
APPENDIX B: APPLICABLE GOALS AND POLICIES

APPLICABLE GOALS AND POLICIES

Presented below are selected provisions excerpted from the *City of Modesto Urban Area General Plan*, which are applicable to the EIR topic, Land Use. These and other provisions will be considered by the City in their deliberations on whether to approve, disapprove or approve the project with modifications. This consideration is independent of the environmental review for the proposed project. Additional provisions, not identified in this EIR, may be considered during the deliberation process and would not alter the analysis of physical environmental impacts of the proposed project presented in this EIR.

LAND USE

Modesto Urban Area General Plan, Chapter II. Community Growth Strategy

Policy II-B.1 [b] – Provide timely infrastructure.

As the City expands and vacant land becomes developed, infrastructure such as roads, sewer, water and drainage is necessary to support that development. As the City directs the extension of this infrastructure, economic development opportunities should receive the highest priority for receiving such infrastructure.

Policy II-C.1 [a] – In general, maintenance of a five-year supply of available vacant and agricultural land served with urban infrastructure will be desirable.

Policy II-C.1 [b] – Urban development should be kept as contiguous as possible in order to avoid premature urbanization of valuable farm land, foster resident convenience, and provide for economy in City services.

Policy II-C.1 [d] – Urban growth should be directed, as long as economically feasible, to areas currently served with City services.

Modesto Urban Area General Plan, Chapter III. Community Development Policies

Policy III-C.1[b] – Section 65803 of the Government Code indicates that in charter cities such as Modesto, zoning need not be consistent with the General Plan. Notwithstanding, development plans within the Baseline Developed Area may be found consistent with the General Plan if they are consistent with the Zoning Code and Map and the various policies of the General Plan. Zone changes may be approved anywhere in the General Plan Area, if the following findings are made:

- (1) The requested zone change is required by public convenience or necessity.
- (2) The requested change will result in an orderly planning use of land resources.
- (4) Adequate environmental mitigation has been provided through the implementation of appropriate mitigation measures established by the Master Environmental Impact Report and any supplements to the MEIR. Traffic and public facility issues are particularly relevant in this analysis.

Policy III-C.1[c] – Additional vehicles to guide future development, in both the Baseline Developed Area and the Planned Urbanizing Area, include Neotraditional Planning Policies and Neighborhood Plan Prototype Policies.

Policy III-C.1[d] – Specific Plans, adopted pursuant to Section 65450 et seq. of the California Government Code, may be used to provide primary policy guidance to future development within

their respective geographic areas. Specific Plans may be adopted to implement any of the Land Use Designations presented on the Land Use Diagram, and they may be used within any Growth Strategy Designation: Redevelopment Area; Baseline Developed Area; or Planned Urbanizing Area.

Policy III-C.3[a] – Communities or neighborhoods should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.

Policy III-C.3[b] – As many activities as possible should be located within easy walking distance of transit stops.

Policy III-C.3[c] – Communities or neighborhoods should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.

Policy III-C.3[d] – Businesses within a community or neighborhood should provide a range of job types for the community's or neighborhood's residents.

Policy III-C.3[e] – The location and character of the community or neighborhood should be consistent with a larger transit network.

Policy III-C.3[g] – Each community or neighborhood should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.

Policy III-C.3[h] – Streets, pedestrian paths and bike paths should contribute to a system of fully connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees, and lighting; and by discouraging high speed traffic. Wherever possible, natural terrain, drainage, and vegetation should be preserved with superior examples contained within parks or greenbelts.

Policy III-D.1[a] – Since each Comprehensive Planning District contains a number of properties, unified direction from affected property owners should be encouraged, particularly for privately-initiated applications. In the case of disparate or unknown development intentions, the City may proactively seek consensus from affected property owners.

Policy III-D.1[b] – The Comprehensive Plan within each Comprehensive Planning District should establish clear and comprehensive implementation tools which identify all subsequent land use approvals required to be consistent with the Comprehensive Plan.

Policy III-D.1[d] – Each Comprehensive Plan should include a long-term financing strategy which provides reasonable estimates of on- and off-site infrastructure to support the proposed development pattern. The strategy should generally address public-facility funding, including schools, for any development project which serves to implement the subject Comprehensive Plan. If new public facilities are required which will also serve the broader community, the Comprehensive Plan should include options for broad-based funding mechanisms.

Policy III-D.1[e] – Comprehensive Plans, as defined on Chapter VIII, shall be used for the implementation of the Comprehensive Planning District presented in Figure III-1. Specific Plans, as defined in Section 65450 et seq. of the California Government Code, are particularly suited for

this purpose. Other options are available, provided that they present sufficient guidance for future development.

**Modesto Urban Area General Plan, Chapter III. Community Development Policies,
Exhibit III-18 Roselle / Claribel Comprehensive Planning District**

Policy III-D. Exhibit III-18 1 – Overview

This 1,700-acre Comprehensive Planning District is intended to create a mixed-use, pedestrian-oriented community similar in nature to Village One. In addition, a business park is proposed adjacent to the Santa Fe Railroad.

Policy III-D. Exhibit III-18,3[a] – Land Use Types

- 1,430 acres designed “Village Residential”
- 206 acres designated “Business Park”

Policy III-D. Exhibit III-18,3[b] – Distribution of Land Uses Within the CPD

- (1) The supporting commercial uses in the Comprehensive Planning District should be sited to facilitate pedestrian access from the residential areas.

