Public Review Draft
Environmental Initial Study
Mitigated Negative Declaration

City of Oakdale
General Plan Amendment, Amendment to Planned Development (P-D) No. 06, and Design Review Application No. 2019-17

East F Street Multi-Family Residential Project

Lead Agency:

City of Oakdale
Public Services Department
455 South Fifth Avenue
Oakdale, CA 95361

April 2020

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I. INITIAL STUDY

A. Project Title:

General Plan Amendment, Planned Development (P-D) Amendment No. 06, and Design Review Application No. 2019-17 (East F Street Multi-Family Project)

B. Address or Location:

East F Street, Oakdale, CA 95361 (Assessor Parcel No. 064-043-018)

C. Project Sponsor Name and Address (Applicant):

Mr. John Simvoulakis
1144 Cecil Way
Modesto, CA 95350

D. Lead Agency Name and Address:

City of Oakdale
Public Services Department
455 S. 5th Street
Oakdale, CA 95361

E. Contact Person and Phone Number:

Mark Niskanen, Contract Planner
(209) 845-3641
mniskanen@ci.oakdale.ca.us

F. Current General Plan Designation(s):

General Commercial (GC)

G. Current Zoning Classification(s):

Planned Development (P-D) No. 06

H. Surrounding Land Uses and Existing Conditions:

The Project Site is approximately 2.4-acres in size, and currently undeveloped consisting of raw land including small vegetation and trees. The Project Site is surrounded by East F Street to the north, existing single-family residential development to the south, and existing commercial development to the east and west.

Figure No. 1 provides photographs of the Project Site and an illustration of the Proposed Project's location.

I. Project Description:

The Proposed Project consists of a General Plan Amendment, Amendment to Planned Development (P-D) No. 06, and Design Review to allow for the development of forty-eight (48) multi-family residential dwellings on a 2.4-acre site located on East F Street. Primary access to the site is provided via a private, gated entrance from East F Street, and a secondary Emergency Vehicle Access is provided by a twenty (20) foot wide access road connecting to the Foothill Oaks Shopping Center to the east. Access from the Project Site to East F Street will be restricted to right-in/right-out only.

General Plan Amendment:

The existing General Plan land use designation for the Project Site is General Commercial (GC). The Proposed Project proposes to amend the City's General Plan to re-designate the Project Site for High Density Residential (HDR) land uses, which allows for a density of fourteen (14) or more dwelling units per gross acre. The Proposed Project's density is approximately twenty (20) units per gross acre.

P-D 06 Amendment:

In 1980, the Oakdale City Council approved Planned Development 06, as per Resolution No. 80-75 and Ordinance No. 756. Following this action, the Oakdale City Council adopted Ordinance No. 961 and Resolution No. 89-39, which allowed for the development of 176 multi-family residential dwelling units on the Project Site and neighboring parcel located immediately to the south. The Proposed Project, as approved in 1989, was never developed. To clarify zoning and development standards specific to the Proposed Project, the application also includes an Amendment to PD 06 to memorialize the Proposed Project and bring it into compliance with the development standards of PD 06.

Site Plan/Design Review:

The Proposed Project includes three (3) Building Types (Buildings A, B, and C). Each building is two (2) stories in height with a maximum building height of thirty (30) feet. Each building also includes one (1) bedroom, two (2) bedroom, and three (3) bedroom units. The Proposed Project also includes a Community Building, Pool, and Barbeque Area.

A depiction of the type of units and amenities provided in each building is provided in the Table below:

Building/Unit Data

	1 Bedroom Units	2 Bedroom Units	3 Bedroom Units	No. of Units Per Building	Stories
Building A	8	-	8	16	2
Building B	8	8	-	16	2
Building C	-	16	-	16	2
Community Building	-	-	-	-	1
Total	**16**	**24**	**8**	**48**	**-**

The Community Building is approximately 400 square feet and is located along the Proposed Project's eastern boundary. On-site improvements include connections to the City's domestic water and wastewater system, and on-site storm drainage system comprised of a French Drain, parking, gated entry, masonry block wall along the perimeter of the site, and landscaping. Specifically, the Proposed Project will connect eight (8) inch domestic water and wastewater lines which will connect to existing lines located in East F Street. Stormwater will be retained on-site by installation of a French Drain system.

The Proposed Project includes seventy-six (76) parking stalls, including four (4) ADA accessible stalls. All parking stalls are proposed to be uncovered.

Figure No. 2 provides illustrations of the Proposed Project's Site Plan and Building Elevations.

Figure No. 3 provides an illustration of the Proposed Project's Preliminary Utility Plan.

J. Native American Tribe Affiliation:

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

The City contacted the Native American Heritage Commission (NAHC) pursuant to Public Resources Code sections 21080.3.1, 21080.3.2 (AB52), and 65352.3, 65352.4 (SB18), and received a consultation list of tribes with traditional lands or cultural places located within the boundaries of the Proposed Project Site. The NAHC consultation list included the following tribes:

- Calaveras Band of Mi-Wuk Indians
- California Valley Miwok Tribe
- North Valley Yokuts
- Southern Sierra Miwuk Nation
- Tule River Indian Tribe
- Tuolumne Band of Me-Wuk Indians

The City sent out two (2) sets of letters pursuant to AB52 and SB18 to the tribes listed above on January 22, 2020. The City did not receive a formal consultation request from any of the California Native American tribes referenced above.

K. Other Public Agencies Whose Approval is Required:

California Department of Transportation (Caltrans) – Encroachment Permit
State Water Resources Control Board – Construction General Permit

Mitigation Measures:
The Lead Agency has prepared an Initial Study, following, which considers the potential environmental effects of the Proposed Project. The Initial Study shows that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in the case because revisions in the Proposed Project have made by or agreed to by the Project Proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

The following Mitigation Measures shall be incorporated into the Proposed Project:

AQ-1: *During construction, the following basic control measures shall be incorporated at the construction/Project Site:*

- *All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two (2) times per day.*
- *All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
- *All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.*
- *All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.*
- *Idling times shall be minimized by shutting equipment off when not in use or reducing the maximum idling time to five (5) minutes (as required by the California airborne toxic control measure Title 13, Section 2485 of California Code of Regulation [CCR]). Clear signage shall be provided for construction workers at all access points.*
- *All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.*
- *Post a publicly visible sign with the telephone number and person to contact at the Air District regarding dust complaints. The Air District shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.*

GHG-1: *The Project Applicant shall institute the following Mitigation Measure during construction and operation of the Proposed Project to reduce Greenhouse Gas Emissions and Energy Consumption:*

- *Ensure that the pedestrian network within the Project Area connects to off-site pedestrian networks.*
- *Exceed Title 24 by 15% through verified compliance with CALGreen Tier 1 efficiency requirements.*
- *Install high efficiency lighting and appliances within all units.*
- *Install low-flow faucets, toilets, and showers as applicable.*
- *Use low VOC Paint in residential interior and exterior and parking areas.*
- *Use only natural gas hearths, as applicable.*
- *Use water-efficient irrigation systems throughout the Proposed Project.*

NOISE-1: *Construction equipment shall be well maintained to be as quiet as possible. The following measures, when applicable, shall be implemented to reduce noise from construction activities:*

- *All internal combustion engine-driven equipment shall be equipped with mufflers that are in good condition and appropriate for the equipment.*
- *"Quiet" models of air compressors and other stationary noise sources shall be used, where technology exists.*
- *Stationary noise-generating equipment shall be located as far as feasible from sensitive receptors (dwellings).*
- *Unnecessary idling of internal combustion engines shall be prohibited.*
- *Staging areas and construction material storage areas shall be located as far away as possible from adjacent sensitive land uses (dwellings).*
- *Construction-related traffic shall be routed along major roadways (Yosemite Avenue) and as far as feasible from sensitive receptors.*
- *Residences or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing. The construction contractor shall designate a "construction liaison" that would be responsible for responding to any local complaints (e.g., starting too early, bad muffler, etc.) and shall institute reasonable measures to correct the problem. The construction contractor shall conspicuously post a telephone number for the liaison at the construction site.*

- *The construction contractor shall hold a pre-construction meeting with the job inspectors and the general contractor/on-site manager to confirm that noise mitigation and practices (including construction hours, construction schedule, and construction liaison) are completed.*

All of the above measures shall be included in the contract specifications that shall be reviewed and approved by the City of Oakdale Public Services Department prior to the start of construction. The above measures would reduce noise generated by the construction of the Proposed Project to the extent feasible for the Proposed Project's size.

TRANS-1: *Although construction impacts are expected to be temporary, development of a construction management plan would reduce the potential for construction vehicle conflicts with other roadway users. The Project Applicant shall prepare a construction management plan for review and approval by the City of Oakdale prior to any ground disturbance activity. The plan shall include:*

- *A project staging plan to maximize on-site storage of materials and equipment.*
- *A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hours; lane closure proceedings; signs, cones, and other warning devices for drivers; and a designation of construction access routes.*
- *Permitted construction hours.*
- *Location of construction staging.*
- *Identification of parking areas for construction employees, site visitors, and inspectors to minimize potential impacts on adjacent residences/properties.*
- *Remove construction related debris on Yosemite Avenue (SR 108) and the drive aisle adjacent to the Project Site connecting Yosemite Avenue and E. G Street of the Foothill Oaks Shopping Center, as necessary.*

Implementation of the construction management plan would reduce the temporary construction traffic impact to a less than significant level.

Figure 1 - Vicinity Map and Site Photographs

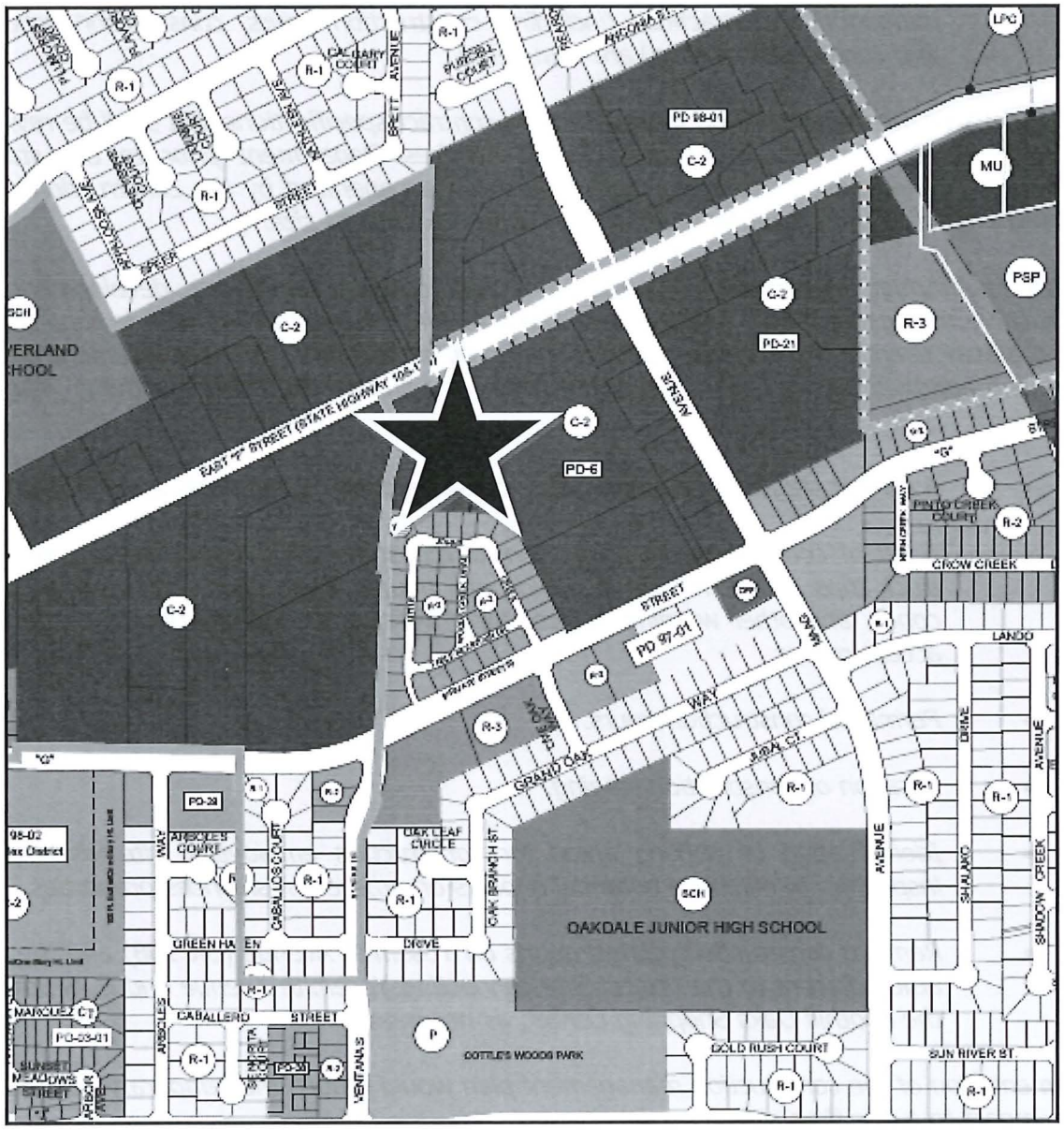


Figure 1 Continued – Site Photos





Figure 1 Continued – Site Photos





Figure 2 - Site Plan and Building Elevations

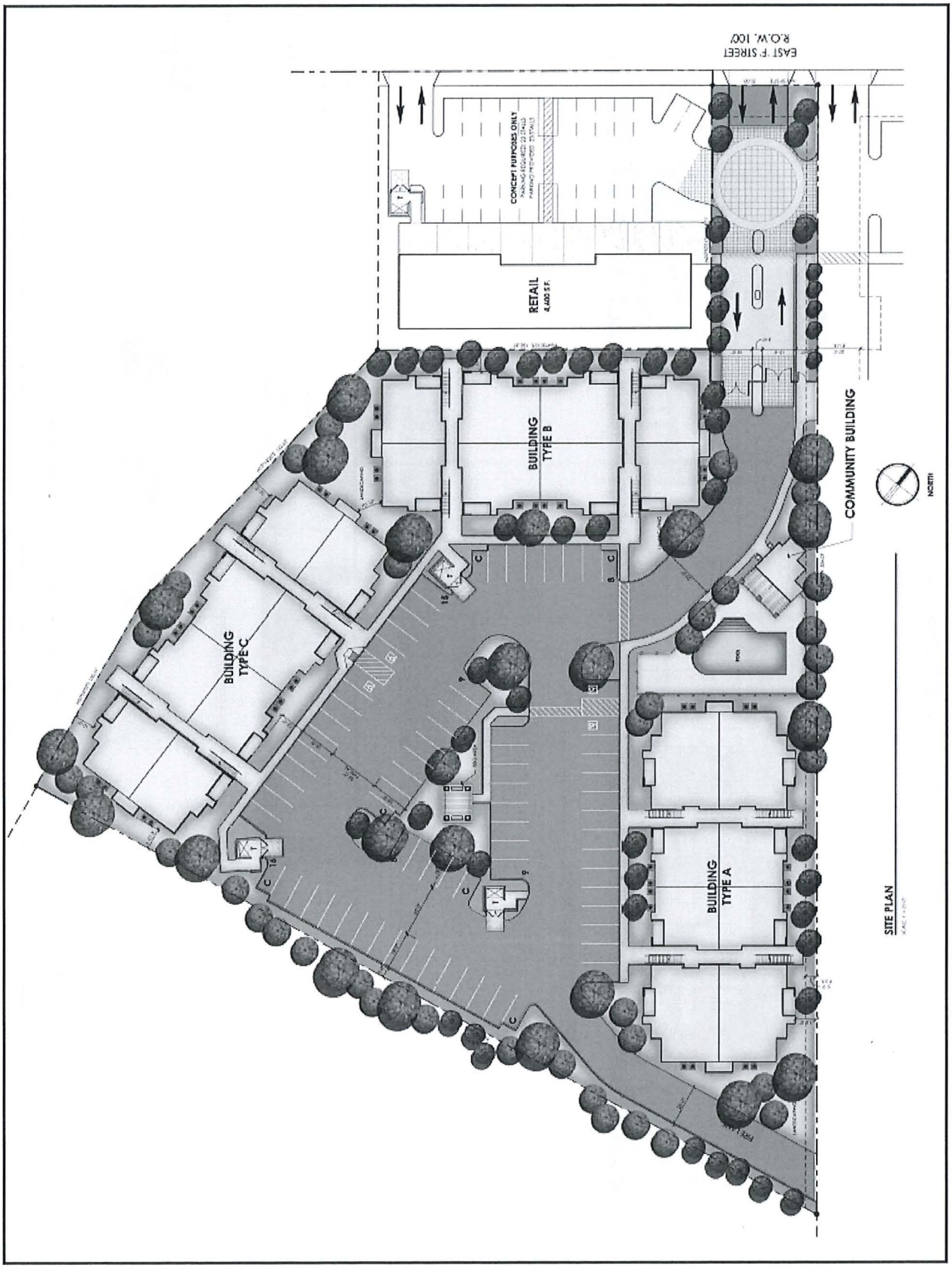
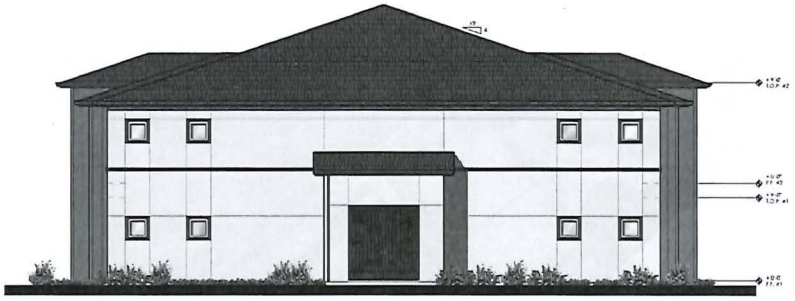


Figure 2 Continued



BUILDING B - FRONT EXTERIOR ELEVATION



BUILDING B - RIGHT SIDE EXTERIOR ELEVATION

BODY COLOR :
SHERWIN WILLIAMS:
NATURAL CHOICE SW 7011

TRIM COLOR :
SHERWIN WILLIAMS:
BLACK FOX SW 7020

ACCENT COLOR:
SHERWIN WILLIAMS:
COCOON SW 6173

ROOFING:
CERTAINTEED ROOFING:
LANDMARK PRO
DRIFTWOOD

COLOR LEGEND

PROPOSED NEW
DEVELOPEMENT:

EAST 'F' STREET APARTMENTS

OAKDALE, CA.

PLANNING
ARCHITECTURE

api

ARCHITECTURE PLUS INC.
4335-B NORTH STAR WAY
MODESTO, CA 95356

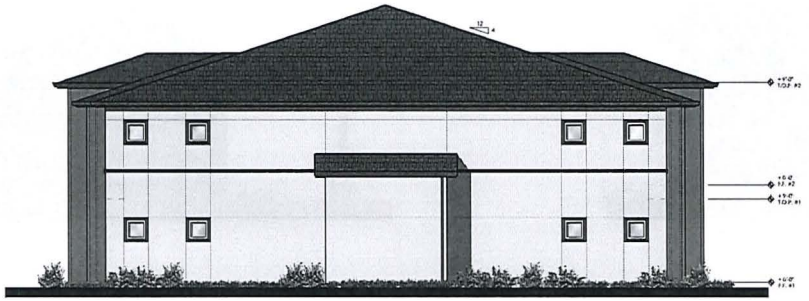
ph. 209.577.4661
fx. 209.577.0213

www.apiarc.com

Figure 2 Continued



BUILDING B - REAR EXTERIOR ELEVATION



BUILDING B - LEFT SIDE EXTERIOR ELEVATION

BODY COLOR :
SHERWIN WILLIAMS:
NATURAL CHOICE SW 7011

TRIM COLOR :
SHERWIN WILLIAMS:
BLACK FOX SW 7020

ACCENT COLOR:
SHERWIN WILLIAMS:
COCOON SW 6173

ROOFING:
CERTAINTEED ROOFING:
LANDMARK PRO
DRIFTWOOD

COLOR LEGEND

PROPOSED NEW
DEVELOPEMENT:

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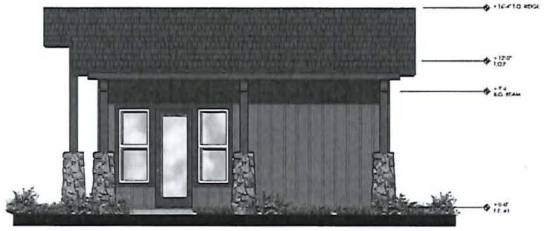
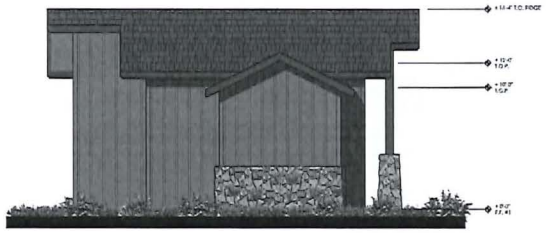
Figure 2 Continued



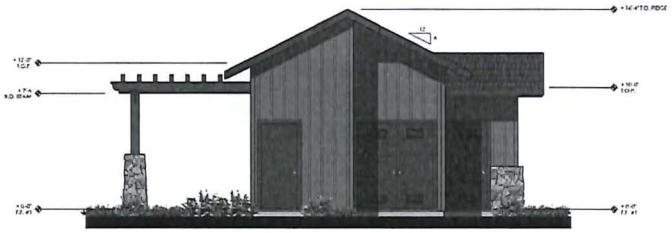
COMMUNITY BUILDING - SOUTH EXTERIOR ELEVATION



COMMUNITY BUILDING - WEST EXTERIOR ELEVATION



COMMUNITY BUILDING - NORTH EXTERIOR ELEVATION



COMMUNITY BUILDING - EAST EXTERIOR ELEVATION



BODY COLOR :
SHERWIN WILLIAMS:
COCOON SW 6173

TRIM COLOR :
SHERWIN WILLIAMS:
BLACK FOX SW 7020

ROOFING:
CERTAINTEED ROOFING:
LANDMARK PRO
DRIFTWOOD

STONE VENEER:
EL DORADO STONE:
COUNTRY RUBBLE - CAPRI

COLOR LEGEND

PROPOSED NEW
DEVELOPEMENT:

EAST 'F' STREET APARTMENTS

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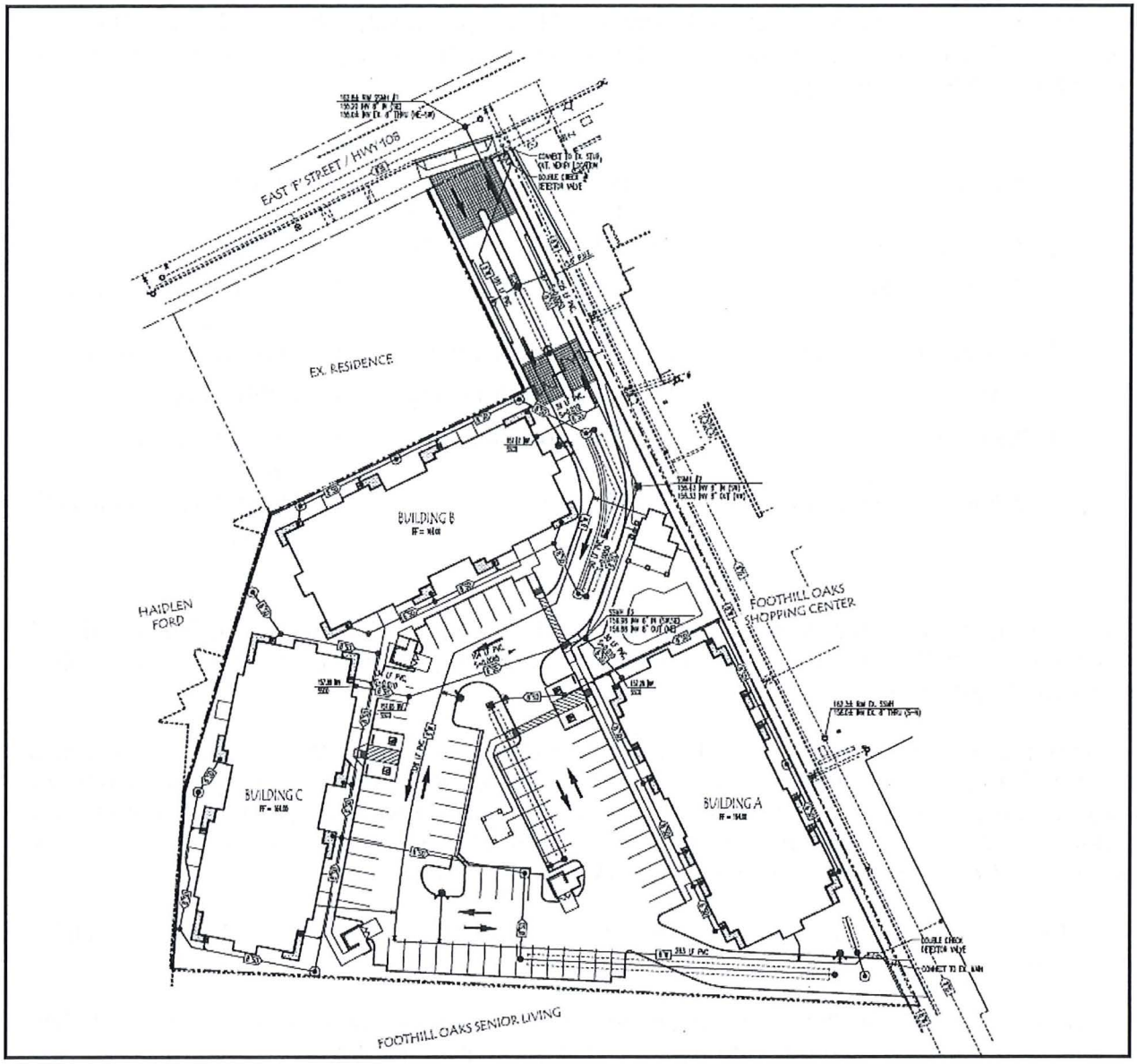
Figure 3 – Preliminary Utility Plan



II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

It is important to note that where feasible, the analysis contained in this Initial Study is tiered from the City's 2030 General Plan Environmental Impact Report (EIR), as adopted by the City Council on August 8, 2013.

In accordance with Section 15152 of the CEQA Guidelines, *"Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIR's and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.*

Where feasible in this Initial Study, the analysis contained in the City's General Plan EIR shall be referenced.

The City's 2030 General Plan and associated EIR are available for review at the City Public Services Department, 455 South Fifth Avenue, Oakdale, California 95361.

III. DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLATION will be prepared.

X I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Proposed Project could have significant effect on the environment, because all potentially significant effect (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standard, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.



Signature

4/17/2020

Date

Mark Niskanen, Contract Planner

IV. EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside of a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect and well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less Than Significant with Mitigation Incorporated," describe the mitigation measures which were

incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

a) The significance criteria or threshold, if any, used to evaluate each question; and
b) The mitigation measure identified, if any, to reduce the impact to a less than significance.

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	[ ]	[ ]	[X]	[ ]
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	[ ]	[ ]	[X]	[ ]
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	[ ]	[ ]	[X]	[ ]
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	[ ]	[ ]	[X]	[ ]

Discussion:

Environmental Setting:

The Project Site is located in the eastern portion of the City of Oakdale and is surrounded by urban development. The site itself is vacant and contains mostly grasses and weeds, with no shrubs. There are two (2) existing trees on the Project Site that are to be removed as part of the development of the Proposed Project.

The surrounding area is developed with mostly commercial buildings. The Project Site is bounded by State Route 120 and existing commercial developments to the north, the Savemart Shopping Center to the east, an existing residential development to the south (Foothill Oaks Subdivision) and an auto retailer to the west (Haidlen Ford).

(a) ***Less than Significant Impact.*** According to the City's 2030 General Plan, the Stanislaus River is considered a Scenic Corridor (Policy NR-6.1). In addition, Policy NR-6.1 protects the views of significant visual resources within and seen from the City, such as the Stanislaus River, nearby mountains and surrounding agricultural lands. As previously discussed, the Project Site is surrounded by urban development and includes the development of a 48-unit multi-family residential project. The Project Site is not

identified as a scenic vista under the City's 2030 General Plan. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

(b) ***Less Than Significant Impact.*** Interstate Route 5 from the Stanislaus County border to the San Joaquin County border is designated a State Scenic Highway. It parallels the Delta-Mendota Canal and the California Aqueduct and is called the West Side Freeway. The Proposed Project is located within the City of Oakdale and is not located on a state designated scenic highway and based on a review of the California Department of Transportation website[1], the West Side Freeway runs for approximately 28.1 miles (North/South). In addition, according to the City's 2030 General Plan Environmental Impact Report, there are no highways designated as eligible or officially designated scenic highways within or adjacent to the planning area. The Proposed Project is not located or adjacent to Interstate 5, and therefore will have **Less Than Significant Impact.**

(c) ***Less Than Significant Impact.*** The Proposed Project would alter the existing visual character of the site and its surroundings by the development of three (3) two-story buildings as well as site improvements such as paving, landscaping, and lighting. As previously stated, the Project Site is bounded by existing single-story residential homes to the south and commercial developments to the north, east and west.

As required by 2030 General Plan Policy NR-6.3, new development is required to compliment the natural environment and minimize impacts to scenic resources and preserve unique or special visual features through:

- Creative site planning;
- Integration of natural features; and
- Appropriate scale, materials, and design to complement the surrounding landscape.

In addition, the Proposed Project is required to comply with the City's adopted Multiple Family Residential Design Expectations. The intent of these expectations is to ensure multi-family residential projects adhere to a higher standard of architectural detail and site planning. City staff has reviewed the Proposed Project in light of these expectations and has determined the Proposed Project complies with the Multiple Family Residential Design Expectations.

The Proposed Project is not anticipated to substantially degrade the existing visual character of the area and does not conflict with the City's 2030 General Plan and Municipal Code as it relates to scenic quality. The Project Site is not within an area that is considered a scenic vista and/or designated as a viewshed. In addition, through site planning, the Proposed Project is consistent with 2030 General Plan Policy NR-6.3, as the two (2) two-story buildings are setback from the existing single-story residential development to the south. As a result, the Proposed Project would have a **Less Than Significant Impact.**

---

[1] http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html

(d) ***Less Than Significant Impact.*** The Proposed Project will be expected to provide lighting that is typical of a multi-family residential development. This lighting would mainly consist of interior home lighting, street lighting, and some lighting for private yard space. Lighting installed as part of the Proposed Project will comply with City standards. As a standard Condition of Approval for the Proposed Project, and prior to the approval of the Proposed Project's Improvement plans, a proposed Lighting Plan will be submitted by the Developer and/or Project Proponent and subsequently reviewed and approved by City Public Services Department staff. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

Mitigation Measures:

No mitigation measures are required.

II. AGRICULTURAL AND FOREST RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	[ ]	[ ]	[X]	[ ]
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	[ ]	[ ]	[X]	[ ]
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	[ ]	[ ]	[ ]	[X]
d) Result in the loss of forest land or conversion of forest land to non-forest use?	[ ]	[ ]	[ ]	[X]
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	[ ]	[ ]	[ ]	[X]

Discussion:

(a) ***Less Than Significant Impact.*** According to the Farmland Mapping and Monitoring Program (FMMP) for Stanislaus County (2018), the Project Site is designated as "Urban and Built-Up Land" and is not identified as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. As a result, the Proposed Project will have a **Less Than Significant Impact**.

(b) ***Less Than Significant Impact.*** The Williamson Act (California Land Conservation Act of 1965) is a non-mandated state policy that generally creates 10-year contracts between private landowners and counties and cities to voluntarily restrict their land to agricultural and compatible open space uses. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than the potential market value.

The Proposed Project does not contain a Williamson Act contract. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

(c) ***No Impact.*** The Project Site is not designated as, or located near, land designated for forest, timberland, or timberland zoned Timberland Production. Therefore, the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest timberland, or timberland zoned Timberland Production. Therefore, the Proposed Project will have **No Impact**.

(d) ***No Impact.*** Please refer to the discussion under item (c), above.

(e) ***No Impact.*** The Project Site is surrounded by residential and commercial developments that are serviced with existing street and utility infrastructure. There is no agricultural land in the immediate vicinity; the closest land in active agricultural use is approximately ¾ of a mile to the east (near Oakdale Rodeo Grounds). The Proposed Project involves infill development of a multi-family residential project in an area that has been planned for urbanized uses. The Proposed Project will not facilitate that conversion of agricultural land in the area to non-agricultural uses. Therefore, the Proposed Project will have **No Impact.**

Mitigation Measures:

No mitigation measures are required.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	[ ]	[ ]	[ ]	[ ]
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?	[ ]	[X]	[ ]	[ ]
c) Expose sensitive receptors to substantial pollutant concentrations?	[ ]	[ ]	[X]	[ ]
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	[ ]	[ ]	[X]	[ ]

Discussion:

The Proposed Project is located in east Stanislaus County, which is a portion of the San Joaquin Valley Air Basin (SJVAB). Air quality management under the federal and state Clean Air Acts are the responsibility of the San Joaquin Valley Air Pollution Control District (SJVAPCD).

The federal and state governments have adopted Ambient Air Quality Standards (AAQS) for the primary air pollutants of concern, known as "criteria" air pollutants. Air quality is managed by the SJVAPCD to attain these standards. Primary standards are established to protect the public health; secondary standards are established to protect the public welfare. The attainment statuses of the SJVAB for Stanislaus County with respect to the applicable AAQS are shown in the following table.

The SJVAB is considered non-attainment for ozone and particulate matter (PM10 and PM2.5), because the AAQS for the pollutants are sometimes exceeded. The SJVAB is Attainment/Unclassified for carbon monoxide, but select areas, non-including the City of Oakdale, are required to abide by adopted carbon monoxide maintenance plans.

The California Air Resources Board (CARB) through the Air Toxics Program is responsible for the identification and control of exposure to air toxics, and notification of people that are subject to significant air toxic exposure. A principal air toxic is diesel particulate matter, which is a component of diesel engine exhaust.

San Joaquin Valley Air Basin

The Proposed Project is located within the San Joaquin Valley Air Basin (SJVAB), which includes all of Stanislaus County. The SJVAB covers approximately 25,000 square miles, including San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, and Tulare Counties, and the Valley portion of Kern County. The SJVAB consists of continuous inter-mountain valley approximately 250 miles long and averaging 80 miles wide. The region's topographic features restrict air movement through and out of the air basin. The SJVAB is highly susceptible to pollutants accumulation over time. The Table below shows the attainment status of the SJVAB for the CAAQS and NAAQS.

SJVAB Attainment Status[2]

Pollutant	**Designation/Classification**	
Ozone - One hour	No Federal Standard	Nonattainment/Severe
Ozone - Eight hour	Nonattainment/Extreme	Nonattainment
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Lead (Particulate)	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

It is thought that the bulk of the valley's summer and winter air pollution is caused by locally generated emissions. Nearly all development projects within the SJVAB have the potential to generate air pollutants, increasing the difficulty in attaining state and federal ambient air quality standards. About 16.7 percent of pollutants in the SJVAB derive from stationary and area sources and approximately 11.4 percent come from farm equipment.

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[2] San Joaquin Valley Air Pollution Control District, 2016a. Ambient Air Quality Standards & Valley Attainment Status. http://www.valleyair.org/aqinfo/attainment.htm. Accessed February 2020.

San Joaquin Valley Air Pollution Control District

The San Joaquin Valley Air Pollution Control District (SJVAPCD) is the agency principally responsible for comprehensive air pollution control in the SJVAB. The SJVAPCD has developed plans to attain state and federal standards for ozone and particulate matter. The SJVAPCD's air quality plans include emissions inventories to measure the source of air pollutants, to evaluate how well different control methods have worked, and to show how air pollution will be reduced. The SJVAPCD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

The SJVAPCD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs) covering ozone and particulate matter. The AQMPs were prepared to comply with the federal and state Clean Air Acts and amendments, to accommodate growth, to reduce the high pollutant levels of pollutants in the SJVAB, to meet federal and state air quality standards, and to minimize the fiscal impact of pollution control measures on the local economy. The SJVAPCD adopted the 2016 Plan for the 2008 8-Hour Ozone Standard in June 2016 and the 2013 Plan for the Revoked 1-Hour Ozone Standard in September 2013. The 2016 plan satisfies Clean Air Act requirements and ensures expeditious attainment of the 75 parts per billion 8-hour ozone standard.[3] On May 21, 2015, CARB approved the SJVAPCD's 2015 PM2.5 State Implementation Plan, which outlines the strategy to attain the federal 1997 24-hour PM2.5 standard by 2018 and the 1997 Annual PM2.5 standard by 2020.[4] The AQMPs identify the control measures that will be implemented to reduce major sources of pollutants. SJVAPCD regulations ensure that stationary source emissions will be reduced or mitigated to below the SJVAPCD's significance thresholds. SJVAPCD implementation of new source review (NSR) ensures that there is no net increase in emissions above specified thresholds from new and modified stationary sources for all nonattainment pollutants and their precursors. Furthermore, in general, permitted sources emitting more than the NSR offset thresholds for any criteria pollutant must offset all emission increases in excess of the thresholds.

The SJVAPCD has adopted a CEQA impact analysis guideline titled *Guide for Assessing and Mitigating Air Impacts* (GAMAQI). The GAMAQI is utilized in the following air quality impact analysis where applicable. The GAMAQI establishes impact significance thresholds for non-attainment pollutant PM10 and precursors to the non-attainment pollutant ozone: reactive organic gases (ROG) and oxides of nitrogen (NOx).

Projects that do not generate emissions in excess of these thresholds are considered to have less than significant air quality impacts. Furthermore, with the GAMAQI, the SJVAPCD has established and outlined a three-tiered approach to determining significance related to a project's quantified ozone precursor emissions. Each tier or level requires a different degree of complexity of emissions calculation and modeling to determine air quality significance. The three-tiers established to date (from least significant to most significant) are: *Small Project Analysis Level (SPAL), Cursory Analysis Level (CAL), and Full Analysis Level (FAL).* In each of the tiers, the SJVAPCD has pre-calculated the emissions on a large number and types of

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[3] SJVAPCD, 2016e. Ozone Plans. http://www.valleyair.org/Air_Quality_Plans/Ozone_Plans.htm. Accessed February, 2020.
[4] SJVAPCD, 2016f. Particulate Matter Plans. http://www.valleyair.org/Air_Quality_Plans/PM_Plans.htm. Accessed February, 2020.

projects to identify the level at which they have no possibility of exceeding the emissions thresholds. In accordance with Table 5-3(a) of the GAMAQI, the Proposed project is considered to be at a Small Project Analysis Level, as it would not cross the SJVAPCD adopted threshold of 590 multi-family dwelling units (Apartments, Low Rise). Exceeding this limit would push the project into a separate tier as identified in the GAMAQI. Because the Proposed Project qualifies for SPAL, GAMAQI notes that it has no possibility of exceeding emissions thresholds.

Applicable SJVAPCD Regulations

Regulation VIII, Fugitive PM_{10} Prohibition, was adopted to reduce ambient concentrations of fine particulate matter by requiring actions to prevent, reduce, or mitigate anthropogenic fugitive dust emissions. Regulation VIII requires property owners, farmers, and public agencies to control fugitive dust emissions from specified outdoor sources, including construction sites, paved and unpaved roads, vacant land, bulk material transport, and similar activities.

Rule 4101, Visible Emissions was adopted in May 1992 and prohibits the emissions of visible air contaminants to the atmosphere.

Rule 9510, Indirect Source Review is intended to reduce a project's impact on air quality through project design elements or mitigation by payments of applicable off-site mitigation fees. Compliance with Rule 9510 will reduce construction exhaust NOx and PM_{10} off-site mitigation fees. Compliance with Rule 9510 will reduce construction exhaust NOx and PM_{10} emissions by 20 percent and 45 percent respectfully. Compliance with Rule 9510 will reduce operational emissions of NOx and PM_{10} emissions by 33.3 percent and 50 percent respectfully.

(a) ***Less than Significant Impact.*** The SJVAPCD has adopted a CEQA impact analysis titled *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI). The GAMAQI is utilized in the following air quality impact analysis where applicable. The GAMAQI establishes impact significant thresholds for the non-attainment pollutant PM10 and precursors to the non-attainment pollutant ozone: reactive organic gases (ROG) and oxides of nitrogen (NOx). The following are thresholds established by SJVAPCD:

CO	100 tons/year
ROG	10 tons/year
NOx	10 tons/year
PM10	15 tons/year
PM2.5	15 tons/year
SOx	27 tons/year

Air quality impacts are evaluated using the California Emissions Estimator Model (CalEEMod) for proposed construction and operational emissions. CalEEMod is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects.

Construction Emissions

Construction of the Proposed Project would generate temporary criteria pollutant emissions primarily due to the operation of construction equipment and truck trips. As

previously stated, the Project Site is vacant and undeveloped; construction of the Proposed Project will not require the demolition of buildings/structures. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. As illustrated in the Table below, the construction emissions will not exceed the SJVAPCD thresholds of 100 tons/year of CO, 10 tons/year of ROG and NOx, 15 tons/year of PM10 and PM2.5 and 27 tons/year of SOx. Complete results from the CalEEMod and assumptions are included in Appendix A.

Construction Emissions (Unmitigated)

Pollutant/Precursor	Construction Emissions (tpy)	SJVAPCD Significance Threshold (tpy)	Significant Impact?
CO	1.3491	100	No
NOx	1.4204	10	No
ROG	0.6371	10	No
SOx	2.4900e-003	27	No
PM10	0.0967	15	No
PM2.5	0.0743	15	No
See Appendix A for CalEEMod worksheets. tpy = tons per year			

Operational Emissions

As discussed above, the SJVAPCD screening level size regarding operational criteria pollutants for the land use category of "Apartments, Low Rise" is 590 units. The Proposed Project is below the SJVAPCD screening size and will have a **Less Than Significant Impact**.

Long-term emissions associated with the Proposed Project, as illustrated below, would include emissions from vehicle trips (mobile sources), natural gas, and electricity use (energy sources), and landscape maintenance equipment, consumer products, and architectural coating associated with on-site development (area sources). Estimated emissions calculated for the Proposed Project are presented below.

Operational Emissions (Unmitigated)

Pollutant/Precursor	Construction Emissions (tpy)	SJVAPCD Significance Threshold (tpy)	Significant Impact?
CO	1.6026	100	No
NOx	1.1190	10	No
ROG	0.3625	10	No
SOx	5.7800e-003	27	No
PM10	0.3638	15	No
PM2.5	0.1055	15	No
See Appendix A for CalEEMod worksheets. tpy = tons per year			

As shown above, the Proposed Project air quality impacts as it relates to operational impacts are below the Air District's Thresholds of Significance. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

(b) ***Less Than Significant Impact with Mitigation Incorporated.*** The Proposed Project would result in air emissions during its construction phase and during its operation phase. Construction emissions would be generated by construction equipment used during the site preparation and infrastructure/home construction processes. Operation emissions would be generated primarily by resident vehicles and indirectly by use of electricity.

The City of Oakdale is located within the San Joaquin Valley Air Pollution Control District. The air district has published comprehensive guidance on evaluating, determining significance of, and mitigating air quality impacts on projects and plans. As noted in the above discussion, the air district's guidance is contained in the *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI) and within the air district's California Environmental Quality Act Guidelines (CEQA guidelines). Because the Proposed Project is relatively small, the analysis of air quality impacts focuses on whether the Proposed Project meets the air district screening criteria for projects having less than a significant impact. As described above, if a project size is below a threshold of 590 multi-family (dwellings) units (Apartments, Low Rise), the Proposed Project's operational impacts for criteria pollutants would not be potentially significant and detailed air quality assessment is not needed.

However, cumulative development projects in the Proposed Project vicinity could have a cumulatively significant effect on air quality impacts associated with construction activity. The mitigation measure listed below as "AQ-1" will ensure that the Proposed Project's contribution to cumulative air quality construction impacts would not be considerable and therefore, **Less Than Significant With Mitigation Incorporated**.

(c) ***Less Than Significant Impact.*** Sensitive receptors are defined as facilities that house or attract children, the elderly, and people with illness, or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors.

As discussed above, the Proposed Project itself falls below certain thresholds established by the air district and is considered to be less than significant in terms of negatively affecting the air quality. The Proposed Project Site is bounded by single-family homes (Foothill Oaks Senior Living) to the south and commercial developments to the north, east and west.

Foothill Oaks Senior Living, a residential subdivision, is considered a sensitive receptor. However, the Proposed Project would be required to comply with the City's 2030 General Plan Policies and Goals as well as the Air District Rules and Regulations. Mitigation Measure "AQ-1" will ensure that the Proposed Project's contribution to air quality to sensitive receptors would not be considerable and therefore, **Less than Significant.**

(d) ***Less Than Significant Impact.*** Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The Proposed Project involves the construction of a 48-unit multi-family residential project and is not expected to emit objectionable odors. As such, the Proposed Project will not be a significant source of odor during the construction phase or the operational phase and therefore, will have a **Less Than Significant Impact.**

Mitigation Measures:

The following mitigation measure(s) shall be incorporated into the Proposed Project in order to mitigate any potential impacts to a less than significant level:

AQ-1: During construction, the following basic control measures shall be incorporated at the construction/Project Site:

- *All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two (2) times per day.*
- *All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
- *All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.*
- *All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.*
- *Idling times shall be minimized by shutting equipment off when not in use or reducing the maximum idling time to five (5) minutes (as required by the California airborne toxic control measure Title 13, Section 2485 of California Code of Regulation [CCR]). Clear signage shall be provided for construction workers at all access points.*
- *All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.*
- *Post a publicly visible sign with the telephone number and person to contact at the Air District regarding dust complaints. The Air District shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.*

IV. BIOLOGICAL RESOURCES/SENSITIVE WILDLIFE AND PLANT HABITAT

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	[ ]	[ ]	[X]	[ ]
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	[ ]	[ ]	[X]	[ ]
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	[ ]	[ ]	[X]	[ ]
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	[ ]	[ ]	[ ]	[X]
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	[ ]	[ ]	[X]	[ ]
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	[ ]	[ ]	[ ]	[X]

Discussion:

(a) ***Less Than Significant Impact.*** According to the City's 2030 General Plan Environmental Impact Report (EIR), pockets of undeveloped land could be occupied by special-status species, as identified by a survey and queries of the California Department of Fish and Wildlife (CDFW) Natural Diversity Database (CNDDB), the U.S. Fish and Wildlife Service (USFWS) online species list and the California Native Plant Society's

(CNPS) Online Inventory made in 2012. According to the City's 2030 General Plan, Figure NR-1, the Proposed Project Site is classified as having a habitat type of "Urban".

As illustrated on Figure 1: *Vicinity Map and Site Photographs,* the Project Site is vacant and undeveloped. There are two (2) trees located on the eastern portion of the site that would be removed as part of this Proposed Project. The Proposed Project must comply with General Plan Policies related to minimizing impacts to wildlife. Relevant 2030 General Plan Policies and Implementation Programs include:

NR-1.4 Preservation. Preserve unique and valuable natural resources and associated habitats, including special-status species, in coordination with federal, state, and local resource agencies.

NR-1.5 Resources Assessment. Require discretionary development proposal that could potentially impact natural resources to conduct a biological resources assessment to ensure that project-related impacts are considered and mitigated consistent with local, state and federal regulations.

NR-1.6 Avoidance. Ensure new development projects avoid, to the extent feasible, significant biological resources (e.g. areas of rare, threatened, or endangered species).

NR-1.8 Tree Preservation. Preserve significant native and heritage trees as defined by the City of Oakdale Zoning Code (Section 36-28) and reduce the loss of these trees through mitigation and replanting programs, when feasible.

NR-1.10 Native Plants Use. Encourage the use of native and drought tolerant plants and trees in all public and private landscaping and revegetation projects.

The Proposed Project includes the conversion of vacant and undeveloped land to urban uses. The Project Site is surrounded by urban uses and located on land identified as "Urban" according to the City's 2030 General Plan. Compliance with applicable federal and state regulations along with the applicable policies identified in the 2030 General Plan will ensure that the Proposed Project will have a **Less Than Significant Impact**.

(b) ***Less Than Significant Impact.*** The Proposed Project is located 0.66 mile from the Stanislaus River and is not located within the Stanislaus River Floodplain area. According to Figure NR-1: *Habitat Types* in the 2030 General Plan, riparian habitat is primarily located along the Stanislaus River and associated floodway. As discussed above, compliance with applicable federal and state regulations along with the applicable policies identified in the 2030 General Plan will ensure that the Proposed Project will have a **Less Than Significant Impact**.

(c) ***Less Than Significant Impact.*** The National Wetlands Inventory was reviewed to determine if any wetland and/or non-wetland water had been previously documented and mapped on or in the vicinity of the Proposed Project area.[5] No habitat of quality to support native riparian plant/wildlife species is present on the Project Site. Additionally, federally protected wetlands or waters as defined by Section 404 of the Clean Water Act (including, but not limited to, march, vernal pool, coastal, etc.) do not occur on the site. The Stanislaus River, a riverine wetland resource is located approximately 0.66 miles to the north from the north point of the Proposed Project Site. The Proposed Project would not involve the direct removal, filling, hydrological interruption, or other means to the bed, bank, channel, or adjacent upland areas of the Stanislaus River. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

(d) ***No Impact.*** The Proposed Project will have no impact to resident or migratory fish or wildlife species and is not considered a wildlife corridor or wildlife nursery site. Therefore, the Proposed Project will have **No Impact**.

(e) ***Less Than Significant Impact.*** The City of Oakdale has developed and adopted a Tree Preservation Ordinance. Prior to removal of any tree meeting the criteria below, a Tree Removal Permit must be obtained from the City. A Tree Removal Permit is required for the following:

- Any non-oak tree with a trunk diameter of twenty-four (24) inches or greater measured at three (3) feet above the ground.
- Any oak tree with a trunk diameter of three (3) inches or greater measured at three (3) feet above the ground.

The Proposed Project involves the removal of two (2) trees, located in the eastern portion of the Project Site. The two (2) trees are not of a size that would require a tree removal permit. There are no oak trees located on the Project Site. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

(f) ***No Impact.*** There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other local, regional, or state Habitat Conservation Plan within the City of Oakdale. Therefore, the Proposed Project will have **No Impact**.

Mitigation Measures:

No mitigation measures are required.

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[5] U.S. Fish & Wildlife Service, Ecological Services, National Wetland Inventory, Wetlands Mapper, April 2019. Assessed March, 2020.

V. CULTURAL RESOURCES/ARCHAEOLOGICAL OR HISTORICAL SITES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	[ ]	[ ]	[X]	[ ]
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5?	[ ]	[ ]	[X]	[ ]
c) Disturb any human remains, including those interred outside of formal cemeteries?	[ ]	[ ]	[X]	[ ]

Discussion:

(a-b) ***Less Than Significant Impact.*** According to the 2030 General Plan Environmental Impact Report (EIR), the Central California Information Center (CCIC) conducted a detailed search for prehistoric and historic resources within the Oakdale city limits, Sphere of Influence (SOI) and immediate vicinity in 2009. In addition to the CCIC survey, in 1986 the City of Oakdale, with funding provided by the California Office of Historic Preservation, commissioned a survey to identify historic resources in the City. A total of 257 buildings dated from 1870 to 1940 were recorded. Of the 257 resources surveyed, 200 were determined to be eligible for the National Register of Historic Places (NRHP) and 49 were determined as potentially eligible under various conditions. The City's historic commercial core is focused on F Street/Yosemite Avenue intersection with the First National Bank Building, built in 1909 and the only NRHP-listed building in town. The Proposed Project is located north of the commercial core of F Street/Yosemite Avenue and does not include any buildings identified as a historic resource. In addition, the Proposed Project does not propose any changes to the existing residential building on the site built in 1957 (according to the Stanislaus County Assessor's Office).

According to the 2030 General Plan EIR, there is no presence of Native American resources in the Oakdale planning area, including the Proposed Project location. However, per 2030 General Plan Implementation Measure NR-IP10, which states the following:

NR-IP10 Require that when any subsurface cultural resources, paleontological resources, or human remains are encountered, all work within 100 feet of the discovery must be stopped and the area protected from further disturbance until the discovery is evaluated by a qualified professional. The appropriate City personnel shall be notified immediately. The resource shall be examined by qualified personnel to determine their significance and develop appropriate protection and preservation measures, if necessary. If human remains are discovered, they shall be treated in compliance with applicable state and federal laws, including

notifying the County Coroner and consulting with the California Native American Heritage Commission, as appropriate.

Therefore, the Proposed Project will have a **Less Than Significant Impact.**

(c) ***Less Than Significant Impact.*** According to the 2030 General Plan EIR, paleontological resources include fossil remains, as well as fossil localities and rock or soil formations that have produced fossil material. The Oakdale area is located in what is known as the Great Valley, which consists of Quaternary sedimentary deposits. While the Oakdale area is not considered to be sensitive for paleontological resources and the likelihood of encountering paleontological resources is very low, project-related earth-disturbing activities could affect the integrity of a paleontological site. In accordance with the City's 2030 General Plan Policies and Implementation Programs, specifically NR-7.1, 7.3, 7.9 and Implementation Program NR-IP9. As a result, the Proposed Project will have a **Less Than Significant Impact.**

Mitigation Measures:

No mitigation measures are required.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	[ ]	[ ]	[X]	[ ]
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	[ ]	[ ]	[X]	[ ]

Discussion:

(a-b) ***Less Than Significant Impact.*** The State of California has adopted comprehensive energy efficiency standards as part of its Building Standards Code of Regulations, Title 24. Part 6 of Title 24 is referred to as the California Energy Code. In 2009, the California Building Standards Commission adopted a voluntary Green Building Standards Code, or CALGreen, which became effective in 2011. CALGreen sets forth mandatory measures, appliable to new residential and nonresidential structures as well as additions and alterations, on water efficiency and conservation, building material conservation, and interior environmental quality. It also mentions energy efficiency, although CALGreen defers to the Energy Code for actions. The City has adopted the 2019 versions of both the California Energy Code and CALGreen.

In addition, the California Building Code 2019 update became effective on January 1, 2020 and requires that all new homes under three (3) stories high install solar panels and that solar systems be sized to net out the annual kilowatt-hour energy usage of the dwelling. This requirement extends to both single-family and multi-family developments under three (3) stories in height. The Proposed Project will be required to adhere to the new California Building Code requirements including the installation of rooftop solar systems. This mandate will further ensure that unnecessary wastefulness of energy resources is limited.

The anticipated construction schedule assumes that the Proposed Project will be built over a two (2) year period. The Proposed Project will require the site preparation, grading, paving, architectural coating, and trenching. The site is vacant and will not require the demolition of any existing structures. Implementation of applicable 2030 General Plan Goals, Policies and Implementation Measures as it relates to Air Quality, Energy, Utilities, etc. would reduce energy waste from construction. Therefore, the Proposed Project would not consume energy in a manner that is wasteful, inefficient, or unnecessary. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

Mitigation Measures:

No mitigation measures are required.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS -- Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	[ ]	[ ]	[X]	[ ]
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	[ ]	[ ]	[X]	[ ]
ii) Strong seismic ground shaking?	[ ]	[ ]	[X]	[ ]
iii) Seismic-related ground failure, including liquefaction?	[ ]	[ ]	[X]	[ ]
iv) Landslides?	[ ]	[ ]	[X]	[ ]
b) Result in substantial soil erosion or the loss of topsoil?	[ ]	[ ]	[X]	[ ]
c) Be location on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	[ ]	[ ]	[X]	[ ]
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	[ ]	[ ]	[ ]	[X]
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	[ ]	[ ]	[ ]	[X]
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	[ ]	[ ]	[X]	[ ]

Discussion:

a-i) ***Less Than Significant Impact.*** According to the 2030 General Plan Environmental Impact Report (EIR), the Ortigalita fault in the southernmost corner of Stanislaus County

is approximately forty-five (45) miles southwest of Oakdale and is the only fault formed in the Central Valley that is sufficiently active to have been mapped and zoned by the California Geological Survey (CGS). Sporadic earthquake activity in the Central Valley near Stanislaus County may be associated with the Tracy-Stockton, Vernalis, or San Joaquin Faults, approximately twenty-five (25) miles northwest, west and southwest of Oakdale, respectfully.

According to the City's 2030 General Plan EIR, there is no evidence to suggest that either of these faults is likely to cause surface displacement in the City. Because no faults are located in the City, the potential for surface rupture (cracking or breaking of the ground during an earthquake) will be a **Less Than Significant Impact**.

a-ii) ***Less Than Significant Impact.*** As noted above and as stated in the 2030 General Plan EIR, there are no active or potentially active faults within the Planning Area, including the Project Site. The City is not located within an Alquist-Priolo Earthquake Fault Zone, and no surface evidence of faulting has been observed.

Compliance with Uniform Building Code requirements for Seismic Zone 3 and with California Health and Safety Code Section 19100 *et seq.* would reduce impacts to a level that would be less than significant. These same conditions, as updated in the 2019 California Building Code, would apply to the Proposed Project, and will therefore have a **Less Than Significant Impact.**

a-iii) ***Less Than Significant Impact.*** According to the 2030 General Plan EIR, liquefaction is the phenomenon in which uniformly sized, loosely deposited, saturated, granular soils with low clay content undergo rapid loss of shear strength through the development of excess pore pressure during strong earthquake induced groundshaking of sufficient duration to cause the soil to behave as a fluid for a short period of time.

Only the Tugunga sands within the Planning Area present the likelihood of liquefaction because all other soils contain mixtures of finer and courser sediments that enhance the cohesiveness and strength of the soils. According to Figure 4.10-1 of the 2030 General Plan EIR, the Project Site contains Oakdale and Cometa soils, both of which are considered to be a low risk for liquefaction potential. Therefore, the Proposed Project will have a **Less Than Significant Impact.**

a-iv) ***Less Than Significant Impact.*** Landslides are downward and outward movements of slope-forming materials which may be rock, soil, artificial fill, or combinations of these materials. The size of landslides varies from small slumps or soil flows (usually containing less than one cubic yard of material) to massive soil and rock movements containing hundreds of millions of cubic yards of materials. As stated previously, the Project Site is relatively flat in nature and is bounded by urban development. The Project Site is not within an area identified by the 2030 General Plan EIR that would be subject to landslides, mudslides, or rockfalls induced by seismic activity or excessive rainfall, such as the areas along the Stanislaus River. Therefore, the Proposed Project will have a **Less Than Significant Impact.**

(b) ***Less Than Significant Impact.*** The potential for grading and earthmoving during the Proposed Project construction to result in erosion is a potentially significant impact. However, Policy NR-4.4, 4.6 and 4.7 require new development to manage run-off and to incorporate storm water protection measures and best management practices in accordance with the City's National Pollution Discharge Elimination System (NPDES) permit.

As stated above, the Project Site contains Oakdale and Cometa soils, both of which are considered "very low" for erosion as a result of water saturation/excessive rainfall. As a result, the Proposed Project will have a **Less Than Significant Impact.**

(c) ***Less Than Significant Impact.*** According to the City's 2030 General Plan EIR, only Tujunga sands in the Oakdale planning area present the likelihood of liquefaction because all other soils contain mixtures of finer and coarser sediments that enhance the cohesiveness and strength of the soils. According to the City's 2030 General Plan EIR, the Project Site is located on Oakdale and Cometa soils and has limited potential for erosion and the vulnerability to erosion of natural soil types (erodibility) has been evaluated by the Natural Resources Conservation Service (NRCS) using soil loss equations to predict the average annual rate of soil loss by sheet and rill erosion in tons per acre per year. The Oakdale soil type has a classification of "Very Low" with regard to Water Erosion and "Very Low" in regard to Wind Erodibility Group. The Proposed Project is required to adhere to the City's General Plan Goals, Policies and Implementation Programs. Therefore, the Proposed Project will have a **Less Than Significant Impact.**

(d) ***No Impact.*** The Proposed Project is not located in an area known to contain expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994). Therefore, the Proposed Project will have **No Impact**.

(e) ***No Impact.*** The Proposed Project will connect to City services related to sewer. Therefore, the Proposed Project will have **No Impact**.

(f) ***Less Than Significant Impact.*** According to the City's 2030 General Plan EIR, the planning area is not considered sensitive for paleontological resources and the likelihood of encountering paleontological resources is very low. However, project-related earth-disturbing earth-activities could affect the integrity of a paleontological site, thereby causing a substantial change in the significance of the resource. Implementation of policies and implementation measures in the 2030 General Plan related to cultural resource conservation would reduce potential impacts on paleontological resources to a level that would be less than significant. Therefore, the Proposed Project will have a **Less Than Significant Impact.**

Mitigation Measures:

No mitigation measures are required.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	[ ]	[X]	[ ]	[ ]
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	[ ]	[ ]	[X]	[ ]

Discussion:

CEQA requires that public agencies refrain from approving projects with significant adverse impacts from greenhouse gas (GHG) emissions and their consequent adverse impacts on the world's climate if feasible alternatives or mitigation can substantially reduce or avoid these impacts. These gases trap heat in the atmosphere, and the major concern is that increases in GHG emissions are causing global climate change. It is thought that there is a direct link between increased emission of GHGs and long-term global temperature. GHGs allow sunlight to enter the atmosphere but trap a portion of the outward-bound infrared radiation and warm up the air. Both natural processes and human activities generate GHGs.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e) to account for the varying warming potential of different GHGs.

The City of Oakdale adopted a Climate Action Plan (CAP) on August 8, 2013 in response to the State passing the Global Warming Solutions Act of 2006 (AB 32). AB 32 directs the state to reduce state-wide GHG emissions to 1990 levels by 2020. One of the primary goals of the Oakdale Climate Action Plan is to identify strategies to reduce the contribution of the community and municipal operations to GHG emissions. By using energy more efficiently, enhancing access to other modes of transportation, recycling waste, and conserving water, Oakdale will be able to keep more dollars within the local community, create new green jobs, as well as improve public health and the quality of life.

Regulatory Setting

State of California

The Global Warming Solutions Act of 2006 (Assembly Bill 32) requires that CARB estimate the statewide 1990 GHG emission level and approve a statewide greenhouse gas emissions limit, equal

to the 1990 level, to be achieved by 2020. Assembly Bill 1803, which became law in 2006, made CARB responsible for preparing, adopting, and updating California's GHG inventory.

In August 2007, the legislature adopted Senate Bill 97, which required the Governor's Office of Planning and Research to prepare and transmit new CEQA guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the Natural Resources Agency by July 1, 2009.

The amendments adopted to the CEQA guidelines became effective on March 18, 2010. A threshold of significance for GHG emissions was not specified in those amendments, nor do they prescribe assessment methodologies or specific mitigation measures. Instead, the amendments encourage lead agencies to consider many factors in performing a CEQA analysis and rely on the lead agencies to make their own significance threshold determinations based on substantial evidence.

In 2016, the State enacted SB 32, which codified the goals in Executive Order B-30-15 of reducing GHG emissions to 40% below 1990 emission levels by 2030. In 2017, the ARB adopted an updated Scoping Plan that sets forth strategies for achieving the SB 32 target. The updated Scoping Plan continues many of the programs that were part of the previous Scoping Plan, including the cap-and-trade program, low-carbon fuel standards, renewable energy, and methane reduction strategies. It also addresses for the first time GHG emissions from the natural and working lands of California, including agriculture and forestry sections (ARB 2017).

San Joaquin Valley Air Pollution Control District

In December 2009, the SJVAPCD adopted a policy to assist lead agencies, project proponents, permit applicants, and interested parties in assessing and reducing the impacts of project-specific GHGs on global climate change: District Policy – Addressing GHG Emission Impacts for Stationary Source Projects under CEQA. The policy relies on the use of performance-based standards, otherwise known as Best Performance Standards (BPSs) to assess significance of project-specific GHG emissions on global climate change during the environmental review process, as required by CEQA. BPSs for traditional stationary source projects include equipment type, equipment design, and operational and maintenance practices for the identified service, operation, or emissions unit class and category.[6]

Use of BPSs is a method of streamlining the CEQA process of evaluating significance and is not a required emission reduction measure. Projects implementing BPSs would be determined to have a less than cumulatively significant impact. Otherwise, demonstration of a 29 percent reduction in GHG emissions from a continuation of existing operations is required to determine that a project would have a less than cumulatively significant impact. The SJVAPCD has developed BPSs for the following stationary sources: boilers; steam generators; gasoline dispensing facilities; dry cleaners; oil and gas extraction, storage, transportation, refining operations; and co-generation.[7]

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[6] SJVAPCD, 2009. District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency.

[7] SJVAPCD. 2016g. Best Performance Standards (BPS) for Stationary Sources. http://www.valleyair.org/programs/CCAP/bps/BPS_idx.htm#Oil&Gas. Accessed February, 2020.

Discussion:

(a) ***Less Than Significant Impact with Mitigation Incorporated.*** Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs, contributing to global climate change could be attributed to every nation, region, and city, and virtually every individual on Earth. The Proposed Project's GHG emissions are at a micro-scale relative to global emissions but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

Implementation of the Proposed Project would contribute to the increase of GHG emissions that are associated with global climate change. Emissions of GHG attributed to future development would be primarily associated with increases in CO_2 and other GHG pollutants, including CH4 and N2O, from mobile sources and utility usage. It should be noted that constructed-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time.

As part of the Air Quality analysis (Section 3), a CalEEMod Analysis (Appendix A) was prepared to estimate the Proposed Project's air quality impacts associated with construction and operation. As stated above, construction is a one-time release while operation impacts occur over a period of time. As illustrated in the CalEEMod Analysis, the estimated maximum of CO2e per year of construction is 211.08 metric tons of CO2e, which would cease when the construction of the Proposed Project is complete. The Proposed Project operations are estimated to generate approximately 651.43 metric tons CO2e per year when project features and measures to reduce GHG are not considered.

The long-term operational GHG emission estimate for buildout of the Proposed Project incorporates the potential area source and vehicle emissions, and emissions associated with utility and water usage, and wastewater and solid waste generation. The modeling included mitigation inputs including the following:

<u>Traffic Mitigation</u>

- Improve Pedestrian Network so that the Project Area connects to off-site pedestrian networks.

<u>Energy Mitigation</u>

- Exceed Title 24 by 15%
- Install High Efficiency Lighting
- Install High Efficiency Appliances

<u>Area Mitigation</u>

- Use low VOC Paint – Residential Interior and Exterior
- Use low VOC Paint – Parking

Water Mitigation

- Install Low-Flow Bathroom Faucet
- Install Low-Flow Kitchen Faucet
- Install Low-Flow Toilet
- Install Low-Flow Shower
- Use Water-Efficient Irrigation Systems

When such features are considered, the estimated Proposed Project operational emissions are approximately 457.14 CO2e, a decrease of approximately 29.8 from "business-as-usual" (unmitigated) levels.

As stated previously, short-term construction GHG emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change over the lifetime of the Proposed Project. Construction GHG emissions from the Proposed Project do not impede local GHG reduction efforts, or violate GHG reduction goals set by AB 32, as required by Public Resources Code, Section 21082.2. Additionally, the Proposed Project is required to adhere to SJVAPCD Rules and Regulations, which are intended to reduce construction related emissions. Therefore, cumulatively these construction emissions would not generate a significant contribution to global climate change.

The City's Oakdale Climate Action Plan states that "to be determined to have a less than significant individual and cumulative impact on global climate change, project-specific GHG emissions have to be reduced or mitigated by 29 percent from Business-as-Usual GHG emissions."

With the implementation of the Mitigation Measure below, the overall annual GHG emissions associated with the Proposed Project would be reduced by 29.8 percent relative to the BAU scenario, consistent with applicable standards by the SJVAPCD and the City's Climate Action Plan, dated August 8, 2013. Because the Proposed Project would meet the 29 percent minimum reduction threshold, the Proposed Project would be consistent with the GHG reduction percentage sought by the state's Scoping Plan.

In addition, California Code of Regulations (CCR) Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 standards were adopted in response to the requirements of AB 32. Specifically, new development projects within California after January 1, 2011, are subject to mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CAL Green) Code (California Code of Regulations, Title 24, Part 11).

As such, it is anticipated that the Proposed Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with any plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gasses.

Therefore, impacts related to GHG emissions and global climate change would be considered **Less Than Significant with Mitigation Incorporated** with the implementation of Mitigation Measure GHG-1, described below.

(b) ***Less Than Significant Impact.*** As discussed above, the City of Oakdale has an adopted Climate Action Plan in which includes Reduction Goals and Strategies to be implemented to reduce GHG emissions and work toward the reduction target. The Proposed Project is consistent with the following goals and strategies of CAP:

- Goal E.1: Increase Community Energy Efficiency
- Strategy E.1.2: Comply with state-mandated Building Energy Efficiency Requirements for Residential Development and Expedite Permitting for Developers
- Goal TLU.1: Encourage Smart Growth Development

As discussed above, the Proposed Project must meet the state-mandated Title 24 requirements for emergency efficiency. This will meet Goal E.1 and Strategy E.1.2. In addition, the Proposed Project is located on an in-fill site and located within proximity to existing services and amenities, meeting Goal TLU.1.

Therefore, the Proposed Project is consistent with the City's CAP and as a result, further GHG emissions analysis and mitigation under CEQA Guidelines Section 15064(h) and 15013.5(b)(2) is not required. As such, the Proposed Project will have a **Less Than Significant Impact.**

Mitigation Measures:

The following mitigation measures shall be incorporated into the Proposed Project:

GHG-1: The Project Applicant shall institute the following Mitigation Measure during construction and operation of the Proposed Project to reduce Greenhouse Gas Emissions and Energy Consumption:

- Ensure that the pedestrian network within the Project Area connects to off-site pedestrian networks.
- Exceed Title 24 by 15% through verified compliance with CALGreen Tier 1 efficiency requirements.
- Install high efficiency lighting and appliances within all units.
- Install low-flow faucets, toilets, and showers as applicable.
- Use low VOC Paint in residential interior and exterior and parking areas.
- Use only natural gas hearths, as applicable.
- Use water-efficient irrigation systems throughout the Proposed Project.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	[ ]	[ ]	[ ]	[X]
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	[ ]	[ ]	[ ]	[X]
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	[ ]	[ ]	[ ]	[X]
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	[ ]	[ ]	[ ]	[X]
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	[ ]	[ ]	[ ]	[X]
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	[ ]	[ ]	[ ]	[X]
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	[ ]	[ ]	[X]	[ ]
h) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	[ ]	[ ]	[X]	[ ]

Discussion:

(a) ***No Impact.*** The Proposed Project does not involve the transport, use, or disposal of hazardous materials. Therefore, the Proposed Project will have **No Impact**.

(b) ***No Impact.*** The Proposed Project will not contribute to hazardous materials or create a significant hazard in its construction or upon its completion. Therefore, the Proposed Project will have **No Impact**.

(c) ***No Impact.*** Oakdale Junior High School is located 0.32 miles to the southeast and Cloverland Elementary School is located 0.26 acres to the northwest. As stated in the Project Description, the Proposed Project consists of a General Plan Amendment, Amendment to Planned Development (P-D) No. 06, and Design Review to allow for the development of forty-eight (48) multi-family residential dwellings on a 2.4 acre site. The Proposed Project does not involve the transport, use, or disposal of hazardous materials. Therefore, the Proposed Project will have **No Impact**.

(d) ***No Impact.*** The California Department of Toxic Substances Control (DTSC) maintains a database containing information on properties in California where hazardous substances have been released, or where the potential for a release exists. This database is known as EnviroStor and is one of a number of lists that comprise the "Cortese List" (a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). According to the 2030 General Plan Environmental Impact Report (EIR), there are four (4) sites in Oakdale found on the EnviroStor database, including one (1) active site (PG&E Former Manufactured Gas Plant). The Proposed Project set is not included on a list of hazardous materials sites and therefore, will have **No Impact**.

(e) ***No Impact.*** The Oakdale Municipal Airport is located southeast of the City and was originally constructed in 1945 and has been owned and operated by the City of Oakdale since 1960. The Project Site is located 1.77 miles northwest of the Oakdale Municipal Airport. According to the Stanislaus County Airport Land Use Compatibility Plan, adopted October 6, 2016, the Proposed Project Site is outside of the Airport Influence Area.[8] Therefore, the Proposed Project will have **No Impact**.

(f) ***No Impact.*** Please refer to the discussion under item (e), above.

(g) ***Less Than Significant Impact.*** According to the City's 2030 General Plan EIR, the City of Oakdale has the following plans in place to address and reduce risks involving hazards and hazardous materials:

- Multi-Jurisdictional Hazard Plan
- Disaster Plan

The Proposed Project will not impair or physically interfere with the above plans, including the Multi-Jurisdictional Hazard Plan. In addition, the Proposed Project shall adhere to the Policies of the City's 2030 General Plan, including Policy PHS-1.6, which requires "adequate road standards, driveway widths and clearances around structures consistent with local and state requirements to ensure emergency access." Therefore, the Proposed Project will have a **Less Than Significant Impact**.

(h) ***Less Than Significant Impact.*** The Proposed Project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires. According to the City's 2030 General Plan EIR, the Project Site is classified as "Urban Unzoned" and

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[8] Stanislaus County Land Use Compatibility Plan adopted October 6, 2016. Assessed January, 2020.

is not in close proximity to an area identified as having a Moderate risk of fire hazards. The Proposed Project will develop a site that is currently being used for agricultural purposes to single-family homes including associated on- and off-site improvements. In addition, the Proposed Project shall comply with the City General Plan Policies, including policies related to ensuring the City of Modesto Fire Department (augmented by Oakdale Rural Fire Protection District) firefighters have quick and easy access to all areas within the Oakdale Planning Area, including the Project Site. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

Mitigation Measures:

No mitigation measures are required.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	[ ]	[ ]	[X]	[ ]
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	[ ]	[ ]	[X]	[ ]
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	[ ]	[ ]	[X]	[ ]
i) Result in substantial on- or off-site erosion or siltation;	[ ]	[ ]	[X]	[ ]
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	[ ]	[ ]	[X]	[ ]
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	[ ]	[ ]	[X]	[ ]
iv) Impede or redirect flood flows?	[ ]	[ ]	[X]	[ ]
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	[ ]	[ ]	[X]	[ ]
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	[ ]	[ ]	[X]	[ ]

Discussion:

(a) ***Less Than Significant Impact.*** Construction activities associated with the Proposed Project would cause disturbance of soil during excavation work, which could adversely affect water quality. Contaminants from construction vehicles and equipment and sediment from soil erosion could increase the pollutant load in runoff being transported to receiving waters during development. Any construction activities, including grading, that would result in the disturbance of one (1) acre or more would require compliance with the Regional Water Quality Control Board (Regional Water Board) General Permit for Storm Water Discharge Associated with Construction and Land Disturbance Activity (Construction General Permit). The Project Site is 2.4± acres and would be subject to the provision of the Construction General Permit, which requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential adverse impacts on surface water quality through the Proposed Project's construction period.

Operation of the Proposed Project could be a source of various storm water pollutants. Pollutants associated with the proposed residential development may include those associated with vehicle parking and landscaping, including oil and grease; organic compounds such as pesticides; and trash and debris. Such pollutants may also be present in non-storm water discharges, such as runoff from landscape irrigation. Operation of the Proposed Project would be subject to the Regional Water Board's Municipal Regional Permit (MRP), implemented in October 2009 by Order R2-2009-0074. Provision C3 of the MRP addresses new development and redevelopment projects. The entire Project Site, consisting of all new impervious surfaces, must be included in the treatment system design (i.e., storm water treatment systems must be designed and sized to treat storm water from the entire Proposed Project). A Stormwater Control Plan (SCP) must be prepared and submitted for the Project Site and must detail design elements and implementation measures to meet MRP requirements. The Proposed Project would be required to include Low Impact Development (LID) design measures and a Stormwater Facility Operation and Maintenance Plan must be prepared to ensure that storm water control measures are inspected, maintained, and funded for the life of the Proposed Project.

The Proposed Project shall comply with the City's 2030 General Plan Policies, including PF-3.3, 3.4 and 3.5. Therefore, any potential impacts as a result of this Proposed Project are mitigated through the General Plan Policies and Regional Water Board requirements and will have a **Less Than Significant Impact**.

(b) ***Less Than Significant Impact.*** The Proposed Project will connect to the City of Oakdale water system and would not use groundwater during construction or operation. The City of Oakdale provides domestic (potable) water service to all residents and businesses within the City through a system of groundwater wells, storage facilities, and a non-potable system that is intended to reduce demands on the City's potable groundwater sources. The City of Oakdale adopted an Urban Water Management Plan (UWMP) in January 2009. Per the UWMP, the City of Oakdale currently owns and operates eight (8) wells with a total production capacity of 15,200 gpm[9] and approximately 500,000 gallons of active storage in one (1) steel storage tank. The active wells each produce between 600 and 1,800 gallons per minute (gpm) for a total of 10,100 gpm per day.[10] The Proposed Project includes an 8" water line that will be constructed along the "Private Street" from the existing water line at River Avenue.

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[9] City of Oakdale Urban Water Management Plan, 2009. Assessed March, 2020

[10] City of Oakdale Water Master Plan, Adopted October 5, 2015. Assessed March, 2020

Should groundwater be encountered in excavations during installation of underground utilities or other construction facilities, groundwater would be managed in accordance with the SWPPP for the Proposed Project and permits would be required prior to discharge of the dewatered groundwater to the storm or sanitary sewer. Therefore, no impact on groundwater supplies or recharge would be expected and the Proposed Project will have a **Less Than Significant Impact**.

(c) ***Less Than Significant Impact.*** The Project Site is 2.4 acres in size and the topography is relatively flat. The Project Site is located 0.66 miles south of the Stanislaus River, which flows in a westerly direction, towards the San Joaquin River.

The Project Site is not located in a flood hazard zone (i.e. a 100 or 500-year flood zone) as identified by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Number 06099C0190E, dated September 26, 2008. The construction of the site improvements (i.e. construction of parking areas and the buildings) will reduce the absorption rates and increase surface water runoff. Final storm drainage designs will be required to comply with City Standards and are reviewed and approved by the City Engineer. Any increased runoff shall be mitigated as required by the Public Services Department. The perimeter of the development will also be required to be protected against surface runoff onto adjacent properties in a manner acceptable to the City.

As discussed above, the Project Site is 2.4± acres and would be subject to the provision of the Construction General Permit, which requires the preparation and implementation of a SWPPP designed to reduce potential adverse impacts on surface water quality through the project construction period. In addition, the Proposed Project will be required to incorporate Low Impact Development (LID) design parameters to reduce discharge of pollutants to the maximum extent feasible. Compliance with applicable City ordinances and the 2030 General Plan Policies and Implementation Programs for construction activities would ensure that construction of the Proposed Project does not result in significant impacts to water quality and does not result in a violation of any water quality standards. In addition, compliance with the Regional Water Quality Control Board requirements, BMP's, and the City's regulatory policies pertaining to stormwater runoff, the Proposed Project will not result in a significant impact on water quality. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

(d) ***Less Than Significant Impact.*** No alteration of a stream or river is proposed or included as part of the Proposed Project. The Proposed Project would not result in changes at the Project Site from its current state. Therefore, the Proposed Project would have a **Less Than Significant Impact.**

(e) ***Less Than Significant Impact.*** The Proposed Project would result in an increase in pervious surfaces at the site. As a result, storm water runoff volume from the site would increase relative to existing conditions. The City's 2030 General Plan Policies ensure the Proposed Project will not contribute or create substantial surface runoff that would result in flooding on- or off-site, exceeding storm water facility capacity or provide additional sources of polluted runoff. Therefore, the Proposed Project will have a **Less Than Significant Impact.**

Mitigation Measures:

No mitigation measures required.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	[ ]	[ ]	[X]	[ ]
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	[ ]	[ ]	[X]	[ ]

Discussion:

(a) ***Less Than Significant Impact.*** The Proposed Project is located within City of Oakdale City Limits and is designated by the City of Oakdale 2030 General Plan for urban uses. The site is currently being used for agricultural purposes. The Proposed Project is also surrounded by urban development. The Proposed Project will not divide an established community (City of Oakdale). Therefore, the Proposed Project will have a **Less Than Significant Impact.**

(b) ***Less Than Significant Impact.*** As previously noted, the Proposed Project includes a General Plan Amendment, a Planned Development Zone Amendment, and a Site Plan Review. The existing General Plan land use designation is General Commercial (GC) and the existing zoning is P-D, Planned Development. The Proposed Project proposes to convert the General Plan land use designation to High Density Residential (HDR), and Planned Development Zone Amendment, in order to allow for specific development standards within the Project Site. The proposed density for the Proposed Project is consistent with the City's High Density Residential (HDR) land use designation (density over 14 dwelling units per acre). Under the PD zoning, building setbacks, density and lot sizes would be shown on the proposed Tentative Subdivision Map and these would become conditions of approval for the Proposed Project. With the proposed Planned Development Amendment, the Proposed Project would comply with the regulations and policies related to general plan and zoning consistency. Upon approval, the 2030 General Plan will be amended to reflect the land use designation of the Proposed Project (High Density Residential). The following table illustrates the proposed Rezone and General Plan Land Use Designation:

Rezone	Land Use Designation	Average Density	Acreage	Units
P-D	High Density Residential	20 units/acre	2.4	48

Relevant 2030 General Plan Policies and Implementation Programs include the following:

LU-1.5 Infill and Underutilized Parcels. Give priority to the development of infill parcels and redevelopment of economically underutilized properties to accommodate a portion of projected future growth.

LU-2.2 Innovative Housing. Encourage development of innovative forms of housing that increase the diversity and affordability of housing options in the City.

LU-2.4 Moderate and High-Density Housing. Provide adequate moderate and high-density housing to ensure that the City meets its Regional Housing Needs Allocation (RHNA). Locate such housing close to major transportation corridors, within the Downtown District, and in close proximity to commercial, employment and community services.

LU-2.7 New Neighborhoods. Require new residential development and re-development to provide complete neighborhoods that compliment the ambience of the City's older neighborhoods, and further the *Residential Neighborhoods Community Forms Principles.*

LU-2.8 Quality Residential Design. Ensure a consistent level of high-quality residential design by adherence to the design principles applied through the City's design review process, specific plans, and Residential Design Expectations.

LU-IP2 Explore potential incentives to promote desired infill, mixed use and economic development related opportunities. Incentives may include priority processing, flexible development standards, density/intensity bonuses, fee deferrals, support of infrastructure upgrades and similar.

The Proposed Project is required to adhere to the City's 2030 General Plan Policies and Implementation Programs. As noted previously, the Proposed Project Site is surrounded by existing residential and commercial development and is located within the City. The Proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

Mitigation Measures:

No mitigation measures are required.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	[ ]	[ ]	[X]	[ ]
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	[ ]	[ ]	[X]	[ ]

Discussion:

(a) ***Less Than Significant Impact.*** According to the City's 2030 General Plan Environmental Impact Report (EIR), the California Geological survey has defined areas along the Stanislaus River within the City and surrounding area as Mineral Resource Zone 2 (MRZ-2). This designation indicates a high likelihood for occurrence of significant mineral deposits. The Proposed Project is located 0.66 miles from the Stanislaus River and is not located within the Stanislaus River Floodplain area. The Project Site is located outside any area designated by the California Department of Conservation – State Mining and Geology Board (SMGB) as containing known mineral resources. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

(b) ***Less Than Significant Impact.*** Please refer to discussion under item (a), above.

Mitigation Measures:

No mitigation measures are required.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	[ ]	[X]	[ ]	[ ]
b) Generation of excessive groundborne vibration or groundborne noise levels?	[ ]	[ ]	[X]	[ ]
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	[ ]	[ ]	[X]	[ ]

Background:

Noise is defined as sound that is loud, unpleasant, unexpected, or undesired. Three components make up sound: source, path, and receiver. All three components must be present for sound to exist. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) which is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain. The perception of sound and noise is determined by its effects on receptors. Examples of sensitive noise receptors are facilities or areas, including residential areas, hospitals, and schools, where excessive noise levels would be considered an annoyance. The "A-weighted" noise scale (measured in A-weighted decibels (dBA)) was developed because it corresponds closer to people's subjective judgment of sound levels.

Noise sources are classified in two forms: (1) point sources, such as stationary equipment or individual vehicles; and (2) line sources, such as a roadway with a large number of cars. Sound generated by a point source typically attenuates at a rate of 6 dBA for each doubling of distance from the source to the receptor at acoustically soft sites such as vacant land. [11] Sound levels can also be attenuated by placement of barriers such as solid walls or berms between the source and receptor.

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[11] La Plata County, 2002. La Plata County Impact Report, Coal Bed Methane Development. October 2002. http://lpccds.org/UserFiles/Servers/Server_1323669/File/2002%20Oil%20and%20Gas%20Impact%20Report.pdf.

Community reaction to noise is assessed on a scale that averages varying noise exposures over time and quantifies the results in terms of a single value. The Community Noise Equivalent Level (CNEL) is an average A-weighted scale measured over a 24-hour period and adjusted to account for increased sensitivity to noise levels during evening and nighttime hours. A CNEL noise measurement is obtained from adding 5 decibels to sound levels occurring during the evening from 7:00 p.m. to 10:00 p.m., and 10 decibels to sound occurring during the nighttime from 10:00 p.m. to 7:00 a.m. The major sources of noise in Oakdale are roadway traffic, railroad noise, airport operations, and industrial activities. The quietest areas of Oakdale are those removed from major transportation-related noise sources and local industrial or other stationary noise sources.

Vibration is sound radiated through the ground. Typical sources of ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads, which can create vibration waves that propagate through the soil to the foundations of nearby buildings. Ground-borne vibration is almost never annoying to people who are outdoors. Although the motion of the ground may be perceived without the effects associated with the shaking of a building, the motion does not provoke the same adverse human reaction. The rumbling sound caused by the vibration of room surfaces is called ground-borne noise, which is usually characterized with the A-weighted sound level. Ground-borne noise is perceived as louder than the same broadband noise because the human ear perceives sound dominated by low-frequency components as louder than broadband sounds that have the same A-weighted level. The background vibration is not usually significant unless the vibration exceeds 70 VdB. For most people, a vibration-velocity level of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels. [12]

Discussion:

(a) ***Less Than Significant Impact With Mitigation Incorporated.*** Various types of equipment would be used for construction of the Proposed Project. Noise impacts resulting from construction activities would depend on the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive receptors. Construction noise impacts primarily result when construction activities occur during noise-sensitive time of day (early morning, evening, or nighttime hours), when the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time. The loudest expected phase of construction is grading and earthwork, which would likely include the use of dozers, backhoes, and graders. The Proposed Project is bounded by single-family homes on the north (existing single-family dwelling on the property), east, south and west. According to the City's 2030 General Plan Environmental Impact Report (EIR), these areas are considered sensitive receptors. However, the City's 2030 General Plan Policy N-1.11 states to: "minimize construction-related noise and vibration by limiting construction activities within 500 feet of noise-sensitive uses to 7:00 a.m. to 6:00 p.m. on weekdays, 8:00 a.m. to 5:00 p.m. on Saturdays, and no construction on Sundays and holidays unless permission for the latter has been granted by the City". Use of construction equipment could be a short-term source of impact on these noise-sensitive uses. In order to ensure that project construction noise levels remain at a level as to not become a nuisance, mitigation measure NOISE-1 will be incorporated. Given the relatively short

[12] U.S. Department of Transportation, Federal Transit Authority, Office of Planning and Environment, 2006. Transit Noise and Vibration Impact Assessment. May 2006.

construction period and limited scope of the Proposed Project, construction activities, with mitigation incorporated, will result in a **Less Than Significant Impact With Mitigation Incorporated.**

(b) ***Less Than Significant Impact.*** In general, groundborne vibration from standard construction practices is only a potential issue when the vibration occurs within twenty-five (25) feet of sensitive uses. The Project Site is adjacent to residential uses. However, construction is a temporary activity and construction times would not occur during the more noise-sensitive times of the day, per the City's 2030 General Plan Policy N-1.11. Therefore, due to the short construction period and limited scope of the Proposed Project, will result in a **Less Than Significant Impact.**

(c) ***Less Than Significant Impact.*** As discussed under item (a), the majority of noise impacts would result from construction activities by various pieces of construction equipment, the timing, and duration of noise-generating activities, the distance between construction noise sources and noise-sensitive receptors. Following the construction of the Proposed Project, permanent noise impacts are expected to increase in comparison with existing levels without the Proposed Project. However, the Proposed Project shall comply with the City's 2030 General Plan policies related to noise. The City's Municipal Code, Section 36-18.18 states that "the operation of any land use shall not cause an unreasonable amount of noise, odor, dust, mud, vibration, and/or electrical interference detectable off the premises." In addition, the Proposed Project shall comply with General Plan Policies N-1.1 through N-1.12. As a result, the Proposed Project will have a **Less Than Significant Impact.**

Mitigation Measures:

The following mitigation measure(s) shall be incorporated into the Proposed Project in order to mitigate any potential impacts to a less than significant level:

NOISE-1: *Construction equipment shall be well maintained to be as quiet as possible. The following measures, when applicable, shall be implemented to reduce noise from construction activities:*

- *All internal combustion engine-driven equipment shall be equipped with mufflers that are in good condition and appropriate for the equipment.*
- *"Quiet" models of air compressors and other stationary noise sources shall be used, where technology exists.*
- *Stationary noise-generating equipment shall be located as far as feasible from sensitive receptors (dwellings).*
- *Unnecessary idling of internal combustion engines shall be prohibited.*
- *Staging areas and construction material storage areas shall be located as far away as possible from adjacent sensitive land uses (dwellings).*
- *Construction-related traffic shall be routed along major roadways (Yosemite Avenue) and as far as feasible from sensitive receptors.*

- *Residences or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing. The construction contractor shall designate a "construction liaison" that would be responsible for responding to any local complaints (e.g., starting too early, bad muffler, etc.) and shall institute reasonable measures to correct the problem. The construction contractor shall conspicuously post a telephone number for the liaison at the construction site.*

- *The construction contractor shall hold a pre-construction meeting with the job inspectors and the general contractor/on-site manager to confirm that noise mitigation and practices (including construction hours, construction schedule, and construction liaison) are completed.*

All of the above measures shall be included in the contract specifications that shall be reviewed and approved by the City of Oakdale Public Services Department prior to the start of construction. The above measures would reduce noise generated by the construction of the Proposed Project to the extent feasible for the project's size.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	[ ]	[ ]	[X]	[ ]
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	[ ]	[ ]	[ ]	[X]

Discussion:

(a) ***Less Than Significant Impact.*** With an average of 3.04 persons per household (PPH) in the City of Oakdale (based on California Department of Finance 2019 data[13]) and forty-eight (48) multi-family units proposed, the Proposed Project would generate approximately one hundred and forty-six (146) residents. The current population of the City (in 2019) is 23,807 residents according to the State of California Department of Finance. The Proposed Project will result in a 0.006% increase in population, which does not result in population growth. The Proposed Project would contribute to the impacts of the population growth that have already been assessed and mitigated to the extent possible as part of the City's 2030 General Plan Environmental Impact Report (EIR) process. As such, the Proposed Project will serve as an implementation tool and a portion of future build out estimates identified in the 2030 General Plan and any impacts are considered **Less Than Significant**.

(b) ***No Impact.*** The Project Site consists of raw, undeveloped land. There are no structures (habitable or-unhabitable) located on the site. Therefore, the Proposed Project will not result in the displacement of substantial numbers of existing housing or persons. The Proposed Project will have **No Impact**.

Mitigation Measures:

No mitigation measures are required.

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[13] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State – January 1, 2011 – 2019. Sacramento, California, May 2019*

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	[ ]	[ ]	[X]	[ ]
b) Police protection?	[ ]	[ ]	[X]	[ ]
c) Schools?	[ ]	[ ]	[X]	[ ]
d) Parks?	[ ]	[ ]	[X]	[ ]
e) Other public facilities?	[ ]	[ ]	[X]	[ ]

Discussion:

(a-e) ***Less Than Significant Impact.*** Public services are available and can be extended to serve future development. With regard to K-12 schools, the Project Applicant is required to pay the standard School Impact Fees for the Oakdale Joint Unified School District prior to Building Permit issuance. The current School Impact Fee for the Oakdale Joint Unified School District is $3.79 per square foot.[14]

Fire Service in the City of Oakdale is provided by the City of Modesto Fire Department. The Cities of Modesto and Oakdale entered into agreements to provide fire protection services to the City of Oakdale and the Oakdale Fire Protection District, which includes the communities of Valley Home and Knights Ferry. The City of Oakdale is served by two (2) stations: Station 4 at 450 South Willowood Drive and Station 5 at 325 East G Street. The Proposed Project shall adhere to General Plan Policies CS-2.1 through CS-2.13, including the requirement to pay the City's Fire Capital Facilities Fees to fund the construction of fire protection facilities required to service new growth areas.

The Oakdale Police Department (OPD) provides protection services within the City of Oakdale. The City is served by one (1) police station located at 245 North Second Avenue. According to the City's 2030 General Plan Environmental Impact Report (EIR),

[14] Oakdale Joint Unified School District, August 13, 2018. Website: https://ojusd-ca.schoolloop.com/Developer_Fees. Accessed March, 2020.

the department is staffed by twenty-one (21) sworn officers, thirteen (13) professional support staff, seven (7) reserve officers and thirty (30) CAPS volunteers. General Plan Policy CS-1.3 states that the City will "maintain adequate levels of sworn officers, support staff, volunteers, equipment, technology, and training to provide effective and highly visible police protection services within the City." Currently, the calculated ratio of police officers per 1,000 population is 0.94, using the Department of Finance population estimate for the City of 23,807.[15] The Proposed Project would increase the population by one hundred and forty-six (146) persons.

The Proposed Project will be required to pay the applicable Capital Facilities Fees (CFF) associated with the services and facilities. Therefore, the Proposed Project will have a **Less Than Significant Impact.**

Mitigation Measures:

No mitigation measures are required.

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[15] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State – January 1, 2011 – 2019. Sacramento, California, May 2019*

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	[ ]	[ ]	[X]	[ ]
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	[ ]	[ ]	[X]	[ ]

Discussion:

(a) ***Less Than Significant Impact.*** The Proposed Project includes the development of a pool, community center, BBQ area, and common area. In addition, the payment of in lieu of Parks and Recreation, in accordance with the City's 2030 General Plan, would be required by the City of Oakdale as part of the standard development review and building permit process for the Proposed Project. For this reason, the Proposed Project would not be expected to increase the use of the existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, the Proposed Project will have a **Less Than Significant Impact.**

(b) ***Less Than Significant Impact.*** As noted under item (a) above, the Proposed Project includes the development of a pool, community center, BBQ area, and common area. In addition, the recreational needs of the Proposed Project are expected to be further met by the existing recreational facilities in the area, and the Proposed Project would not require the construction or expansion of other recreational facilities. In addition, the Proposed Project will be required to pay the applicable Capital Facilities Fees (CFF) prior to building permit issuance. Part of the CFF fee is a park fee, which is intended to help finance park related capital improvements throughout the City. As such, the Proposed Project will have a **Less Than Significant Impact.**

Mitigation Measures:

No mitigation measures are required.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	[ ]	[X]	[ ]	[ ]
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	[ ]	[ ]	[ ]	[X]
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	[ ]	[ ]	[ ]	[X]
d) Result in inadequate emergency access?	[ ]	[ ]	[ ]	[X]

Discussion:

(a) ***Less Than Significant Impact With Mitigation Incorporated.*** According to the 2030 General Plan Mobility Element, Yosemite Avenue (SR 120/108) is a four (4) lane arterial. Arterials are defined as two (2) to four (4) lane high-speed, high-capacity roadways that connect regional facilities and accommodate regional, intra-city and sub-regional travel. Access to parcels and local streets is limited and consolidated when feasible. The Proposed Project is located on Yosemite Avenue, between the signalized intersections of Yosemite Avenue and S. Maag Avenue and Yosemite Avenue and Johnson Avenue. According to the Site Plan, the Proposed Project would include one (1) ingress/egress driveway off Yosemite Avenue, adjacent to an existing driveway that serves the Foothill Oaks Shopping Center. This driveway will be restricted to right-in/right-out. The City's 2030 General Plan includes a variety of Policies and Implementation Programs to improve the City's transportation network. Relevant 2030 General Plan Policies and Implementation Programs include the following:

M-1.4 Smart Growth. Integrate transportation and land use decisions to enhance opportunities for development that is compact, walkable and transit friendly.

M-1.6 Consider all Users of Transportation System. Use multi-modal evaluation methods to ensure that projects do not result in worsening facilities or serve for transit, bicyclists, and pedestrians.

M-2.12 Mitigation of Impacts. Require new development to construct, dedicate and/or pay its fair-share contribution to local and regional transportation

improvements, including construction of on-site streets and mitigation of impacts upon existing and future roads through a variety of mechanisms such as the City's Capital Facilities Fee and Community Facility Districts.

M-2.13 Rights-of-Way Preservation. Preserve needed rights-of-way through dedication or acquisition as properties adjacent to transportation routes develop.

M-2.17 Neighborhood Traffic Management. Incorporate traffic calming techniques as needed to reduce vehicle speeds, minimize neighborhood intrusion by through traffic, and promote safe and pleasant neighborhoods.

M-2.18 Pedestrian Areas. Provide for narrower streets, appropriate curb radii, bulb-outs, enhanced crosswalks and similar techniques in areas of high pedestrian activity.

M-2.19 Sufficient Parking. Ensure that sufficient and convenient on-street and off-street parking is provided for all uses. Consider potential reductions in off-street parking requirements based upon opportunities for shared parking, availability of on-street parking, and proximity to transit and other alternative modes of travel.

M-3.5 Streetscape Improvements. Incorporate streetscape and trail side improvements (such as shade trees, street furniture, and lighting) to improve the pedestrian and cycling experience.

M-3.7 New Development. Require new development to provide bicycle and pedestrian access to and through projects, and to construct, dedicate and/or pay its fair-share contribution to the citywide bicycle and pedestrian system.

M-4.6 New Development. Encourage transit planning and access to transit spots as an integral part of the development review process. Require new development to accommodate transit facilities, provide bus turnouts/shelters where consistent with transit agency plans, and/or pay its fair-share contribution to the citywide transit system.

The Proposed Project may have an impact on the transportation/circulation system during construction. Potential transportation system impacts during the construction phase of the Proposed Project include potential to disrupt traffic flows in and out of the Project Site and sharing the roadway with normal vehicle traffic, creating potential conflicts. In addition, as part of the construction of the vehicle driveway along Yosemite Avenue, the Project Proponent will be required to obtain an Encroachment Permit from Caltrans to ensure access to SR 120/108 is consistent with state standards. However, construction of the Proposed Project may have an impact on the transportation/circulation system. As such, Mitigation Measure TRANS-1 has been incorporated. Therefore, the Proposed Project will have a **Less Than Significant Impact With Mitigation Incorporated**.

(b) ***No Impact.*** The Proposed Project will not result in an increase or conflict to the level of service standards and travel demand for the City of Oakdale. In 2017, the City commissioned a Traffic Impact Study for the East F Street Corridor Specific Plan Amendment Supplement to the Environmental Impact Report. This Traffic Impact Study determined that in 2017, average daily trips (adt) on East F Street, between Yosemite Avenue and Maag Avenue was 20,600 adt. Using the average ITS adt rates, Multi-Family Residential dwellings produce, on average, 6.65 adt's. With this methodology, the Proposed Project will result in 319.2 adt's, which represents a one (1) percent increase from the adt's counted in 2017 for this segment of East F Street. In addition, prior to building permit issuance, the Proposed Project will be required to pay the applicable Capital Facilities Fees (CFF), which contribute to installation of capital transportation projects Citywide.

The Proposed Project will be required to, and does conform to, the circulation standards and policies set forth by the City's 2030 General Plan. Therefore, the Proposed Project will have **No Impact.**

(c) ***No Impact.*** The Proposed Project will not result in the change of air patterns. Therefore, the Proposed Project will have **No Impact.**

(d) ***No Impact.*** Street improvements installed as part of the Proposed Project will not result in immediate construction or design hazards. As such, hazards due to a design feature are not anticipated to occur. Therefore, the Proposed Project will have **No Impact.**

Mitigation Measures:

The following mitigation measure(s) shall be incorporated into the Proposed Project in order to mitigate any potential impacts to a less than significant level:

TRANS-1: *Although construction impacts are expected to be temporary, development of a construction management plan would reduce the potential for construction vehicle conflicts with other roadway users. The Project Applicant shall prepare a construction management plan for review and approval by the City of Oakdale prior to any ground disturbance activity. The plan shall include:*

- *A project staging plan to maximize on-site storage of materials and equipment.*
- *A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hours; lane closure proceedings; signs, cones, and other warning devices for drivers; and a designation of construction access routes.*
- *Permitted construction hours.*
- *Location of construction staging.*
- *Identification of parking areas for construction employees, site visitors, and inspectors to minimize potential impacts on adjacent residences/properties.*

- *Remove construction related debris on Yosemite Avenue (SR 120/108) and the drive aisle adjacent to the Project Site connecting Yosemite Avenue and E. G Street of the Foothill Oaks Shopping Center, as necessary.*

Implementation of the construction management plan would reduce the temporary construction traffic impact to a less than significant level.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
(a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	[ ]	[ ]	[X]	[ ]
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	[ ]	[ ]	[X]	[ ]

Discussion:

(i) ***Less Than Significant Impact.*** According to the City's 2030 General Plan Environmental Impact Report (EIR), the historic commercial core is focused on the F Street/Yosemite Avenue intersection and sites surveyed as part of the General Plan EIR do not include the Project Site. In addition, the Project Site is not listed or eligible for listing in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). As such, the Proposed Project will have **Less Than Significant Impact.**

(ii) ***Less Than Significant Impact.*** The City contacted the Native American Heritage Commission (NAHC) pursuant to Public Resources Code sections 21080.3.1, 21080.3.2 (AB52), and 65352.3, 65352.4 (SB18), and received a consultation list of tribes with traditional lands or cultural places located within the boundaries of the Proposed Project Site. The NAHC consultation list included the following tribes:

- Calaveras Band of Mi-Wuk Indians
- California Valley Miwok Tribe
- North Valley Yokuts
- Southern Sierra Miwuk Nation
- Tule River Indian Tribe
- Tuolumne Band of Me-Wuk Indians

The City sent out two (2) sets of letters pursuant to AB52 and SB18 to the tribes listed above on January 22, 2020. The City received one (1) response Letter, but his Letter did not provide comment on the Proposed Project specifically, nor did it request formal consultation. Therefore, the Proposed Project will have a **Less Than Significant Impact.**

Mitigation Measures:

No mitigation measures are required.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	[ ]	[ ]	[X]	[ ]
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	[ ]	[ ]	[X]	[ ]
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	[ ]	[ ]	[X]	[ ]
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	[ ]	[ ]	[X]	[ ]
e Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?	[ ]	[ ]	[X]	[ ]

Discussion:

(a) ***Less Than Significant Impact.*** Although the Proposed Project will require the installation of new utility services such as: water, sewer, gas, electrical, telecommunication, and storm drainage, it is not expected that the construction of these improvements would cause significant effects for the site or surrounding area. Upon development, the Proposed Project will connect to the City's existing water, sanitary sewer and storm drain systems and extend services to serve the Proposed Project per City Standards. In addition, the Developer will be required to install gas and telecommunication infrastructure to serve the Proposed Project. As a result, the Proposed Project is expected to have a **Less Than Significant Impact.**

(b) ***Less Than Significant Impact.*** All potable water in Oakdale is provided by the City entirely from groundwater wells. According to the City of Oakdale 2030 General Plan EIR, the City has sufficient water supply to serve properties within their city limits.

According to the City's Water Master Plan, the City has sufficient supplies to serve the Proposed Project. It is anticipated that the City will continue to maintain sufficient water supplies for the Proposed Project and future development during multiple dry years. In addition, supply facilities and major distribution lines will be financed through the Water Fee established in the adopted City of Oakdale Public Facilities Financing Plan, which the Proposed Project will be required to pay as part of the development.

The Proposed Project includes two (2) connections to an existing City of Oakdale eight-inch water line in the Foothill Oaks Shopping Center to serve the Proposed Project. The water line will feature a looped system throughout the Project Site. Overall, access to the City's water lines is adjacent to the Proposed Project.

The City has sufficient water supplies to serve the Proposed Project during normal, dry and multiple dry years and therefore, will have a **Less Than Significant Impact.**

(c) ***Less Than Significant Impact.*** The City of Oakdale provides wastewater collection and treatment of the incorporated area of the City of Oakdale. Wastewater is collected from nearly all portions of the City and routed to the City's Wastewater Treatment Facility (WWTF), located in the vicinity of the Stanislaus River. The City's WWTF is currently permitted under the State Water Resources Control Board (SWRCB) Waste Discharge Requirements (WDR) program, as administered by the Central Valley Regional Water Quality Control Board (RWQCB).

According to the City's Sewer Master Plan, the City has sufficient supplies to serve the Proposed Project. Expansion of the necessary wastewater infrastructure, including the potential expansion of the WWTF, would be paid for by the City's PFFP Wastewater Fee. The Proposed Project will be required to pay applicable PFFP fees, including the Wastewater Fees.

The Proposed Project includes connection to an existing eight-inch sanitary sewer line within East F Street/Highway 108 to serve the Proposed Project. The system will include an eight-inch sanitary sewer line throughout the Proposed Project Site that will service each of the three (3) buildings of the Proposed Project. Overall, access to the City's Sewer System is adjacent to the Proposed Project. It is anticipated that the Proposed Project will not have a significant impact on the collection and treatment of wastewater generated by the Proposed Project. Therefore, the Proposed Project will have a **Less Than Significant Impact**.

(d) ***Less Than Significant Impact.*** According to the City's 2030 General Plan Environmental Impact Report (EIR), solid waste generated in the City is collected by Gilton Solid Waste Management, Inc. Gilton provides residential, commercial, and industrial waste collection, processing recycling and disposal, as well as construction and demolition waste processing, diversion, and transfer disposal. Residential service in the City includes weekly collection of trash and "blue bag" recyclables in the provided black can. The Gilton Resource Recovery/Transfer Facility, Inc. (GRR) is a State permitted solid waste facility that provides a full range of waste management options. In 2009, the

GRR had a capacity of approximately 1,600 tons per day and processed 700 to 800 tons per day. Approximately 80 to 90 percent of the City's Municipal Solid Waste (MSW) delivered to GRR by Gilton is sent to a landfill, with the majority going to Forward Landfill in Manteca and a small portion going to Fink Road Landfill near Crows Landing, or to other state-approved landfills. The other 10 to 20 percent of the MSW requiring disposal is sent to the Covanta Energy waste-to-energy cogeneration facility at the Fink Road Landfill.

It is expected that the Proposed Project will increase the generation of solid waste. However, it is anticipated that Gilton and the Forward Landfill would continue to maximize the use of existing disposal options and plan for future waste disposal opportunities once existing disposal options reach their capacity. In addition, the Proposed Project shall adhere to the City's 2030 General Plan and Solid Waste Policies, including Policy PF-4.1 through PF-4.9. The Proposed Project would therefore be served by a landfill with sufficient permitted capacity to accommodate the Proposed Project's solid waste disposal needs and be in compliance with the City's 2030 General Plan policies as it relates to solid waste. As a result, the Proposed Project will have a **Less Than Significant Impact.**

(e) ***Less Than Significant Impact.*** Please refer to discussion item (d), above.

Mitigation Measures:

No new mitigation measures are required.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – Would the project:				
If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	[ ]	[ ]	[X]	[ ]
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	[ ]	[ ]	[X]	[ ]
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	[ ]	[ ]	[X]	[ ]
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	[ ]	[ ]	[X]	[ ]

Discussion:

(a) ***No Impact.*** The Proposed Project is not located in or adjacent to lands that are classified as very high fire hazard severity zones. Therefore, the Proposed Project will have **No Impact.**

(b) ***No Impact.*** Please refer to discussion item (a), above.

(c) ***No Impact.*** Please refer to discussion item (a), above.

(d) ***No Impact.*** Please refer to discussion item (a), above.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	[ ]	[X]	[ ]	[ ]
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	[ ]	[ ]	[X]	[ ]
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	[ ]	[ ]	[X]	[ ]

Discussion:

(a) ***Less Than Significant Impact With Mitigation Incorporated.*** Finding (a) is checked as "Less Than Significant with Mitigation Incorporated" on the basis of the Proposed Project's potential impacts on air quality, greenhouse gasses, noise and transportation resources, as described in Section IV of this Initial Study. Potential impacts were identified in these issue areas, but they were identified to be **Less Than Significant With Mitigation Incorporated.**

(b) ***Less Than Significant Impact.*** As described in this Initial Study, the potential environmental effects of the Proposed Project will be either less than significant or will have no impact. Therefore, the finding (b) is checked as **Less Than Significant.**

(c) ***Less Than Significant Impact.*** The Initial Study has considered the potential environmental impacts of the Proposed Project in the discrete issue areas outlined in the CEQA Environmental Checklist. During the environmental analysis, the potential for the Proposed Project to result in substantial impacts on human beings in these issue areas,

as well as the potential for substantial impacts on human beings to occur outside of these issue areas, was considered, and no other impacts.

V. REFERENCES

In accordance with Section 15063(a)(3) of the CEQA Guidelines, the following expert opinion, technical studies, and substantial evidence has been referenced and/or cited in the discussion included in Section IV, Review of Environmental Impacts:

1. City of Oakdale 2030 General Plan, dated August 8, 2013
2. City of Oakdale 2015-2023 Housing Element, dated February 2016
3. City of Oakdale 2030 General Plan Environmental Impact Report (EIR), dated August 8, 2013
4. City of Oakdale Zoning Ordinance
5. City of Oakdale Water System Master Plan, dated October 5, 2015
6. City of Oakdale Urban Water Management Plan, dated January 2009
7. City of Oakdale Wastewater Master Plan, dated October 5, 2015
8. City of Oakdale Climate Action Plan, dated August 8, 2013
9. City of Oakdale, East F Street Corridor Specific Plan Amendment Supplement to the Environmental Impact Report, dated November 2019
10. Stanislaus County Airport Land Use Compatibility Plan, dated October 6, 2016
11. California Department of Transportation Online Database of State Scenic Highways (www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm).
12. California Department of Conservation Farmland Mapping and Monitoring Program, published August 2015
13. Guide for Assessing and Mitigating Air Quality Impacts, adopted August 20, 1998, and as revised January 10, 2002, prepared by the San Joaquin Valley Air Pollution Control District.
14. Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA, dated December 17, 2009, prepared by the San Joaquin Valley Air Pollution Control District.
15. Final Regional Housing Needs Plan for Stanislaus County 2014-2023, dated June 18, 2014, prepared by the Stanislaus Council of Governments (StanCOG).
16. State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State – January 1, 2011-2019. Sacramento, California, May 2019*

17. U.S. Fish & Wildlife Service, Ecological Services, National Wetland Inventory, Wetlands Mapper, April 2019. Assessed March 27, 2020.