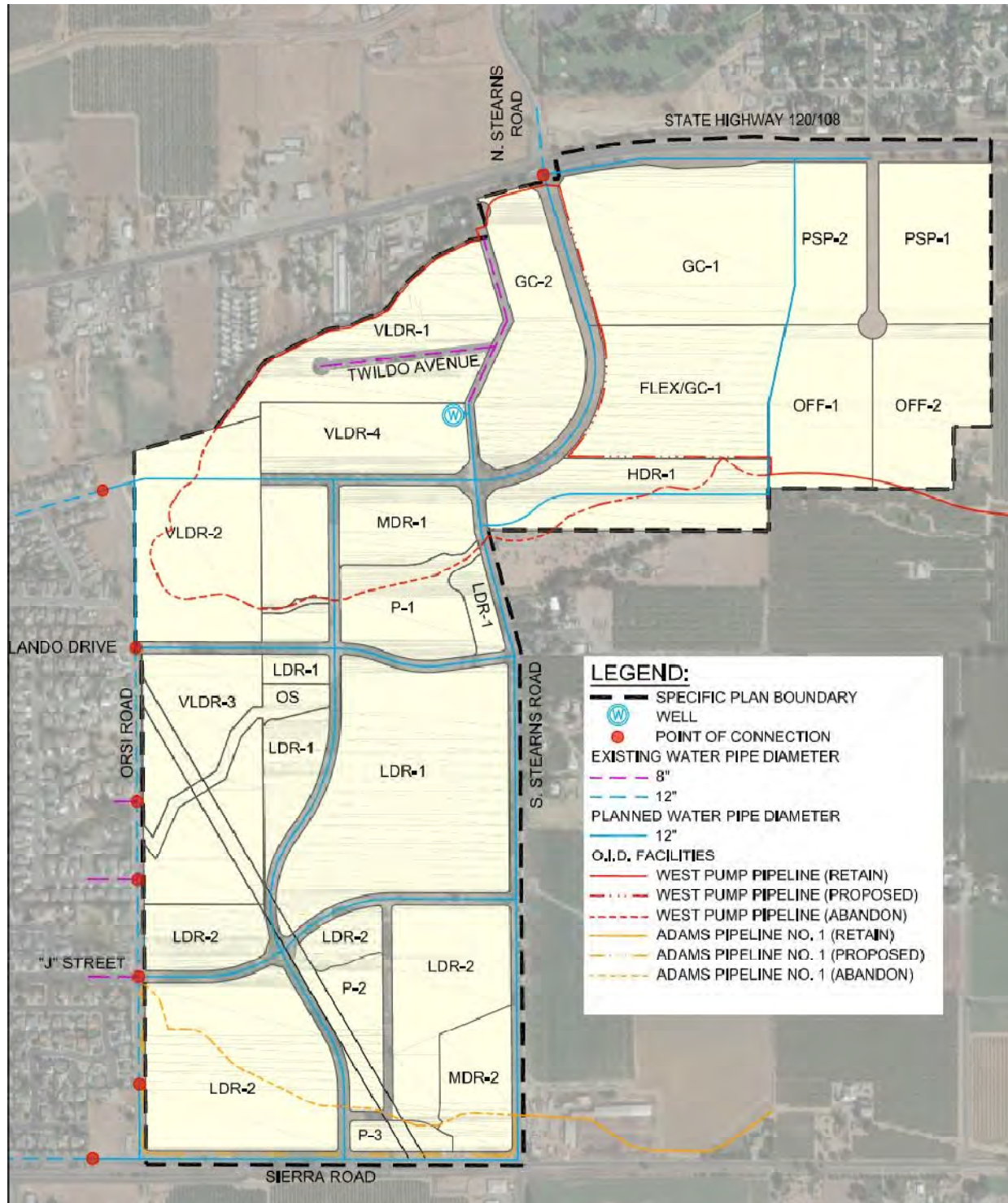


Figure 3-1: Water Main Transmission Infrastructure

3.3 WATER STORAGE

Due to the elevation of the plan area, it may be desirable to include a site for an adjacent water storage tank. A water storage tank would stabilize service pressures and provide additional supply during fire flow events. Future Water Master Plan's will further evaluate water storage needs by analysis of a full system model.

The lotting concept includes parks in the northern and southern area of the Sierra Pointe Specific Plan. These parks would provide adequate space for a new well and storage facility. The northern park would provide a more centralized solution which would aid in water distribution and serve more efficiently.

SECTION 4 – RECOMMENDATIONS

This section provides recommendations for the development of a supply and distribution system to serve the Sierra Pointe Specific Plan.

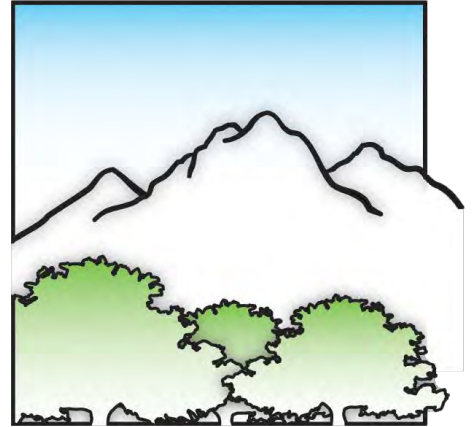
- Water system infrastructure should be phased using the tentative map review process.
- A Looped system of 12-inch diameter pipe should be installed to connect to the existing water system.
- Internal service mains should consist of 10-inch and 8-inch diameter pipe.
- Peaking factor for MDD is ADD x 1.70 and peaking factor for PHD is ADD x 2.55.
- All residential (Single & Multi-family) areas shall be sized to provide 2,000 gallons per minute fire flow plus hourly demand from fire hydrants having a residual pressure of not less than 20 psi.
- The water network should be comprised of looped service mains minimizing dead end waterlines.
- Develop a new well in the northern area of the SPSP near HDR-1 and extend service into South Stearns Road for residences in excess of 500 within the SPSP.
- Evaluate the benefits of additional water storage through development of a regional or city wide WMP or similar study.
- Relocate portions of the Oakdale Irrigation District West Pump Pipeline.
- Relocate the Adams No. 1 Pipeline.

SECTION 5 – REFERENCES

1. Boyle Engineering Corporation, *City of Oakdale Water Master Plan*, November 2003
2. HDR Engineering, *City of Oakdale Urban water management Plan*, January 2009
3. City of Oakdale, *Standard Specifications*, September 2018
4. Blackwater Consulting Engineers, *City of Oakdale Water Master Plan*, September 2022

APPENDIX C

Conceptual Infrastructure Phasing Plan



CONCEPTUAL INFRASTRUCTURE PHASING PLAN

Overview

The construction of public improvements and/or facilities may be provided in a number of possible iterations, and improvements may be financed using a number of funding sources and programs. This plan identifies the improvement requirements for the Sierra Pointe Specific Plan (SPSP) area and the funding sources that may be used by the developer of each phase of development to assure timely construction and maintenance of these improvements. Figure 1 shows the current Land Plan for the area. More detailed development phases have been crafted to allow development, in any order, partially or completely, in response to market conditions. These development phases are shown in Figure 2.

While there are several ways in which to finance improvements and facilities, this plan is intended to only provide a general financing overview. Concurrent with the development of each phase, a more detailed Financing Plan will be prepared by the City and Developer prior to approval of any development entitlements including Large Lot Maps, Parcel Maps or Subdivision Maps, and/or Development Agreements that will outline in greater detail the needed improvements for that phase, and the preferred methods of financing improvements.

Phasing

The phasing plan for the SPSP has been developed to ensure that timely completion of public facilities and improvements coincide with development. The plan also recognizes that development will occur over a number of years, and areas of the plan will likely remain in agriculture during the early development of the project. The plan will also ensure that each phase of development has the infrastructure necessary to meet the demands of the new construction. At this time, Figure 2 and the Phasing Table show the currently expected phases of development.

This phased development plan represents only today's best estimate as to how the SPSP area could be phased and should not be construed as the final phasing plan, as project development will be influenced by several factors, including general economic conditions, demographics, occupancy rates, construction schedule, construction costs, the emergence of other competitive projects, and possible changes in the regional infrastructure and public facilities. These phases have been designed, to the extent feasible, to phase infrastructure from north to south as development occurs, although changes can be made as infrastructure is constructed.

The following phasing areas provide a summary of all the possible infrastructure and/or service requirements for each phase. A more detailed description of the funding sources, financial strategy, allocation of responsibilities, and specific infrastructure required for each phase will be part of the review of future development entitlements and negotiation of Development Agreements. At the time of these subsequent entitlements, improvements may be shifted between phases as the necessary improvements for each phase come into sharper focus. The Draft Capital Improvement Program shows the improvements in tabular form.

Phasing Table

Phase 1	AC	Units	SF
HDR-1	10.48	147	
MDR-1	12.56	118	
LDR-1 (Portion)	2	10	
VLDR-4	9.12	21	
GC-1	21.6		282,269
GC-2	12.76		166,747
FLEX/GC-1	14.84		193,929
P-1	7.34		
Total 296 642,945			

Phase 2	AC	Units	SF
LDR-1 (Balance)	25.69	137	

Phase 3	AC	Units	SF
LDR-2 (Portion)	25	153	

Phase 4	AC	Units	SF
LDR-2 (Balance)	18.07	110	
MDR-2	5.78	53	
P-2	4.84		
P-3	1.84		
Total 163			

Phase 5	AC	Units	SF
PSP-1	11.36		148,452
PSP-2	7.37		96,311
OFF-1	10.1		131,987
OFF-2	10.69		139,697
Total 516,447			

Phase 6	AC	Units	SF
VLDR-2	16.54	50	

Phase 7	AC	Units	SF
VLDR-3	15.4	46	

Phase 8	AC	Units	SF
VLDR-1	15	45	

Phase 1

Phase 1 will consist of areas VLDR-4, MDR-1, the portion of LDR-1 lying north of the Lando Drive extension, P-1, GC-1, GC-2, Flex/GC-1 and HDR-1. These areas are shown on the Phasing Map and are discussed in greater detail in the SPSP. These areas are projected to yield 21 very low-density units, 10-20 low-density units, 118 medium-density units, up to 147 high-density units, and 642,945 square feet of General Commercial uses.

Phase 1 will connect to the existing sewer and water facilities to the north across West F Street/State Highway 120/108 (hereafter SR 120/108) at the realigned Stearns Road. As these facilities will be extended to the south in S. Stearns Road and be sized to serve future uses within the SPSP area. Final determinations regarding the tributary area for these facilities will be made at the time of design.

Sewer facilities will be via the connection to the existing 12" line north of SR 120/108 and extended south in S. Stearns Road to around the middle of Flex/GC-1. Commercial uses in GC-1 and GC-2 are expected to connect to this sewer line by gravity. A sewer lift station will be constructed in the vicinity of P-1 near S. Stearns Road to convey the Phase 1 residential sewer to the 12" line by way of an 8" force main. The lift station will be sized to serve the residential portion of Phase 1 and Phases 2, 3, 4, 6 and 7. Lift station pumps and electronics may be constructed in phases. Final design decisions will be made at the time of engineering design and preparation of construction drawings.

Water lines will be connected to the existing 12" line north of SR 120/108 and extended south in S. Stearns Road. The 12" line in S. Stearns Road will continue down to the southern boundary of Phase 1. This line may be constructed in sections. The City will determine whether a 10" connection to Lando Drive is required at this time.

Storm Drainage for Phase 1 will be handled by the incremental construction of Park P-1 which will accept all residential flow. Non-residential development will construct its own on-site storm collection and disposal system at the time of construction.

With the construction of Phase 1, S. Stearns Road will be relocated to connect with SR 120/108 at its current intersection with N. Stearns Road. The ultimate method of traffic control, signal or roundabout, has not been finally determined.

Phase 1 roadways, S. Stearns Road, Lando Drive and internal roads will be constructed concurrent with development, as determined by the City.

An Area of Benefit (AOB) may be created for the Phase 1 area, or a larger area, to help equalize improvement responsibilities for sewer, water, storm drainage, or roadways, as the City may require oversizing or extension of facilities to serve the property of others. Reimbursement Agreements (RAs) are also an acceptable method for reimbursement of oversized facilities.

The level of park construction in the dual use park basin (P-1), e.g. irrigation, landscaping, and park amenities, will be determined at the time of consideration of the tentative map and the application of map conditions.

Phase 2

Phase 2 will consist of that portion of LDR-1 between the Lando Drive and J Street extensions, and generally lying between VLDR-3 and S. Stearns Road. This area will contain approximately 137 units.

Phase 2 will connect to the existing sewer, water, and storm drainage facilities constructed with Phase 1 of the development, or if the development of Phase 1 has not yet occurred, by connecting to these facilities to the north across SR 120/108 in N. Stearns Road. Facilities will be extended south in S. Stearns Road to the extension of J Street and sized to serve future development in Phases 3, 4 and 7 within SPSP area. Final determinations regarding the tributary area for these facilities will be made at the time of design. Water lines will connect to the 12" line in S. Stearns Road.

Sewer facilities will be a 10" gravity line to serve Phase 2.

Water lines will be looped whenever feasible within subdivisions developed within Phase 2, and minimum fire flows and pressures will be maintained, consistent with City standards. Final design decisions will be made at the time of engineering design and preparation of construction drawings. The new water well will be engineered and designed prior to the completion of Phase 2.

Storm drainage will be handled in a dual use storm drainage/park basin (P-1) at the south end of Phase 1, adjacent to and north of Lando Drive. This park/basin will be sized to handle road and development runoff, and to hold that runoff consistent with City standards.

The Phase 2 perimeter roadways, S. Stearns Road, Lando Drive and J Street will be extended, concurrent with development, as determined by the City. Internal subdivision roads will be constructed with the development of the residential subdivisions.

Depending on the density of development and the amount of parkland provided in the park/basin with Phase 1, the construction of P-1 will continue with Phase 2 and be completed by the end of construction in Phase 2.

Phase 3

Phase 3 will consist of a portion of LDR-2. These areas are shown on the attached Phasing Map and are projected to yield about 153 low-density units.

Phase 3 will connect to the existing sewer, and water facilities constructed with Phase 2 of development. As these facilities are extended, they will be sized to serve future development in Phase 4 within the SPSP area.

Sewer facilities will also be designed so that laterals can be constructed in Phase 4 and sized to serve the Phase 4 area all the way to S. Stearns Road. The water line extended with the development of Phase 1 and 2 in S. Stearns Road will be extended in J Street to Phase 3 and looped with a connection in Orsi Road. The new Water Well in Phase 1 will be completed before the issuance of the 500th building permit projected to occur in Phase 3. Water lines will be looped whenever feasible within subdivisions developed within Phase 3, and minimum fire flows and pressures will be maintained, consistent with City standards. Final design decisions will be made at the time of engineering design and preparation of construction drawings.

A lift station will be constructed near J Street at the north boundary of Phases 3 and 4 and will be sized to serve areas Phases 3 and 4 and possibly the southern portion of Phase 7.

Storm drainage will be conveyed to the dual use storm drainage/park basin (P-2) constructed at the west edge of Phase 4, north of Sierra Road.

The Phase 3 perimeter roadways, Orsi Road and Sierra Road will be widened, concurrent with development, as determined by the City. Internal subdivision roads will be constructed with the development of the residential subdivisions.

The level of park construction in the dual use park basin (P-2), e.g. irrigation, landscaping, and park amenities, will be determined at the time of consideration of the tentative map and the application of map conditions.

Phase 4

Phase 4 will consist of the remainder of LDR-2 and MDR-2. Phase 4 will consist of about 110 low-density units and about 53 medium-density units. Phase 4 will connect to the existing sewer, water, and storm drainage facilities constructed with Phase 3 of development.

Sewer facilities will also be designed to connect to the lift station constructed with Phase 3.

The water lines extended with the development of Phases 1, 2 and 3 will serve development in Phase 4, and if needed, be extended and looped in S. Stearns Road and Sierra Road. Water lines will be looped whenever feasible within subdivisions developed within Phase 4, and minimum fire flows and pressures will be maintained, consistent with City standards. Final design decisions will be made at the time of engineering design and preparation of construction drawings.

Storm drainage will be conveyed to the dual use storm drainage/park basin (P-2) constructed at the west edge of Phase 4, north of Sierra Road. Parks P-2 and P-3 will be completed by the end of Phase 4.

The Phase 4 perimeter roadways, S. Stearns Road and Sierra Road will be widened, concurrent with development, as determined by the City. Internal subdivision roads will be constructed with the development of the residential subdivisions.

Phase 5

Phase 5 consists of areas PSP-1, PSP-2, OFF-1 and OFF-2 and contains about 516,447 square feet of commercial office uses.

Phase 5 sewer and water service will connect to facilities designed and constructed with Phase 1.

Phase 5 storm drainage will be handled individually on each parcel as it develops.

Phase 5 will get its access from ST 120/108 via a new cul-de-sac opposite Deo Gloria Drive to the north.

Phase 6

Phase 6 will consist of VLDR-2 and contain about 50 very low-density units.

Phase 6 will connect to sewer and water lines constructed with Phase 1. Storm Drainage may be connected to Park P-1 or may be handled separately within Phase 6.

With the development of Phase 6, Orsi Road will be widened, and Lando Drive will be connected between Orsi Road and Phase 1.

Phase 7

Phase 7 will consist of VLDR-3 and contain about 46 very low-density units.

Phase 7 will connect to sewer and water lines constructed with Phase 2. Storm Drainage may be connected to Park P-1 or may be handled separately within Phase 7.

With the development of Phase 7, Orsi Road will be widened, and Lando Drive will be connected between Orsi Road and Phase 2.

Phase 8

Phase 8 is the Twildo Lane area. This area is identified as VLDR-1 and is projected to contain about 45 low-density units.

Old Stearns Road and Twildo Avenue will be upgraded to City standard roads, although the City may accept a lesser standard such as, no sidewalks or sidewalk on one side.

Phase 8 will need a lift station to connect to the existing sewer line near the intersection of Stearns Road and SR 108/120. 8" water lines will be constructed within roadways. Storm drainage will be handled internally within Phase 8.

Water and sewer improvements may occur at different times to serve Phase 8. These improvements will be determined at the time of consideration of tentative maps for new development.

Major Backbone Infrastructure

Major Backbone Infrastructure within the SPSP is that infrastructure which serves the entire project area, or which is required by the currently adopted City of Oakdale Infrastructure Master Plans. Examples of Major Backbone Infrastructure would be SR 120/108, S. Stearns Road, Sierra Road, Orsi Road, and major sewer and water lines, water wells and tanks, and parks. In addition, if park facilities or storm drainage facilities are sized to serve an area larger than the SPSP, they may also be considered as backbone infrastructure. The new Water Well is Major Backbone Infrastructure.

The draft Capital Improvement Program tables that follow identify the Major Backbone Infrastructure needed to serve each conceptual phase of development. To the extent an improvement is contained within the City of Oakdale Impact Fee program, reimbursement through fee offset or by reimbursement from fees collected, will be available. The developer of each phase may also negotiate a Development Agreement for the phase that may include City participation or offsets for other improvements not in the City of Oakdale Capital Facilities Fee Program, as updated on January 19, 2016 (the "City CFF Program" or "City Impact Fee").

Water Well and Tank

The City of Oakdale Water Master Plan requires construction of a new Water Well in the project area to serve the project. This facility will be located near old S. Stearns Road, just south of Twildo Avenue, and is projected to be needed when about 500 dwelling units have been occupied. As this is a City of Oakdale Master Planned facility, the project fair share responsibility for these facilities is included in the currently adopted City CFF Program.

Sewer Improvements

The City of Oakdale Wastewater Master Plan requires extension of the existing sewer line in N. Stearns Road south across SR 120/108 to the project site. Sewer lines ten inches (10") and larger are considered backbone infrastructure. All or some of these facilities serve a larger area and may be included to some degree in the City CFF Program. As such, if a developer is required to construct this improvement, fee credits may be due. Fee credits, and how they will be applied, will be part of the negotiation of a Development Agreement that precedes the development.

Sewer fees will be paid at the time of development and the City of Oakdale will perform the upgrades to the Wastewater Treatment Facility as needed.

Storm Drainage Improvements

Storm Drainage improvements designed to serve the SPSP area would generally not be considered Major Backbone Infrastructure

If storm drainage facilities are oversized to serve major project perimeter roadways, or areas outside of the SPSP area, some oversizing reimbursement may be appropriate, but this will be determined at the time of development and the preparation of the Development Agreement for a phase or phases of development.

SR 120/108

California State Route 120/108 (SR 120/108) is a major west-east road serving the project area. SR 120/108 runs along the east edge of the project and is proposed as an ultimate four (4) lane roadway within a 100' right-of-way. As a road that serves not only the project area, but a larger area with substantial traffic from outside the area, SR 120/108 has been included in the City CFF Program. The City of Oakdale may condition development along SR 120/108 to widen the road concurrent with development, or the City may request dedication of right-of-way with development and collect fees to widen the roadway in the future as part of a larger project. Property owners adjacent to SR 120/108 will be expected to dedicate the needed right-of-way for the road construction, consistent with the Specific Plan roadway cross-section. At the time of development, in addition to requiring a landowner to perform frontage improvements, the City may request improvements in front of another landowner's property. If the City requires improvements in front of another landowner, then a mechanism for reimbursement will be established.

S. Stearns Road

S. Stearns Road is a major road north-south roadway serving the project area. S. Stearns Road runs along the east edge of the project and will be a two (2) lane roadway within an 82' right-of-way through most of Phase 1, changing to a 66' right-of-way where adjacent to unincorporated lands. As a road that serves not only the project area, but a larger area with substantial traffic from outside the area, S. Stearns Road has been included in the City CFF Program. The City of Oakdale will condition development along S. Stearns Road to widen the road concurrent with development. Property owners adjacent to S. Stearns Road will be expected to dedicate the needed right-of-way for the road construction, consistent with the Specific Plan roadway cross-section. At the time of development, in addition to requiring a landowner to perform frontage improvements, the City may request improvements in front of another landowner's property. If the City requires improvements in front of another landowner, then a mechanism for reimbursement will be established.

Sierra Road

Sierra Road is a two (2) lane road upgraded to a arterial standards and is a major east-west road serving the project area. Sierra Road will have a 76' right-of-way measuring north from the existing County line/railroad. Sierra Road is a two-lane road between Orsi Road and S. Stearns Road.

Orsi Road

Orsi Road is a two (2) lane collector roadway running north and south that will be constructed concurrent with adjacent development. Orsi Road will have a 69' right-of-way. Property owners adjacent to this roadway will be expected to dedicate the needed right-of-way for the road construction, consistent with the Specific Plan roadway cross-section.

J Street, Lando Drive and North/South Internal Roadway

These roads will be "signature streets" as defined on the Specific Plan and have a 60' right-of-way. These roads will be constructed incrementally as development occurs, phase by phase. When constructed with an initial Phase of development a part-width section may be constructed with two lanes of travel and curb, gutter and sidewalk on one side of the road. When the adjacent area or Phase develops, they will complete the other side of the road.

Financing Strategies

In order to properly design, build and maintain the public facilities and infrastructure for SPSP, several funding sources and financing strategies will be utilized. The following subsections detail possible sources for financing, but it should be noted that the final mix of financing strategies will be determined in the implementation process.

Area Specific Impact Fees

Specific Plan fees may be developed as part of the final financing approach selected and included in a Development Agreement. These fees could include City reimbursement for the Specific Plan and EIR processing costs, and the distribution of improvements that are unique to the project (non-City CFF Program projects), but that serve the larger area. The storm drain basin, and parks, are examples of facilities that may exist in one phase, but serve a larger area, but this list is not intended to limit the area wide impact fees to only these items. The determination of the improvements that appropriately fit into this category will be determined at the time of the negotiation of the project (or phase) Development Agreement.

The Subdivision Map Act allows Cities to require developers to dedicate land or make cash payments for backbone infrastructure and public facilities required for their project. Land dedications are most often done for road rights-of-way and utility easements, park sites and other public facilities.

Assessment Districts and Special Tax Districts

The State of California has laws and procedures in place to levy assessments against properties benefiting from improvements and to issue tax-exempt bonds to finance said improvements. The districts must be initiated by the governing body (City Council) and are subject to a majority protest of the property owners. Assessments are distributed based on the benefits received by each property and act as a lien against the property. The assessments are typically a fixed dollar amount and may be prepaid; however, most property owners or developers pay them back over time with accrued interest.

Community Facilities District (CFD)

California's Mello-Roos Community Facilities Act of 1982 allows the creation of special districts authorized to levy a special tax and issuance of tax-exempt bonds to finance public facilities and services. Because CFD's use non-resource bonds that eliminate risk to the municipality, they are an attractive funding source for large projects like Sierra Pointe. The creation of a CFD can be initiated by the governing body (City Council) or by the property owner. The property owner must submit a petition and garner a 2/3 vote of all registered voters living in the area.

Bonds issued to a CFD provide greater flexibility to developers because a broader range of improvements can be funded through a CFD. These bonds also provide flexibility with the timing of improvements because the monies are available as-needed and not on a pay as you go system.

The project may be required to create a Maintenance and Safety Services CFD to provide a guaranteed funding source for the maintenance of roads, storm water systems, street lighting, parks, walls and landscaping. Terms of the CFD will be determined at development.

Landscape and Lighting District (LLD)

Landscape and Lighting Districts (LLDs) have been used for many years to collect revenue to maintain roadway landscaping and lighting. In the SPSP area, an LLD may be an option for maintenance of these and other appropriate facilities, in the event they are not included within a CFD.

Private Funding

Private funding, also referred to as developer funding, simply means a developer and/or property owners is free to seek out private funding sources, equity or debt financing of his choosing to complete the necessary improvements to serve the SPSP area. Should private funding be the mechanism chosen, the developer assumes the most risk initially due to the high up-front costs associated with construction of the improvements. Reimbursement Agreements will be necessary between the developer and the City to assure the developer is reimbursed for the cost of constructing the backbone infrastructure and any other public facilities or improvements. For this funding source, the City acts as the bookkeeper and is responsible for collecting monies and issuing payments to the master developer.

Other Funding Sources

Other funding sources include public and private financing through grants, bonds and overrides. Some of the most popular are Federal and State Grants, General Obligation Bonds, Revenue Bonds, School Bonds and Sales Tax Overrides.

Cities are sometimes eligible for grants from other public agencies like the Federal or State Government. While limited, these grants should be considered as a valid funding source for certain improvements. Grants from the Federal or State government will be project specific and only valid for the improvement for which the grant is issued. Further research will be required to determine the availability of these grants.

Proposition 46 was passed in 1986 which permitted Cities, Counties and School Districts to issue general obligation bonds. These bonds may be used to finance the acquisition of land for capital improvements and are repaid with the revenues generated from increased property taxes. A general obligation bond can only be established and issued upon securing a 2/3 voter approval. Sales tax overrides are an additional sales tax that is above the local level currently being collected.

Jurisdictions may elect to submit a sales tax override measure to be approved by the voters. If approved, the additional sales tax would be collected and used to fund infrastructure improvements and capital projects.

Senate Bill 50 authorizes school districts to collect development impact fees to fund a portion of new school construction. While these fees are solely for use by the school district to fund limited school construction and improvements, the impact fees are valid source of funding and should be considered.

Financing Principles

The following principles will govern the funding and financing strategies for the SPSP area. These principles will help guide the decisions on the formation of financing entities, adopting financing mechanisms and approving the project.

1. A more complete financing analysis, with cost estimates, should be prepared to identify the infrastructure needed to properly serve each phase of development, and to identify reimbursements of fee offsets that may apply.
2. A Development Agreement will be required for each phase of development. A Master Development Agreement covering issues that affect the entire SPSP area may be negotiated and adopted prior to development, and then if needed, amended or supplemented with a Development Agreement that is unique to a phase of the SPSP area.
3. New development within the SPSP area should pay the full costs for infrastructure and other public facilities needed to serve the project. To the extent these improvements serve area of larger benefit, fee offsets or reimbursements may be appropriate.
4. The total cost for infrastructure improvements and public facilities should be kept to industry standards and minimums and not exceed projected costs.
5. If a property owner within the boundaries of the SPSP area is required to dedicate land or make improvements to serve the project that are in excess of the benefit the landowner would receive, the excess value should be reimbursed from other properties who receive a benefit.
6. Financing mechanisms should be identified or established to ensure the on-going maintenance of public facilities and improvements.

Implementation of Financing Plan

The implementation of the Financing Plan shall be a joint effort between the City of Oakdale and the developers of SPSP area. The schedule of implementation has been designed to accommodate different circumstances including changes to the infrastructure and the overall intensity of the development. The following actions should occur after annexation of the area into the City of Oakdale, but prior to development.

Action 1 – Identify the Final Public Facilities

Prior to the adoption of a final Financing Plan, the City must provide direction concerning what public facilities are needed to adequately serve the plan area. This decision shall require input from the City Departments.

Action 2 – Complete Final Cost Estimates

The interested parties shall compile a list of final infrastructure costs associated with the SPSP area. The cost estimates will be incorporated into the final Financing Plan.

Action 3 – Establish Infrastructure Phasing Based on Development Priorities

Phasing of improvements will be required, so prior to development, a sequence of phasing for improvements to assure demands are met with new construction shall be prepared.

Action 4 – Formalize any City and Other Agency Funding Commitments

Based on the outcomes of the previous action steps, the City shall select the preferred financing strategy or strategies desired for the construction of the SPSP project.

City Services Provision

In addition to the construction costs associated with new infrastructure and public facilities, the City shall ensure that new development within the SPSP area will fund the ongoing operations and maintenance costs associated with the new project. The City of Oakdale will require the formation of and annexation to a Maintenance CFD, or a Landscape and Lighting District, or similar entity, created to raise the necessary revenue to fund the costs of ongoing maintenance, operation and public services.

Draft Capital Improvement Program

The following Capital Improvement Program (CIP) identifies the Major Backbone Infrastructure that is expected for each phase of development as well as the responsible party and maintenance obligations. This is a “draft” plan as until development is actually proposed, and engineering analysis is prepared, it is not clear that all of the proposed items will be needed up front. Prior to development of any phase, a more detailed final Financing Plan will be prepared.

Phase 1 Capital Improvement Program

Improvement	Responsible Party	Funding Sources	When Provided	Maintenance Responsibility
<u>Sewer Trunk Lines</u> The existing 12" sewer trunk line in N. Stearns Road will be extended south across SR 120/108 in S. Stearns Road.	Developer	City Impact Fee	Concurrent with Development	City
<u>Sewer Lift Station</u> A sewer lift station and force main will be constructed near S. Stearns Road and P-1 to connect to the gravity line near Flex/GC-1.	Developer	Developer	Concurrent with Development	City
<u>Sewer Laterals</u> Internal sewer lines serving Phase 1 will be constructed incrementally as Phase 1 develops.	Developer	Developer	When required by City	City
<u>Major Water Lines</u> The 12 inch water lines in N. Stearns Road will be extended across Highway 120/108 in S. Stearns Road.	Developer	City Impact Fee	Concurrent with Development	City
<u>Water Lines</u> Onsite public water main line loops serving multiple parcels will be constructed incrementally as Phase 1 develops.	Developer	Developer	Concurrent with Development	Developer
<u>Storm Drain Basins/Storage</u> Storm drainage will be conveyed to the P-1 the basin.	Developer	Developer	When Required by City	CFD or LLD
<u>Storm Drain Lines</u> Storm drain lines will be designed and constructed incrementally as Phase 1 develops.	Developer	Developer	Concurrent with Development	CFD or LLD
<u>Highway 120/108 Frontage Widening</u> Highway 120/108 widening to occur adjacent to development. Reimbursements to be determined at the time of development or through a Development Agreement to occur concurrent with adjacent development.	Developer	Developer or City Impact Fee	Concurrent with Development	City
<u>S. Stearns Road</u> The S. Stearns Road extension will occur to Lando Drive prior to development. Subsequent extensions will occur incrementally as development occurs.	Developer	Developer or City Impact Fee	Concurrent with Development	City
<u>SR 120/108 /S. Stearns Road Signal</u> This intersection will be constructed concurrent with the realignment of S. Stearns Road.	City	City Impact Fee	When Warranted	City
<u>Lando Drive</u> Lando Drive will be constructed as a part width street with Phase 1 development.	Developer	Developer	Concurrent with Development	City
<u>Parks</u> To be determined.	Developer or City	Developer or City Impact Fee	Concurrent with Development	City

Phase 2 Capital Improvement Program

Improvement	Responsible Party	Funding Sources	When Provided	Maintenance Responsibility
<u>Sewer Trunk Lines</u> The existing sewer trunk line in S. Stearns Road will be extended incrementally as Phase 2 develops.	Developer	City Impact Fee	Concurrent with Development	City
<u>Sewer Laterals</u> Internal sewer lines serving Phase 2 will be constructed incrementally as Phase 2 develops.	Developer	Developer	When required by City	City
<u>Major Water Lines</u> 12 inch water lines in S. Stearns Road, J Street and the project's internal north/south roadway.	Developer	City Impact Fee	Concurrent with Development	City
<u>Water Lines</u> Onsite public water main line loops serving multiple parcels will be constructed incrementally as Phase 2 develops.	Developer	Developer	Concurrent with Development	Developer
<u>Storm Drain Basins/Storage</u> Storm drainage will be conveyed to the P-1 basin. The basin will be expanded as needed.	Developer	Developer	When Required by City	CFD or LLD
<u>Storm Drain Lines</u> Storm drain lines will be designed and constructed incrementally as Phase 2 develops.	Developer	Developer	Concurrent with Development	CFD or LLD
<u>S. Stearns Road Frontage Widening</u> S. Stearns Road will be widened adjacent to Phase 2 as development occurs.	Developer	Developer or City Impact Fee	Concurrent with Development	City
<u>Lando Drive</u> Lando Drive will be constructed as a part width street with Phase 2 development.	Developer	Developer	Concurrent with Development	City
<u>J Street</u> J Street will be constructed as a part width street with Phase 2 development.	Developer	Developer	Concurrent with Development	
<u>Parks</u> Park P-1 will be completed by the end of Phase 2.	Developer or City	Developer or City Impact Fee	Concurrent with Development	City

Phase 3 Capital Improvement Program

Improvement	Responsible Party	Funding Sources	When Provided	Maintenance Responsibility
<u>Sewer Lift Station</u> A sewer lift station and force main will be constructed near J Street at its connection with the future north/south internal roadway.	Developer	Developer	Concurrent with Development	City
<u>Sewer Laterals</u> Internal sewer lines serving Phase 3 will be constructed incrementally as Phase 3 develops.	Developer	Developer	When required by City	City
<u>Major Water Lines</u> 12 inch water lines in J Street, Orsi Road and the project's internal north/south roadways.	Developer	City Impact Fee	Concurrent with Development	City
<u>Water Well</u> The water well located in Phase 1 will be completed prior to the construction of the 500 th home.	City	City Impact Fee	Concurrent with Development	City
<u>Water Lines</u> Onsite public water main line loops serving multiple parcels will be constructed incrementally as Phase 3 develops.	Developer	Developer	Concurrent with Development	Developer
<u>Storm Drain Basins/Storage</u> Storm drainage will be conveyed to the P-2 basin.	Developer	Developer	When Required by City	CFD or LLD
<u>Storm Drain Lines</u> Storm drain lines will be designed and constructed incrementally as Phase 3 develops.	Developer	Developer	Concurrent with Development	CFD or LLD
<u>Orsi Road</u> Orsi Road will be widened with Phase 3 development.	Developer	Developer or City Impact Fee	Concurrent with Development	City
<u>Sierra Road</u> Sierra Road will be widened with Phase 3 development.	Developer	Developer	Concurrent with Development	City
<u>J Street</u> J Street will be constructed as a part width street with Phase 3 development.	Developer	Developer	Concurrent with Development	City
<u>Parks</u> To be determined.	Developer or City	Developer or City Impact Fee	Concurrent with Development	City
<u>Twildo</u> Consider connection to existing ID-22 water system.	Developer	Developer	Concurrent with Development	City

Phase 4 Capital Improvement Program

Improvement	Responsible Party	Funding Sources	When Provided	Maintenance Responsibility
<u>Sewer Laterals</u> Internal sewer lines serving Phase 4 will be constructed incrementally as Phase 4 develops.	Developer	Developer	When required by City	City
<u>Major Water Lines</u> 12 inch water lines in S. Stearns Road, Sierra Road and J Street will be constructed incrementally as Phase 4 develops.	Developer	City Impact Fee	Concurrent with Development	City
<u>Water Lines</u> Onsite public water main line loops serving multiple parcels will be constructed incrementally as Phase 4 develops.	Developer	Developer	Concurrent with Development	Developer
<u>Storm Drain Basins/Storage</u> Storm drainage will be conveyed to the P-2 basin.	Developer	Developer	When Required by City	CFD or LLD
<u>Storm Drain Lines</u> Storm drain lines will be designed and constructed incrementally as Phase 4 develops.	Developer	Developer	Concurrent with Development	CFD or LLD
<u>S. Stearns Road Frontage Widening</u> S. Stearns Road will be widened concurrent with adjacent development.	Developer	Developer or City Impact Fee	Concurrent with Development	City
<u>Sierra Road</u> Sierra Road will be widened with Phase 4 development.	Developer	Developer or City Impact Fee	Concurrent with Development	City
<u>J Street</u> J Street will be completed with Phase 4 development.	Developer	Developer	Concurrent with Development	City
<u>Parks</u> Parks P-2 and P-3 will be completed by the end of Phase 4.	Developer or City	Developer or City Impact Fee	Concurrent with Development	City

Phase 5 Capital Improvement Program

Improvement	Responsible Party	Funding Sources	When Provided	Maintenance Responsibility
<u>Sewer Laterals</u> Internal sewer lines serving Phase 5 will be connected to lines constructed through GC-1 or Flex/GC-1 as Phase 5 develops.	Developer	Developer	When required by City	City
<u>Major Water Lines</u> Water lines 12 inches and larger in Highway 120/108 will be constructed incrementally as Phase 5 develops.	Developer	City Impact Fee	Concurrent with Development	City
<u>Water Lines</u> Onsite public water main line loops serving multiple parcels will be constructed incrementally as Phase 5 develops.	Developer	Developer	Concurrent with Development	Developer
<u>Storm Drain Basins/Storage</u> Storm drainage facilities will be developed on-site project by project.	Developer	Developer	When Required by City	CFD or LLD
<u>Storm Drain Lines</u> Storm drain lines will be designed and constructed incrementally as Phase 5 develops.	Developer	Developer	Concurrent with Development	CFD or LLD
<u>Highway 120/108 Frontage Widening</u> Highway 120/108 widening to occur adjacent to development.	Developer	Developer or City Impact Fee	Concurrent with Development	City
<u>New Cul-de-Sac</u> New Cul-de-Sac will be constructed with Phase 5 development.	Developer	Developer	Concurrent with Development	City
<u>Parks</u> No parks are proposed in Phase 5.	N/A	N/A	N/A	N/A
<u>Twildo</u> Connect Twildo to City Sewer	Developer	Developer	Concurrent with Development	City

Phase 6 Capital Improvement Program

Improvement	Responsible Party	Funding Sources	When Provided	Maintenance Responsibility
<u>Sewer Laterals</u> Internal sewer lines serving Phase 6 will be constructed incrementally as Phase 6 develops.	Developer	Developer	When required by City	City
<u>Major Water Lines</u> Water lines 12 inches and larger in Orsi Road will be constructed incrementally as Phase 6 develops.	Developer	City Impact Fee	Concurrent with Development	City
<u>Water Lines</u> Onsite public water main line loops serving multiple parcels will be constructed incrementally as Phase 6 develops.	Developer	Developer	Concurrent with Development	Developer
<u>Storm Drain Basins/Storage</u> Storm drainage will be conveyed to the P-1 basin or handled within Phase 6.	Developer	Developer	When Required by City	CFD or LLD
<u>Storm Drain Lines</u> Storm drain lines will be designed and constructed incrementally as Phase 6 develops.	Developer	Developer	Concurrent with Development	CFD or LLD
<u>Orsi Road</u> Orsi Road will be widened with Phase 6 development.	Developer	Developer or City Impact Fee	Concurrent with Development	City
<u>Lando Drive</u> Lando Drive will be constructed as a part width street with Phase 6 development.	City	Developer	When Warranted	City
<u>Parks</u> No parks are proposed in Phase 6.	N/A	N/A	N/A	N/A

Phase 7 Capital Improvement Program

Improvement	Responsible Party	Funding Sources	When Provided	Maintenance Responsibility
<u>Sewer Laterals</u> Internal sewer lines serving Phase 7 will be constructed incrementally as Phase 7 develops.	Developer	Developer	When required by City	City
<u>Major Water Lines</u> 12 inches water lines in Orsi Road will be constructed incrementally as Phase 7 develops.	Developer	City Impact Fee	Concurrent with Development	City
<u>Water Lines</u> Onsite public water main line loops serving multiple parcels will be constructed incrementally as Phase 7 develops.	Developer	Developer	Concurrent with Development	Developer
<u>Storm Drain Basins/Storage</u> Storm drainage will be conveyed to the P-1 basin or handled within Phase 7.	Developer	Developer	When Required by City	CFD or LLD
<u>Storm Drain Lines</u> Storm drain lines will be designed and constructed incrementally as Phase 7 develops.	Developer	Developer	Concurrent with Development	CFD or LLD
<u>Orsi Road</u> Orsi Road will be widened with Phase 7 development.	Developer	Developer or City Impact Fee	Concurrent with Development	City
<u>Lando Drive</u> Lando Drive will be widened with Phase 7 development.	City	Developer	When Warranted	City
<u>J Street</u> J Street will be completed with Phase 7 development.	Developer	Developer	Concurrent with Development	City
<u>Parks</u> No parks are proposed in Phase 7.	N/A	N/A	N/A	N/A

Phase 8 Capital Improvement Program

Improvement	Responsible Party	Funding Sources	When Provided	Maintenance Responsibility
<u>Sewer Laterals</u> Internal sewer lines serving Phase 8 will be constructed incrementally as Phase 8 develops.	Developer	Developer	When required by City	City
<u>Water Lines</u> An 8" water line will be constructed incrementally as Phase 8 develops.	Developer	Developer	Concurrent with Development	Developer
<u>Sewer Lift Station</u> A sewer lift station will be constructed to convey sewer from Phase 8 to the sewer line in S. Stearns Road.	Developer	Developer	Concurrent with Development	City
<u>Storm Drain Basins/Storage</u> Storm drainage facilities will be determined at the time of Phase 8 development.	Developer	Developer	When Required by City	CFD or LLD
<u>Storm Drain Lines</u> Storm drain lines will be designed and constructed incrementally as Phase 8 develops.	Developer	Developer	Concurrent with Development	CFD or LLD
<u>Twildo Drive</u> Twildo Drive will be reconstructed with Phase 8 development.	City	Developer	When Warranted	City
<u>Old Stearns Road</u> Old Stearns Road will be constructed as Phase 8 develops.	City	Developer	When Warranted	City
<u>Parks</u> No parks are proposed in Phase 8.	N/A	N/A	N/A	N/A

Figure 1: Land Use Plan

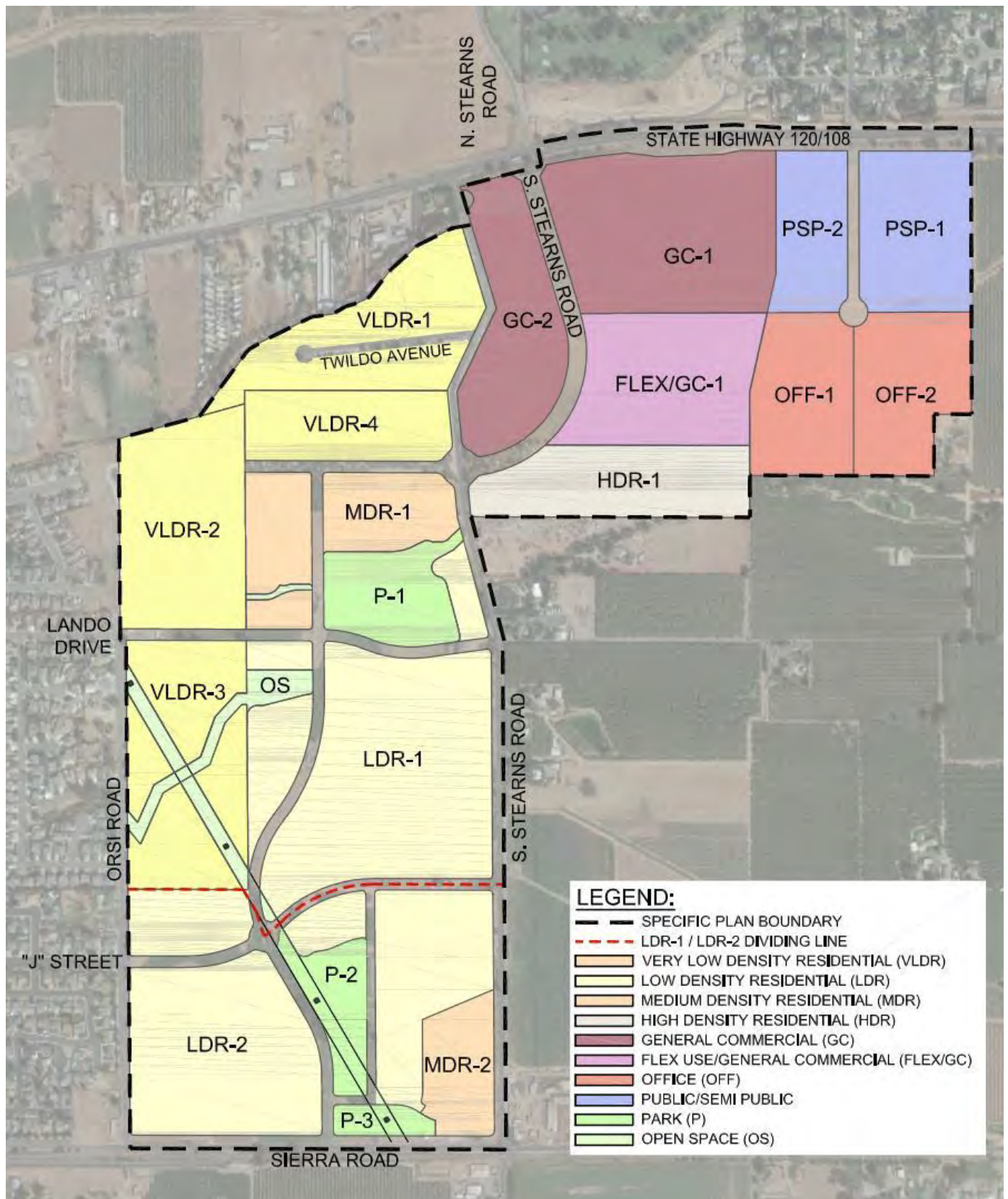
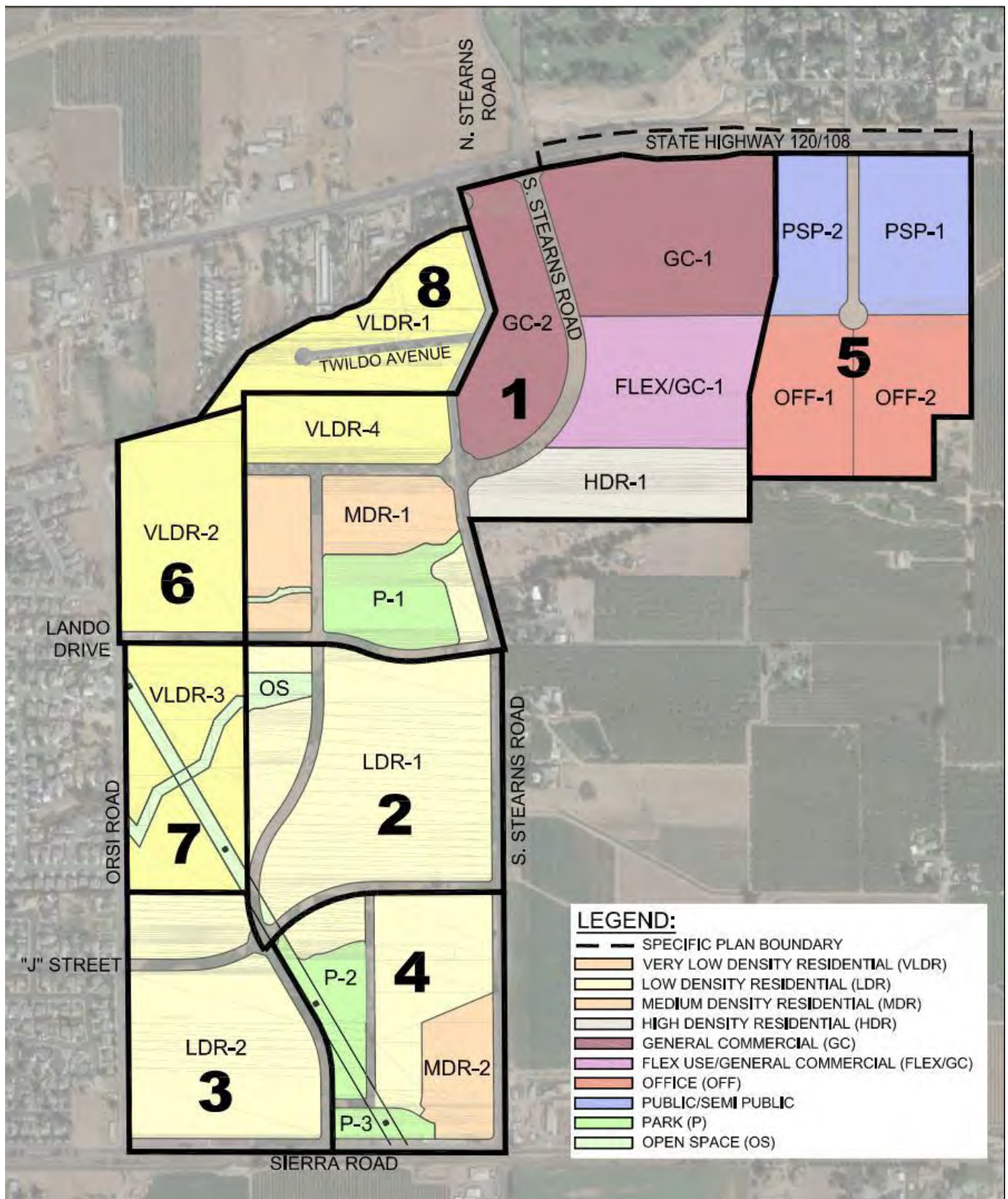
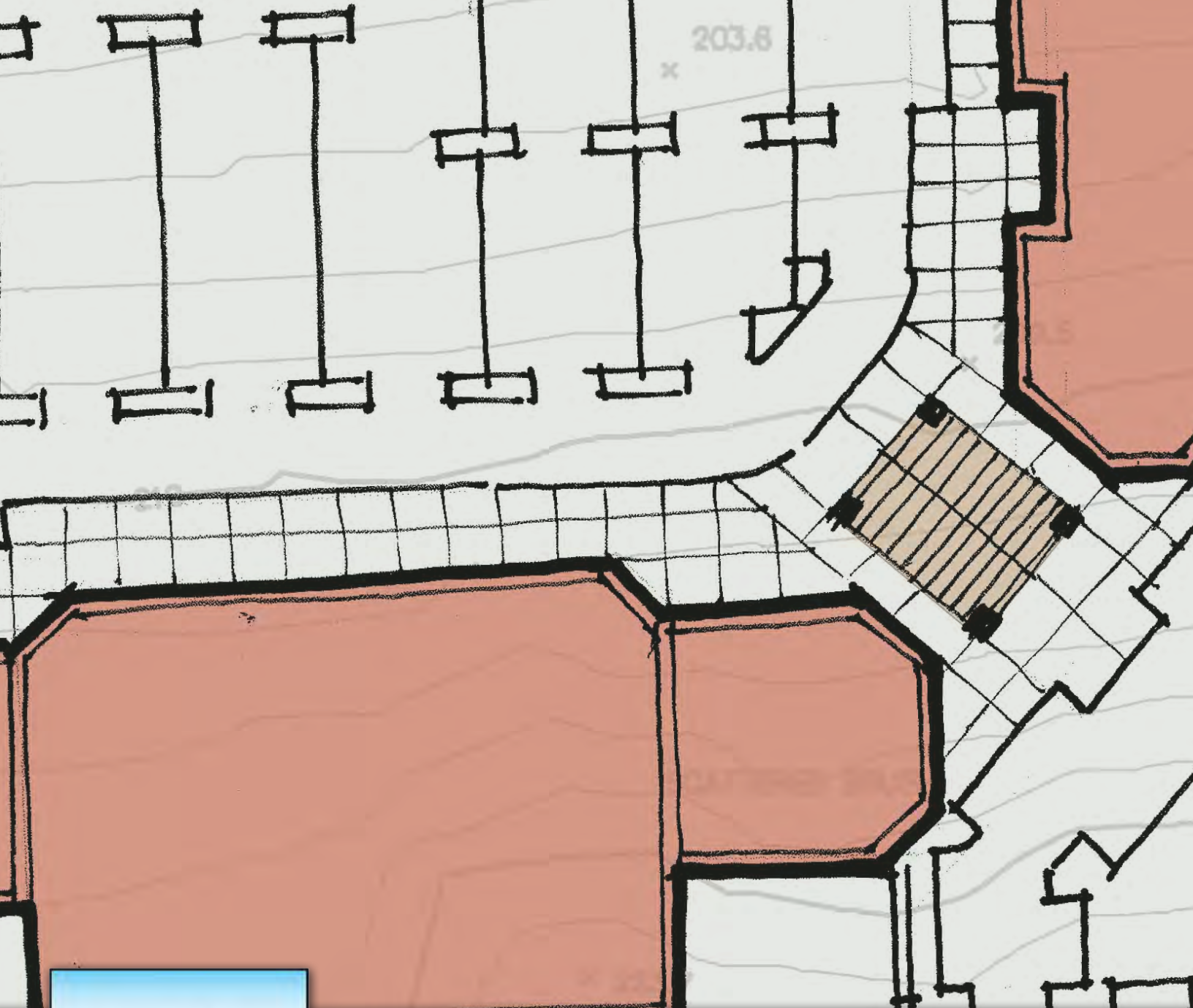


Figure 2: Phasing Plan





City of Oakdale

Community Development & Services Department
455 South Fifth Avenue, Oakdale, CA, 95361

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CITY OF OAKDALE

City Council Resolution 2025-014 (Continued)

EXHIBIT C

GENERAL PLAN AMENDMENT

