
**FINAL
MASTER ENVIRONMENTAL IMPACT REPORT**

on the

**City of Turlock
NORTHWEST TRIANGLE
SPECIFIC PLAN**

SCH # 94032049

Prepared for the City of Turlock by

**Barry Miller, AICP
City of Turlock Community Development Department**

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1 INTRODUCTION

This Final Master Environmental Impact Report (FMEIR) is intended to aid the City of Turlock as it considers the adoption of the Northwest Triangle Specific Plan, as well as to satisfy the requirements of the California Environmental Quality Act (CEQA). The FMEIR includes the Draft Master Environmental Impact Report (DMEIR) published by the City in March 1995. The DMEIR is a separately bound document and is available from the City's Planning Division.

The main purpose of the FMEIR is to respond to the comments and recommendations on the DMEIR received during the 45-day review period. However, publication of the FMEIR also provides an opportunity to correct material previously published (Section 5 of this volume) and to add material that will aid decision makers and members of the public (Section 6 of this volume and Appendices A and B). This document has five sections following the introduction, as follows:

SECTION	CONTENTS
2 List of Persons and Organizations Commenting	List of all persons and groups from whom comments on the DMEIR were received.
3 Comments and Recommendations Received	Complete copies of all comments received, with numbers in the margins that refer to responses in Section 4.
4 Response to Comments Received	Responses to each comment received, cross-referenced to numbers on responses in Section 3.
5 Corrected DMEIR Summary Table and Land Use Tables	Reprint of DMEIR Summary Table S-1, with corrected page on air quality. Reprint of DMEIR Tables 1-1, 1-2, and 1-3, with corrections made. Reprint of DMEIR Pages S-2 and 1-5.
6 Revisions to MEIR text	Revisions to material on air quality, and new text on LAFCO, in response to comments listed in Section 3.
Appendix A	Northwest Triangle Specific Plan Chapter 3: Traffic and Circulation
Appendix B	Northwest Triangle Specific Plan, Chapter 5, Section 5.7 (Solid Waste)

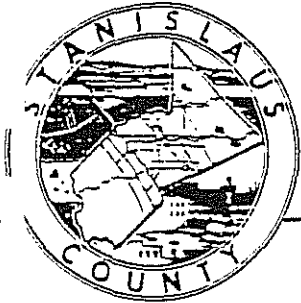
2 LIST OF PERSONS AND ORGANIZATIONS COMMENTING ON THE DRAFT MEIR

<u>Comment</u>	<u>From</u>
1.	Stanislaus County Department of Environmental Resources
2.	San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD)
3.	Stanislaus County Local Agency Formation Commission (LAFCO)
4.	California Department of Transportation (Caltrans)
5.	Office of Planning and Research (OPR)

3 COMMENTS AND RECOMMENDATIONS RECEIVED

Stanislaus County

Department of Environmental Resources



1716 Morgan Road
Modesto, California 95358-5894
FAX# (209) 525-4163
525-4154
FAX 525-4198

TO: CITY OF TURLOCK COMMUNITY DEVELOPMENT DEPARTMENT
FROM: DEPARTMENT OF ENVIRONMENTAL RESOURCES
RE: ENVIRONMENTAL REVIEW COMMENTS
PROJECT TITLE: NORTHWEST TRIANGLE SPECIFIC PLAN DRAFT MASTER ENVIRONMENTAL IMPACT REPORT

RECEIVED
MAY 17 1995
City of Turlock
Planning Division

Based on this agency's particular field(s) of expertise, it is our position the project described above:

- Will not have a significant effect on the environment.
- May have a significant effect on the environment.
- No comments.
- See comments below.

Listed below are specific impacts which support our determination (e.g., traffic generation, carrying capacity, soil types, air quality, etc.). Attached are additional sheets if necessary.

- 1. N/A

Listed below are possible mitigation measures for the above listed impacts:

- 1. N/A

In addition, our agency has the following comments: (Attach additional sheets if necessary).

- 1. The project's Negative Declaration or EIR should discuss impacts on the County's Disposal facilities (the Fink Road landfill and the waste-to-energy plant). For example, solid waste generation analyses (estimates of the amounts of waste generated) should be carried out to provide estimates on how much of the project's waste will require disposal.] 1-1
- 2. At the present time this department inspects and permits public water systems and aerobic septic systems (as per Measure X requirements) in the Project area. Should City water and/or sewer services become available, and connection be made, please notify the Department of Environmental Resources so that we may remove these systems from inspection.] 1-2
- 3. It is recommended that the City identify all public and private water wells in the subject area for purposes of destruction oversight.] 1-3

Response prepared by:

Stephen Clegg REG. ENV. HEALTH SPECIALIST May 12, 1995
STEPHEN CLEGG, J.E.H.S. (Title) (Date)



San Joaquin Valley
Unified Air Pollution Control District

RECEIVED
MAY 17 1995
10:03 AM

May 12, 1995

Jim Hamilton
City of Turlock
P.O. Box 1526
Turlock, CA 95381-1526

SUBJECT: DRAFT MEIR FOR DRAFT NORTHWEST TRIANGLE SPECIFIC PLAN

The San Joaquin Valley Unified Air Pollution Control District (District) appreciates the opportunity to review the Draft Master Environmental Impact Report for the City of Turlock's Draft Northwest Triangle Specific Plan and offers the following comments:

The comments related to the Master Environmental Impact Report for the City's Specific Plan are intended to enhance the efforts that the City of Turlock has taken to this point to reduce the effects of development on the San Joaquin Valley's air quality.

Page S-6: The text describing the impacts to long-term air quality states that mitigation will result in a 10-15% reduction in impacts, "but there is no available way to reduce impacts below significance thresholds." There are ways to completely mitigate the air quality impacts related to this specific plan however, they are not feasible, we suggest that the word "feasible" be substituted for "available" for the most accurate public disclosure. The description of mitigation in this section does not fully match the sections below that list mitigation measures.

2-1

Page 3-48, Carbon Monoxide: As of November 9, 1994, the Modesto Urbanized Area was redesignated to attainment status by the CARB.

2-2

Page 3-54, 3.C.4. Mitigation Section b. Mitigation Measures Not Proposed as Part of the Project: There is an inconsistency with the language preceding the measures and the extent of such measures in this section when compared to the Air Quality Mitigation Section 6.A on page 6-91 and 6-92. The former section lists three "mitigation measures to be proposed as part of the project" and another three "mitigation measures not proposed as part of the project". However, the mitigation measures listed on page 6-91 and 6-92 similar or the same as the measures listed on page 3-55 as not proposed as part of the project.

2-3

David L. Crow
Executive Director/Air Pollution Control Officer

1999 Tuckermn Street, Suite 200 • Fresno, CA 93721 • (209) 497-1000 • FAX (209) 233-2057

Northern Region

4220 Kiernan Avenue, Suite 130 • Modesto, CA 95356
(209) 545-7000 • Fax (209) 545-8652

Central Region

1999 Tuckermn Street, Suite 200 • Fresno, CA 93721
(209) 497-1000 • Fax (209) 233-2057

Southern Region

2700 M Street, Suite 275 • Stockton, CA 95207
(805) 861-1562 • Fax (805) 861-2057

The District supports as much mitigation as feasible being included in the specific plan area and suggests that all the mitigation listed be included in the project.

Appendix C, Initial Study, Page 3, Air, Mitigation Measure #3: Conventional open-hearth fireplaces should be strongly discouraged in new construction. This type of heating is from + 5% to -10% efficient (a negative value indicates that heat is actually being drawn from the building). This measure should specify CEC certified natural gas appliances (fireplaces) because they must be at least 70% efficient.

2-4

If EPA approved/Oregon certified wood burning appliances are approved for use they should be limited to no more than one per residence. Because a city has a more dense population the location and proximity of these devices and their possible negative effects should be taken into consideration. The potential of health/nuisance related complaints from more densely populated areas that have woodburning devices could be much higher than would normally be experienced. The District would appreciate the efforts of the City of Turlock to take the above factors into consideration when deciding the appropriateness of such appliances in future development.

2-5

The District's Air Quality Guidelines for General Plans calls for local action from every city and county in the San Joaquin Valley to achieve health-based air quality standards. The Guidelines state that only a cooperative approach can protect the health of our citizens and of our economy.

In addition, the Guidelines recognize that the cities and counties control the comprehensive planning and development process. As members of transportation authorities and congestion management agencies, local jurisdictions also work together to coordinate land use and transportation programs. The general plans, congestion management programs, and implementation measures they adopt can and should reflect a commitment to clean air.

2-6

Why Cities and Counties Should Adopt
Air Quality Elements or Their Equivalent

- The current air quality in the Valley adversely affects the health and welfare of the citizens of your community.
- If we are unsuccessful in implementing long range programs to reduce emissions from mobile sources, job producing stationary sources must fill the gap.

- If valley air quality programs apply inadequate effort toward attaining air quality standards, federal sanctions may be imposed that limit stationary source expansion and withhold highway funds.
- Local government's authority over land use decisions comes with the responsibility to minimize air quality impacts of new development.

Program Benefits

- Lower infrastructure costs (roads, sewer, water)
- Lower public service costs (police, fire, road maintenance)
- More efficient transit service (higher fare box ratios/less subsidization of transit, better service)
- Comprehensive planning costs less and streamlines the permit process
- Improved mobility for non-drivers (elderly and children)

2-6

The District recommends that the following objective/policy combination be included in the policies to mitigate air pollution. The following is by no means an all inclusive listing. For example, transportation related policies/objectives, etc. are not included. Please refer to the District's Air Quality Guidelines for General Plans for a complete list of policies applicable to this specific plan:

Objective 1a To accurately determine and fairly mitigate the local and regional air quality impacts of projects proposed in the City of Modesto.

Policy 1 The City of Turlock shall determine project air quality impacts using analysis methods and significance thresholds recommended by the SJVUAPCD.

Projects analyzed in sufficient detail to determine air quality impacts in an EIR or negative declaration could be exempt from further analysis during subsequent approvals. For projects where insufficient details were known at the time the EIR was prepared, the analysis should be focused on specific impacts not previously addressed.

Policy 2 The City of Turlock shall ensure that air quality impacts identified during the CEQA review are consistently and fairly mitigated.

2-7

- Policy 3 The City of Turlock shall ensure that all air quality mitigation measures are feasible, implementable, and cost effective.
- Policy 4 The City of Turlock shall identify the cumulative transportation and air quality impacts of all general plan amendments approved during the previous year.
- Policy 7 The City of Turlock shall work with neighboring jurisdictions and affected agencies to address cross-jurisdictional and regional transportation and air quality issues.
- Policy 8 The City of Turlock shall consult with the San Joaquin Valley Unified Air Pollution Control District during CEQA review for all discretionary projects not previously reviewed by the District.
- Policy 9 The City of Turlock shall coordinate with other jurisdictions and other regional agencies in the San Joaquin Valley to establish parallel air quality programs and implementation measures (trip reductions ordinances, indirect source programs, etc.)

2-7

Discussion: This policy seeks to provide a level playing field for all jurisdictions in the Valley. Also, large regional employers prefer uniform programs so compliance is the same at all employment sites.

- Policy 10 The City of Turlock shall work to reach an equitable tax sharing agreement with Stanislaus County to avoid the fiscalization of land use decisions.

Objective 1d To educate the public on the impact of individual transportation, lifestyle and land use decisions on air quality.

- Policy 17 The City of Turlock shall work to improve the public's understanding of the land use, transportation, and air quality link.

- Policy 18 The City of Turlock shall encourage local public and private groups to provide air quality education programs.

Toxic and Hazardous Emissions

Issues: Public concern over exposure to toxic and hazardous emissions has never been greater. Past siting decisions for industrial and residential development have created conflicts where none should have existed. Providing appropriate areas for all types of development can minimize conflicts and promote economic growth.

Goal 3: Minimize exposure of the public to toxic air contaminants and noxious odors from industrial, manufacturing, and processing facilities.

Policy 27 The City of Turlock shall require residential development projects and projects categorized as sensitive receptors (hospitals, schools, convalescent homes, etc.) to be located an adequate distance from existing and potential sources of toxic emissions such as freeways, major arterial, industrial sites, refuse transfer or disposal sites and hazardous material locations.

Policy 28 The City of Turlock shall require new air pollution sources such as, but not limited to, industrial, manufacturing, and processing facilities to be located an adequate distance (based on pollutant dispersion characteristics, site orientation, prevailing winds [wind rose] etc.) from residential areas and other sensitive receptors.

2-7

Fugitive Dust/PM₁₀

The DMEIR does not mention the District's Regulation VIII (A series of fugitive dust prohibitory rules). Compliance with Regulation VIII is mandatory and should be included in the discussion of the impact of particulate matter emissions related to the specific plan. A synopsis of the rules contained within Regulation VIII is attached.

Issues:

The San Joaquin Valley is classified as a serious nonattainment area for PM₁₀ (particulate matter 10 microns or less in diameter) under federal criteria. Because of this classification, the District is subject to a series of federal mandates aimed at achieving federal PM₁₀ standards.

These include the adoption of contingency measures by February 8, 1996 and implementation of Best Available Control Measures (BACM) by February 8, 1997. Control efforts for sources under the jurisdiction of cities and counties can significantly reduce these emissions.

Goal 4: Reduce particulate emissions from sources under the jurisdiction of the City of Turlock.

Policy 29 The City of Turlock shall work with the SJVUAPCD to reduce particulate matter emissions from construction, grading, excavation, and demolition to the maximum extent feasible.

Policy 30 The City of Turlock shall require all access roads, driveways, and parking areas serving new commercial and industrial development to be constructed with materials that minimize particulate emissions and are appropriate to the scale and intensity of use.

Policy 31 The City of Turlock shall reduce PM₁₀ emissions from City maintained roads to the maximum extent feasible.

Air Quality Benefits:

Relatively simple measures can reduce PM₁₀ emissions from construction activities 20 to 74 percent. Periodically applying water to sites can reduce PM₁₀ emissions by 45 to 90 percent (EPA 1988). Planting and maintaining vegetation on medians and shoulders can greatly reduce PM₁₀ emissions from these sources. EPA developed measures and commensurate Emission reduction efficiencies are listed in Table IV-1 of the Air Quality Guidelines.

2-7

Energy Efficiency in Buildings

Policy B.1.2 of the California Energy Commission's Energy Aware Planning Guide policy entitled "Going Beyond State Building Energy Standards" supports this energy conservation measure. Suggested general (specific) plan language in the guide is as follows:

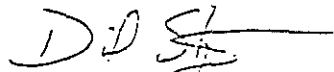
- The City shall adopt new building efficiency practices (standards) for commercial, industrial, and residential buildings to reduce energy and water consumption below the amounts which would be used if the buildings only complied with the existing state standard.
- Within one year (of specific plan adoption), the City shall implement a program to offer incentives for new developments that are more energy efficient than state energy standards at the time the building permit is issued. Incentives may include reduced permit fees or expedited permit processing. Through an annual awards program the City could recognize outstanding projects.

Environmental Benefits: Reducing building energy demand will reduce air pollutant emissions from power plants and natural gas equipment in homes. For example, the South Coast Air Quality Management District estimated that building energy efficiency improvements would reduce emissions of nitrous oxides by 7-11 tons per day, representing 3-5% of NO_x emissions from stationary sources.

2-7

District staff is available to discuss further feasible mitigation measures for inclusion in the Northwest Triangle Specific Plan. Thank you for the opportunity to review and comment on the City's Draft Master Environmental Impact Report.

Sincerely,



David J. Stagnaro
Environmental Planner
Northern Region

LAFCO

S T A N I S L A U S

LOCAL AGENCY FORMATION COMMISSION

1100 H STREET
(209) 525-7660

MODESTO, CALIFORNIA 95354

FAX: 525-5911

RECEIVED

MAY 17 1995

CITY OF TURLOCK
PLANNING DIVISION

May 15, 1995

Jim Hamilton
City of Turlock Community Development Department
Community Planning Division
Post Office Box 1526
Turlock, CA 95381

SUBJECT: NORTHWEST TRIANGLE SPECIFIC PLAN DRAFT MASTER EIR


Dear Mr. Hamilton:

LAFCO, as a Responsible Agency, will utilize this environmental documentation when considering any subsequent annexation requests. Therefore, the project description and Final EIR should include a discussion of: (1) LAFCO's adopted policies regarding reorganizations; (2) the sphere of influence expansion in the area of Monte Vista Avenue, west of Highway 99; and (3) the eventual annexation of the territory to the City and detachment from either the Keyes or Turlock Fire Protection Districts. I have included a copy of the Commission's Policies and Procedures Manual for your convenience.

3-1

Thank you for the opportunity to review the Draft EIR. If you have any questions regarding these comments, please call me at your earliest convenience.

Sincerely,



Fran Sutton-Berardi
Senior Planner

FSB:bm,L22
Attachment

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 (1976 E. CHARTER WAY)
STOCKTON, CA 95201
TDD 209-948-7773



(209) 948-7906

May 19, 1995

RECEIVED
MAY 26 1995
City of Turlock
Planning Division

10-STA-99-4.69
City of Turlock
Northwest Triangle
Specific Plan
Draft Master Environmental
Impact Report (DMEIR)
SCH #94032049

Mr. Jim Hamilton
Community Planning Manager
City of Turlock
Planning Division
900 N. Palm street
Turlock, CA 95381

Dear Mr. Hamilton:

Thank you for the opportunity to review and comment on the Draft Master Environmental Impact Report (DMEIR) for the City of Turlock Draft Northwest Triangle Specific Plan and accompanying General Plan amendments. The project encompasses 1,000-acres in the northwest portion of the City of Turlock's planning Area, bounded by Fulkerth Road to the south, the eastern property line of parcels fronting on Golden State Boulevard to the east, the western property line of parcels fronting on Tegner Road to the west, and the northern boundary being Taylor Road. Our concerns are as follows:

- Page 3-43, 3.B.4., *MITIGATION* - "No significant impacts are identified, therefore no mitigation measures are warranted." Our correspondence dated May 17, 1994, on the Notice of Preparation of an Environmental Impact Report commented on the fact that in order to assess the impacts, a traffic analysis will need to be prepared. This document shows no traffic generation numbers for the buildout of this land use. 4-1
- Page 1-5, 1.E., *SUMMARY OF MAJOR CHANGES ENVISIONED BY THE DRAFT SPECIFIC PLAN: LAND USE AND POPULATION* - This states that "at buildout there will be 4.5 million-square feet of commercial space in the Specific Plan area and a population of approximately 2,700 living in 1,160 housing units." This will almost double (40- 50,000 additional average daily trips (ADT) of existing traffic on State Route 99. There is no detailed implementation program for this impact. 4-2
- Page 3-42, b., *ROADWAY IMPROVEMENTS INCLUDED IN THE SPECIFIC PLAN* - There is no funding identified for the road improvements listed and who builds them. All adverse impacts from transportation deficiencies should be mitigated. In addition to alternative plans and mitigation measures, which offset traffic impacts to the States facilities, the EIR should outline the parties responsible to fund and implement the mitigation measures 4-3
- Page 3-40, Table 3-5 - Signals at various ramps/intersections will be needed by 2010. Signal installation will ultimately be required at Fulkerth (already planned) and Monte Vista Avenue as well. This will entail cross street widening and throat widening at the ramps, and perhaps widening of the ramps. Depending on specific developments, one or more of the interchanges may need to be modified. 4-4

Mr. Jim Hamilton

May 19, 1995

Page 2

The issues most important to Caltrans are those associated with the need to implement and manage an enhanced transportation system, and any adverse impacts to traffic/circulation on the State's highways.

We appreciate the opportunity to comment on this project. If you have any questions regarding our comments, please contact Georgia Tindall of my staff at (209) 948-3962.

Sincerely,

Christine Sayre for

DANA COWELL
Chief, Transportation
Planning Branch B

cc: Greg Steel/SAAG

609540

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814



May 22, 1995

RECEIVED
MAY 25 1995
City of Turlock
Planning Division

JIM HAMILTON
CITY OF TURLOCK
900 NORTH PALM
TURLOCK, CA 95380

Subject: NORTHWEST TRIANGLE SPECIFIC PLAN - TURLOCK SCH #:
94032049

Dear JIM HAMILTON:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

5-1

Please call Kristen Derscheid at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

Michael Chiriatto, Jr.
Chief, State Clearinghouse

Notice of Completion and Environmental Document Transmittal Form

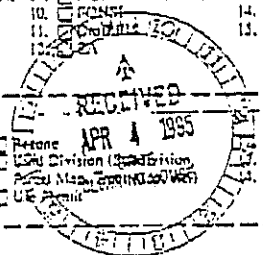
File at: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 - 916/445-0613

See NOTE below
SCH # 94032049

1. Project Title Northwest Triangle Specific Plan DMEIR
Lead Agency City of Turlock 3. Contact Person Jim Hamilton
Street Address 900 N. Palm, P.O. Box 1926 3b. City Turlock
County Stanislaus 3d. Zip 95380 3c. Phone (209) 666-5660

Project Location - Specific S.R. 99, Taylor Rd. & Golden State Blvd & Fulkerth Ave.
County Stanislaus 4a. City/Community Turlock
4. Assessor's Parcel No. Various 4b. Section _____ Twp. _____ Range _____
Cross Streets see above 4c. For Rural, Nearest Community _____
6. Within 2 miles: a. State Hwy # 99 b. Airports _____
c. Railways _____ d. Waterways _____

Document Type
CEQA: 01. NCP 05. Supplement/Subsequent EIR NEPA: 09. NOI OTHER: 13. Joint Document
02. Early Cons (Pre-SCM) 10. FONSI 14. Final Document
03. Neg Dec 06. NCE 11. Draft EIR 15. Other
04. Draft EIR 07. NOC 08. NOD



2. Local Action Type
01. General Plan Update 05. Annexation 09. Retire 12. Waste Mgmt Plan
02. New Element 06. Specific Plan 10. Low Division (Redevelopment) 13. Cancel Ag Preserve
03. General Plan Amendment 07. Community Plan 11. UE Permit 14. Other
04. Master Plan 08. Redevelopment

3. Development Type
1. Residential: Units 601 Acres _____ 07. Mining: Minerals _____
2. Office: Sq. Ft. _____ Acres _____ Employees _____ 08. Power: Type _____ Watts _____
3. Shopping/Commercial: Sq. Ft. _____ Acres _____ Employees _____ 09. Waste Treatment: Type _____
4. Industrial: Sq. Ft. _____ Acres _____ Employees _____ 10. CCS Related
5. Water Facilities: MGD _____ 11. Other:
6. Transportation: Type _____

10. Total Acres 1080 11. Total Jobs Created 7,220

12. Project Issues Discussed in Document
1. Acoustic/Visual 09. Geologic/Seismic 17. Social 25. Wetland/Riparian
2. Agricultural Land 10. Jobs/Housing Distance 18. Soil Emission 26. Wildlife
3. Air Quality 11. Minerals 19. Solid Waste 27. Growth Inducing
4. Archaeological/Historical 12. Noise 20. Toxic/Hazardous 28. Incompatible Land Use
5. Coastal Zone 13. Public Services 21. Traffic/Circulation 29. Cumulative Effects
6. Economic 14. Schools 22. Vegetation 30. Other
7. Fire Hazard 15. Seismic Systems 23. Water Quality
8. Flooding/Drainage 16. Sewer Capacity 24. Water Supply

13. Funding (approx.) Federal \$ _____ State \$ _____ Total \$ _____

14. Present Land Use and Zoning Commercial, Agricultural, Residential (Incorporated & Unincorporated)

15. Project Description MEIR for Specific Plan prepared for orderly development of 1080 Acres of agricultural, vacant and existing urban commercial uses with a variety of commercial, residential, and public uses.

16. Signature of Lead Agency Representative [Signature] Date 4/2/95

CLEARINGHOUSE CONTACT: Michael Chiriatti (916) 445-0613

DATE REVIEW BEGAN: 4-4-95
EPT REV TO AGENCY: 5-12
ENCL REV TO SCH: 5-17
H COMPLIANCE: 5-19

Checklist of agencies and departments with handwritten marks and redactions. Includes: Resources, State/Consumer Svcs, Conservation, Fish & Game, Parks & Rec/OHP, DWR, Reg. WQCB # 5512, DTSC/CTC, Caltrans # 10, Santa Mn Mtns, State Lands Comm.

PLEASE NOTE SCH NUMBER ON ALL COMMENTS

PLEASE FORWARD LATE COMMENTS DIRECTLY TO THE LEAD AGENCY ONLY

NO/APCD: 34 (Resources: 4/8)

4 RESPONSES TO COMMENTS ON THE DMEIR

RESPONSES TO COMMENT LETTER 1:

Stanislaus County Department of Environmental Resources

- 1-1 Text addressing projected solid waste volumes is contained in Chapter 5 of the Specific Plan document, which is included as Appendix B of this document.. Estimated generation of solid waste within the Specific Plan area at buildout is 33 tons per day for commercial development and 5.4 tons per day for residential development. This excludes potential reductions from recycling and source reduction. The total waste generated in the Plan area amounts to 2 percent of the maximum daily allocation for Turlock Scavenger at the Fink Road landfill and is a 19 percent increase in the amount of trash currently collected on a daily basis in the City. The Fink Road landfill has sufficient capacity to receive this volume. Because the Plan area was already designated for future urban uses in the 1992 Turlock General Plan, the effect of its development on landfill capacity has been considered previously.
- 1-2 Comment noted. Water and sewer services should be presumed committed as portions of the Plan Area are annexed to the City.
- 1-3 There are two City wells within the Plan area, including one located in Atch Pedretti Park. The well in Pedretti Park serves the park only and is not connected to the City's water distribution system. Both wells are to remain operational as the Plan area is developed and will be monitored to ensure early detection of any water quality problems. Most properties in the Plan Area which are outside the current City limits are served by private water wells. Such wells will generally be abandoned at the time development occurs on each site and City water services become available.

RESPONSES TO COMMENT LETTER 2:

San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD)

- 2-1 Page S-6 has been revised (see Section 5 of this FMEIR). The word "available" has been changed to "feasible." The list of mitigation measures now matches the list in the text.
- 2-2 Page 3-48 has been revised (see Section 6 of this FMEIR for replacement Page 3-48). The text has been corrected to note that the CARB has redesignated the urbanized area to attainment status for CO.
- 2-3 Pages 3-54/ 3-55 and Page 6-92 have been revised and are now internally consistent (see Section 6 of this FMEIR for replacement pages). The following measures are proposed as part of the project:
- Require that all employment generating uses within the Plan area participate in the SJVUAPCD, SAAG/SJCOG "Commute Connection" or join a Transportation Management Association formed to develop trip reduction strategies for the Plan area.
 - Require that any gas stations locating within the Plan area make provisions for future compressed natural gas fueling facilities.

The mandatory installation of electric car charging outlets in all garages is infeasible and remains a mitigation measure that is not included as part of the project. Such outlets will be encouraged but not required.

Summary Table page S-6 has been revised for consistency with the above changes.

2-4 The Initial Study checklist has been revised to indicate that natural gas appliances must be CEC-certified. The comment regarding open hearth fireplaces and heat loss is noted; the City included a number of measures in DMEIR Appendix C (Initial Study) which promote energy conservation and efficiency. Additionally, Appendix B of the 1992 Turlock General Plan specifies energy-conserving building design and site planning measures.

2-5 As the DMEIR notes, the City currently requires the use of EPA-certified wood burning appliances only. The SJVUAPCD's request to limit such fireplaces to no more than one per residence will be considered as development applications are received.

2-6 No response required.

2-7 Many of the objective/ policy combinations identified in the comment letter have already been incorporated into the Specific Plan or are included in the 1992 Turlock General Plan, which the Specific Plan implements. The District's Air Quality Guidelines for General Plans were considered and incorporated wherever feasible in the course of preparing the Specific Plan. *Appendix C of the Specific Plan document includes a description of various measures to be taken to maintain and improve air quality as the Northwest Triangle develops.*

The Turlock General Plan promotes higher densities, mixed land uses, transportation systems management, and an integrated pedestrian and bicycle circulation system, all towards the goal of vehicle trip reduction and air quality improvement. The Specific Plan reflects these principles and presents a land use plan which will result in fewer and shorter auto trips, improved transit service, and transportation strategies which provide amenities to promote walking and bicycling. Specific Plan principles provide further guidance to minimize air pollution caused by construction, motor vehicles, wood and charcoal burning, and energy consumption.

SJVUAPCD Regulation VIII for PM₁₀ emissions is described in the DMEIR on pages 2-26 and 2-27. The Specific Plan requires particulate matter control measures consistent with Regulation VIII. A statement to this effect has been added to Page 3-54 of the DMEIR. As noted above, the Plan also includes an Appendix which specifies construction and building design practices to protect air quality and achieve further compliance with Regulation VIII. Consistent with SJVUAPCD guidelines, the Plan also includes provisions for vegetation and landscaping around emission sources to reduce PM₁₀ emissions.

Plan Policy 6.5-g states that air quality impacts for individual projects within the Specific Plan area will be assessed where they have not been otherwise assessed in the MEIR. The policy further states that the analysis methods and significance thresholds should be those recommended by the SJVUAPCD. The District's comments on toxic and hazardous air emissions and energy efficiency are noted. The Plan includes design principles and a spatial distribution of land uses which separates potentially hazardous uses from sensitive receptors. Appendix C includes additional principles for energy efficient design and construction.

RESPONSES TO COMMENT LETTER 3:

Stanislaus County Local Agency Formation Commission (LAFCO)

3-1 Section 2.F. has been added to the MEIR in response to this comment (see Chapter 6 of the FMEIR). The section addresses LAFCO reorganization policies, the sphere of influence expansion west of Highway 99, and the annexation of territory to the City and its detachment from the Turlock and Keyes Rural Fire Protection Districts.

With regard to the extension of the sphere, the area west of Highway 99 at Monte Vista is designated for urban uses in both the 1992 Turlock General Plan and the Stanislaus County Plan. In accordance with the City's Growth Management Program, development in this area may only be approved when adequate services can be provided by the City. With regard to the removal of land from the rural fire districts and the accompanying loss of revenue to these districts, the City acknowledges that this is an expected outcome of municipal annexations.

As tax revenues decrease, however, operating expenses for the rural fire districts will decrease as land is removed from the service area. The City is negotiating with the Turlock Rural Fire District to provide contract services to the District as a measure to offset the potential loss of property tax revenue resulting from annexation. The City and County have worked together in the past and will continue to do so in the future to ensure that these changes occur equitably. The City will also continue to collect impact fees for County services provided within the City and its sphere of influence.

RESPONSE TO COMMENT LETTER 4:
California Department of Transportation (Caltrans)

4-1 Traffic generation numbers for the buildout of the Specific Plan area are expressed in terms of levels of service (LOS) for road segments and intersections on pages 3-36 and 3-37 of the DMEIR. Future traffic volumes are displayed graphically in Figure 6. Traffic and LOS projections are based on the Caltrans-approved MINUTP model, as calibrated by SAAG (Stanislaus County Association of Governments) to reflect conditions in Stanislaus County. Trip generation rates for various land uses are contained within the model.

Additional information on the traffic analysis is contained within the Specific Plan document. Table 3-A of the Specific Plan indicates traffic projections for roads in the Specific Plan Area based on buildout of General Plan land uses. Because the proposed Specific Plan does not alter land uses in a way that would create more intense development or trip generation than that assumed by the General Plan, the traffic impacts are consistent with the impacts analyzed in the General Plan. The results of the 1992 General Plan traffic analysis were expanded to include a PM peak hour analysis of future traffic conditions at select intersections.

4-2 The existing two-way traffic volume on Highway 99 is shown in Table 3-1 as 54,000 vehicles per day. The projected year 2010 two-way traffic volume is shown in Figure 6 as 105,000 vehicles per day. The Caltrans comment implies that the increase is attributable solely to the buildout of the Specific Plan area and therefore requires an implementation program addressing the impacts. In fact, the Plan area represents only a fraction of the projected increase. Most of the growth in traffic on Highway 99 will result from development in other parts of Turlock and higher through-traffic volumes from Stanislaus County and elsewhere in California. Detailed programs addressing the City's share of this

increase have already been included in the Specific Plan (see Chapter 3 of the Plan document, included as "Appendix A" of the FMEIR), and in the 1992 General Plan. Programs addressing statewide needs, including long-range improvement plans for Highway 99 in Stanislaus County, are beyond the scope of this Specific Plan.

4-3 The information described is contained in Chapter 3 of the Specific Plan document, reprinted in this FMEIR as "Appendix A" in response to this comment. Table 3-D lists major roadway improvements, describes these improvements, and identifies a funding mechanism for each improvement. The referenced improvements will either be funded through the City capital improvement program, benefit assessment districts, or developer or private financing. Construction of specific improvements also may be required as a condition of approval or mitigation measure for development within the Plan Area. A detailed discussion of financing, including cost estimates for road projects and a description of recommended funding sources, is also included in Chapter 7 of the Specific Plan document (Implementation).

4-4 The MDEIR acknowledges the need for signals at the Highway 99 ramps at Fulkerth, Taylor, and Monte Vista (Table 1-4, page 1-14) and identifies these as programmed improvements. Widening of Monte Vista and Fulkerth to four lanes under the freeway is specifically included and discussed in Table 3-B of the Specific Plan document. Caltrans' comment regarding further interchange modifications, including widening of the ramps, is noted. The need for such improvements was previously considered in the 1992 General Plan traffic analysis; no ramp widening projects were identified. It is recognized that future interchange improvements may be considered by Caltrans in its on-going State Highway planning efforts; the City will work with Caltrans to coordinate such projects if they are located within the Specific Plan area.

RESPONSE TO COMMENT LETTER 5:
Governor's Office of Planning And Research

5-1 No response required.

5 CORRECTIONS TO DMEIR

The following pages correct information previously presented in the DMEIR:

- Summary Table S-1, page S-6: *In the "Mitigation" column, item (2) has been edited for consistency with the text. Complete text is now shown for item (3). Per SJVUAPCD comments, the word "available" in the "Impact" Column has been changed to "feasible."*
- Pages 1-7, 1-8, 1-9, (Tables 1-1, 1-2, and 1-3): *A formula error has been corrected. All tables are now correct.*
- Pages S-2 and 1-5. *The text has been corrected to reflect the corrected tables.*

AIR QUALITY				
IMPACT	MITIGATION	MONITORING ACTION	RESPONSIBILITY	TIMING
<p>Regional Impacts on Long Term Air Quality: The project would have a significant impact on emission of ozone precursors. Mitigation measures will result in reduction of impacts by 10 to 15 percent, but there is no feasible way to reduce impacts below significance thresholds. The project's impact on regional air quality is a significant and unavoidable cumulative impact that cannot be fully mitigated with project implementation.</p>	<p>(1) Implementation and compliance with Specific Plan principles and development standards governing the location, operation, design, and intensity of land use.</p> <p>(2) all employment-generating uses within the Specific Plan area will be required to participate with the SAAG, SJVUAPCD/ SJCOG "Commute Connection," or join a Transportation Mgmt. Association to establish site and project-specific trip reduction strategies.</p> <p>(3) Gas stations locating in the Specific Plan area will be required to make provisions for future compressed Natural Gas fueling facilities.</p>	<p>Review and approval of development plans and construction documents.</p>	<p>City of Turlock and Project Applicant</p>	<p>Prior to approval of subdivision maps, and/or at the time of permit issuance.</p>

**TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN
DRAFT MASTER ENVIRONMENTAL IMPACT REPORT**

Table 1-1(Revised)
Summary of Additional Development Potential
Commercial Uses (in thousands of square feet)

SUBAREA	TOTAL ACRES	HC/G	HC/AUTO	T.C	C.C.	TOTAL CMRCL
MONTE VISTA WEST	106	742	0	0	0	742
GOLDEN STATE EAST	194	470	678	75	116	1,339
COUNTRYSIDE COMMERCIAL	153	0	0	110	1,262	1,372
RAILROAD COMMERCIAL	41	430	0	0	0	430
EAST OF 99 TOTAL	494	1,642	678	185	1,378	3,883
WEST OF 99 TOTAL	197	0	0	907	0	907
SPECIFIC PLAN AREA TOTAL	691	1,642	678	1,092	1,378	4,790

HC/G Heavy Commercial (General)
 HC/A Heavy Commercial (Auto)
 T.C. Thoroughfare Commercial
 C.C. Community Commercial

Turlock Northwest Triangle Specific Plan
Draft Master Environmental Impact Report

Table 1-2 (Revised) Residential Development and Population Growth Potential

	Existing Housing Units as of May, 1994				Capacity for Additional Units				Housing Units at Plan Buildout			
	Single Family Detached	Single Family Attached	Multi-Family	TOTAL	Low Density	Medium Density	High Density	TOTAL	Single Family Detached	Single Family Attached	Multi-Family	TOTAL
East of Golden State	16	3	0	19	39	55	0	94	55	58	0	113
West of Golden State												
North of Tuolumne	1	0	0	1	252	0	0	252	253	0	0	253
South of Tuolumne												
East of Tully	125	48	408	581	0	0	16	16	125	48	424	597
West of Tully	4	0	0	4	168	71	0	239	172	71	0	243
TOTAL	146	51	408	605	459	126	16	601	605	177	424	1,206
	Approximate Population as of May, 1994				Capacity for Population Additions				Population at Plan Buildout*			
Population (based on average 2.74 persons / d.u.)	Single Family Detached	Single Family Attached	Multi-Family	TOTAL	Low Density	Medium Density	High Density	TOTAL	Single Family Detached	Single Family Attached	Multi-Family	TOTAL
East of Golden State	44	8	0	52	107	151	0	258	151	159	0	310
West of Golden State												
North of Tuolumne	3	0	0	3	690	0	0	690	693	0	0	693
South of Tuolumne												
East of Tully	343	132	1,118	1,593	0	0	44	44	343	132	1,162	1,637
West of Tully	11	0	0	11	460	195	0	655	471	195	0	666
TOTAL	401	140	1,118	1,659	1,257	346	44	1,647	1,658	486	1,162	3,306

**TURLOCK NORTHWEST TRIANGLE SPECIFIC PLAN
DRAFT MASTER ENVIRONMENTAL IMPACT REPORT**

Table 1-3(Revised)
Summary of Potential Employment Additions - Commercial Uses

SPECIFIC PLAN SUBAREA	JOBS (*estimate based on 1.5 employees / 1000 s.f. of commercial space)	COMMERCIAL SPACE (000's of s.f.)
MONTE VISTA WEST	1,113	742
GOLDEN STATE EAST	2,009	1,339
COUNTRYSIDE COMMERCIAL	2,090	1,393
RAILROAD HEAVY COMMERCIAL	645	430
EAST OF 99 TOTAL	5,860	3,904
WEST OF 99 TOTAL	1,361	907
SPECIFIC PLAN AREA TOTAL	7,221	4,790

Source: SAAG March 16, 1993 Memo regarding employment projections.

to carry out paragraphs (1), (2), and (3)." (Government Code Section 65451).

The Specific Plan envisions substantial changes in the land use pattern of the Northwest Triangle, transforming what is in 1995 a mixed urban and agricultural area into one that is highly urbanized with agricultural activities continuing only on the west side of Highway 99. As is discussed in Section 3.D. below, over 420 acres of land in the Northwest Triangle were in agricultural use in 1994; at Specific Plan buildout just over 80 acres will remain in agricultural use. At buildout there will be nearly 4.8 million square feet of commercial space in the Specific Plan area, and a population of approximately 3,300 living in 1200 housing units; just over half will be single family detached units (an existing apartment complex, the Oak Park apartments, has over 400 units).

S.2 PROJECT IMPACTS

Section 3 of the MEIR discusses impacts that would be created by the Draft Specific Plan, and states conclusions as to whether the impacts are significant, significant but capable of being mitigated to a less-than-significant level with specified measures, or significant and incapable of mitigation to a level of insignificance (in some such cases, mitigation measures that would reduce the magnitude of impacts are specified). Both project-level and cumulative impacts are identified.

Table S-1 summarizes the significant impacts and recommended mitigation measures identified in the MEIR. The table is organized by topic, with topics listed in the sequence in which they are addressed in Section 3. Significant impacts are identified in the areas of air quality, agriculture and noise. As indicated in the table and in the Section 3 text, while some mitigation is available, significant impacts will remain in each of these three areas even following implementation of mitigation measures. Specifically, the impacts which are incapable of mitigation to a level of insignificance are: (1) Regional impacts on long-term air quality, (2) Loss of prime agricultural land, and (3) Traffic noise increases affecting existing residences along Monte Vista Road between Golden State Boulevard and Walnut Road.

The Summary Table does not address all potential impact areas, including some that may be of particular concern to Turlock residents and decision-makers. This is because a number of impacts were evaluated during the first phase of environmental review and determined to not have the potential for significant impact, based on existing City policies imposing standard conditions of project approval, along with the analysis and principles contained in the Specific Plan document. These impact areas are discussed briefly in MEIR Section 3 under the heading "Impacts found not to be significant." They are: earth/geology, water, vegetation and wildlife, land use, population, housing, visual impacts, and public services and utilities. For additional information about standard

Objective 4: Establishing Funding Mechanisms for Improvements

The Specific Plan describes public improvement costs and mechanisms for generating revenue to cover needed investments, establishing an equitable basis for property owners to all pay their share. This approach, which looks at the cumulative cost of serving properties in a unified geographic area, reduces uncertainty about the cost of development and prevents a situation where individuals who develop later than others are left "holding the bag" and are forced to pay more than their share.

1.E. SUMMARY OF MAJOR CHANGES ENVISIONED BY THE DRAFT SPECIFIC PLAN: LAND USE AND POPULATION

The Specific Plan envisions substantial changes in the land use pattern of the Northwest Triangle, transforming what is in 1995 a mixed urban and agricultural area into one that is highly urbanized with agricultural activities continuing only on the west side of Highway 99. As is discussed in Section 3.D. below, over 420 acres of land in the Northwest Triangle were in agricultural use in 1994; at Specific Plan buildout just over 80 acres will remain in agricultural use. At buildout there will be nearly 4.8 million square feet of commercial space in the Specific Plan area, and a population of approximately 3,300 living in 1,200 housing units; just over half will be single family detached units (an existing apartment complex, the Oak Park apartments, has over 400 units).

Figure 3 is the Specific Plan diagram, illustrating the future land use and circulation pattern for the area. Appendix A defines the Specific Plan land use categories, and Tables 1-1 through 1-3 quantify the development, employment and population potential represented by the land use pattern. The Specific Plan divides the Northwest Triangle into six subareas for the purpose of analysis, description and data presentation. Descriptions of the future land use patterns of each subarea are below.

Monte Vista West

The Monte Vista West subarea contains a "triangle-within-a-triangle": the area bound by Golden State Boulevard, Highway 99, and Monte Vista Drive. It also includes the property south of Monte Vista on the east side of Countryside Drive, extending south to the north edge of residential development. This subarea, which in 1995 is largely in agricultural use, is designated for Heavy Commercial uses. A wide range of employment-generating and visitor-serving uses will be permitted, including maintenance and repair businesses, building materials and services, commercial recreation, and limited industrial uses. A storm drain detention basin, approximately 12-acres in size, will be located north of Monte Vista Avenue. South of Monte Vista, the 24-acre site designated for Heavy Commercial uses may house a multi-tenant development that provides space for a mix of businesses,

6 REVISIONS TO DMEIR TEXT

The following pages supplement information provided in the DMEIR in response to comments received from the SJVUAPCD and Stanislaus County LAFCO. Overstriking is used to indicate text that has been deleted; underlining is used to indicate text that has been added.

- Page 2-27: Text has been added on LAFCO policies and programs.
- Page 3-48: The text has been edited to show that the Modesto area is now in CARB compliance for carbon monoxide.
- Pages 3-52, 3-55, and 3-92: The text has been edited for internal consistency.
- Initial Study checklist, page 3: Item 3 has been clarified to note that all natural gas fireplaces must be CEC-certified.

Page 2-27, add the following section:

2.F. STANISLAUS COUNTY LAFCO

The Stanislaus County Local Agency Formation Commission (LAFCO) is responsible for coordinating logical and timely changes in local governmental boundaries, including City spheres of influence. LAFCOs regulate, through approval or denial, the boundary changes proposed by other agencies or individuals. Their decisions on sphere of influence boundaries take a number of factors into consideration, including existing and planned land uses, conformity with local plans, the present and probable need for public facilities, the capacity of these facilities, and the effect of the boundary change on agricultural lands. LAFCO policies for sphere changes (or "reorganization") specify that phased annexation should be encouraged within spheres of influence, provision of urban services outside of city spheres should be discouraged, and provision of urban services to areas within spheres should be by cities.

LAFCO reorganization policy also specifies that special districts within a city's sphere of influence should develop plans for the orderly detachment of territory from those districts as territory is annexed to the City. In the unincorporated portions of the Northwest Triangle, fire protection services are provided by the Turlock and Keyes Rural Fire Protection Districts. As these areas are annexed, property tax revenues to these Districts will decrease. The decrease will be accompanied by diminished service requirements as the Service Area becomes smaller. This is an expected outcome of government reorganization and is addressed in the Turlock General Plan through policies which require fiscal impact analysis for annexations and agreements on the "pass-through" of impact fees for County improvements in the City sphere. Generally, annexed areas can expect increased levels of fire protection from the City fire department than they received previously from the volunteer fire departments.

An application to amend the Turlock sphere of influence will be made to accommodate the planned urban uses shown in the Northwest Triangle Specific Plan. Approximately 60 acres west of Highway 99 on either side of Monte Vista Avenue will be added. The amendment is consistent with LAFCO reorganization policies, as the area was previously shown for Community Commercial uses in the 1992 General Plan. This area is also identified for urban uses in the Stanislaus County Plan. Policies in the Specific Plan encourage phased extension of urban services to land within the Specific Plan area and promote annexation in a manner that is consistent with LAFCO policies and standards.

Page 3-48, first paragraph:

"Under the California Clean Air Act, Stanislaus County is considered non-attainment for ozone and suspended particulate. The Modesto-Ceres Urbanized area is was previously considered a non-attainment area for carbon monoxide but was reclassified as an attainment area by the California Air Resources Board in November, 1994. The County is either attainment or unclassified for other pollutants.

Page 3-54, following last paragraph on page, add:

The following measures are also proposed to further reduce project impacts:

- Require that all employment generating uses within the Plan area participate with the San Joaquin Valley Air Pollution Control District, Stanislaus Area Association of Governments, and/or the San Joaquin Council of Government's "Commute Connection" (or successor) or join a Transportation Management Association to establish appropriate site and project-specific trip reduction strategies.

- Require that any gas stations locating within the Plan make provisions for future compressed Natural Gas fueling facilities.

Additional measures are specified in the Initial Study checklist.

Page 3-55, top of page:

- b. Mitigation Measures not Proposed as Part of the Project. The following measures could be implemented to further reduce project impacts, but are not proposed as part of the project:
- ~~● Require that all employment generating uses within the Plan area join a Transportation Management Association formed to develop trip reduction strategies for the Plan Area.~~

 - ~~● Require that any gas stations locating within the Plan make provisions for a future Compressed Natural Gas fueling station.~~

 - Require garages to be designed to allow installation of outlets to provide for charging of electric cars.

Page 6-92, top of page, second bullet:

- ~~Require garages to be designed to allow installation of outlets to provide for charging of electric cars.~~

Initial Study Checklist, page 3, Mitigation Item 3.

3. Only low-emitting EPA certified fireplace inserts/ wood stoves, pellet stoves, or CEC-certified natural gas fireplaces shall be installed in residential units.

APPENDIX A:

**NORTHWEST TRIANGLE SPECIFIC PLAN, CHAPTER 3 (TRAFFIC
AND CIRCULATION)**

3. TRANSPORTATION AND CIRCULATION

3.1 EXISTING CONDITIONS AND ANTICIPATED CHANGES

Development in the Northwest Triangle and continued growth in surrounding areas in the city and county will bring significant traffic growth. Improved circulation facilities will be needed throughout the city and surrounding area as a result. Traffic volumes are expected to more than double over the next 20 years on a number of roadways in the area as growth in the city occurs consistent with the General Plan.

The backbone of the circulation network for the Specific Plan area is established in the General Plan Transportation Element. Most of the primary roadways in the Specific Plan area exist in 1994, but are not fully improved to the ultimate configuration identified in the General Plan. A number of roadways in the Specific Plan area which will ultimately be four lane arterials or collectors are in 1994 two lanes with graded shoulders.

The General Plan Transportation Element identifies a number of major circulation improvements that serve the Specific Plan Area. These improvements, listed in Table 5.2-C of the General Plan, include upgrading Taylor Road, Christoffersen Parkway, Monte Vista Avenue, and Fulkerth Road, extending West Tuolumne Road and Tully Road, and signaling the intersections of Golden State Boulevard with Monte Vista Avenue and Tuolumne Road. Local streets providing access to individual properties and subdivisions will be designed and constructed as part of separate development projects.

The Specific Plan area is directly served by the Southern Pacific Railroad. The S.P. tracks act to limit east/west circulation between the Northwest Triangle and Golden State Boulevard and the remainder of the city. Railroad crossings in the Specific Plan area are at Taylor Road, Monte Vista Avenue, Tuolumne Road, Fulkerth Road and one minor driveway to a parcel between Monte Vista and Taylor Road. The crossings are at-grade, controlled with gates, and close enough to Golden State Boulevard to affect traffic operations at intersections along Golden State Boulevard.

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Traffic Operations

Traffic conditions within the Plan area are good in 1994. The roadway network typically accommodates traffic with limited delay. Existing 24-hour traffic volumes and estimates of future daily traffic volumes on major streets within the Specific Plan area at General Plan buildout are summarized in Table 3-A.

TABLE 3-A EXISTING AND FUTURE 24-HOUR TRAFFIC VOLUMES (TWO-WAY)		
Roadway Segment	Existing 24 Hour Traffic Volumes (1)	General Plan Buildout 24 Hour Traffic Volumes (2)
Monte Vista/ Golden State - Walnut	12,250	24,000
Golden State/ Walnut - Tuolumne	10,900	16,000
Fulkerth - 20th Century	19,300	24,000
Fulkerth/ Tully - Countryside	11,500	23,000
Tully - Logan	8,000	23,000
Tully/ Main - Tuolumne	3,110	4,000
(1) City of Turlock, 1993, 1994 (2) Turlock General Plan MEA/ DEIR, 1992		

3.2 SPECIFIC PLAN TRAFFIC ANALYSIS

The traffic analysis completed for the Specific Plan was based on the traffic modelling completed for the City's General Plan update in 1992. Proposed land uses and development intensities associated with the Specific Plan are consistent with General Plan land uses, so the results of the previous modelling effort remain valid. The results of the previous analysis have been expanded to include a P.M. peak hour analysis of future traffic conditions at select intersections. This was done to allow a more detailed evaluation and determination of improvements required to accommodate buildout of the area and the remainder of the city. The traffic model forecasts were developed using the 1990 version of the Stanislaus Area Association of Government's (SAAG) traffic forecasting model. The forecast included estimates of year 2010 land use in the City and in all parts of the County outside of the General Plan Planning Area. General Plan land use designations were used for areas within the Planning Area.

3.3 PRINCIPLES: CIRCULATION SYSTEM

- 3.3-a Monitor traffic service levels and implement Specific Plan and Transportation Element improvements prior to deterioration in levels of service below the standard established in the General Plan.

Development approvals should require demonstration that traffic improvements necessary to maintain acceptable service levels will be in place to accommodate trips generated by the project. (See General Plan implementing policies 5.1-c, 5.1-d and 5.1-e). This will require trip generation and intersection analysis/monitoring within the Specific Plan area on an ongoing basis by the City, in order to limit delays for project applicants. A specific charge for this work should be placed on all new commercial and residential development to finance the ongoing cost of this work. (See Chapter 7 - Implementation).

- 3.3-b Continue to coordinate with the California Department of Transportation (CALTRANS) to achieve timely construction of freeway interchange improvements.
- 3.3-c Seek to amend Stanislaus County's 1990 Regional Expressway Study to change Golden State Boulevard's expressway designation to Class C for that portion between Taylor Road and Fulkerth Road, and remove the expressway designation for the portion between Fulkerth and

"F" Street. Additionally, seek to change the Taylor Road designation (east of Golden State) from an expressway to major collector or arterial status, and designate Christoffersen Parkway as the Class "C" east-west expressway in Turlock.

Street Network

- 3.3-d Implement the Circulation System Planning and Design Criteria found in Appendix A of the Turlock General Plan, with those modifications identified in the Specific Plan.
- 3.3-e Locate arterials and collectors according to the alignments shown in the Specific Plan Land Use Diagram.
- 3.3-f Build arterial and collector roadways to the standards shown in Table 3-B.

Table 3-C summarizes the major roadway improvements that are part of the Specific Plan.

- 3.3-g Limit future access to roadways in the Specific Plan Area as indicated in Table 3-B to the extent possible.

Preservation of Rights-of-Way

- 3.3-h Take appropriate action to establish precise alignments and preserve required rights-of-way based upon the Specific Plan diagram and standards delineated in Table 3-C for all existing and future expressway, arterial, and collector roadways.

Non-Auto Transportation

One of the six themes of the City's General Plan is "Fostering development that offers alternatives to auto use, especially for non-commute trips." This theme is continued in the Specific Plan through policies in the Land Use and Urban Design chapter and in this section.

- 3.3-i In reviewing designs of proposed developments, ensure that provision is made for access to current and future public transit services. In particular, pedestrian access to arterial and collector streets and retail and recreation areas should be facilitated to the greatest degree

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possible.

See principles in sections 2.3 and 2.4, and General Plan sections 5.4 and 7.7.

- 3.3-j Design considerations for arterial streets and new commercial development should provide for bus loading and unloading without disruption of traffic flows.
- 3.3-k Continue to cooperate with other agencies and jurisdictions to promote local and regional public transit serving Turlock.
- 3-3.1 Implement the bikeway plan in the Transportation Element of the city's General Plan and bikeways and bike lanes included in the Specific Plan.
- 3.3-m Provide safe and direct pedestrian routes and bikeways between major attractions in the Plan Area.
- 3.3-n Pursue all available funding sources in order to obtain funds to construct a pedestrian and bike overcrossing of SR 99 as an extension of Tuolumne Road in order to provide easy non-auto access to Pedretti Park and other West of 99 uses. The City should work with commercial property owners of the parcels adjacent to the overcrossing, to provide shared parking for users of Pedretti Park. This should help eliminate or minimize potential traffic and parking problems immediately around Pedretti Park.

Examples of potential funding sources include "REMOVE" grants administered by the San Joaquin Valley Unified Air Pollution District. These grants typically total \$4 to \$5 million dollars per year, and are specifically identified for projects with air quality benefits. Additionally, the Stanislaus Association of Governments administers several grant programs which are targeted to projects which help relieve traffic congestion.

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TABLE 3-B ROADWAY CLASSIFICATIONS AND DESIGN STANDARDS									
Street Segment	Classification	Travel Lanes		Parking/ Bike Lanes		Access Restrictions	Median (Width)	ROW Width	Notes
		#	Paved Width	Parking	Bike Lanes				
Taylor/ Walnut - Golden State Golden State - SR 99 SR 99 - Tegner	Arterial or Major Collector	4	60'	No	No	A	16'	84/100'	(1)
	Expressway	4	80'	No	No		16'	100'	
	Expressway	4	60'	No	No		16'	100'	
Monte Vista/ Walnut - Golden State Golden State - SR 99 SR 99 - Tegner	Arterial	4	80'	No	Yes	A	16'	110'	(2)
	Arterial	4	80'	No	No		16'	100'	
	Arterial	4	80'	No	No		16'	100'	
Tuolumne/ Crowell - Golden State Golden State - SR 99 SR 99 - Tegner	Collector	2	50'	No	Yes	B	No	70'	(3)
	Collector	2	50'		Yes (3)		No	70'	
	Collector	2	40'	No	Yes (3)		No	60'	
Fulkerth/ Golden State - Tully Tully - SR 99 SR 99 - Tegner	Arterial	4	80'	Yes	Yes	A	Varies	90'	(4)
	Arterial	4	80'	No	No			90'	
	Arterial	4	80'	No	No			100'	

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Street Segment	Classification	Travel Lanes		Parking/ Bike Lanes		Access Restrictions	Median (Width)	ROW Width	Notes
		#	Paved Width	Parking	Bike Lanes				
Golden State/ Taylor - Monte Vista Monte Vista - Main	Expressway	6	64' - 76'	No	No	A	Varies	156'	(5)
	Expressway	6	64' - 76'	No	No		Varies	156'	
Tully/ Tuolumne - Fulkerth	Collector	2	50'	Yes	Yes	B	No	70'	
Countryside/ Monte Vista - Tuolumne Tuolumne - Fulkerth	Arterial	4	80'	No	Yes	B	Yes (16')	100'	(6)
	Arterial	4	68- 80'	No	No		(6)		
Tegner/ Monte Vista - Fulkerth	Major Collector	2	60'- 64'	No	No	B	No	84'	(7)
New Connector Countryside - Tully	Collector	2	40'	No	No	B	No	60'	

**TABLE 3-C
ROADWAY CLASSIFICATION AND DESIGN STANDARDS**

Notes to Table 3-B

- (A) Local and collector street intersections with expressways/arterials should be spaced a minimum of 600 feet apart. Expressways/arterial intersections with other expressways/arterials should be spaced a minimum of 1,300 feet apart. No intersection with an expressway/arterial, should be closer than 1,000 feet to an expressway/arterial intersection with a freeway ramp, except on Monte Vista Avenue east of SR 99.

Future driveways to commercial and multifamily land uses along expressways/arterials will be limited. No driveway along expressways/arterials should be within 250 feet of the intersection of two expressways/arterials or an expressway/arterial and a collector street. Shared driveways between adjacent businesses will be required where traffic volumes to and from both businesses are light (less than 80 vehicles per hour from both). No left turns will be permitted into or out of driveways. Left turns to and from driveways on arterials will be blocked with medians. Modifications to these standards may only be permitted where project specific traffic analysis show that resulting left turn movements will not the level of service for the roadway to fall below the adopted general plan standard of "C."
- (B) Commercial and employment area driveways should connect to collector streets, and their number should be limited to the minimum possible. Shared driveway uses are encouraged for businesses which do not generate high volumes of traffic - 200 ADTs or less per business with combined maximum of 500 ADTs.

Driveways on collector streets may not be closer than 50 feet to a major intersection. Where site conditions prevent attainment of the minimum standard, they shall be limited to right turns in and out only. Non-residential driveways and/or intersecting streets or collector streets should be no closer than 300 feet apart.
- (1) Taylor Road is currently identified as an expressway between Washington and Waring in the Transportation Element of the city's General Plan and the 1990 Stanislaus County Expressway Plan. Year 2010 traffic forecasts show a need for two lanes east of Golden State, 4 lanes between Golden State and SR 99 and 2 lanes west of SR 99. The city should seek to designate Christoffersen Road, instead of Taylor Road, as a Class C expressway consistent with Policy 3.3-c. The city should reserve enough ROW to achieve 4-lane arterial status between Washington and Waring (100 feet per General Plan guidelines for arterials). The section between SR 99 and Golden State should be improved to four lanes as the area develops and the balance should be improved to two lanes while retaining the ability to widen to four lanes in the future as needed. The two lane sections should consist of a 60-foot paved width with two 14-foot travel lanes, a 16-foot median and 8-foot shoulders. The intersections of Taylor with the north and southbound SR 99 ramps should be signalized as part of the Specific Plan or City Capital Facilities Program.
- (2) The intersections of Monte Vista with the north and southbound SR 99 ramps and Countryside Drive will be signalized as part of the Specific Plan. The intersection of Monte Vista and Golden State will be signalized as part of improvements planned in 1996 for that location by the city. The inbound approaches of Monte Vista at Golden State and Countryside should be widened to 84 feet (widen by four feet on the right side in the inbound direction a length of 200 feet for right turn lanes).

**TABLE 3-C
ROADWAY CLASSIFICATION AND DESIGN STANDARDS**

Notes to Table 3-B

The mid-block portions of Tuolumne between Golden State and Countryside Drive are to be striped for on-street parking which will be available until traffic volumes on Tuolumne reach 10,000 average daily traffic (adt). At that time the parking on Tuolumne will be removed. Parking requirements for development projects in the Tuolumne West residential subarea should assume that parking on Tuolumne will not be available over the long term.

- (3) The 50-foot width will allow widening to four lanes at some point in the future if ever needed. The paved width should be widened to 60-foot within 200 feet of intersections (Countryside, Tully, and Golden State) to include exclusive left and right turn lanes as well. The cross section at these intersections should include 12-foot wide left, through, and right turn lanes inbound, a 14-foot outbound through lane and 5-foot bike lanes. The 10-foot widening should occur on the right or curb side of the inbound lanes to accommodate the exclusive right turn lane. The intersections of Tuolumne with Countryside Drive, Tully Road and Golden State Boulevard will be signalized as part of the Specific Plan. No more than two new subdivision access streets will be permitted on each side of Tuolumne Road between Countryside Drive and Tully Road.
- (4) The width of Fulkerth varies where there are turn lanes at driveways to the Countryside Plaza shopping center. Median widths also vary between zero and 16 feet, dependent upon location. Fulkerth is effectively built out to General Plan standards between Golden State and the northbound ramps to SR 99. The section under the freeway will need to be widened to four through lanes with left turn lanes as the city builds out in accordance with the General Plan. The General Plan shows Fulkerth Road as a four lane arterial between Golden State and Washington. The intersection of the southbound SR 99 ramps with Fulkerth will be signalized as part of Phase 2 of the Countryside Plaza Shopping Center project. The intersection of the northbound ramps with Fulkerth will be signalized as part of the Specific Plan or City Capital Improvement Program.
- (5) The city should work to change the designation of Golden State Boulevard to Class C Expressway between Taylor and Linwood consistent with Policy 3.3-c.
- (6) The median width of Countryside Drive will vary between Fulkerth and the northerly edge of the Countryside Plaza Shopping Center dependent upon the final design of the shopping center approved by the city. The ROW of Countryside Drive varies between Fulkerth Road and Tuolumne. The basic ROW between Fulkerth Road and the northerly edge of the Countryside Plaza Shopping Center will be 80-foot where feasible but will be dependent upon final design of the shopping center to be approved by the city. The ROW should widen to 100 feet north of the shopping center to Tuolumne and maintain 100 feet north of Tuolumne to Monte Vista to accommodate bike lanes.
- (7) Tegner Road will be developed to major collector standards between Monte Vista Avenue and Fulkerth Road. Tegner Road will be developed to accommodate truck traffic between the West Main industrial area and the Highway 99/Taylor Road interchange, if warranted based on further traffic analysis the Tegner/Monte Vista intersection may be moved further to the west to accommodate additional left turn stacking.

TABLE 3-D MAJOR ROADWAY IMPROVEMENTS			
Improvement Project	Limits	Description	Funding Mechanism
Widen Taylor Road	Specific Plan Area	Improve as indicated in Table 3.3-B	(1) and (2)
Widen Monte Vista Avenue	Specific Plan Area	Improve as indicated in Table 3.3-B	(1) and (2)
Reconstruct Tuolumne Road	Countryside - Golden State	Improve as indicated in Table 3.3-B	(2)
Widen Fulkerth Road	SR 99 - West Edge of Specific Plan Area	Improve as indicated in Table 3.3-B	(1) and (2)
Golden State Boulevard	Taylor - Fulkerth	Complete to ultimate width with curbs, gutters and sidewalks	(1), (2) and (3)
Complete Tully Road	Fulkerth - Tuolumne	Complete to ultimate width with curbs, gutters and sidewalks	(2)
Complete Countryside Dr.	Fulkerth - Northerly Edge of Countryside Plaza	Complete as indicated in Table 3.3-B	Countryside Plaza Shopping Center
	Northerly Edge of Countryside Plaza - Monte Vista Avenue	Extend northerly as indicated in Table 3.3-B	(2) and (3)
Improve Tegner	Specific Plan Area	Complete as indicated in Table 3.3-B	(1) and (2)
Construct new connector road	Countryside Drive - Tully Road	Complete as indicated in Table 3.3-B	(2)

TABLE 3-D MAJOR ROADWAY IMPROVEMENTS			
Improvement Project	Limits	Description	Funding Mechanism
Signalize Intersections	SR 99 SB ramps/ Taylor SR 99 NB ramps/ Taylor	Interconnect signals on Taylor Road	(1), (3), and/or (4)
	SR 99 SB ramps/Monte Vista SR 99 NB ramps/Monte Vista	Interconnect signals on Monte Vista Avenue	(1), (3) and/or (4)
	Monte Vista/ Countryside		(3) and/or (4)
	Monte Vista/ Golden State	New signal and grade crossing improvements.	(1) County/City
	SR 99 SB ramps/Fulkerth SR 99 NB ramps/Fulkerth	Interconnect signals on Fulkerth Road, and other improvements.	Countryside Plaza (1), (3) and/or (4)
	Golden State/ Tuolumne		(3) and/or (4)
	Tuolumne/ Countryside		(3) and/or (4)
Source: See Chapter 7 - Implementation			

- (1) City - Capital Improvement Program.
- (2) Adjacent Property Owner/Developer.
- (3) Area Wide Benefit Assessment or Local Improvement District.
- (4) Individual Project specific mitigation measure.

NOTE: As identified in Table 3-D, construction of improvements may involve contributions from one or more funding sources based on benefit derived from the improvement, and timing of development.

APPENDIX B:

**SECTION 5.7 of NORTHWEST TRIANGLE SPECIFIC PLAN:
SOLID WASTE**

5.7 SOLID WASTE DISPOSAL

The City contracts with Turlock Scavenger for the collection and hauling of garbage and recyclables. Turlock Scavenger collects an average of 250 tons per day in garbage. Of this amount approximately 200 tons is taken either to the Fink Road landfill near Crows Landing or to the waste-to-energy facility located at the landfill. An average of 250 tons per day is collected by Turlock Scavenger and redistributed for recycling, above the 25 % required by State law. Turlock was the first city in Stanislaus County with an adopted Source Reduction and Recycling Element and also has an adopted Household Hazardous Waste Element (HHWE). Both are required by State law. The SRRE was certified by the State in May of 1995.

The additional development of the Northwest Triangle will not significantly impact either the services provided by Turlock Scavenger or the Fink Road Landfill. Turlock Scavenger is permitted by Stanislaus County for a maximum of 1,800 tons of garbage per day -- 1,600 tons in excess of the present average. The Fink Road Landfill is the only one in Stanislaus County and is divided into Class III (household waste) and Class II (for ash from the Waste to Energy Plant). The Class III portion has remaining capacity sufficient to meet the County's needs over the next 16 years for household garbage. The Class II portion has capacity to receive ash from the plant for an additional 28 years. Both figures include projected growth in the County.

Within the Specific Plan area the estimated generation of solid waste for commercial development at buildout will be approximately 33 tons per day. Residential development (existing and new development) will generate approximately 5.4 tons per day. These estimates do not include potential reductions in the waste stream resulting from redistribution and recycling efforts, which must reduce the waste volume by as much as 50% to meet State mandated targets. The combined total waste generated in the Plan area amounts to 2% of the maximum daily allocation for Turlock Scavenger at the landfill site, and is a 19% increase in the amount of trash currently collected on a daily basis.