



CEQA Referral Initial Study And Notice of Intent to Adopt a Negative Declaration

Date: December 16, 2021

To: Distribution List (See Attachment A)

From: Emily Basnight, Assistant Planner, Planning and Community Development

Subject: USE PERMIT APPLICATION NO. PLN2021-0080 – BOOMERS MODESTO

Comment Period: December 16, 2021 – January 18, 2022

Respond By: January 18, 2022

Public Hearing Date: Not yet scheduled. A separate notice will be sent to you when a hearing is scheduled.

You may have previously received an Early Consultation Notice regarding this project, and your comments, if provided, were incorporated into the Initial Study. Based on all comments received, Stanislaus County anticipates adopting a Negative Declaration for this project. This referral provides notice of a 30-day comment period during which Responsible and Trustee Agencies and other interested parties may provide comments to this Department regarding our proposal to adopt the Negative Declaration.

All applicable project documents are available for review at: Stanislaus County Department of Planning and Community Development, 1010 10th Street, Suite 3400, Modesto, CA 95354. Please provide any additional comments to the above address or call us at (209) 525-6330 if you have any questions. Thank you.

Applicant: Navid Tayebi, Project Manager for Boomers Modesto

Project Location: The site is located at 4215 Bangs Avenue, between Sisk Road and Enterprise Way, in the Community of Salida.

APN: 135-042-026

Williamson Act Contract: N/A

General Plan: Planned Industrial

Current Zoning: Planned Development (P-D) (203)

Project Description: Request to install a 59-foot tall Ferris wheel and amend the uses permitted in P-D (203), to allow for the sale and service of alcohol for on-site consumption at an existing amusement park on a 6.37± acre parcel in the Planned Development (P-D) (203) zoning district. The existing amusement park was approved by the Board of Supervisors on February 9, 1993 under Rezone No. 92-09 – Camelot Park Family Entertainment Centers, Inc. Development Standards for P-D 203 specify a height limit of 35-feet tall. As part of this request, the applicant proposes to remove and replace the existing Go Kart track attraction from the project site to install the Ferris wheel. The proposed Ferris wheel does not conform to the development standards for the zoning district and, as such, a use permit is required to permit the Ferris wheel as proposed. Additionally, Rezone No. 92-09 did not permit the sale or service of alcohol on-site therefore a Use Permit is required to amend the permitted uses of P-D (203). The project site is currently developed with a



12,069± square-foot family entertainment building consisting of a snack bar, dining area, restrooms and arcade gaming area; a 4.34± acre outdoor area for attractions and rides; and a 1.75± acre parking lot consisting of 183 parking stalls. The existing amusement park has a current license to sell and serve beer and wine from the snack bar to be consumed onsite. Current hours of operation will remain unchanged from Monday-Thursday 12:00 p.m. to 8:00 p.m., Friday 12:00 p.m. to 10:00 p.m., Saturday 10:00 a.m. to 10:00 p.m. and Sunday 10:00 a.m. to 9:00 p.m. The applicant anticipates 25 employees on a maximum shift, and 300 customers per day; no increases to employees or customers are anticipated as a result of this request. No increases to the four daily truck trips are anticipated either. No expansion of the park boundaries is associated with this request. A Staff Approval Application (SAA No. PLN2021-0067 – Boomers Modesto) to permit three additional rides to be developed within the existing park area is being processed separately from this request. The project site has access to County-maintained Bangs Avenue, and is served with public water by the City of Modesto and sewer services by Salida Sanitary District.

Full document with attachments available for viewing at:
<http://www.stancounty.com/planning/pl/act-projects.shtm>



USE PERMIT APPLICATION NO. PLN2021-0080 – BOOMERS MODESTO

Attachment A

Distribution List

	CA DEPT OF CONSERVATION Land Resources		STAN CO ALUC
X	CA DEPT OF FISH & WILDLIFE		STAN CO ANIMAL SERVICES
	CA DEPT OF FORESTRY (CAL FIRE)	X	STAN CO BUILDING PERMITS DIVISION
X	CA DEPT OF TRANSPORTATION DIST 10	X	STAN CO CEO
X	CA OPR STATE CLEARINGHOUSE		STAN CO CSA
X	CA RWQCB CENTRAL VALLEY REGION	X	STAN CO DER
	CA STATE LANDS COMMISSION	X	STAN CO ERC
	CEMETERY DISTRICT		STAN CO FARM BUREAU
X	CENTRAL VALLEY FLOOD PROTECTION	X	STAN CO HAZARDOUS MATERIALS
X	CITY OF MODESTO		STAN CO PARKS & RECREATION
X	SALIDA SANITARY DIST	X	STAN CO PUBLIC WORKS
X	COOPERATIVE EXTENSION		STAN CO RISK MANAGEMENT
	COUNTY OF:	X	STAN CO SHERIFF
	DER - GROUNDWATER RESOURCES DIVISION	X	STAN CO SUPERVISOR DIST 3: WITHROW
X	FIRE PROTECTION DIST: SALIDA	X	STAN COUNTY COUNSEL
X	GSA: STANISLAUS AND TUOLUMNE RIVERS		StanCOG
	HOSPITAL DIST:	X	STANISLAUS FIRE PREVENTION BUREAU
X	IRRIGATION DIST: MODESTO	X	STANISLAUS LAFCO
X	MOSQUITO DIST: EASTSIDE		STATE OF CA SWRCB – DIV OF DRINKING WATER DIST. 10
X	MOUNTAIN VALLEY EMERGENCY MEDICAL SERVICES	X	SURROUNDING LAND OWNERS
X	MUNICIPAL ADVISORY COUNCIL: SALIDA	X	TELEPHONE COMPANY: AT&T
X	PACIFIC GAS & ELECTRIC		TRIBAL CONTACTS (CA Government Code §65352.3)
	POSTMASTER:		US ARMY CORPS OF ENGINEERS
X	RAILROAD: UNION PACIFIC		US FISH & WILDLIFE
X	SAN JOAQUIN VALLEY APCD		US MILITARY (SB 1462)
X	SCHOOL DIST 1: SALIDA UNION		USDA NRCS
X	SCHOOL DIST 2: MODESTO UNION		WATER DIST:
	WORKFORCE DEVELOPMENT	X	CA DEPT: ALCOHOLIC BEVERAGE CONTROL
X	STAN CO AG COMMISSIONER		



STANISLAUS COUNTY CEQA REFERRAL RESPONSE FORM

TO: Stanislaus County Planning & Community Development
1010 10th Street, Suite 3400
Modesto, CA 95354

FROM: _____

SUBJECT: USE PERMIT APPLICATION NO. PLN2021-0080 – BOOMERS MODESTO

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

- _____ Will not have a significant effect on the environment.
- _____ May have a significant effect on the environment.
- _____ No Comments.

Listed below are specific impacts which support our determination (e.g., traffic general, carrying capacity, soil types, air quality, etc.) – (attach additional sheet if necessary)

- 1.
- 2.
- 3.
- 4.

Listed below are possible mitigation measures for the above-listed impacts: *PLEASE BE SURE TO INCLUDE WHEN THE MITIGATION OR CONDITION NEEDS TO BE IMPLEMENTED (PRIOR TO RECORDING A MAP, PRIOR TO ISSUANCE OF A BUILDING PERMIT, ETC.):*

- 1.
- 2.
- 3.
- 4.

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

Response prepared by:

Name	Title	Date
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DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

1010 10TH Street, Suite 3400, Modesto, CA 95354
Planning Phone: (209) 525-6330 Fax: (209) 525-5911
Building Phone: (209) 525-6557 Fax: (209) 525-7759

CEQA INITIAL STUDY

Adapted from CEQA Guidelines APPENDIX G Environmental Checklist Form, Final Text, January 1, 2020

1. **Project title:** Use Permit Application No. PLN2021-0080 – Boomers Modesto
2. **Lead agency name and address:** Stanislaus County
1010 10th Street, Suite 3400
Modesto, CA 95354
3. **Contact person and phone number:** Emily Basnight, Assistant Planner
4. **Project location:** 4215 Bangs Avenue, between Sisk Road and Enterprise Way, in the Community of Salida (APN:135-042-026).
5. **Project sponsor's name and address:** Navid Tayebi, Project Manager for Boomers Modesto
6. **General Plan designation:** Planned Industrial
7. **Zoning:** Planned Development (P-D) (203)
8. **Description of project:**

Request to install a 59-foot tall Ferris wheel and amend the uses permitted in P-D (203), to allow for the sale and service of alcohol for on-site consumption at an existing amusement park on a 6.37± acre parcel in the Planned Development (P-D) (203) zoning district. The existing amusement park was approved by the Board of Supervisors on February 9, 1993 under Rezone No. 92-09 – Camelot Park Family Entertainment Centers, Inc. Development Standards for P-D 203 specify a height limit of 35-feet tall. As part of this request, the applicant proposes to remove and replace the existing Go Kart track attraction from the project site to install the Ferris wheel. The proposed Ferris wheel does not conform to the development standards for the zoning district and, as such, a use permit is required to permit the Ferris wheel as proposed. Additionally, Rezone No. 92-09 did not permit the sale or service of alcohol on-site therefore a Use Permit is required to amend the permitted uses of P-D (203). The project site is currently developed with a 12,069± square-foot family entertainment building consisting of a snack bar, dining area, restrooms and arcade gaming area; a 4.34± acre outdoor area for attractions and rides; and a 1.75± acre parking lot consisting of 183 parking stalls. The existing amusement park has a current license to sell and serve beer and wine from the snack bar to be consumed onsite. Current hours of operation will remain unchanged from Monday-Thursday 12:00 p.m. to 8:00 p.m., Friday 12:00 p.m. to 10:00 p.m., Saturday 10:00 a.m. to 10:00 p.m. and Sunday 10:00 a.m. to 9:00 p.m. The applicant anticipates 25 employees on a maximum shift, and 300 customers per day; no increases to employees or customers are anticipated as a result of this request. No increases to the four daily truck trips are anticipated either. No expansion of the park boundaries is associated with this request. A Staff Approval Application (SAA No. PLN2021-0067 – Boomers Modesto) to permit three additional rides to be developed within the existing park area is being processed separately from this request. The project site has access to County-maintained Bangs Avenue, and is served with public water by the City of Modesto and sewer services by Salida Sanitary District.
9. **Surrounding land uses and setting:** Commercial and industrial uses in all directions; State Route 99 to the east.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** CalTrans
Stanislaus County Department of Public Works
Department of Environmental Resources
11. **Attachments:** None.

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.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

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 DECLARATION** will be prepared.
- 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 a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, 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 on file
Prepared by _____

December 16, 2021
Date _____

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 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 as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, than 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 Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or 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 Measures 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). References 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 significant criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significant.

ISSUES

I. AESTHETICS – Except as provided in Public Resources Code Section 21099, could the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
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 point). 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: The project site is currently developed with a 12,069± square-foot family entertainment building consisting of a snack bar, dining area, restrooms and arcade gaming area; a 4.34± acre outdoor area for attractions and rides; and a 1.75± acre parking lot consisting of 183 parking stalls consistent with the development standards for the P-D zoning district. The applicant proposes to install a 59-foot tall Ferris wheel and amend the uses permitted in P-D (203), to allow for the sale and service of alcohol for on-site consumption. As part of this request, the applicant proposes to remove and replace the existing Kiddy-Go-Kart track attraction from the project site. No expansion of the existing amusement park is proposed. The project site is surrounded by commercial and industrial uses in all directions and State Route 99 to the east.

The project site has spaced wrought iron fencing and landscaping consisting of deciduous trees, shrubs and river rock along the west and southeast property lines of the project site. Mature evergreen and deciduous trees are planted within the attraction area, parking lot, and along the north and east property lines. An existing 7-foot tall cement masonry (CMU) block wall along the east and north property lines screens the amusement park from the commercial development to the east and light industrial operation to the north. No additional landscaping or onsite lighting is proposed as part of this request; however, the Ferris wheel will have manually controlled LED lighting strips along the spokes of the attraction which will be illuminated during the businesses operating hours which are Monday-Thursday 12:00 p.m. to 8:00 p.m., Friday 12:00 p.m. to 10:00 p.m., Saturday 10:00 a.m. to 10:00 p.m. and Sunday 10:00 a.m. to 9:00 p.m. No change in the operating days and hours are proposed as part of this project request.

The only scenic designation in the County is along I-5, which is not near the project site. The site itself is not considered to be a scenic resource or a unique vista. No adverse impacts to the existing visual character of the site or its surroundings are anticipated.

Mitigation: None.

References: Application information; Stanislaus County Zoning Ordinance; the Stanislaus County General Plan; and Support Documentation¹.

II. AGRICULTURE 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 Department 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 Forest Protocols adopted by the California Air Resources Board. -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
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 by 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: The California Department of Conservation’s (DOC) Farmland Mapping and Monitoring Program lists the project site’s soil as comprised of Urban and Built-Up Land. The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that the soil consists of: Grade 1 Hanford sandy loam, 0 to 3 percent slopes, Storie Index rating 93; and Grade 1 Oakdale sandy loam, 0 to 3 percent slopes, Storie Index rating 93. While Grade 1 soils are considered Prime Farmland, the DOC lists the soil as Urban and Built-Up Land, and the project site is already developed with existing commercial uses. The project will not convert Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

The project site has been developed with the current amusement park facility since 1993. No agricultural land surrounds the site. A vacant parcel to the south is adjacent to the project site; however, it is zoned P-D (203) and is not currently in agricultural production. Any development of the parcel to the south would be subject to the permitted uses included in the Development Standards for P-D (203) or would require additional land use entitlements and environmental review. There are no active Williamson Act Contracts in the surrounding vicinity. The nearest parcel in agricultural production is located .25 miles to the east down Bangs Avenue and is zoned Salida Community Plan – Planned Industrial. If approved, the proposed project will not convert farmland to non-agriculture uses as the project site and surrounding area is built-out with light industrial and commercial uses; nor will it conflict with existing zoning or a Williamson Act Contract.

The project site is located within the Modesto Irrigation District (MID) boundaries. A project referral response received from MID indicated an abandoned 30-inch private concrete pipeline and an existing 10-inch PVC pipeline that run north and

south along the eastern property line of the project site. MID will require the existing 10-inch pipeline be upgraded, replaced or relocated as required by the pipeline owner if the pipeline is impacted or otherwise altered by the proposed project. MID recommended the affected landowners discuss potential improvement plans for review and approval if the pipeline is affected. All costs associated with any design, approval, and analysis of relocation shall be at the project owner's expense. MID's comments have been incorporated into the project as conditions of approval.

No forest lands exist in Stanislaus County. Therefore, this project will have no impact to forest land or timberland.

Mitigation: None.

References: Application information; California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2018; USDA – NRCS Web Soil Survey; Referral response from the Modesto Irrigation District, dated September 23, 2021; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County General Plan and Support Documentation¹.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
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 odors adversely affecting a substantial number of people?				X

Discussion: The proposed project is located within the San Joaquin Valley Air Basin (SJVAB) and, therefore, falls under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In conjunction with the Stanislaus Council of Governments (StanCOG), the SJVAPCD is responsible for formulating and implementing air pollution control strategies. The SJVAPCD's most recent air quality plans are the 2007 PM10 (respirable particulate matter) Maintenance Plan, the 2008 PM2.5 (fine particulate matter) Plan, and the 2007 Ozone Plan. These plans establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the SJVAB, which has been classified as "extreme non-attainment" for ozone, "attainment" for respirable particulate matter (PM-10), and "non-attainment" for PM 2.5, as defined by the Federal Clean Air Act.

Mobile emission sources are generally regulated by the Air Resources Board of the California Environmental Protection Agency (EPA) which sets emissions for vehicles and acts on issues regarding cleaner burning fuels and alternative fuel technologies. As such, the District has addressed most criteria air pollutants through basin wide programs and policies to prevent cumulative deterioration of air quality within the Basin. The project will not substantially increase traffic in the area and, thereby, impact air quality. The applicant anticipates 4 daily truck trips for deliveries, 25 employees on a maximum shift, and 300 customers per day; no increases to truck trips, employees or customers are anticipated as a result of this request.

The District's Small Project Analysis Level (SPAL) guidance identifies thresholds of significance for criteria pollutant emissions, which are based on the District's New Source Review (NSR) offset requirements for stationary sources. Using project type and size, the District has pre-qualified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants. In the interest of streamlining CEQA requirements, projects that fit the descriptions and are less than the project sizes provided by the District are deemed to have a less-than significant impact on air quality due to criteria pollutant emissions and as such are excluded from quantifying criteria pollutant emissions for CEQA purposes. The District's threshold of significance for recreational projects similar to the project site under this request, such as city parks, arenas, and clubs which attract local residents as well as people from outside Stanislaus County and are used for entertainment or amusement activities, is identified as less than

1,100 daily one-way trips for all fleet types, and less than 20 one-way trips for heavy duty truck trips per-day. The applicant does not anticipate additional vehicle trips for the proposed project. Vehicle trips will continue to reflect the current 25 employees on a maximum shift, and 300 customers per day for a total of 650 vehicle trips (employees and customers going to and from the project site) per day, and 8 heavy-duty delivery truck trips per day (to and from the project site). As this is well below the District’s threshold of significance, no significant impacts to air quality are anticipated.

Construction activities associated with new development can temporarily increase localized PM10, PM2.5, volatile organic compound (VOC), nitrogen oxides (NOX), sulfur oxides (SOX), and carbon monoxide (CO) concentrations a project’s vicinity. The primary source of construction-related CO, SOX, VOC, and NOX emission is gasoline and diesel-powered, heavy-duty mobile construction equipment. Primary sources of PM10 and PM2.5 emissions are generally clearing and demolition activities, grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed surfaces. Initial activities for the proposed project would consist primarily of removing the Kiddy-Go-Kart track attraction and installing the Ferris wheel. These activities would not require any substantial use of heavy-duty construction equipment and would require little or no demolition or grading as the project site is presently unimproved and considered to be topographically flat. Consequently, emissions would be minimal. Furthermore, all construction activities would occur in compliance with all SJVAPCD regulations; therefore, construction emissions would be less-than significant without mitigation.

Potential impacts on local and regional air quality are anticipated to be less-than significant, falling below SJVAPCD thresholds, as a result of the nature of the installation of the Ferris wheel and project’s operation after construction. Implementation of the proposed project would fall below the SJVAPCD significance thresholds for both short term construction and long-term operational emissions, as discussed above. Because construction and operation of the project would not exceed the SJVAPCD significance thresholds, the proposed project would not increase the frequency or severity of existing air quality standards or the interim emission reductions specified in the air plans.

The project was referred to the Air District as part of the Early Consultation referral process; however, no response was received to date.

For these reasons, the proposed project would be consistent with the applicable air quality plans. Also, the proposed project would not conflict with applicable regional plans or policies adopted by agencies with jurisdiction over the project and would be considered to have a less-than significant impact.

Mitigation: None.

References: Application information; San Joaquin Valley Air Pollution Control District’s Small Project Analysis Level (SPAL) guidance, November 13, 2020; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; and the Stanislaus County General Plan and Support Documentation¹.

IV. BIOLOGICAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
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 U.S. 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: The project is located within the Salida Quad of the California Natural Diversity Database based on the U.S. Geographical quadrangle map series. According to aerial imagery and application materials, the surrounding area is almost entirely built up with light industrial and commercial uses.

Based on results from the California Natural Diversity Database (CNDDDB), there are four animals and one insect species which are state or federally listed, threatened, or identified as species of special concern or a candidate of special concern within the Salida California Natural Diversity Database Quad. These species include the California tiger salamander, Swainson’s hawk, tricolored blackbird, steelhead – Central Valley DPS, and valley elderberry longhorn beetle. There are no reported siting’s of any of the aforementioned species on the project site; however, a Swainson’s hawk nesting site was observed on July 15, 2002, 2.9± miles east of the project site according to the California Natural Diversity Database. There is a very low likelihood that these species are present on the project site as it has already been developed with the existing amusement park since 1993. While the adjacent parcel to the south is vacant, it has been continually cleared of weeds and plants since the development of the amusement park.

The project will not conflict with a Habitat Conservation Plan, a Natural Community Conservation Plan, or other locally approved conservation plans. Impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors are considered to be less-than significant.

An early consultation was referred to the California Department of Fish and Wildlife (formerly the Department of Fish and Game) and no response was received.

Mitigation: None.

References: Application information; California Department of Fish and Wildlife’s Natural Diversity Database Quad Species List; California Natural Diversity Database, Planning and Community Development GIS, accessed December 10, 2021; Stanislaus County General Plan and Support Documentation¹.

V. CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				X
c) Disturb any human remains, including those interred outside of formal cemeteries?				X

Discussion: It does not appear this project will result in significant impacts to any archaeological or cultural resources. The project site has already been developed with a 12,069± square-foot family entertainment building consisting of a snack bar, dining area, restrooms and arcade gaming area; a 4.34± acre outdoor area for attractions and rides; and a 1.75± acre parking lot consisting of 183 parking stalls. However, conditions of approval will be placed on the project, requiring that construction activities shall be halted if any resources are found, until appropriate agencies are contacted and an archaeological survey is completed.

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation¹.

VI. ENERGY. -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
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: The CEQA Guidelines Appendix F states that energy consuming equipment and processes, which will be used during construction or operation such as: energy requirements of the project by fuel type and end use, energy conservation equipment and design features, energy supplies that would serve the project, total estimated daily vehicle trips to be generated by the project, and the additional energy consumed per trip by mode, shall be taken into consideration when evaluating energy impacts. Additionally, the project's compliance with applicable state or local energy legislation, policies, and standards must be considered.

All construction activities shall be in compliance with all San Joaquin Valley Air Pollution Control District (SJVAPCD) regulations and with Title 24, Green Building Code, which includes energy efficiency requirements. The applicant proposes to install a 59-foot tall Ferris wheel and remove the Kiddy-Go-Kart track attraction from the project site.

The project was referred to the Air District; however, the District responded with no comments for the proposed project.

The Modesto Irrigation District provided a referral response to the project indicating that electric service may not be adequate for the proposed project development. An email from MID was received which provided clarification that there are electrical clearances that need to be addressed prior to implementation of the project. Prior to any construction a full set of construction plans must be submitted to the MID Electrical Engineering Design Group in order to address the electrical and irrigation clearances. MID's comments have been incorporated into the project as conditions of approval.

It does not appear this project will result in significant impacts to the wasteful, inefficient, or unnecessary consumption of energy resources. A condition of approval will be added to this project to address compliance with Title 24, Green Building Code, for projects that require energy efficiency.

Mitigation: None.

References: Application information; CEQA Guidelines; Title 16 of County Code; CA Building Code; Referral response received from Modesto Irrigation District, dated September 23, 2021; Email from Modesto Irrigation District, dated October 12, 2021; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County 2016 General Plan EIR; Stanislaus County General Plan and Support Documentation¹.

VII. GEOLOGY AND SOILS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
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 located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in 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 direct or indirect risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

Discussion: The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that the soil consists of Hanford sandy loam and Oakdale sandy loam. As contained in Chapter 5 of the General Plan Support Documentation, the areas of the County subject to significant geologic hazard are located in the Diablo Range, west of Interstate 5; however, as per the California Building Code, all of Stanislaus County is located within a geologic hazard zone (Seismic Design Category D, E, or F) and a soils test may be required at building permit application. Results from the soils test will determine if unstable or expansive soils are present. If such soils are present, special engineering of the structure will be required to compensate for the soil deficiency. Any structures resulting from this project will be designed and built according to building standards appropriate to withstand shaking for the area in which they are constructed. Any earth moving is subject to Public Works Standards and Specifications, which consider the potential for erosion and run-off prior to permit approval. An Early Consultation referral response received from the Department of Public Works indicated that a grading, drainage, and erosion/sediment control plan will be required, subject to Public Works review and Standards and Specifications. Likewise, any addition or expansion of a septic tank or alternative waste water disposal system would require the approval of the Department of Environmental Resources (DER) through the building permit process, which also takes soil type into consideration within the specific design requirements. No new septic system, or well is proposed under this project. Public Works' comment will be applied to the project as a condition of approval.

The project was referred to the Stanislaus County Department of Environmental Resources who replied with no comments.

The project proposes to install a 59-foot tall Ferris wheel and remove the Kiddy-Go-Kart track ride from the project site. No expansion of the existing amusement park is proposed. The project site is served with public water by the City of Modesto and sewer services by Salida Sanitary District. No additional water or sewer connects are proposed as part of this request. The project was referred to the City of Modesto and Salida Sanitary District who both responded with no comments on the project.

The project site is not located near an active fault or within a high earthquake zone. Landslides are not likely due to the flat terrain of the area.

DER, Public Works, and the Building Permits Division will review and approve the building and grading permits required for construction of the proposed Ferris wheel to ensure their standards are met. Development standards regarding these standards will be applied to the project and will be triggered when a building permit is requested.

Mitigation: None.

References: Referral response from the Stanislaus County Department of Public Works, dated September 14, 2021, and as revised on October 5, 2021; Referral response from the Department of Environmental Resources (DER), dated October 12, 2021; Email from the City of Modesto, received November 29, 2021; Referral response from Salida Sanitary District, dated September 21, 2021; Stanislaus County General Plan and Support Documentation¹.

VIII. GREENHOUSE GAS EMISSIONS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
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: The principal Greenhouse Gasses (GHGs) are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] No. 32), which requires the California Air Resources Board (ARB) design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. Two additional bills, SB 350 and SB32, were passed in 2015 further amending the states Renewables Portfolio Standard (RPS) for electrical generation and amending the reduction targets to 40% of 1990 levels by 2030.

This project proposes to install a 59-foot tall Ferris wheel and amend the uses permitted in P-D (203), to allow for the sale and service of alcohol for on-site consumption at an existing amusement park, on a 6.37± acre parcel in the Planned Development (P-D) (203) zoning district. As part of this request, the applicant proposes to remove and replace the existing Go Kart track attraction from the project site to install the Ferris wheel. The existing amusement park currently has 25 employees on a maximum shift, and receives 300 customers per day; no increases to employees or customers are anticipated as a result of this request. No increase to the four daily truck trips is anticipated.

Direct emissions of GHGs from the operation of the proposed project are primarily due to passenger vehicle trips. Therefore, the project would result in direct annual emissions of GHGs during operation; however, no additional vehicle or truck trips are proposed as part of this request.

As required by CEQA Guidelines Section 15064.3, potential impacts regarding Green House Gas Emissions should be evaluated using Vehicle Miles Traveled (VMT). Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by case basis for evaluation under CEQA. However, the State of California Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. The CEQA Guidelines identify vehicle miles traveled (VMT), which is the amount and distance of automobile travel attributable to a project, as the most appropriate measure of transportation impacts. According to the same technical advisory from OPR, projects that generate or attract fewer than 110 trips per-day generally may be assumed to cause a less-than significant transportation impact. The existing amusement park currently generates a total of 8 heavy-duty delivery truck trips (4 truck trips to and from the park for deliveries); 50 vehicle trips per day for employees (25 employees traveling to and from the park) and 600 customer vehicle trips per day (300 customers traveling to and from the park), for a total of 8 heavy-duty delivery truck trips

and 650 vehicle trips per day. The project does not propose to generate additional vehicle trips. The VMT increase associated with the proposed project is less-than significant as additional vehicle trips generated by the proposed project will not exceed 110 per-day.

The proposed project will result in short-term emissions of GHGs during construction. These emissions, primarily CO₂, CH₄, and N₂O, are the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (HFCs, PFCs, and SF₆) are typically associated with specific industrial sources and are not expected to be emitted by the proposed project. As described above in Section III - Air Quality of this report, the use of heavy-duty construction equipment would be very limited; therefore, the emissions of CO₂ from construction would be less-than significant. Additionally, the construction of the proposed buildings is subject to the 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 (CALGreen) Code (California Code of Regulations, Title 24, Part 11). All proposed construction activities associated with this project are considered to be less-than significant as they are temporary in nature and are subject to meeting SJVAPCD standards for air quality control.

The analysis of mobile source pollution based on SPAL within Section III – Air Quality of this report would apply in regard to Greenhouse Gas Emissions as well. The District’s Small Project Analysis Level (SPAL) guidance identifies thresholds of significance for criteria pollutant emissions, which are based on the District’s New Source Review (NSR) offset requirements for stationary sources. Using project type and size, the District has pre-qualified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants. In the interest of streamlining CEQA requirements, projects that fit the descriptions and are less than the project sizes provided by the District are deemed to have a less-than significant impact on air quality due to criteria pollutant emissions and as such are excluded from quantifying criteria pollutant emissions for CEQA purposes. The District’s threshold of significance for recreational projects similar to the project site under this request, such as city parks, arenas, and clubs which attract local residents as well as people from outside Stanislaus County and are used for entertainment or amusement activities, is identified as less than 1,100 daily one-way trips for all fleet types, and less than 20 one-way trips for heavy duty truck trips per-day. The project does not propose additional vehicle trips for the proposed project. Vehicle trips will continue to reflect the current 25 employees on a maximum shift, and 300 customers per day for a total of 650 vehicle trips (employees and customers going to and from the project site) per day, and 8 heavy-duty delivery truck trips per day (to and from the project site) per day. As this is well below the District’s threshold of significance, no significant impacts to air quality are anticipated.

This project was referred to the San Joaquin Valley Air Pollution Control District; however, no response has been received to date. Staff will include a condition of approval requiring the applicant to comply with all appropriate District rules and regulations should future construction occur on the project site. Consequently, GHG emissions associated with this project are considered to be less-than significant.

Mitigation: None.

References: California Air Resources Board 2019 Edition, California Greenhouse Gas Emission Inventory: 2000 – 2017; Application information; Governor’s Office of Planning and Research Technical Advisory, December 2018; San Joaquin Valley Air Pollution Control District’s Small Project Analysis Level (SPAL) guidance, California Air Pollution Control Officers Association Quantifying Greenhouse Gas Mitigation Measures (August 2010); CA Building Code; Stanislaus County General Plan and Support Documentation¹.

IX. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
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 or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

Discussion: The proposed project is a request to install a 59-foot tall Ferris wheel and amend the uses permitted in P-D (203), to allow for the sale and service of alcohol for on-site consumption at an existing amusement park. Additionally, the applicant proposes to remove and replace the existing Kiddy-Go-Kart track attraction from the project site. No expansion of the existing amusement park is proposed. Per the application, the operation will not include or generate any hazardous wastes associated with the project. Additionally, Chapter 6.95 of the California Health and Safety Code requires businesses that use, handle, or store hazardous materials above an identified threshold to submit a Hazardous Materials Business Plan. The applicant is required to use, store, and dispose of any hazardous materials in accordance with all applicable federal, state, and local regulations. The County Department of Environmental Resources (DER) is responsible for overseeing hazardous materials. This project was referred to the Department of Environmental Resources – Hazardous Materials Division who responded with no comments for the project.

The project site is not listed on the EnviroStor database managed by the CA Department of Toxic Substances Control or within the vicinity of any airport. The groundwater is not known to be contaminated in this area. The project site is located in a Local Responsibility Area (LRA) for fire protection and is served by Salida Fire Protection District. The project was referred to the District; however, no response has been received to date. The project does not interfere with the Stanislaus County Local Hazard Mitigation Plan, which identifies risks posed by disasters and identifies ways to minimize damage from those disasters. The project was referred to the Environmental Review Committee (ERC), who responded with no comments.

The project site is not within the vicinity of any airstrip or wildlands.

The proposed use is not recognized as a generator and/or consumer of hazardous materials, therefore no significant impacts associated with hazards or hazardous materials are anticipated to occur as a result of the proposed project.

Mitigation: None.

References: Application information; Referral response from Stanislaus County Department of Environmental Resources – Hazardous Materials Division, dated September 22, 2021; Referral response from Stanislaus County Environmental Review Committee, dated September 27, 2021; Stanislaus County General Plan and Support Documentation¹.

X. HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water 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 erosion or siltation on – or off-site;			X	
(ii) substantially increase the rate of 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: The project site is served with public water by the City of Modesto and sewer services by Salida Sanitary District. The project was referred to both agencies who replied with no comments for the proposed project. No new wells or septic systems are proposed under this request. No additional water or sewer line connections are proposed either. Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act (FEMA). The project site is located in FEMA Flood Zone X, which includes areas determined to be outside the 0.2% annual chance floodplains. All flood zone requirements will be addressed by the Building Permits Division during the building permit process.

By virtue of the proposed demolition of the Kiddy-Go-Kart track, and installation of the Ferris wheel, the current absorption patterns of water upon this property will be altered; however, current standards require that all of a project’s storm water be maintained on-site. The applicant proposes to utilize an existing French drain for storm water drainage and straw wattle, soil stabilization, stabilized construction entrance and inlet protection and gravel bags as part of their erosion control during construction. The project design indicates that stormwater runoff generated by the development of this site will be kept on-site. The Department of Public Works referral response requested a Grading, Drainage and Erosion/Sediment Control Plan, to be included in this project’s conditions of approval. Public Works’ comment will be included as a condition of approval for the project. Accordingly, runoff associated with the project at the proposed project site will be reviewed as part of the grading and building permit review process.

The project was referred to the Central Valley Regional Water Quality Control Board (RWQCB); however, no response has been received to date.

The Sustainable Groundwater Management Act (SGMA) was passed in 2014 with the goal of ensuring the long-term sustainable management of California’s groundwater resources. SGMA requires agencies throughout California to meet certain requirements including forming Groundwater Sustainability Agencies (GSA), developing Groundwater Sustainability Plans (GSP), and achieving balanced groundwater levels within 20 years. The site is located in the Stanislaus and

Tuolumne Rivers Groundwater Basin Association GSA which is a part of the Modesto Sub-basin. The Stanislaus and Tuolumne Rivers GSA, is composed of seven agencies within the Modesto Sub-basin who are collaboratively developing one GSP under the Stanislaus and Tuolumne Rivers Groundwater Basin Association GSA. SGMA requires the Modesto Sub-basin to adopt and begin implementation of a GSP by January 31, 2022. Stanislaus County adopted a Groundwater Ordinance in November 2014 (Chapter 9.37 of the County Code, hereinafter, the “Ordinance”) that codifies requirements, prohibitions, and exemptions intended to help promote sustainable groundwater extraction in unincorporated areas of the County. The Ordinance prohibits the unsustainable extraction of groundwater and makes issuing permits for new wells, which are not exempt from this prohibition, discretionary. For unincorporated areas covered in an adopted GSP pursuant to SGMA, the County can require holders of permits for wells it reasonably concludes are withdrawing groundwater unsustainably to provide substantial evidence that continued operation of such wells does not constitute unsustainable extraction and has the authority to regulate future groundwater extraction. As the site is served by the City of Modesto for water, it is exempt from the well permitting program. The project site will be metered and subject to all conservation efforts or ordinances the City maintains for groundwater.

The project was referred to the Stanislaus County Environmental Review Committee and the Department of Environmental Resources, who each responded with no comments for the proposed project.

No additional landscaping is proposed as part of this project.

The project site is located within the Modesto Irrigation District (MID) boundaries. A project referral response received from MID indicated an abandoned 30-inch private concrete pipeline and an existing 10-inch PVC pipeline that run north and south along the eastern property line of the project site. MID will require the existing 10-inch pipeline be upgraded, replaced or relocated as required by the pipeline owner if the pipeline is impacted or otherwise altered by the proposed project. MID recommended the affected landowners discuss potential improvement plans for review and approval if the pipeline is affected. All costs associated with any design, approval, and analysis of relocation shall be at the project owner’s expense. MID’s comments have been incorporated into the project as conditions of approval.

As a result of the conditions of approval required for this project, impacts associated with drainage, water quality, and runoff are expected to have a less-than significant impact.

Mitigation: None.

References: Application information; Email from the City of Modesto, received November 29, 2021; Referral response from Salida Sanitary District, dated September 21, 2021; Referral response from the Stanislaus County Department of Public Works, dated September 14, 2021, and as revised on October 5, 2021; Stanislaus and Tuolumne Rivers Groundwater Basin Association GSA; Referral response from Stanislaus County Environmental Review Committee, dated September 27, 2021; Referral response from Stanislaus County Department of Environmental Resources, dated October 12, 2021; Referral response the Modesto Irrigation District, dated September 23, 2021; from Stanislaus County General Plan and Support Documentation¹.

XI. LAND USE AND PLANNING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
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: The project site is located in the Community of Salida and is designated Planned Industrial by the Salida Community Plan, and is designated Planned Industrial by the Stanislaus County General Plan land use diagrams. The project site is zoned Planned Development (P-D) (203). The applicant is requesting to install a 59-foot tall Ferris wheel and amend the uses permitted in P-D (203), to allow for the sale and service of alcohol for on-site consumption at an existing amusement park on a 6.37± acre parcel, Assessor’s Parcel Number 135-042-026. Additionally, as part of this request, the

applicant proposes to remove and replace the existing Kiddy-Go-Kart track attraction from the project site to install the Ferris wheel.

The existing 6.37± acre amusement park was approved by the Board of Supervisors on February 9, 1993 under Rezone No. 92-09 – Camelot Park Family Entertainment Centers, Inc. Development Standards for P-D 203 specify a height limit of 35-feet tall. The proposed Ferris wheel does not conform to the development standards for the zoning district and, as such, a use permit is required to permit the Ferris wheel as proposed. Rezone No. 92-09 also did not permit the sale or service of alcohol on-site, therefore a Use Permit is required to amend the permitted uses of P-D (203) to allow the sale and service of alcohol to be consumed onsite. No expansion of the park boundaries is associated with this request; the Ferris wheel will be installed within the existing park boundaries. The existing amusement park has a current license to sell and serve beer and wine from the snack bar within the onsite arcade. The onsite sale and service of alcohol is consistent with the approved uses under Rezone No. 92-09 – Camelot Park Family Entertainment Centers, Inc. as the request for the alcohol license is considered accessory to the permitted snack bar and dining area within the arcade. All Development Standards applied to Rezone No. 92-09 – Camelot Park Family Entertainment Centers, Inc. will remain in effect on the current project.

The site is currently served with public water by the City of Modesto, and sewer by the Salida Sanitary District. The project was referred to both agencies who each responded with no comments. The project site has access to County-maintained Bangs Avenue. No agricultural land surrounds the site. A vacant parcel to the south is adjacent to the project site; however, it is zoned P-D (203) and is not currently in agricultural production. Any development of the parcel to the south would be subject to the permitted uses included in the Development Standards for P-D (203) or would require additional land use entitlements and environmental review. The nearest parcel in agricultural production is located .25 miles to the east down Bangs Avenue and is zoned Salida Community Plan – Planned Industrial. There are no active Williamson Act Contracts in the surrounding vicinity. If approved, the proposed project will not convert farmland to non-agriculture uses as the project site and surrounding area is built-out with light industrial and commercial uses and is located adjacent to State Route 99 to the east.

The project site is located .27 miles from City of Modesto city limits, but is not located within Modesto’s Sphere of Influence. The Stanislaus County General Plan Land Use Element Policy 27 requires all discretionary projects outside the sphere of influence of a city but located within one mile of the city’s adopted sphere of influence be referred to the city and to apply city development standards to the extent such standards are appropriate for the type of development. Consequently, the project was referred to the City of Modesto, who responded with no comments for the project.

The project was presented to the Salida Municipal Advisory Council (MAC) on September 28, 2021 as an Early Consultation referral. The MAC made a motion finding no problem with the project as proposed; however, the Early Consultation referral did not include the applicant’s request to amend the uses permitted in P-D (203) to allow for the sale and service of alcohol for on-site consumption. Therefore, the project will be recirculated to the Salida MAC during the 30-Day Referral for the Initial Study.

The project will not physically divide an established community nor conflict with any habitat conservation plans. Impacts to Land Use and Planning is considered to be less-than significant.

Mitigation: None.

References: Application information; Development Schedule, Rezone No. 92-09 – Camelot Park Family Entertainment Centers, Inc. as amended by the Board of Supervisors on February 9, 1993; Email from the City of Modesto, dated November 29, 2021; Referral response from Salida Sanitary District, dated September 21, 2021; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County General Plan and Support Documentation¹.

XII. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
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	
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Discussion: The location of all commercially viable mineral resources in Stanislaus County has been mapped by the State Division of Mines and Geology in Special Report 173. There are no known significant resources on the site, nor is the project site located in a geological area known to produce resources.

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation¹.

XIII. NOISE -- Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
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	

Discussion: The Stanislaus County General Plan identifies noise levels up to 65 dB Ldn (or CNEL) as the normally acceptable level of noise for office buildings, business commercial and professional uses. The normally acceptable level of noise for residential uses is 55 dB Ldn (or CNEL). The nearest residence is located approximately 434-feet west of the project site; however, the property developed with the residence is located across State Route 99 and is zoned General Commercial (C-2). The proposed project is required to comply with the noise standards included in the General Plan and Noise Control Ordinance. On-site grading and construction resulting from this project may result in a temporary increase in the area’s ambient noise levels; however, noise impacts associated with on-site activities and traffic are not anticipated to exceed the normally acceptable level of noise.

The site itself is impacted by the noise generated from State Route 99 and the Blue Diamond Growers almond processing facility to the north. The amusement park operates from Monday-Thursday 12:00 p.m. to 8:00 p.m., Friday 12:00 p.m. to 10:00 p.m., Saturday 10:00 a.m. to 10:00 p.m. and Sunday 10:00 a.m. to 9:00 p.m. Approval of this request is not expected to increase the existing noise levels associated with the business. No expansion to the maximum number of employees on-site or daily truck trips is proposed.

Conditions of approval will be placed on the project to ensure compliance with the General Plan’s Noise Element and Chapter 10.46 of the County Code – Noise Control.

The site is not located within an airport land use plan. Noise impacts associated with the proposed project are considered to be less-than significant.

Mitigation: None.

References: Application information; Stanislaus County Noise Control Ordinance (Title 10); Stanislaus County General Plan, Chapter IV – Noise Element, and Support Documentation¹.

XIV. POPULATION AND HOUSING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Induce substantial unplanned 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: The site is not included in the vacant sites inventory for the 2016 Stanislaus County Housing Element, which covers the 5th cycle Regional Housing Needs Allocation (RHNA) for the county and will therefore not impact the County’s ability to meet their RHNA. No population growth will be induced nor will any existing housing be displaced as a result of this project.

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation¹.

XV. PUBLIC SERVICES --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Would the project result in the 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:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

Discussion: The County has adopted Public Facilities Fees, as well as Fire Facility Fees on behalf of the appropriate fire district, to address impacts to public services. All adopted public facility fees will be required to be paid at the time of building permit issuance.

The project was referred to the appropriate public service agencies, as well as the Stanislaus County Environmental Review Committee (ERC). The ERC provided a comment letter; however, no comments were received related to public facilities or services.

The project site is served with public water by the City of Modesto and sewer services by Salida Sanitary District. The project was referred to both agencies who each responded with no comment.

The project was also referred to the Salida Fire Protection District; however, no response has been received to date.

The project site is located within the Modesto Irrigation District (MID) boundaries and receives electrical services from MID. A project referral response received from MID indicated that electric service may not be adequate for the proposed project development. An email from MID was received which provided clarification that there are electrical clearances that need to

be addressed prior to implementation of the project. Prior to any construction a full set of construction plans must be submitted to the MID Electrical Engineering Design Group in order to address the electrical and irrigation clearances. Additionally, an abandoned 30-inch private concrete pipeline and an existing 10-inch PVC pipeline that run north and south along the eastern property line of the project site. MID will require the existing 10-inch pipeline be upgraded, replaced or relocated as required by the pipeline owner if the pipeline is impacted or otherwise altered by the proposed project. MID recommended the affected landowners discuss potential improvement plans for review and approval if the pipeline is affected. All costs associated with any design, approval, and analysis of relocation shall be at the project owner's expense. MID's comments have been incorporated into the project as conditions of approval.

Mitigation: None.

References: Application information; Referral response from the Stanislaus County Environmental Review Committee, dated September 27, 2021; Referral response from the Salida Sanitary District, dated September 21, 2021; Email from the City of Modesto, dated November 29, 2021; Referral response from the Modesto Irrigation District, dated September 23, 2021; Email from the Modesto Irrigation District, dated October 12, 2021; Stanislaus County General Plan and Support Documentation¹.

XVI. RECREATION --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
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: This project will not increase demands for recreational facilities, as such impacts typically are associated with residential development.

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation¹.

XVII. TRANSPORTATION-- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project 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: The project proposes to install a 59-foot tall Ferris wheel and amend the uses permitted in P-D (203), to allow for the sale and service of alcohol for on-site consumption at an existing amusement park on a 6.37± acre parcel in the Planned Development (P-D) (203) zoning district. Current hours of operation will remain unchanged from Monday-Thursday 12:00 p.m. to 8:00 p.m., Friday 12:00 p.m. to 10:00 p.m., Saturday 10:00 a.m. to 10:00 p.m. and Sunday 10:00 a.m. to 9:00 p.m. The applicant anticipates 25 employees on a maximum shift, and 300 customers per day; no increases

to employees or customers are anticipated as a result of this request. No increases to the four daily truck trips are anticipated either. No expansion of the park boundaries is associated with this request.

As required by CEQA Guidelines Section 15064.3, potential impacts to transportation should be evaluated using Vehicle Miles Traveled (VMT). Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. The CEQA Guidelines identify vehicle miles traveled (VMT), which is the amount and distance of automobile travel attributable to a project, as the most appropriate measure of transportation impacts. According to the same technical advisory from OPR, projects that generate or attract fewer than 110 trips per-day generally may be assumed to cause a less-than significant transportation impact. The existing amusement park currently generates a total of 8 heavy-duty delivery truck trips (4 truck trips to and from the park for deliveries); 50 vehicle trips per day for employees (25 employees traveling to and from the park) and 600 customer vehicle trips per day (300 customers traveling to and from the park), for a total of 8 heavy-duty delivery truck trips and 650 vehicle trips per day. The project does not propose to generate additional vehicle trips. The VMT increase associated with the proposed project is less-than significant as additional vehicle trips generated by the proposed project will not exceed 110 per-day.

Level of service (LOS) is a standard measure of traffic service along a roadway or at an intersection for vehicles. It ranges from A to F, with LOS A being best and LOS F being worst. As a matter of policy, Stanislaus County strives to maintain LOS D or better for motorized vehicles on all roadway segments and a LOS of C or better for motorized vehicles at all roadway intersections. When measuring levels of service, Stanislaus County uses the criteria established in the Highway Capacity Manual published and updated by the Transportation Research Board. The project site has access to Bangs Avenue, a County-maintained road identified as a two-lane 80-foot wide Major Collector Road. The LOS threshold for a Local Road to operate at a LOS C is 3,400 vehicles per-lane, per-day, respectively. It is not anticipated that the project would substantially affect the level of service (LOS) on Bangs Avenue. A referral response was received from the Department of Public Works requiring a grading and drainage plan, and that no parking, loading, or unloading of vehicles be permitted within the Stanislaus County right-of-way. Public Works' comments will be added to the project as conditions of approval. Additionally, all development onsite will be required to pay applicable County PFF fees, which will be utilized for maintenance and traffic congestion improvements to all County roadways.

This project was referred to the City of Modesto and the California Department of Transportation (Caltrans). No response was received from Caltrans and the City of Modesto responded with no comment.

The proposed project is not anticipated to conflict with any transportation program, plan, ordinance or policy.

Mitigation: None.

References: Application information; Governor's Office of Planning and Research Technical Advisory, December 2018; Referral response from the Stanislaus County Public Works Department, dated September 14, 2021 and as revised on October 5, 2021; Email from the City of Modesto, dated November 29, 2021; Stanislaus County General Plan, Chapter II – Circulation Element, and Support Documentation¹.

XVIII. TRIBAL CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) 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 American tribe, and that is:			X	
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	

<p>ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set for the in subdivision (c) of Public Resource Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>			<p>X</p>	
--	--	--	----------	--

Discussion: It does not appear that this project will result in significant impacts to any archaeological or cultural resources. The project site consists of a 12,069± square-foot family entertainment building consisting of a snack bar, dining area, restrooms and arcade gaming area; a 4.34± acre outdoor area for attractions and rides; and a 1.75± acre parking lot consisting of 183 parking stalls. In accordance with SB 18 and AB 52, this project was not referred to the tribes listed with the Native American Heritage Commission (NAHC) as the project is not a General Plan Amendment and no tribes have requested consultation or project referral noticing. A condition of approval regarding the discovery of cultural resources during the construction process will be added to the project.

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation¹.

<p>XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:</p>	<p>Potentially Significant Impact</p>	<p>Less Than Significant With Mitigation Included</p>	<p>Less Than Significant Impact</p>	<p>No Impact</p>
<p>a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</p>			<p>X</p>	
<p>b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>			<p>X</p>	
<p>c) Result in a determination by the wastewater treatment provider which 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?</p>			<p>X</p>	
<p>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?</p>			<p>X</p>	
<p>e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>			<p>X</p>	

Discussion: Limitations on providing services have not been identified. The site is served by the City of Modesto for water and Salida Sanitary District for sewer. The project was referred to the City of Modesto and Salida Sanitary District and both agencies each replied with no comments. Storm water run-off will be handled by an existing French Drain System.

The project was referred to the Department of Public Works and development standards addressing their comments, including submission and approval of a grading and drainage plan, will be applied to the project. The Department of Public Works will review and approve grading and drainage plans prior to construction.

The project site is located within the Modesto Irrigation District (MID) boundaries and is served by MID for electrical services. The proposed Ferris wheel will utilize electricity for the operation of the ride. A project referral response received from MID indicated an abandoned 30-inch private concrete pipeline and an existing 10-inch PVC pipeline that run north and south

along the eastern property line of the project site. MID will require the existing 10-inch pipeline be upgraded, replaced or relocated as required by the pipeline owner if the pipeline is impacted or otherwise altered by the proposed project. MID recommended the affected landowners discuss potential improvement plans for review and approval if the pipeline is affected. All costs associated with any design, approval, and analysis of relocation shall be at the project owner's expense. MID's comments have been incorporated into the project as conditions of approval.

Impacts to utilities and service systems associated with this project request are considered to be less than significant.

Mitigation: None.

References: Application information; Email from City of Modesto, dated November 29, 2021; Referral response from Salida Sanitary District, dated September 21, 2021; Referral response from Stanislaus County Public Works Department, dated September 14, 2021 and as revised on October 5, 2021; Referral response from the Modesto Irrigation District, dated September 23, 2021; Stanislaus County General Plan and Support Documentation¹.

XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
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 of 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: The Stanislaus County Local Hazard Mitigation Plan identifies risks posed by disasters and identifies ways to minimize damage from those disasters. With the Wildfire Hazard Mitigation Activities of this plan in place, impacts to an adopted emergency response plan or emergency evacuation plan are anticipated to be less than significant. The terrain of the site is relatively flat, and the site has access to a County-maintained road. The site is located in a Local Responsibility Area (LRA) for fire protection and is served by Salida Fire Protection District. The project was referred to the District; however, no response has been received to date.

California Building and Fire Code establishes minimum standards for the protection of life and property by increasing the ability of a building to resist intrusion of flame and burning embers. Building permits required as a result of the proposed project will be reviewed by the County's Building Permits Division and Fire Prevention Bureau to ensure all State of California Building and Fire Code requirements are met prior to construction. All applicable fire fees will be required to be paid with issuance of the building permit for this project request.

Wildfire risk and risks associated with postfire land changes are considered to be less than significant.

Mitigation: None.

References: Application information; California Fire Code Title 24, Part 9; California Building Code Title 24, Part 2, Chapter 7; Stanislaus County Local Hazard Mitigation Plan; Stanislaus County General Plan and Support Documentation¹.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially 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, substantially 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: The 6.37± acre project site is located in the Community of Salida and is designated Planned Industrial by the Salida Community Plan, and designated Planned Industrial by the Stanislaus County General Plan land use diagrams. The project site is zoned Planned Development (P-D) (203). The site is surrounded by existing development and the footprint of the already developed project site will not be expanded by this project request.

No agricultural land surrounds the site. A vacant parcel to the south is adjacent to the project site; however, it is zoned P-D (203) and is not currently in agricultural production. Any development of the parcel to the south would be subject to the permitted uses included in the Development Standards for P-D (203) or would require additional land use entitlements and environmental review. There are no active Williamson Act Contracts in the surrounding vicinity. The nearest parcel in agricultural production is located .25 miles to the east down Bangs Avenue and is zoned Salida Community Plan – Planned Industrial. If approved, the proposed project will not convert farmland to non-agriculture uses as the project site and surrounding area is built-out with light industrial and commercial uses; nor will it conflict with existing zoning or a Williamson Act Contract.

The project site is located .27 miles from City of Modesto city limits, but is not located within Modesto’s Sphere of Influence. The Stanislaus County General Plan Land Use Element Policy 27 requires all discretionary projects outside the sphere of influence of a city but located within one mile of the city’s adopted sphere of influence be referred to the city and to apply city development standards to the extent such standards are appropriate for the type of development. Consequently, the project was referred to the City of Modesto, who responded with no comments for the project.

Any development of the surrounding parcels would be subject to the permitted uses of the applicable Planned Development zoning districts as well as uses permitted by the Industrial (M) zoning district, or would require additional land use entitlements and review.

Review of this project has not indicated any features which might significantly impact the environmental quality of the site and/or the surrounding area.

Mitigation: None.

References: Initial Study; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County General Plan and Support Documentation¹.

¹Stanislaus County General Plan and Support Documentation adopted in August 23, 2016, as amended. **Housing Element** adopted on April 5, 2016.

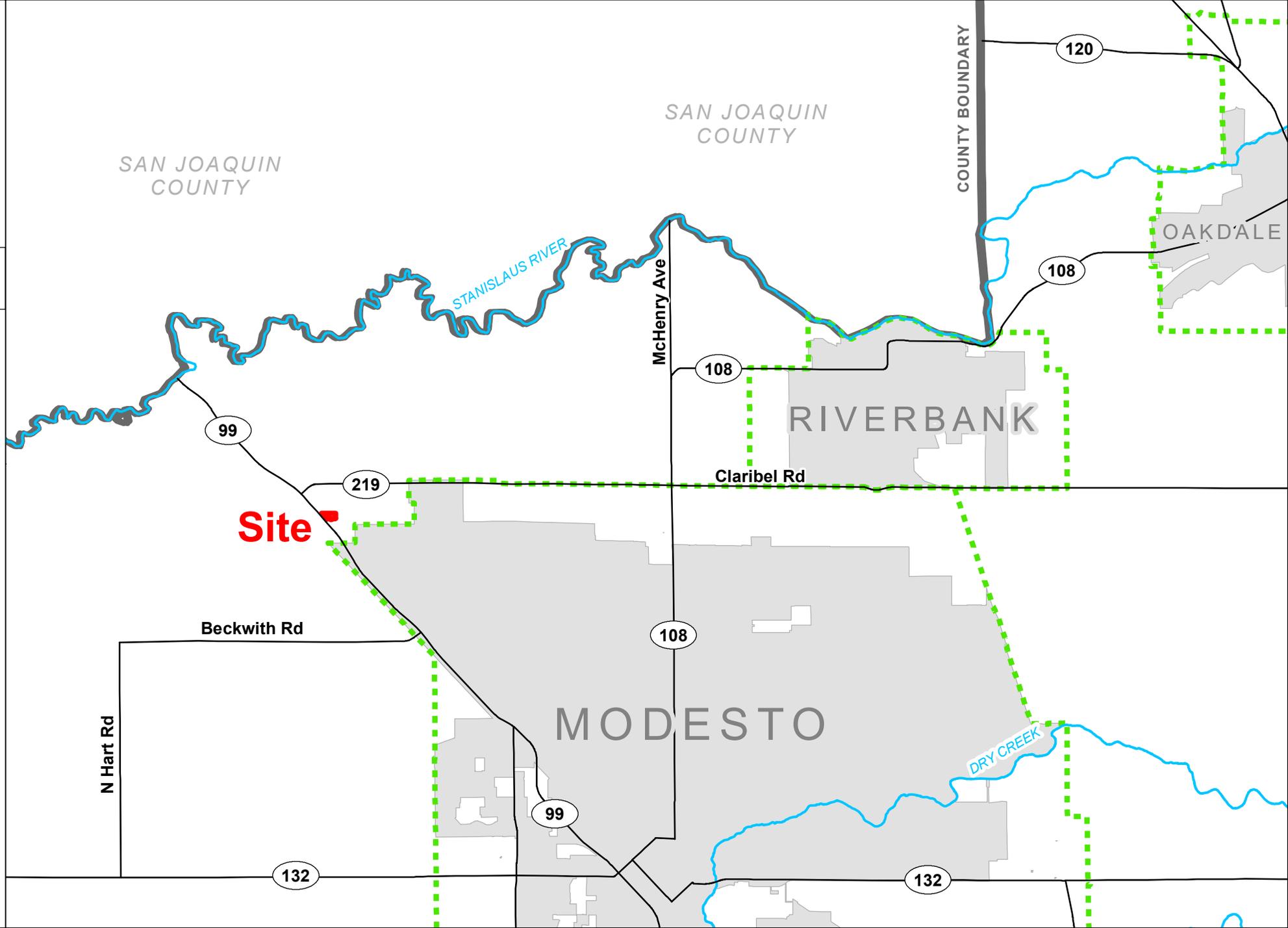
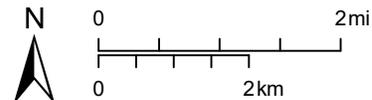
BOOMERS

UP PLN2021-0080

AREA MAP

LEGEND

-  Project Site
-  Sphere of Influence
-  City
-  Road
-  River



BOOMERS

UP PLN2021-0080

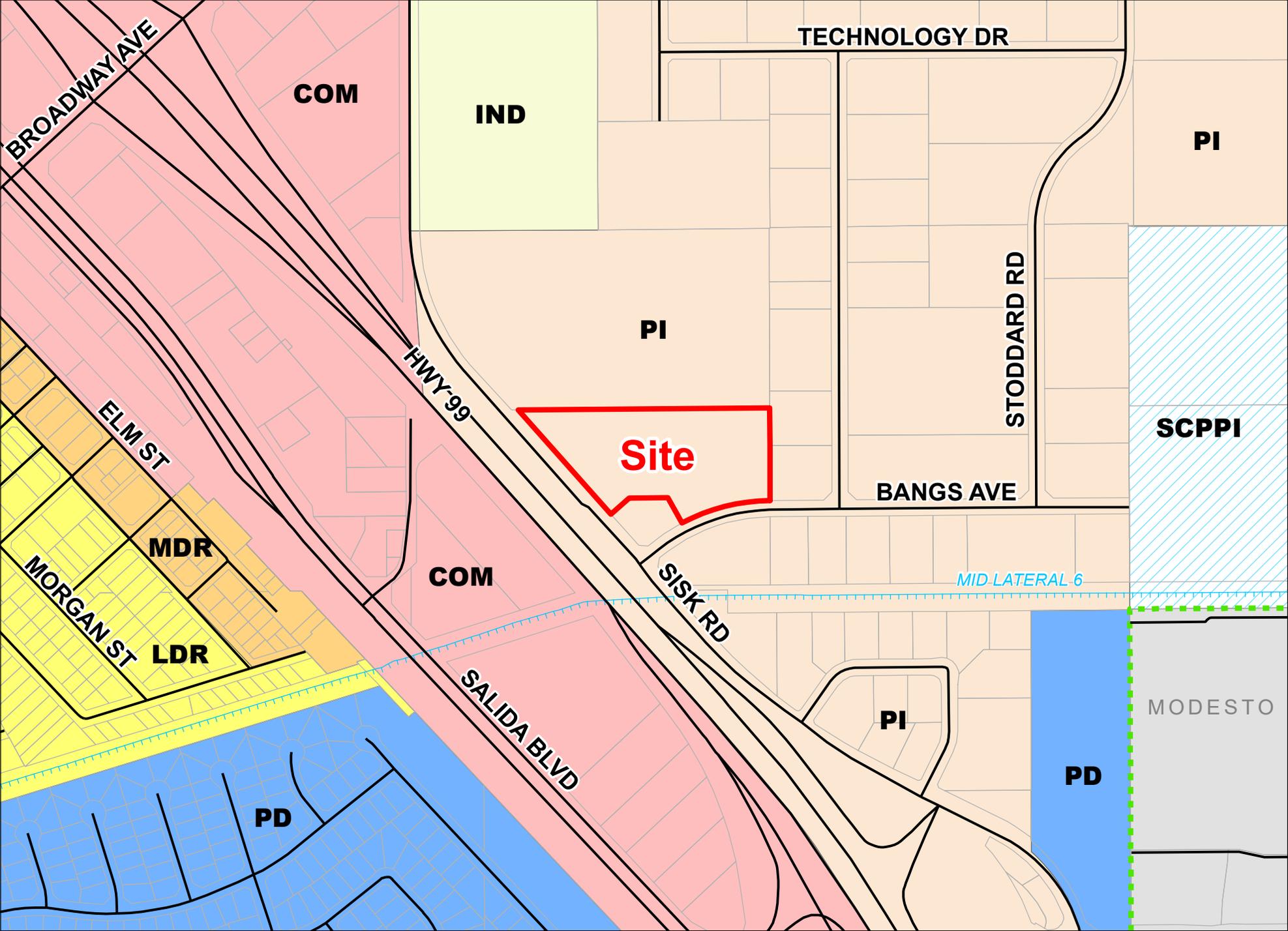
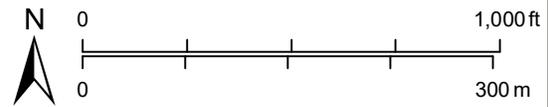
GENERAL PLAN MAP

LEGEND

-  Project Site
-  Sphere of Influence
-  City of
-  Parcel
-  Road
-  Canal

General Plan

-  Planned Development
-  Commercial
-  Low Density Residential
-  Medium Density Residential
-  Planned Industrial
-  SCPPI



BOOMERS UP PLN2021-0080

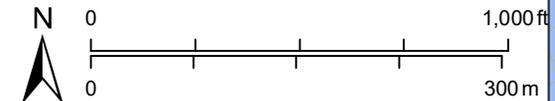
ZONING MAP

LEGEND

-  Project Site
-  Sphere of Influence
-  City of
-  Parcel
-  Road
-  Canal

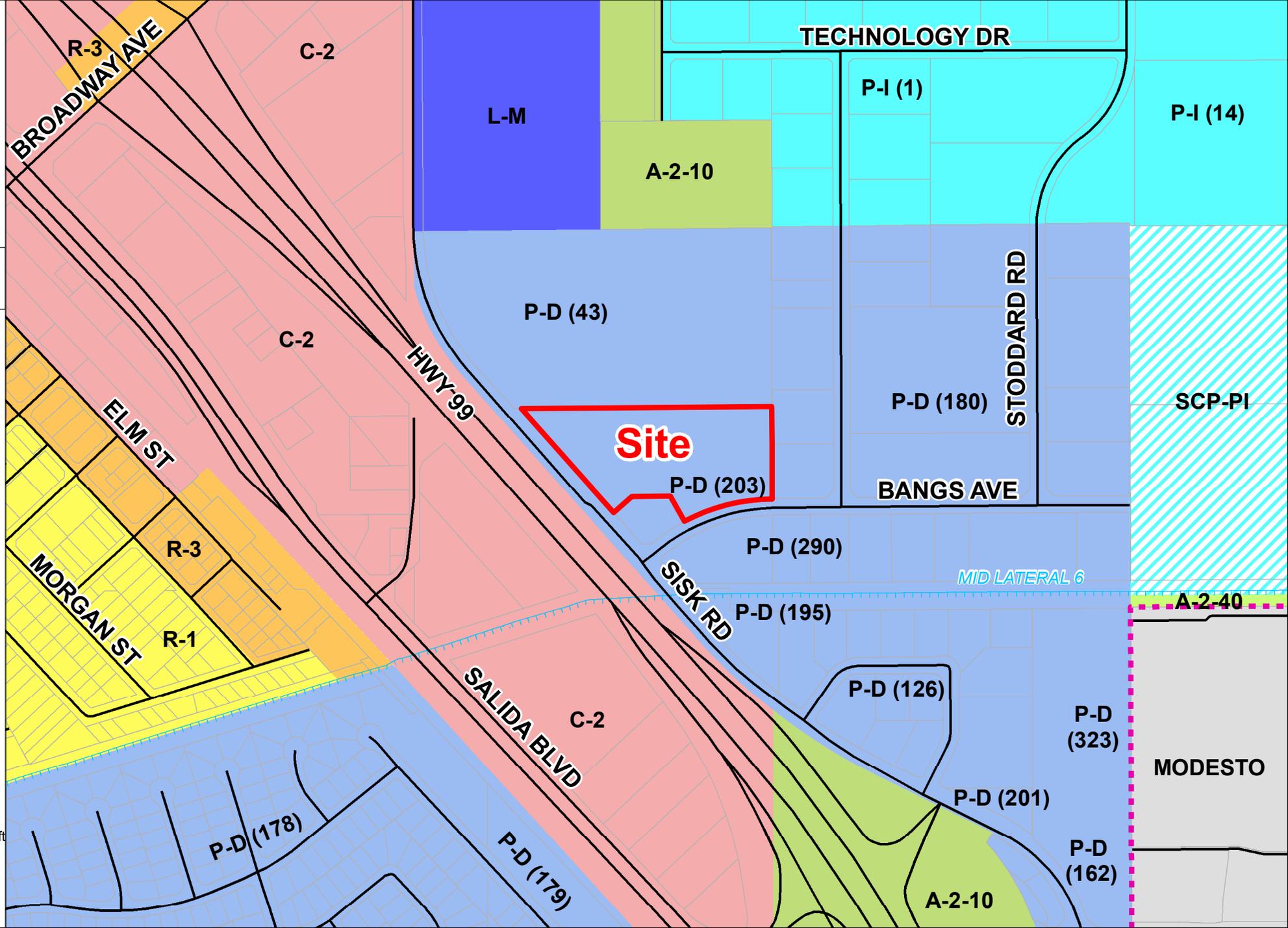
Zoning Designation

-  General Agriculture 10 Acre
-  General Agriculture 40 Acre
-  Low Density Residential
-  Medium Density Residential
-  Commercial
-  Planned Industrial
-  Planned Development
-  Limited Industrial
-  Salida Community Plan PI



Source: Planning Department GIS

Date: 8/25/2021



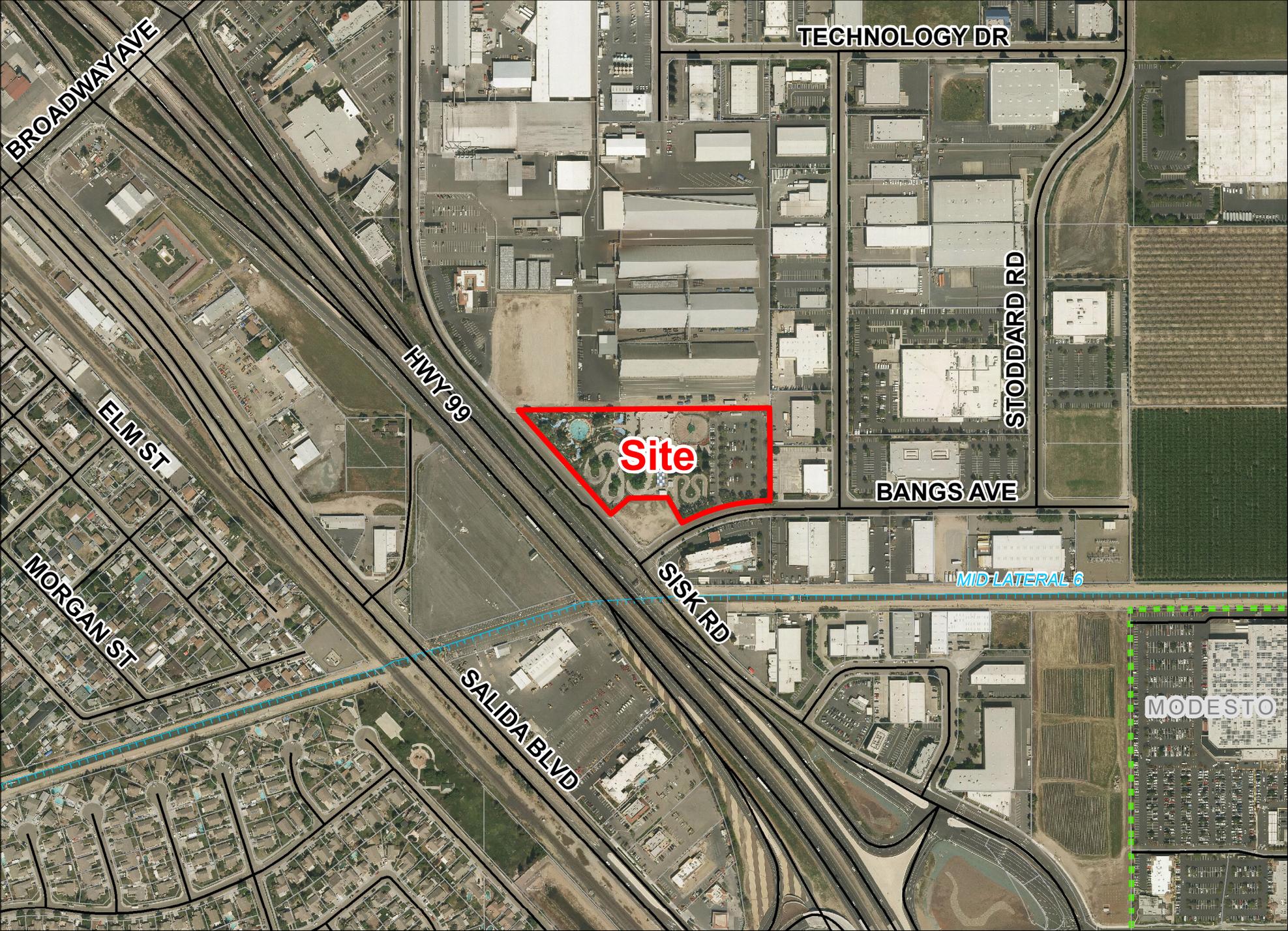
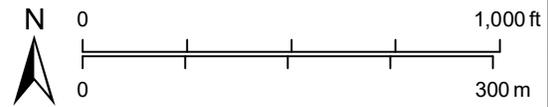
BOOMERS

UP PLN2021-0080

2017 AERIAL AREA MAP

LEGEND

-  Project Site
-  Sphere of Influence
-  Road
-  Canal



BOOMERS

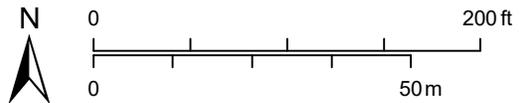
UP
PLN2021-0080

2017 AERIAL SITE MAP

LEGEND

 Project Site

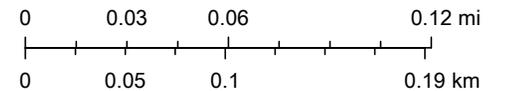
 Road



Surrounding Area Uses

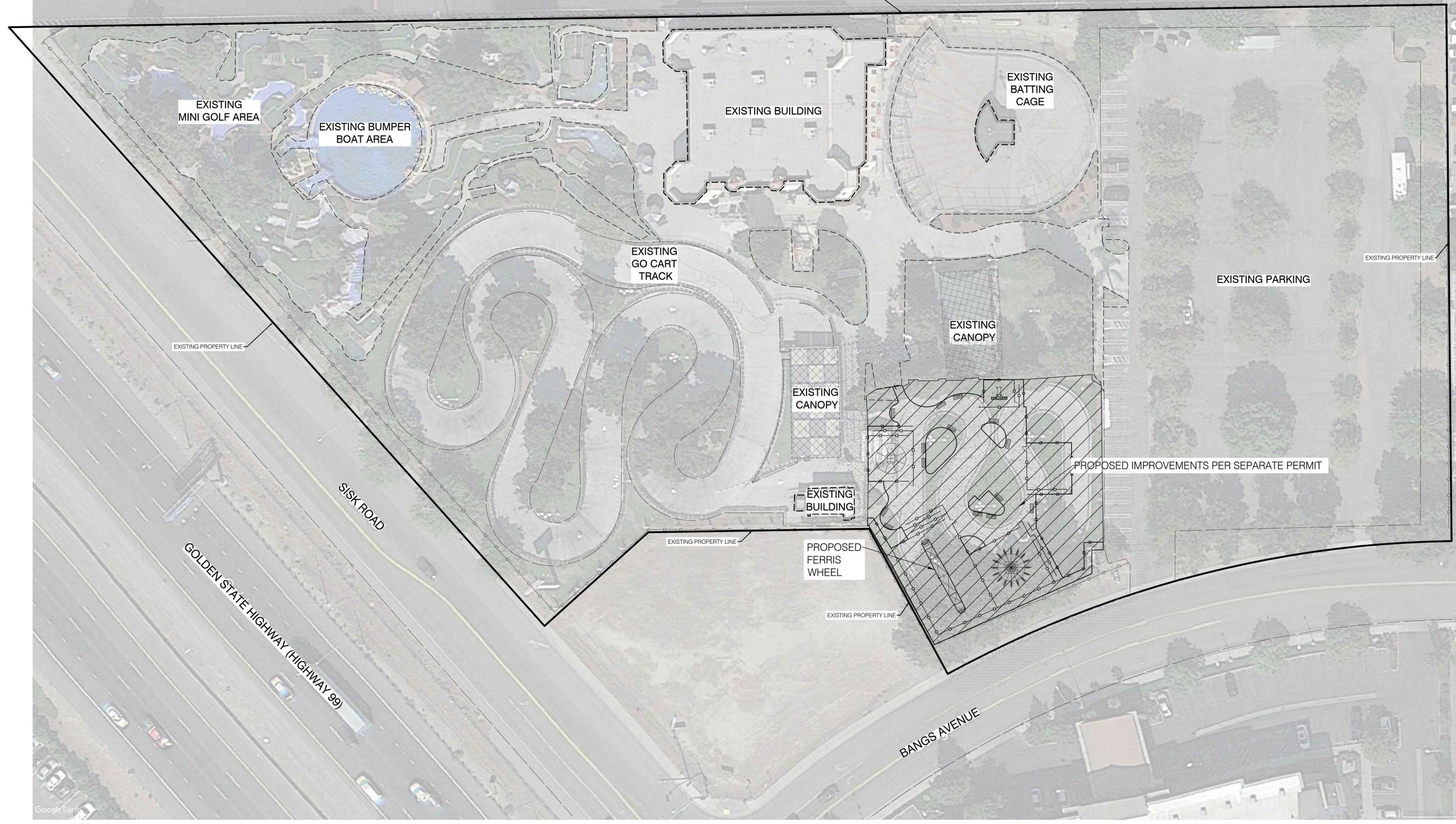
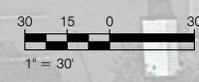


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BOOMERS MODESTO
Write a description for your map.

Legend
31-2844-0000



NO.	REVISIONS DESCRIPTIONS	DATE	APPROVED

SITE PLAN
PRELIMINARY CIVIL IMPROVEMENT PLANS FOR
BOOMERS MODESTO FERRIS WHEEL
MODESTO CALIFORNIA

North Star
Engineering Group, Inc.
 • CIVIL ENGINEERING • SURVEYING • PLANNING •
 620 12th Street Modesto, CA 95354
 (209) 524-3225 Phone (209) 524-3226 Fax

JOB #: 21-2844
 DATE: 08/19/2021
 SCALE: AS SHOWN
 DRAWN: FSE
 DESIGN: CRW
 CHKD: CRW

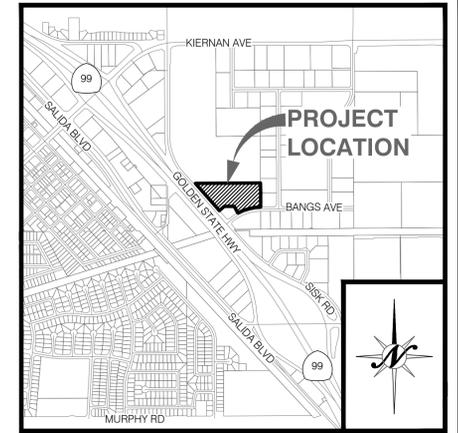
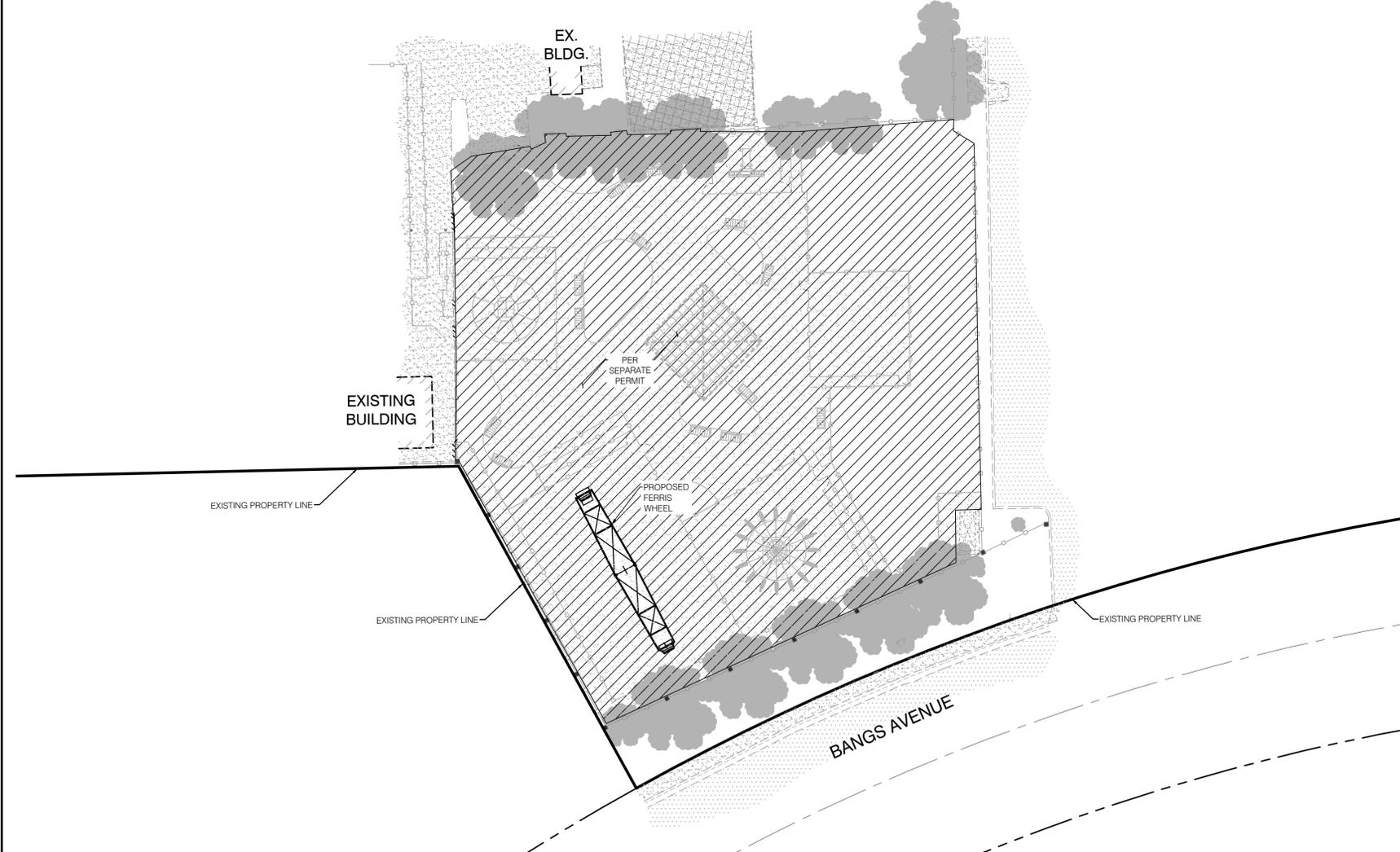
SHEET NUMBER

C1.2

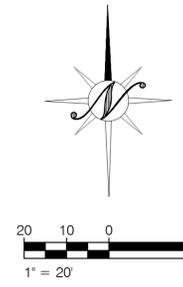
LEGEND

	EXISTING	PROPOSED
BOUNDARY LINE	---	---
CENTERLINE	---	---
RIGHT-OF-WAY	---	---
PARCEL LINE	---	---
MONUMENT	N/A	⊙
SAWCUT	N/A	▨
CURB, GUTTER AND SIDEWALK	---	---
EDGE OF PAVEMENT	---	---
CONCRETE VALLEY GUTTER	N/A	▭
TRENCH DRAIN	N/A	---
STORM DRAIN (MAIN)	12"SD	12"SD
FORCE MAIN	48"FM	48"FM
DRAINAGE SWALE	---	---
STORM DRAIN MAINTENANCE HOLE	⊙	⊙
CURB INLET	⊙	⊙
DRAIN INLET	⊙	⊙
DRAIN INLET ON MAINTENANCE HOLE	⊙	⊙
STORM DRAINAGE FILTER	N/A	⊙
WATER (MAIN)	8" W	8" W
WATER (SERVICE)	8" W	8" W
WATER VALVE	WV	WV
WATER BLOW OFF VALVE	WV	WV
BACK FLOW PREVENTER	BFP	BFP
POST INDICATOR VALVE (SINGLE)	PIV	PIV
FIRE DEPARTMENT CONNECTION	FDC	FDC
FIRE HYDRANT	⊙	⊙
FIRE SPRINKLER RISER	N/A	FSR
WATER METER	N/A	WM
REDUCED PRESSURE PRINCIPLE DETECTOR ASSEMBLY	N/A	RPPA
SINGLE CHECK DETECTOR ASSEMBLY	N/A	SCDA
SERVICE STUB	N/A	---
CLEANOUT	---	---
SEWER MAINTENANCE HOLE	⊙	⊙
GREASE TRAP	N/A	---
SEWER (MAIN)	12"SS	12"SS
JOINT TRENCH (APPROX LOCATION)	N/A	---
TRANSFORMER (APPROX LOCATION)	N/A	⊙
OVER HEAD ELECTRICAL	N/A	N/A
SERVICE POLE	---	N/A
JOINT POLE	---	N/A
JOINT POLE WITH LIGHT	---	N/A
POWER POLE	---	N/A
TELEPHONE POLE	---	N/A
GUY	---	N/A
ELECTRICAL MANHOLE	---	N/A
ELECTROLIER	---	---
UTILITY BOX	---	---
GAS LINE	---	N/A
GAS VALVE	---	N/A
PAD ELEVATION	N/A	N/A
FINISH FLOOR ELEVATION (PROPOSED)	N/A	FF=0000.00
BUILDING PAD	N/A	⊙
TOP OF CURB ELEVATION	68.34 TC	68.34 TC
ORIGINAL GROUND	---	N/A
DIRECTION OF FLOW	---	---
CONTOURS	---	---
WALL (SEE LABEL FOR TYPE)	---	---
FENCE (CHAINLINK OR VINYL)	---	---
FENCE (WIRE OR HOGWIRE)	---	---
FENCE (WOOD OR WROUGHT IRON)	---	---
FENCE (SPLIT RAIL)	---	---
TREE OR SHRUB	---	N/A
TREE STUMP	---	N/A
IRRIGATION LINE	---	---
IRRIGATION VALVE	---	N/A
IRRIGATION PRESSURE MANHOLE/VENT	---	---
SIGN	---	---
PERCOLATION TEST LOCATION	N/A	⊙ P-X
R-VALUE SAMPLE LOCATION	N/A	⊙ RV-X
KEYNOTE SYMBOL	---	---

PRELIMINARY CIVIL IMPROVEMENT PLANS FOR BOOMERS MODESTO FERRIS WHEEL MODESTO, CALIFORNIA



VICINITY MAP
NTS



ABBREVIATIONS

+	PLUS OR MINUS (NOT EXACT)	DW	DRIVEWAY	MIN	MINIMUM	S	SLOPE OR SOUTH
@	AT	E	EAST	N	NORTH	SC	STANISLAUS COUNTY
AB	AGGREGATE BASE	EC	END OF CURVE	NDS	NDS INC. (MANUFACTURER)	SCDA	SINGLE CHECK DETECTOR
AC	ASPHALT CONCRETE	EM	ELECTRIC METER	NIC	NOT INCLUDED	SD	ASSEMBLY
ACC	ACCESSIBLE	ELC	ELECTROLIER	NSE	NORTHSTAR ENGINEERING	SHT	STORM DRAIN
ADTT	AVERAGE DAILY TRUCK TRAFFIC	ELEV	ELEVATION	NTS	NOT TO SCALE	SIS	SUB-GRADE SHEET
AG	ATRIUM GRATE	EP	EDGE OF PAVEMENT	OC	ON CENTER	SIM	SIMILAR
ALT	ALTERNATE	ER	END OF RETURN	OF	OFFSET	SNS	STREET NAME SIGN
APN	ASSESSORS PARCEL NUMBER	ESMT OR EASE	EASEMENT	OG	ORIGINAL GROUND / GRADE	ST	STREET
ASR	AUTOMATIC SPRINKLER RISER	EX OR EXIST	EXISTING	OHE	OVER HEAD ELECTRIC	STA	STATION
AVE	AVENUE	FDC	FIRE DEPARTMENT CONNECTION	P OR PAV	POINT OF COMPOUND CURVE OR	STD	STANDARD
BC	BEGIN CURVE	FES	FLARED END SECTION	PCC	PORTLAND CEMENT CONCRETE	S/W OR SW	SIDEWALK
BDRY	BOUNDARY	FF	FINISH FLOOR	PG	PAGE	SS	SANITARY SEWER
BFP	BACK FLOW PREVENTOR	FG	FINISH GRADE	PG&E	PACIFIC GAS AND ELECTRIC	TC	TOP OF CURB
BK	BOOK	FH	FIRE HYDRANT	PV	PRESSURE INDICATOR VALVE	TD	TRENCH DRAIN
BM	BENCH MARK	FL	FORCE MAIN	PL	PROPERTY LINE	TDC	TOP OF DRIVE OVER CURB
BW	BACK OF WALK	FM	FORCE MAIN	PM	PARCEL MAP	TEMP	TEMPORARY
BSL	BUILDING SETBACK LINE	FS	FIRE SERVICE	POC	POINT OF CONNECTION	TG	TOP OF GRATE
BVC	BEGIN VERTICAL CURVE	FSR	FIRE SPRINKLER RISER	PP	POWER POLE	THRU	THROUGH
C&G OR C.G.	CURB AND GUTTER	GB	GRADE BREAK	PRC	POINT OF REVERSE CURVATURE	TI	TRAFFIC INDEX
CB	CATCH BASIN	GR	GRATE, GRADE, OR GROUND	PROF	PROFILE	TID	TURLOCK IRRIGATION DISTRICT
CDS	CONTINUOUS DEFLECTION SEPARATORS	GS	GROUND SHOT ELEVATION	PT	POINT	TW	TOP OF WALL
CIP	CAST IRON PIPE	GS@W	GROUND SHOT AT WALL	PTDF	PRESSURE TREATED DOUGLAS FIR	TPE	TREE PLANTING EASEMENT
x OR CL	CENTER LINE	HORIZ	HORIZONTAL	PUE	PUBLIC UTILITY EASEMENT	TVC	TOP OF VERTICAL CURB
CMP	CORRUGATED METAL PIPE	HP	HIGH POINT	PVC	POLYVINYL CHLORIDE PIPE	TYP	TYPICAL
CO	CLEAN OUT	HPS	HIGH PRESSURE SODIUM	RAW	RECLAIMED WATER	UN	UNLESS OTHERWISE NOTED
COMP.	COMPACTION	HT	HEIGHT	R	RADIUS	UON	VERTICAL
CONC OR CC	CONCRETE	HWY	HIGHWAY	RC	RELATIVE COMPACTION	VCP	VITRIFIED CLAY PIPE
C.O.M	CITY OF MODESTO	ID	INSIDE DIAMETER	CR	WATER OR WEST	W	WATER METER
CR	CURB RETURN	IRW	IRRIGATION	R.D.	RELATIVE DENSITY	WS	WATER SERVICE
CT	COURT	IR	IRRIGATION	RD	ROAD	WY	WAY
CV	CHECK VALVE	LF	LINEAL FEET OR LINEAR FEET	RET	RETURN	W/W	WELDED WIRE FABRIC
DDCV	DOUBLE DETECTOR CHECK VALVE	LN	LANE	RPDA	REDUCED PRESSURE DETECTOR		
DI	DRAIN INLET	LP	LOW POINT		ASSEMBLY		
DIA	DIAMETER	LT	LEFT		RESISTANCE VALVE		
DIP	DUCTILE IRON PIPE	JT	JOINT TRENCH		REDUCED PRESSURE		
(DOM)	DOMESTIC	MAX	MAXIMUM		BACKFLOW PREVENTER		
DR	DRIVE	MH	MAINTENANCE HOLE				

PREPARED FOR

CLIENT:
APEX / BOOMER PARK
3405 MICHELSON DRIVE
IRVINE, CA 92612
P. (949) 207-8311
CONTACT:
NAVID TAYEBI

PROJECT LOCATION

SITE ADDRESS
4215 BANGS AVENUE
MODESTO, CA 95356

SHEET INDEX

GENERAL INFORMATION	
1.	C1.1 COVER SHEET
2.	C1.2 SITE PLAN



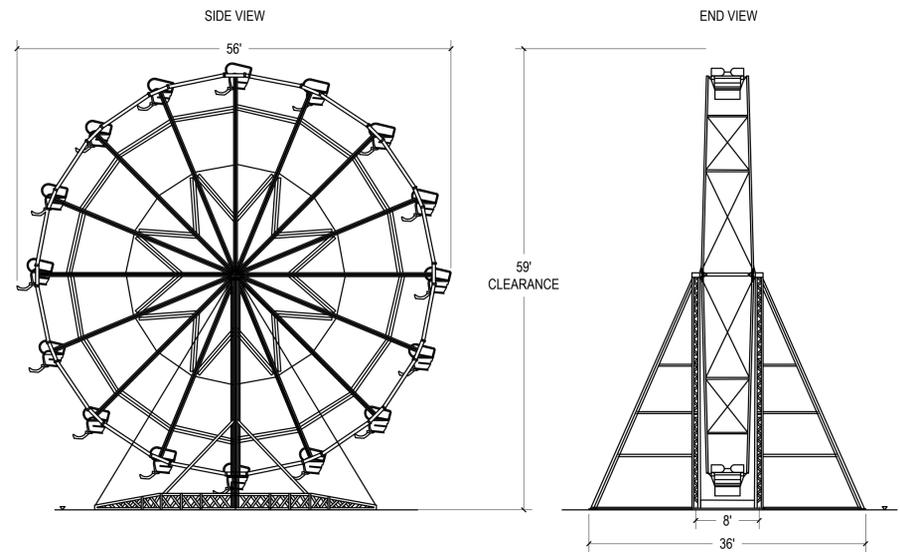
NO.	DATE	APPROVED	REVISIONS	DESCRIPTIONS

COVER SHEET
PRELIMINARY CIVIL IMPROVEMENT PLANS FOR
BOOMERS MODESTO FERRIS WHEEL
MODESTO, CALIFORNIA



JOB #:	21-2844
DATE:	08/19/2021
SCALE:	AS SHOWN
DESIGN:	FSE
CHKD:	CRW

SHEET NUMBER
C1.1



① FERRIS WHEEL
SCALE: NTS

LT#	DATE	DESCRIPTION
1	7/15/2021	INITIAL RELEASE
REVISIONS		

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Drafter	SMC	BOOMERS MODESTO NEW AMUSEMENTS
Checked & Approved	JDM	
Scale	NTS	DESCRIPTION FERRIS WHEEL DETAILS & ELEVATIONS
Drawing Number	G-03	Sheet 1 OF 1
		Drawing Size "D-Size"
		Revision 1