

**CITY OF RIVERBANK
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
2005-2025 GENERAL PLAN UPDATE**

TABLE OF CONTENTS

Section		Page
1	EXECUTIVE SUMMARY	1-1
1.1	Introduction.....	1-1
1.2	General Plan update.....	1-1
1.3	Project Alternatives.....	1-3
1.4	Summary of Known Controversial Issues	1-4
1.5	Summary Table.....	1-5
1.6	Summary of Cumulative Impacts	1-6
2	INTRODUCTION	2-1
2.1	Introduction.....	2-2
2.2	Purpose and Intended Uses of this Environmental Impact Report	2-2
2.3	Type of Environmental Impact Report	2-3
2.4	Scope of this EIR	2-4
2.5	Organization of this EIR	2-5
2.6	Agency Roles and Responsibilities.....	2-5
2.7	Public Review Process.....	2-6
3	PROJECT DESCRIPTION.....	3-1
3.1	Introduction.....	3-1
4	ENVIRONMENTAL ANALYSIS.....	4-1
4.1	Organization and Presentation of Environmental Impact Analysis	4-1
4.2	Aesthetics.....	4-2-1
4.3	Agricultural Resources.....	4-3-1
4.4	Air Quality	4-4-1
4.5	Biological Resources	4-5-1
4.6	Cultural Resources	4-6-1
4.7	Energy Conservation.....	4-7-1
4.8	Geology, Soils, and Mineral Resources	4-8-1
4.9	Hazards and Hazardous Materials	4-9-1
4.10	Hydrology and Water Quality.....	4-10-1
4.11	Land Use	4-11-1
4.12	Noise	4-12-1
4.13	Population and Housing.....	4-13-1
4.14	Public Services and Facilities	4-14-1
4.15	Traffic and Transportation	4-15-1
4.16	Public Utilities	4-16-1
5	ALTERNATIVES TO THE PROPOSED PROJECT	5-1
5.1	Introduction.....	5-1
5.2	Alternatives Evaluated in this EIR.....	5-1
5.3	Alternatives Rejected for Further Evaluation	5-4
5.4	Alternative 1. No Project: Buildout of the Existing General Plan	5-6
5.5	Alternative 2. Reduced Footprint, Increased Density	5-13
5.6	Alternative 3. Reduced Footprint, Similar Density.....	5-18
5.7	Summary of Comparative Effects of the Alternatives	5-22
5.8	Environmentally Superior Alternative.....	5-23

TABLE OF CONTENTS

Section	Page
6 OTHER CEQA REQUIRED ANALYSIS.....	6-1
6.1 Cumulative Impacts	6-1
6.2 Growth-Inducing Impacts	6-10
6.3 Significant Irreversible Environmental Changes	6-11
6.4 Significant and Unavoidable Environmental Effects	6-12
7 REFERENCES	7-1
8 REPORT PREPARATION	8-1
9 STANDARD TERMINOLOGY AND ACRONYMS.....	9-1

TABLES

1-1	Summary of Environmental Impacts and Mitigation Measures.....	1-11
3-1	New Growth under Riverbank General Plan.....	3-19
4.3-1	Important Farmland in Planning Area.....	4.3-10
4.4-1	Summary of 2006 Estimated Emissions Inventory for Stanislaus County.....	4.4-6
4.4-2	Summary of Annual Ambient Air Quality Data (2004–2006) – Modesto-14th Street Station.....	4.4-7
4.4-3	Ambient Air Quality Standards and Stanislaus County Attainment Status Designations.....	4.4-9
4.4-4	Summary of San Joaquin Valley Air Pollution Control District Air Quality Plans.....	4.4-14
4.4-5	Summary of Modeled Project-Generated, Construction-Related Annual Exhaust Emissions of Criteria Air Pollutants and Precursors for 5% of General Plan Buildout under the Worst-Case Year (2009)	4.4-25
4.4-6	Summary of Modeled Project-Generated, Operation-Related Emissions of Criteria Air Pollutants and Precursors	4.4-27
4.4-7	Summary of Modeled Project-Generated, Construction- and Operation-Related Emissions of Greenhouse Gases (Carbon Dioxide).....	4.4-41
4.5-1	Habitat and Land Use Acreages within the Planning Area	4.5-2
4.5-2	Special-Status Fish Species Potentially Occurring in the Planning Area.....	4.5-14
4.5-3	Special-Status Wildlife Species Known or with Potential to Occur in the Planning Area	4.5-19
4.6-1	Year Housing Structure Built (2000 Census).....	4.6-4
4.6-2	Year Structure Built (2004 Stanislaus County Assessor).....	4.6-5
4.7-1	Forecast Energy Demand, Modesto Irrigation District	4.7-3
4.7-2	Estimated Additional Monthly Electricity Demand from Riverbank General Plan Implementation	4.7-8
4.7-3	Estimated Additional Monthly Natural Gas Demand from Riverbank General Plan Implementation	4.7-8

TABLE OF CONTENTS

Section		Page
4.8-1	Expansive Soils in City of Riverbank	4.8-5
4.8-2	Modified Mercalli Scale.....	4.8-6
4.8-3	Comparison of Richter Magnitude and Modified Mercalli Intensity.....	4.8-7
4.9-1	EPA-Regulated Facilities in the Planning Area	4.9-2
4.9-2	TRI Reported Releases for Facilities in the Planning Area.....	4.9-3
4.9-3	Leaking Underground Storage Tank Sites in the Planning Area	4.9-4
4.10-1	Beneficial Uses Designated for the Lower Stanislaus River.....	4.10-2
4.10-2	Potential Sources and Proposed TMDL Completion Dates for Stanislaus River Section 303(d) Listed Pollutants.....	4.10-4
4.11-1	Existing Land Uses	4.11-1
4.12-1	Subjective Reaction to Changes in Noise Levels of Similar Sources	4.12-2
4.12-2	Human Response to Different Levels of Groundborne Noise and Vibration.....	4.12-6
4.12-3	Summary of Modeled Traffic Noise Contours under Existing Conditions	4.12-8
4.12-4	Approximate Distances to Railroad Noise Contours	4.12-11
4.12-5	Summary of Community Noise Survey Results and Estimates	4.12-12
4.12-6	State Land Use Noise Compatibility Guidelines.....	4.12-14
4.12-7	Exterior Noise Level Standards.....	4.12-16
4.12-8	Interior Noise Level Standards.....	4.12-16
4.12-9	Summary of Modeled Traffic Noise Contours under Future Plus General Plan Conditions	4.12-19
4.12-10	Typical Construction Equipment Noise Levels.....	4.12-26
4.12-11	Typical Construction Equipment Vibration Levels.....	4.12-33
4.13-1	County Population and Riverbank Population, 1990 – 2005	4.13-1
4.13-2	San Joaquin and Stanislaus County Population, 2000 – 2005	4.13-2
4.13-3	Housing Units, 2000-2007	4.13-4
4.13-4	Employment by Industry for Employed Residents 16 Years and Older	4.13-5
4.13-5	Employment by Occupation for Employed Residents 16 Years and Older	4.13-6
4.13-6	Place and County of Work for Employed Residents, 1990 and 2000.....	4.13-7
4.14-1	RUSD Current Staff and Classroom Facilities.....	4.14-13
4.14-2	RUSD School Capacities and Enrollments, Fall-to-Spring.....	4.14-14
4.14-3	Enrollment and Capacity of SUSD Schools Serving Riverbank.....	4.14-15
4.14-4	Facilities of SUSD Schools Serving Riverbank.....	4.14-15
4.14-5	Enrollment and Capacity for MCS Schools Serving Plan Area.....	4.14-15

TABLE OF CONTENTS

Section		Page
4.14-6	Projected MCS Enrollments after James C. Enochs High School Opens	4.14-16
4.14-7	Staff and Classrooms of MCS Schools Serving Riverbank	4.14-16
4.15-1	Level of Service Definitions	4.15-2
4.15-2	Level of Service Thresholds.....	4.15-3
4.15-3	Existing Peak-hour Intersection Levels of Service	4.15-8
4.15-4	Daily Traffic Volumes and Associated Levels of Service	4.15-11
4.15-5	Projected Trip Generation	4.15-14
4.15-6	Projected Daily Traffic Volumes and Associated Levels of Service	4.15-15
4.15-7	Projected Daily Traffic Volumes and Associated Levels of Service Outside Riverbank Planning Area.....	4.15-19
4.15-8	Projected Daily Traffic Volumes and Associated Levels of Service with Tivoli Specific Plan Land Uses.....	4.15-20
4.15-9	General Plan Build Out Peak Hour Intersection Levels of Service with Circulation Element Improvements and Mitigation	4.15-24
4.15-10	Signalized Intersections at General Plan Buildout.....	4.15-26
4.16-1	City of Riverbank Water Supply Study and Updated Master Plan Existing Groundwater Wells...	4.16-2
4.16-2	2003-2006 City Water Well Production.....	4.16-3
4.16-3	Summary of Wastewater Pump Stations	4.16-10
4.16-4	Sewer Lines Designated for Repair or Replacement in CIP Budget 2008-2009.....	4.16-11
4.16-5	2007 Sewer Collection System Master Plan Wastewater Generation within Existing City Service Areas at Buildout.....	4.16-11
4.16-6	2007 Sewer Collection System Master Plan Summary of Sewer Flow Projections	4.16-12
4.16-7	Projections of Future Water Demands within City Limits.....	4.16-21
4.16-8	City of Riverbank Projections of Total Future Water Demands for General Plan (2007-2030)...	4.16-22
4.16-9	City of Riverbank Summary of Water Demand Projections	4.16-23
4.16-10	Comparison of Future Estimated Water Demand and Future Water Supply	4.16-23
5-1	Comparison of Environmental Impacts of Alternatives in Relation to the Proposed General Plan Update	5-22
6-1	Farmland Conversion 2002–2004	6-3

TABLE OF CONTENTS

Section		Page
EXHIBITS		
3-1	Proposed General Plan Land Use Diagram.....	3-11
3-2	Existing General Plan Land Use Diagram (Pre-Update).....	3-13
3-3	Existing Zoning.....	3-14
4.3-1	Important Farmland.....	4.3-2
4.3-2	Williamson Act Lands.....	4.3-3
4.4-1	Stanislaus County 2006 Emissions Inventory Data	4.4-6
4.5-1	Habitat Map.....	4.5-3
4.5-2	Southwestern Study Area.....	4.5-5
4.5-3	Northwestern Study Area.....	4.5-7
4.5-4	Sensitive Species.....	4.5-17
4.5-5	National Wetlands Inventory Map.....	4.5-23
4.5-6	Wetlands Map	4.5-25
4.8-1	Major Topography	4.8-2
4.8-2	Expansive Soils.....	4.8-4
4.8-3	Fault Lines in the Project Area.....	4.8-8
4.10-1	Modesto Groundwater Subbasin and Depths to Groundwater.....	4.10-3
4.10-2	100- and 500-Year Floodplain and Riverbank City Limits	4.10-6
4.10-3	100- and 500-Year Floodplain and Northwestern Portion of Riverbank Planning Area	4.10-7
4.12-1	Typical Noise Levels.....	4.12-3
4.14-1	Public Services and Facilities Locations.....	4.14-2
4.14-2	RUSD Boundaries and Locations	4.14-3
4.14-3	SUSD Schools and Boundaries, MCS High Schools Serving Riverbank.....	4.14-4
4.14-4	Facilities in Riverbank Parks.....	4.14-7
4.15-1	Study Intersections.....	4.15-5
4.15-2a	Existing Traffic Volumes.....	4.15-6
4.15-2b	Existing Traffic Volumes.....	4.15-7
4.15-3	Average Daily Traffic Count Location Index	4.15-10
4.15-4a	General Plan Buildout.....	4.15-22
4.15-4b	General Plan Buildout.....	4.15-23

TABLE OF CONTENTS

Section	Page
4.16-1 Riverbank Water System Lines.....	4.16-4
4.16-2 Riverbank Water Supply Well and Tank Sites.....	4.16-5
4.16-3 Riverbank Pump Station Service Areas	4.16-7
4.16-4 City Sewer Lines	4.16-9
4.16-5a Central and East Side Sewer Sheds and Infrastructure	4.16-13
4.16-5b West Side Sewer Sheds and Infrastructure	4.16-15
4.16-6 Riverbank Storm Water Drainage System	4.16-18
5-1 Alternative 1. No Project: Buildout of the Existing General Plan	5-5
5-2 Alternative 2. Reduced Footprint, Increased Density	5-7
5-3 Alternative 3. Reduced Footprint, Similar Density	5-9

APPENDICES

A	Air Quality
B	Biological Resources
C	Noise
D	Notice of Preparation and Responses to the Notice of Preparation
E	Comments on February 2008 Public Review Draft
F	State Floodways
G	Revised Public Review General Plan
H	Cultural Resources
I	July Partly Recirculated DEIR Comments

1 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This executive summary provides an overview of the Riverbank General Plan Update Environmental Impact Report (EIR), including a General Plan description, and a summary of alternatives, impacts, and mitigation. The General Plan update (the project) is described in detail in Section 3, “Project Information” of this EIR. Impacts are described in detail in Chapter 4, “Environmental Analysis.” The summary table at the end of this chapter outlines environmental impacts, the significance without mitigation, proposed mitigation measure(s), and the significance of the impact if the mitigation measures are implemented.

This document includes a recirculated portion of a Draft Program Environmental Impact Report (EIR) prepared to address environmental effects associated with the implementation of implementation of the proposed 2005–2025 City of Riverbank General Plan Update.

This document also includes sections from the original Draft Program EIR, which was circulated for public review between February 15th and April 1, 2008. There were 11 comment letters received on the original Draft EIR addressing a variety of topics. Based on these comments, the level of interest in the General Plan and its environmental documentation, the City elected to revise the General Plan and EIR and recirculate sections of the EIR with clarifying information for public review.

Under the California Environmental Quality Act (CEQA) Guidelines Section 15088.5(c), if a revision to an EIR is limited to a few chapters or portion of the EIR, the City need only circulate the chapters or portions that have been modified.

The City requested, pursuant to the CEQA Guidelines Section 15088.5(f)(2), that reviewers of the recirculated portion of the DEIR limit their comments to the material included in the Recirculated EIR, and not make new comments on matters not included in this document, such as any of the material included in the February 2008 Draft EIR. The City’s written responses address (1) comments received on sections of the February 2008 Draft EIR that are not being recirculated, and (2) comments received during the public review period on sections of the Draft EIR being recirculated.

1.2 GENERAL PLAN UPDATE

The General Plan update represents a comprehensive set of revisions to the City’s existing General Plan, which was last revised in 2005 (with a Housing Element update). The Update involves reorganization and revisions to elements of the existing General Plan, a series of General Plan land use designation changes, and adoption of new goals, objectives, policies, and implementation strategies.

ELEMENTS OF THE GENERAL PLAN

The Riverbank General Plan contains the seven elements mandated by State law plus optional elements, as accommodated under State law. The General Plan includes a comprehensive set of Background Reports, which establish the context and setting for the General Plan. General Plan goals, policies, and implementation measures are provided in a separate volume from the Background Reports, which are incorporated by reference into this EIR.

SCOPE AND PURPOSE OF THE GENERAL PLAN

The General Plan is Riverbank’s overarching policy and planning document. This document represents the community’s long-range objectives for conservation and physical development in the City. The General Plan

provides decision makers, City staff, property owners, and the public at large with the City's policy direction for managing land use change. The General Plan is comprehensive in scope, addressing land use, transportation, housing, economic development, public facilities and infrastructure and open space preservation, among many other subjects.

RELATIONSHIP TO LAFCO POLICY AND THE SPHERE OF INFLUENCE

As part of the General Plan update process, it is typical for cities to assess any changes to the Sphere of Influence (SOI) and land use designations throughout the Planning Area required to meet the community's vision for the future. The process for Riverbank is no different. The City's Planning Area generally represents the proposed ultimate SOI, but the General Plan itself is not a SOI amendment request or application. There are specific requirements and processes administered by the Stanislaus Local Agency Formation Commission (LAFCO) for SOI amendment requests. The City would prepare supporting materials and pursue any SOI amendment request separately from the General Plan Update and EIR process. The City does not anticipate one SOI expansion that would include the entire area with land use designations under the proposed General Plan (please refer to Exhibit 3-1, which illustrates the proposed Land Use Diagram). Also, the City does not intend to extend its SOI to include lands in San Joaquin County where the City's wastewater treatment plant and Jacob Myers Park are located. Rather, a phased SOI and annexation process, to be coordinated with LAFCO, is envisioned.

LAND USE CHANGES

Exhibit 3-2 shows the existing City Land Use Diagram. A comparison between the two exhibits provides the reader with an overall idea of the proposed land use designation changes. The City's existing zoning scheme is shown in Exhibit 3-3. Zoning is one method of implementing General Plan land use designations on different properties throughout the City. It is anticipated that the City would follow the General Plan update with a zoning code update to ensure consistency.

The Land Use Diagram is a graphic representation of policies contained in the General Plan, corresponding with the Land Use Designations described below. The Land Use Diagram is to be used and interpreted in conjunction with the text and other figures contained in the General Plan and in conjunction with the City's Circulation Diagram (please refer to the Circulation Element of the General Plan).

BUILDOUT ASSUMPTIONS

Based on the assumptions developed during the General Plan update, the Planning Area, at buildout, would accommodate a population of approximately 52,500, which is an increase of 150 percent over the estimated 2006 population of 21,215. Approximately 10,700 new dwelling units could be accommodated during the General Plan time horizon, as well as schools, parks, commercial retail and services, industrial development, and other land uses. Approximately 3,300,000 additional square feet of commercial and industrial building space could be accommodated during the General Plan time horizon. The General Plan buildout estimates are used in analyzing impacts, as disclosed in detail throughout this EIR.

The best available assumptions were used in developing these estimates. However, demographic changes and the land economic environment will dictate, to some extent, the actual buildout figures. Certain areas designated for urban use may or may not be developed during this Planning Horizon. Some areas might be developed at the upper end of the density ranges, while other areas might develop at the lower end.

General Plan Land Use Designations are flexible, using broad density ranges. However, to come up with overall buildout assumptions, it is necessary to use estimates of average densities and intensities. Such average dwelling unit densities, population densities, and building intensities are not City policy, but merely estimates used for planning purposes.

Section 3, “Project Information” provides a more detailed description of the General Plan update.

1.3 PROJECT ALTERNATIVES

Project alternatives are intended to reduce or eliminate the potentially significant adverse environmental effects of the project, while attempting to meet the project objectives. An EIR is required to contain a discussion of a reasonable range of alternatives to the proposed project that could feasibly attain the basic objectives of the project (California Environmental Quality Act [CEQA] Guidelines, Section 15126.6[a]).

Project alternatives are intended to reduce or eliminate the potentially significant adverse environmental effects of the proposed General Plan update, while attempting to meet most of the project objectives. For this EIR, the “project objectives” are the Riverbank General Plan goals, which are presented throughout the draft policy document (under separate cover).

SEPARATE GENERAL PLAN UPDATE ALTERNATIVES

The City considered a wide range of land use and circulation alternatives during preparation of the draft General Plan update. Although the City initially set out to adopt a General Plan update in roughly 18 months, staff and decision makers elected, due to public interest, to spend more time in public workshops refining alternatives and discussion of the pros and cons of different land use and circulation approaches. This public discourse touched on many environmental issues, although social and economic issues were involved, also. The previous public discussion of Riverbank General Plan alternatives is distinct from the alternatives analysis presented in this EIR, although there may be overlap with certain concepts presented earlier.

City staff, in public consultation with decision makers and the general public, continued to revise alternatives until a Preferred Alternative was selected in August of 2006. The Preferred Alternative contained components of many of those originally discussed. The Preferred Alternative was refined as a part of the draft General Plan land use diagram. The Preferred Alternative is similar in many respects to Alternatives 2 and 4 of the earlier set. Alternative 3 of the original set of alternatives is similar to EIR Alternatives 2 and 3, described below.

EIR ALTERNATIVES

As mentioned, the previous General Plan alternatives discussion involved environmental and other issues. The focus for alternatives analysis in this EIR is distinct from the earlier General Plan alternatives process. For this EIR, the City elected to examine the impacts of three alternatives compared to the draft General Plan, including:

- ▶ **Alternative 1. No Project: Buildout of the Existing General Plan** – assumes that the Riverbank General Plan update would not be implemented and that the Planning Area would build out as indicated by the existing (pre-update) General Plan.
- ▶ **Alternative 2. Reduced Footprint, Increased Density** – assumes that the overall urban development footprint would be reduced to avoid sensitive biological areas, avoid high-quality agricultural lands, reduce the amount of land subject to earth disturbance, make public infrastructure and service provision more efficient and less resource intensive, preserve the aesthetic value of more open land surrounding the city, avoid steep slopes and the river bluff areas northwest of the city, and place different land uses in proximity to one another with a compact design to facilitate other than automobile travel. At buildout, this alternative would have roughly the same level of development as with the proposed General Plan update on a smaller footprint.
- ▶ **Alternative 3. Reduced Footprint, Similar Density** – assumes that the overall urban development footprint would be reduced to avoid sensitive biological areas, avoid high-quality agricultural lands, reduce the amount of land subject to earth disturbance, make public infrastructure and service provision more efficient and less

resource intensive, preserve the aesthetic value of more open land surrounding the city, and avoid steep slopes and the river bluff areas northwest of the city.

In addition to the discussion and comparison of impacts of the alternatives to the proposed General Plan update, CEQA requires that an “environmentally superior” alternative among the alternatives considered be selected and the reasons for such selection disclosed. In general, the environmentally superior alternative is the alternative that would generate the fewest or least severe adverse impacts.

For the purposes of this EIR, Alternatives 2 and 3 are environmentally superior because these alternatives would reduce impacts in the most topic areas compared to the proposed General Plan update.

1.4 SUMMARY OF KNOWN CONTROVERSIAL ISSUES

The CEQA Guidelines require that the summary of an EIR include a synopsis of known issues of controversy that have been raised by agencies and the public (CEQA Guidelines Section 15123).

Pursuant to the provision of Section 15082 of the CEQA Guidelines, as amended, the City of Riverbank circulated a notice of preparation (NOP) of the General Plan EIR to public agencies and interested members of the public starting on September 8, 2006. The City of Riverbank also held a scoping meeting on December 11, 2006 to receive comments on the NOP. The NOP comment letters and comments at the scoping meeting suggest that the following are particular areas of concern for the EIR:

- ▶ Kit fox habitat
- ▶ Traffic impacts
- ▶ Conservation and open space goals of the General Plan
- ▶ Hydrology, runoff, groundwater impacts
- ▶ Jobs/housing balance
- ▶ Make commercial development compact, dense, walkable, with pedestrian connections
- ▶ Integrate public spaces into commercial development, condense parking
- ▶ Downtown impacts – traffic and drainage
- ▶ Analyze impact on existing downtown residents of adding residents on the fringes that will patronize existing and future business downtown
- ▶ Water quality impacts of adding wells
- ▶ Noise impacts – continuous impacts, as well as peak event impacts
- ▶ Prime farmland
- ▶ Clarify City’s CEQA process for development projects following General Plan update
- ▶ Fire, police, sewer impacts of new growth
- ▶ Infrastructure for drainage must be in place before development is allowed

- ▶ Water quality standards for Stanislaus River
- ▶ Analyze no growth, moderate growth alternatives, alternative that does not involve SOI expansion
- ▶ Conservation easement for important agricultural land in the Riverbank area,
- ▶ Clustered residences should be used to buffer some edges of the City
- ▶ Use of open space zoning to preserve land
- ▶ Mitigate prime farmland loss
- ▶ Rare species, streambed alteration, habitats, water quality
- ▶ Oakdale/Riverbank open space buffers, trail system
- ▶ Farmland conversion
- ▶ Stanislaus County General Plan
- ▶ Air quality
- ▶ Railroad safety
- ▶ Flood control
- ▶ Emergency response
- ▶ Aesthetic impacts
- ▶ Energy demand
- ▶ Groundwater supply
- ▶ Erosion
- ▶ Soil and groundwater contamination
- ▶ Urban runoff
- ▶ Conflict with habitat conservation planning
- ▶ Growth inducement
- ▶ Recreational opportunities

Please also refer to Appendix E, which contains public comments on the February 2008 Public Review Draft General Plan EIR.

1.5 SUMMARY TABLE

Information in Table 2-1, “Summary of Environmental Impacts and Mitigation Measures,” has been organized to correspond with the environmental issues discussed in Chapter 4, “Environmental Analysis,” of this document.

The summary table is arranged in four columns: environmental impacts; level of significance without mitigation; recommended mitigation measures; and level of significance with implementation of mitigation measures.

A series of mitigation measures are noted when more than one mitigation measure is required to reduce an impact to a less-than-significant level.

1.6 SUMMARY OF CUMULATIVE IMPACTS

The following provides a summary of the project’s cumulative environmental impacts. A detailed discussion of the project cumulative impacts is provided in Section 6.1, “Cumulative Impacts,” of this EIR.

Cumulative impacts are defined in State CEQA Guidelines §15355 as two or more individual effects that together create a considerable environmental impact or that compound or increase other impacts. “A cumulative impact occurs from the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time” (Guidelines §15355[b]). By requiring an evaluation of cumulative impacts, CEQA attempts to ensure that large-scale environmental impacts will not be ignored.

AGRICULTURE

The proposed project could lead to the development of hundreds of acres of high-quality agricultural land, much of which is currently in agricultural production. This is considered a **significant cumulative** impact.

HYDROLOGY AND WATER QUALITY

Construction activities throughout the Middle San Joaquin-Lower Merced-Lower Stanislaus watershed have the potential to release pollutants into surface water bodies, potentially violating water quality standards or harming biological resources. Because construction activities would occur over such a large area the substantial construction-related alteration of drainages could result in soil erosion and stormwater discharges of suspended solids, increased turbidity, and potential mobilization of other pollutants from project construction sites as contaminated runoff to on-site and ultimately off-site drainage channels and the Stanislaus River. Impervious surfaces would be added through urban development of the watershed and additional effluent from wastewater treatment plants could also affect water quality, if not properly implemented. Additional water demand could result in overdraft of aquifers.

Construction activities in the proposed City of Riverbank General Plan Update areas could add to the potential for soil erosion and sedimentation in the watershed, as well as impervious surfaces and additional wastewater treatment demand locally. Construction processes may also involve the potential for releases of other pollutants to surface waters and/or the storm drain system, including oil and gas, chemical substances used in the construction process, accidental discharges, waste concrete, and wash water.

However, for most proposed construction activities, there are regulatory requirements designed to ensure ongoing water quality, such as Section 401 water quality certification, National Pollutant Discharge Elimination System (NPDES) stormwater permit for general construction activity, and any other necessary site-specific Waste Discharge Requirements (WDRs) or waivers under the Porter-Cologne Act. These existing regulatory requirements would apply to various development projects throughout the watershed, as well as to development projects accommodated under the Riverbank General Plan. The Riverbank General Plan also includes policies in the Conservation and Open Space Element to address ongoing water quality in the Planning Area (as noted in the Hydrology and Water Quality section of this EIR – please see Section 4.10 for more information). As noted in the Hydrology and Water Quality section of this EIR (Section 4.10), the City can serve projected peak demands without depletion of the aquifer.

Proposed General Plan policies also address conservation measures, further reducing the potential impact. The impact is **less than cumulatively considerable and less than significant**.

PUBLIC SERVICES, INCLUDING RECREATION

Future regional growth would result in increased demand for fire services throughout the County. According to the Fire District, future growth within the current City of Riverbank service area would not result in cumulative impacts related to the addition of Fire District facilities or other actions of the Fire District. However, urban development in the Riverbank new growth areas (outside current City limits), “all growth within the Fire District will impact [the Fire District’s] ability to provide services and result in the need for additional facilities. The Fire District and City, however, will cooperate as new growth areas to be annexed to the City to ensure the “needs of both entities are met.” To this end, the City has prepared for adoption and the Fire District concurs with the Land Use Element Policy LAND-5.2:

“Infill development will be given priority to remaining capacity for water supply and delivery, wastewater treatment and conveyance, stormwater collection and conveyance, and other services and infrastructure currently in place. Development impact fees shall reflect the existing capacity to serve infill development areas. Any urban development of new growth areas shall plan and finance necessary infrastructure and service expansion to serve those areas.”

New growth areas will be developed in accordance with Specific Plans, which shall be drafted consistent with this General Plan Update and EIR. Specific Plans are to be drafted in coordination with requirements of the Fire District and other public service providers. Fire stations could be sited in locations such as those shown in the City’s Land Use Diagram and designated CIVIC (C) (see Figure LAND-4). Landowners and developers interested in developing new growth areas will fund Master Services Elements, per Stanislaus LAFCO policy, in conjunction with Specific Plans that illustrate the type and location of new public facilities required to serve the needs of new growth. The public facilities planning and financing will be according to the City’s public service standards as described throughout this General Plan, the City’s development codes, and master utilities planning. With the implementation of this General Plan and implementing actions consistent with the General Plan, cumulative impacts related to fire response, repression, and emergency response is **less than cumulatively considerable and less than significant**.

Future regional growth would result in a need for expanded law enforcement services throughout the County. Growth in Riverbank would result in the need for additional law enforcement facilities in the long term, and it is possible that growth elsewhere in areas served by the Stanislaus County Sheriff’s Department would create the need for additional facilities. The construction of additional law enforcement facilities could cause adverse environmental impacts.

However, the General Plan update identifies goals and standards for law enforcement service provision. The City has adopted General Plan policies that require the planning, phasing, and financing of public services and facilities consistent with City and other service provider standards along with new growth. The planning, phasing, and financing of public services and facilities will occur as interested landowners and developers fund Master Service Elements for annexation proposals that are more fully described in Specific Plans. These Specific Plans will be prepared by the City consistent with the General Plan, and will be paid for by representatives of interested developers and landowners. As specific development projects are proposed, additional project-specific environmental analysis would be completed. With implementation of General Plan policy, cumulative impact related to law enforcement is considered **less than cumulatively considerable and less than significant**.

Regional growth would result in increased demand for schools throughout the County. However, the City is planning to accommodate local school needs locally. Goals and policies in the proposed General Plan (Public Facilities and Services Element) detail the City’s perspective on school services.

It is not possible to know exactly where additional school facilities will be constructed to serve the needs generated by growth within the Riverbank Planning Area at any given time. It is possible that temporary classrooms might be added at an existing school within the Sylvan Unified School District or the Riverbank Unified School District until such time as a permanent new school is constructed somewhere in the Planning Area to serve additional demand.

Landowners and interested developers in the City's new growth areas will fund planning documentation, provide financing for, and dedicate land for future public facilities, as directed by the City. As noted throughout the General Plan, the City will coordinate with local school districts to ensure appropriate level of service standards in new growth areas are achieved. The City has established standards and criteria in general terms throughout the General Plan update. More detailed information will be provided in Master Service Elements, which are to be funded by interested developers and landowners through the Specific Plan process. These Master Service Elements will serve as mechanisms to ensure that Stanislaus LAFCO policies and those of local school districts are also implemented along with new growth. The environmental analysis throughout this EIR takes into account service and facility expansion and the corresponding potential for environmental impacts, including that of public school provision. As specific school facility expansion or improvement projects are identified, additional project-specific environmental analysis would be completed. The impact is less than cumulatively considerable and less than significant. With implementation of General Plan policy, cumulative impact related to public school provision is considered **less than cumulatively considerable and less than significant**.

The proposed General Plan update indicates the City's goals and policies for parkland provision relative to new growth areas and the existing developed City alike. The City has established policies for parkland and open space provision to provide existing and future residents with a full range of passive and active recreational opportunities locally. By providing for recreational needs for the existing and future population, the City has ensured against the deterioration of local and regional facilities.

Landowners and interested developers in the City's new growth areas will fund planning documentation, provide financing for, and dedicate land for future public facilities, as directed by the City. The City has established standards and criteria in general terms throughout the General Plan update. More detailed information will be provided in Master Service Elements, which are to be funded by interested developers and landowners through the Specific Plan process. These Master Service Elements will serve as mechanisms to ensure that Stanislaus LAFCO policies and those of the City's related to parks and recreation are also implemented along with new growth. The environmental analysis throughout this EIR takes into account service and facility expansion and the corresponding potential for environmental impacts, including local and regional parks and recreation services and facilities. As specific development proposals are identified, additional project-specific environmental analysis would be completed to ensure General Plan standards are implemented. With implementation of General Plan policy, cumulative impacts related to parks and recreational services are considered **less than cumulatively considerable and less than significant**.

TRANSPORTATION/TRAFFIC

While the proposed General Plan includes various policies to reduce traffic demand and mitigation for roadway segments and intersections, traffic along the Claribel Road alignment would exceed level of service standards, representing a significant cumulative impact.

Landowners and interested developers in the City's new growth areas will fund planning documentation, provide financing for, and dedicate land for future public facilities, as directed by the City. The City has established standards and criteria in general terms throughout the General Plan update. More detailed information will be provided in Master Service Elements, which are to be funded by interested developers and landowners through the Specific Plan process. These Master Service Elements will serve as mechanisms to ensure that Stanislaus LAFCO policies, those of the City's, and those of the County and Caltrans related to transportation are also implemented along with new growth. The environmental analysis throughout this EIR takes into account roadway expansion and other improvements required to serve new growth, and the corresponding potential for environmental impacts. As Specific

Plans and other development proposals are identified, additional project-specific environmental analysis would be completed to ensure General Plan standards are implemented. With implementation of General Plan policy, cumulative impacts are analyzed, addressed, and mitigated. However, even with policy compliance and mitigation, potential level of service impacts could result. The transportation impacts are significant. The contribution of the Riverbank General Plan **update is cumulatively considerable and significant**. The impact is **significant and unavoidable**.

UTILITIES

Future urban growth in the County will increase demand for municipal water service. Much of this increased demand would be met through the use of groundwater from the same aquifer as would be used to meet future needs in Riverbank. New development throughout the County and in other locations that could affect the groundwater aquifer would also be subject to State legislation that requires water supply assessments that address ongoing water supply adequacy for property subdivision proposals (SB 610 and SB 221). State law requires adequate water supplies be identified prior to approval of large projects. As noted earlier, the City has recently studied future groundwater needs. As noted in the Hydrology and Water Quality section of this EIR (Section 4.10), the City can serve projected peak demands without depletion of the aquifer. Please also refer to ongoing master planning work on water supply and groundwater source efficiency on file with the Community Development Department. The proposed General Plan update includes City goals and policies for water supply and conservation for new growth areas and the existing developed City alike.

The City will require wastewater treatment plant expansion and sewer collection and conveyance facilities to meet the proposed buildout of the proposed General Plan. The existing City WWTP has existing permits, successful operations, and can be upgraded to meet needs within current City limits. The Sewer Collection System Master Plan recommended several improvements to the sewer collection systems to ensure that the City would have the capacity to meet its wastewater demands according to the projected buildout of the proposed General Plan.

Development under the General Plan has the potential to cause significant impacts by increasing stormwater runoff associated with construction activities and increasing impermeable surfaces, thereby placing greater demands on the stormwater handling system. Runoff from developed surfaces, building roofs, parking lots and roads also contain impurities and has the potential to increase flooding. The City's Storm Drain System Master Plan identifies existing deficiencies and recommendations for their improvements in order to serve the growth projected in the General Plan update. Proposed General Plan goals, objectives, policies and actions call for the provision of an adequate drainage infrastructure, in order to protect public safety, preserve natural resources, and prevent erosion and flood potential. Instituting the goals, objectives, policies and actions included in the General Plan, as well as the improvements determined to be necessary in the City's Draft Storm Drain System Master Plan would ensure that the City would have the capacity to meet its storm water drainage demands through expansion of the City's existing drainage infrastructure, according to the projected buildout of the proposed General Plan.

Growth in the region will contribute to the need for adequate solid waste disposal facilities. As noted in Section 4.12 of this EIR (Utilities), Riverbank is served by Gilton Solid Waste (GSW). As the franchise waste hauler, Gilton is contractually obligated to accommodate any increase in the need for residential and commercial waste management services. Solid waste hauled by GSW from Riverbank is deposited in two landfills and a waste-to-energy facility. These are the Forward, Inc. landfill in San Joaquin County, the Fink Road Landfill in Stanislaus County (administered by the County Public Works Department), and the Covanta Waste-to-Energy Facility in Stanislaus County (administered by County Department of Environmental Resources). The Covanta Facility was built with an official manufacturer's capacity of 243,000 tons, and the service area is contractually required to send at least this amount to the facility per year. Recently the facility has handled 250–260,000 tons per year. The Fink Road Landfill is currently at approximately 50 percent capacity with a projected closing date of 2023 and an overall capacity of 12 million cubic feet.

Landowners and interested developers in the City's new growth areas will fund planning documentation, provide financing for, and dedicate land for future public facilities, as directed by the City. The City has established standards and criteria in general terms throughout the General Plan update, including standards and criteria for water supply and conservation; wastewater collection, conveyance, treatment, and disposal; stormwater management; and solid waste management. More detailed information will be provided in Master Service Elements, which are to be funded by interested developers and landowners through the Specific Plan process. These Master Service Elements will serve as mechanisms to ensure that development occurs consistent with policies of relevant service providers, including the City. The environmental analysis throughout this EIR takes into account utility expansions required to serve new growth and the corresponding potential for environmental impacts of these expansions. As Specific Plans and other development proposals are identified, additional project-level environmental analysis would be completed to ensure General Plan standards are implemented. With implementation of General Plan policy, cumulative impacts related to utilities are considered **less than cumulatively considerable and less than significant**.

Table 1-1 Summary of Environmental Impacts and Mitigation Measures			
Shaded Impacts and Mitigation Measures are not changed from the original Draft Environmental Impact Report			
Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.2 Aesthetics			
Impact 4.2-1. Have a Substantial Adverse Effect on a Scenic Vista, or Substantially Degrade the Visual Character or Quality of the Site and Its Surroundings. The General Plan update contains goals and policies designed to protect areas of scenic interest; however, development permitted under the proposed General Plan will result in a significant impact to the existing visual identity and character of Riverbank, including areas potentially considered scenic vistas.	S	None available.	SU
Impact 4.2-2. Substantially Damage Scenic Resources, Including, but Not Limited to, Trees, Rock Outcroppings, and Historic Buildings Within a State Scenic Highway. There are no state scenic highways in the Riverbank Planning Area. There is no impact.	NI	No mitigation is required.	NI
Impact 4.2-3. Create a New Source of Substantial Light or Glare Which Would Adversely Affect Day or Nighttime Views in the Area. New development allowed under the proposed General Plan would increase the number of light sources and amount of glare in Riverbank. However, compliance with City policies would ensure that the project would have a less-than-significant impact in terms of light or glare.	LTS	No mitigation is required.	LTS
4.3 Agricultural Resources			
Impact 4.3-1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to Non-Agricultural Use. Approximately 5,351 acres (62%) of the Riverbank Planning Area consists of important farmland, of which approximately 3,431 acres (40%) is Prime Farmland. Build-out of the proposed General Plan would result in conversion of important farmland resources. This impact would be significant and unavoidable.	SU	No additional mitigation is available.	SU

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Impact 4.3-2. Conflict with Existing Zoning for Agricultural Use, or a Williamson Act Contract. Approximately 2,826 acres (32%) of the land within the Planning Area is currently in a Williamson Act contract. Build-out of the Planning Area would result in a significant and unavoidable impact.	SU	None available.	SU
Impact 4.3-3. Involve Other Changes in the Existing Environment Which, Due to Their Location or Nature, Could Result in Conversion of Farmland, to Non-Agricultural Use. The City’s Planning Area includes a large amount of agricultural land, with urban land use designations. Future urban development within this area would result in the conversion adjacent farmland properties. This impact would be significant and unavoidable.	SU	None available.	SU
4.4 Air Quality			
Impact 4.4-1. Generation of Short-Term Construction-Related Emissions of Criteria Air Pollutants and Precursors. Project-generated, construction-related emissions of ROG and NOX would exceed SJVAPCD’s significance threshold of 10 TPY. In addition, with respect to construction-related emissions of PM10, SJVAPCD-recommended control measures beyond compliance with Regulation VIII-Fugitive Dust Prohibition are not incorporated. Thus, construction- related emissions of criteria air pollutants and precursors could violate or contribute substantially to an existing or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations, especially considering the nonattainment status of Stanislaus County. As a result, this impact would be significant.	S	Mitigation Measures 4.4-1a: In addition to the measures required by the SJVAPCD ISR rule, each project applicant shall implement the following measures to further reduce construction-related equipment exhaust emissions: <ul style="list-style-type: none"> ▶ Provide commercial electric power to the project site in adequate capacity to avoid or minimize the use of portable electric generators and the equipment. ▶ Where feasible, replace/substitute fossil-fueled (e.g., diesel) equipment with electrically driven equivalents (provided they are not run via a portable generator set). ▶ To the extent feasible, use alternate fuels and emission controls to further reduce NOX and PM10 exhaust emissions above the minimum requirements set for in the ISR rule. ▶ When not in use, on-site equipment shall not be left idling. ▶ Limit the hours of operation of heavy duty equipment and/or the amount of equipment in use at any one time. ▶ Curtail construction during periods of high ambient pollutant concentrations; this may include ceasing of construction 	

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<p align="center">Table 1-1 Summary of Environmental Impacts and Mitigation Measures</p>			
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Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>activity during the peak-hour of vehicular traffic on adjacent roadways or on Spare the Air Days.</p> <ul style="list-style-type: none"> ▶ Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors. ▶ Before construction contracts are issued, the project applicants shall perform a review of new technology, in consultation with SJVAPCD, as it relates to heavy-duty equipment, to determine what (if any) advances in emissions reductions are available for use and are economically feasible. Construction contract and bid specifications shall require contractors to utilize the available and economically feasible technology on an established percentage of the equipment fleet. It is anticipated that in the near future, both NOX and PM10 control equipment will be available. 	
		<p>Mitigation Measure 4.4-1b: The following SJVAPCD-recommended enhanced and additional control measures shall be implemented by each project applicant to further reduce fugitive PM10 dust emissions.</p> <ul style="list-style-type: none"> ▶ Install sandbags or other erosion control measures to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1%. ▶ Suspend excavation and grading activity when winds exceed 20 mph. ▶ Limit area subject to excavation, grading, and other construction activity at any one time. 	

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<p align="center">Shaded Impacts and Mitigation Measures are not changed from the original Draft Environmental Impact Report</p>			
<p align="center">Impacts</p>	<p align="center">Significance Before Mitigation</p>	<p align="center">Mitigation Measures</p>	<p align="center">Significance After Mitigation</p>
<p>Impact 4.4-2. Consistency with Air Quality Planning Efforts. Future development in Riverbank would generate emissions of ozone precursor pollutants and PM10, both of which affect regional air quality. Development anticipated under the proposed General Plan would be greater than that allowed under the current General Plan. This increased development could lead to greater operational (mobile- and area-source) emissions. This impact is considered significant.</p>	<p>S</p>	<p>None available.</p>	<p>SU</p>
<p>Impact 4.4-3. Generation of Long-Term Operation-Related (Regional) Emissions of Criteria Air Pollutants and Precursors. Long-term operation-related activities would result in emissions of ROG and NOX that exceed SJVAPCD’s significance threshold of 10 TPY. Thus, operation-related emissions of criteria air pollutants and precursors could violate or contribute substantially to an existing or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations, especially considering the nonattainment status of Stanislaus County. As a result, this impact would be significant.</p>	<p>S</p>	<p>Mitigation Measure 4.4-3: The following SJVAPCD-recommended mitigation measure shall be applied, as appropriate, at the project level as the City considers development applications under the General Plan update:</p> <ul style="list-style-type: none"> ▶ Area Source: Provide electric maintenance equipment, use solar, low-emissions, or central water heaters (residential and commercial), increase wall and attic insulation beyond Title 24 requirements (residential and commercial), and orient buildings to take advantage of solar heating and natural cooling and use passive solar designs (residential, commercial, and industrial), and eliminate or limit the amount of traditional fireplaces installed (e.g., natural gas fireplaces/inserts or at least EPA certified wood stoves or inserts instead of open hearth fireplaces), energy efficient windows (double pane and/or Low-E), highly reflective roofing materials, cool paving, radiant heat barrier, install photovoltaic cells, programmable thermostats for all heating and cooling systems, awnings or other shading mechanisms for windows, porch, patio, and walkway overhangs, ceiling and whole house fans, utilize passive solar cooling and heating designs, utilize day lighting systems such as skylights, light shelves, interior transom windows, and electrical outlets around the exterior of the units to encourage use of electric landscape maintenance equipment. ▶ Projects shall include as many clean alternative energy features as possible to promote energy self-sufficiency (e.g., 	<p>SU</p>

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Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		photovoltaic cells, solar thermal electricity systems, small wind turbines). ► The project shall require that all diesel engines be shut off when not in use on the premises to reduce idling emissions.	
Impact 4.4-4. Generation of Long-Term, Operation-Related Local Mobile-Source Emissions of CO. Based on SJVAPCD’s screening criteria, long-term operation-related local mobile-source emissions of CO would not result in or substantially contribute to emissions concentrations that exceed the 1-hour ambient air quality standard of 20 ppm or the 8-hour standard of 9 ppm, respectively. As a result, this impact would be less than significant.	LTS	No mitigation is required.	
Impact 4.4-5. Exposure of Sensitive Receptors to Emissions of Toxic Air Contaminants. Due to potential siting of commercial trucking operations and loading dock activities near sensitive receptors, exposure of sensitive receptors to substantial concentrations of TACs from mobile-sources could occur. As a result, this impact would be potentially significant.	PS	Mitigation Measure 4.4-5. The only measure available to completely mitigate the impact—completely separating emission sources (diesel vehicles associated with commercial trucking activities at commercial and industrial land uses) from all sensitive receptors—is not feasible. The best available alternatives to reduce the impact are the following: ► Orient loading dock activities as far away and downwind from existing or proposed sensitive receptors as feasible. ► Incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs to allow diesel engines to be completely turned off.	SU
Impact 4.4-6. Exposure of Sensitive Receptors to Emissions of Odors. Operation of the proposed project could result in the frequent exposure of on-site receptors to substantial objectionable odor emissions. As a result, this impact would be potentially significant.	PS	Mitigation Measure 4.4-6: The following mitigation measures shall be implemented by the applicant at the project level during General Plan buildout: ► The deeds to all properties of proposed sensitive uses located within two miles of the WWTF within the Planning Area shall include a disclosure clause (odor easement), prepared by an attorney with expertise in the field, and approved by the City of Riverbank, advising buyers and tenants of the	SU

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Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>potential adverse odor impacts from the WWTF and surrounding agricultural operations.</p> <ul style="list-style-type: none"> ▶ Odor control devices shall be installed at the emitter to reduce the exposure of receptors to objectionable odorous emissions if an odor-emitting facility is to occupy space in a proposed commercial land use area. ▶ The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy commercial areas is determined. 	
Impact 4.4-7. Increases in Greenhouse Gas Emissions. It is unknown at this time whether or not implementation of the Riverbank General Plan would result in a net increase or decrease in greenhouse gas emissions. Thus, no impact conclusion can be drawn.	No conclusion	No mitigation is required.	
4.5 Biological Resources			
Impact 4.5-1. Effects on special-status plants, wildlife, and fisheries. The proposed General Plan would involve construction and occupation of many different urban land uses, as well as preservation and conservation of certain lands. These changes could affect special-status species or the habitats they depend on. However, detailed policies in the General Plan ensure that impacts are less than significant.	LTS	No mitigation is required.	
Impact 4.5-2. Effects on Federally Protected Waters of the United States, sensitive natural communities, and wildlife corridors and nursery sites. The proposed General Plan would involve construction and occupation of many different urban land uses, as well as preservation and conservation of certain lands. These changes could affect directly or indirectly affect Waters of the United States and other important resource areas as described below. However, detailed policies in the General Plan ensure that impacts are less than significant.	LTS	No mitigation is required.	

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Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>Impact 4.5-3. Effects on approved local, regional, or state habitat conservation plans or other policies and ordinances protecting biological resources. The City is adjacent to San Joaquin County, which has an adopted habitat conservation plan, the SJMSCP. Implementation of proposed General Plan policies would ensure potential adverse effects to natural resources protected under the SJMSCP are avoided to a great extent and that residual unavoidable effects are fully mitigated. Therefore, the Plan would be consistent with the SJMSCP and other plans and ordinances that protect biological resources. This impact is considered less than significant.</p>	LTS	No mitigation is required.	
4.6 Cultural Resources			
<p>Impact 4.6-1. Cause a Substantial Adverse Change in the Significance of an Historic Resource. The General Plan encourages infill development and revitalization of areas of the city where there may be older buildings. The General Plan anticipates growth in areas historically used for farming. It is possible that changes in policies included as a part of the General Plan could cause an adverse change relative to historic resources. However, the proposed General Plan update includes policies to reduce such impacts. The impact is considered less than significant.</p>	LTS	No mitigation is required.	
<p>Impact 4.6-2. Cause a Substantial Adverse Change in the Significance of a Unique Archaeological Resource. There is a strong possibility that previously unidentified unique archaeological remains may be discovered in subsurface contexts prior to or during General Plan implementation. It is possible that a unique archaeological resource could be adversely affected by General Plan implementation. However, the proposed General Plan update includes policies to reduce such impacts. The impact is considered less than significant.</p>	LTS	No mitigation is required.	

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Impact 4.6-3. Disturb any Human Remains, Including Those Interred Outside Formal Cemeteries. Human remains dating to the prehistoric period of California have been located at numerous locations along rivers and streams within the San Joaquin Valley, including San Joaquin County. It is possible that General Plan implementation would involve some construction that could disturb human remains. California law recognizes the need to protect interred human remains, particularly Native American burials and associated items of patrimony, from vandalism and inadvertent destruction. Existing State regulations and proposed City policy ensure a less-than-significant impact.	LTS	No mitigation is required.	
4.7 Energy Conservation			
Impact 4.7-1. Wasteful, inefficient, and unnecessary consumption of energy or preemption of future energy development or future energy conservation. The General Plan would accommodate a large amount of urban development, as well as resource conservation, which would increase demand and consumption of energy. However, the General Plan includes policies to ensure efficient land use patterns and efficient use of energy in areas of land use change. The impact is less than significant.	LTS	Despite the less-than-significant conclusion, mitigation measures to further reduce impacts are recommended.	LTS
4.8 Geology, Soils, and Mineral Resources			
Impact 4.8-1. Expose People or Structures to Potential Substantial Adverse Affects Involving the Rupture of a Known Earthquake Fault. Riverbank is not located within an earthquake fault zone and surface rupture from faulting is not expected to occur in the city. This impact would be less than significant.	LTS	No mitigation is available.	

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<p>Impact 4.8-2. Expose People or Structures to Potential Substantial Adverse Affects Involving Strong Seismic Ground Shaking. The City of Riverbank is located in an area considered by the California Geological Survey to experience lower levels of shaking less frequently (California Geologic Survey 2003). Ground shaking, as a result of seismic activity from nearby or distant earthquake faults, could cause seismic-related ground failure. The water-saturated alluvial soils located in the city are considered to possess low strength and could potentially liquefy during a seismic event. Development of homes and other structures has the potential to expose people to substantial adverse effects from seismic hazards, including ground shaking and liquefaction. However, the City of Riverbank General Plan and municipal code include measures that lessen the possible exposure of people and structures to ground shaking or ground failure. This impact would be less than significant.</p>	LTS	No mitigation is available.	
<p>Impact 4.8-3. Result in Substantial Soil Erosion or the Loss of Topsoil. Excavation and grading of soil could result in localized erosion during construction activities occurring in the city. Further, dewatering may be required during some excavation activities as a result of high groundwater levels, which could increase the potential for soil erosion. The Riverbank General Plan includes goals, policies, and implementation measures to lessen the potential for soil erosion and loss of topsoil. This would be a less-than-significant impact.</p>	LTS	No mitigation is available.	
<p>Impact 4.8-4. Expose People or Structures to Hazards Involving Expansive Soils. Soils located in areas of the city are moderately to highly susceptible to expansive soil behavior. Expansive soils may cause differential and cyclical foundation movements that can cause damage and/or distress to overlying structures. In addition, the groundwater table is shallow which enhances the potential for shrink and swell. However, the City of Riverbank General Plan includes goals, policies, and implementation measures to lessen the possible exposure of people and structures</p>	LTS	No mitigation is available.	

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to hazards involving expansive soils. This impact would be less than significant.			
Impact 4.8-5. Placement of Septic Tanks or Alternative Wastewater Systems in Soils Incapable of Supporting Their Use. The entire City of Riverbank is served by the city’s public sewer system. Implementation of the General Plan would result in no impact.	NI	No mitigation is available.	
4.9 Hazards and Hazardous Materials			
Impact 4.9-1. Create a Safety Hazard to the General Public from Transportation of Hazardous Materials. Development within the Planning Area would result in an increase in the routine transportation of hazardous materials on Planning Area roadways. Implementation of proposed General Plan policies, in combination with existing federal and State regulations, would reduce the potential impacts from the routine transportation of hazardous materials to a less-than-significant level.	LTS	No mitigation is required.	LTS
Impact 4.9-2. Create a Safety Hazard to the General Public from Potential Release and Exposure to Hazardous Materials. Development of the General Plan would result in land uses that could result in an increased risk of exposure to hazardous materials. Implementation of proposed General Plan policies, in combination with existing federal, State, and local regulations, would reduce impacts from the potential public health and safety impacts from the accidental release of and exposure to hazardous materials to a less-than-significant level.	LTS	No mitigation is required.	LTS
Impact 4.9-3. Exposure to Health Risk Associated with Mosquito Vectors. Development within the Planning Area may require stormwater detention structures, which, if not properly designed and maintained, have the potential to become breeding grounds for mosquitoes of public health concerns. This impact would be considered potentially significant.	PS	Mitigation Measure 4.9-3: Establish a Vector Prevention and Control Program. The City shall develop a Vector Prevention and Control Program. This program shall be coordinated with and reviewed by the East Side Mosquito Abatement District. This plan shall include applicable prevention and control measures, and address created (e.g., storm drainage features) mosquito vector habitat. Prevention and control measures within the program may	LTS

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		include, but not be limited to, one or more of the following: the use of biological controls (natural predators) in wetlands and other standing water features, provide outreach and education information on vectors to homeowners, and utilize storm drainage features that are self-draining.	
Impact 4.9-4. Safety Hazards Associated with the Peterson Airport. Implementation of the proposed General Plan could locate development within the vicinity of a private airstrip, potentially resulting in a safety hazard for people residing or working in the area. Because any new development adjacent to the Peterson Airport would be required to comply with the Stanislaus County CLUP standards and with existing FAA regulations, safety hazards associated with the Peterson Airport would be less than significant.	LTS	No mitigation is required.	LTS
Impact 4.9-5. Interfere with Adopted Emergency Response Plans. Development within the Planning Area would add additional traffic and residences requiring evacuation in case of an emergency. Implementation of proposed General Plan policies would ensure conformance with local emergency response programs and continued cooperation with emergency response service providers. This impact would be less than significant.	LTS	No mitigation is required.	LTS
Impact 4.9-6. Exposure of People or Structures to Urban and Wildland Fires. The Planning Area is not located in a designated wildland fire area, a High Fire Hazard Severity Zone, or a SRA area. Compliance with the California Building Code regulations, California Fire Code with adopted Fire District amendments, and other state and local fire safety requirements would minimize wildland fire risks. In addition, proposed General Plan policies would ensure people and structures would not be exposed to significant risk of loss of injury involving wildland fires. This impact would be less than significant.	LTS	No mitigation is required.	LTS

Table 1-1 Summary of Environmental Impacts and Mitigation Measures			
Shaded Impacts and Mitigation Measures are not changed from the original Draft Environmental Impact Report			
Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.10 Hydrology and Water Quality			
Impact 4.10-1. ace Housing or Structures within a 100-year Flood Zone. As discussed above, the current Riverbank city limits are outside of the 100-year floodplain, and thus would not be at risk from flooding hazards. However, areas in the northwestern portion of the Riverbank Planning Area are within a designated 100-year flood zone. The proposed General Plan does anticipate some development within this 100-year floodplain area as it is currently designated. However, with the following goals and policies included as part of the proposed Project, this impact is less than significant.	LTS	No mitigation is required.	LTS
Impact 4.10-2. Expose people or Structures to a Significant Risk due to Dam Failure. A dam failure can occur as the result of an earthquake, structural instability, or heavy rains causing inundation of the Riverbank. Proposed policies address human health and safety issues related to dam failure, but the risk is small and the impact is considered less than significant.	LTS	No mitigation is required.	LTS
Impact 4.10-3. Temporary Construction-Related Effects. Buildout of the General Plan would involve earth disturbance typical of construction activities. Proposed policies and existing regulations would ensure a less-than-significant impact.	LTS	No mitigation is required.	LTS
Impact 4.10-4. Substantially Alter Drainage Patterns and Surface Water Alignments. Construction of projects accommodated under the General Plan is not anticipated to involve substantial alterations in drainage patterns or surface water alignments. The impact is less than significant.	LTS	No mitigation is required.	LTS
Impact 4.10-5. Impact Surface Water or Groundwater Quality. Development facilitated by the General Plan will add impervious surfaces and increase runoff. General Plan policies address runoff issues in a way that specifically protects surface and groundwater quality, as noted elsewhere in this section. The impact is less than significant.	LTS	No mitigation is required.	LTS

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Impact 4.10-6. Substantially Deplete Groundwater Supply or Impede Recharge. If significant recharge areas are developed or groundwater extraction occurred without recharge, this could adversely affect supply. Proposed General Plan policies address this issue and as a result, the impact is considered less than significant.	LTS	No mitigation is required.	LTS
4.11 Land Use			
Impact 4.11-1. Disrupt or Divide an Established Community. The General Plan includes a revised Land Use Diagram, identification of transportation improvements, and other changes that would primarily change currently undeveloped areas, but that also could affect existing developed parts of the City. However, goals, policies, and implementation measures included throughout the General Plan prevent against disruption of existing communities and no aspect of the General Plan would divide an existing community. This impact would be less than significant.	LTS	No mitigation is required.	
Impact 4.11-1. Conflict with any applicable habitat conservation plan or natural community conservation plan. There is no habitat conservation plan or natural community conservation plan in effect for the Planning Area. The Conservation and Open Space Element discusses biotic resources, including some of those addressed by neighboring San Joaquin County’s habitat conservation planning efforts. These habitat conservation planning efforts do not apply to areas of the Riverbank Planning Area where land use change is anticipated. The City will require compliance with this conservation plan, where applicable. This impact would be less than significant.	LTS	No mitigation is required.	
4.12 Noise			
Impact 4.12-1. Transportation Noise Levels. Long-term project-generated traffic source noise levels would exceed the applicable standards or create a substantial permanent increase in ambient noise levels at off-site existing and proposed noise-sensitive	PS	No additional mitigation is feasible and available.	SU

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<p align="center">Table 1-1 Summary of Environmental Impacts and Mitigation Measures</p>			
<p align="center">Shaded Impacts and Mitigation Measures are not changed from the original Draft Environmental Impact Report</p>			
<p align="center">Impacts</p>	<p align="center">Significance Before Mitigation</p>	<p align="center">Mitigation Measures</p>	<p align="center">Significance After Mitigation</p>
<p>receptors. Redevelopment and revitalization of downtown Riverbank and Patterson Road corridor could potentially expose sensitive receptors to noise sources, such as roadways and the railroad, in excess of City noise objectives. This impact is potentially significant.</p>			
<p>Impact 4.12-2. Expose Noise Sensitive Receptors to Construction Noise Levels Exceeding City of Riverbank Standards. Short-term construction source noise levels could exceed the applicable City standards at nearby noise-sensitive receptors. In addition, if construction activities were to occur during more noise-sensitive hours, construction source noise levels could also result in annoyance and/or sleep disruption to occupants of existing and proposed noise-sensitive land uses and create a substantial temporary increase in ambient noise levels. This impact would be potentially significant.</p>	<p>PS</p>	<p>Mitigation Measure 4.12-2: The City shall require all construction projects to implement the following mitigation measure to reduce short-term construction noise levels.</p> <p>All construction equipment shall be properly maintained and equipped with noise control, such as mufflers, in accordance with manufacturers' specifications.</p>	<p>LTS</p>
<p>Impact 4.12-3. Expose Noise Sensitive Receptors to Stationary and Area-Source Noise Levels Exceeding City of Riverbank Standards. Long-term General Plan buildout of stationary- and area- source noise levels would not exceed applicable standards assuming measures in the proposed General Plan and the City Noise Ordinance are enforced. As a result, this impact would be less than significant.</p>	<p>LTS</p>	<p>Despite a less-than-significant conclusion, the City has identified feasible mitigation that would further reduce impacts:</p> <p>The City has specified additional mitigation related to parking lot noise as provided below:</p> <p>Mitigation Measure 4.12-3: Newly constructed commercial and multi-family development projects that involve construction of surface parking lots shall provide at least a 10-foot wide landscaped setback between the edge of the parking lot surface and the edge of the nearest proposed building.</p>	
<p>Impact 4.12-4. Vibration Levels. Short-term project-generated construction source vibration levels and vibration from train pass-bys could exceed Caltrans' recommended standard of 0.2 in/sec peak particle velocity (PPV) with respect to the prevention of structural damage for normal buildings and the FTA maximum acceptable vibration standard of 80 vibration decibels (VdB) with respect to human response for residential uses (i.e., annoyance) at</p>	<p>PS</p>	<p>Mitigation Measure 4.12-4 (City of Riverbank): Require, as a condition of approval, that any project that places sensitive receptors within 100 feet of a railroad analyze and mitigate for any potential vibration impacts.</p>	<p>LTS</p>

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Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
vibration-sensitive land uses. As a result, this impact would be significant.			
4.13 Population and Housing			
Impact 4.13-1. Growth Inducement. The General Plan involves a large amount of land use change. The General Plan is comprehensive and policies included in the General Plan update indicate that Riverbank will be a full-service city and not extend infrastructure in way that induces growth. The impact is less than significant.	LTS	No mitigation is required.	
Impact 4.13-2. Housing and Population Replacement. The General Plan encourages revitalization of vacant and underutilized portions of the existing city, although most land use change is anticipated to occur on agricultural lands surrounding the current city limits. A significance conclusion on this topic would be speculative.	No conclusion	No mitigation is required.	
4.14 Public Services			
Impact 4.14-1. Result in substantial adverse impacts associated with the provision of fire protection services. Development and operation of fire protection are addressed by various plans, and policies and would be kept to a less-than-significant level by adhering to the plans and policies contained in the General Plan.	LTS	No mitigation is required.	LTS
Impact 4.14-2. Result in substantial adverse impacts associated with the provision of law enforcement services. Policies from the General Plan would apply to potential impacts associated with the construction and operation of police facilities. This would be a less-than-significant impact.	LTS	No mitigation is required.	LTS
Impact 4.14-3. Result in substantial adverse impacts associated with the provision of school services. Specific school expansion or improvement projects have been identified in certain areas, and additional project specific environmental analysis would be completed as demand requires. This would be a less-than-	LTS	No mitigation is required.	LTS

Table 1-1 Summary of Environmental Impacts and Mitigation Measures			
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Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
significant impact.			
Impact 4.14-4. Result in substantial adverse impacts associated with library resources. The proposed General Plan update includes goals and policies that would ensure that future build-out would provide the City of Riverbank with sufficient library resources. This would be a less-than-significant impact.	LTS	No mitigation is required.	LTS
Impact 4.14-5. Result in substantial adverse impacts associated with the provision of parks and recreation services. The proposed General Plan update includes goals and policies that would ensure that future build-out would provide the City of Riverbank with sufficient parks and recreation services. This would be a less-than-significant impact.	LTS	No mitigation is required.	LTS
4.15. Traffic and Transportation			
Impact 4.15-1. Implementation of the Riverbank General Plan will add vehicle trips to the Planning Area. This addition in vehicle trips will contribute to LOS F conditions on the Claribel Road corridor, based on LOS estimates derived from future daily traffic volumes. This is a significant and unavoidable impact.	PS	Mitigation Measure 4.15-1 ▶ The City will continue to participate with other regional jurisdictions in the Stanislaus County North County Corridor Joint Powers Authority, according to the terms of this Joint Powers arrangement. The Joint Powers Arrangement is intended to result in the planning and implementation of a new regional east-west expressway serving northern Stanislaus County.	SU
Impact 4.15-2. Development anticipated as a part of the Riverbank General Plan update will result in traffic volumes on the SR 108 corridor that exceed the current LOS C standard and the proposed LOS D threshold on the two-lane portions of the highway. This is a significant and unavoidable impact.	PS	Mitigation Measure 4.15-2 ▶ Widen SR 108 to four lanes as new development occurs and include applicable improvements as a part of the City’s traffic impact fee program.	SU
Impact 4.15-3. Development anticipated as a part of the Riverbank General Plan update will result in traffic volumes in excess of the historic LOS C threshold, as well as the proposed LOS D standard on Morrill Road west of Oakdale Road. This is a significant and unavoidable impact.	PS	Mitigation Measure 4.15-3 ▶ Any future specific plans proposed in the western half of the Riverbank Planning Area shall provide analysis of future traffic volumes using refined land use plans and a project-specific level of detail for traffic generation and distribution.	SU

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Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>A high degree of east-west (as well as north-south) connectivity shall be provided with the goal of achieving the City’s prevailing level of service standard using City-approved roadway segment level of service analysis methodology.</p> <ul style="list-style-type: none"> ▶ Landowners and developers with property interests described in City specific plans shall fund roadway facilities, according to City direction, including Morrill Road and the other roadways, and shall contribute on a fair-share basis to roadways and intersections outside specific plan areas affected by future specific plan development. 	
Impact 4.15-4. Development under the Riverbank General Plan will result in traffic volumes that necessitate improving Riverbank’s streets and intersections in order to provide LOS C, under the current standard, or LOS D, under the proposed standard, or better conditions. This is a significant impact.	PS	<p>Mitigation Measure 4.15-4</p> <ul style="list-style-type: none"> ▶ The City will plan, analyze, and mitigate vehicular transportation using LOS D as the minimum acceptable standard. 	LTS
Impact 4.15-5. Development under the Riverbank General Plan will result in traffic volumes that necessitate improving Riverbank’s streets in areas where development is unlikely to occur in order to provide LOS C, under the current standard, or LOS D, under the proposed standard, or better conditions. This is a significant impact.	PS	<p>Mitigation Measure 4.15-5</p> <ul style="list-style-type: none"> ▶ The City of Riverbank will update its traffic impact mitigation fee program as part of a Streets Master Plan to identify the locations where improvements are needed and spread those costs among benefiting parties. 	LTS
Impact 4.15-6. Development anticipated as part of the Riverbank General Plan update will add traffic to streets beyond the City’s Planning Area, such as Coffee Road, Oakdale Road, Roselle Avenue, Terminal Avenue, and Claus Road in the area south of Claribel Road, to Claribel Road west and east of Riverbank, and Santa Fe Road and McHenry Avenue north of the City. This is a potentially significant impact.	PS	<p>Mitigation Measure 4.15-6</p> <ul style="list-style-type: none"> ▶ The City will participate in an areawide roadway mitigation fee program, in coordination with the City of Oakdale, Stanislaus County, the City of Modesto, and other agencies with shared transportation planning issues. ▶ The City will evaluate inter-city and city-county components of Stanislaus County’s public facilities fees and will update the reciprocal fee collection agreement. This agreement would be designed to collect impact fees when development occurs within the City in the amount necessary to fund roadway improvements outside of the City limits, on a pro- 	SU

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		rata, or fair-share basis.	
<p>Impact 4.15-7. Development anticipated as a part of the Riverbank General Plan update will result in intersection Levels of Service in excess of the current LOS C standard. This is a potentially significant impact.</p>	PS	<p>Mitigation Measure 4.15-7 The City will update the Traffic Impact Fee Program to be consistent with the following improvements. Approved specific plans shall provide the following improvements within proposed specific plan areas or shall fund on a pro-rata basis the following improvements, or those shown to achieve prevailing City level of service standards (following adoption of the LOS D standard, for example) and approved by the City following project level traffic impact analysis.</p> <ul style="list-style-type: none"> ▶ SR 108 / Coffee Road: Add separate right turn lanes on SR 108 and dual northbound left turn lanes. This level of improvement is expected to yield LOS C. ▶ Oakdale Road / Morrill Road: Add a separate eastbound right turn lane and a dual northbound left turn lane. This level of improvement is expected to yield LOS C. ▶ Claribel Road / Oakdale Road: Add separate right turn lanes on all approaches; widen Claribel Road to provide three through lanes in each direction and widen Claribel Road to provide dual left turn lanes in both directions. This level of improvement is expected to yield LOS D on a six-lane Claribel Road. To reduce this impact to a less-than-significant level according to the current LOS standard, it would be necessary to widen Oakdale Road to provide three through lanes in each direction. With the adoption of the LOS D standard, the impact would be less than significant without the need for a six-lane Oakdale Road. ▶ Patterson Road / Claus Road. Expected improvements are consistent with two lanes in each direction on Claus Road and on Patterson Road, and this level of improvement yields LOS D. To reduce this impact to a less-than-significant level using the current LOS C standard, it would be necessary to add a northbound right turn lane on Claus Road along 	LTS

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		<p>Riverbank High School. With the adoption of the LOS D standard, the impact would be less than significant without the need for this northbound right turn lane on Claus Road along Riverbank High School.</p> <ul style="list-style-type: none"> ▶ Claribel Road / Roselle Avenue: Widen Claribel Road to provide three through lanes in each direction and add separate right turn lanes on each approach. This level of improvement is expected to yield LOS C. ▶ Claribel Road / Terminal Avenue: Widen Claribel Road to provide three through lanes in each direction and add separate right turn lanes on the southbound, eastbound, and westbound approaches. This level of improvement is expected to yield LOS C. ▶ Claribel Road / Claus Road: Widen Claribel Road to provide three through lanes in each direction; add separate right turn lanes on each approach and add dual left turn lanes on both Claribel Road approaches. This level of improvement is expected to yield LOS D. To reduce this impact to a less than significant level under the current LOS C threshold it would be necessary to either add a second northbound left turn lane, OR widen Claus Road to provide three through lanes in each direction. With the adoption of the LOS D standard, the impact would be less than significant without the need for the second northbound left turn lane and a six-lane Claus Road. ▶ Claribel Road / Coffee Road: Widen Claribel Road to provide three through lanes in each direction; add separate right turn lanes on each approach and add dual left turn lanes on all approaches. This level of improvement would yield LOS C. ▶ Coffee Road / Morrill Road: Add northbound and westbound right turn lanes. This level of improvement would yield LOS C. 	

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Impact 4.15-8. Development anticipated under the Riverbank General Plan update will result in additional automobile and pedestrian traffic across the at-grade BN&SF crossings on Claribel Road and Patterson Road, which could increase the potential occurrence of accidents at these locations. This is a significant and unavoidable impact.	PS	<p>Mitigation Measure 4.15-8</p> <ul style="list-style-type: none"> ▶ The City will proactively coordinate with BN&SF Railroad and the PUC to identify applicable strategies and funding for improved at-grade crossings or new grade separation. ▶ The City will pursue realignment of Terminal Avenue, where determined necessary, to provide proper spacing relative to the railroad and cross streets. 	SU
Impact 4.15-9. Development anticipated as a part of the Riverbank General Plan update will result in increased traffic volumes on existing local and collector streets with adjacent homes. The impact is less than significant.	LTS	<p>Despite a less-than-significant conclusion, the City has identified feasible mitigation that would further reduce impacts:</p> <p>Mitigation Measure 4.15-9</p> <ul style="list-style-type: none"> ▶ Because the General Plan must deal with both new growth areas and the existing developed area of the community, the City of Riverbank will need to establish guidelines for permissible traffic volumes on streets with fronting development. These guidelines may either be part of the specific plan process or as part of the City’s street improvement standards. 	LTS
Impact 4.15-10. Development under the Riverbank General Plan will result in increased traffic at new commercial areas and traffic conditions in excess of the minimum LOS D standard may result. This is a less-than-significant impact.	LTS	No mitigation is required.	LTS
Impact 4.15-11. Development under the Riverbank General Plan could increase safety hazards if improperly planned and designed. This is a less-than-significant impact.	LTS	No mitigation is required.	LTS
Impact 4.15-12. Development under the Riverbank General Plan could result in inadequate emergency access if improperly planned and designed. This is a potentially significant impact.	PS	No additional mitigation is required.	LTS
Impact 4.15-13. Development under the Riverbank General Plan would result in additional homes and destinations. Some travel would occur by private vehicle. The General Plan would increase the local parking demand. To the extent that this is not met with	NI	No mitigation is required.	NI

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<p>enough parking supply to avoid a safety hazard, this could create an impact. There is no impact.</p>			
<p>Impact 4.15-14. The Riverbank General Plan would accommodate construction of a variety of land uses. The Riverbank General Plan would accommodate travel by private vehicle. If this development is not properly designed, this could conflict with policies, plans, or programs supporting alternative transportation. There is no adverse impact.</p>	NI	No mitigation is required.	NI
<p>Impact 4.15-15. The Riverbank General Plan would accommodate construction of a variety of land uses in the eastern portion of the Planning Area near an existing small airport. If General Plan implementation created changes in air travel patterns or substantial conflicts with flight patterns or airport safety, there could be an impact. There is no adverse impact.</p>	NI	No mitigation is required.	NI
<p>4.16 Public Utilities</p>			
<p>Impact 4.16-1. Have sufficient water supply available to serve the city at buildout of the proposed General Plan. The City would need to provide an additional 8 million gallons per day of water to meet the projected buildout of the General Plan. Implementation of the proposed infrastructure included in the Updated Water Master Plan would ensure that the City would meet its water demands projected in the proposed General Plan, and this impact would be less than significant.</p>	LTS	No mitigation is required.	
<p>Impact 4.16-2. Require or result in the construction of new water supply and distribution facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects. Expansion and extension of water supply and distribution facilities is required for buildout of the General Plan Update. Although Goals and Policies have been identified to reduce impacts, construction of these facilities could result in significant effects to the environment. The impact is considered significant and unavoidable.</p>	SU	No mitigation available	

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<p>Impact 4.16-3. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. Proposed wastewater treatment upgrades included in the Updated Sewer Collection System Master Plan are expected to comply with Regional Water Quality Board requirements as well as State standards, and therefore would have a less-than-significant impact.</p>	<p>LTS</p>	<p>No mitigation is required.</p>	
<p>Impact 4.16-4. Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The City would need to provide an additional 4,774,175 gpd of wastewater treatment capacity to meet the projected buildout of the City’s General Plan. Implementation of proposed General Plan policies and City master plans would ensure that the City would have the capacity to meet its wastewater demands according to the projected buildout of the proposed General Plan and would reduce adverse environmental impacts associated with development of this infrastructure. However, construction of wastewater collection and conveyance facilities for urban development of the scope anticipated under the General Plan could have significant impacts. The impact is considered significant and unavoidable.</p>	<p>SU</p>	<p>No mitigation available.</p>	
<p>Impact 4.16-5. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The City would need to provide stormwater collection, conveyance, treatment (if appropriate), detention/retention, and disposal facilities (as appropriate) to accommodate additional stormwater runoff generated by urban development anticipated under the General Plan. Implementation of proposed General Plan policies and the City’s Stormwater Master Plan will ensure the City has adequate facilities to handle additional runoff. However, based</p>	<p>SU</p>	<p>No mitigation available.</p>	

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on the scale of development anticipated under the General Plan update, it is possible that construction and installation of required infrastructure, such as drainage infrastructure require to serve General Plan buildout could, itself, have significant impacts. The impact is considered significant and unavoidable.			
Impact 4.16-6. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs. Since the GSW site is currently at 50% capacity, and projected to be open until 2023, at which point the City’s franchised waste hauler would be required to accommodate any increase in the need for residential and commercial waste management services; this impact would be less-than-significant.	LTS	No mitigation is required.	

2 INTRODUCTION

This Program Environmental Impact Report (EIR) addresses environmental effects associated with the implementation of the proposed 2005–2025 City of Riverbank General Plan Update.

An original Draft Program EIR was circulated for public review between February 15th and April 1, 2008. There were 11 comment letters received on the original Draft EIR addressing a variety of topics. Based on these comments, the level of interest in the General Plan and its environmental documentation, the City elected to revise the General Plan and EIR and recirculate sections of the EIR with clarifying information for public review.

Under the California Environmental Quality Act (CEQA) Guidelines Section 15088.5(c), if a revision to an EIR is limited to a few chapters or portion of the EIR, the City need only circulate the chapters or portions that have been modified. Specifically, the following EIR sections were included in the partly recirculated EIR:

- ▶ 1 Executive Summary
- ▶ 2 Introduction
- ▶ 3 Project Information
- ▶ 4.0 Environmental Analysis
 - ▶ 4.1 Organization and Presentation of Environmental Impact Analysis
 - ▶ 4.2 Aesthetics
 - ▶ 4.3 Agriculture
 - ▶ 4.9 Hazards and Hazardous Materials
 - ▶ 4.10 Hydrology and Water Quality
 - ▶ 4.14 Public Facilities
 - ▶ 4.15 Transportation
- ▶ 6 Other CEQA Required Analysis
- ▶ 7 References
- ▶ 8 Report Preparers
- ▶ 9 Acronyms

The same section numbers used in the February 2008 public review draft EIR are used in this recirculated draft to avoid confusion.

Changes in the Revised General Plan and Recirculated EIR relate to a few specific issues. The traffic analysis was revised to ensure that effects of other development projects and plans in other jurisdictions are appropriately considered. Up-to-date information related to the North County Corridor Expressway planning is included. The impacts of the General Plan Update (GPU) are analyzed both relative to existing (pre-update) level of service standards, as well as proposed level of service standards. The revised EIR includes additional regulatory information submitted by the California Department of Water Resources regarding State-designated floodways. Updated information provided by the Stanislaus Consolidated Fire Protection District is included. The revised EIR contains additional explanation on the purpose and content of a program EIR (as compared with the more typical project level analysis). The Reserve overlay designation, which restricts development according to several important environmental and planning criteria, is more clearly described in the revised General Plan and Recirculated EIR. The Clustered Rural Residential land use designation is more clearly described in the revised draft General Plan and Recirculated EIR. The agricultural mitigation policy in the Conservation and Open Space Element has been revised to include reference to conservation easement programs.

Clarifying information has been added to the Draft General Plan Update. The revised General Plan information has been added to this EIR as Appendix G.

The City requested, pursuant to the CEQA Guidelines Section 15088.5(f)(2), that reviewers of the partly recirculated draft EIR document limit their comments to the material included in the partly recirculated EIR, and

not make new comments on matters not included in that document. The City’s written responses address (1) comments received on sections of the February 2008 Draft EIR that are not being recirculated, and (2) comments received during the public review period on sections of the Draft EIR being recirculated.

Copies of the EIR and Revised General Plan are available for review and comment at the Riverbank Community Development Department:

6617 Third Street, Riverbank, CA 95367.

The subject documents can also be viewed on the City’s website, at www.riverbank.org.

2.1 INTRODUCTION

This Environmental Impact Report (EIR) presents analyses of the potential environmental impacts associated with implementation of the proposed 2005–2025 City of Riverbank General Plan Update. This General Plan update represents a comprehensive set of revisions to the City’s existing General Plan, which was last revised in 2005 (with a Housing Element update). The General Plan update involves reorganization and revisions to elements of the existing General Plan, a series of General Plan land use designation changes, and adoption of new goals, policies, and implementation strategies.

The environmental analyses and presentation of analyses in this EIR is designed to provide the Riverbank City Council and Planning Commission, responsible agencies, and the general public with a full disclosure of the potential adverse physical environmental impacts of the General Plan update. This EIR was prepared in accordance with, and in fulfillment of California Environmental Quality Act (CEQA) requirements. The City of Riverbank is the lead agency, under CEQA, for the General Plan update.

CEQA documents analyze the effects of “projects,” as defined by CEQA and the State CEQA Guidelines. The “project” analyzed in this document is the Riverbank General Plan update. The General Plan is the overarching policy document that guides land use change within the City’s Planning Area (please refer to Exhibit 3-1). Although the General Plan is focused on long-range planning (approximately 20-year planning horizon, in this case), the document also provides direction for City staff and decision makers in day-to-day decision making on development projects, infrastructure investment, and various other activities.

The proposed General Plan update is described in detail in Section 3 of this EIR, Project Information.

2.2 PURPOSE AND INTENDED USES OF THIS ENVIRONMENTAL IMPACT REPORT

This Draft EIR was prepared in compliance with the CEQA of 1970 (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). An EIR is a full disclosure, public information document in which the significant environmental impacts of a project are evaluated, potentially feasible measures to mitigate significant impacts are identified, and potentially feasible alternatives to the project that can reduce or avoid significant environmental effects are discussed.

An EIR is an informational document used in the planning and decision-making process by the lead agency and responsible and trustee agencies. The lead agency is the public agency with primary responsibility over the proposed project. In accordance with State CEQA Guidelines Section 15051(b)(1), “the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose.” The lead agency for the proposed project is the City of Riverbank (the City).

The purpose of an EIR is neither to recommend approval nor denial of a project. CEQA requires decision-makers to balance the benefits of a project against its unavoidable environmental effects in deciding whether to carry out

a project. The lead agency will consider the Draft EIR, comments received on the Draft EIR, and responses to those comments before making a decision.

If significant environmental effects are identified, the lead agency must adopt “Findings” indicating whether feasible mitigation measures or alternatives exist that can avoid or reduce those effects. If the significant environmental impacts are identified as significant and unavoidable, the lead agency may still approve the project if it determines that social, economic, legal, technological, or other factors override the unavoidable impacts. The lead agency would then be required to prepare a “Statement of Overriding Considerations” that discusses the specific reasons for approving the project, based on information in the EIR and other information in the record.

2.3 TYPE OF ENVIRONMENTAL IMPACT REPORT

The Riverbank General Plan Update EIR is a Program EIR, pursuant to State CEQA Guidelines Section 15168.

A Program EIR is often the type of EIR lead agencies pursue to analyze impacts of long-range planning policy documents, such as a General Plan update. The Program EIR provides the City with the opportunity to analyze and mitigate the cumulative impacts of implementation of the whole of the General Plan update in a way that is not normally practical at the project level. With this programmatic analysis, the City is also able to consider the environmental consequences of a comprehensive Citywide set of alternatives. This comprehensive alternatives comparison is not possible with project level, site-specific environmental analyses.

Because the “project” analyzed in this EIR involves a large array of activities over a long period of time, and because the General Plan itself focuses on Citywide issues rather than specific site details, this Program EIR is necessarily less detailed in certain aspects, compared to project-level environmental analysis (State CEQA Guidelines Section 15161).

A program EIR “may be prepared on a series of actions that can be characterized as one large project and are related...in connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program” (State CEQA Guidelines Section 15168[a][3]). In this case, the Program EIR addresses the draft General Plan update, which is the proposed project. This Program EIR considers a series of actions needed to achieve the implementation of the draft General Plan update.

As a program EIR, this document focuses on the overall effect of the draft General Plan update. This analysis does not examine the effects of site-specific projects that may occur within the overall umbrella of this program. General Plan policies apply at the Citywide level. Details of policy implementation at the project site level are worked out during implementation. As a result, some of the impacts and mitigation measures in this EIR are described in general terms.

With respect to the processing of subsequent site-specific projects, the City will avail itself of processes authorized by CEQA to reduce duplicative environmental analysis and documentation. These processes are intended to streamline the review of projects consistent with approved general plans and to allow the City to make optimal use of this Program EIR, once it is certified.

The analysis reported in this Program EIR, which addresses the impacts of long-range City land use policy, is the first tier of environmental review. This first tier of analysis creates the foundation upon which future, project-specific CEQA documents can build. “Tiering” refers to the concept of a multilevel approach to preparing environmental documents set forth in State CEQA Guidelines Section 15152. Section 15152 provides that where a first-tier EIR has “adequately addressed” the subject of cumulative impacts, such impacts need not be revisited in second- and/or third-tier documents. According to Section 15152(f)(3), significant effects identified in a first tier EIR are adequately addressed, for purposes of later approvals, if the lead agency determines that such effects have been either:

- ▶ “mitigated or avoided as a result of the prior [EIR] and findings adopted in connection with that prior [EIR]”; or,
- ▶ “examined at a sufficient level of detail in the prior [EIR] to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.”

This program EIR evaluates the large-scale impacts on the environment that can be expected to result from the adoption of the draft General Plan update, but it does not necessarily address the site-specific impacts associated with each individual development project that would follow and implement the General Plan update. CEQA requires that each of those subsequent development projects be evaluated for its particular site-specific impacts.

These site-specific analyses are typically encompassed in second-tier documents, such as project EIRs, focused EIRs, or negative declarations on individual development projects. A program EIR can be incorporated by reference into subsequently prepared environmental documents to address issues such as cumulative impacts and growth-inducing impacts. This allows the subsequent documents to focus on new or site-specific impacts (State CEQA Guidelines Section 15168[d]).

As the City considers specific plans, subdivision requests, and other proposals under the General Plan, these subsequent activities will be examined in light of this Program EIR. Subsequent activities that are consistent with General Plan policies may have a reduced need for environmental analysis. Future environmental review can be streamlined pursuant to Public Resources Code Section 21083.3 and State CEQA Guidelines Section 15183. These provisions generally limit the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a general plan. For such site-specific approvals, CEQA generally applies only to impacts that are “peculiar to the parcel or to the project” and that have not been disclosed in the general plan EIR, except where “substantial new information” shows that previously identified impacts will be more significant than previously assumed. Impacts are considered not to be “peculiar to the parcel or to the project” if they can be substantially mitigated pursuant to previously adopted “uniformly applied development policies or standards.”

If specific plans, subdivision requests, or other projects considered by the City would have effects that were not examined in this Program EIR, a new environmental document or documents would be prepared to address such effects. Parameters by which a lead agency can determine the need for additional environmental documentation are contained in the State CEQA Guidelines (Sections 15160–15170 and Section 15183).

2.4 SCOPE OF THIS EIR

The scope of this EIR was established by the City of Riverbank through the General Plan update process. Section 4 of this EIR is organized by environmental topic area, although there is some amount of overlap and cross-referencing (for the reader’s convenience) herein. The environmental topics addressed in this EIR provide a sense of the scope of analysis:

- 4.2 Aesthetics
- 4.3 Agriculture
- 4.4 Air Quality
- 4.6 Cultural Resources
- 4.7 Energy Conservation
- 4.8 Geology, Soils, and Mineral Resources
- 4.9 Hazards and Hazardous Materials
- 4.10 Hydrology and Water Quality
- 4.11 Land Use/Planning
- 4.12 Noise

- 4.13 Population and Housing
- 4.14 Public Services, including Recreation
- 4.15 Transportation/Traffic
- 4.16 Utilities

2.5 ORGANIZATION OF THIS EIR

This EIR is organized into the following sections:

- 1 EXECUTIVE SUMMARY. This section summarizes the entire EIR, including the project description, alternatives analysis, and environmental impacts and mitigation measures.
- 2 INTRODUCTION. This section provides the purpose, context, scope, and organization of the document.
- 3 PROJECT DESCRIPTION. The General Plan update is described in detail in this section.
- 4 ENVIRONMENTAL ANALYSIS. This section presents analysis of the impacts of the General Plan update, by environmental topic, as well as the environmental setting, regulatory setting, mitigation measures, and other pertinent information.
- 6 OTHER CEQA-REQUIRED ANALYSES. This section presents analysis of growth-inducing impacts of the General Plan update, as well as cumulative effects, irreversible environmental changes, and significant and unavoidable impacts.
- 7 REFERENCES. This section identifies reference material used in preparing the EIR.
- 8 REPORT PREPARATION. This section identifies the report authors.
- 9 STANDARD TERMINOLOGY AND ACRONYMS. This section summarizes terminology and acronyms used in the report.

2.6 AGENCY ROLES AND RESPONSIBILITIES

2.6.1 LEAD AGENCY

As noted, the City of Riverbank is the lead agency for the proposed project (the General Plan update). As such, the City has the principal responsibility for approving and carrying out the project and for ensuring that the requirements of CEQA have been met.

2.6.2 TRUSTEE AND RESPONSIBLE AGENCIES

A trustee agency is a state agency that has jurisdiction by law over natural resources that are held in trust for the people of the State of California. Responsible agencies are public agencies, other than the lead agency, that are anticipated to have discretionary approval responsibility for reviewing, carrying out, or approving elements of a project. Responsible agencies should participate in the lead agency's CEQA process, review the lead agency's CEQA document, and use the document when making a decision on project elements.

Several agencies may have responsibility for or jurisdiction over elements of the proposed project. These agencies may include, but are not limited to the following:

- ▶ California Air Resources Board (CARB)
- ▶ California Department of Conservation (DOC)

- ▶ California Department of Fish and Game (DFG)
- ▶ California Department of Transportation (Caltrans)
- ▶ California Environmental Protection Agency (CalEPA)
- ▶ California Office of Emergency Services
- ▶ California Department of Water Resources
- ▶ Central Valley Regional Water Quality Control Board
- ▶ California Reclamation Board (CRB)
- ▶ California Public Utilities Commission
- ▶ City of Modesto
- ▶ City of Oakdale
- ▶ City of Escalon
- ▶ County of Stanislaus
- ▶ County of San Joaquin
- ▶ Stanislaus Consolidated Fire Protection District
- ▶ Riverbank Unified School District
- ▶ Sylvan Union School District
- ▶ Modesto City Schools
- ▶ Stanislaus County Sheriff Department
- ▶ San Joaquin Valley Air Pollution Control District
- ▶ Stanislaus Council of Governments
- ▶ Stanislaus LAFCO
- ▶ U.S. Environmental Protection Agency

2.7 PUBLIC REVIEW PROCESS

Consistent with the requirements of CEQA, a good faith effort has been made during the preparation of this Draft EIR to contact affected agencies, organizations, and individuals who may have an interest in the project.

2.7.1 NOTICE OF PREPARATION

Pursuant to the provision of Section 15082 of the CEQA Guidelines, as amended, the City of Riverbank circulated a notice of preparation (NOP) of the General Plan EIR to public agencies and interested members of the public starting on September 8, 2006. The NOP is a brief notice sent by the lead agency to notify responsible agencies, trustee agencies, and potentially affected federal, state, and local agencies that the lead agency plans to prepare a Draft EIR and solicits guidance regarding the scope and content of the Draft EIR. Instead of the typical 30-day review and comment period for the NOP, the City gathered comments for more than two months to ensure that all parties interested in commenting would have the opportunity to do so.

The City received NOP comment letters from the following:

- ▶ California Department of Fish and Game
- ▶ Stanislaus County
- ▶ City of Oakdale
- ▶ California Department of Conservation
- ▶ San Joaquin Valley Air Pollution Control District
- ▶ California Public Utilities Commission
- ▶ Stanislaus Consolidated Fire Protection District
- ▶ The City also received four comment letters from interested members of the public.

The City of Riverbank also held a scoping meeting on December 11, 2006 to receive comments on the NOP. The comments received on the NOP are included in Appendix D “NOP and Responses,” including comments from the scoping meeting.

The NOP comment letters and comments at the scoping meeting suggest that the following are particular areas of concern for the EIR:

- ▶ Kit fox habitat
- ▶ Traffic impacts
- ▶ Conservation and open space goals of the General Plan
- ▶ Hydrology, runoff, groundwater impacts
- ▶ Jobs/housing balance
- ▶ Make commercial development compact, dense, walkable, with pedestrian connections
- ▶ Integrate public spaces into commercial development, condense parking
- ▶ Downtown impacts – traffic and drainage
- ▶ Analyze impact on existing downtown residents of adding residents on the fringes that will patronize existing and future business downtown
- ▶ Water quality impacts of adding wells
- ▶ Noise impacts – continuous impacts, as well as peak event impacts
- ▶ Prime farmland
- ▶ Clarify City’s CEQA process for development projects following General Plan update
- ▶ Fire, police, sewer impacts of new growth
- ▶ Infrastructure for drainage must be in place before development is allowed
- ▶ Water quality standards for Stanislaus River
- ▶ Analyze no growth, moderate growth alternatives, alternative that does not involve SOI expansion
- ▶ Conservation easement for important agricultural land in the Riverbank area
- ▶ Clustered residences should be used to buffer some edges of the City
- ▶ Use of open space zoning to preserve land
- ▶ Mitigate prime farmland loss
- ▶ Rare species, streambed alteration, habitats, water quality
- ▶ Oakdale/Riverbank open space buffers, trail system
- ▶ Farmland conversion
- ▶ Stanislaus County General Plan

- ▶ Air quality
- ▶ Railroad safety
- ▶ Flood control
- ▶ Emergency response
- ▶ Aesthetic impacts
- ▶ Energy demand
- ▶ Groundwater supply
- ▶ Erosion
- ▶ Soil and groundwater contamination
- ▶ Urban runoff
- ▶ Conflict with habitat conservation planning
- ▶ Growth inducement
- ▶ Recreational opportunities

3 PROJECT INFORMATION

3.1 INTRODUCTION

This EIR provides an assessment of the draft 2005–2025 City of Riverbank General Plan. The General Plan update represents a comprehensive set of revisions to the City’s existing General Plan, which was last revised in 2005 (with a Housing Element update). The Update involves reorganization and revisions to elements of the existing General Plan, a series of General Plan land use designation changes, and adoption of new goals, objectives, policies, and implementation strategies.

The Riverbank General Plan contains the seven elements mandated by State law plus optional elements, as accommodated under State law. The General Plan includes a comprehensive set of Background Reports, which establish the context and setting for the General Plan. General Plan goals, policies, and implementation measures are provided in a separate volume from the Background Reports, which are incorporated by reference into this EIR.

3.1.1 LOCATION AND SETTING

Riverbank is located in the northern portion of the San Joaquin Valley in central California. The San Joaquin Valley is the southern section of the Central Valley. The San Joaquin Valley centers geographically around the San Joaquin River. The San Joaquin River flows from south to north and into the Sacramento River east of San Pablo Bay. East of Riverbank and the rest of the valley are the Sierra Nevada foothills and mountains. Between the valley and the Pacific Ocean are the Coast Ranges. Throughout its history, the valley has been a primarily agricultural area, as it still is. However, the valley has been one of the most rapidly growing portions of the state in the recent past. Urban growth has drastically changed the metropolitan centers of the valley and other formerly small cities within commuting distance of these metropolitan centers and of the San Francisco Bay Area to the west. The metropolitan centers of the San Joaquin Valley include Stockton, Modesto, Fresno, Bakersfield, Merced, and Visalia. Another growing metropolitan area in the vicinity is Sacramento, located in the southern Sacramento Valley (the northern section of the Central Valley).

Riverbank is located just north of Modesto along the southern bank of the Stanislaus River in Stanislaus County. The Stanislaus River, which is adjacent to Riverbank and gives the City its name, forms the boundary between Stanislaus County and San Joaquin County to the north. Near the east end of Riverbank, Stanislaus County extends north beyond the Stanislaus River. The Stanislaus River is one of multiple rivers in the valley that flow west from the Sierra Nevada mountains into the San Joaquin River. Downtown Riverbank lies approximately seven miles north-northeast of downtown Modesto, the seat of Stanislaus County government. The southern extent of Riverbank’s city limits now lies only approximately one mile north of the developed area of Modesto. The two cities are directly adjacent to one another in certain areas along Claribel Road. The next closest major city to Riverbank is Stockton, which is approximately 25 miles northwest of Riverbank. Other incorporated cities near Riverbank include Escalon, Oakdale, Ripon, and Waterford. Unincorporated towns near Riverbank include Salida and Empire.

The two major vehicular transportation corridors in the San Joaquin Valley are Interstate 5 (I-5) and State Route 99 (SR 99), both of which run north and south through the length of the valley. I-5 traverses the western end of the valley. It is located approximately 20 miles west of Riverbank. I-5 links San Diego and Los Angeles to the valley. It continues north through Stockton and Sacramento to exit the state to the north and continue on past Seattle. SR 99 is located approximately nine miles west of Riverbank. This highway extends through many of the larger cities of the San Joaquin Valley. It begins at I-5 in the southern end of the valley and continues through Bakersfield, Fresno, Madera, Merced, Turlock, Modesto, Manteca, Stockton, and Lodi. It passes through Sacramento and rejoins I-5 in the northern section of the state. The main highway linking this section of the San Joaquin Valley to the Bay Area is Interstate 580 (I-580). I-580 starts at I-5, just south of Tracy, and crosses the

Altamont Pass into the Bay Area. There are many smaller east-west highways in the San Joaquin Valley, including SR 108 and SR 120, both of which pass through the Riverbank vicinity. SR 108 begins in Modesto and passes north and east through Riverbank and Oakdale, then east into the Sierra Nevada mountains. SR 120 extends west from Yosemite National Park, aligning with SR 108 through the foothills and into Oakdale. SR 120 then turns west from Oakdale and continues through Escalon, Manteca, and Lathrop to I-5.

The Riverbank planning area consists of the city of Riverbank, unincorporated areas just west and just east of the city, and Jacob Myers Park. Jacob Myers Park is located across the Stanislaus River in San Joaquin County (the park is not in the City limits as it is in another county, but it is owned and operated by the City). The planning area, like the City limits, does not stretch south of Claribel Road but it stretches east past Eleanor Avenue and as far west as McHenry Avenue.

The Burlington Northern Santa Fe Railroad (BNSFRR) runs north and south through the city, and SR 108 runs east and west through the city. Just east of the BNSFRR and south of the river is downtown Riverbank.

Predominately pre-World War II residential neighborhoods with gridded street patterns lie east, south, and west of downtown, and in the small area between downtown and the river. Predominately post-World War II residential neighborhoods lie west and south of these areas, and northwest of downtown in the River Cove area. Much of the newest residential development in the city is in the southwest section of the city in the area now known as Crossroads. Industrial development is concentrated along the railroad corridor.

Commercial development is concentrated downtown and along SR 108, but there are large new commercial developments that have been developed and/or are being developed in Crossroads at the far southwest corner of the city. Parks, schools, and other public and institutional uses are distributed throughout the City. The planning area outside of the City mainly consists of agricultural and rural residential uses with scattered commercial, industrial, and other uses, similar to much of rural Stanislaus County. Within the planning area but outside of the City limits is the Sphere of Influence, which consists of two separate areas. One centers on the BNSFRR and Claus Road, to the south and east of the current City limits. The other area is east of the City limits and is bounded by the City limits, Mesa Drive, Eleanor Avenue, and Kentucky Avenue.

Much of the woodland and riparian habitat in the Riverbank area is located in the Stanislaus River corridor. Agricultural fields, orchards, and grassland habitats comprise much of the rest of the non-urban environment in the Riverbank vicinity.

Major east-west streets in Riverbank include Atchison Street (which is SR 108 downtown and on the east side), Patterson Road (which is SR 108 on the west side), Kentucky Avenue, Morrill Road, Crawford Road, and Claribel Road. Major north-south streets include Oakdale Road, Roselle Avenue, Terminal Avenue, First Street, Claus Road, and Callander Avenue (a short section of SR 108).

Riverbank had a population of 8,547 in 1990, 15,826 in 2000, and 21,492 in 2007. Stanislaus County had a population of 370,522 in 1990, 446,997 in 2000, and 521,497 in 2006. In 2000, Riverbank's population was 48 percent white; 46 percent Hispanic; one percent black; one percent Native American; one percent Asian or Pacific Islander; less than one percent other races, and; two percent two or more races (Hispanics in this count are excluded from all other listed groups).

Manufacturing is an important part of economic activity in Riverbank, and the city is still mainly surrounded by agricultural operations. However, since 1990, Riverbank's labor force has shifted towards service/retail industries and away from manufacturing and agriculture. In 2000, 48 percent of Riverbank's employed residents 16 years old or older worked in retail and trade, 18 percent in manufacturing, six percent in agriculture, forestry, fishing, and hunting, and five percent in wholesale trade. All other industries each employed less than five percent of Riverbank's residents. Riverbank had 2,980 jobs as of 2002, a 76 percent growth since 1994. Over 2,000 of these jobs are in retail trade/food service, manufacturing, and administrative support (headquarters).

There are multiple important public facilities in Riverbank serving the local community. These include the Riverbank Unified School District schools: Rio Altura Elementary, California Avenue Elementary, Cardozo Middle, and Riverbank High. Crossroads Elementary School, which is part of the Sylvan Union School District (scheduled to open in 2007) is located in the Crossroads Specific Plan area in the southwestern portion of the City. Riverbank City Hall, Riverbank Library, the Stanislaus Consolidated Fire Protection District station, and Riverbank Police Services are all important public facilities located downtown. Another fire station is being planned for the Crossroads area, and another is planned to be built in the Bruinville planning area on the east side of Riverbank. There is no specific date chosen for opening either of these stations currently.¹

Multiple parks are located throughout the City, the largest of which is Jacob Myers Park (located outside City limits). Water, sewer, storm drain, electric, natural gas, and communication lines all crisscross the City and connect local residents with these services.

3.1.2 PURPOSE OF THE GENERAL PLAN

The General Plan is Riverbank's overarching policy and planning document. This document represents the community's long-range objectives for conservation and physical development in the City. The General Plan provides decision makers, City staff, property owners, and the public at large with the City's policy direction for managing land use change. The General Plan is comprehensive in scope, addressing land use, transportation, housing, economic development, public facilities and infrastructure and open space preservation, among many other subjects.

California planning law requires cities and counties to prepare and adopt a "comprehensive, long-range general plan" to guide development of the community. The General Plan could be thought of as the jurisdictions' "constitution." The General Plan requires a complex set of analysis, comprehensive public outreach and input, and meaningful policy direction in a vast range of topic areas. Put simply, the General Plan has several basic functions:

- ▶ **A vision for the future.** The General Plan contains a vision statement, goals, and policies and implementation strategies to achieve the vision and goals for the future.
- ▶ **Decision making guide.** As decision makers change over time, the General Plan includes educational material and background information that provide a context for the policy guidance contained in the Plan. The General Plan provides continuity for guiding and influencing the many public and private decisions that together influence the community's future, even as City leadership may change.
- ▶ **Legal requirement.** The General Plan has been prepared to fulfill the requirements of State law and guidelines adopted by the California Office of Planning and Research. State law not only requires adoption of the General Plan, but that zoning codes, subdivision regulations, specific plans, capital improvement programs, and other local measures be consistent with the General Plan.

State law also specifies the content of general plans. Current law requires seven mandated elements:

- ▶ Land use;
- ▶ Circulation;
- ▶ Housing;
- ▶ Conservation;
- ▶ Open space;
- ▶ Noise; and,
- ▶ Safety.

¹ Letter dated March 21, 2008 from Stephen Mayotte, Fire Chief, Stanislaus Consolidated Fire Protection District to J.D. Hightower, Community Development Director, City of Riverbank.

A general plan must contain development policies, diagrams, and text that describe objectives, principles, standards, and plan proposals. According to the Governor's Office of Planning and Research's (OPR) guidelines regarding general plans, topics from different elements may be combined, but all must be addressed within the general plan. Please refer to the Governor's Office of Planning and Research General Plan Guidelines for more information.

3.1.3 GENERAL PLAN UPDATE PROCESS

The City and EDAW (the City's planning and environmental consultant) met early in the process to define the work scope and set a General Plan Update schedule. After the overall work program was finalized, the General Plan team collected background information and wrote a series of background reports concerning each topic covered in the updated General Plan. The background reports include:

- ▶ Air Quality;
- ▶ Biological Resources;
- ▶ Cultural Resources;
- ▶ Economy;
- ▶ Hydrology and Water Quality;
- ▶ Land Use, Population, and Housing;
- ▶ Minerals;
- ▶ Noise;
- ▶ Public Services and Facilities;
- ▶ Safety; and,
- ▶ Transportation.

Each background report was made available via the City's web site and at City Hall.

CITIZEN INPUT

Community awareness was raised about the commencement of the update process, and a communitywide open house informed citizens about the General Plan process and gathering their input and ideas. City staff gathered input at local schools, local churches, public hearings, from email communications, web site communications, and various other methods. Community input from the first phase of public outreach was summarized for the decision makers (Planning Commission and City Council) at a June 16th, 2005 public workshop. The City followed up with a series of joint workshops on land use and circulation alternatives, soliciting input in various methods throughout this process.

Stakeholder outreach involved property owners; interested land development groups; elected officials; community groups and organizations; community leaders; government agencies; neighborhood and business associations, and, other pertinent stakeholders.

VISION AND GUIDING PRINCIPLES

After completion of the initial citizen and stakeholder outreach and compilation of General Plan background information, City staff and consultants summarized the consensus viewpoints in a General Plan Vision and Guiding Principles document, which was officially adopted by the Planning Commission on July 18, 2006. The results of the visioning process are discussed in the Vision Statement and Guiding Principles section of this chapter. The Vision and Guiding Principles were used to draft several conceptual alternatives, which represent different paths to achieving the community's vision. Alternatives are broad, conceptual representations of future growth that focus mainly on land use and circulation (transportation).

A multi-media outreach program was also undertaken to continually inform and update the Riverbank community about input opportunities and about milestones that were occurring throughout the process. To offer forums for

questions and input about the process for the general public and stakeholders, public workshops were held at this point in the process. Also at this stage in the process, the City's web site contained frequent updates on the process and notice of scheduled events related to the process. An email distribution list was also created to disseminate documents, updates, and other information supporting the process. Several joint study sessions were held with the Planning Commission and City Council. Maps and planning documents were created to inform the General Plan process on issues ranging from biological resources to current land use.

GENERAL PLAN ALTERNATIVES PROCESS

On February 15, 2006 staff presented the Planning Commission and City Council with three conceptual land use and circulation alternatives for consideration, deliberation, and direction (Alternatives 1, 2, and 3). Staff and consultants reworked the alternatives based on decision maker and public input. The Planning Commission and City Council held additional public workshops and have taken substantial public input regarding a preferred alternative. Alternative 4 was presented at a March 30, 2006 public workshop. Land use and circulation concepts were discussed further at a May 18, 2006 public workshop. At a June 20, 2006 public workshop, a Staff Recommended Preferred Alternative was presented to the joint body for consideration, public input, and direction to staff. The Planning Commission and City Council expressed support for the concepts presented in the Staff Recommended Preferred Alternative.

The Planning Commission considered Land Use and Circulation conceptual alternatives during a July 18th, 2006 public hearing. As a part of that hearing, the Planning Commission recommended to the City Council for adoption the Staff Recommended Preferred Alternative (also known as Alternative 5). The City Council adopted Alternative 5 as the Preferred Alternative at an August 14, 2006 hearing.

The City chose a final list of elements for the General Plan after considering multiple potential optional elements. The required and optional elements included in the General Plan are listed above in the Organization and Content section of this chapter.

3.1.4 GENERAL PLAN VISION STATEMENT AND GUIDING PRINCIPLES

Riverbank's Vision Statement for the 2005–2025 General Plan update is an expression of the public's broad, long-range view of the community's desired future. The Vision expresses the public's hopes, dreams, and expectations for themselves and future generations of Riverbank residents.

The Vision Statement was created using information from several sources, but it focuses on key issues that enjoy consensus among Riverbankers. The Guiding Principles represent shared community values that will be used in moving toward the future vision, and guide the updated policies of the General Plan.

When the City interprets the General Plan, it will be according to the Vision Statement and Guiding Principles provided below.

THE RIVERBANK 2025 VISION

Riverbank in 2025 has a small-town character where residents can live, work, and play locally. The City has a thriving downtown that offers a variety of retail opportunities and services and functions as the social and cultural heart of the community. Riverbank has a healthy and diversified industrial base served by its railroad, safe and walkable/bikable neighborhoods, and a wide range of employment and housing opportunities for its diverse population. Although we welcome automobiles, Riverbank is a place for PEOPLE. Those who choose not to drive can easily and safely walk, bicycle, or use public transit to get to work, school, shopping, or a local park. Riverbankers' strong sense of community identity is reflected in its public gathering places and activities, architectural variety, and the ways in which the City's riverfront location, railroad-oriented history, agricultural heritage, and other unique qualities are celebrated in the built environment. Riverbank in 2025 has succeeded in

creating a BALANCE between housing and jobs for its residents, commerce and industries that support the local economy, and the protection of agriculture and natural resources.

GUIDING PRINCIPLES

Small-Town Character: Riverbank in 2025 will be a pleasant, quiet, friendly community with a distinct small-town character.

1. Public spaces in Riverbank where people can meet and interact with friends and neighbors are essential to our community.
2. Our neighborhoods are best served by attractive, safe, tree-lined, pedestrian-friendly streetscapes.
3. Our children should be able to safely walk or bike to school.
4. Downtown should be the social and cultural heart of our community, and must not be left behind as the City grows.
5. Small, locally-owned businesses are an important part of the unique character of Riverbank and essential to a healthy local economy.
6. Our streets and public spaces should be designed with people in mind, not only for the convenience of cars.
7. Commercial corridors, such as Patterson Road, should be attractive, unique, pedestrian-friendly centers of commerce to enhance the City's character.
8. Our City can grow without being overcome by traffic, noise, air quality, or other impacts that would sacrifice the small-town character.

Community Identity: In 2025, Riverbank's unique qualities will be enhanced through a balance between the built environment, the natural environment, and the working agricultural landscape.

1. The Stanislaus River is a wonderful community asset, the natural beauty and function of which we should protect as we increase public access to the River and its views.
2. Agriculture is important to our history, economy, and culture. Riverbank should remain an agricultural center for the region. We should conserve agricultural lands, nurture industries that rely on agriculture, market local agricultural goods, and increase the productivity of local agriculture through research and development.
3. Riverbank's historic roots in agriculture, the railroad, and the River, should be recognized, celebrated, and respected as we create the City's future.
4. Downtown should remain a walkable, pedestrian-scaled commercial center that best reflects our community's unique identity and our desire to maintain our small town image.
5. Riverbank should preserve open green spaces around the City to maintain a distinct identity and create buffers between urban and agricultural uses of land.

Choice and Diversity: In 2025, Riverbank will enjoy a variety of entertainment opportunities, retail and commercial services, housing types, job opportunities, and activity destinations that are easily accessible by car, transit, on foot, or bicycle. Choices and opportunities will be available to the greatest extent possible regardless of the physical or developmental abilities, needs, preferences, backgrounds, and incomes of our residents.

1. We value the opportunities to live, shop, work, and recreate locally if we choose.
2. We will design our community so that people can walk, bicycle, or use public transit if they choose not to drive.
3. Existing and future residents should have local housing choices that best meet their needs.
4. The City is, and will be, home to all generations. Riverbank is a community where children can grow, raise families, and stay in the community as they age.
5. We will encourage a diversity of jobs and economic opportunities as the City grows.
6. We value education and skills that provide residents an opportunity for economic advancement. Our schools are vital to the social and economic well being of Riverbank. We will seek employers who can offer living wages and well-paying jobs for our residents.

Improved Quality of Life as the City Grows: In 2025, growth and change have been managed to benefit existing and future residents.

1. Our City will benefit from an appropriate balance between housing, commerce, industry, circulation, and open spaces for agriculture and nature.
2. The future health of Riverbank requires that older neighborhoods be improved at the same time that new areas develop.
3. Those who benefit from development should compensate for the public costs of serving such development.
4. A healthy community requires that its citizens feel a sense of connection. Physical, economic, or social barriers that prevent us from living as one community should be removed whenever possible.
5. New development should increase, not impede, our sense of being connected as one community.
6. Our City government, guided by the public interest, should be an active leader in improving the quality of life in Riverbank.
7. Economic and fiscal sustainability are important to Riverbank's future and our citizens' quality of life. Development decisions should contribute to the economic health and fiscal sustainability of the City.

Safe, Healthy, and Secure Environment: In 2025, Riverbank's citizens will travel, work, live, and participate in activities confident of their personal and their families' safety and security.

1. Our community should provide for a diversity of safe and lawful economic, social, and civic opportunities for people of all ages to nurture and enhance each others' quality of life.
2. Our City should be safe and healthy for all our residents.
3. Community design should encourage people to look out for one another, to view and monitor public spaces, and to feel ownership and interest in our community's safety and security.
4. Pedestrians and bicyclists should be as confident in their ability to travel safely in Riverbank as do our drivers.

5. The air we breathe and the water we use affect our health and well-being. We want growth and development to maintain the high standards for the quality of our air and water.
6. Maintaining and improving our urban tree canopy is important to our air quality, climate, aesthetic enjoyment, and overall quality of life.

3.1.5 GENERAL PLAN CONTENTS

The General Plan includes a comprehensive set of Background Reports, which establish the context and setting for the General Plan, and are incorporated by reference.

The Riverbank General Plan contains the seven elements mandated by State law plus optional elements, which are also accommodated under State law. General Plan goals, policies, and implementation measures are provided in a separate volume from the Background Reports. The following General Plan elements are included:

AIR QUALITY (OPTIONAL)

The Air Quality Element comprehensively addresses air pollution and its effects within Riverbank, regionally, and globally. Public health aspects are included, but also addressed in the Safety Element. The Air Quality Element of the General Plan addresses the City’s goals, policies, and implementation strategies for maintaining and improving air quality during and after the buildout of the General Plan.

LAND USE ELEMENT (MANDATORY)

The Land Use Element integrates all of the constraints and opportunities information from the other elements into a plan for the future City. This plan provides a comprehensive approach to land use in Riverbank, as well as addressing the key land use issues as discussed in the element. The Element contains goals, policies, and implementation measures guiding land use and development. These include building density standards, such as maximum building height and lot coverage. The Land Use Diagram shows the spatial allocation of various land uses throughout the City.

CIRCULATION ELEMENT (MANDATORY)

The Circulation Element addresses traffic congestion and other prominent circulation issues in Riverbank and presents a comprehensive Circulation Plan that addresses railroads, transit, bicycle and pedestrian transportation, and other modes, as well as motor vehicles and streets.

COMMUNITY CHARACTER AND DESIGN ELEMENT (OPTIONAL)

This element addresses the aesthetic and functional characteristics of the built environment in Riverbank. The element provides policies that will ensure an attractive, pedestrian-friendly, well-connected community that reflects unique local qualities in its architecture and urban design. The element considers and addresses character and design issues brought forth by Riverbank residents during the General Plan Update process.

CONSERVATION AND OPEN SPACE ELEMENT (MANDATORY)

This Element addresses topics related to two mandatory General Plan Elements: conservation and open space. The function of each is described separately below. Riverbank’s General Plan addresses all relevant required topics in one combined element.

The primary function of the Conservation element is the management of natural resources. Key issues include habitat preservation, wetlands, potential mineral deposits, air and water pollution, and groundwater.

The primary function of the Open Space Element is the management and preservation of open space lands. Key issues include lands along the Stanislaus River, public health and safety in using open space lands, and potential habitat lands.

ECONOMIC DEVELOPMENT (OPTIONAL)

The Economy Element focuses on the jobs/housing balance in Riverbank, the diversification of the local economy, attracting family wage jobs to Riverbank, and enhancing skills and work opportunities for Riverbank area residents.

NOISE (MANDATORY)

This Element contains provisions for the protection of residents from the health and aesthetic problems associated with noise. It evaluates existing future noise levels and provides noise standards for different land uses. In Riverbank, key noise generators are roadways, the railroad, and industrial uses.

PUBLIC SERVICES AND FACILITIES (OPTIONAL)

This Element evaluates existing sewer, water, storm drainage, and other utility facilities, as well as police, fire, parks, libraries, social services, solid waste collection, and schools. The Element projects future needs for these facilities and services. Key issues include the division of the City into two school districts, the need for more library and fire protection capacity, and eliminating connections between the sewer and storm drainage collection systems. Please refer to the Stanislaus Consolidated Fire Protection District Strategic Plan for more information on fire and emergency response for the Riverbank area.

SAFETY (MANDATORY)

The Safety Element identifies hazards which must be considered in the development of future land uses, such as earthquake faults, flood zones, hazardous wastes, and fire hazards. Plans for emergency response are also examined.

3.1.6 PROPOSED LAND USE CHANGES

The Land Use Diagram is a graphic representation of policies contained in the General Plan, corresponding with the Land Use Designations described below. The Land Use Diagram is to be used and interpreted in conjunction with the text and other figures contained in the General Plan and in conjunction with the City's Circulation Diagram (please refer to the Circulation Element of the General Plan). Exhibit 3-1 shows proposed land uses. Exhibit 3-2 shows the existing City Land Use Diagram. A comparison between the two exhibits provides the reader with an overall idea of the proposed land use designation changes.

The City's existing zoning scheme is shown in Exhibit 3-3. Zoning is one method of implementing General Plan land use designations on different properties throughout the City. It is anticipated that the City would follow the General Plan update with a zoning code update to ensure consistency.

3.1.7 PROPOSED LAND USE DESIGNATIONS

The Land Use Diagram is a diagrammatic representation of policies contained in the General Plan, corresponding with the Land Use Designations described below. The Land Use Diagram is to be used and interpreted in conjunction with the text and other figures contained in the General Plan and in conjunction with the City's Circulation Diagram (please refer to the Circulation Element of the General Plan). The proposed Land Use Diagram is shown in Exhibit 3-1.

Density and building intensity standards are presented for certain Land Use Designations, as appropriate. Density refers to the number of dwelling units per acre, while intensity is measured for non-residential and mixed land uses (residential-commercial) according to Floor Area Ratio (FAR). FAR is a simple metric that in this case is

used to ensure public facilities and services, including roadways, at the citywide level are planned according to some general idea of buildout intensity within the Planning Area. Certain uses may have large footprints but low traffic, infrastructure, and service demands. If the City can show that a particular project will have low service and infrastructure demands, the maximum FAR listed below could be increased.

Following is a description of the proposed land use designations for the General Plan update:

Agricultural Resource Conservation Area (AG)

This designation provides for ongoing agricultural operations and land uses compatible with ongoing agricultural operations. Generally, this designation occurs in areas with large properties, where agricultural practices are more feasible. This designation also tends to occur in areas with high-quality soils (for cultivation purposes). Examples of land uses compatible with ongoing agricultural operations include equestrian uses, groundwater recharge areas, public infrastructure, farmer's market stands and other on-site sales of local produce, and farmworker housing. The primary purpose of the Agricultural Resource Conservation Area is for agricultural production, related processing, services in support of agriculture, and preservation of other natural resources. Residential uses, such as the farmer's home, in these categories are secondary uses and are permitted on a limited basis to assist and support agriculture.

Buffer/Greenway/Open Space (B/G/OS)

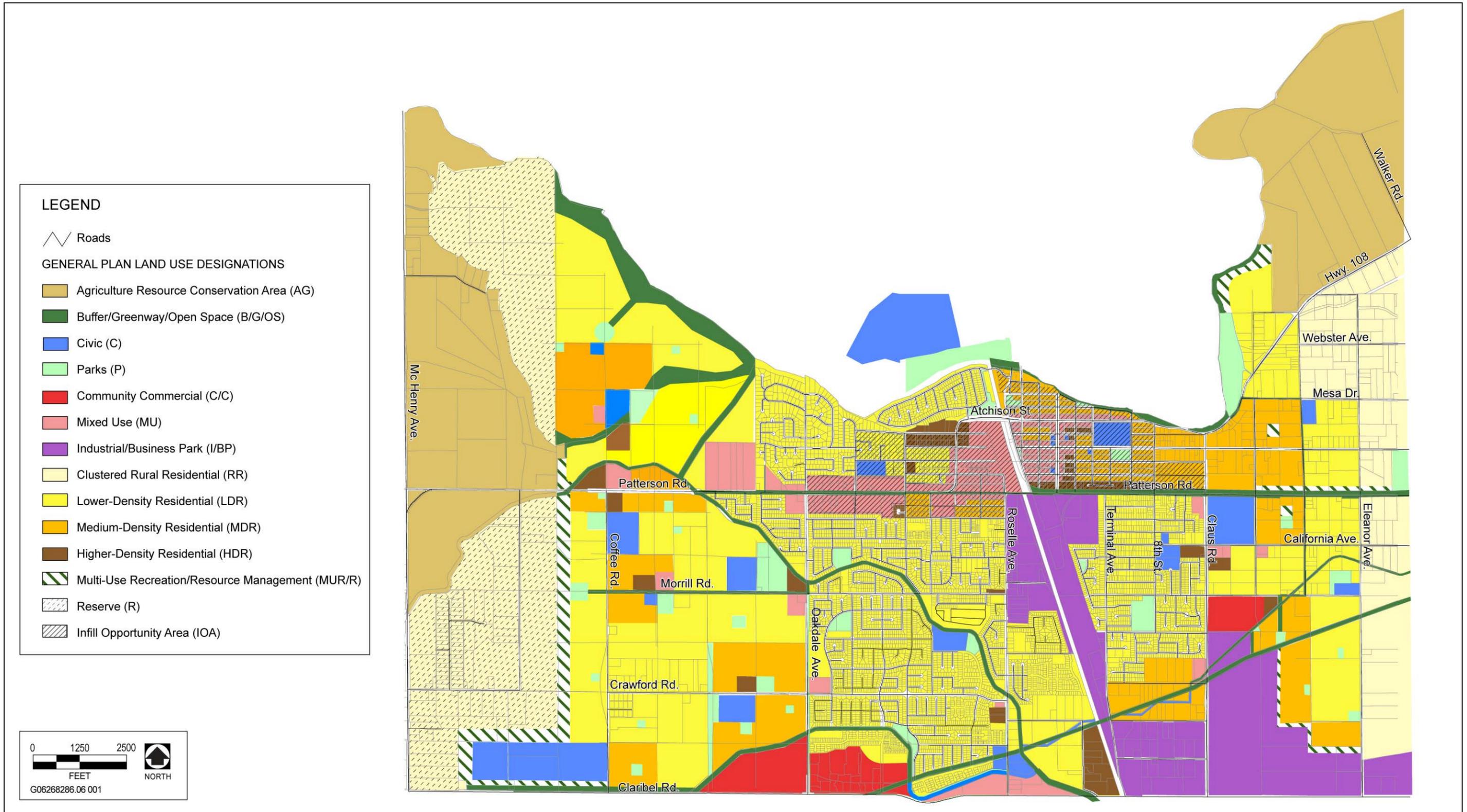
This designation provides the opportunity to preserve important open spaces containing natural resources, such as sensitive biological habitat. This category also includes areas where buffering is necessary between different land uses. Bicycle and pedestrian pathways are also accommodated by this Land Use Designation. Although the Land Use Diagram provides an illustration of where Buffer/Greenway/Open Space areas are located, there is some flexibility in exactly where these areas are located and exactly how large these areas are. For example, B/G/OS areas are shown along many canals in the Riverbank Planning Area. This shows that the City will coordinate with local irrigation districts and other relevant agencies to establish a connected system of bicycle/pedestrian pathways along existing rights-of-way and easements. The precise width of these pathways will be determined through coordination between the City, property owners, and other relevant public agencies. Similarly, buffer widths and locations will be determined by the City according to the goals and policies of this General Plan.

Multi-Use Recreation/Resource Management (MUR/R)

This designation would provide opportunities for stormwater management, renewable energy production, and community recreation amenities. This area would accommodate stormwater detention facilities, groundwater recharge areas, wind generators, solar collectors, wind breaks, as well as trails, benches, and other passive recreational areas. Areas designated MUR/R could also act as a buffer between ongoing agriculture and new residential areas and provide an identifiable and permanent boundary to outward expansion of the City. Areas designated MUR/R between new growth areas and ongoing agricultural operations will be identified and appropriate widths established through Specific Plans. The width of MUR/R areas will vary depending on the intended uses taking place within a particular area. The width of the MUR/R for agricultural buffering purposes will be designed to minimize noise, dust, and any adverse impacts related to application of agricultural chemicals as experienced by encroaching residential uses.

Civic (C)

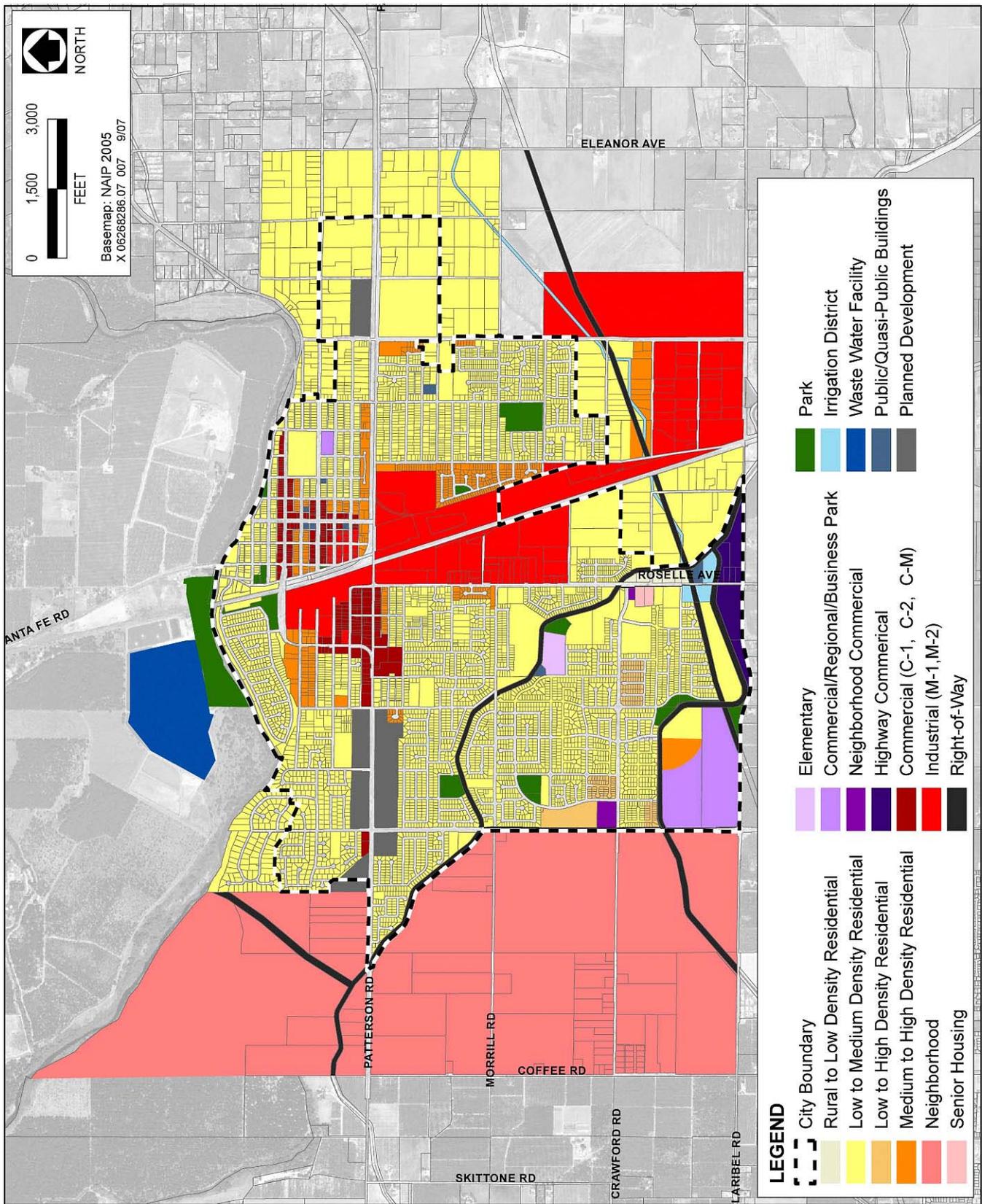
This category includes civic and cultural land uses of various types. Examples include schools, places of worship, public facilities and infrastructure, community halls, and similar cultural and civic land uses. Where such land uses occur within an existing or planned neighborhood, they shall be designed to be compatible with the surrounding neighborhood. They shall be designed to be pedestrian friendly, include publicly accessible areas



Source: EDAW 2009

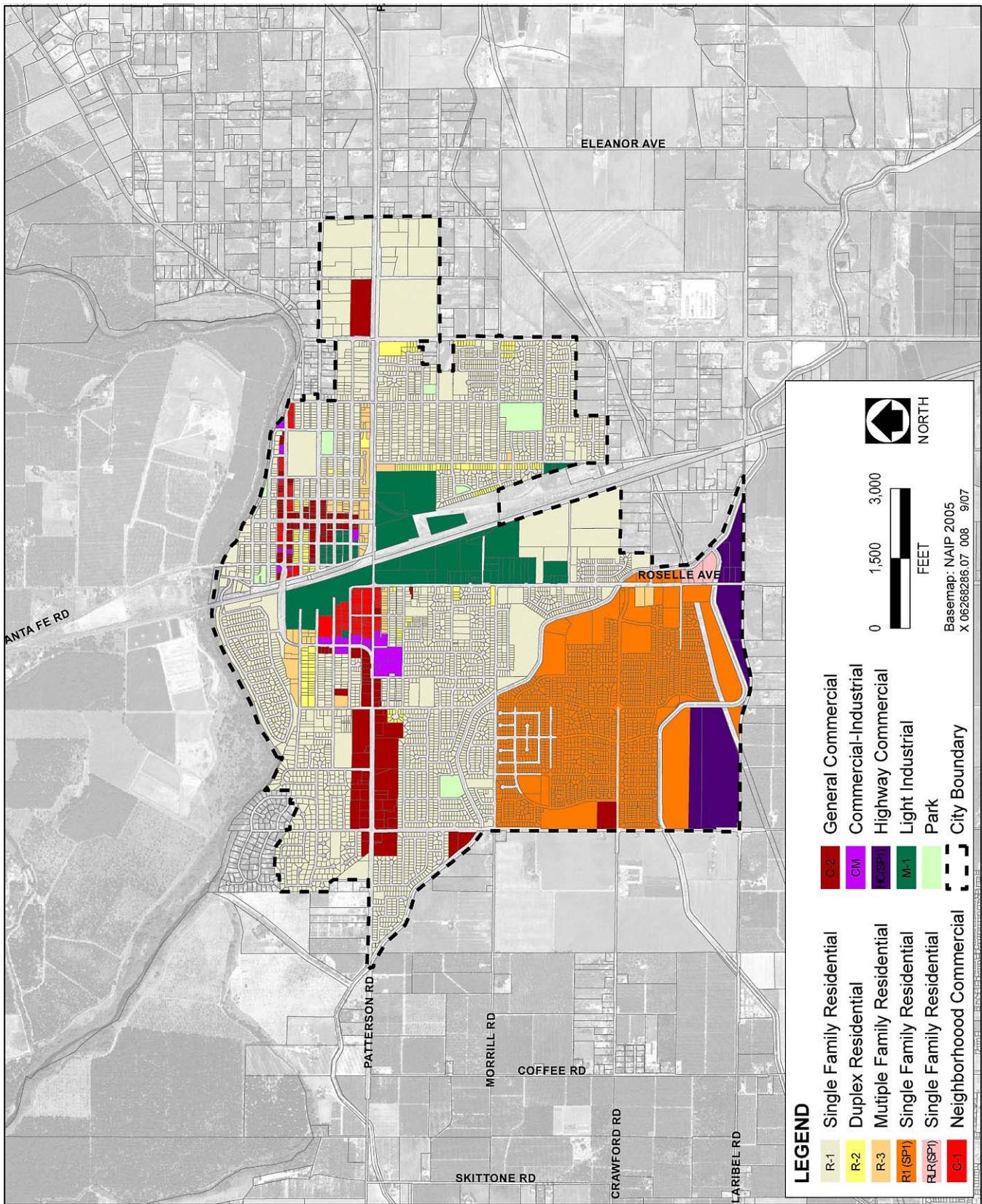
Proposed General Plan Land Use Diagram

Exhibit 3-1



Existing General Plan Land Use Diagram (Pre-Update)

Exhibit 3-2



Existing Zoning

Exhibit 3-3

(where appropriate), and shall unify rather than divide neighborhoods. Certain land uses included in this category, such as day care centers, public facilities and services, places of religious worship, and other appropriate land uses, will be allowed in other land use designations, as well, according to standards established in Riverbank's zoning ordinance. The FAR for civic uses is highly variable, depending on the use. One of the school districts serving the Planning Area (Sylvan), for example, has a standardized approach to school construction that involves an FAR of less than 0.1. Churches, community centers, and other civic land uses would have a higher FAR. The General Plan does not, therefore, specify a maximum FAR for land uses developed in areas with this Land Use Designation. Civic land uses developed in areas with other Land Use Designations should, however, respect the relevant maximum FAR standard. This land use category would not include solid or liquid waste facilities, as those facilities are provided elsewhere for development within the City and establishment of such uses within the Planning Area is not anticipated during this General Plan time horizon. Refer to the Public Services and Facilities Background Report and Element for more detail.

Parks (P)

This category includes active and passive parkland of all types. New and existing neighborhoods in Riverbank shall have close and convenient access to community parks, neighborhood parks, and smaller "pocket parks." This category can include public plazas, town squares, tot lots, parkways, linear parks, and other parkspace configurations.

Mixed Use (MU)

This designation would accommodate neighborhood-scale retail uses, offices, personal and commercial services, and similar land uses. This is the primary category for Riverbank to accommodate neighborhood-serving retail, services, offices, and similar needs during the buildout of this General Plan. As such, this land use classification is anticipated to be mainly non-residential. However, the Mixed Use designation also explicitly allows for higher-density residential development in a vertical or horizontal mixed-use setting. This could include residential development above (on upper stories of a building) or adjacent to commercial operations on the same property.

Areas designated Mixed Use are located both within existing and planned neighborhoods. Specific Plans and the policies therein will be implementing tool of the Mixed Use designation for new growth areas, as specified under this General Plan update. Within new growth areas, the Mixed Use designation would provide for small-scale retail and service opportunities, small professional offices, and higher-density residential development. Mixed Use designated areas will be designed to be accessible, safe, and convenient for bicyclists, pedestrians, transit users, and drivers. These areas shall not include large areas of surface parking or other transportation related features that can divide communities.

In new growth areas, the Mixed Use designation occurs within identifiable neighborhood centers. Neighborhood centers are located internal to each neighborhood and provide opportunities for civic, park, higher-density residential, and other higher-activity land uses, in addition to commercial/residential mixed-use development. Refer to the Community Character and Design Element for more information. There is no maximum FAR for these areas. Rather, the design of such areas shall conform to policies included throughout the General Plan, which serve as performance standards.

Areas with the Mixed Use designation in the existing developed City would accommodate a similar mix of land uses as described above. However, this General Plan does not envision that existing neighborhoods would be removed to accommodate new development. Land use change would primarily occur incrementally, and primarily on vacant and underutilized properties. In order to be consistent with the balance of General Plan policy, certain residential neighborhoods with the Mixed Use designation in the existing developed City would not experience land use change during this General Plan update. As described in policies throughout the General Plan, the City is committed to preserving the quality of life in existing developed parts of the City, while also striving to add vibrancy to areas with concentrations of underutilized property.

Community Commercial

Areas with this designation are anticipated to be developed for retail, employment, and/or commercial services. These areas are located along major roadways on the periphery of existing and planned neighborhoods. The maximum FAR is 0.3.

Industrial/Business Park

This designation includes manufacturing uses, as well as a mixture of light manufacturing and office spaces. These uses may be located in campus-like settings sometimes referred to as “business parks” or “research parks.” This category is meant to accommodate a variety of employment-generating, basic (as opposed to community serving) enterprises. Office parks could accommodate businesses of various types, research and development, logistics services, and other uses. Areas with this designation near existing or future planned residential and other sensitive land uses are subject to performance standards to ensure against noise, traffic, safety, light spillage and glare, and other impacts typically generalized as “compatibility.”

Clustered Rural Residential

This category provides an opportunity to preserve usable open space, including ongoing agricultural operations, or to protect natural resource areas. Residential development in this area must be clustered to preserve large and unbroken pieces of property for agriculture or open space, including both cultivation and grazing activities.

Open space may be owned and maintained privately by a homeowner’s association or similar mechanism, or by a public entity with ongoing funding for maintenance provided by the project applicant.

The density range of residential development in this area is 0.2 to 1 dwelling unit per acre (one to five acres per dwelling unit). One unit per acre is the maximum development yield on any given parcel proposed for subdivision. Any residential development in the Clustered Rural Residential land use designation requires clustering of proposed development areas such that at least 80 percent of the parent parcel in unimproved open space use, and is not to be included in any property with a residence or any other urban use.

Within areas designated Clustered Rural Residential, this General Plan provides for a total of 250 dwelling units to be developed. The City may allow density to be transferred between parcels designated for Clustered Rural Residential where the City’s open space preservation objectives are furthered. The City will implement the Clustered Rural Residential land use designation through an ordinance to be drafted following this General Plan update (see Implementation Measures at end of this Element).

The City recognizes the value of not only open space preservation, but also open space-oriented improvements such as habitat restoration, groundwater recharge areas, and open-space oriented recreational facilities. The City also recognizes that the habitat, agricultural, buffering, topographic, aesthetic/viewshed, and other open space considerations of different properties may require different strategies for clustered development. With this recognition, the City, at its sole discretion, may allow some flexibility in the density and open space standards in extraordinary situations where high-quality, publicly accessible, open space-oriented uses can be provided consistent with General Plan policy.

Residential lots in a clustered development shall:

- ▶ Minimize impacts to agriculture by avoiding development of Prime Farmland (as shown on Department of Conservation maps) or permanently protect other Prime Farmland via an approved irrevocable easement;
- ▶ Provide buffers, as necessary, between residential uses and adjacent ongoing agricultural uses;
- ▶ Avoid trees, wetlands, and other biological resources;

- ▶ Zero net urban storm run-off leaving the site from previous conditions;
- ▶ Orient all dwelling units for maximum passive and active solar energy efficiency;
- ▶ Locate developed portion of the site as close as possible to existing and planned roadways; and,
- ▶ Locate developed portion of the site to optimize the efficiency of, and minimize extension of any necessary infrastructure.

Lower-Density Residential

This designation includes single-family homes, one to each lot, developed at a net density of up to eight dwelling units per acre. Lots would be at least 5,000 square feet in size. This category would primarily include detached units, but attached single-family units may be permitted, provided each unit has ground-floor living area and private outdoor open space.

Medium-Density Residential

This category includes small-lot, single-family detached homes, attached single-family homes, and other residences developed at a net density of between eight and 16 dwelling units per acre. Lots would be at least 2,500 square feet in size.

Higher-Density Residential

This category allows for all types of attached single-family and multi-family housing, including condominiums, apartment buildings, townhouses, and other similar residential structures developed at a net density of 16 or more dwelling units per acre.

Reserve

The Reserve category is intended for land that the City has not yet planned for a specific urban, agricultural, or resource land use. This designation does not necessarily imply urban development, but rather could be areas to preserve as natural open space or for agricultural use, for example. This area offers an opportunity to plan for future land uses by setting specific performance criteria before development takes place in sensitive areas.

The Reserve designation does not denote any specific land use, but rather is an overlay designation that specifies additional requirements related to timing of development, analysis required by the City, infrastructure and service standards, and related topics. Before making Reserve areas eligible for consideration for urban development, the City will hold a public hearing and make required findings, including the following:

- ▶ Development of the Reserve area is adjacent to developed areas of the City and infrastructure and services can efficiently be extended to serve the Reserve area;
- ▶ The City has had prepared infrastructure planning and financing to serve the needs of the proposed development area, including financing of any necessary citywide facilities to accommodate the planned level of growth;
- ▶ Either the rest of the Riverbank Planning Area is sufficiently built out such that the Reserve area is now needed to meet the demand for urban development, or the proposal includes a desired land use unique to the Planning Area that cannot be accommodated on lands within the City limits or portions of the Planning Area without the Reserve overlay designation;

- ▶ Completion of an environmental analysis in compliance with the California Environmental Quality Act (CEQA), including a mitigation monitoring program, pursuant to the California Environmental Quality Act, has been prepared by the City;
- ▶ A fiscal impact assessment has been prepared by the City demonstrating that, in the short- and long-term, the project would not negatively affect the City from a fiscal perspective; and,
- ▶ A Specific Plan, pursuant to Government Code Section 65450, has been prepared to show the specific land uses, development standards, compliance with the General Plan, infrastructure and public service planning and financing, and phasing, in addition to any other requirements of State law and the Community Development Director.

Although the Reserve areas would not be available for urban development without completing the above-described steps, this EIR assumes that 250 dwelling units would be developed on areas with the Reserve overlay designation and the Clustered Rural Residential underlying land use designation during this General Plan time horizon.

Infill Opportunity Area

The Infill Opportunity Area is an already developed portion of the Riverbank Planning Area. However, many properties within this area are vacant or otherwise underutilized. This General Plan designates an Infill Opportunity Area where the City will focus reinvestment, redevelopment, and revitalization efforts during this General Plan time horizon. In focusing development activity in the Infill Opportunity Area, the City will employ a vast array of strategies, many of which were in motion prior to the update of this General Plan. Such strategies could include public-private partnerships, strategic public investment, infill incentives, and other strategies.

As of the writing of this document, the Infill Opportunity Area has a variety of land uses served by a grid street pattern. The same variety of land uses and the same overall street layout is anticipated to continue during this General Plan time horizon (through 2025).

Housing added in the Infill Opportunity Area would mostly consist of apartment buildings, condominiums, townhomes, small-lot single-family structures, and other more compact residential designs. It is anticipated that industrial operations would have less of a presence in and near downtown in the future, compared to today, and that reuse of former industrial sites for more compatible uses will be encouraged.

It is anticipated that the dominance of roadways and surface parking in the western portion of the Infill Opportunity Area would be reduced with the application of more pedestrian- and bicycle-friendly concepts. These concepts for the current Highway 108 corridor are referenced throughout this General Plan. The ability of the City to provide a more pedestrian- and bicycle-friendly environment would be further enabled by the redesignation of the current State Highway 108 alignment from Patterson Road/Callander Avenue/Atchison Street to the Claribel Road corridor along the southern portion of the Planning Area.

This Infill Opportunity Area land use designation is an overlay designation that does not specify allowable land uses. On the Land Use Diagram, the Infill Opportunity Area is shown as a transparency so that the reader may also view the underlying land use designation. The underlying land use designation specifies allowable land use in the Infill Opportunity Area.

3.1.8 GENERAL PLAN BUILDOUT ASSUMPTIONS

Based on the assumptions developed during the General Plan update, the Planning Area at buildout would accommodate a population of approximately 52,500, which is an increase of 150 percent over the estimated 2006 population of 21,215 (Table 3-1). Approximately 10,700 new dwelling units could be accommodated during the

General Plan time horizon, as well as schools, parks, commercial retail and services, industrial development, and other land uses. Approximately 3,300,000 square feet of commercial and industrial building space could be accommodated during the General Plan time horizon. The General Plan buildout estimates are used in analyzing impacts, as disclosed in detail throughout this EIR.

Table 3-1 New Growth under Riverbank General Plan				
Land Use Category	Acres	Dwelling Units	Population	Building Sq Ft
Agricultural / Resource Conservation Area (AG)	1,220	0	0	0
Buffer/Greenway/Open Space (B/G/OS)	350	0	0	0
Clustered Rural Residential (RR)	1,230	250	770	0
Community Commercial (CC)	90	0	0	678,980
Higher-density Residential (HDR)	80	940	2,030	0
Industrial / Business Park (I/BP)	270	0	0	1,999,540
Infill Opportunity Area (IOA)	400	490	1,050	226,850
Lower-density Residential (LDR)	1,260	4,410	13,680	0
Medium-density Residential (MDR)	640	4,470	13,420	0
Multi-use Recreation / Resource Management (MUR/R)	140	0	0	0
Mixed Use (MU)	70	170	370	410,630
Parks (P)	140	0	0	0
Civic (C)	170	0	0	0
Total	6,010	10,700	31,300	3,315,990

The best available assumptions were used in developing these estimates. However, demographic changes and the land economic environment will dictate, to some extent, the actual buildout figures. Certain areas designated for urban use may or may not be developed during this Planning Horizon. Some areas might be developed at the upper end of the density ranges, while other areas might develop at the lower end.

General Plan Land Use Designations are flexible, using broad density ranges. However, to come up with overall buildout assumptions, it is necessary to use estimates of average densities and intensities. Such average dwelling unit densities, population densities, and building intensities are not City policy, but merely estimates used for planning purposes.

3.1.9 RELATIONSHIP TO LAFCO POLICY

As part of the General Plan update process, it is typical for cities to assess any changes to the Sphere of Influence (SOI) and land use designations throughout the Planning Area required to meet the community’s vision for the future. The process for Riverbank is no different. The City’s Planning Area generally represents the proposed ultimate SOI, but the General Plan itself is not a SOI amendment request or application. There are specific requirements and processes administered by the Stanislaus Local Agency Formation Commission (LAFCO) for SOI amendment requests. The City would prepare supporting materials and pursue any SOI amendment request separately from the General Plan Update and EIR process. The City does not anticipate one SOI expansion that would include the entire area with land use designations under the proposed General Plan (please refer to Exhibit 3-1, which illustrates the proposed Land Use Diagram). Rather, a phased SOI and annexation process, to be coordinated with LAFCO, is envisioned. Also, the City does not intend to extend its SOI to include lands in San Joaquin County where the City’s wastewater treatment plant and Jacob Myers Park are located.