

**CITY OF MODESTO
PLANNING COMMISSION WORKSHOP AGENDA
MONDAY, JULY 15, 2013 – 6:00 PM
BASEMENT CHAMBERS
1010 TENTH STREET – MODESTO, CA**

I. SILENT ROLL CALL

II. WORKSHOP

Item A GPA-10-001 General Plan Amendment

III. ORAL COMMUNICATIONS

These matters may be presented by interested persons in the audience, staff or Commissioners (see Notice at end of agenda cover). Under State law, Commissioners may respond to matters being presented under this item only as follows:

- (a) Briefly respond to statements made or questions raised;
- (b) Ask a question for clarification;
- (c) Provide a reference to staff or other resources for factual information;
- (d) Request staff to report back at a subsequent meeting;
- (e) Finally, a Commissioner, or the Commission itself, may take action to direct staff to place a matter of business on a future agenda.

IV. MATTERS TOO LATE FOR THE AGENDA

These may be presented by members of the Planning Commission and staff, upon determination by a majority vote that an emergency exists, as defined by State law, or by a 2/3 vote that: 1) there is a need to take immediate action, and 2) that the need for action came to the City's attention after the agenda was posted.

V. ADJOURNMENT

Copies of the agenda are on file at the Stanislaus Library Reference Room, 1500 I Street, Modesto, and in the office of the Planning Division, Third Floor, 1010 Tenth Street, Modesto, CA. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Planning Commission Secretary at 209.577.5267. Assistive listening devices are available upon request to the Planning Commission Secretary. **Notification 48 hours prior to the meeting** will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

Notice: Persons who wish to speak to the Planning Commission regarding any item on the printed agenda, including oral communications, are encouraged to sign in on a form provided at the meeting. The purpose of this list is to have your name and address should we need to contact you or provide additional information to you. Signing this form is optional to speakers.

Posted pursuant to Government Code Section 54954.2 on _____

by _____ on the bulletin board at Tenth Street Place.



CITY OF MODESTO
PLANNING COMMISSION STAFF REPORT
1010 10th STREET
MODESTO, CA 95354
(209) 577-5267 – (209) 491-5798 (fax)

TO: Chairperson Gillum and Members of the Planning Commission

PREPARED BY: Brad Wall, AICP, Principal Planner
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APPROVED BY: Patrick Kelly, AICP, Planning Manager

DATE: June 24, 2013

SUBJECT: GPA-10-001 – General Plan Amendment for Land Use and Circulation:
Public Workshop (City-initiated)

PURPOSE

The current Modesto general plan was adopted in 1995. There has been a long-standing need to update the land use and circulation elements to enable the general plan to serve as a better tool to guide future growth and development, and this General Plan amendment (GPA) project is intended to meet that need. In conjunction with GPA project work, staff facilitated public workshops for the benefit of the community in general and the Planning Commission in particular. The purposes of these workshops were to inform the Planning Commission about the GPA project, educate the public and provide opportunities for comments and questions.

The preliminary public workshop series included three (3) workshops – March 18, April 15 and June 3, 2013. These workshops proved valuable in terms of the public comments, concerns and questions raised. Staff recorded all the comments and discussion points from the three workshops, which will be used as the proposed GPA documentation continues to be refined.

The purpose of this fourth workshop is for staff to provide additional detail, for the Commissioners' benefit, regarding proposed General Plan policy language and other specific project information. The Chamber of Commerce has expressed an interest in presenting their preferred land use plan as well.

Secondary purposes include providing additional opportunity for public input and for the Commission to provide direction to staff regarding the proposed project, which will help confirm the project description for purposes of environmental analyses.

A fifth workshop is scheduled for August 19, 2013, for the Planning Commission to provide feedback and direction on the General Plan amendment. Following a Planning Commission recommendation, staff will then seek formal confirmation by the City Council in September or October.

BACKGROUND

California cities and counties commonly review their general plans to evaluate the need for updates every five to ten years. Although the Modesto general plan has been amended several times since its adoption 18 years ago in 1995, the land use and circulation elements remain largely unchanged since that time. The focus of this GPA is on the land use and circulation / transportation elements, and the broad project objectives are to:

- adjust land use designations to be more realistic and to reflect economic development objectives;
- align the circulation element with infrastructure planning instruments (e.g. Capital Improvement Program, Regional Transportation Plan, Federal Transportation Improvement Program, and Capital Facilities Fee program);
- achieve a more livable community through application of smart growth principles;
- establish priority areas for economic development;
- achieve a more coordinated, efficient process for linking general plan goals with infrastructure investment policy; and,
- implement new state laws to improve air quality, reduce vehicle miles traveled, and create a balanced transportation system (AB 32, SB 375, AB 1358).

Incentives for pursuing the GPA project include the need for implementation of state laws referenced above, and the fact that federal grant funding for the project was awarded in late 2010. These factors result in a need (state law) and opportunity (funding) to undertake and complete the GPA. While the GPA is not a comprehensive general plan update, the fact that both the land use and circulation / transportation elements will be amended means that Modesto's general plan can be significantly improved and modernized.

PROJECT DESCRIPTION

The scope of work for the GPA project includes: consideration of General Plan goals, policies and objectives; establishing priorities related to economic development; establishing linkage and consistency among the General Plan, Regional Transportation Plan, Capital Improvement Program and other infrastructure funding plans and programs; and, addressing the complete range of laws and issues described under Background, above. A significant amount of work has been done, which has resulted in new draft / proposed General Plan goals and policies, and related new draft / proposed changes to the General Plan land use and circulation diagrams. The project is a complex undertaking, and a range of issues has been identified. These include land use compatibility, transportation analysis, alternative transportation solutions, infrastructure, and others that will be resolved through completion of project work.

The "work-in-progress" draft general plan land use and transportation chapters are attached for Commissioners' review, and they have been posted to the City's website. Although staff is not necessarily seeking specific feedback on the draft text amendments at this time, the proposed land use and transportation diagrams must be confirmed in order to initiate the necessary Master Environmental Impact Report (EIR) update. Therefore, as indicated under "Purpose," above, staff will be seeking confirmation and/or direction from the Commission regarding the proposed GPA on August 19.

ENVIRONMENTAL ASSESSMENT

It is anticipated that the General Plan Amendment project will require a Supplemental EIR to the Modesto Urban Area General Plan Master EIR. Funding for the Master EIR work has not yet been identified, and it is anticipated that the City's budget for FY13-14 may include that funding. If so, the proposed General Plan and Master EIR should be released for formal public review toward the end of calendar year 2014. At that time, staff will be seeking comments regarding the complete draft General Plan and Master EIR proposed for adoption.

ATTACHMENTS (included with Commissioners' packets only)

1. Work-in-Progress General Plan land use (Chapter III) and transportation (Chapter V) elements / chapters

Chapter III

Community Development Policies

This chapter contains the “instructions” for building the actual physical components of the City of Modesto (City) in a manner consistent with Chapter II. This chapter establishes the proposed general distribution and extent of land uses within the Modesto Urban Area General Plan. It contains Land Use policies to guide the physical development of Modesto, within three areas defined in Section II-A: **Redevelopment Downtown Area**, Baseline Developed Area, and Planned Urbanizing Area. This chapter also provides the Land Use Diagram and Land Use Designations for the Modesto Urban Area General Plan. This chapter complies with Section 65302(a) of the California Government Code.

A. LAND USE DIAGRAM

Figure III-1 is the Land Use Diagram, which presents the general distribution of land **uses** within the Modesto Urban Area. The Land Use Diagram conforms to Section 65302(a) of the Government Code, and is hereby adopted and incorporated into the Modesto Urban Area General Plan.

The word “Diagram” is distinguished from “Map” in the context of a California Attorney General Opinion (67 Cal.Ops.Atty.Gen. 75, 77), to provide a certain limited degree of flexibility in applying the Land Use Designations to specific parcels.

B. ADOPTED GENERAL PLAN LAND USE DESIGNATIONS

The following Land Use Designations are presented on the Land Use Diagram (Figure III-1). These General Plan Land Use Designations describe the extent of the uses of land within the Modesto Urban Area. Each of the Land Use Designations includes standards of population density and building intensity, in conformance with Section 65302(a) of the Government Code, and each is summarized in Table III-1, **below**.

Table III-1. General Plan Land Use Designations

Land Use Designation	Non-Residential Intensity Guidance*	Residential Density Guidance	Approximate Population Intensity
Residential	N/A	Single-Family – up to 7.5 du / gross acre Multi-Family – 6.6 to 29 du / gross acre	22 persons / gross acre 19 to 81 persons / gross acre
Mixed Use	FAR = 0.35 SF bldg / SF of gross acreage of <u>entire area</u>	Average 14 du / gross acre of <u>entire area</u>	41 persons / gross acre
Commercial	FAR = 0.35 SF bldg / SF of gross acreage of the <u>area</u>	N/A	N/A
Industrial	FAR = 0.30 to 0.50 SF bldg / SF of gross acreage of the <u>area</u>	N/A	N/A
<u>Downtown</u>	<u>FAR = 1.0-14.0 SF bldg / SF of gross acreage of the entire area</u>	<u>FAR = 1.0-14.0. Residential density is not otherwise limited.</u>	<u>TBD via future development</u>
Village Residential	4% of <u>area</u> designated Village Residential FAR = 0.35 SF bldg / SF of gross acreage of the non-residential <u>area</u>	6.6 du / gross acre for entire CPD	19 persons / gross acre
<u>Rural Residential</u>	<u>N/A</u>	<u>Low Density Residential – max. 1.0 du / 5.0 acres</u>	<u>0.7 persons / gross acre</u>
<u>Business-Commercial-Residential</u>	<u>Approximately 70% of acreage designated Business-Commercial-Residential</u> <u>FAR = 0.5-2.0 SF bldg / SF of gross acreage of the entire area</u>	<u>Approximately 30% of acreage designated Business-Commercial-Residential</u> <u>FAR = 0.5-2.0. Residential density = 10-30 du / gross acre</u>	<u>18 persons / gross acre</u> <u>10 to 30 persons / gross acre</u>
Regional Commercial	FAR = 0.35 SF bldg / SF of gross acreage of the <u>area</u>	N/A	N/A
Business Park	FAR = 0.40 SF bldg / SF of gross acreage of the <u>area</u>	N/A	N/A
Open Space	N/A	Low Density Residential – max. 1.0 du / 10 acres	<u>0.3 persons / gross acre</u>
<u>Agriculture</u>	<u>N/A</u>	<u>Low Density Residential – max. 1.0 du / 10 acres</u>	<u>0.3 persons / gross acre</u>

CPD = Comprehensive Plan District FAR = Floor Area Ratio SF = square foot
du = dwelling unit N/A = not applicable

* The FAR data shown above is meant to inform / support traffic modeling efforts and CEQA analyses, and is not intended to be regulatory at the project level.

DRAFT



MODESTO
CALIFORNIA

GENERAL PLAN PROGRAM

LAND USE DIAGRAM

LEGEND

PROPOSED GENERAL PLAN LAND USE DESIGNATIONS

- R Residential
- VR Village Residential
- RR Rural Residential
- MU Mixed Use
- D Downtown
- C Commercial
- RC Regional Commercial
- I Industrial
- BCR Business-Commerical-Residential
- BP Business Park
- AG Agriculture
- OS Open Space

BOUNDARIES

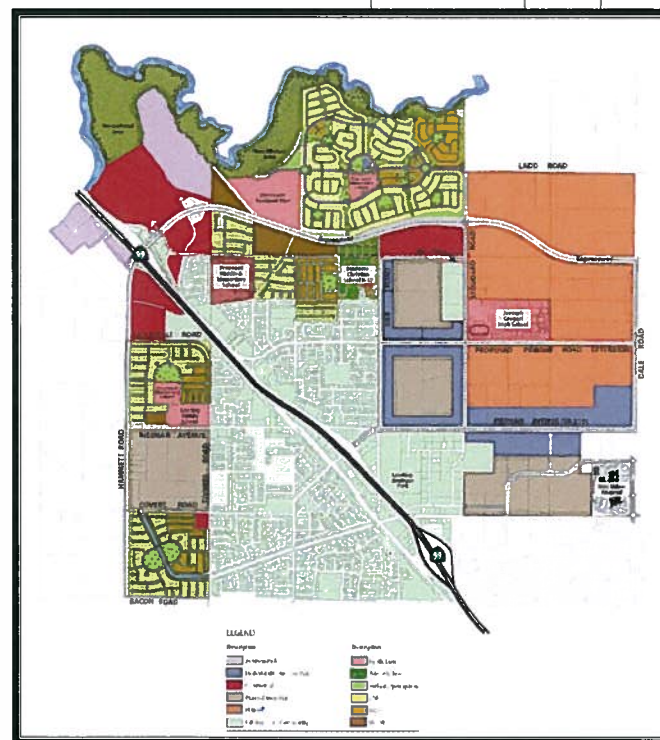
- CPD COMPREHENSIVE PLANNING DISTRICTS
- MODESTO SPHERE OF INFLUENCE
- PROPOSED SPHERE AMENDMENT
- GENERAL PLAN BOUNDARY
- ADJACENT COMMUNITY SPHERE BOUNDARY
- ADJACENT COMMUNITY GP BOUNDARY

REFERENCE POINTS

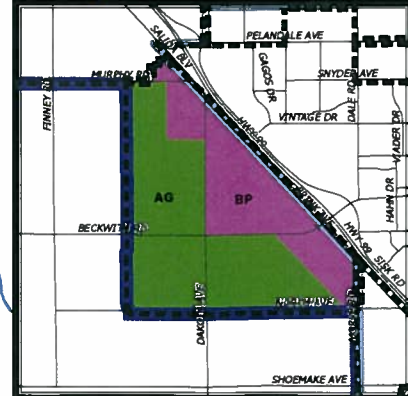
- STREETS
- RIVERS
- MAIN RAILROAD LINES



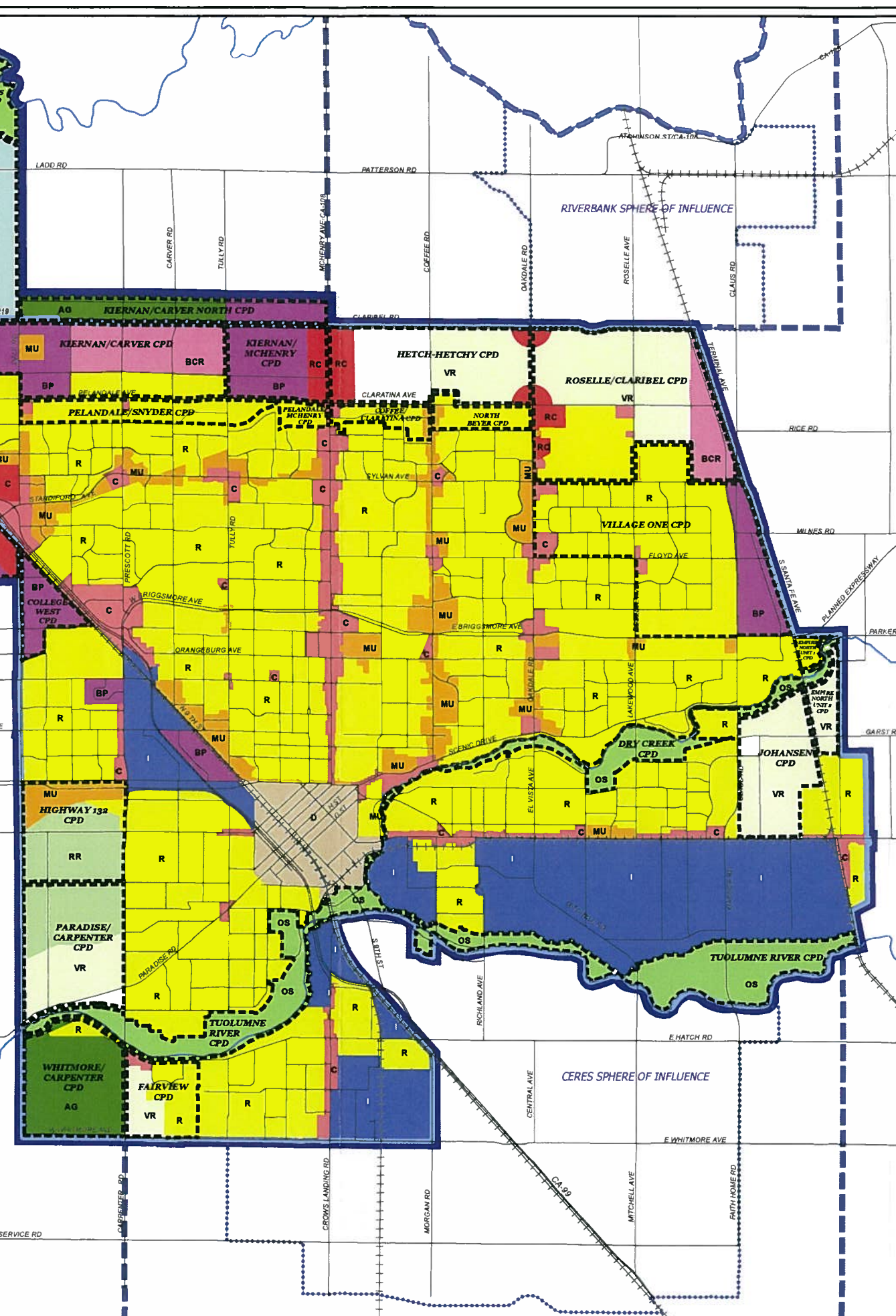
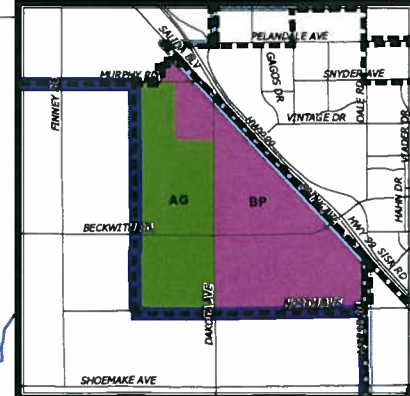
Salida Community Plan



Beckwith/Dakota
Alternative A



Beckwith/Dakota
Alternative B



1. Residential (R)

a. Purpose and Intent

To provide for residential uses throughout the Modesto Urban Area. Residential uses include single-family detached housing, single-family attached housing, multi-family housing, and mobile homes. Small-lot single-family residential development is encouraged, subject to applicable zoning regulations, design guidelines and General Plan criteria. Compatible uses in the residential designation may include schools, parks, and religious or community facilities. Existing small-scale commercial and office uses are also deemed compatible.

b. Location Criteria

This designation may be applied anywhere within the Modesto Urban Area General Plan where residential land uses would be compatible with other existing and planned land uses.

c. Land Use Intensity

The land use intensity is a typical density of 6.6 dwelling units per gross acre, to a maximum of 7.5 dwelling units per gross acre, on an area-wide basis without requiring a General Plan Amendment, and within a range of 10.9 to 29.0 dwelling units per gross acre for multi-family housing.

2. Mixed Use (MU)

a. Purpose and Intent

To characterize those areas of the Modesto Urban Area that are already developed (as of January 1, 1995) and contain a mixture of all or some of the following uses in close proximity to each other: residential, commercial, office, and/or institutional. Additional purpose and intent of the MU designation is to provide for future development opportunities for mixed uses. In the existing Baseline Developed Area where this designation is applied, zoning controls land use on a specific parcel. In administration of zoning or review of proposed development applications, the standard shall be a maximum of 40 percent non-residential in a given area.

b. Location Criteria

This designation may be applied to those areas of the Modesto Urban Area that are already developed and contain a mixture of uses as described above. This designation may also be applied to areas outside of the Baseline Developed Area where mixed-use development would be appropriate.

c. Land Use Intensity

For any new development site, the land use mix should include be a minimum of approximately 60 percent of the gross land area devoted to residential uses; not more than 40 percent of the gross land area may be devoted to and non-residential uses including but not

limited to institutional, office, and commercial uses. Typical development within the MU designation will be up to three stories, and may be “mixed” horizontally and/or vertically.

For residential uses, the intensity should average approximately 14 dwelling units per acre over the entire residential area, with project-specific density to be consistent with zoning. For non-residential uses, the guiding intensity is approximately 0.35 square feet of building area per square foot of the total acreage designated MU, which meets all applicable zoning requirements.

3. Commercial (C)

a. Purpose and Intent

To provide for a range of Commercial uses to serve the current and projected needs of Modesto’s population. This designation encompasses a variety of service and retail uses, including but not limited to business, medical, and professional offices (other than large office campuses), neighborhood retail centers, convenience retail, highway-oriented commerce (restaurants, gas stations, automotive repair, and service), Regional Commercial uses, and the downtown commercial districts.

b. Location Criteria

Commercial land uses in Modesto are generally located at intersections along major arterial streets and expressways. The Modesto Zoning Code presents additional criteria for the location and type of Commercial uses.

c. Land Use Intensity

The guiding intensity is 0.35 square feet of building area per square foot of gross acreage of the site. The City’s Design Guidelines, as applicable, will be applied to new development proposals.

4. Industrial (I)

a. Purpose and Intent

To provide for industrial uses in the Modesto Urban Area. This designation provides for the full range of industrial uses, including but not limited to manufacturing, food processing, trucking, packing, and recycling, as well as those enterprises which may want to combine office and production aspects of their business in the same complex.

b. Location Criteria

Industrial land uses in Modesto are generally located within larger tracts of land oriented towards Freeway 99 and or one of the three railroads serving the Urban Area.

c. Land Use Intensity

The guiding intensity is 0.50 square feet of building per square foot of gross area on an area-wide basis. The City's Design Guidelines, as applicable, will be applied to new development proposals.

5. Downtown (DT)

a. Purpose and Intent

Downtown Modesto is the focal point of community life and the social, cultural, business, governmental and entertainment center of the northern San Joaquin Valley. This vision will be achieved through partnerships between private enterprise and government agencies. The City shall take the lead through strategic investments in public infrastructure and by recruiting and assisting with new private investment.

Housing will be an integral part of Downtown Modesto, to be complemented by and stimulated by ~~creation of~~ a safe and attractive, tree-lined environment. Modern transportation systems shall provide convenient transportation to and within the Downtown Area. Vertical mixed-use development is allowed, and is encouraged by the Downtown Form-Based code.

b. Location Criteria

The Downtown designation shall be applied within the original downtown grid / City center and limited surrounding areas. The Land Use Diagram (Exhibit III-1) indicates the boundaries of this area.

c. Land Use Intensity

Residential and non-residential development shall occur based on the standards, regulations and criteria contained within the City of Modesto's Form-Based Zoning Code(s) and/or other zoning code regulations that apply within the Downtown District. The applicable Floor Area Ratio is between 1.0 and 14.0.

6. Village Residential (VR)

a. Purpose and Intent

To provide for the development of urban "villages." Villages are to be comprised of mixed-use, compact, pedestrian- and transit-oriented development that is intended to accommodate a variety of residential product types, such as detached houses on small lots, multi-family housing and senior housing, in addition to village-serving non-residential uses. Section III-C.3 provides the overall guidance for policy implementation of the Village Residential Designation. Villages should be comprehensively planned using the Specific Plan process presented in Section III-D.

b. Location Criteria

This designation may be applied to areas throughout the Planned Urbanizing Area, as shown in Figure II-1. As areas designated VR are entitled, annexed and developed, the General Plan land use designation should be changed to R, Residential.

c. Land Use Intensity

Section III-C.3 provides the overall guidance for policy implementation of the Village Residential Designation. The Comprehensive Planning Districts (CPDs) presented in Section III-D contain the actual land use mix and intensities for each CPD Village.

Residential: The residential density within a Comprehensive Planning District is typically 6.6 dwelling units per gross acre for the entire district, although the density can range up to 7.5 dwelling units per gross acre without requiring a General Plan Amendment. Small-lot single-family residential development is encouraged, subject to applicable zoning regulations, design guidelines and General Plan criteria. Consistent with the Housing Element, at least 15 percent of the residentially-designated land area shall be reserved for multi-family development at a minimum density of 22.0 dwelling units per acre. The maximum multi-family residential density is 29.0 dwelling units per acre.

Commercial: Approximately four (4) percent of land designated Village Residential shall be devoted to commercial uses, with a guiding intensity of 0.35 square feet of building per square foot of gross area of the site.

7. Rural Residential (RR)**a. Purpose and Intent**

Rural Residential areas acknowledge the region's agricultural heritage by allowing limited small-scale farming and ranching on lots that are very large by urban standards. Residences are single-family detached dwellings.

b. Location Criteria

The Rural Residential land use designation is located on the outermost edge of the city. Rural Residential areas need not be served by transit or wide roads, because the development density is very low.

c. Land Use Intensity

The average lot size should be five (5) acres over the entire area. The guiding intensity is one (1) dwelling unit per five (5) acres.

8. Business Commercial Residential (BCR)

a. Purpose and Intent

To provide for a combination of land uses, including Business Park, Commercial, and Residential, in close proximity in order to reduce vehicle trips. This designation is intended to accommodate employment-intensive uses, and medium-high-density residential uses, with a variety of goods and services readily available. The desired result is compact and walkable development that integrates a mix of land uses such that opportunities to live near employment, shopping and service centers are created.

b. Location Criteria

This designation may be applied to areas within the Planned Urbanizing Area, as shown in Figure II-1, at locations that have adequate access to regional traffic routes and transit corridors. This designation is intended for those areas where the combination of land uses would be appropriate and compatible with neighboring uses.

c. Land Use Intensity

The land use mix should be a minimum of 50 percent and maximum of 75 percent of gross acreage devoted to business park uses; a minimum of 20 percent and a maximum of 45 percent of gross acreage to be devoted to residential uses; and, a minimum of 5 percent and a maximum of 15 percent of gross acreage devoted to commercial uses. Vertical mixed-use development is also encouraged.

For residential uses, the minimum and maximum densities should be 10 and 30 dwelling units per gross acre, respectively. For non-residential uses, the guiding intensity is approximately 1.0 square foot of building area per square foot of gross acreage.



Example photos to illustrate BCR development concept

9. Regional Commercial (RC)

a. Purpose and Intent

To provide for large-scale commercial areas and regional retail Commercial uses serving the needs of the entire region. Regional Commercial uses serve a much larger population by providing commercial activities not needed on a regular basis. Their location is primarily determined by major transportation routes which allow easy access by both consumers and suppliers.

b. Location Criteria

This designation ~~is may be applied in areas of the Planned Urbanizing Area anywhere within the Modesto Urban Area General Plan area that are is~~ located with adequate access to regional traffic routes and transit corridors.

c. Land Use Intensity

The land use intensity is a maximum Floor Area Ratio of 0.35 square feet of building area per square foot of gross area of the site.

10. Business Park (BP)

a. Purpose and Intent

To provide for areas of light industrial and employment-intensive uses, and to produce an environment conducive to industries and employers seeking an aesthetically attractive “campus-like” setting. Regional Commercial uses are also permitted in Business Parks.

b. Location Criteria

This designation may be applied ~~throughout the Planned Urbanizing Area in areas~~ anywhere within the Modesto Urban Area General Plan area that has adequate access to regional traffic routes and transit corridors.

c. Land Use Intensity

Business Parks should have a campus-like setting, with a guiding intensity of 0.40 square feet of building area per square foot of gross area of the site.

11. Open Space (OS)

a. Purpose and Intent

To provide for regional recreational open space (active and passive) along the Tuolumne River, Stanislaus River, and Dry Creek. Community and neighborhood parks and other

smaller open space areas can be accommodated within any Land Use Designation. In the Open Space designation, planned land uses shall include low-impact recreational facilities, public ownership, low-density residential, and agriculture. New development within areas designated Open Space shall be designed to not detract from habitat value or passive recreational uses, nor increase flood potential.

b. Location Criteria

This designation is applied along the Tuolumne and Stanislaus Rivers and Dry Creek.

c. Land Use Intensity

For residential uses in the Open Space designation, the density shall not exceed one (1) dwelling unit per ten (10) acres.

12. Agriculture (AG)

a. Purpose and Intent

To provide for Agricultural and related uses. Within this designation, planned land uses may include low-intensity passive recreational trails, public ownership, limited residential, agriculture and open space. It is not the City's intention to abate existing development within the areas designated Agriculture, which may become legal and non-conforming.

b. Location Criteria

This designation is applied within the Kiernan / Carver North and Beckwith / Dakota CPDs.

c. Land Use Intensity

For residential uses in the Agriculture designation the density shall not exceed one (1) dwelling unit per ten (10) acres.

13. Salida Community Plan (SCP)

a. Purpose and Intent

If the Salida Comprehensive Planning District is annexed to the City of Modesto, the City does not propose to change any land use directions from those established by Stanislaus County. Therefore, the Salida Community Plan, as adopted by Stanislaus County, will continue to guide growth and development for this area, even upon annexation to the City.

b. Location Criteria

This designation is applied only in the Salida Comprehensive Planning District, as shown in Exhibit III-1. These are precisely the same boundaries as for the Salida Community Plan adopted by Stanislaus County as of January 1, 1995.

c. Land Use Intensity

The Stanislaus County General Plan, in effect as of January 1, 1995, contained ten Land Use Designations to guide development within the Salida Community Plan. School sites were also designated in the Community Plan. These Land Use Designations are described in detail in the “Salida Comprehensive Planning District,” presented in Section III-D.

C. LAND USE GOALS AND POLICIES

The Land Use Designations presented above are supplemented by Land Use goals and policies, which are presented in this section and categorized below. The following goals and policies are intended to achieve these objectives: smart growth and sustainable development, reduced per capita vehicle miles travelled and improved air quality, and maximized efficiencies of infrastructure systems and delivery of services.

1. Overall Land Use Policies

Goal III.A

Zoning Consistency. Work toward maintaining and enhancing consistency between the General Plan (land use designations and policies) and zoning.

Policy III.A.1

Parcel-Specific Zoning. Notwithstanding Government Code Section 65803, zoning within the incorporated City limits should be, and generally is, consistent with the General Plan Land Use Designations as presented in the Land Use Diagram. However, because these designations are broad in nature, there may be minor instances in which the existing zoning for a particular property is not consistent with the Land Use Designation for the property. These situations are still considered as being consistent with the overall goals and policies of the General Plan, and development on these properties may occur consistent with the property’s zoning.

Policy III.A.2

Rezoning. Rezoning should also be consistent with the General Plan Land Use Designations. However, rezonings involving less than five (5) acres may occur even if they are not consistent with the Land Use Designation for the property, as long as the rezoning can be found consistent with the Land Use goals and policies of the General Plan. Rezoning of greater than five (5) acres that are inconsistent with the Land Use Designation for the property will require a General Plan Amendment.

Goal III.B

Quality of Life. Maintain and improve the integrity of the existing developed City, and promote complete, sustainable, compatible and high-quality development – for living, working, shopping and recreation – across the entire city.

Policy III.B.1

Infill Incentives. Facilitate infill development through active leadership and strategic provision of infrastructure and services, and supporting land uses. The City should provide incentives for infill development, redevelopment and growth in existing urbanized areas to enhance community character, optimize infrastructure investments, support increased transit use, promote non-motorized transportation, increase housing diversity and enhance commercial viability. Fee programs should be structured so that infill development is “priced” according to its relative infrastructure efficiencies and the community-wide benefits to be achieved.

Policy III.B.2

Existing City. To maximize economic and social benefits, and resource efficiencies, new development should be prioritized and focused within the existing City limits. This will strengthen existing neighborhoods and maximize efficiencies of utility and infrastructure systems. New development should be accessible via all modes of transportation, both motorized and non-motorized, with an emphasis on availability of public services.

Policy III.B.3

Property Maintenance. Encourage owners of visually unattractive or poorly-maintained properties to upgrade existing deficiencies, whether related to structures, outdoor storage / activities, and/or any other maintenance issues, in order to improve their visual quality.

2. Neighborhoods

The City of Modesto will promote and facilitate a fabric of complete, cohesive, pedestrian-friendly and family-oriented neighborhoods across the entire City. New neighborhoods are to be integrated with existing neighborhoods, through contextual design consideration, compact development patterns and application of Neighborhood Compatibility Guidelines and other applicable development guidelines.

Goal III.C

Neighborhoods. Neighborhoods should be complete, compact and sustainable so that housing, jobs, shopping and transit access are within easy walking distance of each other. Neighborhoods should include a mix of compatible land uses within close proximity, contain a diversity of housing types to accommodate a wide range of economic levels and age groups, and have a center focus that combines commercial, civic, cultural, and recreational uses in order to facilitate high-quality living environments.

Policy III.C.1

Complete Neighborhoods. Complete neighborhoods promote livability, sustainability and safety for all residents. Modesto’s neighborhoods should contain: a mix of housing types including affordable and market-rate; a range of services and facilities such as schools, parks, retail, services & civic facilities; transit access within ½-mile of all dwelling units; and, complete streets with tree canopy cover that accommodate both motorized and non-motorized mobility.

Policy III.C.2

Protect Established Neighborhoods. Preserve, protect, and enhance established neighborhoods by providing sensitive transitions between these neighborhoods and adjoining areas, and by requiring new development – both private and public – to respect and respond to those existing physical characteristics, buildings, streetscapes, open spaces, and urban form that contribute to the overall character and livability of the neighborhood.

Complete Neighborhoods

Complete Neighborhoods promote livability and safety for residents of all ages, incomes and cultural backgrounds. Characteristics of complete neighborhoods include the following:

- A mix of housing types affordable to all income levels
- At least one vibrant commercial or civic activity area that provides neighborhood identity
- Services and facilities including schools, parks, cafes & other public spaces
- Substantial tree canopy & general landscaping, combined with lighting enhance safety
- An interconnected street network with short blocks and very few cul-de-sacs
- Convenient access to public transportation and high-quality bicycle & pedestrian facilities

Policy III.C.3

Neighborhood Shopping Centers. A neighborhood shopping center, preferably located at the intersection of two arterial streets, ~~and containing 60,000-100,000 square feet of gross leasable space,~~ should be located in each neighborhood.

Policy III.C.4

Diverse Centers. Encourage development of local, citywide and regional mixed-use centers that address different community needs and market sectors, and that compliment and are well-integrated with surrounding neighborhoods.

Policy III.C.5

New Neighborhood Core. All parts of new neighborhoods should be within ½-mile of a central gathering place that is located on a collector street or minor arterial and that includes public space, shopping areas, transit access, and community-supportive facilities and services.

Policy III.C.6

Traditional Grid and Pedestrian Safety. Require all new neighborhoods to be designed with traditional grid block sizes ranging from 300 to 400 feet in length. Sidewalks should be separated from the curb with a minimum eight-foot (8') landscaped parkway. Context-appropriate traffic-calming improvements, such as traffic circles and bulbouts at intersections, should be constructed.

Policy III.C.7

Connections to Transit. Require new neighborhoods to include transit stops that connect to and support a citywide transit system, and that are within a ½-mile walking distance of all dwelling units.

Policy III.C.8

Neighborhood Schools. Neighborhoods should contain sufficient K-12 schools necessary to serve them. Schools should be located on Collector streets, preferably at or near the intersection of two Collector streets. Neighborhood parks (see Chapter VI for parks standards) should be located adjacent to school sites. New schools and parks should be surrounded by streets on all sides wherever possible to encourage access by walking and bicycling.

Policy III.C.9

Senior Housing Development. Encourage the development of senior housing in neighborhoods that are accessible to public transit, commercial services, and health & community facilities.

Policy III.C.10

Neighborhood Open Space. Neighborhoods should contain an ample supply of specialized open space in the form of squares, greens and parks, whose frequent use is encouraged through placement and design. Linkages should be provided between recreational facilities and surrounding neighborhoods.

Policy III.C.11

Development Guidelines. Neighborhood Compatibility Guidelines, Multi-Family Residential Design Guidelines, Guidelines for Small-Lot Single-Family Residential Developments, and other adopted development guidelines, shall be applied as appropriate to new construction, additions to existing structures, replacement of existing buildings / land uses, and other neighborhood improvements. New residential development should include a range of lot sizes, varied setbacks, be oriented to the street (e.g. entry, windows) and locate garages to the rear of the lot.

Policy III.C.12

Transitions in Scale. Require that the scale and massing of new development in higher-density centers and corridors provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods.

3. Major Transportation Corridors

This General Plan acknowledges the “land use-transportation connection” by providing direction with regard to both public and private investment along major transportation corridors. Future corridor studies will provide detailed guidance for site design, land use mix, and development intensity, in addition to transportation options and “Complete Streets.”

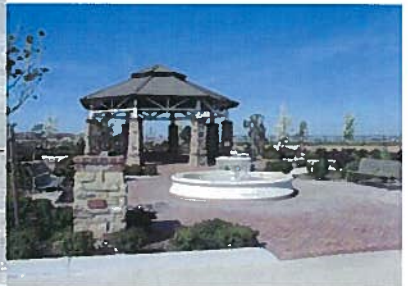
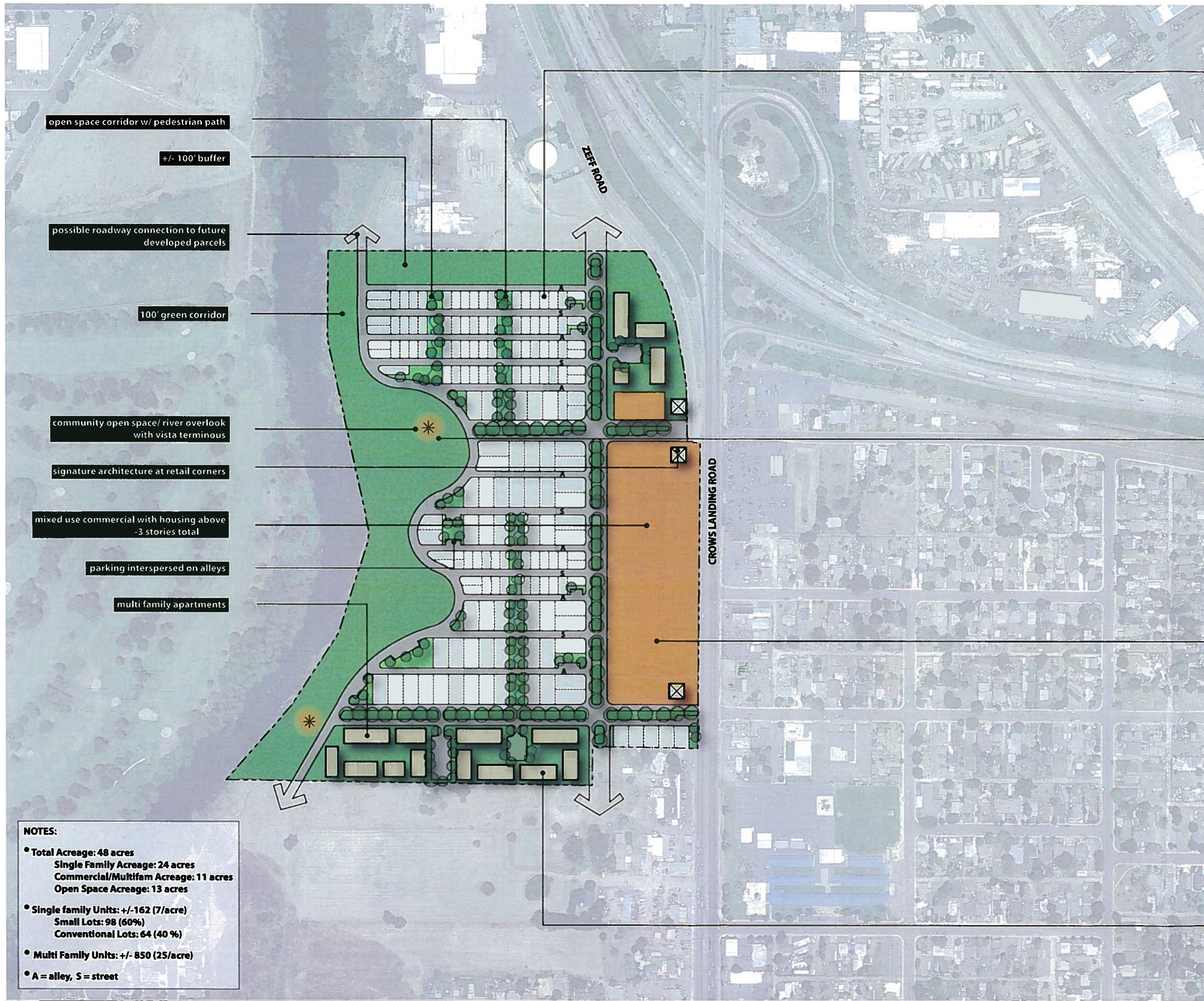
Goal III.D

Corridor Studies. Facilitate Corridor Studies to guide infill development, and re-use / recycling of existing development, along major transportation corridors. Such development will balance vehicular circulation and access against all other travel modes – both motorized and non-motorized. Development along major transportation corridors should mix land uses effectively so that housing, retail and service needs are combined with pedestrian-friendly facilities & gathering places.

Policy III.D.1

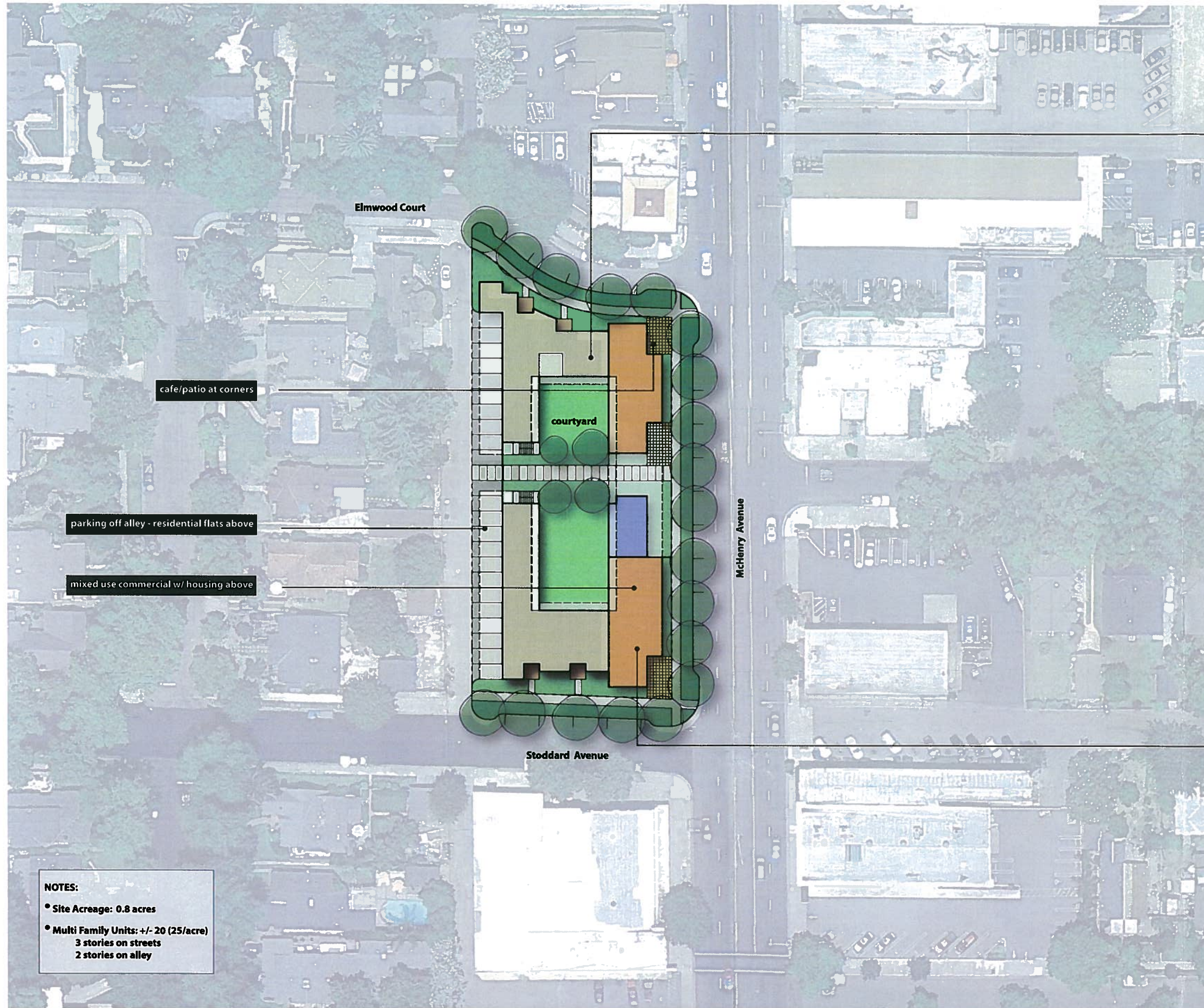
Study Corridors. The following “Major Transportation Corridors” have been identified as the best candidates for reinvestment, based in part on the connectivity they provide between downtown and other parts of the City / surrounding region:

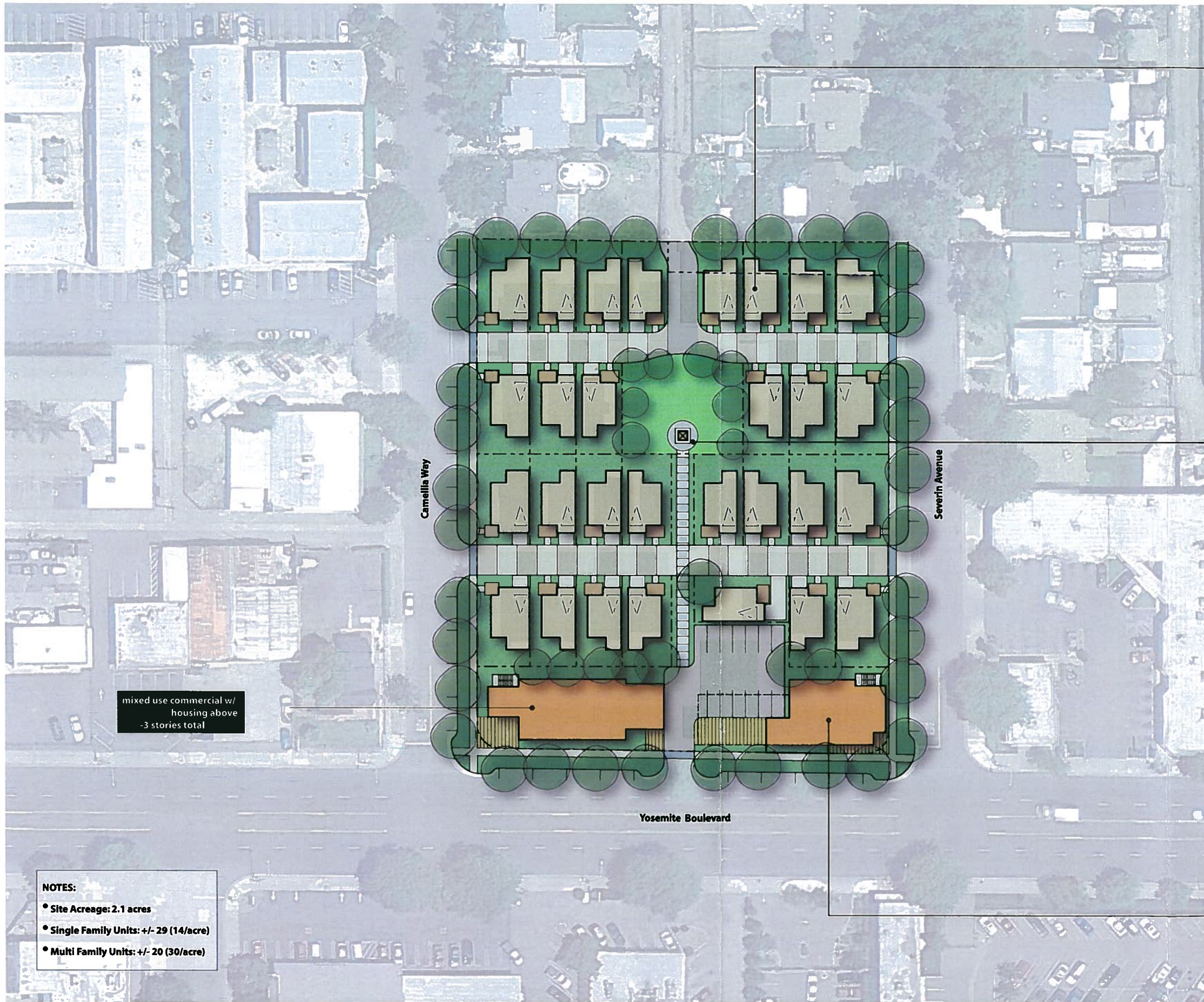
- i. McHenry Avenue / SR108;
- ii. Yosemite Avenue / SR132;
- iii. Crows Landing Road;
- iv. Paradise Road;
- v. Maze Boulevard;
- vi. N. Ninth Street; and,
- vii. other corridor(s) as needed.



NOTES:

- Total Acreage: 48 acres
 Single Family Acreage: 24 acres
 Commercial/Multifam Acreage: 11 acres
 Open Space Acreage: 13 acres
- Single family Units: +/- 162 (7/acre)
 Small Lots: 98 (60%)
 Conventional Lots: 64 (40%)
- Multi Family Units: +/- 850 (25/acre)
- A = alley, S = street





- NOTES:**
- Site Acreage: 2.1 acres
 - Single Family Units: +/- 29 (14/acre)
 - Multi Family Units: +/- 20 (30/acre)



Policy III.D.2

Corridor Study Topics. Corridor Studies should address the following:

- i. Transportation mode priority (includes transit, bicycle and pedestrian);
- ii. Street cross-section;
- iii. Land use designations;
- iv. Development standards;
- v. Design guidelines;
- vi. Streetscape;
- vii. Pedestrian safety; and,
- viii. other considerations as applicable.

Policy III.D.3

Corridor Zoning. The City shall revise zoning regulations as needed to achieve General Plan land use objectives for corridor development.

Goal III.E

Corridor Development. Development along major transportation corridors that occurs pursuant to an adopted corridor study shall be compact, mixed-use, transit- / bicycle- / pedestrian-friendly, and scaled appropriately to match the context and transition to existing nearby neighborhoods.

Policy III.E.1

Transit Oriented Development. Higher-density, transit-oriented, mixed-use development (TOD) along major transportation corridors should be located near significant intersections and public transportation facilities. Development density along major transportation corridors should increase with proximity to transit stops and decrease with distance from transit stops in order to encourage increased transit ridership. Specific thresholds, standards and guidelines for TOD and other development types will be established in the applicable corridor study documentation.

Policy III.E.2

Corridor Mixed-Use Infill. Promote mixed-use infill development along major transportation corridors through the use of corridor studies, zoning, flexible development standards, density bonuses and other development incentives. Such development should generally be located along the back of sidewalk, and oriented to frame the street, while incorporating public plazas and pedestrian amenities that will create people-oriented centers for living, working and gathering.

Policy III.E.3

Corridor Residential Infill. Encourage high-quality, compact, multi-story residential infill development along major transportation corridors, through design criteria contained within applicable corridor study documentation. Parking requirements should be minimized where appropriate. Compatibility with form and function of nearby existing neighborhoods shall be maintained through application of applicable design guidelines.

Policy III.E.4

Corridor Study Implementation. Corridor studies may include a form-based code component to guide subsequent development, in order to provide clear and consistent development standards. Other potential implementation mechanisms include, and are not limited to, mixed-use and/or overlay zoning, specific plans, and design guidelines.

Policy III.E.5

Corridor Features. Promote the transformation of major transportation corridors, via formal corridor studies, into boulevards that are attractive, comfortable, and safe for pedestrians by incorporating the following design features:

- i. Wide sidewalks to accommodate pedestrian traffic, amenities and landscaping;
- ii. On-street parking between sidewalks and travel lanes;
- iii. Few curb cuts and driveways;
- iv. Enhanced pedestrian street crossings;
- v. Compatible interface / relationship with adjacent existing residential neighborhoods;
- vi. Buildings located at the back of sidewalk;
- vii. Building entrances oriented to the street;
- viii. Transparent ground floor frontage;
- ix. Street trees and furnishings; and,
- x. Pedestrian-scale lighting and signage.

The following exhibits reflect development concepts that include some of these features. These design concepts, while shown within the context of existing development, are not intended in any way to dictate or restrict development options or alternatives that would otherwise be consistent with this General Plan and applicable zoning regulations.

4. Downtown

The City of Modesto will continue to focus on Downtown as the cultural, social, business and activity center of Modesto. Implementation of the City's Downtown Form-Based zoning code will assist in facilitating progress toward meeting the policy objectives reflected below.

Goal III.F

Downtown Focus. Downtown Modesto is a high-priority area for both public and private investment. Therefore, the City will prioritize and focus infrastructure investments here. Downtown should become a more urban, higher-density, mixed-use, pedestrian-oriented, economically vibrant, innovative center for living, working, socializing and recreating.

Policy III.F.1

Density and Mix. Implement higher density, mixed-use development to create a balanced, vibrant downtown and active neighborhood centers.

Policy III.F.2

Downtown Housing. Develop a variety of housing types in the Downtown Area should include a variety of unit types and densities to act as a catalyst for other types of development.

Policy III.F.3

Public Spaces. Enhance the visual appeal of Modesto's public spaces by upgrading existing parks, plazas, and streets, and by creating new parks and plazas.

Policy III.F.4

Sense of Place. Develop historic 10th and I Streets as attractive, pedestrian-oriented streets.

Policy III.F.5

Downtown Development. Higher-density, transit-oriented, mixed-use development (TOD) within the Downtown area should be strategically located near the most significant intersections and public transportation facilities such as the bus depot and passenger rail station. TOD should be designed and oriented toward these and any other major transportation facilities, as they are among the most important building blocks for Downtown Modesto's future.

Policy III.F.6

Downtown Accessibility. Develop a context-sensitive circulation system that facilitates pedestrians, bicycles, and transit, and that accommodates automobiles.

Policy III.F.7

Passenger Rail. Support development of a downtown passenger rail station, and its connectivity to other transportation modes, to act as a catalyst for intensified mixed-use development within the downtown area.

Policy III.F.8

Cultural Facilities. Continue to support existing cultural facilities Downtown, and encourage the development of additional facilities that promote the City as the regional and historic center for meeting and gathering.

Policy III.F.9

Building Height Transitions. The City shall maintain height standards for Downtown and adjoining transition areas consistent with the General Plan vision for a higher-density Downtown and sensitive transitions to surrounding neighborhoods.

5. Commercial / Retail Centers

This General Plan will guide design and development of new shopping centers, and will also be applied to re-development of existing retail and commercial centers. Retail activity should be accessible by all transportation modes, particularly for non-motorized modes, and is intended to be designed consistent with applicable zoning regulations and development guidelines.

Goal III.G

Connectivity and Centers. Commercial development should strengthen the vehicular, pedestrian and visual connections between shopping centers and their surrounding neighborhoods, and between neighboring retail sites, through physical improvements, public transit and coordinated land use and transportation planning.

Policy III.G.1

Making Shopping Centers More Pedestrian Friendly. Support the transformation of auto-oriented shopping centers currently characterized by retail strips surrounded by large surface parking lots into pedestrian- and bicycle-friendly places. Retail activity and shopping in general should be designed for pedestrian, bicyclist and transit user safety and convenience. Wide sidewalks, crosswalks, clear and well-lit storefront windows, varied building facades, awnings, street furniture, public art, extensive landscaping and pedestrian-scaled signage are among the design components to be considered.

Policy III.G.2

Building Orientation. For new shopping center development, and for rehabilitation of older shopping centers where feasible, buildings should be located at the “front” of the site (at or near the back of sidewalk) while parking areas should be located at the “back” of the site, behind the buildings.

Policy III.G.3

Commercial Design. New and renovated shopping center development shall incorporate high-quality design features, including the following:

- Highly-interconnected streets and walkable blocks connected to transit facilities
- Buildings sited around common plazas, courtyards, walkways and open spaces
- Extensive on-site landscaping that emphasizes special features such as entryways and screened parking / loading / service areas
- A thoughtful and well-executed signage program for business identification and way-finding
- Attractive landscaping and lighting to promote pedestrian activity
- Clearly-marked driveways, pedestrian routes and building entries that minimize potential conflicts among trucks, autos, bicycles and pedestrians

Policy III.G.4

Commercial Development Guidelines. Neighborhood Compatibility Guidelines, Design Guidelines for Commercial & Industrial Development, and other applicable development guidelines, shall be applied as appropriate to new construction, additions to existing structures, replacement of existing buildings / land uses, and other commercial development activity.

6. Employment Centers

The following goals and policies are to guide design and development of new business park, industrial and office development (employment centers), and will also be applied to re-development of employment centers. Employment centers should improve the City’s economy by decreasing the local unemployment rate and increasing the amount of money circulating through the local economy. Therefore, the City will monitor the availability of land area for new employment centers in order to ensure a balanced supply of available land. Employment centers should be easily accessible by all transportation modes, and shall be designed consistent with applicable zoning regulations and design guidelines.

Goal III.H.

Employment Centers. Encourage employment-intensive uses, such as medical and professional offices, light industry, research and skill training, in appropriate areas as designated by the General Plan and zoning map. Business parks and other employment centers should be located near, and/or with convenient access to, major transportation facilities so that they are accessible by all modes of transportation.

Policy III.H.1

Priority Areas. Besides Downtown, the Kiernan Business Park (KBP) area is the highest priority for employment center development. KBP will develop further as a more distinctive and attractive business park / office park that caters to medical, professional, technological and similar businesses in a campus-like setting.

Policy III.H.2

Employment Center Design. New and renovated employment center development should be designed to accommodate safe and convenient walking, biking and transit use, and provide a high-quality campus-like environment, characterized by the following:

- Highly-interconnected streets and walkable blocks
- Buildings sited around common plazas, courtyards, walkways and open spaces
- Extensive on-site landscaping that emphasizes special features such as entryways and screened parking / loading / service areas
- A thoughtful and well-executed signage program for business identification and way-finding
- Attractive landscaping and lighting to promote pedestrian activity
- Clearly-marked driveways, pedestrian routes and building entries that minimize potential conflicts among trucks, autos, bicycles and pedestrians

Policy III.H.3

Employment Center Guidelines. Design Guidelines for Commercial & Industrial Development, and other applicable development guidelines, shall be applied as appropriate to new construction, additions to existing structures, replacement of existing buildings / land uses, and other employment center development.

Policy III.H.4

Accessory Support Uses. Require new employment centers and other industrial development to incorporate such accessory uses as public open space, transit facilities, child-care facilities, health clubs, professional offices and non-office retail uses based on the size and location of the development.

Goal III.I

Industrial Development. Maintain industrial areas that provide for manufacturing, storage and distribution that are attractive, compatible with any nearby non-industrial uses, and that are well-maintained.

Policy III.I.1

Industrial Design. New and renovated industrial development shall incorporate high-quality design features, including the following:

- Extensive on-site landscaping and buffers
- Visual screening of areas used for outdoor storage, processing and/or other industrial operations
- Consistent architectural treatment of building elevations and consistent signage
- Control of operations regarding lighting, noise, odors, vibrations, hazardous / toxic materials, heavy equipment / truck access and any other environmental considerations that may affect nearby properties

Policy III.I.2

Industrial Guidelines. Design Guidelines for Commercial & Industrial Development, and other applicable development guidelines, shall be applied as appropriate to new construction, additions to existing structures, replacement of existing buildings / land uses, and other industrial development.

D. COMPREHENSIVE PLANNING DISTRICTS

Each of the Comprehensive Planning Districts delineated on the Land Use Diagram (Figure III-1) are further described in this Section. All Comprehensive Plans and Specific Plans adopted to implement a given Comprehensive Planning District shall include a text narrative and a map or diagram, conforming to the requirements of the relevant Comprehensive Planning District. This section presents policies that apply within all Comprehensive Planning Districts, followed by detailed policy narratives focusing on the unique character of each Comprehensive Planning District presented on Figure III-1.

1. Principal Comprehensive Planning District Policies

The following Principal Comprehensive Planning District (**CPD**) policies apply to all **CPDs**, regardless of whether they are located in the Baseline Developed Area or the Planned Urbanizing Area.

Policy III.J.1

CPD Implementation. Specific Plans, as defined in Chapter VIII, **should** be used for the implementation of the Comprehensive Planning Districts presented in Figure III-1.

Policy III.J.2

CPD Property Owners. Since each Comprehensive Planning District contains a number of properties, unified direction from affected property owners should be encouraged, particularly for privately-initiated applications. In the case of disparate or unknown development intentions, the City may proactively seek consensus from affected property owners.

Policy III.J.3

CPD Specific Plans. The Specific Plan(s) within each Comprehensive Planning District **should** ~~establish clear and comprehensive implementation tools and~~ shall follow the policies and procedures as outlined in the City of Modesto's Specific Plan Procedures and Preparation Guide, which identifies all subsequent land use approvals required to be consistent with the Comprehensive Plan.

Policy III.J.4

Specific Plan Financing. Each Specific Plan **should** be accompanied by a long-range financing strategy that provides reasonable estimates of the costs of on- and off-site infrastructure to support the proposed development pattern. The strategy should generally address public facility funding for any development project that serves to implement the subject Specific Plan. If new public facilities are required that will also serve the broader community, the Specific Plan should include options for broad-based funding mechanisms.

Policy III.J.5

Specific Plan-CPD Relationship. More than one Specific Plan may be processed within a given Comprehensive Planning District (CPD), as long as the remaining area within the CPD can still comply with the General Plan policies presented in this chapter. Conversely, a Specific Plan can be used to implement more than one **CPD**, when those districts are adjoining. A CPD may consist of more than one Specific Plan provided that the Specific Plans are consistent, compatible, and complement one another. **This is** particularly **important for issues** related to, but not limited to, land use **plans**, circulation plans and the Specific Plans' financing sections (**which must be** correlated to provide for adequate infrastructure throughout the **CPD**). If Specific Plans are adopted at different

times within a CPD, the first Specific Plan shall include an infrastructure plan addressing the entire CPD.

Policy III.J.6

CPD Policies Apply. All policy requirements presented in the individual Comprehensive Planning District (CPD) narratives (Exhibits III-2 through III-23), should be applied as indicated in each individual CPD narrative.

Policy III.J.7

Developer Responsibility. Each Specific Plan or Comprehensive Planning District should address the need to provide sanitary sewer service, consistent with the Sanitary Sewer Diagram presented in Chapter VI. Similarly, domestic potable water service provision and stormwater collection, retention and discharge facilities should also be addressed in the Specific Plan, along with any/all other utilities and infrastructure. Construction of these infrastructure system improvements, and any others associated with development described in the Specific Plan, are the financial responsibility of the project applicant / developer.

2. Adoption of Comprehensive Planning Districts

On the following pages, 22 Comprehensive Planning Districts (CPDs) are hereby adopted as Exhibits III-2 through III-23 inclusive. Brief descriptions of these CPDs are summarized in Exhibit III-1. The order presented does not imply the order in which each Comprehensive Plan should be processed. To the contrary, no phasing or sequencing of development is intended through the CPD process, as long as each Specific Plan conforms to the requirements of its respective CPD.

Note: Exhibits III-2 through III-23 are not yet included within this draft GPA documentation.

Exhibit III-1, Page 1 of 2: Comprehensive Planning Districts Summary

Exhibit No.	Comprehensive Planning District (CPD)	Land Use Designations within the CPD	Acreage	Dwelling Units	Jobs
BASELINE DEVELOPED AREA					
	Redevelopment Planned Downtown Area (RPA D)	Residential, Commercial, Industrial	<u>710</u>	<u>3,000</u>	<u>50,000</u>
	Baseline Developed Area (excludes RPA D)	Residential, Commercial, Industrial, Mixed Use	<u>22,460</u>	126,160	<u>92,700</u>
Total Acreage, Dwelling Units, and Jobs in Baseline Developed Area subtotals			23,170	129,160	142,700
PLANNED URBANIZING AREA					
Inside Sphere of Influence					
III-3	Coffee/Claratina	Residential	140	1,080	---
		Regional Commercial	30	---	510
III-4	College West	Business Park	230	---	8,190
III-5	Dry Creek	Open Space	510	50	---
III-6	Empire North	Village Residential	220	1,370	150
III-7	Fairview	Village Residential	370	2,360	260
III-8	Hetch-Hetchy	Village Residential	<u>790</u>	<u>5,030</u>	<u>550</u>
		Regional Commercial	<u>170</u>	---	<u>3,270</u>
III-9	Highway 132	<u>Mixed Use</u>	<u>165</u>	<u>1,490</u>	<u>1,440</u>
		<u>Residential</u>	<u>35</u>	<u>230</u>	---
		<u>Rural Residential</u>	<u>460</u>	<u>90</u>	---
III-10	Johansen	Village Residential	600	3,810	420
III-11	Kiernan/Carver	Village Residential	<u>230</u>	<u>1,460</u>	<u>160</u>
		Regional Commercial	80	---	1,510
		Business Park	<u>530</u>	---	<u>18,585</u>
		<u>Business-Com-Res</u>	<u>500</u>	<u>3,000</u>	<u>11,440</u>
		<u>Mixed Use</u>	<u>40</u>	<u>360</u>	<u>350</u>
III-13	Kiernan/McHenry	Business Park	370	---	13,050
		Regional Commercial	100	---	1,990
III-14	North Beyer	Residential	130	960	---
		Mixed Use	30	280	270
		Village Residential	20	120	10
III-15	Paradise/Carpenter	Village Residential	<u>405</u>	<u>2,555</u>	<u>285</u>
		<u>Rural Residential</u>	<u>405</u>	<u>80</u>	---
III-16	Pelandale/McHenry	Residential	50	390	---
		Regional Commercial	30	---	660
III-17	Pelandale/Snyder	Village Residential	330	2,100	230
		Mixed Use	60	510	480
III-18	Roselle/Claribel	Village Residential	<u>1,250</u>	<u>7,940</u>	<u>870</u>
		Regional Commercial	<u>110</u>	---	<u>1,970</u>
		<u>Business-Com-Res</u>	<u>260</u>	<u>1,560</u>	<u>5,950</u>
III-21	Tuolumne River	Open Space	1,630	160	---

Exhibit III-1, Page 2 of 2: Comprehensive Planning Districts Summary

Exhibit No.	Comprehensive Planning District (CPD)	Land Use Designations within the CPD	Acreage	Dwelling Units	Jobs
PLANNED URBANIZING AREA					
Inside Sphere of Influence					
III-22	Village One	Village Residential	1,590	10,080	1,110
		Business Park	310	---	10,910
III-23	Whitmore/Carpenter	Village Residential	60	450	---
		Agriculture	630	60	60
Total Acreage, Dwelling Units, and Jobs in the Planned Urbanizing Area (Inside Sphere of Influence) subtotals			12,870	47,575	84,680
Outside Sphere of Influence					
III-2	Beckwith/Dakota	Business Park	690	---	24,150
		Regional Commercial	350	---	7,000
III-11	Kiernan/Carver	Business Park	230	---	8,050
III-12	Kiernan/Carver North	Business Park	160	---	5,740
		Agriculture	330	30	30
III-19	Salida	Salida Community Plan	4,472	(B)	(B)
III-20	Stanislaus River	Open Space	810	(B)	(B)
Total Acreage, Dwelling Units, and Jobs in the Planned Urbanizing Area (Outside Sphere of Influence) subtotals			6,810	30	36,920
GRAND TOTALS					
Total Acreage, Dwelling Units, and Jobs in the Baseline Developed Area and the Planned Urbanizing Area (Inside Sphere of Influence)			36,040	176,735	227,380
Total Acreage, Dwelling Units, and Jobs in the Baseline Developed Area, the Planned Urbanizing Area (Inside Sphere of Influence), and the Planned Urbanizing Area (Outside Sphere of Influence)			42,850	176,765	264,300

(A) Acreages, population estimates, and employment estimates rounded to the nearest 5 or 10.

(B) The Salida Community Plan and Stanislaus River Comprehensive Planning District are administered by Stanislaus County. The status of these plans is uncertain at this time.

Beckwith/Dakota Comprehensive Planning District alternatives:

<u>“Alternative A”</u>	<u>Beckwith/Dakota</u>	<u>Business Park</u>	<u>400</u>	<u>---</u>	<u>14,350</u>
		<u>Agriculture</u>	<u>640</u>	<u>65</u>	<u>65</u>
<u>“Alternative B”</u>	<u>Beckwith/Dakota</u>	<u>Business Park</u>	<u>620</u>	<u>---</u>	<u>22,240</u>
		<u>Agriculture</u>	<u>420</u>	<u>40</u>	<u>40</u>

“Alternative A” yields 65 more dwelling units, and 16,735 fewer jobs, than the existing land use designations.

“Alternative B” yields 40 more dwelling units, and 8,870 fewer jobs, than the existing land use designations.

Chapter V

Transportation

Introduction

Transportation is a system or means of transporting people or goods. Accessibility is the degree to which destinations and travel opportunities are available. Personal mobility is the ability of an individual to reach destinations. The type and quality of transportation available in Modesto is one of the major determinants of the direction of growth and the physical form of Modesto. **Modesto's** needs should be met through the implementation of transportation policies that foster safe, efficient, and cost-effective movement of people and the delivery of goods. Land use and transportation are inextricably connected. They must be coordinated so that future development and transportation services will be **complementary and contextually appropriate**.

The California Complete Streets Act (AB 1358) was signed into law in 2008. This law requires the general plan's circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways in a manner that is suitable to the context of the general plan and consider how appropriate accommodation varies depending upon its transportation and land use context.

The City's transportation system must accommodate aircraft, automobiles, transit vehicles, trucks, **passenger and freight trains**, bicycles, and pedestrians. Each mode has its own requirements, but mode and route choices by system users are generally made considering speed, efficiency, comfort, and safety. When transportation investment decisions are made, tradeoffs that encourage or promote one mode or route to the disadvantage of another mode or route should be evaluated in light of AB 1358 **and financial metrics**.

This chapter describes the **transportation** infrastructure needed to support the community described in Chapter III. This section presents, as required by Section 65302(b) of the Government Code, "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan [Chapter III of this General Plan]." The policies in this chapter provide guidance for conformance with Government Code Section 65400 et seq. (Administration of General Plans), particularly Section 65401 (Review of public works projects for conformity with the Plan) and Section 65402 (acquisition and disposal of real property).

A. Citywide Transportation Goals

GOAL V.A.

Provide meaningful transportation choices, increase non-automobile mode share, and facilitate complete streets. Provide transportation choices that are safe, reliable, effective, and economical for all users to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health. The transportation system will be robustly multi-modal, recognizing that adding capacity for automobiles is often the least cost-effective improvement.

Policy V.A.1

Gap Closures The City will identify gaps in the pedestrian and bicycle transportation systems and plan facilities to close those gaps.

Planning for complete streets begins by planning for pedestrian accessibility first and bicycle accessibility second, recognizing that travel by non-motorized modes takes more time and energy and is more sensitive to safety issues.

Policy V.A.2

Encourage Pedestrians and Bicycle Use Streets, pedestrian paths, and bike paths should contribute to a system of fully-connected routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees, and lighting, and by discouraging high-speed traffic.

Policy V.A.3

Transportation Improvement Program The City shall prepare and maintain a citywide transportation improvement program for all modes of travel, considering the development context when selecting which improvements should be included in the Capital Improvement Program.

Policy V.A.4

Capital Facilities Fee Program The City of Modesto shall update and maintain a Capital Facilities Fee program to contribute to multi-modal transportation improvement projects of local and regional significance.

Policy V.A.5

Mediating Mode Conflicts In the case of conflict between motorized and non-motorized transportation modes, roadway or right-of-way features may be added or altered to protect pedestrians and bicyclists, consistent with Urban Area General Plan goals.

Policy V.A.6

Level of Service and Mitigating Travel Demand The highest possible levels of service for all transportation modes (vehicle, transit, pedestrian, and bicycle) shall be maintained on City roadways, consistent with the financial resources reasonably available to the City and without unreasonably burdening property owners or developers with excessive roadway improvement costs. On roadways where the automobile LOS is expected to be level F, the City will consider mitigation measures other than road widening, such as the addition of bicycle lanes, improved pedestrian access, improved transit service, and the establishment of walkable development patterns to improve the quality of service for all travel modes.

TABLE V-XX: Automobile Level of Service for Signalized Intersections		
Level of Service	Description	Average Control Delay Per Vehicle
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	< 10.0
B	Operations with low delay occurring with good progression and/or short cycle length.	> 10.0 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55.0 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0

Policy V.A.7

Constrained Streets Many streets in the built city are constrained from further widening by existing adjacent development. Therefore, for street segments identified in **Table V-XX** and on **Figure V-XX**, right-of-way dedications in conjunction with new development or redevelopment will be limited to obtaining that necessary to close a gap in a) the number of vehicle lanes, b) bicycle lanes, c) sidewalk/curb/gutter, or d) be a feasible mitigation measure, that can't otherwise be achieved by means such as restriping within the existing right-of-way. Additional right of way may be needed at key arterial-arterial intersections to allow for turning lanes at these intersections, if appropriate for a particular location.

DRAFT



MODESTO
CALIFORNIA

GENERAL PLAN PROGRAM

Figure V-1
(Sheet 4 of x)

CONSTRAINED STREETS

LEGEND

— CONSTRAINED STREETS

REFERENCE POINTS

- GENERAL PLAN BOUNDARY
- RAILROADS
- RIVER

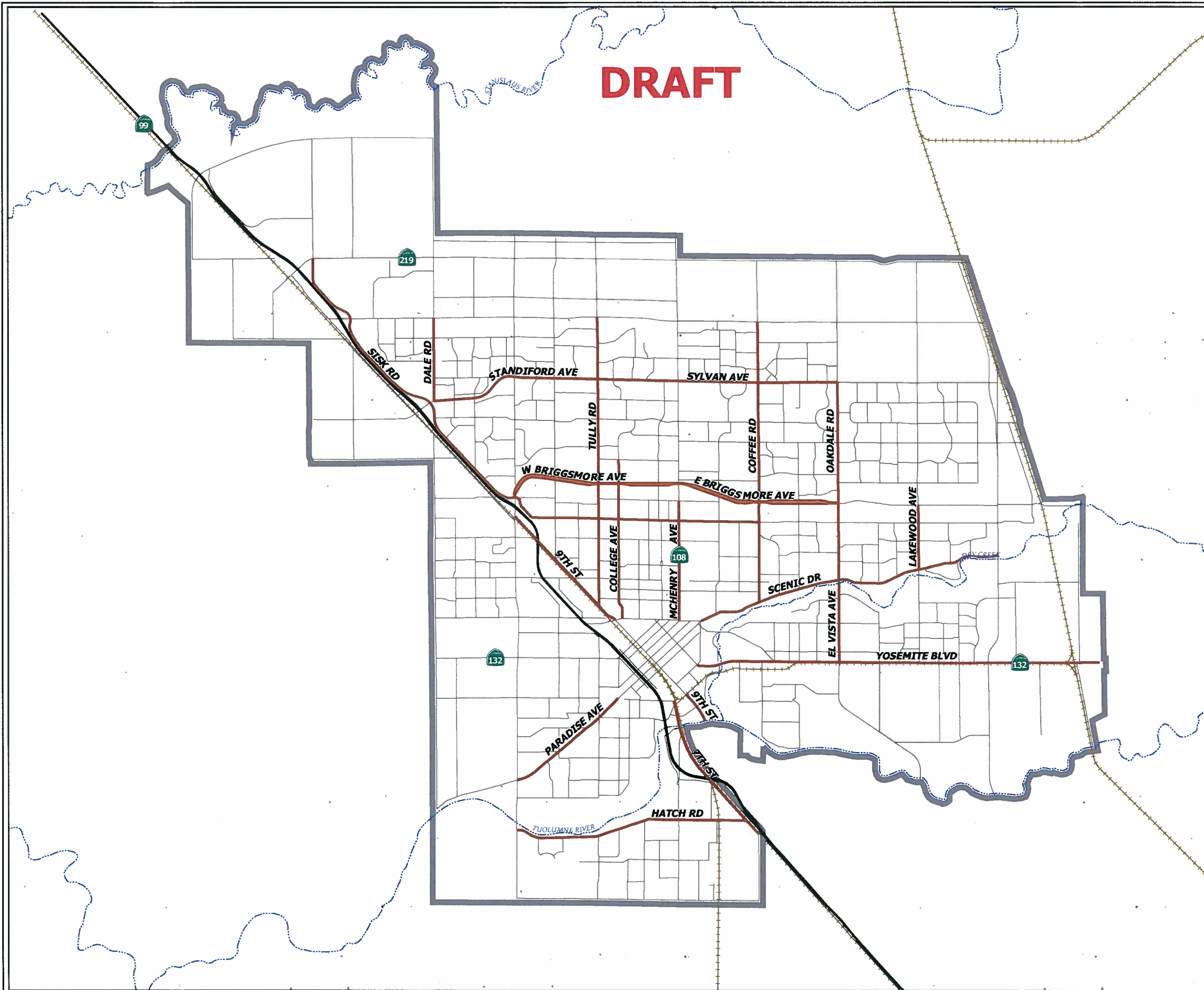


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Constrained Streets 5-22-13.pdf
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Constrained Streets	
Street	From-To
Briggsmore Avenue	Sisk Road to Oakdale Road
Coffee Road	Scenic Drive to Claratina Avenue
College Avenue	Needham Street to Bowen Avenue
Dale Road	Standiford Avenue to Pelandale Avenue
Hatch Road	Carpenter Road to 7 th Street/SR 99
Lakewood Avenue	Scenic Drive to Briggsmore Avenue
McHenry Avenue	Needham Street to Granger Avenue
Oakdale Road / El Vista Avenue	Sylvan Avenue to Yosemite Boulevard
Orangeburg Avenue	Evergreen Avenue to Coffee Road
Paradise Road	1st Street to Carpenter Road
Scenic Drive	Burney Street to Claus Road
Sisk Road	Briggsmore Avenue to Kiernan Avenue
Standiford Avenue / Sylvan Avenue	Dale Road to Oakdale Road
Tully Road	Pelandale Avenue to 9th Street
Yosemite Boulevard	D Street to general plan boundary
7th Street	N. Washington Street to Tuolumne River
All downtown streets	As shown on Figure V-XX

GOAL V.B

Reduce Trip Lengths and Vehicle Miles Traveled Reduce per capita automobile vehicle miles traveled and per capita number of automobile trips. To facilitate walking and to reduce automobile trip lengths blocks should be short and streets should frequently intersect.

Policy V.B.1

Street Grid Roadways and roadway connections should be designed to provide a grid street system featuring short blocks and frequent connections to collectors and arterials to improve connectivity and accessibility for all modes; increase route choice; better accommodate public transit services; and reduce trip lengths, traffic congestion, and pollution. To promote walking, blocks should generally be no more than 600 feet on a side and have alleys and walkways cut through them; blocks less than 400 feet in length may not have alleys and walkways. Cul-de-sacs are discouraged, but when they are deemed necessary cul-de-sacs should include pedestrian and bicycle connections to the greatest extent possible.

Policy V.B.2

Intersection Density Frequent multiple-leg intersections increase street connectivity and walkability, while reducing trip lengths. Intersection density will be used to measure the degree of walkability of an area where streets have not yet been laid out. A threshold of 140 intersections per square mile (at least three-way intersections), and not counting intersections that lead to cul-de-sacs, is the threshold of walkability: more intersections indicate the area is more walkable.

Policy V.B.3

Street or Alley Closures Any street or alley closures or abandonments will be evaluated for their impact on walkability and vehicle miles traveled.

GOAL V.C

Evaluating System Changes Modesto will consider revisions to the transportation system in a context-sensitive manner and evaluate the effects of new development and changes to the City's transportation infrastructure on all modes of travel (train, bus, car, bicycle, walking). Improvements will be made to the City's transportation model to reflect these needs.

Policy V.C.1

Areas of the City Defined Figure V-XX delineates the functional geographic areas (downtown, outside of downtown, new specific plans) of the city described below. For CEQA purposes, the following are Modesto's thresholds for performing traffic studies.

Downtown Area This area is exempt from automobile Level of Service standards and no traffic impact analysis will be required for new development.

Outside of Downtown Area. Within City Limits If a proposal is consistent with the Urban Area General Plan, no traffic impact analysis will be required. If a general plan amendment is needed, a traffic impact analysis may be required if the proposal would result in 100 or more peak hour trips greater than were assumed as part of the analysis for the Urban Area General Plan Master Environmental Impact Report, if determined to be necessary.

New Specific Plan Areas In new specific plan areas that are outside city limits, a traffic study may be required if project-related traffic, as measured in Average Daily Trips, is expected to be 10 percent or more greater than anticipated to result from the Urban Area General Plan land use designations. The purpose of such a study would be to determine the amount of feasible road and non-automobile-oriented mitigation associated with the project. Once a specific plan has been approved and the area annexed to the city, traffic study policies for areas outside of downtown apply.

Policy V.C.2

Traffic Study If required, a Comprehensive Traffic Study shall conform to the *Criteria for a Traffic Impact Study*. *Criteria* will be amended to reflect general plan direction and policies.

Policy V.C.3

Travel Mitigation Downtown Streets and roads in the downtown area are constrained (see Policy V.A.6). Transportation mitigation may be applied to projects in that area to facilitate non-automobile travel through means such as sidewalk widening and adding bicycle lanes and increasing transit service.

Policy V.C.4

Downtown Site Access Study If it is determined that a site access study is needed in the downtown area, that study shall evaluate movement conflicts across all modes (walking, bicycle, car, bus, train) with an emphasis on facilitating non-automobile travel.

A site access study considers how users of different travel modes arrive at and depart from (access) a particular site and evaluates the solutions to ensuring travelers can most safely and efficiently access that site. Site access studies often consider conflicts between modes and site entrances/exits.

Policy V.C.5

Travel Mitigation Outside of Downtown Outside of the downtown area, traffic circulation decisions shall consider and balance the effects of automobile traffic mitigation on non-automobile travel, particularly in areas where the city is attempting to improve conditions that support non-automobile travel.

Policy V.C.6

Prioritizing Transportation Investments Figure V-XX identifies areas of the city where multi-modal transportation investments will be actively and opportunistically pursued and areas of the city where multi-modal transportation investments will be pursued as opportunities arise. The City will strive to achieve quality of service, as depicted in Figure V-XX (FDOT Figure 1-2, 2009) for each non-automobile travel mode appropriate to the location in the City.

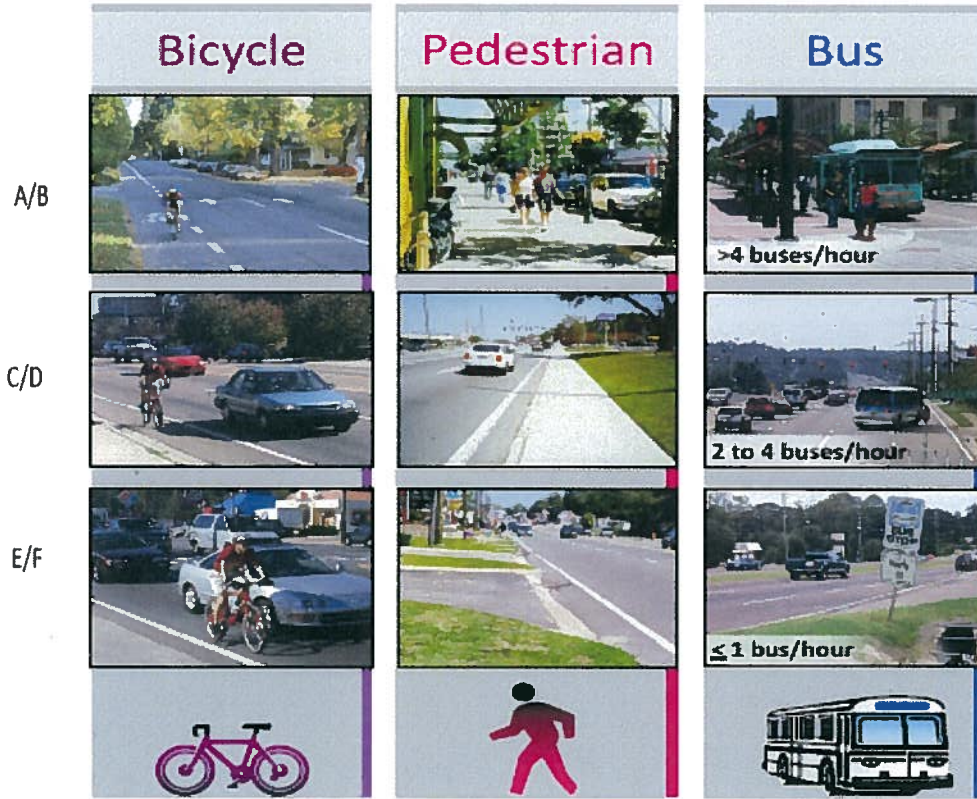
Downtown Area Pedestrian and bus quality of service should be A/B. Bicycle quality of service should be C/D or better.

Outside of Downtown Area, Within City Limits Pedestrian quality of service should be C/D on arterial streets and A/B on local and collector streets. Bicycle quality of service should be A/B on local and collector streets, C/D on arterial streets, and E/F on expressways. Bus quality of service should range from C/D to E/F, depending upon boardings. Consider improving accessibility along impacted routes by implementing Transportation Demand Management strategies.

Quality of service and level of service are related concepts and both are related to user demand and flow. Quality and level of service apply to all modes. Better quality of service for a particular mode encourages the use of that mode and may discourage the use of other modes. Quality of Service does not directly correlate to demand. For the purpose of assisting in the decision making process for infrastructure investment, these terms are used to conceptually illustrate the type of service the City would like to provide for users of different modes. Quality of service is considered from the traveler's perspective and should not be considered similar to school letter grades.

Figure V-XX

Quality of Service Illustration



Excerpted from Figure 1-2, Florida Department of Transportation 2009 Quality/Level of Service Handbook

Policy V.C.7

Corridor Studies The City shall prepare corridor planning studies for the following roads, shown on **Figure V-XX**:

- State Route 108/McHenry Avenue;
- Crows Landing Road;
- Paradise Road;
- State Route 132/Yosemite Boulevard; and
- State Route 132/9th Street.

(See also Policies III.C.1, III.C.2, and III.C.7.)

Corridor studies focus on the interaction between land use and transportation and identify the mix of investments in transportation improvements (pedestrian, bicycle, bus, rail, automobile) and land uses that would most effectively move people and goods in the context of existing and planned development. The guiding principle of transportation planning is that new transportation investments should reinforce existing travel patterns. Corridor studies should

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MODESTO
CALIFORNIA

GENERAL PLAN PROGRAM

Figure V-1
(Sheet 5 of x)




**TRANSPORTATION CORRIDORS
TO BE ADDRESSED
BY GPA-10-001**

LEGEND

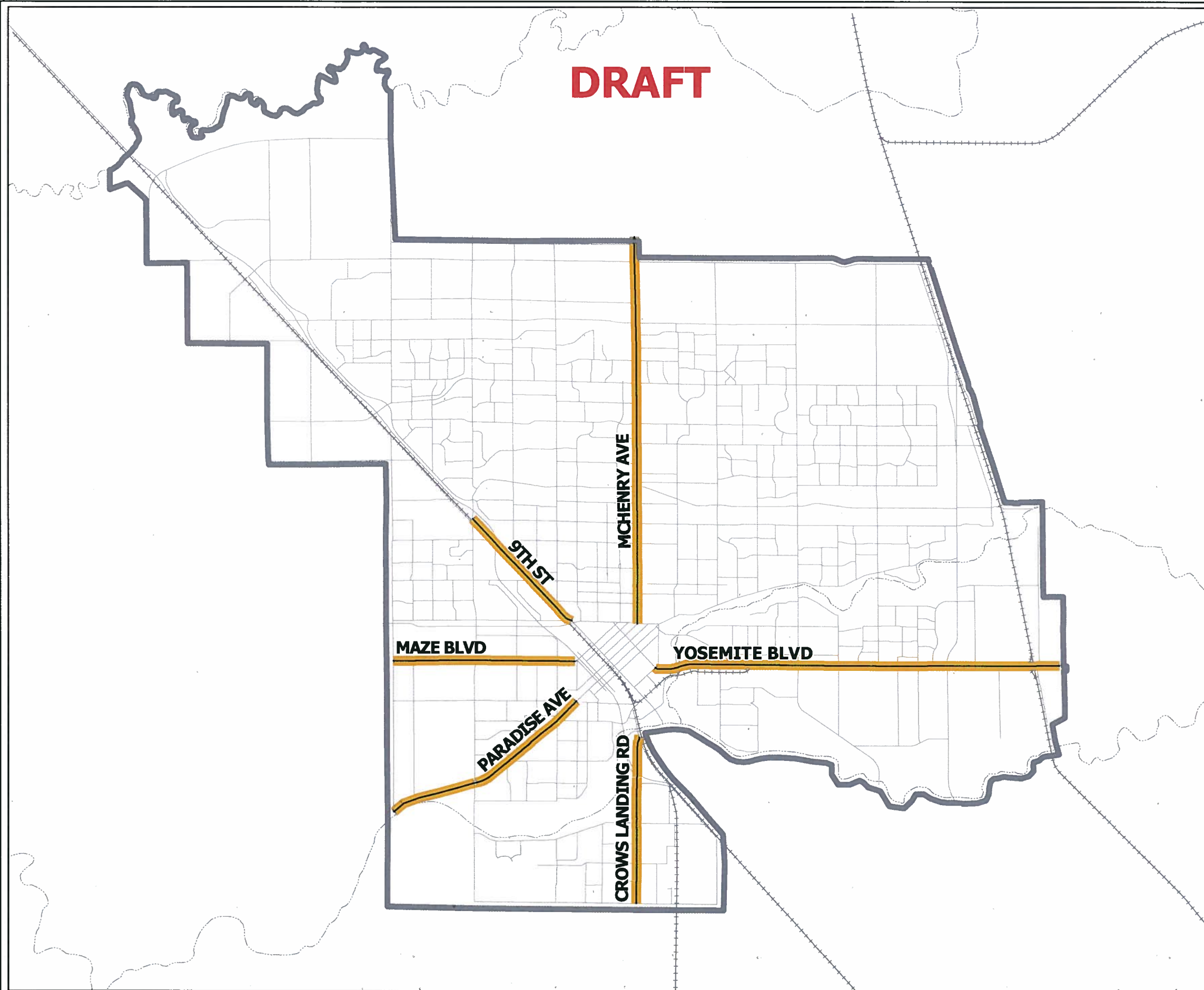


STUDY CORRIDORS

 CORRIDORS TO BE ADDRESSED

REFERENCE POINTS

-  GENERAL PLAN BOUNDARY
-  RAILROADS
-  RIVER

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follow this principle and consider the “4 D’s” of transportation: density, diversity (of land use), design, and destination accessibility. Studies may include the following elements: number of motor vehicle travel and turn lanes, transit accommodation, safe bicycle and pedestrian accommodation, median refuges and raised medians, land use designations, standards for developing land fronting on and adjacent to corridors, and others as determined appropriate.

PEDESTRIAN STRATEGY

GOAL V.D

Increase Walking Trips Ensure that pedestrians of all ages and abilities feel safe using pedestrian facilities in order to eliminate safety as a barrier to walking for transportation.

Policy V.D.1

Median Refuges Add median refuges along major/minor arterials in areas where pedestrian traffic is to be facilitated to give pedestrians a safe halfway point for street crossings.

Policy V.D.2

Bulbouts Add sidewalk bulbouts in areas where pedestrian traffic is to be facilitated to reduce crossing distance and improve visibility of pedestrians to other roadway users.

Policy V.D.3

Network Deficiencies Identify gaps, needs, and deficiencies in the pedestrian transportation network.

Policy V.D.4

Signal Timing The green phase of traffic signals citywide should be timed to allow pedestrians of all ages and abilities to safely cross the street. The Federal Highway Administration’s *Best Practices Design Guide for Designing Sidewalks and Trails for Access*, suggests crossing times should allow for pedestrians traveling at 3.5 feet per second or slower.

Policy V.D.5

ADA Compliance Curbs, ramps, and sidewalks will comply with the Americans with Disabilities Act.

Policy V.D.6

Pedestrian Circulation Near the Downtown Passenger Rail Station Revise the Circulation Element to facilitate pedestrian access to and from the passenger rail station through curb extensions and generous sidewalks.

Policy V.D.7

Street Trees Plant and maintain large species trees on pedestrian-friendly streets to separate pedestrians from moving traffic for safety and to create an inviting walking environment.

BICYCLE STRATEGY

GOAL V.E

Increase Bicycle Trips Reduce automobile trips by making bicycling easier and more convenient and by eliminating safety concerns as a barrier to the use of bicycles for transportation.

Policy V.E.1

Bicycle Facility Types Figure V-XX shows the planned bicycle network. The bicycle network consists of these facility types:

Class I Bicycle Facility (Bike Path)

A Class I facility is grade-separated from the road, is primarily for recreational purposes, and often has limited connectivity to the road network.

Class II Bicycle Facility (Bike Lane)

A Class II facility is delineated by a stripe and sometimes a buffer in the traveled roadway. It is used primarily for transportation, provides excellent connectivity with the road network, and convenient access to destinations. Class II facilities also include cycle tracks. Where the traveled roadway isn't wide enough to accommodate a full Class II facility, a sharrow can be used. A sharrow is a shared lane marking that helps bicyclists and motorists with the lateral positioning of a bicycle in a travel lane.

Class III Bicycle Facility (Bike Route)

A Class III facility, or bike route, consists of signage at the roadway edge and does not include striping. Class III facilities are typically located either on local streets or on other roadways to close a gap between two sections of Class II.

Policy V.E.2

Funding for Bicycle Facilities Consider funding bicycle facilities as a top priority in the Capital Improvement Program.

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MODESTO
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GENERAL PLAN PROGRAM

Figure V-1
(Sheet 3 of x)




BICYCLE CIRCULATION

LEGEND

FACILITY DESIGNATIONS

-  CLASS I BIKE PATH
-  CLASS II BIKE LANE
-  PROPOSED AMENDMENTS TO ADOPTED GENERAL PLAN

REFERENCE POINTS

-  GENERAL PLAN BOUNDARY
-  RAILROAD
-  RIVER



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Diagram Proposed NMTP 5-22-13.pdf
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Policy V.E.3

Opportunities to Add Bicycle Facilities When streets are repaired or resurfaced, the City will add bicycle facilities to those streets if it can be done with striping, stencils, and/or signage, consistent with **Figure V-XX**.

Policy V.E.4

Increase Ridership Increase bicycle ridership for transportation purposes through the addition of bicycle facilities and other improvements.

Policy V.E.5

Network Deficiencies Identify deficiencies and take action to correct deficiencies in the bicycle transportation network.

Policy V.E.6

Actively Plan New Facilities General Plan-identified facilities will be evaluated to determine how the planned bicycle facilities can be accommodated.

Policy V.E.7

Facilities on Constrained Streets On constrained streets or constrained segments of streets, a sharrow (**Figure V-XX**) may be used to supplement Class II bicycle facilities.

Policy V.E.8

Increase Visibility of Bicycle Facilities Bike boxes and bicycle detection systems may be used to delineate bicycle facilities, improve safety, and allow bicycle traffic to trigger the green phase of a traffic signal. Other markings and signage may be used as approved by the City.

Policy V.E.9

Bicycle Detection at Traffic Signals In accordance with California Vehicle Code Section 21450.5, sensors that detect the presence of a waiting bicycle will be added to signalized intersections when signals are installed or upgraded.

Policy V.E.10

Signal Timing The green phase of traffic signals throughout Modesto should be timed to allow bicycle riders of all ages and abilities to cross the street safely.

Policy V.E.11

Bicycle Circulation Near the Downtown Passenger Rail Station Revise the Circulation Element in and around downtown to establish good bicycle connections to and from the passenger rail station.

TRANSIT STRATEGY

GOAL V.F

Increase Transit Use Increase transit use through higher-frequency service of at least 15-minute headways downtown and along major transportation corridors. Transit and land use will be interconnected to support increased ridership.

Policy V.F.1

Cost-Effective Service Public transit services shall be provided, using the most cost-effective methods available, as analyzed in the Triennial Performance Audit, which is administered by StanCOG.

Policy V.F.2

High-Frequency Service Provide the highest frequency of service based upon actual and anticipated ridership to reach a balance between cost-effectiveness and convenience.

Policy V.F.3

Balance Farebox Recovery and Service Maintain farebox recovery ratios sufficient to meet state requirements while maximizing service, especially in the heavy use areas identified in Goal V.F.

Policy V.F.4

Minimum Service Density Provide service on a one-half-mile grid where feasible to make the service as accessible as possible. Newly developing areas should provide a street pattern capable of accommodating transit service on a one-half-mile grid. Sidewalks shall be provided in the development of new roadway systems to minimize walking distance to transit facilities.

Policy V.F.5

Two-Way Service Provide two-way service on routes where feasible.

Policy V.F.6

Park-and-Ride Locations Park-and-ride facilities should be strategically located in cooperation with transit providers to maximize transit use and designed to accommodate not only motorists, but also other users of public transit and van or carpooling.

Policy V.F.7

Plans to Improve Service Prepare feasibility studies and plans for the establishment of bus rapid transit and other local transit service to improve transit service in those areas where ridership is expected to increase.

Policy V.F.8

Bus Pullouts Bus pullouts should be considered with new development in the Planned Urbanizing Area to support transit passenger loading and unloading.

Policy V.F.9

Park-and-Ride Work with new development to provide park-and-ride spaces to promote and support transit ridership.

Policy V.F.10

Coordinate Transit Service Bus and other feeder service should be coordinated with passenger rail and other long-distance transit service to facilitate transfers between services and reduce automobile use.

Policy V.F.11

Improve Reliability Consider upgrades to bus facilities, such as arrival/departure boards and mobile phone applications to improve predictability of service for riders.

Policy V.F.12

Transit Service to the Downtown Passenger Rail Station Reorient local and regional transit service to facilitate access to and from the passenger rail station.

RAIL STRATEGY

GOAL V.G

Support Passenger Rail Strengthen Modesto's value as county seat and center of activity and transportation in Stanislaus County by building a passenger rail station in downtown, consistent with the California High Speed Rail Authority's service goals and with the Altamont Commuter Express' expansion plans.

Policy V.G.1

Include Historic Landmark The eventual design of the downtown passenger rail station should incorporate Landmark 19, the Southern Pacific Transportation Center and be compatible with its architecture.

Policy V.G.2

Plan for a Passenger Rail Station Modesto shall prepare planning and technical studies and engineering documents as needed in support of a downtown passenger rail station.

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MODESTO
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GENERAL PLAN PROGRAM

Figure V-3
(Sheet 3 of x)

**CIRCULATION AND
TRANSPORTATION DIAGRAM**

LEGEND

**INTERREGIONAL
TRANSPORTATION**

- EXISTING PASSENGER RAIL
- FUTURE PASSENGER RAIL
- FREIGHT RAIL
- PASSENGER RAIL STATION
- FUTURE PASSENGER RAIL STATION
- AIRPORT
- STATE HIGHWAY

REFERENCE POINTS

- ARTERIAL STREETS
- RIVER
- INTERCHANGE LOCATION
- GENERAL PLAN BOUNDARY

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Policy V.G.3

Funding for Passenger Rail Seek funding for a passenger rail station in downtown and for service to that station. Modesto will also support the efforts of the San Joaquin Regional Rail Commission and other agencies to do the same.

Policy V.G.4

Support Passenger Rail Improvements Support the San Joaquin Regional Rail Commission's efforts to manage and improve passenger rail service in the northern San Joaquin Valley.

Policy V.G.5

Extend ACE Service The City supports the extension of the Altamont Commuter Express (ACE) from Stockton to Merced with service in Modesto.

Policy V.G.6

Freight Rail The City encourages the extended and increased use of rail as an alternative transportation mode for the movement of goods. In addition, the City supports the intermodal linkage of "truck on rail" as a technique for reducing through-truck traffic on highway corridors.

Policy V.G.7

Rail Crossings To provide acceptable traffic operations and to maintain safe crossings, the City shall support the construction of grade-separated crossings for all new heavy rail crossings. Existing at-grade crossings shall be maintained, and new developments shall be evaluated to ensure that railroad crossing operations are not compromised. The City shall seek state funding and grants to improve railroad crossings within the City of Modesto.

ROADWAY STRATEGY

GOAL V.H

Improve Roadway Network for Safety and Public Health Support a healthy, safe Modesto by reducing trip lengths and vehicle miles traveled per capita, reducing collision rates, supporting the increased use of alternative modes, and helping reduce greenhouse gas emissions and other air pollutants, while balancing the transportation needs of all travelers.

Policy V.H.1

Roadway Facilities, Defined The roadway network consists of these facility types.

Freeway

This classification defines the highest volume, total access–control highways with high design speeds (55–65 mph).

State Highway

Any street that is acquired, laid-out, constructed, improved, or maintained as a state highway pursuant to constitutional or legislative authorization. This facility type can be designated a freeway, expressway, arterial, or other roadway classification.

Expressways

The purpose of an expressway is to facilitate automobile and transit trips across town rapidly. Bicycles can be accommodated. Pedestrians are generally not expected. Expressways may be classified as “Class A,” “Class B,” or “Class C.” ~~Driveway access to a Class A expressway is prohibited; intersections spaced one mile apart.~~ A Class B expressway has signalized intersections at arterial streets (one mile apart) and right-turn-only access to collector streets (one-half mile apart). On a Class C expressway, the distance between signalized arterial intersections is one mile; unsignalized intersections with collector streets (right-in-right-out access) may be spaced one-quarter mile apart. Expressways may include either Class I or Class II bicycle facilities.

Arterial Streets

An arterial allows movement of people by all modes and provides safe and convenient access to businesses for people using any travel mode. Arterial streets may be classified either as principal or minor arterials. A principal arterial typically has six to eight lanes, while a minor arterial has four lanes. All arterials have on-road bicycle facilities.

Collector Streets

Collectors are primarily lined with residential development and serve a function similar to that of local streets, but with higher traffic volumes. Streets serve pedestrian and bicycle traffic, as well as automobiles and sometimes transit. Collector streets may be classified either as major or minor collectors. A major collector typically has four lanes, while a minor collector has two lanes.

Local Streets

The primary purpose of local streets is to connect people to their neighbors and neighborhood. Cars are not excluded, but they are not the focus of transportation.

Downtown Streets

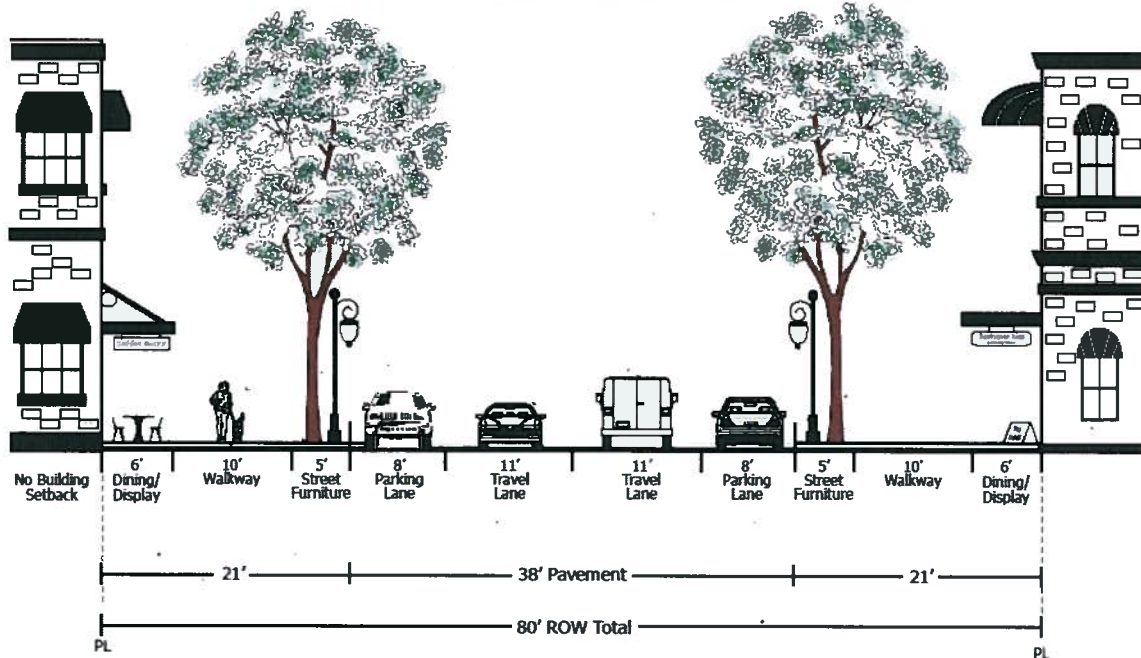
All downtown streets are designated as collectors, and downtown collector streets function differently from collector streets in other parts of the city. All downtown streets are constrained and will not be widened except as noted in Policy V.A.7. Specified downtown streets are expected to carry through traffic. These include:

- D Street (State Route 132)
- G and H Streets
- K and L Streets (State Route 108)
- 9th Street (State Route 132)
- Paradise Road

Pedestrian improvements may be limited on the above streets. Pedestrian enhancements on other downtown streets and along portions of the identified through-traffic streets may include, but not be limited to, pedestrian-favorable signal timing, sidewalk widening, and bulbouts.

On December 6, 2011, by Resolution No. 2011-461, the City Council directed staff to incorporate standards for downtown complete streets based on the cross-section shown as Figure V-XX. Based on that action, this design concept is to be applied to the extent practicable to downtown street projects.

Downtown Complete Street Cross-Section



Transportation Diagrams

Figure V-1 is the Transportation Diagram, which describes the proposed general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other facilities within the Modesto Urban Area.

Policy V.H.2

Coordinate Planning Efforts The streets and highways system should be coordinated with Caltrans', the County's, and other jurisdictions' existing facilities and plans.

Policy V.H.3

Transportation Demand Management Prepare and maintain a Transportation Demand Management Plan to reduce automobile trips and single-occupancy vehicle trips.

Policy V.H.4

Reduce Single-Occupant Vehicle Trips Discourage single-occupant vehicle trips through means such as constraining parking supply and pricing in areas where parking is limited and other transportation modes are available, as in downtown.



MODESTO CALIFORNIA

GENERAL PLAN PROGRAM

Figure V-1
(Sheet 1 of x)

CIRCULATION AND TRANSPORTATION DIAGRAM

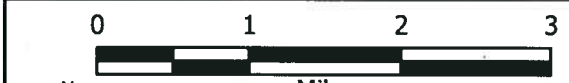
LEGEND

FACILITY DESIGNATIONS

- FREEWAY
- EXPRESSWAY
- PRINCIPAL ARTERIAL
6 Lanes
- MINOR ARTERIAL
4 Lanes
- MAJOR COLLECTOR
4 Lanes
- DOWNTOWN COLLECTOR
2-4 Lanes
- MINOR COLLECTOR
2 Lanes
- PROPOSED AMENDMENTS TO ADOPTED GENERAL PLAN

REFERENCE POINTS

- GENERAL PLAN BOUNDARY
- RAILROADS
- RIVER

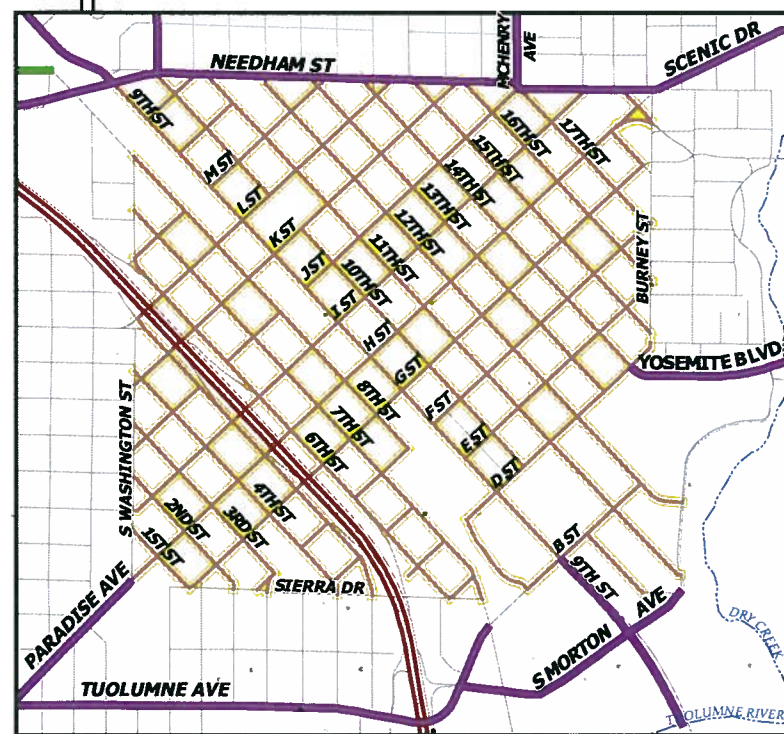
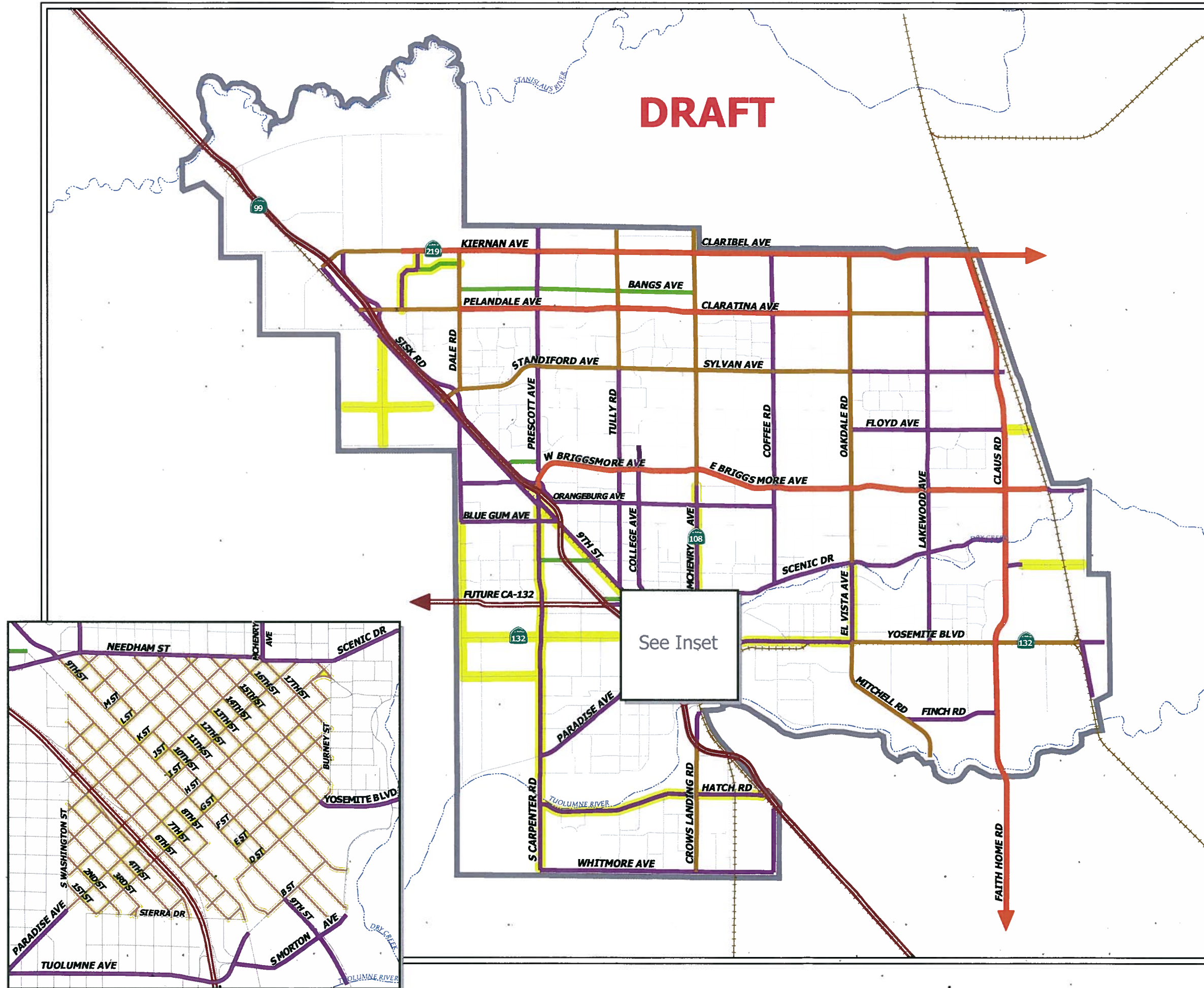


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Policy V.H.5

Advanced Technology Coordinate with Caltrans to promote the application of advanced technology to help manage congestion and enhance roadway capacity and safety.

Policy V.H.6

Roundabouts The City of Modesto *Roundabout Policies* (City Council Resolutions 2002-432 and 2004-451) provide guidelines and policies that pertain to the development of the roundabouts.

Policy V.H.7

Standard Specifications The City's Standard Specifications Manual applies to the construction of new roadway facilities. More design detail is provided in the City's adopted *Standard Specifications*.

Policy V.H.8

Modifications to Standard Specifications Any Specific Plan may propose modifications to rights-of-way and cross-sections for roadways in the *Standard Specifications Manual*. Design modifications must be approved by the City prior to adoption of the Specific Plan.

Policy V.H.9

Transportation Priorities Near Passenger Rail Station Reevaluate the function and transportation priorities of streets around and near the downtown passenger rail station.

Policy V.H.10

State Route 132 Consider rerouting State Route 132 through downtown for truck traffic.

Policy V.H.11

Downtown Transportation Demand Management Plan Prepare and maintain a Transportation Demand Management Plan for downtown.

Policy V.H.12

Reduce Parking Demand Downtown Reduce parking demand downtown through a Parking Management Plan that addresses pricing, on-street parking restrictions, smart meters, locations of public parking structures, carpool parking, car rental, car sharing, and electric vehicle parking using Redwood City and Pasadena as examples.

Policy V.H.13

Expressways

This classification defines high-volume, access-controlled roadways that do not provide for pedestrian or bicycle movements in the traveled way, although separate Class I bicycle facilities are proposed adjacent to expressway facilities in the Planned Urbanizing Area. The location, class, and number of lanes for expressway alignments are shown in the Circulation and Transportation Diagram, Figure V-1. In addition, Figure V-2 presents expressway design features that should be incorporated into the construction of future expressways. Street Details in the City of Modesto's *Standard Specifications* illustrate the intersection cross-section requirements for expressway intersections with arterial and collector streets.

The City's General Plan provides for a system of expressways throughout the City. The City will continue to include these expressways in its Circulation and Transportation plan and to implement them in cooperation with the development community according to applicable design standards.

- (1) The City shall regulate and limit the number and design of expressway access locations in order to ensure the overall operational viability of expressways in the community.
- (2) Any consideration of access to expressways shall be contingent on the ability of an applicant to provide a properly designed solution consistent with the adopted City standard specifications for access to Class B or Class C expressways. The City Engineer may approve variations and deviations from adopted standard specifications pursuant to Section 7-1.701(I)(2) of the Municipal Code. Consideration of a variation and/or deviation from adopted standard specifications shall be subject to environmental review pursuant to the California Environmental Quality Act (CEQA).
- (3) Any access to expressways from private parcels shall be at the sole expense of the private party, including any reconstruction of the expressway that may be necessitated.
- (4) The City may allow expressway access along either Class B or Class C expressways to non-residential uses on a case-by-case basis when conditions A and B are met, or condition C is met or condition D is met as noted below:
 - (A) When an applicant demonstrates to the City Council's satisfaction that economic purposes are clearly restricted by denial of access to a particular parcel.
 - (B) When an applicant demonstrates to the City Council's satisfaction that there are either no or only highly restrictive alternative access solutions available to a particular parcel under consideration.
 - (C) For infill site developments, when an applicant demonstrates to the City Council's satisfaction that the economic benefits derived from development of the remnant parcel override the need to limit access to that parcel.
 - (D) It is recognized that City of Modesto emergency facilities, such as police and fire stations, will be located from time to time on expressways and, further, that direct access is desirable. In these cases, direct access is allowed and shall be designed in cooperation

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MODESTO
CALIFORNIA

GENERAL PLAN PROGRAM

Figure V-1
(Sheet 2 of x)

**CIRCULATION AND
TRANSPORTATION DIAGRAM**

LEGEND

**EXPRESSWAY
FACILITY DESIGNATIONS**

- FREEWAY
- Class A Expressway
- Class B Expressway
- Class C Expressway
- Interchange Location

REFERENCE POINTS

- GENERAL PLAN BOUNDARY
- RAILROADS
- RIVER



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Proposed Expressways 5-22-13.pdf
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with the Engineering and Transportation Department. Said design shall have City Council approval prior to implementation.

(5) The City has adopted access management policies that include design standards for expressway access (General Plan Amendment 2001-02, August 28, 2001). The purpose of the guidelines and design standards is to provide safe ingress and egress to adjacent parcels while at the same time not degrading the carrying capacity, flow, and efficiency of the expressway. Such access management guidelines and design standards conform to design criteria and standards as set forth by the American Association of State Highway and Transportation Officials (AASHTO).

MODESTO CITY-COUNTY AIRPORT

Introduction

Section 65302.3 of the Government Code requires the City's General Plan to be consistent with the Airport Land Use Plan for the Modesto City-County Airport. This Airport Land Use Plan was adopted by the Airport Land Commission on August 3, 1978, in accordance with Section 21675 of the Public Utilities Code.

Goal V.I.

Improve Air Transportation Promote and improve general and commercial aviation facilities compatible with surrounding uses.

Policy V.I.1

Plan for Air Transportation The City supports aviation services at the Modesto City-County Airport and promotes airline service that meets the present and future needs of the community.

Policy V.I.2

Ground Transportation Provide efficient ground transportation connections to the Modesto City-County Airport.

Policy V.I.3

Consistency with ALUC Plan Land use around the Modesto City-County Airport will be consistent with the Stanislaus County Airport Land Use Commission (ALUC) plan adopted in accordance with Section 21676 of the Public Utilities Code.

Policy V.I.4

Noise Mitigation Mitigation measures suggested by the Airport Master Plan and related documents will be considered at the implementation of inter-regional air service, including a voluntary noise reduction program for residential units impacted by noise levels that exceed acceptable state standards.