



**CITY OF MODESTO
PLANNING COMMISSION AGENDA
MONDAY, APRIL 20, 2026, 6:00 PM
2001 2nd Floor
1010 TENTH STREET – MODESTO, CA**

I. ROLL CALL

Public Comment will only be in-person. Members of the public who wish to address the Commission, by providing public comment, during the meeting must do so in-person in the meeting room. As an alternative, members of the public may also provide written public comment submitted via email as indicated in the Submitting Comments by Email instructions on this agenda. Zoom will still be available for viewing.

Members of the public will be allowed to provide public comment through Zoom if a Commissioner is participating remotely pursuant to the provisions of California Government Code section 54953.8.3.

If a technical issue arises with Zoom or the phone dial-in option, the Planning Commission meeting will continue unless the meeting is being held pursuant to the provisions of Senate Bill 707, California Government Code section 54953.8.3. Alternative viewing options are listed below, and the meeting is physically open to the public.

Joining the Planning Commission meeting via Zoom

The City of Modesto is offering the ability to view Planning Commission meetings via telephonic conferencing via “Zoom” video conferencing computer technology. The meeting may be accessed through the use of Zoom using the following options:

- Enter the following link into an Internet Browser <https://modestogov.zoom.us/j/86128333602?pwd=f6VK7ZrbNT3sQ1SNJ5nbbzborYtPZ.1>
- Enter the following link into an Internet Browser <https://zoom.us/> and using the Webinar ID 861 2833 3602 Password 444640
- To use Zoom, please visit: <https://zoom.us/> and either sign-up for a free Zoom account or continue as a guest. Once you have downloaded the app onto your mobile device, joined from your web browser, or downloaded the Zoom software on your computer you will be ready for the upcoming Commission meeting.

Submitting Comments by Email

Written comments may be submitted via email to planning@modestogov.com (include Agenda Item Number in the subject line). All comments will be shared with the Commission and placed in the record but will not be read aloud during the meeting. Written comments must be received two hours before the meeting.

This Agenda is on file in the Planning Division, 3rd Floor, 10th Street Place, on the Posting Board at entry of 10th Street Place, and is available on the City’s Web site at www.modestogov.com.

Materials related to an item on this Agenda submitted to the Commission after distribution of the agenda packet are available for public inspection in the Planning Division during normal business hours. Such documents are also available online, subject to staff's ability to post the documents before the meeting, at the following website <https://modestogov.com/AgendaCenter>.

In accordance with the requirements of Title II of the Americans with Disabilities Act ("ADA") of 1990, the Fair Employment & Housing Act ("FEHA"), the Rehabilitation Act of 1973 (as amended), Government Code section 11135 and other applicable codes, the City of Modesto ("City") will not discriminate against individuals on the basis of disability in the City's services, programs, or activities. For more information, please visit the City of Modesto website at <https://www.modestogov.com/865/Americans-with-Disabilities-Act-ADA>.

II. PUBLIC COMMENT PERIOD

Three-minute time limit per speaker.

Only interested persons in the audience may present these matters. Under State law, Commissioners may respond to matters being presented under this item only as follows:

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

III. APPROVAL OF MINUTES

Minutes of the regular meeting of April 6, 2026.

IV. CONFLICT OF INTEREST DECLARATION

Committee Members and staff may now declare conflicts of interest related to any item on the agenda.

V. CONSENT ITEMS

None.

VI. PUBLIC HEARING

Published in the Modesto Bee March 29, 2026.

Item A Hearing to consider an annexation of approximately 4.9 acres located at the northwest corner of Maze Blvd and Carpenter Road, an amendment to the Land Use Element of the General Plan, and a Pinpoint Plan for the development of approximately 1.7 acres located at 1609-1617 Maze Blvd. (Abdo Mohamad)
Contact Info: Katharine Martin, 577-5267, kamartin@modestogov.com

VII. OTHER BUSINESS

VIII. MATTERS TOO LATE FOR THE AGENDA

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

IX. ADJOURNMENT

Copies of the agenda are on file at the in the office of the Planning Division, Third Floor, 1010 Tenth Street, Modesto, CA., and online at <https://www.modestogov.com/AgendaCenter/Planning-Commission-11>.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Planning Commission Secretary at 209.577.5267. Assistive listening devices are available upon request to the Planning Commission Secretary. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. In accordance with the requirements of Title II of the Americans with Disabilities Act ("ADA") of 1990, the Fair Employment & Housing Act ("FEHA"), the Rehabilitation Act of 1973 (as amended), Government Code section 11135 and other applicable codes, the City of Modesto ("City") will not discriminate against individuals on the basis of disability in the City's services, programs, or activities. For more information, please visit the City of Modesto website at <https://www.modestogov.com/865/Americans-with-Disabilities-Act-ADA>

Notice: Persons who wish to speak to the Planning Commission regarding any item on the printed agenda, including oral communications, are encouraged to please submit your comment, to the Recording Secretary at planning@modestogov.com. All comments will be shared with the Commission and placed in the record. Every effort will be made to read your comment into the record, but some comments may not be read due to time limitations.

Posted pursuant to Government Code Section 54954.2 on _____ at _____

by _____ on the bulletin board at Tenth Street Place.

**LIST OF INVOLVED PARTIES FOR THE PLANNING COMMISSION
AGENDA OF APRIL 20,2026**

At the Commission's request, staff has compiled a list of persons having a personal/financial interest in the matters contained in the accompanying agenda report to help identify potential conflicts of interest.

ITEM A Proposed Plan Development Zone with Pinpoint Plan and Annexation to facilitate development of a new automatic car wash 1600 and 1604 Kansas Avenue (APNs 007-039-011, -010); submitted by Dhanda Development Group

<u>Relationship</u>	<u>Name/Address</u>
Applicant Owner	Dhanda Development Group, 10606 Savoy Circle, Stockton, CA 95209 Sarjiwan Singh, Malvinderpaul Kaur, 10606 Savory Circle, Stockton, CA 95209
Applicant Representative	Tait and Associates, Inc., on behalf of Dhanda Development Group, 11280 Trade Center Drive, Rancho Cordova, CA 95742

City of Modesto Planning Commission

Minutes

April 06, 2026

Being the hour of 6:00 pm, the meeting was called to order by Chairperson Shanks.

I. ROLL CALL

Commissioners Arroyo, Black, Goriel, Grewal, Hauselmann, Russell, and Shanks, present

II. APPROVAL OF MINUTES

It was moved by Commissioner Russell, seconded by Commissioner Grewal, and carried unanimously (7-0) that the minutes of the regular meeting of March 16, 2026, be approved.

It was moved by Commissioner Grewal, seconded by Commissioner Russell, and carried by majority (6-1) that the minutes of the Special Joint City Council Planning Commission meeting of March 18, 2026, be approved. Commissioner Hauselmann abstained due to being excused from the meeting.

III. PUBLIC COMMENT PERIOD

None.

IV. CONFLICT OF INTEREST DECLARATION

None.

V. CONSENT

None.

VI. PUBLIC HEARINGS

Item A Hearing to consider approval of a Vesting Tentative Subdivision Map to split 5.93 acres into 21 single-family residential lots at the property located at 0 Esta Avenue Westwood Professional Services
Contact Info: Vanessa Castro, 577-5267 vcastro@modestogov.com

Motion/Action (Approved)

It was moved by Commissioner Goriel, seconded by Commissioner Hauselmann, and carried unanimously (7-0) (Arroyo, Black, Goriel, Grewal, Hauselmann, Russell, Shanks, ayes; None, noes; None, absent; None, recused) that the Planning Commission continue item to a date uncertain.

Item B Hearing to consider a resolution approving a Tentative Condominium Map to divide an existing 5-suite medical office building into five (5) commercial condominium units. Surveyors Group, INC

Contact Info: Edwin Borquez, 577-5267 eborquez@modestogov.com

Motion/Action (Approved)

It was moved by Commissioner Goriel, seconded by Commissioner Grewal, and carried unanimously (7-0) (Arroyo, Black, Goriel, Grewal, Hauselmann, Russell, Shanks, ayes; None, noes; None, absent; None, recused) that the Planning Commission adopt **Resolution No. 2026-19** A RESOLUTION APPROVING THE TENTATIVE CONDOMINIUM MAP OF PROPERTY LOCATED AT 3609 COFFEE ROAD (SURVEYORS GROUP, INC)

VII. OTHER BUSINESS

None.

VIII. MATTERS TOO LATE FOR THE AGENDA

None.

XI. ADJOURNMENT

The meeting was adjourned at 6:13 pm.

Original, signed copy on file in
CEDD

Michael Hren, AICP, Secretary

 <p>CITY OF MODESTO CALIFORNIA</p>	<p>CITY OF MODESTO</p> <p>COMMITTEE AGENDA REPORT</p>	<p>DATE OF MEETING:</p> <p>April 20, 2026</p>
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Date: March 19, 2026

TO: Chairperson Shanks and Members of the Planning Commission

THROUGH: Jessica Hill, Community and Economic Development Director

FROM: Radha Hayagreev, Principal Planner

SUBJECT: General Plan Amendment with Annexation, 1609-1617 Maze Blvd (APNs 007-040-008, -009)

CEQA: Staff has prepared an Initial Study/Negative Declaration, Environmental Assessment No. EA/C&ED 2024-11. The Initial Study found that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CONTACT: Katharine Martin, Senior Planner, kamartin@modestogov.com, 209-577-5267

APPLICANT: Abdo Mohamad

DESCRIPTION:

Hearing to consider an annexation of approximately 4.9 acres located at the northwest corner of Maze Blvd and Carpenter Road, an amendment to the Land Use Element of the General Plan, and a Pinpoint Plan for the development of approximately 1.7 acres located at 1609-1617 Maze Blvd. (Funding Source: Application Fees)

STRATEGIC PLAN ELEMENT:

The General Plan Amendment, Pinpoint Plan, and Annexation are consistent with the following 2025-2026 Strategic Plan Areas of Focus: Economic Vitality, Retain and attract residential, commercial, and industrial development to meet the community’s needs today and for the next generation. Amending the General Plan will allow for the construction of a new event/cultural center and residential units which, in turn will drive economic vitality.

BACKGROUND:

The Highway 132 Comprehensive Planning District (CPD) is located within the Planned Urbanizing Area of the City and the City’s Sphere of Influence. The CPD is bounded by Kansas Avenue and State Highway CA-132 to the north, Carpenter Road to the east,

The area designated for Residential uses is fully developed with existing single-family residential homes on lots of one acre or less, located along the west side of Carpenter Road south of Modesto Irrigation District Lateral Canal No. 4, and within the Elm Estates Subdivision located on Elm Avenue west of Carpenter Road. The rest of the CPD is designated for Business Park uses, and is predominantly utilized for agricultural operations including orchards, a wholesale nursery, dairy production, and associated rural residential uses.

To date, no development interest has been presented to propose a Specific Plan for development of the CPD. However, there has been developer interest in smaller projects located within the CPD that are contiguous to the City's incorporated area and within vicinity of available City utility services.

On June 19, 2023, the owner of two vacant residential properties located at 1609 and 1617 Maze Boulevard applied for annexation of the two parcels into the City of Modesto to facilitate the development of a new multi-purpose cultural/event center building, with two apartment units and associated off-street parking, as shown in Figure 4, below. As part of the project, the applicant is also requesting an amendment to the General Plan Land Use Element to change the land use designation of the two parcels from Residential (R) to Mixed Use (MU). Since the project site is located within the Highway 132 CPD, a Pinpoint Plan is recommended prior to development.

The project was initially scheduled for the April 7, 2025 Planning Commission hearing; however prior to that hearing date the applicant requested continuance of the item to a date uncertain in order to address concerns by the surrounding neighborhood.

DISCUSSION:

The proposal involves multiple entitlements to facilitate the development of a new 8,106 square foot multi-purpose cultural/event center with two apartment units attached, located on two adjacent lots at 1609-1617 Maze Boulevard, at the northwest corner of Maze Boulevard and N. Carpenter Road. These entitlements and other considerations for the project are discussed below.

Annexation

As part of the project, the annexation of the two properties at 1609-1617 is proposed. Upon the advice of the Stanislaus County Local Agency Formation Commission (LAFCO), the annexation area was expanded to include four existing residential properties to the north, located at 201-225 N. Carpenter Road, to allow for a more complete and holistic annexation area with Canal Lateral No. 4 as the northerly boundary.

The total annexation area is approximately 4.9 acres, for reorganization to the City of Modesto and simultaneous detachment from the Woodland Fire Protection District under the Cortese-Knox-Hertzberg Local Reorganization Act of 2000, California Government Code Section 56000, et seq. The annexation area is located within the Highway 132 Comprehensive Planning District (CPD) of the General Plan. The area to be annexed is

within Stanislaus County, is contiguous to the existing City limits, and is within the Sphere of Influence of the City of Modesto as adopted by LAFCO.

If an application for annexation is approved by the City Council, the proposed event center site would be rezoned as Pre-Specific Plan (P-SP) Zone with development standards and underlying uses/zone as specified by the Pinpoint Plan. If approved by LAFCO, the zoning would be in effect upon acceptance of the annexation by the State's Bureau of Equalization and subsequent recordation of a Certificate of Completion.

If the application for annexation is disapproved by City council, the development proposal as well as the annexation project will be considered null and void from City side. The applicant would have a choice to pursue the project through county planning for future development in that case.

Figure 2: Annexation Area



Plan for Services

A Plan for Services (see attachment 3b) has been prepared pursuant to Government Code Section 56653. The City of Modesto is able to provide all the municipal services needed to the area.

If the annexation is approved by City Council and LAFCO, upon reorganization the site will annex to Modesto’s Sewer District No. 1. Sewer service will be provided to the subject site with extension of an existing 6-inch sewer line in Hillview Drive west and south under

Carpenter Road to the new event center project. The City does not anticipate a substantial demand for service at this site.

Measure A and Measure M

Both Measure A and Measure M are not applicable to this project as there are only two new residential units being developed and no extension of sewer trunk lines is required. Measure A is only applicable with the extension of sewer trunk lines while Measure M is only applicable if there are more than five residential units being developed.

General Plan Amendment

The application for the annexation was made concurrently with an application to amend the Land Use Element of the General Plan. The amendment is to change the designation of 1.71 acres located at 1609 and 1617 Maze Boulevard from Residential (R) to Mixed Use (MU), to allow for the future development of a 8,106 square foot multi-purpose cultural/event center with onsite parking and two residential apartment units of 785 sq. ft. each.

The application was also made concurrently with an application for a Pinpoint Plan to allow for the implementation of development standards for the 1.71-acre multi-purpose cultural/event center and two residential apartment units.

Figure 3: General Plan Amendment Area



Pinpoint Plan

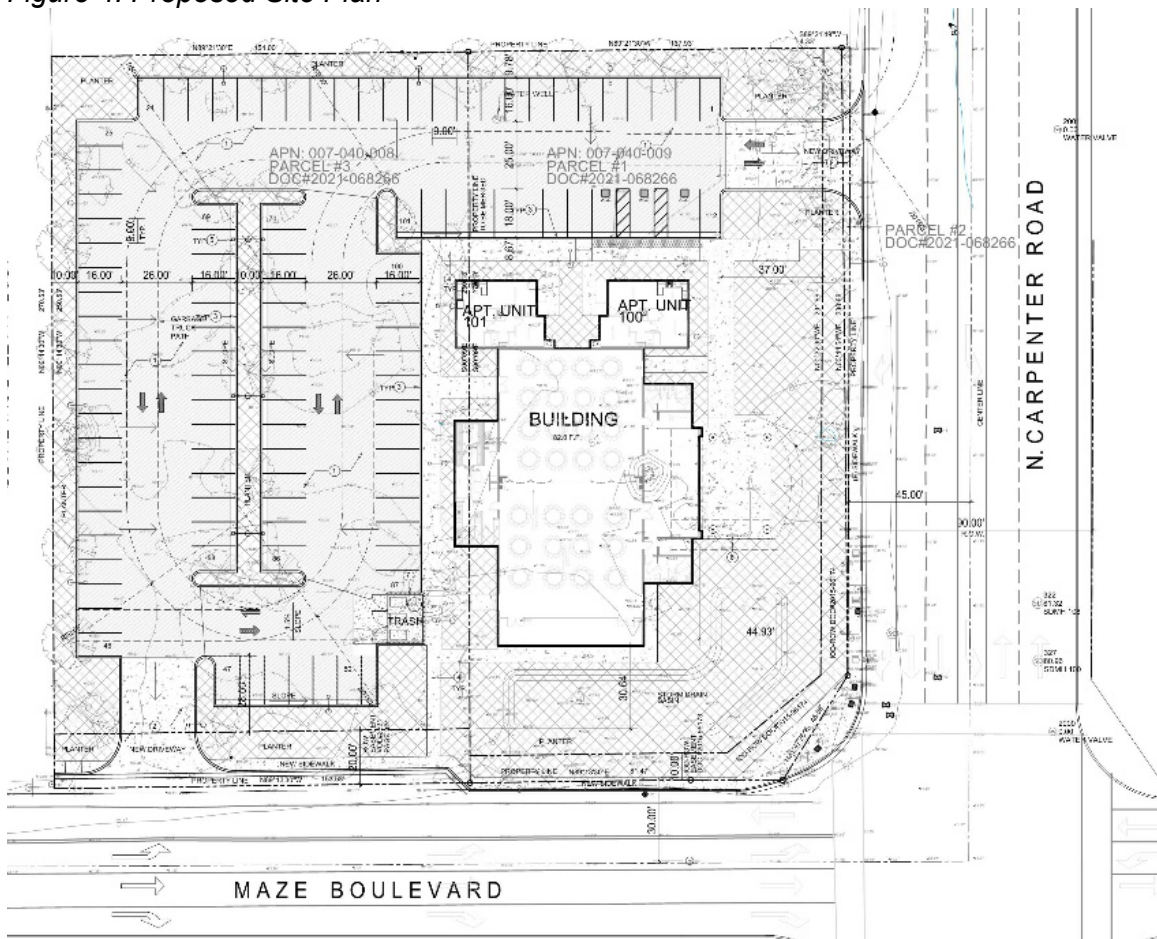
The project area is located within the Highway 132 Comprehensive Planning District (CPD). The policies of the City’s General Plan provide that development within each CPD be implemented with the adoption of Specific Plans, intended to outline the allowable land uses, street circulation and utility services, and development standards of the plan area. Generally, Specific Plan areas are to be at minimum 480 acres or more. However, to facilitate certain smaller commercial development within a CPD where located

contiguous to the City's incorporated area and utility services are available, the Community and Economic Development Department may consider implementation of Specific Plan policy by way of smaller concentrated plan areas, with adherence to the City's adopted Specific Plan Procedures and Preparation Guide. For proposed development within a CPD that is less than ten acres in size, a project-targeted Pinpoint Plan may be proposed, provided that the Plan provides enough detail to satisfy the requirements of the Specific Plan Procedures and Preparation Guide. The proposed Pinpoint Plan would provide for allowable uses, development standards and underlying zoning of the properties. A resolution recommending adoption of a Pinpoint Plan at 1609 and 1617 Maze Boulevard is provided at Attachment 2.

Project Plan

The proposed project is to facilitate development of a new 8,106 square foot multipurpose event/cultural center at 1609-1617 Maze Boulevard, with 121 off-street parking spaces to serve the site. The site plan also includes two new 785 square-foot apartment units to replace two residences that have since been demolished.

Figure 4: Proposed Site Plan



Neighborhood Feedback

The item was originally scheduled for the April 7, 2025 Planning Commission hearing. Prior to the hearing date, staff received concerns from surrounding property owners and nearby schools expressing concerns over noise, traffic and parking impacts. To address these concerns, the item was requested to be continued to a date uncertain and the applicant agreed to further environmental review including a traffic analysis. The Initial Study/Negative Declaration, EA No. C&ED 2024-11, was consequently updated to include the traffic analysis.

The analysis, “Fehr and Peers Maze Carpenter Event Center & Residential Project, Local Transportation Analysis & CEQA Transportation Impact Analysis,” dated December 17, 2025, concludes that with recommended mitigation measures relative to street frontage and site access improvements applied to the proposed project, impacts would be reduced to less than significant. The mitigation measures would ensure that frontage improvements including access in and out of the site would meet City Standards, and be subject to Caltrans review and approval where required. These mitigation measures are included in the Negative Declaration (Attachment 6) and are outlined in the proposed Pinpoint Plan as development standards (included with the draft resolution recommending approval of the Pinpoint Plan, Attachment 2).

Additionally, the site plan would be required to demonstrate the provision of enough off-street parking spaces to serve the use in accordance to the requirements of the Modesto Municipal Code (one parking space per each 50 square feet of dining, assembly and dancing area). As proposed, the floor plan of the event center demonstrates assembly area of 5,300 square feet, requiring 106 parking spaces. The apartment units would require one space each, a total requirement of 108 parking spaces. The site plan proposes a total of 112 parking spaces, exceeding the requirement. Additionally, the developer would be required to install concrete masonry walls where adjacent to existing residential uses with screen landscaping to mitigate noise.

Zoning and Use Conformance

The proposed project is for a development of a multipurpose event/cultural center of 8,106 square feet and 121 off-street parking spaces, building shown at APNs 007-040-008 and -009 and ,as described it the architectural drawings (see Attachment 5), The Pinpoint Plan in Attachment – 2 provides for development standards as set forth in the City’s General Commercial (C-2) zoning designation in Title 10 of the Modesto Municipal Code for the event center, and the Low Density Residential (R-1) Zone for the four existing residential properties to the north of the event center site.

Staff finds that the proposed project meets the requirement of the C-2 for the event center and the existing 750 sq. ft. residential units would be permitted in this parcel because the corner is pre-zoned to MU at the time of annexation.

FISCAL IMPACT:

The project is developer funded. All applicable Capital Facility Fees will be levied at the time of development and requirements to pay such fees are included in the resolution as conditions of approval.

RECOMMENDED PLANNING COMMISSION ACTION:

Staff Recommendations:

Resolution recommending to the City Council adoption of an amendment to the Modesto Urban Area General Plan to change the land use of approximately 1.71 acres from Residential (R) uses to Mixed Uses (MU); and

Resolution recommending to the City Council approval of the Pinpoint Plan for 1609 and 1617 Maze Boulevard for the development of an event center of 8,106 sq. ft. of 112 parking spaces and two new dwelling units, together with an amendment to Section 25-3-8 of the Zoning Map to pre-zone 4.9 acres to Specific Plan (P-SP) Zone for properties located at the northwest corner of Maze Boulevard and N. Carpenter Road, within the Highway 132 Comprehensive Planning District , and

Resolution recommending to the City Council adoption of a Resolution approving the filing of an application to the Stanislaus Local Agency Formation Commission for the Carpenter-Maze Reorganization to the City of Modesto of approximately 4.9 acres located west of Carpenter Road and north of Maze Boulevard for annexation to the City of Modesto and simultaneous detachment from the Woodland Fire Protection District.

Attachments:

1. Planning Commission Resolution 2026-xx (GPA and Exhibit)
2. Planning Commission Resolution 2026-xx (Pinpoint Plan and Prezone and Exhibits)
3. Planning Commission Resolution 2026-xx (Annexation and Plan for Services)
4. CEQA Negative Declaration EA-C&ED 2024-11
5. Planning Commission Minutes, April 7, 2025
6. Financial Interest Disclosure Form
7. Levine Act Form

**PLANNING COMMISSION
RESOLUTION NO. 2026-XX**

**A RESOLUTION RECOMMENDING TO THE CITY COUNCIL
ADOPTION OF AN AMENDMENT TO THE MODESTO URBAN AREA
GENERAL PLAN TO CHANGE THE LAND USE OF APPROXIMATELY
1.71 ACRES FROM RESIDENTIAL (R) USES TO MIXED USES (MU)**

WHEREAS, a General Plan for the City of Modesto entitled “City of Modesto Urban Area General Plan” (UAGP), was adopted by the City Council by Resolution No. 95-409 on August 15, 1995, in accordance with Section 65300 of the Government Code; and

WHEREAS, said General Plan has been amended by Modesto City Council Resolution Nos. 95-584, 96-20, 96-338, 96-639, 97-3, 97-137, 97-158, 98-293, 99-162, 99-564, 2000-303, 2000-633, 2001-47, 2001-476, 2002-154, 2002-526, 2003-101, 2003-122, 2007-066, 2007-599, 2008-142, 2008-583, 2009-419, 2011-253, 2011-254, 2011-436, 2012-430, 2014-17, 2014-422, 2015-262, 2016-34, 2017-21, 2019-109, 2022-101, 2022-193, 2022-449, 2024-022, 2025-164, 2025-211, 2025-247, and 2026-37, copies of which are on file in the office of the City Clerk; and

WHEREAS, Government Code Section 65358 permits the amendment of General Plans by the legislative body; and

WHEREAS, Mr. Abdo Mohamad has filed an application for a General Plan Amendment (File No. GPA-23-002) to amend the Land Use Element of the General Plan to change the land use designation of approximately 1.71 acres from Residential (R) uses to Mixed Uses (MU), properties located at 1609 and

1617 Maze Boulevard, within the Highway 132 Comprehensive Planning District (CPD); and

WHEREAS, said application was made concurrently with a proposed project-targeted Specific Plan (“Pinpoint Plan”) document to allow for the development of an 8,106 square foot multi-purpose cultural/event center and two 785 square foot residential apartment units with associated off-street parking on the properties within the Highway 132 Comprehensive Planning District (CPD) (Project ID SPL24-003); and

WHEREAS, the application was made concurrently with the proposed annexation of the two abovementioned properties together with four existing residential properties to the north located at 201, 209, 217 and 225 North Carpenter Road, a total annexation area of 4.9 acres (Project ID ANX-23-001); and

WHEREAS, on April 7, 2025, the Planning Commission held a duly noticed public hearing in the Tenth Street Place Chambers located at 1010 Tenth Street, Modesto, California, at which hearing prior to presentation of evidence both oral and documentary, the applicant requested a continuance to allow time to address concerns raised by surrounding property owners and interested parties about the project; and

WHEREAS, a public hearing was held by the Planning Commission on April 20, 2026 in the Chambers, 1010 Tenth Street, Modesto, California, at which hearing evidence both oral and documentary was received and considered; and

WHEREAS, the Planning Commission certifies it has received and reviewed the Initial Study/Negative Declaration, Environmental Assessment No. EA/C&ED 2024-11, which found that that although the proposed rezone could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of Modesto that it hereby recommends that the City Council approve the amendment to the Land Use Element of the General Plan to change the designation of 1.71 acres from Residential (R) to Mixed Use (MU), and to find as follows:

1. The proposed General Plan amendment would result in Mixed Use development that would facilitate the development of a new 8,106 square foot event/cultural center with two new 785 square foot residential apartment units, consistent with the allowable commercial and residential uses of the Mixed Use (MU) designation.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Modesto that it hereby recommends to the City Council adoption of the proposed amendment to the Land Use Diagram of the Urban Area General Plan as described in **Exhibit "A," attached** hereto and incorporated herein by reference, subject to the following condition(s):

1. The property owner and developer shall, at their sole expense, defend, indemnify and hold harmless the City of Modesto, its agents, officers, directors and employees, from and against all claims, actions, damages, losses, or expenses of every type and description, including but not limited to payment of attorneys' fees and costs, by reason of, or arising out of, this development approval. The obligation to defend, indemnify and hold harmless shall include but is not limited to any action to arbitrate, attack, review, set aside, void or annul this development approval on any grounds whatsoever. The City of Modesto shall promptly notify the developer of any such claim, action, or proceeding and shall cooperate fully in the defense.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Modesto that it hereby recommends to the City Council the adoption and certification of the Negative Declaration of the project, EA No. C&ED 2024-11.

The foregoing resolution was introduced at the regular meeting of the Planning Commission held on April 20, 2026, by Commissioner _____ who moved its adoption, which motion was seconded by Commissioner _____ and carried by the following vote:

Ayes:

Noes:

Absent:

Recused:

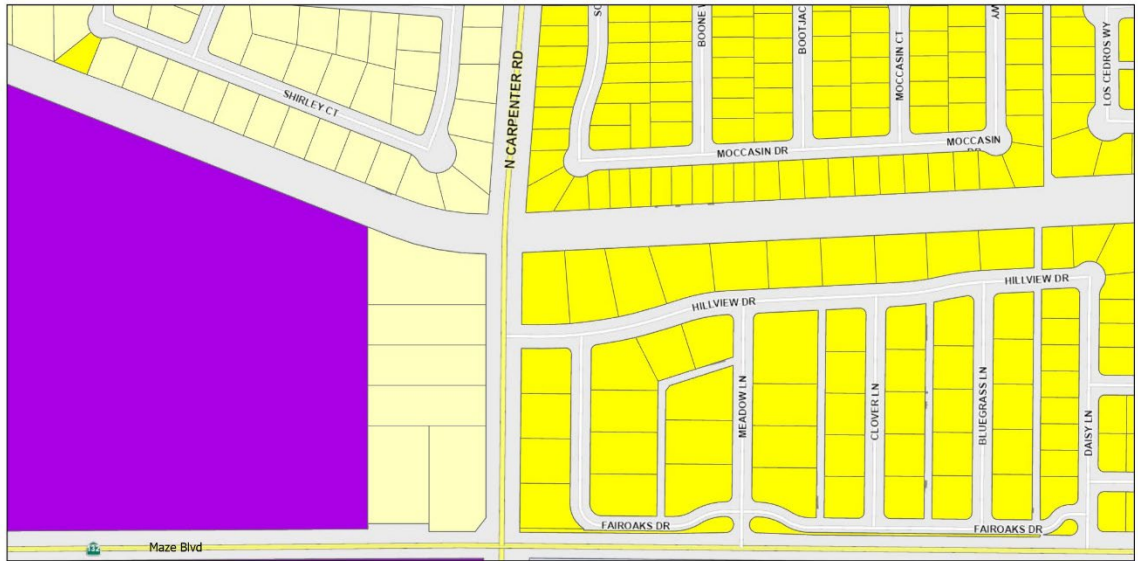
BY ORDER OF THE PLANNING COMMISSION OF THE CITY OF MODESTO.

Original, signed copy on file
C&EDD

Michael Hren, AICP, Secretary

EXHIBIT "A"

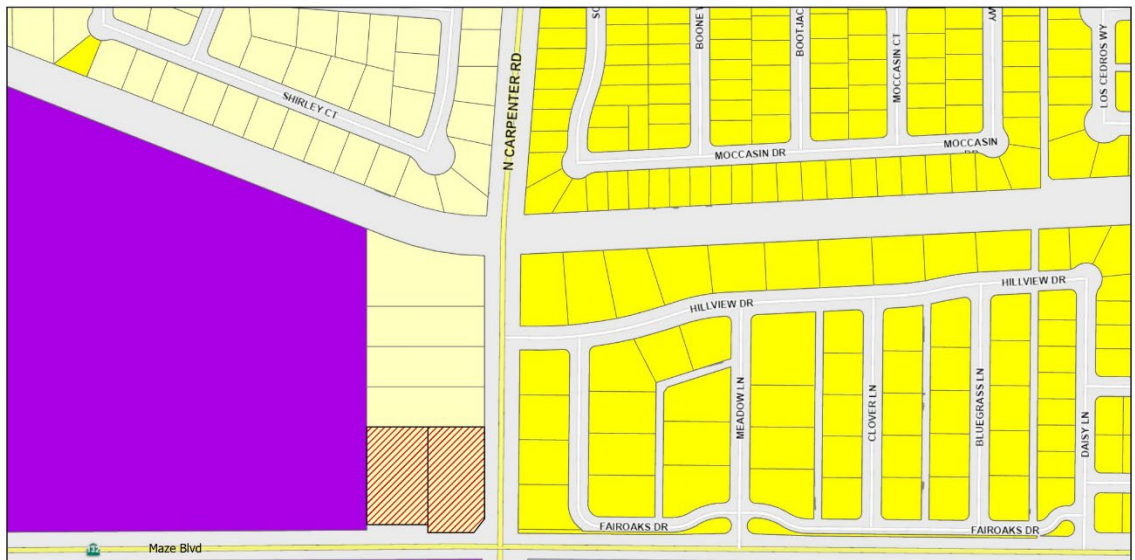
GENERAL PLAN AMENDMENT



Legend

- General Plan Business Park
- City Residential
- General Plan Residential

Existing General Plan Land Use



Legend

- General Plan Business Park
- City Residential
- General Plan Residential
- Amended to Mixed Use

Proposed General Plan Update



**PLANNING COMMISSION
RESOLUTION NO. 2026-XX**

**A RESOLUTION RECOMMENDING TO THE CITY COUNCIL
APPROVAL OF THE PINPOINT PLAN FOR 1609 AND 1617 MAZE
BOULEVARD FOR THE DEVELOPMENT OF AN EVENT CENTER OF
8,106 SQ FT WITH 112 PARKING SPACES AND TWO NEW
DWELLING UNITS, TOGETHER WITH AN AMENDMENT TO SECTION
25-3-8 OF THE ZONING MAP TO PRE-ZONE 4.9 ACRES TO SPECIFIC
PLAN (P-SP) ZONE FOR PROPERTIES LOCATED AT THE
NORTHWEST CORNER OF MAZE BOULEVARD AND N.
CARPENTER ROAD, WITHIN THE HIGHWAY 132 COMPREHENSIVE
PLANNING DISTRICT**

WHEREAS, Government Code Section 65450 et. seq. permits cities and counties to adopt Specific Plans for the systematic implementation of the General Plan and to provide for greater level of detail in planning sites or areas of special interest or value; and

WHEREAS, the Modesto Urban Area General Plan includes a policy that requires the preparation of a comprehensive plan for all Comprehensive Planning Districts (CPD); and

WHEREAS, the Modesto Urban Area General Plan allows the implementation of a comprehensive plan through specific plans, as defined by Government Code Section 65450 et. seq.; and

WHEREAS, to facilitate certain smaller commercial development within a CPD where located contiguous to the City's incorporated area and utility services are available, the Community and Economic Development Department may consider implementation of a policy by way of smaller focused plan areas, with adherence to the City's adopted Specific Plan Procedures and Preparation Guide; and

WHEREAS, for proposed development within a CPD that is less than ten acres in size, a project-targeted “Pinpoint Plan” may be proposed, provided that the Plan provides enough detail to satisfy the requirements of the City’s Specific Plan Procedures and Preparation Guide; and

WHEREAS, Mr. Abdo Mohamad proposes a Pinpoint Plan for 1609 and 1617 Maze Blvd, for the site plan and utility plan of a proposed 8,106 square foot event/cultural center and two residential apartment units of 785 sf each, within the southeast corner of the Highway 132 Comprehensive Planning District (Highway 132 CPD), said Pinpoint Plan also including four existing residential properties to the north, at 201, 209, 217 and 225 N. Carpenter Road; as described in **Exhibit “A”**, **attached** hereto and by this reference incorporated herein; and;

WHEREAS, the proposed Pinpoint Plan application was made concurrently with the proposed amendment of the Land Use Diagram of the General Plan to amend the land use of 1609 and 1617 Maze Blvd. from Residential (R) to Mixed Use (MU) (Project ID GPA-23-002), and the proposed annexation of the two abovementioned properties together with the four existing residential properties to the north located at 201, 209, 217 and 225 North Carpenter Road, a total annexation area of 4.9 acres (Project ID ANX-23-001); and

WHEREAS, the proposed event/cultural center is contingent upon first securing approval of the proposed General Plan Amendment to change the land use designation of the project site from Residential (R) to Mixed Uses (MU), with

concurrent adoption of the project-targeted Pinpoint Plan, and finalization of the area's annexation; and

WHEREAS, to facilitate the abovementioned Pinpoint Plan and annexation, an amendment to Section 25-3-8 of the Zoning Map is required to prezone the area of the Pinpoint Plan ("Properties") to Prezone Specific Plan (P-SP) properties located at the northwest corner of Maze Boulevard and N. Carpenter Road as described in **Exhibit "B", attached** hereto and by this reference incorporated herein; and

WHEREAS, an Initial Study/Mitigated Negative Declaration, Environmental Assessment No. EA/C&ED No. 2024-11, has been prepared by the City of Modesto that analyzed the proposed project, and the Planning Commission has determined that, on the basis of the whole record before it, found that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required; and

WHEREAS, on April 7, 2025, the Planning Commission held a duly noticed public hearing in the Tenth Street Place Chambers located at 1010 Tenth Street, Modesto, California, at which hearing prior to presentation of evidence both oral and documentary, the applicant requested a continuance to allow time

to address concerns raised by surrounding property owners and interested parties about the project; and

WHEREAS, as a result of said concerns the project Initial Study/Negative Declaration, Environmental Assessment No. EA/C&ED 2024-11 was updated to include a traffic analysis, Fehr & Peers Maze Carpenter Event Center & Residential Project, Local Transportation Analysis & CEQA Impact Analysis, dated December 17, 2025, which recommended the addition of mitigation measures for the project related to project frontage and access improvements; and

WHEREAS, said mitigation measures are incorporated into the Pinpoint Plan for the project, as described in **Exhibit “A”**, **attached** hereto and by this reference incorporated herein; and;

WHEREAS, a public hearing was held by the Planning Commission on April 20, 2026 in the Chambers, 1010 Tenth Street, Modesto, California, at which hearing evidence both oral and documentary was received and considered; and

WHEREAS, the Planning Commission certifies it has received and reviewed the Initial Study/Negative Declaration, Environmental Assessment No. EA/C&ED 2024-11, prepared by the City of Modesto that analyzed the proposed General Plan Amendment, Pinpoint Plan, and Annexation, and the Planning Commission has determined that, on the basis of the whole record before it, there is no substantial evidence that the project will have a significant effect on the environment and that the Negative Declaration should be adopted by the City Council.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission that it hereby finds and determines as follows:

- 1. The proposed Pinpoint Plan and associated prezone is consistent with the Modesto Urban Area General Plan as amended by the proposed amendment to the General Plan, because:
 - a. The proposed Pinpoint Plan as described in **Exhibit “A”**, **attached** hereto and by this reference incorporated herein, complies with the requirement to prepare a comprehensive plan for Comprehensive Planning Districts; and
 - b. The proposed development of the event/cultural center within the Pinpoint Plan is consistent with the General Plan Land Use designation of Mixed Use (as amended) allowing for the development of mixed uses including the event/cultural center and two residential units in accordance to the Pinpoint Plan; and
 - c. The location of the Properties for prezone to Prezone Specific Plan (P-SP) as described in **Exhibit “B”**, **attached** hereto and by this reference incorporated herein, being immediately adjacent to the existing City limits and within the Sphere of Influence is consistent with Urban Growth Policy II.C.1.b., which states “Urban development should be kept as contiguous as possible in order to avoid premature urbanization of valuable farm land, foster resident convenience, and provide for economy in City services.”

BE IT FURTHER RESOLVED by the Planning Commission of the City of Modesto that it hereby recommends to the City Council adoption of the Pinpoint Plan on file in the office of the Community and Economic Development Department and incorporated herein by reference, subject to the following condition(s):

- 1. The property owner and developer shall, at their sole expense, defend, indemnify and hold harmless the City of Modesto, its agents, officers, directors and employees, from and against all claims, actions, damages, losses, or expenses of every type and description, including but not limited to payment of attorneys’ fees and costs, by reason of, or arising out of, this development approval. The obligation to defend, indemnify and hold harmless

shall include but is not limited to any action to arbitrate, attack, review, set aside, void or annul this development approval on any grounds whatsoever. The City of Modesto shall promptly notify the developer of any such claim, action, or proceeding and shall cooperate fully in the defense.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Modesto that it hereby recommends to the City Council adoption of an Ordinance to prezone the subject properties to Prezone Specific Plan (P-SP), properties as described in **Exhibit “B” attached** hereto and incorporated herein by reference.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Modesto that it hereby recommends to the City Council the adoption and certification of the Negative Declaration of the project, EA No. C&ED 2024-11.

The foregoing resolution was introduced at the regular meeting of the Planning Commission held on April 20, 2026, by _____, who moved its adoption, which motion was seconded by _____ and carried by the following vote:

Ayes:
Noes:
Absent:
Recused:

BY ORDER OF THE PLANNING COMMISSION OF THE CITY OF MODESTO.

Original, signed copy on file in
CEDD

Michael Hren, AICP Secretary

City of Modesto

Pinpoint Plan for 1609 & 1617 Maze Boulevard

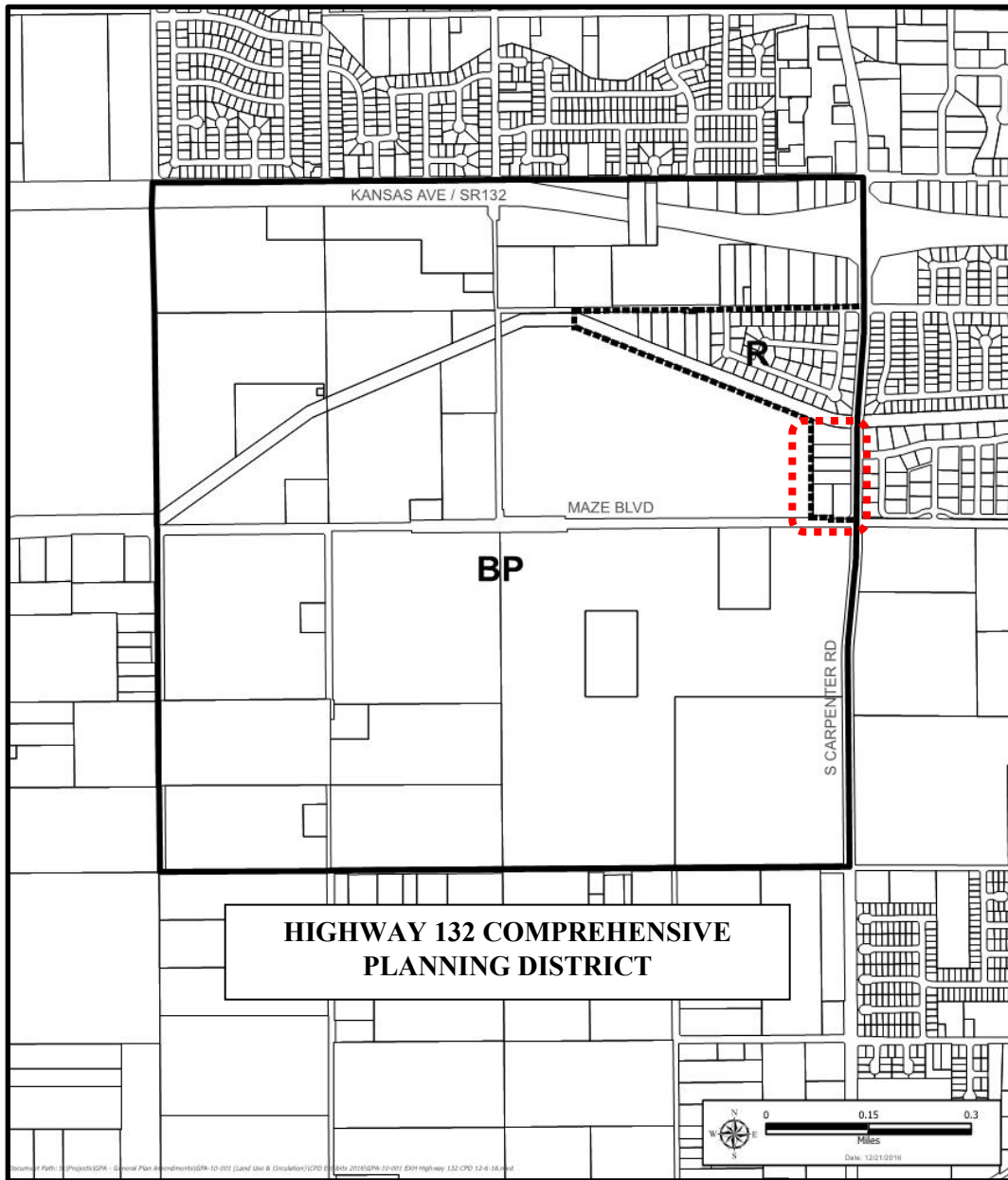


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Summary

Pinpoint Plan Purpose and Intent:

Under California Government Code Section 65450 et. Seq., Cities and Counties may use Specific Plans to develop policies, programs and regulations to implement the jurisdiction's General Plan for specified areas. The City of Modesto Urban Area General Plan identifies a total of 21 Comprehensive Planning Districts (CPD) in the Planned Urbanizing Area of the City with land use and development policies assigned to each.

The policies of the City's General Plan provides that development within each CPD be implemented with the adoption of Specific Plan areas, intended to outline the allowable uses, street circulation and utility services, and development standards of the plan area. Generally, Specific Plan areas are to be at minimum 480 acres or more. However, to facilitate certain smaller commercial development within a CPD where located contiguous to the City's incorporated area and available utility services, the Community and Economic Development Department may consider implementation of Specific Plan policy by way of smaller concentrated plan areas, with adherence to the City's adopted Specific Plan Procedures and Preparation Guide. For proposed development within a CPD that is less than ten acres in size, a project-targeted Specific Plan ("Pinpoint Plan") may be proposed, provided that the Plan provides enough detail to satisfy the requirements of the Specific Plan Procedures and Preparation Guide.

Project Background:

The Highway 132 Comprehensive Planning District (Highway 132 CPD) is located within the Planned Urbanizing Area of the City and the City's Sphere of Influence. The CPD is bounded by Kansas Avenue and State Highway CA-132 to the north, Carpenter Road to the east, Maze Boulevard to the south, and Nebraska Avenue to the west. The CPD is 660 acres, of which approximately 30 acres is designated for Residential (R) uses and 630 acres designated for Business Park (BP) uses. The area designated for Residential uses is fully developed with existing single-family residential homes on lots of one acre or less, located along the west side of Carpenter Road south of Modesto Irrigation District Lateral Canal No. 4, and within the Elm Estates Subdivision located on Elm Avenue west of Carpenter Road. The rest of the CPD is designated for Business Park uses, and is predominantly utilized for agricultural operations including orchards, a wholesale nursery, dairy production, and associated rural residential uses.

To date, no development interest has been presented to propose a Specific Plan for development of the CPD. However, there has been developer interest in smaller projects located within the CPD that are contiguous to the City's incorporated area and within vicinity of available City utility services.

On June 19, 2023, the owner of two vacant residential properties located at 1609 and 1617 Maze Boulevard applied for annexation of the two parcels into the City of Modesto to facilitate the development of a new multi-purpose cultural/event center building and associated off-street parking. As part of the project, the applicant is also requesting an amendment to the General Plan Land Use Element to change the land use designation of the two parcels from Residential (R) to Mixed Use (MU). Since the project site is located within the Highway 132 CPD, a Specific Plan is required prior to development, per General Plan polices cited above.

Project Description

The proposed project is to develop two vacant residential parcels located at 1609 and 1617 Maze Boulevard into a new 8,106 square foot multi-purpose event/cultural center, with associated off-street parking. The project involves the following entitlements:

- General Plan Amendment: amend land use of 1.71 acres from Residential to Mixed Use;
- Adoption of a project-targeted Specific Plan (“Pinpoint Plan”), per General Plan policies requiring adoption of a Specific Plan within a CPD prior to development;
- Annexation of the two properties into the City of Modesto, together with the annexation of four existing residential properties to the north of the project site, located at 201, 205, 217 and 225 N. Carpenter Road, totaling 4.9 acres;
- Administrative Development Plan Review of the proposed event/cultural center, if all other entitlements are approved and the properties are annexed to the City.

As part of the annexation area, the four existing residential parcels located on Carpenter Road between the project site and MID Lateral Canal No. 4 are also proposed for annexation. No development is proposed for those parcels. The parcels will retain the current Residential land use designation as stated in the General Plan.

As part of the annexation process, the two parcels of the event/cultural center site will be pre-zoned as P-SP (Specific Plan), with allowable uses intended to facilitate development of the event/cultural center at 1609-1617 Maze Boulevard as provided by the Pinpoint Plan. The four existing residential parcels will be pre-zoned as P-SP Zone, allowing for uses as provided in the Low Density Residential (R-1) Zone. If the annexation is approved and recorded, the pre-zone designation will go into full effect.

Following annexation, the two parcels of the project site are to be merged to allow for development of a new 8,106 square foot event/cultural center and associated off-street parking. The project will also include the development of two new residential apartment units of 785 square feet each, intended to replace two residential dwellings once situated on the parcels but since demolished.

The development will provide for a total of 112 parking spaces, ensuring adequate support for the two apartment units and the event center. The proposed event/cultural center is contingent upon first securing approval of the proposed General Plan amendment to change the land use designation of the project site from Residential (R) to Mixed Uses (MU), with concurrent adoption of the project-targeted Specific Plan (“Pinpoint Plan”), and finalization of the area’s annexation.

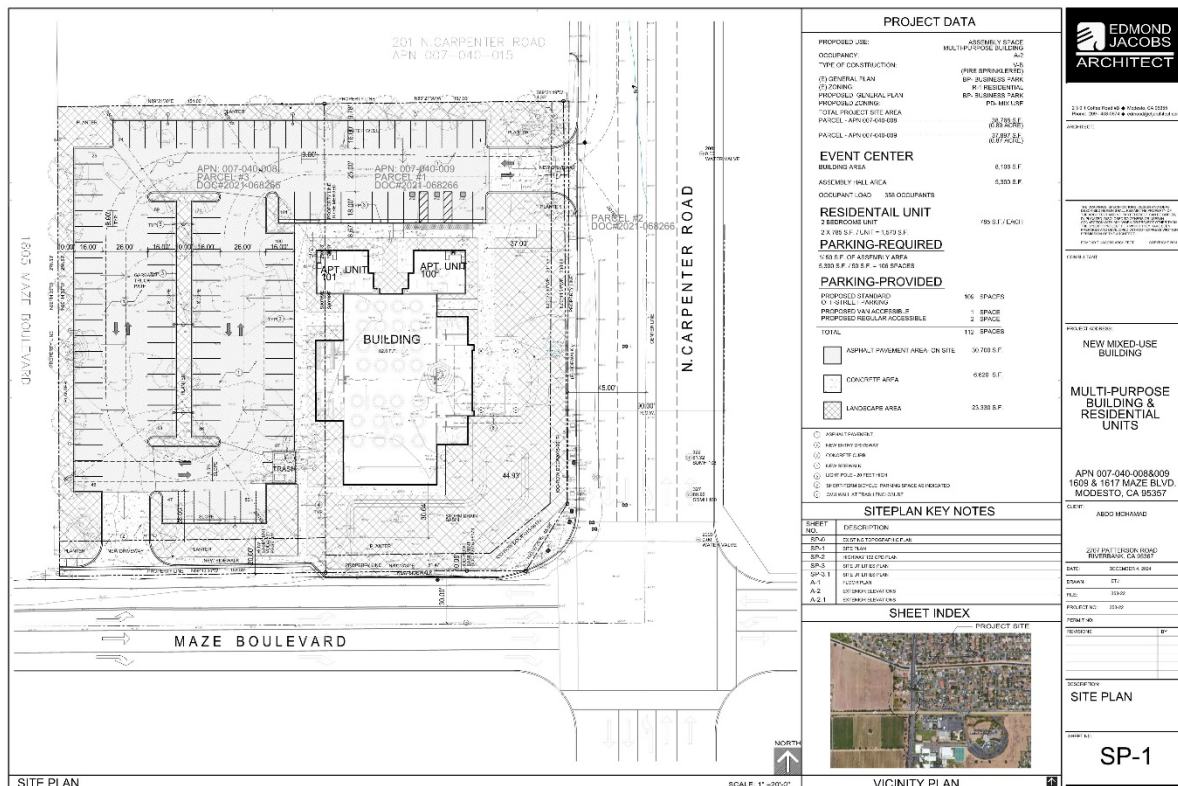
Senate Bill 330 Compliance

The project would be in compliance with SB330 as they are adding two new apartment dwelling units to replace two homes that were demolished prior to application submittal. The new zoning of P-SP allowing for commercial and residential uses will have equal to or greater residential density than the current zoning of General Ag within the County.

Agricultural Land

Per the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) all parcels of the annexation area are designated as "Urban and Built-Up Land". No portions of the annexation area are designated as Prime Farmland or Farmland of Statewide Importance, nor are under a Williamson Act contract.

Description and map of project land (Legal Description and location)



SPL-24-003
 AREA PLAN

Order Number: 3710122-01117

Escrow Number:

Page Number: 8

LEGAL DESCRIPTION

The land referred to is situated in the Unincorporated Area of the County of Stanislaus, State of California, and is described as follows:

PARCEL ONE:

All that portion of Lot 17 of Maze Ranch Subdivision, according to the Official Map thereof, filed in the office of the Recorder of Stanislaus County, California, on March 19, 1909 in Vol. 4 of Maps, at Page 18, described as follows:

COMMENCING at the Southeast corner of Lot 17; thence North 80° 45' 30" West along the South line of Lot 17 and along the South line of Section 30, Township 3 South, Range 9 East, Mount Diablo Base and Meridian, 132.00 feet to the Southwest corner of said Section 30; thence continuing along the South line of Lot 17 and along the South line of Section 25, Township 3 South, Range 8 East, Mount Diablo Base and Meridian, a distance of 235.00 feet, thence North 0° 14' 30" West 30 feet to a point on the North line of Maze Boulevard, thence North 80° 13' 30" East along the North line of Maze Boulevard, 153.53 feet to the true point of beginning of this description, thence continuing along the North line of Maze Boulevard, North 89° 13' 30" East, 81.47 feet and South 89° 45' 30" East, 58.38 feet; thence North 0° 32' 30" West 270.84 feet; thence South 89° 21' 30" West. 137.93 feet; thence South 0° 09' East 270.18 feet to the true point of beginning of this description.

EXCEPTING THEREFROM that portion thereof conveyed to the County of Stanislaus, State of California, by Deed recorded May 4, 1962 in Vol. 1764 of Official Records, at Page 348, as Instrument No. 17377.

PARCEL TWO:

A Parcel of land situated in Section 30, Township 3 South, Range 9 East, Mount Diablo Base and Meridian. COMMENCING at the Southwest corner of said Section 30, thence North 0° 48' 11" West along the West line of said Section, a distance of 30 feet; thence South 89° 45' 11" East along the North line of Maze Boulevard, a distance of 58.38 feet to the Southeast corner of the U.D. Ciccarelli, et ux, property as per Deed recorded February 13, 1958 in Vol. 1467 of Official Records, at Page 467, Stanislaus County Records; thence North 0° 32' 11" West, along the East line of said property 38.85 feet to the point of beginning; thence North 45° 14' 52" East, 1.63 feet, thence North 0° 14' 54" East along a line 90 feet West of and parallel to the West line of the Hillview Acres Subdivision as per map recorded in Vol. 19 of Maps, at Page 14, Stanislaus County Records, a distance of 230.88 feet; thence South 89° 21' 49" West along the Eastward projection of the North line of the aforesaid Ciccarelli property, a distance of 4.33 feet to the Northeast corner of said property; thence South 0° 32' 11" East, along the East line of said property, 231.99 feet to the point of beginning.

PARCEL THREE:

All that portion of Lot 17 Maze Ranch Subdivision, as per Map filed March 19, 1909 in Vol. 4 of Maps, page 18, Stanislaus County Records, described as follows:

Commencing at the Southeast corner of Lot 17; thence North 89° 45' 30" West along the South line of Lot 17 and along the South line of Section 30, Township 3 South, Range 9 East, Mount Diablo Base and Meridian, 132.00 feet to the Southwest corner of said Section 30; thence continuing along the South line of Lot 17 and along the South line of Section 25, Township 3 South, Range 8 East, a distance of 235.00 feet; thence North 0° 14' 30" West 30.00 feet in a point on the North line of Maze

Cypress Title Corporation

Order Number: 3710122-01117

Escrow Number:

Page Number: 9

Boulevard and the true point of beginning of this description; thence continuing North 0° 14' 30" West 270.53 feet; thence North 89° 21' 30" East 154.00 feet; thence South 0° 09' East 270.18 feet; thence South 89° 13' 30" West along the North line of Maze Boulevard, a distance of 153.53 feet to the true point of beginning of this description.

EXCEPTING THEREFROM that portion thereof conveyed to the County of Stanislaus, State of California, by Deed recorded February 7, 1973 in Vol. 2531 of Official Records, at Page 324.

APN: 007-040-008 & 007-040-009

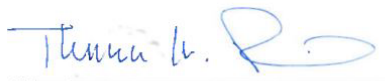
Cypress Title Corporation

**LEGAL DESCRIPTION
CITY OF MODESTO ANNEXATION**

All that portion of Lot 17 of the Maze Ranch Subdivision, according to the Official Map thereof, filed in the Office of the Recorder of Stanislaus County, State of California, on March 19, 1904 in Volume 4 of Maps, at Page 18, and lying in Section 30, Township 3 South, Range 9 East and Section 25, Township 3 South, Range 8 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the Southeast corner of said Lot 17; thence North 89° 45' 30" West along the South line of said Lot 17 and the South line of said Section 30, a distance 132.00 feet to the Southwest corner of said Section 30; thence along the South line of said Lot 17 and along the South line of said Section 25, a distance of 235.00 feet; thence North 00° 14' 30" West, 30.00 feet to a point on the North line of Maze Boulevard and the **TRUE POINT OF BEGINNING** of this description; thence continuing North 00° 14' 30" West, 768.08 feet to the South line of Lateral No. 4 of the Modesto Irrigation District; thence Southeasterly along the South line of said M.I.D. Lateral No. 4 to a point on the West line of 90-foot wide Carpenter Road, as conveyed to the County of Stanislaus, State of California by Deed recorded November 6, 1961, in Volume 1719 of Official Records, at Page 51, as Instrument No. 36537; thence South along the West line of said Carpenter Road, 429.56 feet to the Northeast corner of the property conveyed to Margaret Maier and Henry Maier, wife and husband by deed recorded November 17, 1949 in Volume 980 of Official Records, at Page 563; thence continuing along the Westerly 90-foot wide right-of-way of Carpenter Road, South 00° 14' 35" West, 230.88 feet; thence departing said 90.0-foot right-of-way line South 45° 14' 33" West, 1.63 feet; thence South 31° 47' 07" West, 33.85 feet to a point lying 40.00 feet North of the South line of said Section 30; thence North 89° 45' 30" West parallel with and 40.00 feet North of said South line of Section 30, 40.23 feet to a point on the West line of said Section 30; thence North 89° 45' 30" West, parallel with and 40.00 feet North of South line of said Section 25, 235.00 feet to the **POINT OF BEGINNING**.

EXCEPTING THEREFROM that portion of thereof conveyed to the County of Stanislaus, State of California, by Deed recorded February 7, 1973 in Volume 2531 of Official Records, at Page 324.



Thomas Price, PLS
10/4/2024



Event Center Project Site Context

The annexation area is located within the Highway 132 Comprehensive Planning District (CPD) of the General Plan, which allows for Residential uses at the location of the proposed event center and Residential uses at the four residential properties to be annexed with the project area.

The current site of the proposed event center consists of two parcels. The parcel further west (APN: 007-040-008) is a total of 37,644 square feet while the eastern parcel (APN: 007-040-009) is a total of 37,278 square feet. Both parcels are currently vacant. This development will not have any significant impact to the four adjacent residential parcels to the north.



Residential Annexed Parcels

The four adjacent existing residential parcels to the north of the event center site will be pre-zoned as P-SP Zone, allowing for uses as provided in the Low Density Residential (R-1) Zone. These four parcels are currently developed with single-family dwellings and are an estimated combined three acres. If the annexation is approved and recorded, the pre-zone designation will go into full effect.



Allowable Uses and Development Standards

The parcels at 1609 and 1617 Maze Boulevard are to be developed with new 8,106 square foot event/cultural center and associated off-street parking. The project will also include the development of two new residential apartment units of 785 square feet each, intended to replace two residential dwellings once situated on the parcels but since demolished. One space per fifty (50) square feet of floor area is required for dancing, assembly, dining and bar area

The development will provide for a total of 112 parking spaces, ensuring adequate support for the two apartment units and the event center. The proposed event/cultural center is contingent upon first securing approval of the proposed General Plan amendment to change the land use designation of the project site from Residential (R) to Mixed Uses (MU), with concurrent adoption of the project-targeted Specific Plan (“Pinpoint Plan”), and finalization of the area’s annexation. Land use and development standards shall be as set forth in the City’s General Commercial (C-2) zoning designation contained in Title 10 of the Modesto Municipal Code.

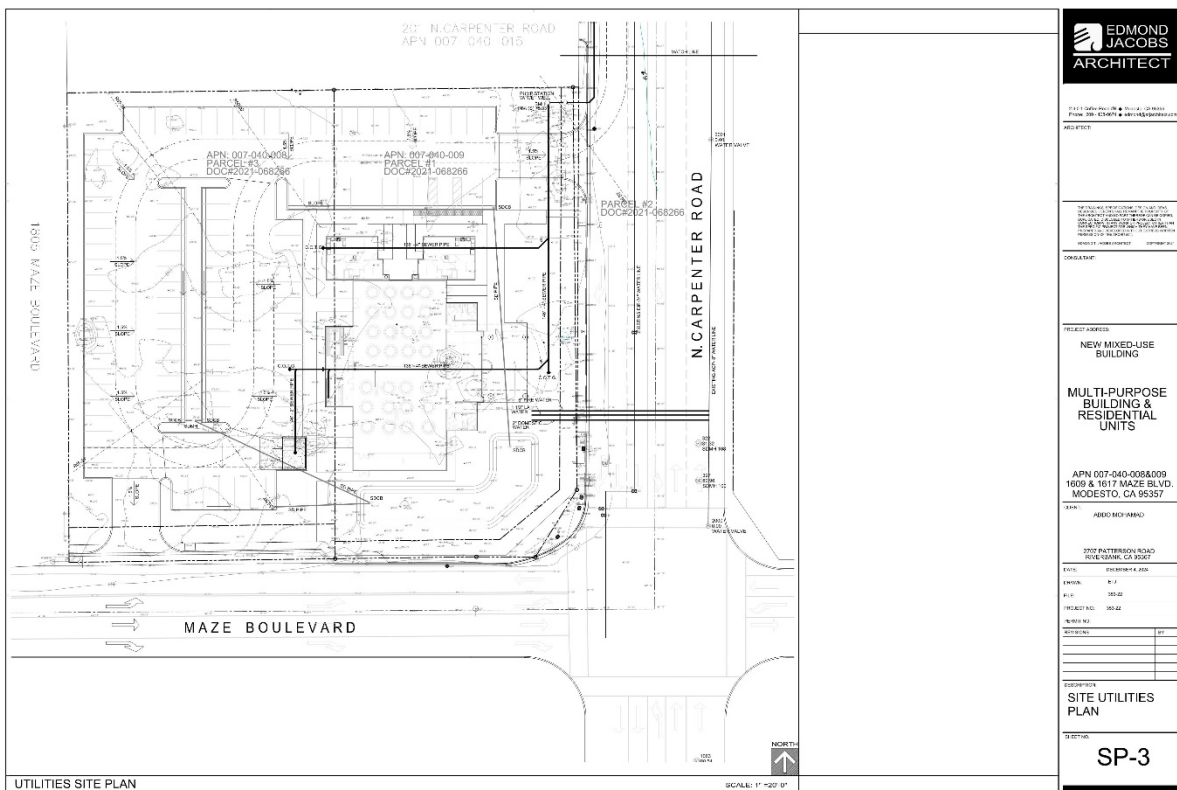
The project will also implement development standards and conditions as recommended by the project Initial Study/Negative Declaration, EA No. 2024-11:

- The developer shall provide minimum 10-ft wide sidewalks along the Maze Boulevard and Carpenter Road frontages. Associated curb ramps shall be designed to City of Modesto Standards.
- The project applicant shall design the Maze Boulevard driveway intersection in accordance with applicable Caltrans, City of Modesto, and/or Stanislaus County standards to ensure adequate lane configurations, traffic controls, and corner sight distances. In addition, the applicant shall coordinate with Caltrans, the City of Modesto, and/or Stanislaus County to reduce the posted speed limit to 35 miles per hour or lower along Maze Boulevard in the vicinity of the project site. Improvements to support a reduced speed limit may include but are not limited to: new speed limit signage, dynamic speed feedback sign(s), advance driveway warning sign(s), roadway restriping, dedicated eastbound Maze Boulevard left-turn lane width adequate deceleration length, and improved street lighting. Furthermore, “Keep Clear” striping shall be installed along eastbound Maze Boulevard in front of the project driveway.
- The project applicant shall design, construct, and maintain the Carpenter Road driveway intersection in accordance with all applicable City of Modesto Standards to ensure adequate lane configurations, traffic controls, and corner sight distance. The driveway design shall include a raised median to prohibit inbound and outbound left-turn movements, “One Way” signage on the median, “Right Turn Only” signage at the project driveway, and “Keep Clear” pavement striping on southbound Carpenter Road in front of the project driveway.
- Site plan shall demonstrate and maintain landscaping adjacent to the project driveways to preserve required sight distance. Shrubs shall not exceed two and one-half feet in height, and tree canopies shall be maintained at a minimum of six feet above grade. Any monument signage proposed near the project driveway shall be located and designed so as not to interfere with required sight distance for vehicles entering or exiting the site.
- Site plan shall demonstrate one aerial fire access road with a minimum 26-foot clear width, located within 15 to 30 feet from a building face that is greater than 30 feet in height. Alternatively, equip the building with automatic sprinkler system and provide an enclosed stairway with roof access. Or confirm with the Fire Department that the proposed aerial fire access road is acceptable.

The four existing residential properties to the north of the event center site shall have land uses and development standards as set forth in the City’s Low Density Residential (R-1) Zone also contained in Title 10 of the MMC.

Utility Plan

Utility connections shall be provided by the City with extension of water and sewer services to the event center site from existing lines under Hillview Drive. The four existing residential properties to the north shall connect to City sewer services once such services become available through extensions along Carpenter Road. Upon annexation, these properties shall connect to sewer services within five years of the availability of the sewer service.



Surrounding uses

Parcel(s) to the north are zoned in the General Plan as Residential (R). Lots are currently occupied by single family dwelling units.

Parcel(s) to the east are zoned, Low Density Residential (R-1). Lots are currently occupied by residential units.

Parcel to the west is zoned in the General Plan as Business Park (BP) and is currently agricultural land.

Parcel to the south is zoned in the General Plan as Business Park (BP) and is currently agricultural land.

Parks

No park is required or proposed as part of this project. The nearest parks are Charles M Sharp Park and Mark Twain Park which are both approximately 3,000 feet away from the annexation site.

Schools

The project involves the development of only two residential units, a scale that is not substantial enough to have significant impact on the local school districts. The nearest school is St. Stanislaus Parish School, approximately 500 feet away from the project location. The proposed project will utilize existing school facilities.

Electricity and Telecommunications

The proposed 1609-1617 Maze Boulevard Project will require the relocation of existing PG&E gas service facilities.

The project specific annual criteria pollutant emissions from construction and operation are not expected to exceed any of the significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI).

The District's Electric Engineering Department has no objections to the amendment & annexation of the property on 1609-1617 Maze Blvd at this time.

EXHIBIT "B"
PINPOINT PLAN
DESCRIPTION

All that portion of Lot 17 of the Maze Ranch Subdivision, according to the Official Map thereof, filed in the Office of the Recorder of Stanislaus County, State of California, on March 19, 1904 in Volume 4 of Maps, at Page 18, and lying in Section 30, Township 3 South, Range 9 East and Section 25, Township 3 South, Range 8 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the Southeast corner of said Lot 17; thence North 89° 45' 30" West along the South line of said Lot 17 and the South line of said Section 30, a distance 132.00 feet to the Southwest corner of said Section 30; thence along the South line of said Lot 17 and along the South line of said Section 25, a distance of 235.00 feet; thence North 00° 14' 30" West, 30.00 feet to a point on the North line of Maze Boulevard and the TRUE POINT OF BEGINNING of this description; thence continuing North 00° 14' 30" West, 768.08 feet to the South line of Lateral No. 4 of the Modesto Irrigation District; thence Southeasterly along the South line of said M.I.D. Lateral No. 4 to a point on the West line of 90-foot wide Carpenter Road, as conveyed to the County of Stanislaus, State of California by Deed recorded November 6, 1961, in Volume 1719 of Official Records, at Page 51, as Instrument No. 36537; thence South along the West line of said Carpenter Road, 429.56 feet to the Northeast corner of the property conveyed to Margaret Maier and Henry Maier, wife and husband by deed recorded November 17, 1949 in Volume 980 of Official Records, at Page 563; thence continuing along the Westerly 90-foot wide right-of-way of Carpenter Road, South 00° 14' 35" West, 230.88 feet; thence departing said 90.0-foot right-of-way line South 45° 14' 33" West, 1.63 feet; thence South 31° 47' 07" West, 33.85 feet to a point lying 40.00 feet North of the South line of said Section 30; thence North 89° 45' 30" West parallel with and 40.00 feet North of said South line of Section 30, 40.23 feet to a point on the West line of said Section 30; thence North 89° 45' 30" West, parallel with and 40.00 feet North of South line of said Section 25, 235.00 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM that portion of thereof conveyed to the County of Stanislaus, State of California, by Deed recorded February 7, 1973 in Volume 2531 of Official Records, at Page 324.

Also including the land referred to is situated in the Unincorporated Area of the County of Stanislaus, State of California, and is described as follows:

PARCEL ONE:

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South line of Lot 17 and along the South line of Section 25, Township 3 South, Range 8 East, Mount Diablo Base and Meridian, a distance of 235.00 feet, thence North 0° 14' 30" West 30 feet to a point on the North line of Maze Boulevard, thence North 80° 13' 30" East along the North line of Maze Boulevard, 153.53 feet to the true point of beginning of this description, thence continuing along the North line of blaze Boulevard, North 89° 13' 30" East, 81.47 feet and South 89° 45' 30" East, 58.38 feet; thence North 0° 32' 30" West 270.84 feet; thence South 89° 21' 30" West. 137.93 feet; thence South 0° 09' East 270.18 feet to the true point of beginning of this description.

EXCEPTING THEREFROM that portion thereof conveyed to the County of Stanislaus, State of California, by Deed recorded Play 4, 1962 in Vol. 1764 of Official Records, at Page 348, as Instrument No. 17377.

PARCEL TWO:

A Parcel of land situated in Section 30, Township 3 South, Range 9 East, Mount Diablo Base and Meridian. COMMENCING at the Southwest corner of said Section 30, thence North 0° 48' 11" West along the West line of said Section, a distance of 30 feet; thence South 89° 45' 11" East along the North line of Maze Boulevard, a distance of 58.38 feet to the Southeast corner of the U.D. Ciccarelli, et ux, property as per Deed recorded February 13, 1958 in Vol. 1467 of Official Records, at Page 467, Stanislaus County Records; thence North 0° 32' 11" West, along the East line of said property 38.85 feet to the point of beginning; thence North 45° 14' 52" East, 1.63 feet, thence North 0° 14' 54" East along a line 90 feet West of and parallel to the West line of the Hillview Acres Subdivision as per map recorded in Vol. 19 of Maps, at Page 14, Stanislaus County Records, a distance of 230.88 feet; thence South 89° 21' 49" West along the Eastward projection of the North line of the aforesaid Ciccarelli property, a distance of 4.33 feet to the Northeast corner of said property; thence South 0° 32' 11" East, along the East line of said property, 231.99 feet to the point of beginning.

PARCEL THREE:

All that portion of Lot 17 Maze Ranch Subdivision, as per Map filed March 19, 1909 in Vol. 4 of flaps, page 18, Stanislaus County Records, described as follows:

Commencing at the Southeast corner of Lot 17; thence North 89° 45' 30" West along the South line of Lot 17 and along the South line of Section 30, Township 3 South, Range 9 East, Mount Diablo Base and Meridian, 132.00 feet to the Southwest corner of said Section 30; thence continuing along the South line of Lot 17 and along the South line of Section 25, Township 3 South, Range 8 East, a distance of 235.00 feet; thence North 0° 14' 30" West 30.00 feet in a point on the North line of Maze Boulevard and the true point of beginning of this description; thence continuing North 0° 14' 30" West 270.53 feet; thence North 89° 21' 30" East 154.00 feet; thence South 0° 09' East 270.18 feet; thence South 89° 13' 30" West along the North line of Maze Boulevard, a distance of 153.53 feet to the true point of beginning of this description.

EXCEPTING THEREFROM that portion thereof conveyed to the County of Stanislaus, State of California, by Deed recorded February 7, 1973 in Vol. 2531 of Official Records, at Page 324.

APN: 007-040-008 & 007-040-009.

**PLANNING COMMISSION
RESOLUTION NO. 2026-XX**

**A RESOLUTION RECOMMENDING TO THE CITY COUNCIL
ADOPTION OF A RESOLUTION APPROVING THE FILING OF AN
APPLICATION TO THE STANISLAUS LOCAL AGENCY FORMATION
COMMISSION FOR THE CARPENTER-MAZE REORGANIZATION TO
THE CITY OF MODESTO OF APPROXIMATELY 4.9 ACRES LOCATED
WEST OF CARPENTER ROAD AND NORTH OF MAZE BOULEVARD
FOR ANNEXATION TO THE CITY OF MODESTO AND
SIMULTANEOUS DETACHMENT FROM THE WOODLAND FIRE
PROTECTION DISTRICT (ABDO MOHAMAD)**

WHEREAS, Abdo Mohamad (“Applicant”) is the owner of approximately 1.71 acres of real property, comprised of two vacant residential properties located at 1609 and 1617 Maze Boulevard,

WHEREAS, applicant intends to annex said properties to the City of Modesto; and

WHEREAS, the City, in coordination with the Stanislaus Local Area Formation Commission has recommended that the four residential parcels to the north, about 3.2 acres at 201-225 N. Carpenter Road, owned by other individuals be included in said application to provide a more complete and holistic plan for the area, for a total annexation area of approximately 4.9 acres (“Property”); and

WHEREAS, the City has received a request from the Applicant to initiate reorganization of the Property, a total of approximately 4.9 acres, for annexation to the City of Modesto and simultaneous detachment from the Woodland Fire Protection District under the Cortese-Knox-Hertzberg Local Reorganization Act of 2000, California Government Code Section 56000, et seq.; and

WHEREAS, said application was made concurrently with an application to amend the General Plan Land Use Element to change the land use designation of 1.71 acres located at 1609 and 1617 Maze Boulevard from Residential (R) to Mixed Use (MU) to allow for the future development of an 8,106 square foot multi-purpose cultural/event center with onsite parking and two residential apartment units of 785 sq. ft. each (Project ID GPA-23-002); and

WHEREAS, said application was also made concurrently with an application for a Pinpoint Plan to allow for the implementation of development standards for the 8,106 square foot multi-purpose cultural/event center and two residential apartment units (Project ID SPL-24-003); and

WHEREAS, the Resolution of Application is proposed pursuant to the Cortese-Knox-Hertzberg Local Reorganization Act of 2000, California Government Code Section 56000, et seq.; and

WHEREAS, the Property to be annexed is within Stanislaus County, is contiguous to the existing City limits, and is within the Sphere of Influence of the City of Modesto as adopted by the Stanislaus Local Agency Formation Commission (LAFCO); and

WHEREAS, the Property proposed to be annexed is uninhabited as defined by Government Code Section 56079.5 (fewer than 12 registered voters), and a description of the boundaries of the subject Property is set forth in **Exhibit "A", attached** hereto and by this reference incorporated herein; and

WHEREAS, the Property is not subject to a Williamson Act contract; and

WHEREAS, the Property is covered by the Master Tax Sharing Agreement that addresses tax sharing entered into between the County of Stanislaus and City of Modesto which was approved on April 5, 1983, and updated in 1996 and again in 2022; and

WHEREAS, pursuant to Government Code Section 56653, a plan for providing services is set forth in **Exhibit “B”, attached** hereto and by this reference incorporated herein; and

WHEREAS, on April 7, 2025, the Planning Commission held a duly noticed public hearing in the Tenth Street Place Chambers located at 1010 Tenth Street, Modesto, California, at which hearing prior to presentation of evidence both oral and documentary, the applicant requested a continuance to allow time to address concerns raised by surrounding property owners and interested parties about the project; and

WHEREAS, a public hearing was held by the Planning Commission on April 20, 2026 in the Chambers, 1010 Tenth Street, Modesto, California, at which hearing evidence both oral and documentary was received and considered; and

WHEREAS, the Planning Commission certifies it has received and reviewed the Initial Study/Negative Declaration, Environmental Assessment No. EA/C&ED 2024-11, prepared by the City of Modesto that analyzed the proposed

General Plan Amendment, Pinpoint Plan, and Annexation, and the Planning Commission has determined that, on the basis of the whole record before it, there is no substantial evidence that the project will have a significant effect on the environment and that the Negative Declaration should be adopted by the City Council.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission that it hereby finds and determines as follows:

1. The requested reorganization will result in an orderly and logical addition of land to the City.
2. The Property are located within Stanislaus County, within the City's adopted Sphere of Influence, is contiguous to the existing City limits, and can be most efficiently served with City services.
3. The Property proposed to be annexed to the City of Modesto is uninhabited as defined by Government Code Section 56079.5 (fewer than twelve registered voters) and a description of the boundaries of the subject annexation area is set forth in **Exhibit "A", attached** hereto and by this reference incorporated herein.
4. The Property has been rezoned to P-SP, Specific Plan, allowing for commercial and residential uses.
5. The Property is covered by the Master Tax Sharing Agreement for the sharing of property tax for the Property which was entered into between the County of Stanislaus and City of Modesto and which was approved April 5, 1983, updated in 1996 and again in 2022.
6. The proposed annexation to the City of Modesto is consistent with the Urban Area General Plan, because the annexation area is included in the City's Sphere of Influence and is consistent with the uses in the General Plan as amended.
7. An Initial Study/Mitigated Negative Declaration, Environmental Assessment No. EA/C&ED No. 2024-11, has been prepared by the City of Modesto that analyzed the proposed annexation, and the Planning Commission has determined that, on the basis of the whole record before it, found that although the proposed project could have a significant effect on the environment, because all

potentially significant effects (a) have been analyzed adequately in Initial Study/Mitigated Negative Declaration, Environmental Assessment No. EA/C&ED No. 2024-11, and (b) have been avoided or mitigated pursuant to, Environmental Assessment No. EA/C&ED No. 2024-11, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Modesto that it recommends to the City Council approval of a Resolution of Application of reorganization to LAFCO to annex the Property to the City of Modesto and Modesto Sewer District No. 1, and simultaneously detach the Property from the Woodland Fire Protection District, subject to the following conditions:

1. The property owner and developer shall, at their sole expense, defend, indemnify and hold harmless the City of Modesto, its agents, officers, directors and employees, from and against all claims, actions, damages, losses, or expenses of every type and description, including but not limited to payment of attorneys' fees and costs, by reason of, or arising out of, this development approval. The obligation to defend, indemnify and hold harmless shall include but is not limited to any action to arbitrate, attack, review, set aside, void or annul this development approval on any grounds whatsoever. The City of Modesto shall promptly notify the developer of any such claim, action, or proceeding and shall cooperate fully in the defense.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Modesto that it also recommends to the City Council that, pursuant to Government Code Section 56653, the City Council submit the plan for providing services as set forth in **Exhibit "B"**, **attached** hereto and by this reference incorporated herein.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Modesto that it also recommends to the City Council that it hereby recommends to the City Council the adoption and certification of the Negative Declaration of the project, EA No. C&ED 2024-11.

The foregoing resolution was introduced at the regular meeting of the Planning Commission held on April 20, 2026 by Commissioner _____, who moved its adoption, which motion was seconded by Commissioner _____ and carried by the following vote:

Ayes:

Noes:

Absent:

Recused:

BY ORDER OF THE PLANNING COMMISSION OF THE CITY OF MODESTO.

Original, signed copy on file in
CEDD

Michael Hren, AICP, Secretary

Attachments:

Exhibit "A" Legal Description

Exhibit "B" Plan for Services

EXHIBIT "A"

Order Number: 3710122-01117

Escrow Number:

Page Number: 8

LEGAL DESCRIPTION

The land referred to is situated in the Unincorporated Area of the County of Stanislaus, State of California, and is described as follows:

PARCEL ONE:

All that portion of Lot 17 of Maze Ranch Subdivision, according to the Official Map thereof, filed in the office of the Recorder of Stanislaus County, California, on March 19, 1909 in Vol. 4 of Maps, at Page 18, described as follows:

COMMENCING at the Southeast corner of Lot 17; thence North 80° 45' 30" West along the South line of Lot 17 and along the South line of Section 30, Township 3 South, Range 9 East, Mount Diablo Base and Meridian, 132.00 feet to the Southwest corner of said Section 30; thence continuing along the South line of Lot 17 and along the South line of Section 25, Township 3 South, Range 8 East, Mount Diablo Base and Meridian, a distance of 235.00 feet, thence North 0° 14' 30" West 30 feet to a point on the North line of Maze Boulevard, thence North 80° 13' 30" East along the North line of Maze Boulevard, 153.53 feet to the true point of beginning of this description, thence continuing along the North line of Maze Boulevard, North 89° 13' 30" East, 81.47 feet and South 89° 45' 30" East, 58.38 feet; thence North 0° 32' 30" West 270.84 feet; thence South 89° 21' 30" West, 137.93 feet; thence South 0° 09' East 270.18 feet to the true point of beginning of this description.

EXCEPTING THEREFROM that portion thereof conveyed to the County of Stanislaus, State of California, by Deed recorded May 4, 1962 in Vol. 1764 of Official Records, at Page 348, as Instrument No. 17377.

PARCEL TWO:

A Parcel of land situated in Section 30, Township 3 South, Range 9 East, Mount Diablo Base and Meridian. COMMENCING at the Southwest corner of said Section 30, thence North 0° 48' 11" West along the West line of said Section, a distance of 30 feet; thence South 89° 45' 11" East along the North line of Maze Boulevard, a distance of 58.38 feet to the Southeast corner of the U.D. Ciccarelli, et ux, property as per Deed recorded February 13, 1958 in Vol. 1467 of Official Records, at Page 467, Stanislaus County Records; thence North 0° 32' 11" West, along the East line of said property 38.85 feet to the point of beginning; thence North 45° 14' 52" East, 1.63 feet, thence North 0° 14' 54" East along a line 90 feet West of and parallel to the West line of the Hillview Acres Subdivision as per map recorded in Vol. 19 of Maps, at Page 14, Stanislaus County Records, a distance of 230.88 feet; thence South 89° 21' 49" West along the Eastward projection of the North line of the aforesaid Ciccarelli property, a distance of 4.33 feet to the Northeast corner of said property; thence South 0° 32' 11" East, along the East line of said property, 231.99 feet to the point of beginning.

PARCEL THREE:

All that portion of Lot 17 Maze Ranch Subdivision, as per Map filed March 19, 1909 in Vol. 4 of Maps, page 18, Stanislaus County Records, described as follows:

Commencing at the Southeast corner of Lot 17; thence North 89° 45' 30" West along the South line of Lot 17 and along the South line of Section 30, Township 3 South, Range 9 East, Mount Diablo Base and Meridian, 132.00 feet to the Southwest corner of said Section 30; thence continuing along the South line of Lot 17 and along the South line of Section 25, Township 3 South, Range 8 East, a distance of 235.00 feet; thence North 0° 14' 30" West 30.00 feet in a point on the North line of Maze

Cypress Title Corporation

ANX-23-001

Order Number: 3710122-01117

Escrow Number:

Page Number: 9

Boulevard and the true point of beginning of this description; thence continuing North 0° 14' 30" West 270.53 feet; thence North 89° 21' 30" East 154.00 feet; thence South 0° 09' East 270.18 feet; thence South 89° 13' 30" West along the North line of Maze Boulevard, a distance of 153.53 feet to the true point of beginning of this description.

EXCEPTING THEREFROM that portion thereof conveyed to the County of Stanislaus, State of California, by Deed recorded February 7, 1973 in Vol. 2531 of Official Records, at Page 324.

APN: 007-040-008 & 007-040-009

Cypress Title Corporation

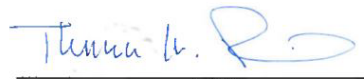
ANX-23-001

**LEGAL DESCRIPTION
CITY OF MODESTO ANNEXATION**

All that portion of Lot 17 of the Maze Ranch Subdivision, according to the Official Map thereof, filed in the Office of the Recorder of Stanislaus County, State of California, on March 19, 1904 in Volume 4 of Maps, at Page 18, and lying in Section 30, Township 3 South, Range 9 East and Section 25, Township 3 South, Range 8 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the Southeast corner of said Lot 17; thence North 89° 45' 30" West along the South line of said Lot 17 and the South line of said Section 30, a distance 132.00 feet to the Southwest corner of said Section 30; thence along the South line of said Lot 17 and along the South line of said Section 25, a distance of 235.00 feet; thence North 00° 14' 30" West, 30.00 feet to a point on the North line of Maze Boulevard and the **TRUE POINT OF BEGINNING** of this description; thence continuing North 00° 14' 30" West, 768.08 feet to the South line of Lateral No. 4 of the Modesto Irrigation District; thence Southeasterly along the South line of said M.I.D. Lateral No. 4 to a point on the West line of 90-foot wide Carpenter Road, as conveyed to the County of Stanislaus, State of California by Deed recorded November 6, 1961, in Volume 1719 of Official Records, at Page 51, as Instrument No. 36537; thence South along the West line of said Carpenter Road, 429.56 feet to the Northeast corner of the property conveyed to Margaret Maier and Henry Maier, wife and husband by deed recorded November 17, 1949 in Volume 980 of Official Records, at Page 563; thence continuing along the Westerly 90-foot wide right-of-way of Carpenter Road, South 00° 14' 35" West, 230.88 feet; thence departing said 90.0-foot right-of-way line South 45° 14' 33" West, 1.63 feet; thence South 31° 47' 07" West, 33.85 feet to a point lying 40.00 feet North of the South line of said Section 30; thence North 89° 45' 30" West parallel with and 40.00 feet North of said South line of Section 30, 40.23 feet to a point on the West line of said Section 30; thence North 89° 45' 30" West, parallel with and 40.00 feet North of South line of said Section 25, 235.00 feet to the **POINT OF BEGINNING**.

EXCEPTING THEREFROM that portion of thereof conveyed to the County of Stanislaus, State of California, by Deed recorded February 7, 1973 in Volume 2531 of Official Records, at Page 324.



Thomas Price, PLS
10/4/2024



EXHIBIT “B”

CARPENTER-MAZE REORGANIZATION PLAN FOR PROVIDING SERVICES

Pursuant to Government Code Section 56653, the following Plan for Services to be extended to the affected territory has been prepared for the Carpenter-Kansas Reorganization.

- A. The project site is part of the Planned Urbanizing Area, as described in the Modesto Urban Area General Plan, adopted March 5, 2019. As part of the approval, community facilities and services were analyzed in detail in Initial Study Environmental Checklist (C&ED No. 2024-11). These services include traffic and circulation, waste water collection, water delivery, storm water drainage, solid waste disposal, schools, parks, fire protection, and police protection. The City of Modesto is a full service city that intends to provide the following services.
1. **Traffic and Circulation:** The bulk of the external roadway network is already constructed. Maze Boulevard is a two-lane street designated as California State Highway 132. However, a new freeway alignment for CA-132 has been opened to the north of the site. Although the new freeway alignment has commenced operation, the segment of Maze Boulevard along the project site’s frontage remains under Caltrans management. Carpenter Road is a four-lane Principal Arterial Street. The applicant or developer must dedicate and construct roadway improvements along the project frontages of both Carpenter Road and Maze Boulevard to City standards, and in the case of Maze Boulevard, must also consult with Caltrans for review and approval of any new frontage improvements/right-of-way dedication.
 2. **Waste water Collection:** Upon reorganization, the site will annex to Modesto’s Sewer District No. 1. Sewer service will be provided to the subject site with extension of an existing 6-inch sewer line in Hillview Drive west and south under Carpenter Road to the new event center project. The City does not anticipate a substantial demand for service at this site.
 3. **Water Delivery:** There is an adequate quantity of water to serve the commercial development expected to occur on the property. The site will be served from an existing line in Carpenter Road, adjacent to the site.
 4. **Storm Water Drainage:** Storm water drainage for this project must be contained on site, as the City does not have a positive storm drain system serving the area. Prior to the approval of development, the City must approve the storm water drainage system to ensure its adequacy. The storm water drainage system will be constructed by the applicant at the applicant’s expense.
 5. **Solid Waste Disposal:** Weekly pickup will be extended to the annexation area upon the effective date of annexation.

6. Fire Protection: Upon reorganization, the site will detach from the Woodland Fire District and be served by the Modesto Fire Department as part of Fire Management Area (FMA) No. 2, with service by Station No. 2 located two miles to the southeast at 420 Chicago Avenue. Additional fire service may be dispatched from FMA No. 4 and Station No. 4 located approximately 1.5 miles to the north at 1505 Blue Gum Avenue.
7. Police Protection: The Modesto Police Department is able to provide adequate service to the subject site without additional staffing.

B. Level and range of services

The City of Modesto is a full service provider of municipal services and intends to provide the complete service for those areas identified above.

C. When can services be provided?

The above-described services can be provided upon the effective date of annexation.

D. Improvements required as a condition of reorganization

No improvements are required as a condition of reorganization. The following improvements will be required as a condition of development:

- Prior to certificate of occupancy of any building, the applicant(s) shall construct frontage improvements and any required roadway dedications and improvements to the satisfaction of the City Engineer and Caltrans.
- Prior to issuance of a building permit, the City must approve the storm water drainage system.
- Prior to issuance of a building permit, the City must approve the water and sewer connections to the site.

E. How will services be financed?

Services will be financed through City fees.

**Negative Declaration
for the Annexation of 1.76 Acres with
General Plan Amendment and Administrative
Development Plan Review**
(GPA-23-002/ANX-23-001/DPR-24-001/SPL-24-003)
Environmental Assessment No. EA/C&ED 2024-11

Prepared for:

City of Modesto
P.O. Box 642
Modesto, CA 95353
Contact: Katharine Martin, Senior Planner
209/209-577-5267

Prepared by:

City of Modesto
Community & Economic Development Department
209/577-5267

January 12, 2026

CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title:

GPA-23-002/ANX-23-001/SPL-24-003/ DPR-24-001: General Plan Amendment and Annexation of 1.67 acres for Event Center, 1609 and 1617 Maze Blvd, with annexation of four adjacent residential properties.

Lead agency name and address:

City of Modesto, 1010 Tenth Street, Suite 3300, Modesto CA 95354

Contact person and phone number:

Katharine Martin, Senior Planner, 209-577-5267

Project Location:

1.71 acres, 1609 and 1617 Maze Blvd, plus four residential properties to the north as part of the annexation area (201-225 Carpenter Road). Total annexation area is four acres.

Project applicant's name and address:

Abdo Mohammad, 2707 Patterson Road, Riverbank, CA 95367

General plan description:

Residential (R)

Zoning:

County Unincorporated Area. Application involves pre-zoning to Specific Plan (SP) with underlying commercial uses at 1609 and 1617 Maze Blvd for the development of a proposed 8,106 square foot event center with two residential apartment units of 785 sf each, and Low Density Residential (R-1) for the existing four residential parcels to the north being included with the annexation area.

Description of project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.):

GPA: Proposed amendment of the City of Modesto Urban Area General Plan Land Use Diagram to amend the land use of 1609 and 1617 Maze Blvd (1.72 acres total) from Residential (R) to Mixed Use (MU).

SP: Proposed "Pinpoint Plan" of 1609 and 1617 Maze Blvd, for site plan and utility plan of a proposed 8,106 square foot event center and two residential apartment units of 785 sf each, within the southeast corner of the Highway 132 Comprehensive Planning District (Highway 132 CPD).

ANX: Annexation of 1609 and 1617 Maze Blvd, together with four existing residential parcels to the north, 201-225 North Carpenter Road, for a total annexation area of four acres combined.

Development Plan Review: administrative review for development of event center and two apartment units, if GPA, Specific Plan and Annexation is approved, and annexation approved by LAFCO and recorded with State of California BOE.

Project area is already served by City water as part of the former Del Este Water Company since acquired by the City of Modesto. Sewer service is to be extended to the two parcels of the event center site from an existing line located under Hillview Drive to the east.

The proposed project is being analyzed with references to the City's Urban Area General Plan Programmatic EIR (SCH 2024091127). Mitigation measures from the EIR will be applied as appropriate.

Surrounding land uses and setting (briefly describe the project's surroundings):

North: County unincorporated area, single-family residences and orchards.

South: County unincorporated area, orchards and vineyards.

East: Low Density Residential (R-1) Zone, Central Catholic High School and St. Stanislaus primary school.

West: County unincorporated area, orchards and vineyards.

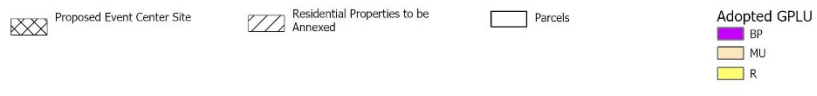
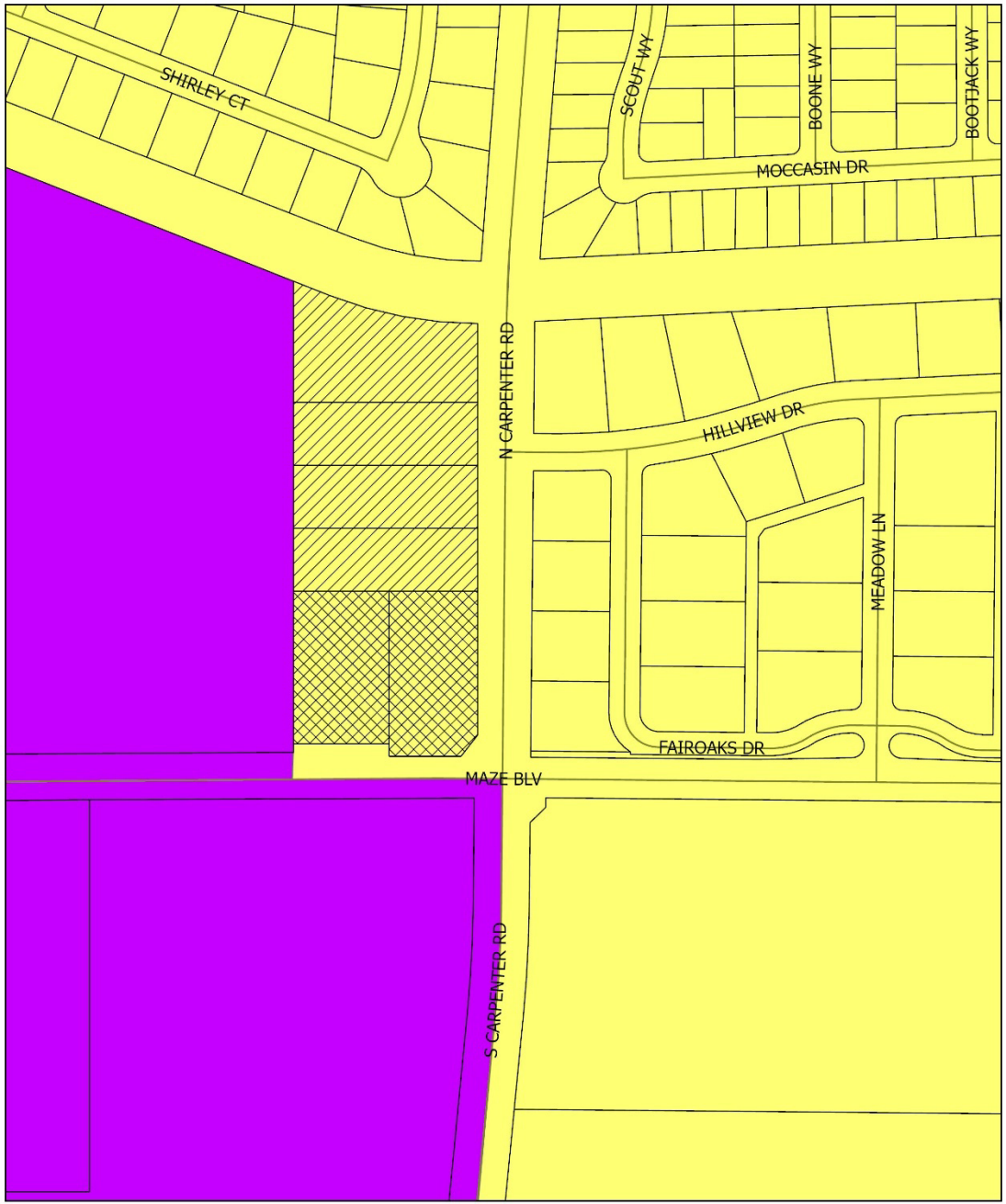
The project site is flat, vacant and undeveloped. The development area is comprised of 1609 and 1617 Maze Blvd, which was previously developed with vacant residences, one burned. Both residences have been demolished. The annexation area is expanded to include four existing single-family residences to the north of the development site. Total annexation area is four acres.

Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements): none.

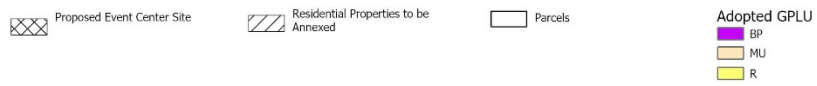
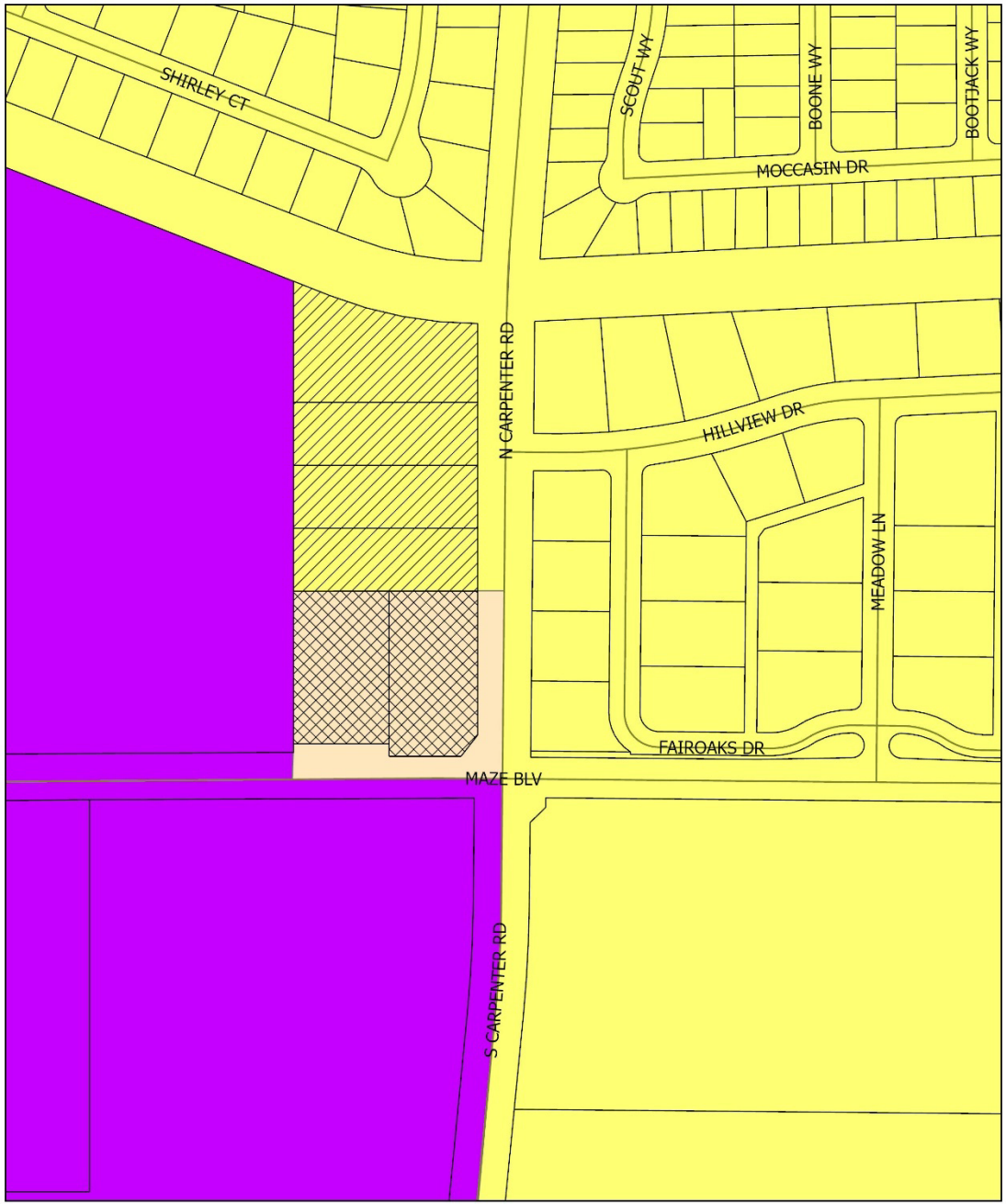
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

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



**ANNEXATION AREA
GPA-23-002**



**GENERAL PLAN AMENDMENT AREA – PROPOSED AMENDMENT
RESIDENTIAL (R) TO MIXED USE (MU)
GPA-23-002**



233 N. 15th Street, Modesto, CA 95202
 Phone: 202-333-8800 & 202-333-8801
 www.edmondjacobs.com

EDMOND JACOBS ARCHITECT
 233 N. 15th Street, Modesto, CA 95202
 Phone: 202-333-8800 & 202-333-8801
 www.edmondjacobs.com

DATE: 01/11/2026

PROJECT: NEW MIXED-USE BUILDING

MULTI-PURPOSE BUILDING WITH RESIDENTIAL UNITS

APN 007-040-008A009
 1609 & 1617 MAZE BLVD,
 MODESTO, CA 95257

CITY: GHAZAL

OWNER: GHAZAL

DATE: 01/11/2026

SCALE: 1" = 20' 0"

SHEET: SP-1

TITLE: SITE PLAN

PROJECT: 201 MAZEPEN ER ROAD
 APN 007-040-015

PROJECT SITE

PROJECT SITE

PROJECT SITE

PROJECT SITE

PROJECT SITE

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PROJECT SITE

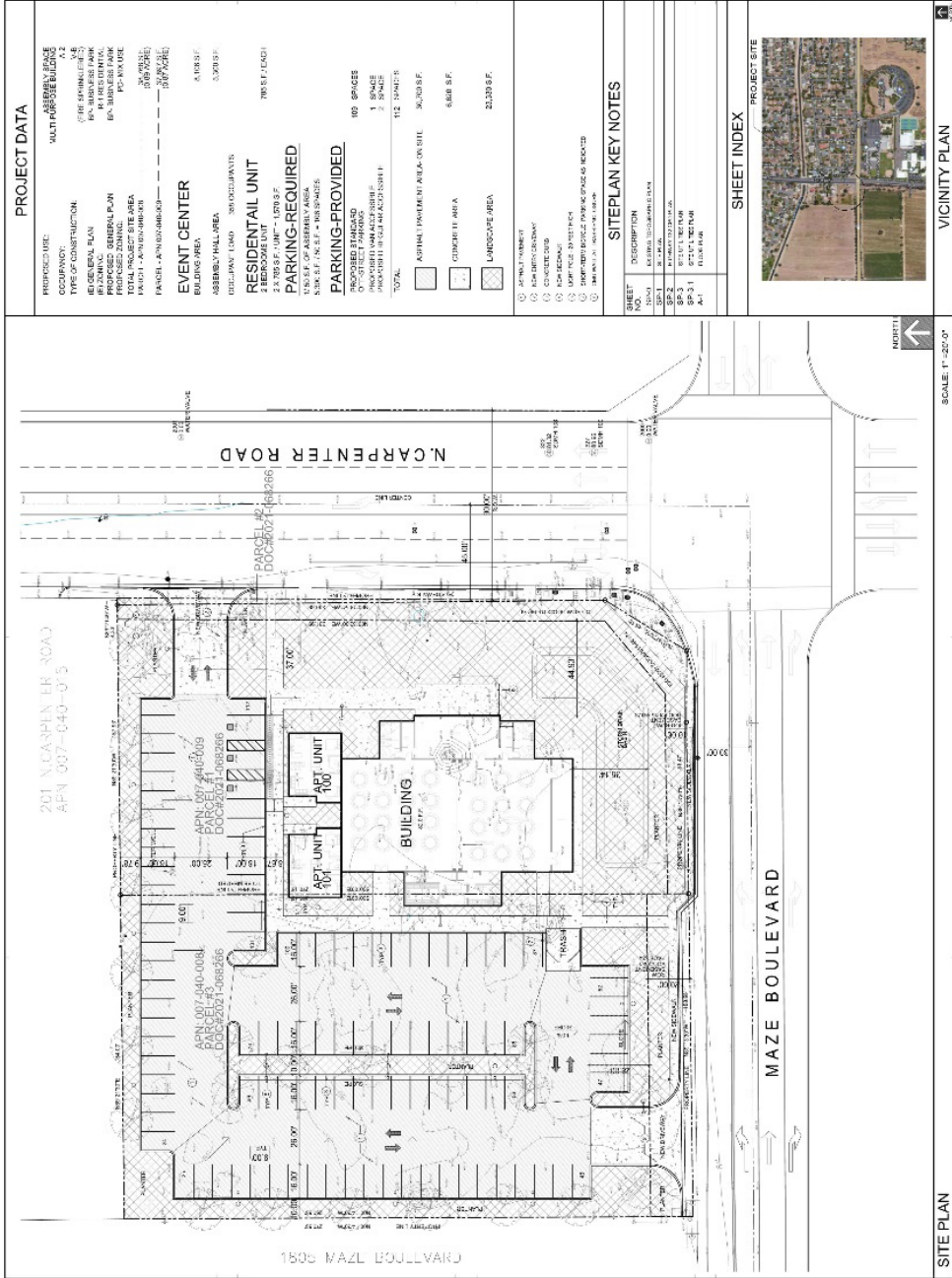
PROJECT SITE

PROJECT SITE

PROJECT SITE

PROJECT SITE

PROJECT SITE



PROPOSED SITE PLAN
EVENT CENTER WITH TWO APARTMENT UNITS
GPA-23-002



2115 CAMPUS DRIVE • SAN JOSE, CALIFORNIA 95128
 TEL: 408.297.1111 FAX: 408.297.1112
 WWW.EJARCHITECT.COM

10100 CANTON AVENUE, SUITE 100
 SAN JOSE, CALIFORNIA 95128
 TEL: 408.297.1111 FAX: 408.297.1112
 WWW.EJARCHITECT.COM

5086 LORRAINE
 SAN JOSE, CALIFORNIA 95128

PROJECT NO. 2024-001

NEW MIXED-USE BUILDING

MULTI-PURPOSE BUILDING WITH
 RESIDENTIAL UNITS

APN 007-040-0084000
 1009 & 1017 MAZE BLVD.
 MODESTO, CA 95357

1.18' 1800X1800MM

202 PATTERSON ROAD
 SUITE 1000, MODESTO, CA 95357

DATE: 01/12/2024

PROJECT NO: 2024-001

SCALE: 1/8" = 1'-0"

DATE: 01/12/2024

PROJECT NO: 2024-001

SCALE: 1/8" = 1'-0"

DATE: 01/12/2024

PROJECT NO: 2024-001

SCALE: 1/8" = 1'-0"

DATE: 01/12/2024

PROJECT NO: 2024-001

SCALE: 1/8" = 1'-0"

DATE: 01/12/2024

PROJECT NO: 2024-001

SCALE: 1/8" = 1'-0"

DATE: 01/12/2024

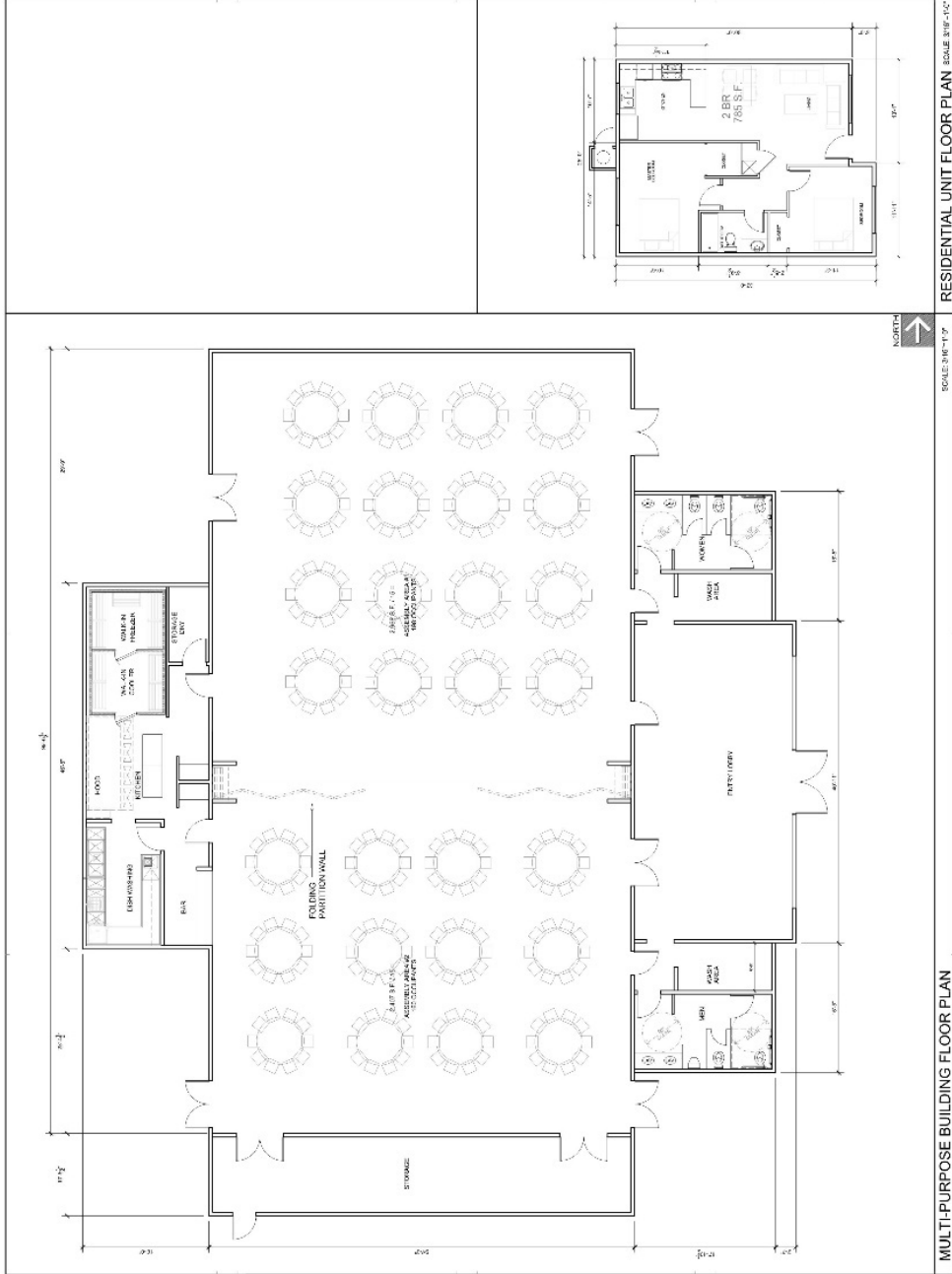
PROJECT NO: 2024-001

SCALE: 1/8" = 1'-0"

DATE: 01/12/2024

FLOOR PLAN

A-1



**FLOOR PLAN: EVENT CENTER WITH TWO APARTMENT UNITS
 GPA-23-002**



EDMOND JACOBS ARCHITECT
 1600 N. MAZE BLVD.
 MODesto, CA 95357
 TEL: 520.535.1100
 WWW.EJARCHITECT.COM

DATE: 01/12/2026
 PROJECT: NEW MIXED-USE BUILDING
 SHEET: UTILITY PLAN
 DRAWN BY: [Name]
 CHECKED BY: [Name]

PROJECT ADDRESS:
 NEW MIXED-USE BUILDING

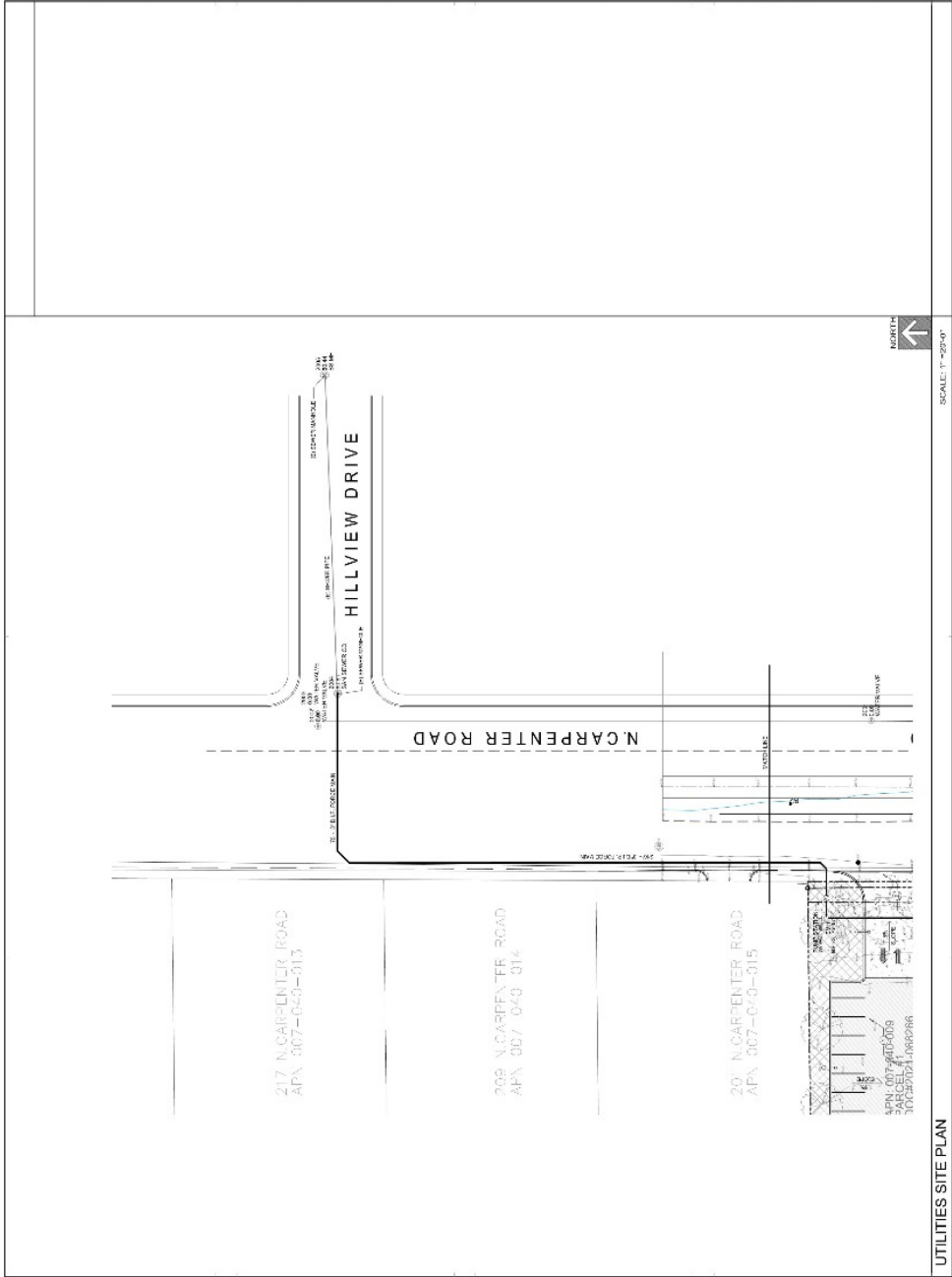
MULTI-PURPOSE BUILDING & RESIDENTIAL UNITS

APN 007-040-008&009
 1600 & 1617 MAZE BLVD.
 MODesto, CA 95357

DATE	01/12/2026
PROJECT	NEW MIXED-USE BUILDING
CLIENT	ABDO HIGHWAY
SCALE	AS SHOWN
DATE	01/12/2026
PROJECT	NEW MIXED-USE BUILDING
CLIENT	ABDO HIGHWAY
SCALE	AS SHOWN

DATE: 01/12/2026
 PROJECT: NEW MIXED-USE BUILDING
 SHEET: UTILITY PLAN

SP-3.1



**UTILITY PLAN
 GPA-23-002**

DETERMINATION:

On the basis of this initial evaluation:

<input checked="" type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required

Signature: _____

Date: _____

Printed Name: _____

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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I. AESTHETICS: Would the project:

a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) There are no scenic vistas in the vicinity of the proposed amendment and annexation area.
- b) There are no state scenic highways within or in the vicinity of the project area.
- c) The project site is comprised of two vacant parcels at the northwest corner of Maze Boulevard and Carpenter Road, contiguous to the incorporated area of the City. The proposed General Plan amendment is to facilitate development of an 8,106 square foot event center, with two new 785 sf apartment units intended to replace previous single-family homes that once existed on the parcels but have since been demolished. No significant impact would occur with visual character or quality of the site and surroundings.
- d) The project would introduce a new commercial use that would create a new source of light that is consistent with urban development. Impacts would be less than significant with utilization of low pedestrian-oriented lighting, and shielding of parking lot lights to prevent light spillage towards adjacent residential properties to the north.

Resource: Refer to pages 3.1-1 to 3.1-10 of the Modesto Urban Area General Plan EIR, approved earlier (SCH 2024091127).

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The project area is vacant, previously developed with two single-family residences that have since been demolished. As of data available from the California Department of Conservation as of 2018, the project area is categorized by the FMMP as Urbanized Land. Therefore, no Prime Farmland, Unique Farmland or Farmland of Statewide Importance would be converted as a result of the project. There is no impact and no mitigation is necessary.
- b) There are no Williamson Act contracts on the parcels of the project area.
- c) There is no forest or timberland within the project area.
- d) See item C above.
- e) See item A, B and C above.

Resource: Pages 3.2-1 to 3.2-24 of the Modesto Urban Area General Plan EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The project would not obstruct implementation of an applicable air quality plan.
- b) The project was referred to the San Joaquin Valley Air Pollution Control District (SJAPC), who indicated no concerns with the proposed project. Development would have applicable mitigation measures applied with regards to construction equipment emissions and screening of potential impacts to nearby sensitive receptors (nearby elementary school and residential uses).
- c) Impacts to air quality would be associated with vehicle emissions and construction activities. As identified in the City's General Plan EIR, subsequent development consistent with assumptions for land use in the Mixed Use land use of the City's General Plan, would be subject to all air quality policies of the City. Any future construction activities would incorporate best practices for dust and odor control as called for by air quality mitigation measures in the EIR.
- d) The nearest sensitive receptors are residential properties located to the north, and an elementary school to the east. Construction activities within the project area could potentially include the application of architectural coatings and asphalt paving material that could generate local temporary odors. The use of diesel-powered construction equipment could also generate localized odors. Any future construction activities would incorporate best practices for dust and odor control as called for by air quality mitigation measures in the EIR.
- e) See item D, above.

Resource: See pages 3.3-1 through 3.3-50 of the Modesto Urban Area General Plan EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The project area is not a biologically sensitive site as defined by Figure V-7-1 of the EIR. The California Department of Fish and Wildlife and the US Fish and Wildlife Service were consulted in the production of the EIR.
- b) See item A above.
- c) The site does not qualify as a federally protected wetland per Section 404 of the Clean Water Act.
- d) The project area is comprised of two vacant parcels formerly developed with single-family residential homes that have since been demolished. The site is of marginal quality for sensitive species habitat. Therefore, no mitigation is necessary.
- e) There would be no conflict with any local policies or ordinance protecting biological resources. The City does not have a heritage tree ordinance.
- f) There would be no conflict with any habitat conservation plan, natural community conservation plan, or other approved local, regional or state habitat conservation plan.

Resource: See pages 3.4-1 through 3.4-64 of the Modesto Urban Area General Plan EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The project is consistent with the historical resource policies of the General Plan.
- b) The project would be consistent with the archaeological resource policies in the General Plan. The project was referred to local Native American Tribes for consultation, who indicated no concerns with the proposed amendments.
- c) There are no known human remains in the project area.

Resource: See pages 3.5-1 through 3.5-32 of the Modesto Urban Area General Plan EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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VI. Energy: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a) Appendix G of the State CEQA Guidelines requires consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient and unnecessary” energy usage (Public Resources Code Section 21100, subdivision [b][3]). According to Appendix G of the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed Project would be considered “wasteful, inefficient, and unnecessary” if it were to violate state and federal energy standards and/or result in significant adverse impacts related to Project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The proposed Project’s building would be designed and constructed in accordance with the City’s latest adopted energy efficiency standards, which are based on the State’s Title 24 Energy Efficiency Standards for Nonresidential Buildings and Green Building Code Standards. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., heating, ventilation, and air conditioning [HVAC] and water heating systems), and indoor and outdoor lighting, are widely regarded as the some of the most advanced and stringent building energy efficiency standards in the country. Therefore, building energy consumption would not be considered wasteful, inefficient, or unnecessary.

The proposed Project would be in compliance with all applicable federal, state, and local regulations regulating energy usage. For example, statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the Pavley Bill and the Low Carbon Fuel Standard) are improving vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

- b) The proposed Project would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the proposed Project including construction, operations, maintenance, and/or removal. PG&E, the electricity provider to the site, maintains

sufficient capacity to serve the proposed Project. In addition, PG&E is on its way to achieving the statewide requirement of 60% of total energy mix generated by eligible renewables by year 2030. As of 2021, PG&E generated approximately 48% of its energy from eligible renewables (PG&E, 2019) ¹. The proposed Project would comply with all existing energy standards, including the statewide Title 24 Energy Efficiency Standards, and would not result in significant adverse impacts on energy resources. Therefore, the proposed Project would not result in potentially significant environmental impacts due to inefficient, wasteful, or unnecessary use of energy resources during construction and operation, nor conflict with or construct with a State or local plan for renewable energy or energy efficiency.

¹ *PG&E 2021 POWER MIX. WEBSITE: [HTTPS://WWW.PGE.COM/PGE_GLOBAL/COMMON/PDFS/YOUR-ACCOUNT/YOUR-BILL/UNDERSTAND-YOUR-BILL/BILL-INSERTS/2022/1022-POWER-CONTENT-LABEL.PDF](https://www.pge.com/pge_global/common/pdfs/your-account/your-bill/understand-your-bill/bill-inserts/2022/1022-power-content-label.pdf)*

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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VII. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The project site is level and comprised of loam and sandy loam soils. The area is not located near a seismic zone and would not be susceptible to liquefaction or landslide.
- b) The project would not result in substantial soil erosion.
- c) The site is not located on a geologic unit or soil that is unstable or would become unstable as a result of subsequent development.
- d) The soils at the site are predominately loam soils and sandy loam soils, not expansive soils. The City's Urban Area General Plan EIR found that there is low exposure to expansive soils and any exposure can be reasonably controlled by the adopted Uniform Building Code. No additional mitigation is necessary.
- e) Development at the site will utilize the City's sewer system for the disposal of waste water.
- f) The proposed project would not result in impact to a unique paleontological or unique geological feature. The area is flat vacant land historically utilized as single-family residences with no known paleontological or geological features. No mitigation is necessary.

Resource: See pages 3.6-1 through 3.6-20 of the Modesto Urban Area General Plan EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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VIII. GREENHOUSE GAS EMISSIONS: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) Generation of greenhouse gases would predominately occur with vehicle traffic to and from the site, but not at levels that would exceed those assumed by the EIR for a commercial use. Therefore, impacts would be less than significant and no additional mitigation is necessary.
- b) The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses.

Resource: See pages 3.7-1 through 3.7-42 of the Modesto Urban Area General Plan EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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IX. HAZARDS AND HAZARDOUS MATERIALS:

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The proposed General Plan amendment would change the land use designation of the project site from Residential to Mixed Uses, to facilitate development of an 8,106 square foot event center and two 785 sf apartment units. Any impacts would be related to development of the amendment area. Development would be subject to compliance with all applicable federal, state and local regulations pertaining to the handling, storage, disposal and transport of toxic or hazardous materials or wastes.
- b) See item A above.
- c) See item A above.
- d) The project site is not on the list of hazardous materials sites.
- e) The project site is more than three miles away from the nearest airport.
- f) The proposed project would not interfere with an emergency access plan or evacuation plan. The Modesto Police and Fire Departments indicated no concerns with emergency access.
- g) No forest or wildland is in the vicinity of the project area.

Resource: See pages 3.8-1 through 3.8-46 of the Modesto Urban Area General Plan EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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X. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The proposed amendment to the General Plan land use diagram would not cause a violation of any water quality standards. Development of the site as a result of the amendment would be required by the City and state regulations to comply with water quality standards and waste discharge requirements.
- b) The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The project will be required to incorporate on-site storm water handling and drainage as required by City Standards and state regulations.
- c) The project would not substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial surface runoff, erosion or siltation. There are no streams within or in the vicinity of the amendment area. The nearest river is the Tuolumne River, approximately two miles away to the south.
- d) See item C above.
- e) The project would be required to treat and retain stormwater on site as required by state regulations and City standards. Development of the site would not result in substantial runoff.
- f) See items B through E above.
- g) The project area is not located within a 100-year floodplain or a 200-year floodplain.
- h) See item G above.
- i) See item G above.
- j) The City is not subject to impacts as a result of seiche or tsunamis. The City is inland approximately 90 miles from the Pacific Ocean and has no large water bodies within its jurisdiction or nearby. The project area is flat land and is not subject to mudslides.

Resource: See pages 3.9-1 through 3.9-44 of the Modesto Urban Area General Plan EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XI. LAND USE AND PLANNING: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) The proposed project involves development of an 8,106 square foot event center on 1.71 acres at the corner of two arterial streets. The project would not physically divide a community.
- b) Regulations of the City of Modesto would be applicable to development at the site. The proposed amendment to the General Plan would allow for mixed uses, permitting for the event center and two new apartment units.

Resource: 3.10-1 through 3.10-20 of the Modesto Urban Area General Plan EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XII. MINERAL RESOURCES: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) The project area is surrounded by urban uses and has no known mineral resources.
- b) The project area is not identified on any plan as being a location with mineral resources.

Resource: See pages 3.6-1 through 3.6-19 of the Modesto Urban Area General Plan EIR.

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

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a) The project area is at the northwest corner of two arterial streets, controlled by a signalized intersection. The existing ambient noise environment at the Project site is primarily influenced by vehicular traffic along Maze Boulevard and Carpenter Road, both of which are regional arterials with moderate to high traffic volumes. Existing sensitive receptors include residential homes located north and east of the Project site within the surrounding neighborhoods; and the St. Stanislaus Catholic School located southeast of the Project site.

Development of the Project would involve new construction activities such as grading, utility installation, paving, and building, all of which would generate temporary construction noise. Construction would be limited to daytime hours and would be required to comply with the noise standards set forth in Chapter 9, Article 1 of the Modesto Municipal Code, which restricts construction noise during sensitive periods and limits overall noise exposure for nearby receptors. Event center operations are expected to generate typical sources of noise such as vehicle trips, guest conversations, amplified sound, and building mechanical equipment (e.g., HVAC). These sources would be subject to and required to comply with the City of Modesto’s Noise Ordinance and General Plan policies, which establish thresholds for mixed-use and residential development. Specifically, the proposed Project would be required to comply with Chapter 9, Article 1 of the Modesto Municipal Code, regarding loud and raucous noise.

While the proposed 8,106-square-foot event center and two 785-square-foot residential units would introduce new operational activity, the scale and type of activity are consistent with the surrounding urban environment and are not anticipated to exceed the City’s established noise thresholds. Furthermore, future development would be required to comply with applicable General Plan policies, including Policy Noise-2 (limiting noise from new land uses), Policy Noise-4 (protecting noise-sensitive land uses), and Policy Noise-9 (construction noise mitigation). The project would not be expected to generate new operational noise or construction-related noise. Therefore, no increase in noise levels is expected to occur beyond current ambient conditions.

Noise-sensitive receptors in the immediate vicinity include the existing residential parcels to

the north of the Project site. However, operational noise associated with the event center is not anticipated to exceed applicable standards, provided compliance with City regulations. The two proposed residential units would be located on the Project site itself, where exposure to traffic noise from Maze Boulevard is expected to remain within General Plan assumptions for residential use in an arterial corridor setting.

Overall, the project is not expected to expose persons to, or generate, noise levels more than standards established in the General Plan, Noise Ordinance, or other applicable standards.

- b) The project would not be expected to generate excessive groundborne vibration or groundborne noise levels. No major stationary sources of groundborne vibration were identified in the project area that would result in the long-term exposure of proposed onsite land uses to unacceptable levels of ground vibration. In addition, the proposed project would not involve the use of any major equipment or processes that would result in potentially significant levels of ground vibration that would exceed these standards at nearby existing land uses. Upon development, the any activities of the event center would be required to adhere to the City's noise ordinance during operation.

The project would generate a temporary increase in ambient noise as a result of construction processes, but at a less than significant level. Any activities at the site as a result of the project would be required to adhere to the City's noise ordinance during operation.

The project site is not located within two miles of a private airstrip. The Modesto City–County Airport is located approximately 3.6 miles southeast of the project site. The Stanislaus County adopted an Airport Land Use Compatibility Plans in 2016, analyzing the impacts to safety on surrounding development from the Modesto City–County Airport. The Stanislaus County Airport Land Use Compatibility Plan establishes noise contours surrounding the Modesto City–County Airport. Residences are currently located within the 60 dBA CNEL noise contour of the airport, but not within the 65 dBA CNEL noise contour.

However, the project site is located outside of both the 65 dB CNEL and the 60 dB CNEL noise contours for the Modesto City–County Airport. As such, the project site would not be exposed to excessive noise from the Modesto City–County Airport.

Resource: See pages V-3-1 through V-3-46 of the MEIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XIV. POPULATION AND HOUSING: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) The proposed project would not introduce substantial population growth to the area. The project involves development of an 8,106 square foot event center with the addition of two new 785 sf apartment dwelling units to replace two single-family homes that were previously demolished.
- b) The project area is vacant, and therefore no existing residential development would be displaced as a result of development.

Resource: 3.10-1 through 3.10-20 of the Modesto Urban Area General Plan EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) Development of the site would not result in substantial impacts or need for expanded police and fire services. The police and fire departments indicated no concerns with the project, and upon annexation would serve the site and the four residences to the north. The nearest fire stations are Station No. 4 on Blue Gum Avenue approximately 1.5 miles to the north and Station No. 2 on Chicago Avenue approximately two miles to the southeast.

The project would introduce two new residential dwelling units, of which the school district indicated no concerns. The developer would be required to pay school impact fees at the time of building permit issuance.

The developer will be required to pay CFF for their fair share contribution towards the development and maintenance of public facilities and parks at the time of building permit issuance.

Resource: 3.12-1 through 3.12-30 of the Modesto Urban Area General Plan EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XVI. RECREATION:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Discussion

- a) The project would not cause the physical deterioration of a recreational facility or park. The development would be required to pay Capital Facilities Fees (CFF) for its fair share contribution towards the development of any new parks.
- b) The project involves the development of an event center on 1.71 acres and would not include or require the construction or expansion of recreational facilities.

Resource: See pages 3.12-1 through 3.12-30 of the Modesto Urban Area General Plan EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XVII. TRANSPORTATION/TRAFFIC: Would the project:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities??	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The project site currently lacks sidewalks. Maze Boulevard within the project vicinity also lacks sidewalks. Carpenter Road provides sidewalks on some segments within the project vicinity, but sidewalks are generally discontinuous. Other key pedestrian amenities on or adjacent to the project site include the signalized pedestrian crossing, with pedestrian signal heads and striped crosswalks, on all four legs of the Maze Boulevard/Carpenter Road intersection. A Class I shared-use path is planned on Carpenter Road north of Maze Boulevard per the City of Modesto Non-Motorized Transportation Plan. No other planned pedestrian improvements are identified along the project site frontage. Pedestrian access from Maze Boulevard and Carpenter Road will be integrated into the Project site, consistent with the City of Modesto's sidewalk requirements as outlined in Modesto Municipal Code Title 7, Chapter 1, Article 3. The proposed Project would not impede or otherwise hinder pedestrian access but would instead improve connectivity. Furthermore, the proposed project is not anticipated to eliminate off-site pedestrian facilities, create hazardous conditions for pedestrians by changing off-site geometric features or introducing incompatible vehicle types to the roadway system, or conflict with any existing or planned pedestrian facilities. The project proposes five-foot-wide sidewalks along the Maze Boulevard and Carpenter Road frontages; however, minor arterials require a minimum sidewalk width of 10 feet. To minimize this impact, the implementation of the following project requirement would ensure that the project remains a less than significant level.

Project Requirement TR-1: *The project applicant shall revise the project site plan to provide minimum 10-foot-wide sidewalks along the Maze Boulevard and Carpenter Road frontages. Sidewalks and associated curb ramps shall be designed to City of Modesto standards.*

Class II bicycle lanes currently exist on Carpenter Road north and south of the project site, but not along the site frontage. A Class I shared-use path is planned on Carpenter Road north of Maze Boulevard, while a Class IV bikeway is planned on Carpenter Road south of Maze Boulevard (per the City of Modesto Non-Motorized Transportation Plan). An east-west Class I shared-use path is also planned along Canal Lateral Number Four east of Carpenter Road, about 450 feet north of the project site, the City of Modesto Non-Motorized Transportation Plan. However, regional bicycle facilities are available within the broader transportation network. While the Project would not trigger the direct installation of bicycle

parking or infrastructure, it would be designed to integrate with nearby pedestrian and bicycle pathways, ensuring the future development is accessible for non-motorized transportation. The proposed Project would not conflict with adopted bicycle plans or policies. As part of the California Green Code, the project would be required to provide for bicycle parking/locking facilities on site.

Furthermore, Public transit is available near the Project site. The Stanislaus Regional Transit Authority (StaRT) provides service along nearby arterial corridors. There are two nearby transit stops along northbound and southbound Carpenter Road just north of the project site.. The Project site is within a half-mile radius of additional transit routes.

- a) Pursuant to Senate Bill 743 and CEQA Guidelines Section 15064.3, Vehicle Miles Traveled (VMT) is the required metric for assessing transportation impacts under CEQA. The Governor's Office of Planning and Research (OPR) Technical Advisory (2018) identifies certain types of projects that may be presumed to have a less-than-significant impact with respect to VMT.

The proposed project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b). The residential component of the project is estimated to generate approximately 20 weekday vehicle trips, which is well below the OPR-recommended screening threshold of 110 daily trips for small projects. Therefore, the residential units may be presumed to have a less-than-significant VMT impact.

The proposed project would not be in conflict with any adopted transportation plan or policy. The project involves development of an 8,106 square foot event center at the northwest corner of North Carpenter Road and Maze Blvd, a signalized intersection, and is not expected to generate significant volumes of traffic beyond amounts assumed in the EIR for commercial development. The proposed event center can be considered a local-serving land use because it improves destination proximity for similar community-serving activities. Demand for event and assembly uses is generally fixed, and the proposed facility would primarily redistribute trips rather than generate new vehicle travel. Venue selection is influenced by convenience, quality, and available amenities; therefore, the project would shorten travel distances for area residents and reduce overall VMT. In addition, the event center would introduce land use diversity in an otherwise residential and rural area, consistent with the land use efficiency principles underlying CEQA Guidelines Section 15064.3. Accordingly, the event center meets the local-serving project screening criteria identified in the OPR Technical Advisory and may be presumed to result in a less-than-significant VMT impact.

Therefore, the proposed project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

- b) Direct motor vehicle access to the Project site would be provided via driveways connecting to Maze Boulevard and Carpenter Road, respectively. The proposed Project would include pedestrian improvements such as new sidewalks and associated frontage improvements along Maze Boulevard and Carpenter Road. Additionally, the proposed project is subject to review and approval by the City. The review and approval process would include the Fire Department, which would include a review of the proposed project's consistency with the City's design criteria to ensure that safe vehicle access and viable emergency vehicles movements are provided. Therefore, these improvements are not expected to result in increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The proposed Project would be consistent with the City of Modesto's design standards. All improvements, including the new roadway, sidewalks, and utility connections, would comply with applicable provisions of the Modesto General Plan, the Modesto Municipal Code, the

City's Standard Specifications (2014), and the Transportation System Plan, ensuring safe and efficient site access and circulation.

However, given the 50 mph posted speed limit on Maze Boulevard and the high number of collisions observed during the latest five-year period, adding a new full-access driveway on Maze Boulevard would increase collision hazards between left-turning vehicles exiting the driveway and eastbound through traffic. Furthermore, the lack of improvements would allow inbound or outbound vehicles to turn left, leading to an increased collision hazard due to a geometric design feature. In addition, the project site plan provides one aerial fire access on the west side of the building, located 29 feet from the building face; however, this access is closest to a building face that is less than 30 feet in height. The aerial fire access road is more than 30 feet from a building face that exceeds 30 feet in height. The building floor plan does not identify any enclosed stairways with roof access.

To minimize these impacts, the implementation of the following project requirements would ensure that the project remains a less than significant level.

Project Requirement TR-2: *The project applicant shall design the Maze Boulevard driveway intersection in accordance with applicable Caltrans, City of Modesto, and/or Stanislaus County standards to ensure adequate lane configurations, traffic controls, and corner sight distances. In addition, the applicant shall coordinate with Caltrans, the City of Modesto, and/or Stanislaus County to reduce the posted speed limit to 35 miles per hour or lower along Maze Boulevard in the vicinity of the project site. Improvements to support a reduced speed limit may include but are not limited to: new speed limit signage, dynamic speed feedback sign(s), advance driveway warning sign(s), roadway restriping, dedicated eastbound Maze Boulevard left-turn lane width adequate deceleration length, and improved street lighting. Furthermore, "Keep Clear" striping shall be installed along eastbound Maze Boulevard in front of the project driveway.*

The project applicant shall maintain landscaping adjacent to the project driveway to prevent sight-distance conflicts. Shrubs should not exceed two and a half feet in height, and tree canopies should be at least six feet above the ground. The project applicant shall ensure that any monument signage (if proposed) near the project driveway does not interfere with sight distance for drivers entering or exiting the site.

Project Requirement TR-3: *The project applicant shall design, construct, and maintain the Carpenter Road driveway intersection in accordance with all applicable City of Modesto and/or Stanislaus County standards to ensure adequate lane configurations, traffic controls, and corner sight distance. The driveway design shall include a raised median to prohibit inbound and outbound left-turn movements, "One Way" signage on the median, "Right Turn Only" signage at the project driveway, and "Keep Clear" pavement striping on southbound Carpenter Road in front of the project driveway.*

The project applicant shall maintain landscaping adjacent to the project driveway to preserve required sight distance. Shrubs shall not exceed two and one-half feet in height, and tree canopies shall be maintained at a minimum of six feet above grade. Any monument signage proposed near the project driveway shall be located and designed so as not to interfere with required sight distance for vehicles entering or exiting the site.

Project Requirement TR-4: *The project applicant shall revise the project site plan to provide one aerial fire access road with a minimum 26-foot clear width, located within 15 to 30 feet from a building face that is greater than 30 feet in height. Alternatively, equip the building with automatic sprinkler system and provide an enclosed stairway with roof access. Or confirm with the Fire Department that the proposed aerial fire access road is acceptable.*

Therefore, implementation of the proposed projects would not be inconsistent with an applicable design standard.

c) See item C above.

Resources: See pages 3.13-1 through 3.13-38 of the Modesto Urban Area General Plan EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XVIII. UTILITIES AND SERVICE SYSTEMS:

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The project would not exceed treatment requirements of an applicable water quality control board.
- b) The project would not result in the construction of new water or wastewater treatment facilities. The proposal was referred to the City's Land Development Engineering Department and the Public Works Department, who indicated no concerns with the project.
- c) The project would comply with the City's Stormwater Management Program, Guidance Manual for New Development.
- d) There are sufficient water supplies to serve the amendment/annexation area.
- e) The City has sufficient wastewater capacity to serve the amendment/annexation area.
- f) Solid waste service is handled by the Gilton Solid Waste Management company. No concerns were indicated by the Solid Waste Division of the City's Public Works Department.
- g) The project will be required to comply with statues and regulations related to solid waste.

Resources: See pages 3.14-1 through 3.14-58 of the Modesto Urban Area General Plan EIR.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XVIV. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a) The proposed General Plan Amendment and annexation would allow for the development of an event center on 1.71 acres previously developed with two residences that have been subsequently demolished. There would be no degradation of biological resources as a result of the project, as the site is vacant with minimal quality as habitat for any special status species.
- b) As discussed in Section III: Air Quality and Section VII: Greenhouse Gases, the proposed amendment to the General Plan and annexation would allow for the development of an event center with two residential apartment units. Generation of greenhouse gases would predominately occur with vehicle traffic, but not at levels that would exceed those assumed by the Modesto Urban Area General Plan EIR

Any subsequent development would pay school impact fees, and Capital Facilities Fees (CFF) for their fair share contribution towards the development and maintenance of facilities and parks in the vicinity of the site.

- c) This document identifies that the proposed project would have some cumulative environmental impact, but not at significant levels with the application of mitigation measures upon the onset of development. Therefore, impacts that may result from the proposed project are less than significant. No additional mitigation measures are necessary.

Fehr & Peers

**Maze Carpenter Event Center &
Residential Project
Local Transportation Analysis &
CEQA Transportation Impact Analysis**

RS25-4433.00



Prepared for:

City of Modesto

De Novo Planning Group

Submitted on:

December 17, 2025

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1. Introduction

This report presents the trip generation and Transportation Impact Analysis (TIA) required by the California Environmental Quality Act (CEQA) for the proposed event center and residential development on the northwest parcel of the Maze Boulevard/Carpenter Road intersection in Stanislaus County, CA. Although the site is in unincorporated Stanislaus County, it lies within the City of Modesto's Sphere of Influence. If approved, the site would be annexed to the City of Modesto. Accordingly, Fehr & Peers prepared this study in compliance with City of Modesto transportation and parking policies and standards. The report also includes a non-CEQA Local Transportation Analysis (LTA) evaluating project effects on site access intersections.

The primary objective of this study is to estimate the project's trip generation and assess whether it would result in a significant vehicle miles traveled (VMT) impact on the surrounding transportation system. The study evaluates the project's consistency with transportation-related policies outlined in the *City of Modesto Urban Area General Plan (2019)*, as well as other applicable local and regional transportation plans.

1.1 Project Description

The project proposes development of a currently vacant parcel to include the following on-site uses:

- 8,106 square-foot (sf) event center, including 5,300 sf assembly hall area with maximum 358 person occupancy
- Two (2) residential units attached to the event center building
- 112 off-street parking stalls, including two (2) regular accessible and one (1) van accessible parking stalls

Two site access driveways are proposed, one on Maze Boulevard and the second on Carpenter Road. Maze Boulevard along the project frontage is currently under Caltrans jurisdiction; while the Carpenter Road frontage is currently under Stanislaus County jurisdiction.

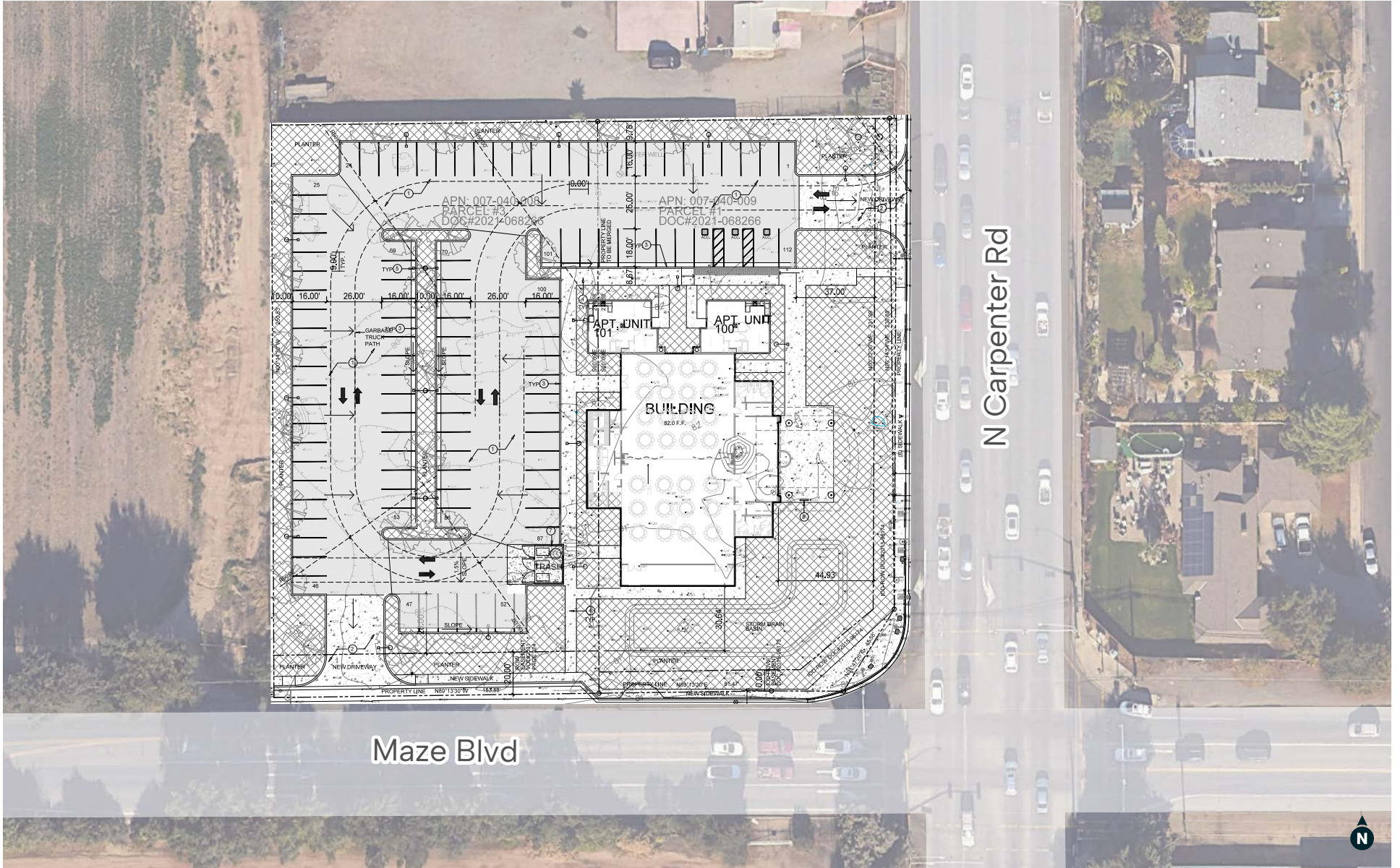
The project site plan area is shown on **Figure 1**.

1.1.1 Event Center Programming

Event types, sizes, and times will vary based on several factors. The project applicant provided the following typical programming:

- Monday–Friday
 - Hours: 9:00 AM to 4:00 PM
 - Typical max occupancy: 150 people
 - Event types: conferences, seminars, craft and art shows, business lunches, birthday parties, recreational events
- Friday–Saturday
 - Hours: 5:00 PM to 2:00 AM
 - Typical max occupancy: 358 people
 - Event types: weddings, birthday parties, dance parties

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Site Plan Source: Edmond Jacobs Architect, December 4, 2024.

FIGURE 1
Project Site Plan

- Sunday
 - Hours: 10:00 AM to 10:00 PM
 - Typical max occupancy: 150 people
 - Event types: community meetings, birthday parties, dance parties

Although the event center will be available for bookings every day, events are unlikely to occur daily. Several days each year will likely have no events, though the number will vary. According to the applicant, most attendees are expected from Modesto and surrounding cities, with some events drawing participants from outside the region.

1.2 Public Comments

The City of Modesto received public comments from St. Stanislaus Catholic School staff and nearby residents. Most comments highlighted the following transportation concerns related to the project:

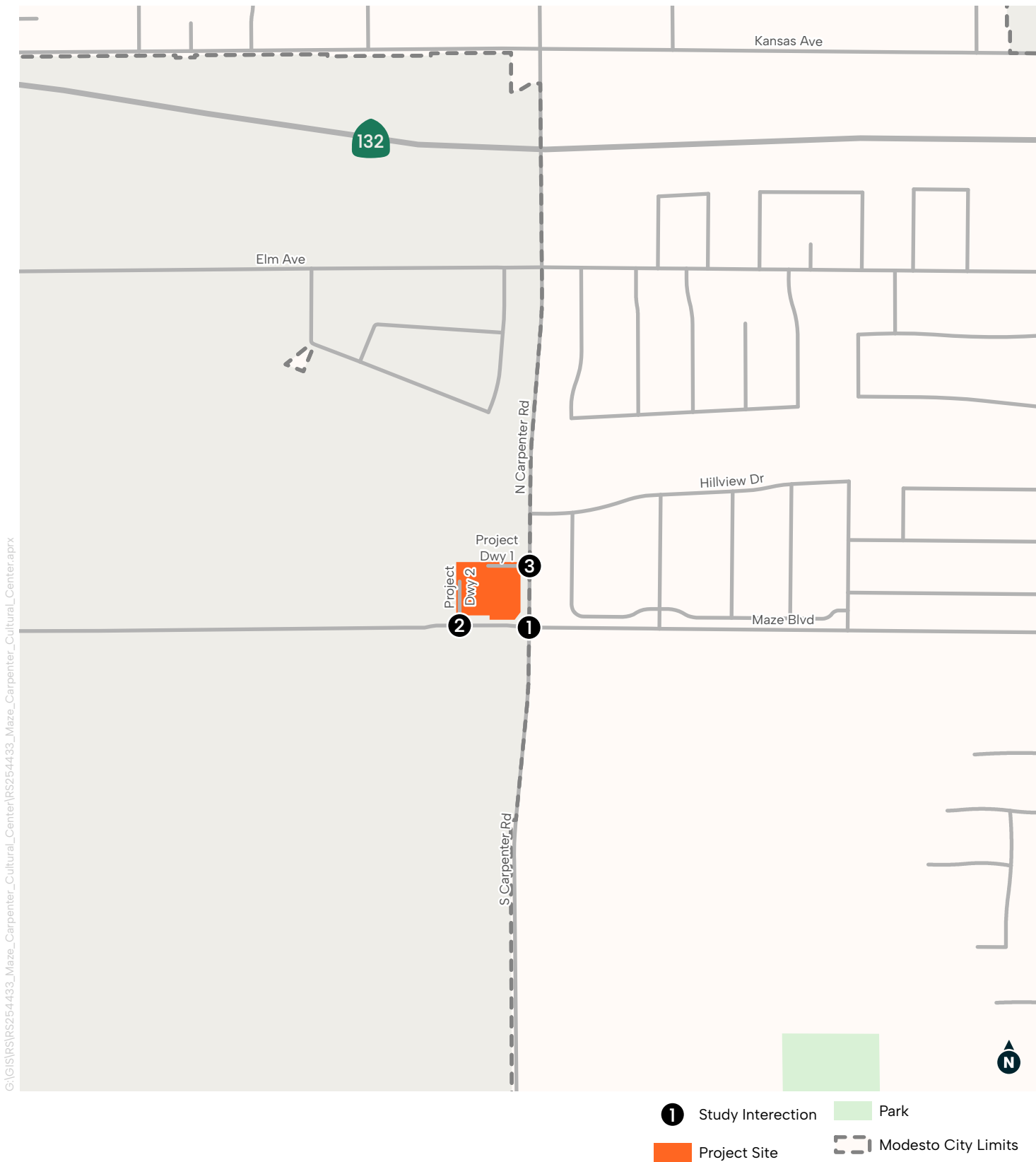
- **Increased Congestion:** Multiple commenters expressed concern that the proposed event center will worsen traffic congestion on Carpenter Road, Maze Boulevard, and nearby residential streets. Existing congestion during school drop-off/pick-up times and peak hours would be exacerbated.
- **Safety Risks:** Residents noted frequent speeding and accidents on Maze Boulevard and Carpenter Road. Additional traffic generated from event center operations could increase collision risk, particularly if alcohol is served at events.
- **Neighborhood Impact:** Concerns include cut-through traffic on Hillview Drive and surrounding streets, creating unsafe conditions for residents.
- **School Proximity Issues:** St. Stanislaus Catholic School highlighted that event-related traffic would interfere with student drop-off/pick-up, increase delays, and heighten accident risk. Limited parking in the area could worsen congestion and create unsafe conditions for children.
- **Emergency Access:** Increased traffic volume may hinder emergency response times for both the school and surrounding neighborhoods.

Most comments raised concerns about existing deficiencies on Maze Boulevard and Carpenter Road, as well as increased traffic impacts during school commute hours. Although events are not expected to occur daily during the school year, Fehr & Peers analyzed the Maze Boulevard/Carpenter Road intersection during weekday morning and afternoon peak hours, assuming schools are in session and weekday event programming occurs. A weekend intersection analysis was not conducted because schools are not in session and traffic volumes on surrounding roadways are typically lower on weekends. The analysis in this report addresses the community concerns described above.

1.3 Study Intersections

The non-CEQA LTA focuses on traffic operations at the three study intersections listed below and shown in **Figure 2**. Maze Boulevard and Carpenter Road is an existing intersection, while project driveway 1 and driveway 2 are future intersections.

1. Maze Boulevard/Carpenter Road (existing signal-controlled intersection)
2. Carpenter Road/Project Driveway (future side-street stop-controlled intersection)
3. Maze Boulevard/Project Driveway (future side-street stop-controlled intersection)



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FIGURE 2
Study Area

1.4 Intersection Operations Analysis Methodology

Traffic operations at the study intersections were evaluated using delay (in seconds) and level of service (LOS) as a performance measure. Automobile LOS is a qualitative description of traffic flow from the perspective of motorists. The *Highway Capacity Manual 7th Edition* (HCM, Transportation Research Board, 2022) defines six levels of service from LOS A representing the least congested traffic conditions to LOS F representing the most congested traffic conditions. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving, as well as speed, travel time, traffic interruptions, and freedom to maneuver.

Intersection LOS at signalized intersections, all-way stop controlled intersections and roundabouts is based on the weighted average control delay measured in seconds per vehicle for all motorists traveling through the intersection. For side-street stop-controlled intersections, this study reports the average control delay for the lane group or movement with the greatest delay, and for the intersection as a whole.

Table 1 presents the control delay range for each LOS for signalized and unsignalized intersections. As shown, the delay ranges for signalized intersections are different from unsignalized intersections. The HCM anticipates that motorists expect signalized intersections to carry higher traffic volumes that result in greater delay than at an unsignalized intersection and roundabout. Unsignalized intersections are associated with more uncertainty as delays are less predictable, which can reduce users' delay tolerance. Study intersections were analyzed using Synchro Version 12 software, which applies the methodologies presented in the HCM.

1.4.1 Intersection Operations Performance Standard

The *City of Modesto Urban Area General Plan* (2019) established a LOS D operating standard (Policy V.H.2) roadways and intersections. The project would adversely affect intersection operations if it met any of the criteria listed below:

- Addition of project traffic causes a signalized intersection to perform at an unacceptable LOS E or F condition during a peak hour, or
- If the intersection operates at LOS E or F under No Project conditions, the addition of project traffic:
 - Increases the average vehicle delay for a signalized intersection by five seconds or more, or
 - Increases the average delay for an all-way stop controlled intersection by five seconds or more and the intersection meets the one-hour peak hour signal warrant, or
 - Increases the highest delayed side-street movement for a side-street stop-controlled intersection by five seconds or more and the intersection meets the one-hour peak hour signal warrant.

Table 1. Level of Service Thresholds

LOS	Description	Average Delay at Signalized Intersections (seconds/vehicle) ¹	Average Delay at Unsignalized Intersections (seconds/vehicle) ¹
A	Very low volume-to-capacity ratio; excellent progression or very short cycles. Most vehicles pass through without stopping.	≤ 10	≤ 10
B	Low volume-to-capacity ratio; good progression or short cycles. Some vehicles stop, but delays are minimal.	> 10.0 to 20.0	> 10.0 to 15.0
C	Favorable progression or moderate cycle length. Occasional cycle failures occur; many vehicles stop, but some still pass through without delay.	> 20.0 to 35.0	> 15.0 to 25.0
D	High volume-to-capacity ratio; poor progression or long cycles. Many vehicles stop, and cycle failures are noticeable.	> 35.0 to 55.0	> 25.0 to 35.0
E	High volume-to-capacity ratio; unfavorable progression and long cycles. Frequent cycle failures.	> 55.0 to 80.0	> 35.0 to 50.0
F	Very high volume-to-capacity ratio; very poor progression and long cycles. Most cycles fail to clear queues	≥ 80.0	≥ 50.0

Note:

1. Average control delay presented in seconds per vehicle. Delay values are rounded to the nearest second and evaluated for LOS based on the above thresholds (i.e., 10 seconds per vehicle = LOS A).

Source: Highway Capacity Manual, 7th Edition, Transportation Research Board, 2022.

1.5 Report Organization

The report is separated into the following Chapters:

- **Introduction** – Summarizes the key features, location, scope of the proposed project, the study area, and the intersection analysis methodology.
- **Environmental (Existing) Setting** – Describes current transportation conditions in the project area, including roadway networks, traffic volumes, intersection operations, pedestrian/bicycle infrastructure, transit services.
- **Project Travel Characteristics** – Estimates the project's trip generation and distribution based on land use and travel behavior assumptions.
- **Non-CEQA Local Transportation Analysis** – Evaluates the project's effect on site access intersections.
- **CEQA Transportation Impact Analysis** – Evaluates the project's potential transportation impacts under CEQA.
- **Conclusions** – Summarizes the overall findings of the non-CEQA local transportation analysis and CEQA transportation impact analysis.

2. Environmental (Existing) Setting

This section describes the existing transportation system including the roadway, bicycle, pedestrian, and transit facilities in the project vicinity.

2.1 Roadway System

The roadway system in the project vicinity consists of the following (see **Figure 2**):

- **SR 99:** A six-lane freeway with a posted speed limit of 70 miles per hour (mph) in the vicinity of the project site. It provides intercity connections throughout the Central Valley, including nearby cities such as Stockton, Modesto, Turlock, and Merced. The freeway extends from US 50 in Sacramento to I-5 in Kern County. SR 99 is designated as a Surface Transportation Assistance Act (STAA) truck route. Access to SR 99 from the project site is available via a full-access interchange at Hatch Road
- **Maze Boulevard:** A two-lane minor arterial with posted speed limit ranging from 40 to 50 mph near the project site. Along the project site frontage, it consists of two lanes with a posted speed limit of 50 mph. The corridor provides regional connectivity, offering access to SR 99 to the east and transitioning into SR 132 to the west. SR 132 serves as a major commuter route for traffic traveling to and from the Bay Area.
- **Carpenter Road:** A two- to four-lane minor arterial with posted speed limits ranging from 25 to 40 mph. Along the project frontage, it consists of four lanes with a posted speed limit of 40 mph. N Carpenter Road provides regional connectivity between the project area and serves as a key access route to State Route (SR) 132 and SR 99 north of the project site, facilitating travel to and from cities such as Lathrop, Manteca, Ripon, and Modesto.

Multimodal traffic counts were collected at the Maze Boulevard/Carpenter Road intersection on Thursday, September 25, 2025, when local schools were in session. Existing volumes along project site frontages are summarized in **Table 2**.

Table 2. Existing Roadway Volume Summary

Intersection or Roadway Segment	AM Peak Hour Volume (7:30 – 8:30 AM)	PM Peak Hour Volume (3:45 – 4:45 PM)
Maze Blvd/Carpenter Rd Intersection (Vehicle Volumes, Including Trucks)	2,313 vehicles per hour	2,772 vehicles per hour
Maze Blvd/Carpenter Rd Intersection (Bicycle Volumes)	0 bicycles per hour	1 bicycle per hour
Maze Blvd/Carpenter Rd Intersection (Pedestrian Volumes)	2 pedestrians per hour	1 pedestrian per hour
Maze Blvd west of Carpenter Rd	680 vehicles per hour (13% trucks)	837 vehicles per hour (8% trucks)
Carpenter Rd north of Maze Blvd	1,613 vehicles per hour (4% trucks)	1,928 vehicles per hour (3% trucks)

Source: Intersection turning movement counts collected at the Maze Blvd/Carpenter Rd intersection on Thursday, September 25, 2025.

2.2 Intersection Operations

2.2.1 Data Collection

Intersection turning movement counts, including pedestrian, bicycle, and truck counts, were collected at the Maze Boulevard/Carpenter Road intersection on Thursday, September 25, 2025 while nearby schools were in session and under dry weather conditions during the AM (7:00–9:00) and PM (3:00–6:00) peak periods. Existing lane configurations were obtained from aerial imagery. **Figure 3** displays AM (7:30 – 8:30 AM) and PM (3:45 – 4:45 PM) peak hour turning movements and lane configurations at the study intersection under Existing Conditions, intersection count data worksheets are provided in **Appendix A**.

Traffic signal timings sheets for signalized study intersections were provided by Caltrans staff.

2.2.2 Intersection Level of Service

Table 3 presents the existing delay and LOS results at the Maze Boulevard/Carpenter Road intersection, the technical calculations are provided in **Appendix B**. As shown in **Table 3**, the study intersection operates at LOS C during the weekday AM and PM peak hours, which is considered acceptable according to City of Modesto standards.

Table 3. Intersection Operations – Existing Conditions

ID	Intersection	Control Type ¹	Peak Hour	Delay (s) ²	LOS ²
1.	Maze Blvd/Carpenter Rd	Signal	AM PM	25 30	C C

Notes:

1. Signal = Signal Control.
2. All intersections analyzed using Synchro 12, which applies the methodologies in the *Highway Capacity Manual 7th Edition* (Transportation Research Board, 2022). For signalized intersections, average delay (in seconds per vehicle) is the weighted average of all approaches.

Source: Fehr & Peers, 2025.

2.2.3 Collision History

Fehr & Peers reviewed collision history from July 1, 2020, to June 30, 2025, using the Transportation Injury Mapping System (TIMS), maintained by the Safe Transportation Research and Education Center (SafeTREC) at UC Berkeley. As shown in **Table 4**, 20 collisions were reported near the project site during this period, all resulting in injuries but none involving fatalities, pedestrians, or bicyclists. Rear-end collisions were the most common type, representing 60 percent of total reported collisions. Three rear-end collisions were reported on Maze Boulevard west of Carpenter Road.

Table 4. Maze Boulevard/Carpenter Road Collision History (July 2020 – June 2025)

Intersection	Total Collisions	Collisions Resulting in Injury	Collisions Resulting in Fatality	Collisions Involving Pedestrian or Bicyclist
Maze Blvd/Carpenter Rd	20	20	0	0

Source: TIMS, SafeTREC, UC Berkeley, 2025.



FIGURE 3

Peak Hour Traffic Volume, Intersection Lane Configurations and Traffic Controls – Existing Conditions

2.3 Truck Routes

Surface Transportation Assistance Act (STAA) truck routes allow large trucks to operate on the interstate freeway system and certain primary routes. On surface streets, STAA routes are designated either as Terminal or Service Access routes. Terminal routes are approved by the agency with jurisdiction over the roadway to enable the truck to reach its ultimate destination. Service Access routes allow STAA trucks to exit the interstate onto a local road, for one mile only, for food, fuel, lodging, or repair.

SR 99 is a National Network STAA route, an interstate truck route located approximately 1.3 miles east of the project site. Maze Boulevard is a terminal route between SR 99 and I-580. Additionally, the City of Modesto has jurisdiction to designate additional truck routes along its surface streets. Local truck routes within the project vicinity include Carpenter Road and Kansas Avenue.

2.4 Active Transportation System

2.4.1 Pedestrian Network

The project site currently lacks sidewalks. Maze Boulevard within the project vicinity also lacks sidewalks. Carpenter Road provides sidewalks on some segments within the project vicinity, but sidewalks are generally discontinuous. Other key pedestrian amenities on or adjacent to the project site include the signalized pedestrian crossing, with pedestrian signal heads and striped crosswalks, on all four legs of the Maze Boulevard/Carpenter Road intersection.

A Class I shared-use path (definition is described below) is planned on Carpenter Road north of Maze Boulevard per the *City of Modesto Non-Motorized Transportation Plan* (2024). No other planned pedestrian improvements are identified along the project site frontage.

2.4.2 Bicycle Network

Bicycle facilities are classified into the following categories:

- **Class I (shared-use path)** are separated completely from motor vehicle traffic and usually shared with pedestrians.
- **Class II (bike lanes)** are delineated lanes within the roadway for the exclusive use of bicycles. Vehicle and pedestrian cross-flow are permitted. The striping is supported by pavement markings and signage. Class II bikeways can be enhanced by features such as green paint or painted buffers.
- **Class III (bike routes)** are located on roadways on which bicyclists share the roadway with motor vehicles. Bike routes are designated by signage and/or shared roadway bicycle markings (sharrows). Some bicycle routes have wide shoulders that provide space for bicyclists, although they do not have bike lane markings.
- **Class IV bikeways (protected bike lanes)** are within or adjacent to a roadway and separated from traffic by a physical barrier such as bollards, on-street parking, or planters. This design allows an exclusive right-of-way for bicycle travel.

Class II bicycle lanes currently exist on Carpenter Road north and south of the project site, but not along the site frontage. A Class I shared-use path is planned on Carpenter Road north of Maze Boulevard, while a Class IV bikeway is planned on Carpenter Road south of Maze Boulevard (per the

City of Modesto Non-Motorized Transportation Plan [2024]). The planned Class I facility north of Maze Boulevard supersedes the planned Class IV facility identified in the *Stanislaus Council of Governments 2021 Non-Motorized Transportation Master Plan (2021)*.

An east-west Class I shared-use path is also planned along Canal Lateral Number Four east of Carpenter Road, about 450 feet north of the project site, the *City of Modesto Non-Motorized Transportation Plan (2024)*.

2.5 Transit System

Transit service is provided by Stanislaus Regional Transit Authority (StanRTA). StanRTA operates a fixed-route, Paratransit, and Dial-a-Ride bus service with stops throughout Stanislaus County. There are two nearby transit stops along northbound and southbound Carpenter Road just north of the project site. Both existing bus stops provide signage, but only the bus stop on southbound Carpenter Road provides a bench. Neither bus stop provides a shelter.

Routes 26 and 33 serve the existing northbound bus stop on Carpenter Road, only Route 33 services the bus stop on southbound Carpenter Road. Both routes operate on weekdays and weekends. Additional information is provided in **Table 5**.

Table 5. Nearby Transit Routes

Route	Route Limits	Nearest Stop	Weekdays		Saturday		Sunday	
			Hours	Headway (min)	Hours	Headway (min)	Hours	Headway (min)
26	Modesto Transit Center to Carpenter Rd	Carpenter Rd at Hillview Dr (650 ft)	6:00 AM – 10:24 PM	30	7:30 AM – 8:24 PM	30 – 60	8:00 AM – 6:25 PM	60
33	Modesto Transit Center to Modesto Jr. College	Carpenter Rd at Hillview Dr (500 ft)	6:00 AM – 10:25 PM	30 – 60	7:30 AM – 10:23 PM	60	8:00 AM – 5:53 PM	60

Source: StanRTA website, accessed on December 3, 2025.

3. Project Travel Characteristics

This chapter presents the proposed project’s travel characteristics.

3.1 Project Trip Generation

Trip generation refers to the process of estimating the amount of vehicular traffic a project would add to the surrounding roadway network. The residential trip generation was estimated using single family home trip rates published in the *Trip Generation Manual, 12th Edition* (Institute of Transportation Engineers [ITE], 2025). Although the project includes two apartments, trip generation rates for single-family homes were used to provide a conservative analysis.

Typical weekday trip generation for the event center was estimated based on anticipated event programming provided by the applicant (see **Section 1.1.1**) and the following travel assumptions:

- Typical event attendance: 150 people
- All attendees are expected to arrive during the AM peak hour and depart during the PM peak hour
- 90% of attendees are expected to drive alone or carpool to the site, with an average vehicle occupancy of 1.2 persons
- 10% of attendees are expected to use transportation network companies (e.g., Uber, Lyft) to access the site

Table 6 presents the estimated weekday daily, AM peak hour, and PM peak hour vehicle trips for the proposed project. As shown, the project is estimated to generate 310 daily, 141 AM and PM peak hour trips.

Table 6. Project Trip Generation – Typical Weekday

Land Use	Quantity	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Residential ¹	2 dwelling units	20	0	2	2	2	0	2
Event Center ²	150 attendees	290	126	13	139	13	126	139
Net-New Project Trips		310	126	15	141	15	126	141

Notes:

1. Trip rates based on ITE Land Use Code 210 (Single-Family Detached Housing):
 - a. Daily: 9.09 trips per dwelling unit
 - b. AM Peak Hour: 0.70 trips per dwelling unit (27% in, 73% out)
 - c. PM Peak Hour: 0.93 trips per dwelling unit (62% in, 38% out)
2. Assumes 90% of attendees drive or carpool to the site, with an average vehicle occupancy of 1.2 attendees. The remaining 10% are assumed to use transportation network companies, generating one inbound and one outbound trip during peak hours. All attendees are assumed to arrive during the AM peak hour and depart during the PM peak hour, remaining on-site for the duration of a typical event. Daily trip generation is the sum of AM and PM peak hour trip generation, rounded up to nearest 10.

Source: Fehr & Peers, 2025.

Saturday peak-hour trip generation was estimated for the project and is summarized in **Table 7**. Because Saturday events can extend until 2:00 AM, the analysis focuses on the hour when attendees arrive. All attendees are assumed to arrive within a single hour, representing a conservative approach. As shown in **Table 7**, the project is expected to generate 161 peak hour trips on Saturday. Although Saturday events have more than double the anticipated weekday attendance, Saturday peak hour trips are only 20 higher than weekday trips because weekend events (e.g., weddings, birthday parties, dance parties) are assumed to have higher vehicle occupancy at 2.5 attendees per vehicle versus 1.2 on weekdays.

Table 7. Project Trip Generation – Typical Saturday

Land Use	Quantity	Peak Hour of Generator		
		In	Out	Total
Residential ¹	2 dwelling units	1	1	2
Event Center ²	358 attendees	144	15	159
Net-New Project Trips		145	16	161

Notes:

1. Trip rates based on ITE Land Use Code 210 (Single-Family Detached Housing):
 - a. Peak Hour of Generator: 2.00 trips per dwelling unit (53% in, 47% out)
2. Assumes 90% of attendees drive or carpool to the site, with an average vehicle occupancy of 2.5 attendees. The remaining 10% are assumed to use transportation network companies, generating one inbound and one outbound trip during peak hours. All attendees are assumed to arrive during the peak hour.

Source: Fehr & Peers, 2025.

The *Trip Generation Manual, 12th Edition* (ITE, 2025) was used to estimate the Saturday peak hour trips for residential and the following event center assumptions were applied to estimate event center trip generation:

- Typical event attendance: 358 people
- All attendees are assumed to arrive during a single hour
- 90% of attendees are expected to drive alone or carpool to the site, with an average vehicle occupancy of 2.5 persons; weekend events such as weddings, birthday parties and dance parties are expected to have higher vehicle occupancy compared to weekday events
- 10% of attendees are expected to use transportation network companies (e.g., Uber, Lyft) to access the site

The Saturday peak hour trip generation analysis is provided only for comparison with weekday peak hour estimates. The intersection analysis in this study focuses on weekday AM and PM peak hours while schools are in session, as these hours represent the highest traffic volumes on streets adjacent to the project site.

The trip generation analysis focuses on typical weekday and Saturday programming anticipated by the applicant. However, events are not expected to occur daily; many weekdays and weekends may have no events scheduled.

3.2 Project Trip Distribution

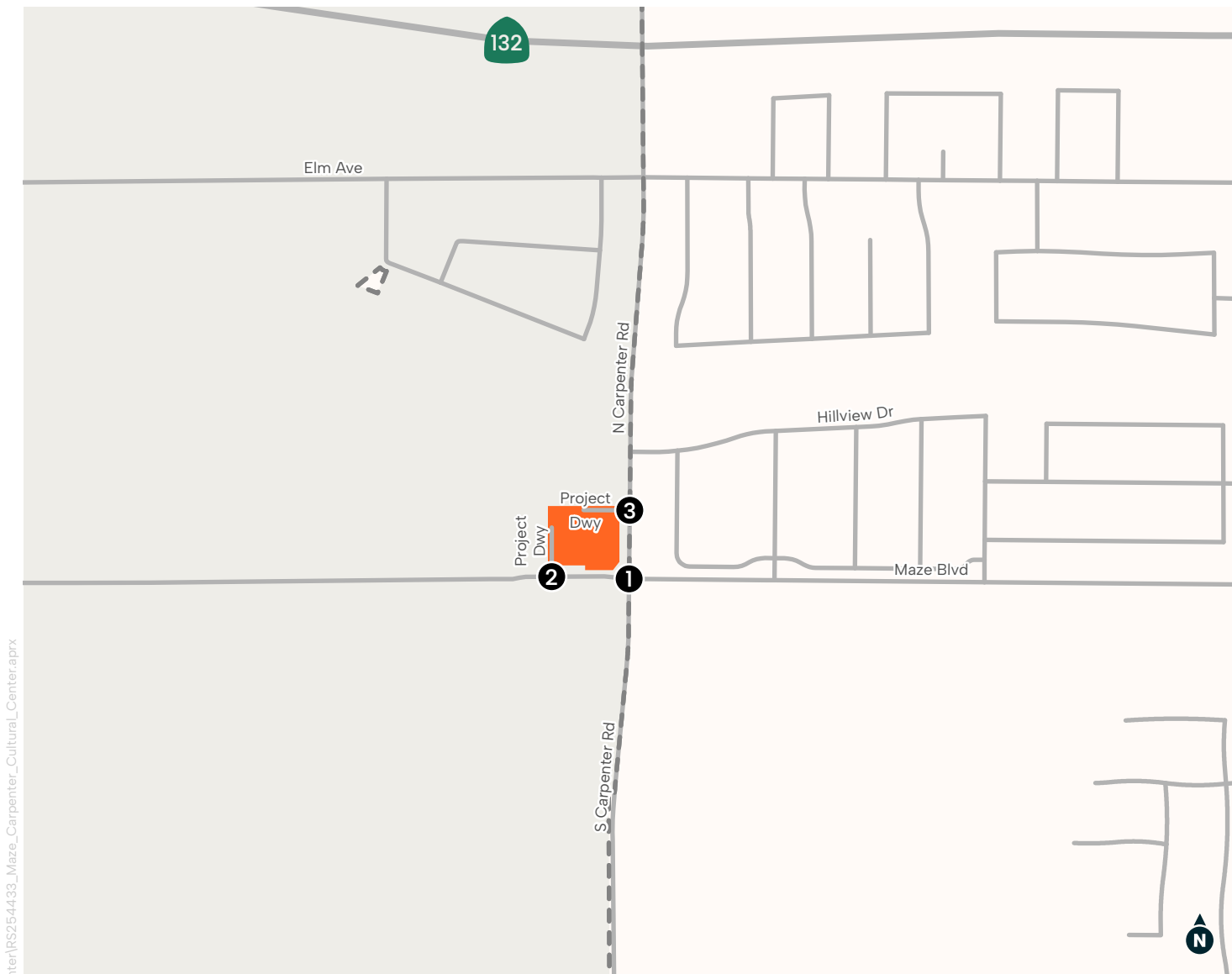
Trip distribution identifies the likely directions and destinations of vehicle trips generated by the project, based on regional travel patterns, surrounding land uses, and roadway connectivity. To estimate trip distribution, Fehr & Peers analyzed population within a 30-mile radius of the project site using U.S. Census data. This analysis resulted in the following trip distribution for the project site:

- 42% of trips to/from the north on Carpenter Road
- 28% of trips to/from the east on Maze Boulevard
- 17% of trips to/from the west on Maze Boulevard
- 13% of trips to/from the south on Carpenter Road

The trip distribution described above was assumed for the residential and event center uses proposed by the project.

3.3 Project Trip Assignment

Weekday trips generated by the project (see **Table 6**) were assigned to the roadway network according to the trip distribution described above. **Figure 4** summarizes the project trip assignment at study intersections.



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1. Carpenter Rd/Maze Blvd	2. Project Dwy/Maze Blvd	3. Carpenter Rd/Project Dwy

- 1** Study Intersection
- Project Site
- Modesto City Limits
- Turn Lane
- AM (PM)** Peak Hour Traffic Volume
- Traffic Signal
- Stop Sign

Note: Turn lanes reflect travel directions and not actual lane configuration.

FIGURE 4

Project Trip Assignment

4. Non-CEQA Local Transportation Analysis

This chapter presents the non-CEQA LTA results. The LTA includes an evaluation of Existing Plus Project and Near-Term Plus Project conditions, which analyzes operations with the addition of project-generated trips described in Chapter 3.

4.1 Existing Plus Project Analysis

4.1.1 Existing Plus Project Traffic Volumes and Intersection Lane Configurations

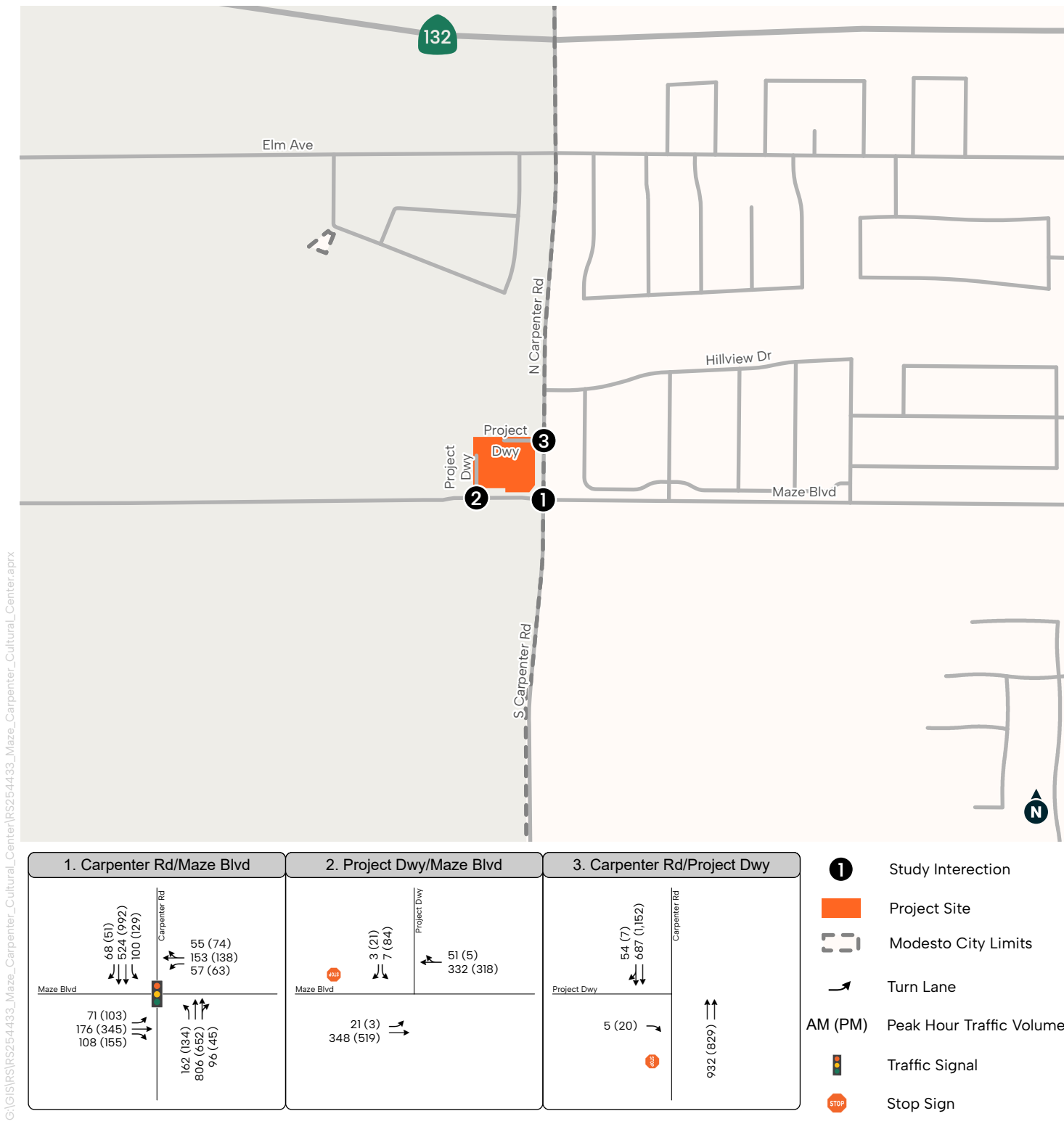
The project trip assignment shown on **Figure 4** added to the Existing conditions peak hour traffic volumes from **Figure 3** to estimate the Existing Plus Project volumes, as shown on **Figure 5**. Intersection lane configurations and traffic controls are also shown on **Figure 5**. The project does not propose modifications to the Maze Boulevard/Carpenter Road intersection.

The site plan shown in **Figure 1** does not indicate whether full or partial access is proposed at the driveways. For this analysis, Fehr & Peers assumed full access at the Maze Boulevard driveway and right-turn-in/right-turn-out access at the Carpenter Road driveway. As shown in **Table 2**, weekday AM and PM peak hour traffic volumes are substantially higher on Carpenter Road than on Maze Boulevard; therefore, the Carpenter Road driveway is assumed to prohibit inbound and outbound left-turn movements

4.1.2 Existing Plus Project Intersection Operations

Existing Plus Project traffic conditions were evaluated using the same methods described in Chapter 1. The Existing Plus Project analysis results are presented in **Table 8**, based on the vehicle volumes presented on **Figure 5**. Detailed intersection LOS calculation worksheets are presented in **Appendix B**.

As shown in **Table 8**, the Maze Boulevard/Carpenter Road intersection is expected to continue operating at LOS C during the AM and PM peak hours with the addition of project traffic. Therefore, the project is not anticipated to adversely affect peak hour operations at this intersection, given the City of Modesto's LOS D standard. The stop-controlled approaches to both project driveways are expected to operate at LOS C or better during the AM and PM peak hours.



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FIGURE 5

Peak Hour Traffic Volume, Intersection Lane Configurations and Traffic Controls – Existing Plus Project Conditions

Table 8. Intersection Operations – Existing Plus Project Conditions

ID	Intersection	Control Type ¹	Peak Hour	Existing		Existing Plus Project	
				Delay (s) ²	LOS ²	Delay (s) ²	LOS ²
1.	Maze Blvd/ Carpenter Rd	Signal	AM PM	25 30	C C	27 32	C C
2.	Maze Blvd/ Project Driveway	SSSC	AM PM	Does Not Exist		1 (16) 2 (23)	A (C) A (C)
3.	Carpenter Rd/ Project Driveway	SSSC	AM PM	Does Not Exist		0 (11) 0 (14)	A (B) A (B)

Notes:

1. Signal = Signal Control; SSSC = Side-Street Stop Control.
2. All intersections analyzed using Synchro 12, which applies the methodologies in the *Highway Capacity Manual 7th Edition* (Transportation Research Board, 2022). For signalized intersections, average delay (in seconds per vehicle) is the weighted average of all approaches. For SSSC intersections, both the overall intersection delay and (worst-case approach) are reported.

Source: Fehr & Peers, 2025.

4.1.2.1 Existing Plus Project Peak Hour Signal Warrant Analysis

The peak hour volume traffic signal warrant (Warrant 3) for urban conditions, found in the *California Manual on Uniform Traffic Control Devices* (CA MUTCD, Caltrans, 2014) was evaluated for the full access unsignalized driveway on Maze Boulevard. As shown in **Table 9**, the Maze Boulevard driveway is not anticipated to meet the peak hour signal warrant. Detailed signal warrant calculations are provided in **Appendix C**.

Table 9. Intersection Peak Hour Signal Warrant Analysis – Existing Plus Project Conditions

ID	Intersection	Control Type ¹	Existing Plus Project – Peak Hour Warrant Met?
2.	Maze Blvd/Project Driveway	SSSC	No

Notes:

1. SSSC = Side-Street Stop Control.

Source: Fehr & Peers, 2025.

4.2 Near-Term Plus Project Analysis

4.2.1 Near-Term Plus Project Traffic Volumes and Intersection Lane Configurations

The Near-Term Plus Project scenario evaluates traffic volumes anticipated under year 2030 conditions. To estimate Near-Term volumes, Fehr & Peers reviewed average annual growth rates from the StanCOG Regional Transportation Plan/Sustainable Communities Strategy travel demand model. The model assumes annual growth rates of 1.00% for jobs and 0.89% for households within the City of Modesto, with similar rates projected for all of Stanislaus County.

Using this information, Fehr & Peers applied a 1.00% annual growth rate to existing peak-hour traffic volumes shown in **Figure 3** over a 5-year period. The resulting Near-Term Plus Project intersection volumes are shown in **Figure 6**. Intersection lane configurations assumptions remained unchanged for this scenario.

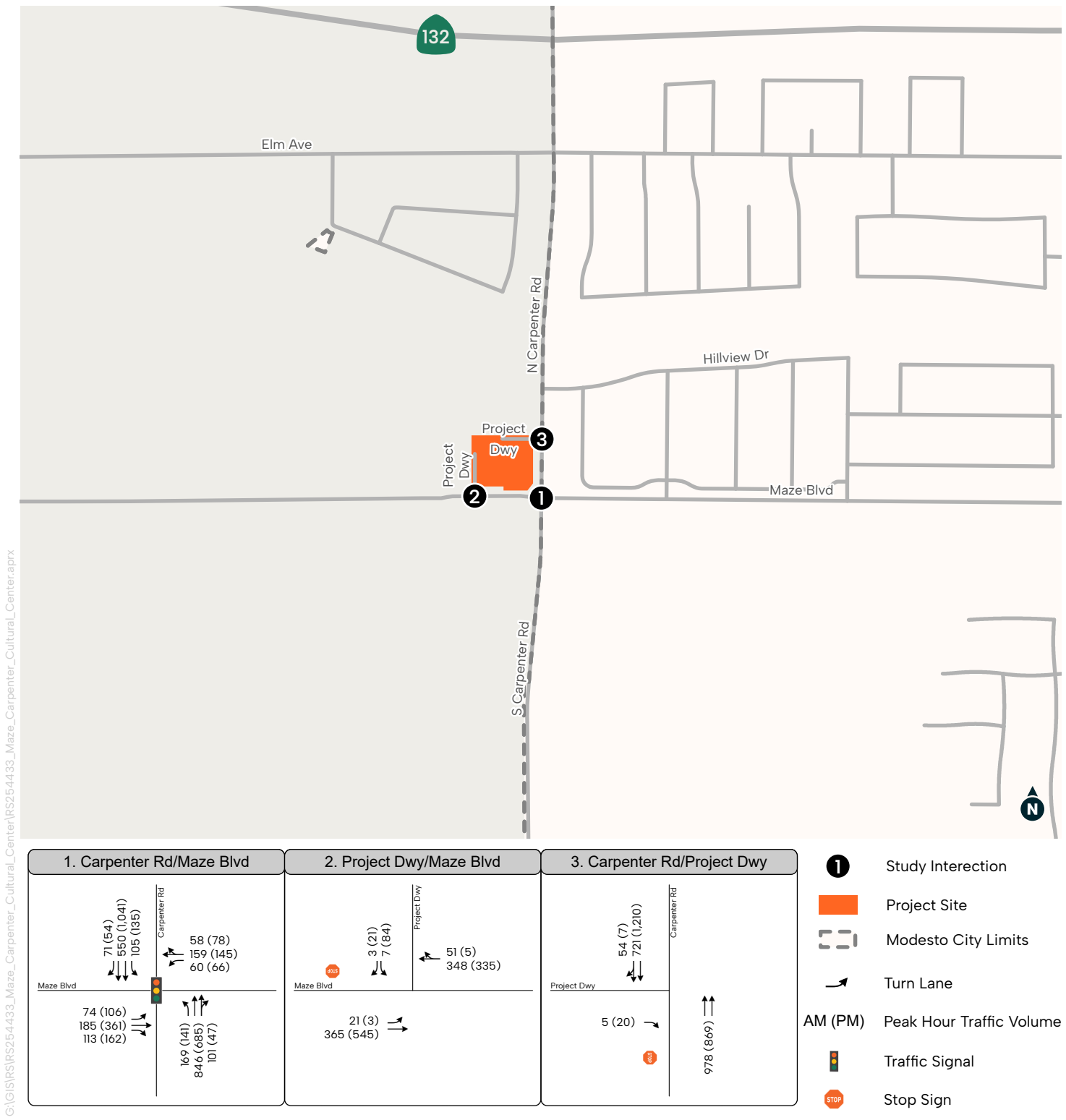


FIGURE 6

Peak Hour Traffic Volume, Intersection Lane Configurations and Traffic Controls – Near-Term Plus Project Conditions

4.2.2 Near-Term Plus Project Intersection Operations

Near-Term Plus Project traffic conditions were evaluated using the same methods described in Chapter 1. The Near-Term Plus Project analysis results are presented in **Table 10**, based on the vehicle volumes and lane configurations presented on **Figure 6**. Detailed intersection LOS calculation worksheets are presented in **Appendix B**.

As shown in **Table 10**, the Maze Boulevard/Carpenter Road intersection is expected to continue operating at LOS C during the AM and PM peak hours with the addition of project traffic under Near-Term conditions. Therefore, the project is not anticipated to adversely affect peak hour operations at this intersection, given the City of Modesto’s LOS D standard. The stop-controlled approaches to both project driveways are expected to operate at LOS C or better during the AM and PM peak hours.

Table 10. Intersection Operations – Near-Term Plus Project Conditions

ID	Intersection	Control Type ¹	Peak Hour	Existing Plus Project		Near-Term Plus Project	
				Delay (s) ²	LOS ²	Delay (s) ²	LOS ²
1.	Maze Blvd/ Carpenter Rd	Signal	AM PM	27 32	C C	29 34	C C
2.	Maze Blvd/ Project Driveway	SSSC	AM PM	1 (16) 2 (23)	A (C) A (C)	1 (17) 3 (25)	A (C) A (C)
3.	Carpenter Rd/ Project Driveway	SSSC	AM PM	0 (11) 0 (14)	A (B) A (B)	0 (12) 0 (15)	A (B) A (B)

Notes:

1. Signal = Signal Control; SSSC = Side-Street Stop Control.
2. All intersections analyzed using Synchro 12, which applies the methodologies in the *Highway Capacity Manual 7th Edition* (Transportation Research Board, 2022). For signalized intersections, average delay (in seconds per vehicle) is the weighted average of all approaches. For SSSC intersections, both the overall intersection delay and (worst-case approach) are reported.

Source: Fehr & Peers, 2025.

4.2.2.1 Near-Term Plus Project Peak Hour Signal Warrant Analysis

The peak hour volume traffic signal warrant (Warrant 3) for urban conditions, found in the *California Manual on Uniform Traffic Control Devices* (CA MUTCD, Caltrans, 2014) was evaluated for the full access unsignalized driveway on Maze Boulevard. As shown in **Table 11**, the Maze Boulevard driveway is not anticipated to meet the peak hour signal warrant under Near-Term conditions. Detailed signal warrant calculations are provided in **Appendix C**.

Table 11. Intersection Peak Hour Signal Warrant Analysis – Near-Term Plus Project Conditions

ID	Intersection	Control Type ¹	Existing Plus Project – Peak Hour Warrant Met?
2.	Maze Blvd/Project Driveway	SSSC	No

Notes:

1. SSSC = Side-Street Stop Control.

Source: Fehr & Peers, 2025.

5. CEQA Transportation Impact Analysis

This chapter presents the applicable transportation-related policies and CEQA transportation impact analysis.

5.1 Applicable Transportation-Related Policies

This section presents potentially applicable federal, state, regional, and local regulatory requirements applicable to the project.

Pursuant to Senate Bill (SB) 743, Public Resources Code (PRC) Section 21099, and California Code of Regulations (CCR) Section 15064.3, generally, VMT has replaced congestion as the metric for determining transportation impacts under CEQA. Section 15064.3 of the CEQA Guidelines provides that VMT is the “most appropriate measure of transportation impacts” and mandates analysis of VMT impacts effective July 1, 2020. A project’s effect on automobile delay is no longer a consideration when identifying a significant impact; therefore, the impact of the project on delay-based traffic operations is not addressed in this CEQA TIA.

5.1.1 State

The State of California has enacted several pieces of legislation that outline the state’s commitment to encourage land use and transportation planning decisions and investments that reduce VMT and contribute to reductions in greenhouse gas (GHG) emissions in line with state climate goals. Other recent state policies pertain to roadway safety.

5.1.1.1 Senate Bill 743

SB 743, passed in 2013, required the California Governor’s Office of Planning and Research (OPR) to develop new guidelines that address transportation metrics under CEQA. OPR published its proposal for the comprehensive updates to the CEQA Guidelines in November 2017 which included proposed updates related to analyzing transportation impacts pursuant to SB 743. The updated CEQA Guidelines were adopted on December 28, 2018; and according to the new CEQA Guidelines Section 15064.3, VMT replaced congestion as the metric for determining transportation impacts. The guidelines state that “lead agencies may elect to be governed by these provisions of this section immediately. Beginning July 1, 2020, the provisions of this section shall apply statewide.”

5.1.1.2 Technical Advisory on Evaluating Transportation Impacts in CEQA

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR, 2018) (“*Technical Advisory*”) provides advice and recommendations to CEQA lead agencies on how to implement the SB 743 changes. This includes technical recommendations regarding the assessment of VMT, thresholds of significance, VMT mitigation measures, and screening thresholds for certain land use projects. Lead agencies may consider and use these recommendations at their discretion and with the provision of substantial evidence to support alternative approaches. The *Technical Advisory* describes considerations agencies may use in selecting VMT metrics, calculation methodologies, and significance thresholds. The *Technical Advisory* does not mandate the use of specific metrics, methodologies or significance thresholds, because agencies have discretion to select those that are appropriate for the local land use and transportation context.

The *Technical Advisory* identifies “screening thresholds” to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed VMT analysis. The *Technical Advisory* suggests that projects meeting one or more of the following criteria should be expected to have a less-than-significant impact on VMT.

- **Small projects** – projects consistent with a Sustainable Communities Strategy (SCS) and local general plan that generate or attract fewer than 110 trips per day.
- **Projects near major transit stops** – certain projects (residential, retail, office, or a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor.
- **Affordable residential development** – a project consisting of a high percentage of affordable housing may be a basis to find a less-than-significant impact on VMT.
- **Local-serving retail** – local-serving retail development tends to shorten trips and reduce VMT. The *Technical Advisory* encourages lead agencies to decide when a project will likely be local-serving, but generally acknowledges that retail development including stores larger than 50,000 square feet might be considered regional-serving. The *Technical Advisory* suggests lead agencies analyze whether regional-serving retail would increase or decrease VMT (i.e., not presume a less-than-significant).
- **Projects in low VMT areas** – residential and office projects that incorporate similar features (i.e., density, mix of uses, transit accessibility) as existing development in areas with low VMT will tend to exhibit similarly low VMT.

The *Technical Advisory* also provides guidance on impacts to transit. Specifically, the *Technical Advisory* suggests that lead agencies generally should not treat the addition of new transit users as an adverse impact. As an example, the *Technical Advisory* suggests that “an infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility.

Regarding trucks, the *Technical Advisory* first points out that CEQA Section 15064 refers to automobiles when referencing VMT. The document then offers a definition that automobiles consist of on-road passenger vehicles, including cars and light duty trucks. It further states that “Heavy-duty truck VMT could be included for modeling convenience and ease of calculation.” No further guidance is provided relating to how to address travel impacts of trucks, though Appendix 1 (Considerations About Which VMT to Count) and Appendix 2 (Induced Travel: Mechanisms, Research, and Additional Assessment Approaches) repeatedly refer to automobiles (and do not mention trucks) when describing these topics.

5.1.2 Regional

5.1.2.1 2022 Regional Transportation Plan/Sustainable Communities Strategy (StanCOG, 2022)

The Stanislaus Council of Governments (StanCOG) serves as the regional planning entity for Stanislaus County and its incorporated municipalities, which include Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock, and Waterford. Designated as the Metropolitan Planning Organization (MPO) under federal law, StanCOG is responsible for coordinating regional transportation planning efforts and delivering technical guidance and data-driven support to its member agencies.

In August 2022, StanCOG adopted the *2022 Regional Transportation Plan and Sustainable Communities Strategy (2022 RTP/SCS, StanCOG)*. This document serves as the region's long-range transportation plan and provides guidance for decisions about transportation spending priorities.

Chapter 2 outlines goals for the *2022 RTP/SCS*. Goals and objectives that may be relevant to this study include:

- Goal 1: Mobility & Accessibility – Improve the ability of people and goods to move between desired locations and provide a variety of modal and mobility options.
- Goal 2: Social Equity – Promote equitable access to opportunities by ensuring all populations share in the benefits of transportation improvements and are provided a range of transportation and housing choices.
- Goal 3: Economic and Community Vitality – Foster job creation, business attraction, retention, and expansion by improving quality of life. Facilitate economic development and opportunities through infrastructure investments that support goods movement within and through the region, including but not limited to the county's strategic freight corridors.
- Goal 4: Sustainable Development Pattern – Provide a mix of land uses and compact development patterns and encourage infill development to preserve agricultural land and natural resources.
- Goal 5: Environmental Quality – Consider environmental impacts when making transportation investments and minimize impacts on clean air and natural resources. Support infrastructure investments that facilitate vehicle electrification and the provision of electrification infrastructure in public and private parking facilities and structures.
- Goal 6: Safety and Health – Operate and maintain the transportation system to ensure public safety and security; and improve the health of residents by improving air quality and providing more transportation options.
- Goal 7: System Preservation – Maintain transportation system in a state of good repair; and protect investment by maximizing use of existing transportation facilities.
- Goal 10: Congestion Management – Maintain or reduce congestion as compared to current levels.

The SR 132 West Phase 1 expressway improvements from N. Dakota Avenue to Needham Street are listed in the RTP project list; however, these improvements were completed in 2022. Phase 2 improvements, which will widen the existing expressway to four lanes, are also listed and are expected to be constructed by 2027. Class IV bikeway improvements on Carpenter Road from Paradise Road to Briggsmore Avenue are also listed.

5.1.2.2 2024 Congestion Management Process (StanCOG, 2024)

The Congestion Management Process (CMP) is a federally required, performance-based planning approach focused on achieving clear congestion management outcomes. StanCOG's 2024 CMP uses innovative transportation analytics leveraging big data from mobile phones. Developed collaboratively with local, state, and federal representatives, the 2024 CMP offers reliable, timely information on the current performance of Stanislaus County's transportation system to guide regional transportation planning and sustainable community strategies.

The following segments near the project site and are part of the CMP network:

- Maze Boulevard from SR 99 to the western County line

- Carpenter Road from Whitmore to Briggsmore Avenue

According to the CMP, both Maze Boulevard and Carpenter Road operate at LOS B or better during the AM and PM peak hours based on 2023 traffic data.

5.1.2.3 2024 Regional Transportation Improvement Program (StanCOG, 2024)

The *2024 Regional Transportation Improvement Program (2024 RTIP, StanCOG)* is a prioritized list of state highway and local road projects in Stanislaus County aimed at enhancing mobility, reducing congestion, and improving transportation-related air quality. Prepared by StanCOG every two years as required by state guidelines, the *2024 RTIP* supports the programming and implementation of transportation improvement projects over a 5-year programming period.

The SR 132 West Phase 3 improvements, which will extend the expressway from N. Dakota Avenue to Gates Road, are listed in the RTIP.

5.1.2.4 2021 Non-Motorized Transportation Master Plan (StanCOG, 2021)

The *2021 Non-Motorized Transportation Master Plan (StanCOG)* presents strategies to support non-motorized travel in Stanislaus County including walking, bicycles, electric bikes, scooters, skateboards, wheelchairs, and other mobility devices. Building on the 2013 StanCOG Non-Motorized Transportation Master Plan, it introduces new tools and analyses to help prioritize regional projects that support the region's transportation goals and improve walking and biking networks. The Plan aims to assist StanCOG staff, the County, and local agencies in creating safe and accessible travel options for people of all ages and abilities, reducing reliance on cars.

The plan proposed to develop the Non-Motorized Transportation Backbone Network. The Backbone Network is a network of bicycling and pedestrian facilities that link major destinations and residential areas to areas of countywide significance, such as transit routes and employment centers.

The *2021 Non-Motorized Transportation Master Plan (StanCOG)* recommends the following bikeway improvements within the project site vicinity:

- Class IV separated bikeway on Carpenter Road from Briggsmore Avenue to Paradise Road

The planned Class I facility north of Maze Boulevard identified in the *Non-Motorized Transportation Plan (City of Modesto, 2024)* supersedes the planned Class IV facility identified in the *Stanislaus Council of Governments 2021 Non-Motorized Transportation Master Plan (2021)*.

5.1.3 Local

Goals, policies, and objectives from various planning documents published by the City of Modesto are relevant to the project.

5.1.3.1 City of Modesto Urban Area General Plan (2019)

The *City of Modesto Urban Area General Plan (2019)* provides a long-term framework and policy guide for the City's growth, development, and land use. It establishes goals, policies, and programs to guide the City's housing, transportation, economic development, public services, environmental protection, and quality of life. The *plan* aims to ensure safe and sustainable development that meets the needs of current and future residents while preserving the City's character and resources.

The *City of Modesto Urban Area General Plan (2019)* Road Circulation Diagram indicates that Maze Boulevard, classified as a four-lane minor arterial, will be widened to four lanes from Carpenter Road to N. Dakota Avenue. Carpenter Road, also a minor arterial, is planned to be widened to four lanes from Maze Boulevard to Whitmore Avenue.

Relevant transportation policies outlined in the *City of Modesto Urban Area General Plan (2019)* include:

- Policy V.A.1 Gap Closures: Identify gaps in the pedestrian and bicycle transportation systems and plan facilities to close those gaps.
- Policy V.A.2 Encourage Pedestrians and Bicycle Use: Streets, pedestrian paths, and bike paths contribute to a system of fully connected routes to all destinations. Their designs encourage pedestrian and bicycle use when small and spatially defined by buildings, trees, and lighting, and when high-speed traffic is discouraged.
- Policy V.A.5 Mediating Mode Conflicts: In the case of conflict between motorized and non-motorized transportation modes, roadway or right-of-way features may be added or altered to protect pedestrians and bicyclists, consistent with Urban Area General Plan goals.
- Policy V.A.6 Level of Service and Mitigating Travel Demand: Level of Service and Quality of Service (see Tables V-1 and V-2, respectively) for all transportation modes (vehicle, transit, bicycle and pedestrian) on City roadways should be improved over time consistent with the financial resources reasonably available to the City and without unreasonably burdening property owners or developers. On roadways where the automobile LOS is expected to be level F, consider mitigation measures other than road widening, such as the addition of bicycle lanes, improved pedestrian access, improved transit service, and the establishment of walkable development patterns to improve the quality of service for all travel modes.
- Policy V.B.2 Traffic Study: If required, a Comprehensive Traffic Study should conform to the City of Modesto *Traffic Impact Study Criteria*. These *Criteria* will be amended to reflect general plan goals and policies, including definition of metrics for all both motorized and non-motorized transportation modes.
- Policy V.C.5 Travel Mitigation Outside of Downtown: Outside of the downtown area, consider and balance the effects of automobile traffic mitigation on non-automobile travel – particularly in areas where the city is attempting to improve conditions that support non-automobile travel – when considering solutions to traffic circulation problems.
- Policy V.C.6 Prioritizing Transportation Investments: Strive to achieve quality of service, as depicted in Table V-2 (FDOT Figure 1-2, 2009) for each non-automobile travel mode appropriate to the location in the City.
 1. Downtown Area: Pedestrian and bus quality of service should be A/B. Bicycle quality of service should be C/D or better. (*Air quality, public health, energy conservation, environmental justice*)
 2. Baseline Developed Area: Pedestrian quality of service should be C/D on arterial streets and A/B on local and collector streets. Bicycle quality of service should be A/B on local and collector streets, C/D on arterial streets, and E/F on expressways. Bus quality of service should range from C/D to E/F, depending upon boardings. Consider improving accessibility along impacted routes by implementing Transportation Demand Management strategies.
- Policy V.D.1 Median Refuges: Add median refuges along arterials and four-lane collectors in areas where pedestrian traffic is to be facilitated to give pedestrians a safe halfway point for street crossings.

- Policy V.D.2 Bulb-outs: Add sidewalk bulb-outs in areas where pedestrian traffic is to be facilitated to reduce crossing distance and improve visibility of pedestrians to other roadway users.
- Policy V.D.5 ADA Compliance: Construct or modify curb ramps and sidewalks to comply with the Americans with Disabilities Act.
- Policy V.D.7 Street Trees: Plant and maintain large species trees along streets to separate pedestrians from moving traffic for safety and to create an inviting walking environment.
- Policy V.E.3 Opportunities to Add Bicycle Facilities: When streets are repaired or resurfaced, add bicycle facilities to those streets as appropriate with striping, stencils, and/or signage.
- Policy V.E.8 Bicycles at Signalized Intersections: Protected intersection design features, bike boxes and bicycle detection systems may be used to delineate bicycle facilities, improve safety, and allow bicycle traffic to trigger the green phase of a traffic signal. In accordance with California Vehicle Code Section 21450.5, sensors that detect the presence of a waiting bicycle should be added to signalized intersections when signals are installed, upgraded and/or maintained. Other markings and signage may be used as approved by the City Engineer.
- Policy V.F.3 Minimum Service Density: Provide service on a half-mile grid where feasible to make the service as accessible as possible. Newly developed areas should provide a street pattern capable of accommodating transit service on a half-mile grid. Sidewalks should be provided in the development of new roadway systems to accommodate bus stops, and to minimize walking distance between them.
- Policy V.F.7 Bus Pullouts: Consider Bus pullouts with new development in the Planned Urbanizing Area to support transit passenger loading and unloading.
- Policy V.F.8 Park-and-Ride: Work with new development to provide park-and-ride spaces to promote and support transit ridership.
- Policy V.H.1 Roadway Facilities, defined: The roadway network consists of the facility types listed below. Figures V-1 through V-6 of the General Plan constitute the Transportation Diagram, which describes the proposed general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other facilities within the Modesto Urban Area.
 1. Freeway - This classification defines the highest volume, total access-control highways with high design speeds (55-65 mph).
 2. State Highway - This classification applies to streets that are acquired, laid-out, constructed, improved, or maintained as a state highway pursuant to constitutional or legislative authorization. This facility type can be designated a freeway, expressway, arterial, or other roadway classification.
 3. Expressway - The purpose of an expressway is to facilitate automobile and transit trips across town rapidly. Bicycles can be accommodated. Pedestrians are generally not expected. Expressways should have signalized intersections or roundabouts at arterial streets (one mile apart) and right-turn-only access to collector streets (one-half mile apart). The City Engineer has authority to design Expressway intersections (within City right-of-way), consistent with provisions contained within the City's Standard Specifications, on a case-by-case basis. Expressways may include Class I, II or IV bicycle facilities. Driveway access from fronting properties should not be allowed without specific authorization from the City Council (see Policy V.H.15).
 4. Arterial Street - Arterials allow movement of people by all modes and provide safe and convenient access to businesses for people using any travel mode. Arterial streets may be classified either as principal or minor arterials. A principal arterial

typically has six lanes, while a minor arterial has four lanes. All arterials should have on-street bicycle facilities. Driveway access from fronting properties should be designed according to the City's Standard Specifications.

5. Collector Street – Collectors are primarily lined with residential development and serve a function similar to that of local streets, but with higher traffic volumes. Collector streets serve pedestrian and bicycle traffic, as well as automobiles and sometimes transit. Collectors may be classified either as “major” or “minor;” a major collector typically has four lanes, while a minor collector has two lanes. Driveway access from fronting properties should be designed according to the City's Standard Specifications.
 6. Local Street – The primary purpose of local streets is to connect people to their neighbors and neighborhood. Cars are not excluded, but they are not the focus of transportation. Driveway access from fronting properties should be designed according to the City's Standard Specifications.
- Policy V.H.2 Level of Service: LOS “D” is the threshold of significance for measuring traffic impacts.
 - Policy V.H.3 Coordinate Planning Efforts. Coordinate the City's streets and highways system with Caltrans', the County's, and other jurisdictions' existing facilities and plans.
 - Policy V.H.5 Driveway Consolidation. Consolidate driveways to reduce potential vehicle-pedestrian conflicts.
 - Policy V.H.8 Intersection Control: The type(s) of intersection control(s) (e.g. traffic signal, traffic circle, roundabout, etc.) will be determined by the City Engineer at the time of project design.
 - Policy V.H.9 Standard Specifications. The City's Standard Specifications Manual applies to the construction of new roadway facilities. More design details are provided in the City's adopted *Standard Specifications*.
 - Policy V.H.13 Truck Routes. Evaluate the need to identify new truck routes and the potential abandonment of existing truck routes due to increased truck traffic, increased size of trucks, and conflicts with pedestrian-oriented areas and noise-sensitive land uses.
 - Policy V.H.15 Expressways: This classification defines high-volume, access-controlled roadways. Expressway locations / alignments are shown in the Circulation and Transportation Diagram, Figures V-1 and V-2. Street Details in the City of Modesto's Standard Specifications illustrate the intersection cross-section requirements for expressway intersections with arterial and collector streets, which are summarized on the following exhibit within this policy. This General Plan provides for expressways throughout the City. Continue to include these expressways in the Circulation and Transportation plan and to implement them in cooperation with the development community according to applicable design standards.
 1. Regulate and limit the number and design of expressway access locations in order to ensure the overall operational viability of expressways in the community.
 2. Any consideration of access to expressways is contingent on the ability of an applicant to provide a properly designed solution consistent with the adopted City standard specifications for access to expressways. The City Engineer may approve variations and deviations from adopted standard specifications pursuant to Section 7-1.701(I)(2) of the Municipal Code.
 3. Any access to expressways from private parcels will be at the sole expense of the property owner, including any reconstruction of the expressway that may be necessitated.

4. Expressway access to non-residential uses may be allowed on a case-by-case basis per the following criteria:
 - When an applicant demonstrates to the City Council's satisfaction that economic purposes are clearly restricted by denial of access to a particular parcel, and when the applicant demonstrates to the City Council's satisfaction that there are either no or only highly restrictive alternative access solutions available to a particular parcel; or,
 - For infill site developments, when an applicant demonstrates to the City Council's satisfaction that the economic benefits derived from development of the remnant parcel override the need to limit access to that parcel; or,
 - It is recognized that City of Modesto emergency facilities, such as police and fire stations, may be located on expressways and that direct access would be desirable. In these cases, direct access is allowed subject to approval by the City Engineer. Design of such access should have City Council approval prior to implementation.
5. The City has adopted access management policies that include design standards for expressway access (General Plan Amendment 2001-02, August 28, 2001, modified by General Plan Amendment 2010-01). The purpose of the guidelines and design standards is to provide safe ingress and egress to adjacent parcels while at the same time not degrading the carrying capacity, flow, and efficiency of the expressway

As previously noted, SB 743 prohibits the use of automobile delay and LOS as performance measures for determining transportation impacts under CEQA. Therefore, General Plan policies focused on intersection LOS significance thresholds were not evaluated as part of this study.

5.1.3.2 Non-Motorized Transportation Plan (City of Modesto, 2024)

The *Non-Motorized Transportation Plan* (City of Modesto, 2024) is a strategic framework aimed at improving and promoting walking, biking, and other forms of non-motorized travel within the city. It focuses on enhancing safety, connectivity, accessibility, and infrastructure to encourage residents to choose active transportation modes, thereby supporting healthier lifestyles, reducing traffic congestion, and minimizing environmental impacts. The plan outlines specific projects, policies, and programs designed to create a more pedestrian- and bicycle-friendly community in Modesto.

Relevant transportation policies and actions outlined in the Plan include:

- Policy 1: Integrate bicycle and pedestrian network and facility needs into all City planning documents and capital improvement projects.
 - Action 1.5: Ensure that all traffic impact studies, analyses of proposed street changes, and development projects address impacts on bicycling and walking facilities.
- Policy 2: Coordinate with other agencies and stakeholders to incorporate and implement Plan policies and recommendations.
- Policy 3: Design a low-stress bikeway network to serve people of all ages and abilities.
- Policy 4: Design a connected, convenient, and comfortable pedestrian network to serve people of all ages and abilities.
 - Action 4.1: Include sidewalks on all new or retrofitted roadways.
 - Action 4.6: Plan and develop well-connected streets, sidewalks, and pathways that provide the most direct paths of travel for pedestrians. Provide connections between or through cul-de-sacs and remove barriers to walking where feasible.

- Policy 5: Develop an easy-to-read, unified, and comprehensive wayfinding system for people walking and biking.
- Policy 9: Ensure that bicyclists and pedestrians have accommodation in construction zones.
- Policy 10: Maintain designated facilities to be comfortable and free of hazards to people walking and bicycling.
 - Action 10.2: Trim overhanging and encroaching vegetation to maintain a clear travel path along pedestrian and bicycle facilities.
 - Action 10.5: Incorporate maintenance needs into the design of separated bikeways and trails to ensure proper maintenance after construction.
- Policy 13: Increase bicycling and walking through targeted marketing and promotion.

The *Non-Motorized Transportation Plan* (City of Modesto, 2024) includes a list of proposed non-motorized transportation improvements. The following lists proposed improvements in the project vicinity:

- Class I shared-use path on Carpenter Road from Maze Boulevard to Briggsmore Avenue
- Class IV bikeway on Carpenter Road from Maze Boulevard to Chicago Avenue
- Class I shared-use path is also planned along Canal Lateral Number Four from Carpenter Road to SR 99

5.1.3.3 Standard Specifications (City of Modesto, 2014)

The City of Modesto *Standard Specifications* (2014) establishes design standards roadway and intersection improvements within the city. These specifications ensure consistency, quality, safety, and compliance with applicable regulations throughout the planning, design, and construction phases of municipal infrastructure and development projects.

5.2 Project Specific Impacts

This section summarizes the transportation impact analysis required under CEQA, specifically addressing the transportation-focused checklist summarized in **Table 12** and outlined in Appendix G of the CEQA Guidelines for evaluating development project impact.

Impact determinations are described in detail below.

Table 12. CEQA Transportation Checklist

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

Source Appendix G, CEQA Guidelines.

5.2.1 Thresholds of Significance

The following thresholds of significance are used to determine whether implementing the proposed project would result in a significant environmental impact. The thresholds are based on guidance from Appendix G of the CEQA Guidelines, OPR’s Technical Advisory, and policies of City of Modesto. The proposed project would cause a significant impact if it would:

5.2.1.1 Roadway Network

- a. For project land use components whose VMT impacts are otherwise not presumed to be less-than-significant based on the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR, December 2018) thresholds, exceed the applicable VMT threshold as follows:
 - o Residential: If project generated VMT per capita exceeds 85% of baseline citywide VMT per capita
 - o Event Center: Net increase in total VMT
- b. Conflict with adopted policies, plans, or programs regarding roadway network improvements.

5.2.1.2 Active Transportation Network

- c. Conflict with adopted policies, plans, or programs regarding bicycle or pedestrian facilities.

5.2.1.3 Transit Services and Facilities

- d. Disrupt existing or planned transit facilities or conflict with adopted policies, plans, or programs regarding transit facilities or service.

- e. Create a demand for transit that is currently unmet.

5.2.1.4 Hazards

- f. Substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses.

5.2.1.5 Emergency Access

- g. Project results in inadequate emergency access.

With respect to the first significance criterion (Roadway Network), and as described later in this report, the proposed residential units are considered a small project and are presumed to have a less than significant impact. Event centers are considered locally serving and are also presumed to have a less than significant impact.

5.2.2 Transportation Impact Analysis

The project-specific impact analysis is summarized below by transportation discipline.

5.2.2.1 Roadway Network VMT Impacts

Impact TR-1: *Less Than Significant VMT Impacts Caused by Residential and Event Center Uses*

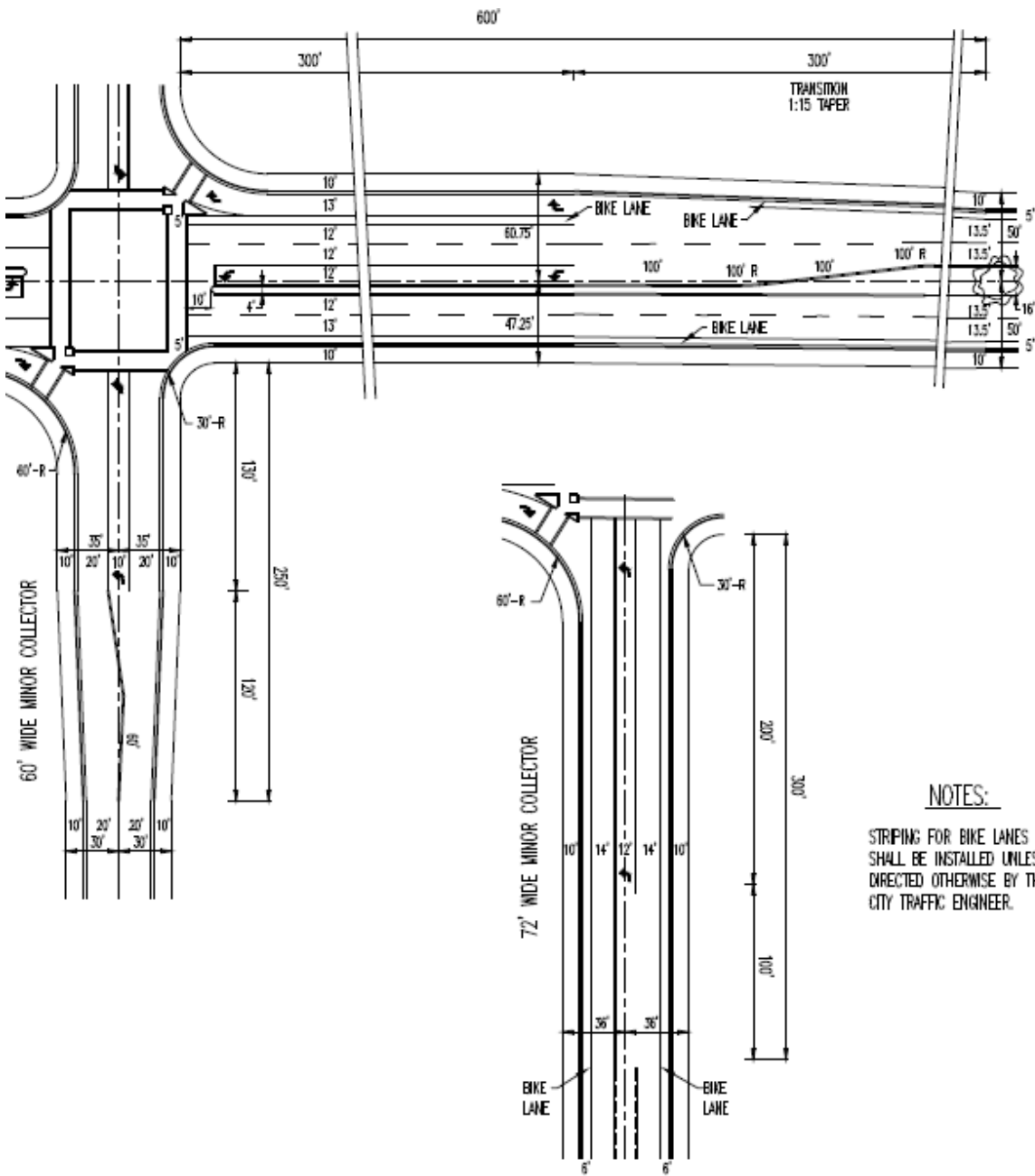
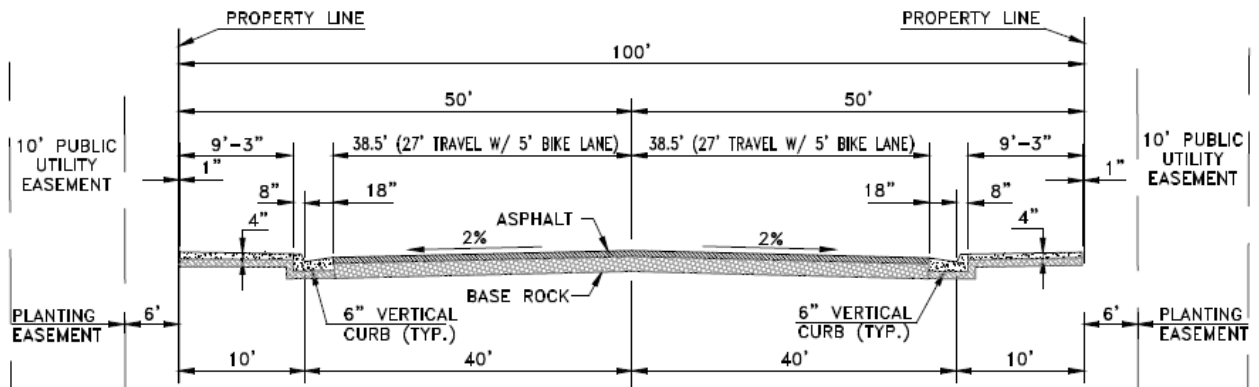
As shown in **Table 6**, the residential units are estimated to generate 20 weekday trips, well below the 110 daily trip screening threshold recommended by OPR's *Technical Advisory* for small projects, which can be presumed to have a **less than significant VMT impact**.

The event center can be considered local-serving because it improves destination proximity for similar land uses. The proposed event center is expected to redistribute trips rather than create new ones, as demand for these services is relatively fixed and venue choice depends on convenience, quality, and available amenities. Improving destination proximity would shorten travel distances and reduce VMT. Additionally, the event center introduces land use diversity in an otherwise residential and rural area. Therefore, the event center meets the local-serving screening criteria described in the *Technical Advisory* and can be presumed to have a **less than significant VMT impact**.

5.2.2.2 Roadway Network Plan Impacts

Impact TR-2: *Conflicts with Adopted Policies, Plans or Programs Regarding Auto Network Improvements*

Maze Boulevard and Carpenter Road segments along the project frontage are classified as four-lane minor arterials in the *City of Modesto Urban Area General Plan (2019)*, while Maze Boulevard east of Carpenter Road is classified as a two-lane minor collector. Carpenter Road is currently a four-lane facility, but Maze Boulevard provides only two lanes along the project frontage. The site plan indicates that this two-lane configuration would remain, which conflicts with the General Plan's planned four-lane facility. In addition, the project frontage improvements do not meet the applicable street section (see **Figure 7**) and intersection design standards (see **Figure 8**) outlined in the *City of Modesto Standard Specifications (2014)* for Maze Boulevard. Although Carpenter Road meets the 80-foot curb-to-curb width standard for minor arterials, the proposed sidewalk improvements do not comply with the *Standard Specifications (2014)*.



The Maze Boulevard right-of-way (ROW) along the project frontage is currently under Caltrans jurisdiction; however, it is planned to be relinquished as part of the SR 132 West expressway project and transferred to the City of Modesto and/or Stanislaus County. The timing of this transfer is currently unknown. For this evaluation, City of Modesto design standards are referenced since Modesto is the lead agency and the project site would be annexed into the City if approved.

Although the proposed Maze Boulevard frontage improvements conflict with the planned four-lane improvements identified in the General Plan, the following General Plan goals support maintaining the two-lane segment:

- **Goal V.A:** Provide meaningful transportation choices, increase non-automobile mode share and facilitate complete streets.
- **Goal V.B:** Reduce trip lengths and vehicle miles traveled.
- **Goal V.C:** Consider revisions to the transportation system in a context-sensitive manner and evaluate the effects of new development and changes to the City's transportation infrastructure on all modes of travel (train, bus, car, bicycle, walking).
- **Goal V.H:** Support a healthy, safe Modesto by reducing trip lengths and vehicle miles traveled per capita, reducing collision rates, supporting the increased use of alternative modes, and helping reduce greenhouse gas emissions and other air pollutants, while balancing the transportation needs of all travelers.

Furthermore, construction of the remaining SR 132 West improvements is expected to divert regional through traffic from Maze Boulevard to the SR 132 West corridor. This shift would reduce traffic volumes along the project's Maze Boulevard frontage, thereby decreasing the need for capacity-increasing improvements on Maze Boulevard. Maintaining a two-lane minor arterial segment aligns with the General Plan goals by providing shorter pedestrian crossing distances, supporting safer access for pedestrians and bicyclists (especially near schools), and helping prevent induced VMT typically associated with capacity-increasing projects. For these reasons, the impact is considered **less than significant**. However, the project applicant should coordinate with City of Modesto staff to confirm frontage improvements to be required for the project.

Recommendation 1: *Coordinate with City of Modesto staff to confirm whether the two-lane Maze Boulevard segment can be maintained along the project frontage or if the site plan should be modified to accommodate widening to four lanes.*

The assessment of sidewalk, bikeway and driveway safety impacts are summarized in the following sections.

5.2.2.3 Active Transportation Network Impacts

Impact TR-3: *Conflicts with Adopted Policies, Plans or Programs Regarding Bicycle or Pedestrian Facilities*

The project proposes five-foot-wide sidewalks along the Maze Boulevard and Carpenter Road frontages; however, as shown in **Figure 7**, minor arterials require a minimum sidewalk width of 10 feet. This is considered a **significant impact**.

Mitigation Measure TR-3: *Revise the project site plan to provide minimum 10-foot-wide sidewalks along the Maze Boulevard and Carpenter Road frontages. Sidewalks and associated curb ramps shall be designed to City of Modesto standards.*

Responsible Party: *Project Applicant*

Significance After Mitigation: *Less Than Significant*

The project does not propose bikeway improvements along Maze Boulevard or Carpenter Road. Planned bikeway improvements are not identified for Maze Boulevard in either the City of Modesto *Non-Motorized Transportation Plan (2024)* or StanCOG's *2021 Non-Motorized Transportation Master Plan*; therefore, the project does not conflict with planned improvements on this segment.

The City's *Non-Motorized Transportation Plan (2024)* does recommend a Class I shared-use path along Carpenter Road from Maze Boulevard to Briggsmore Avenue; however, that plan does not specify which side of Carpenter Road the Class I facility should be implemented on. Although the project does not propose a Class I facility along its frontage, it does not preclude or conflict with its future implementation, as the future path can be accommodated within the existing ROW while maintaining current lane configurations. Therefore, the project's impact on planned bicycle facilities on Carpenter Road and Maze Boulevard is considered **less than significant**.

Although the project does not conflict with the planned Class I shared-use path along Carpenter Road north of Maze Boulevard, it is recommended that the project implement a minimum 12-foot-wide Class I shared-use path along the Carpenter Road frontage in place of the required 10-foot-wide sidewalk. Implementing the Class I facility would support General Plan complete streets and active transportation goals.

Recommendation 2: *Revise project site plan to provide a minimum 12-foot-wide Class I shared-use path along the Carpenter Road frontage in place of the required 10-foot-wide sidewalk.*

5.2.2.4 Transit Network Impacts

Impact TR-4: *Inadequate Transit Service to Meet Demand*

The project would not eliminate or adversely affect existing transit access. StanRTA currently operates Routes 26 and 33, with bus stops located on Carpenter Road just north of the project site. These existing bus stops are within a five-minute walking distance of the project site. Therefore, this impact is considered **less than significant**, and no mitigation is required.

5.2.2.5 Roadway Safety Impacts

Impact TR-5: Increased Hazards due to Geometric Design Features

The project proposes a new driveway on Maze Boulevard approximately 230 feet west of Carpenter Road and another on Carpenter Road about 190 feet north of Maze Boulevard. The site plan does not indicate any changes to lane configurations or traffic controls within the curb-to-curb roadway width at either driveway. This analysis assumes the Maze Boulevard driveway would be full-access, allowing inbound and outbound left turns, while the Carpenter Road driveway is assumed to be right-turn in/right-turn out only. Inbound and outbound left-turn access at the Carpenter Road driveway is not recommended due to existing peak hour traffic volumes, roadway width, and its proximity to the Maze Boulevard intersection. If inbound and outbound left-turn access is necessary for the project applicant, it can be accommodated at the Maze Boulevard driveway, provided it meets applicable design standards.

When evaluating new driveways proposed by development projects, it is essential to consider both corner sight distance and stopping sight distance, as defined in the *California Highway Design Manual* (HDM, Caltrans).

Corner sight distance (CSD) applies specifically to intersections and driveways. It is the distance required for a driver entering or crossing a roadway to see approaching traffic and make safe decisions. Adequate CSD ensures that vehicles can enter or exit a site without causing unsafe conditions for themselves or others.

Stopping sight distance (SSD) refers to the minimum length of roadway ahead that must be visible to a driver to allow sufficient time to perceive a hazard and come to a complete stop safely. This distance varies based on design speed and roadway conditions and is critical for ensuring safe operation at intersections, driveways, and other points of conflict.

Roadway speed is a critical factor in determining adequate sight distance at project driveways. Private driveways connecting to public roadways must provide sufficient CSD and SSD to ensure safe vehicle movements. Along the project frontage, Maze Boulevard has a posted speed limit of 50 mph, compared to 40 mph along Carpenter Road.

Table 13 presents the minimum SSD and CSD requirements for the driveways and cross streets. Both driveways meet the minimum SSD and CSD for the posted speed limits based on the configurations shown in the current site plan (see **Figure 1**). However, if the City of Modesto requires the project to widen Maze Boulevard along the site frontage, the project driveway would be set back an additional 12 feet or more. This could introduce obstructions from existing trees on the west side of the driveway, reducing the CSD to approximately 400 feet.

As shown in **Table 4**, 20 collisions were reported near the Maze Boulevard/Carpenter Road intersection between July 1, 2020, and June 30, 2025. All collisions resulted in injury, and 60 percent were rear-end collisions. High approach speeds are a common contributing factor to rear-end collisions. Given the 50 mph posted speed limit on Maze Boulevard and the high number of collisions observed during the latest five-year period, adding a new full-access driveway on Maze Boulevard would increase collision hazards between left-turning vehicles exiting the driveway and eastbound through traffic. This impact is considered **significant**, and its severity would be greater if the driveway is set back further to accommodate potential widening along the Maze Boulevard frontage.

Table 13. Stopping Sight Distance and Corner Sight Distance at Project Driveways

Driveway Location	Posted Speed Limit	Minimum HDM Requirement		CSD at Project Driveways	
		SSD (ft)	CSD (ft)	CSD (ft)	Adequate Sight Distance Provided?
Maze Boulevard	50 mph	430	550	>550	Yes
Carpenter Road	40 mph	300	440	>440	Yes

Source: Fehr & Peers, 2025.

The following mitigation measure is recommended for the Maze Boulevard driveway.

Mitigation Measure TR-5A: *The project applicant shall design the Maze Boulevard driveway intersection in accordance with applicable Caltrans, City of Modesto, and/or Stanislaus County standards to ensure adequate lane configurations, traffic controls, and corner sight distances. In addition, the applicant shall coordinate with Caltrans, the City of Modesto, and/or Stanislaus County to reduce the posted speed limit to 35 miles per hour or lower along Maze Boulevard in the vicinity of the project site. Improvements to support a reduced speed limit may include but are not limited to: new speed limit signage, dynamic speed feedback sign(s), advance driveway warning sign(s), roadway restriping, dedicated eastbound Maze Boulevard left-turn lane width adequate deceleration length, and improved street lighting. Furthermore, "Keep Clear" striping shall be installed along eastbound Maze Boulevard in front of the project driveway.*

The project applicant shall maintain landscaping adjacent to the project driveway to prevent sight-distance conflicts. Shrubs should not exceed two and a half feet in height, and tree canopies should be at least six feet above the ground. The project applicant shall ensure that any monument signage (if proposed) near the project driveway does not interfere with sight distance for drivers entering or exiting the site.

Responsible Party: *Project Applicant, in coordination with Caltrans, City of Modesto and/or Stanislaus County*

Significance After Mitigation: *Less Than Significant*

The public ROW along the Maze Boulevard frontage is currently under Caltrans jurisdiction. The SR 132 West project includes plans to transfer ROW from Caltrans to either the City of Modesto or Stanislaus County; however, the timing and extent of this transfer is not yet known. For these reasons, the applicant needs to coordinate with all three agencies to implement site access improvements on Maze Boulevard. If Caltrans has jurisdiction during the development’s encroachment permit application phase, the project applicant may be required to prepare an Intersection Safety and Operational Assessment Process (ISOAP) evaluation to review proposed site access improvements. If required, the ISOAP process would identify site access lane configurations, traffic controls, and speed-reducing improvements in compliance with Caltrans policies and design standards.

The Carpenter Road driveway is assumed to operate as a right-turn-in/right-turn out only driveway. However, the project site plan does not provide improvements that would prohibit inbound or outbound left-turn movements at the Carpenter Road driveway. The lack of improvements would

allow inbound or outbound vehicles to turn left, leading to an increased collision hazard due to a geometric design feature. This is considered a **significant impact**. The following mitigation measure is recommended for the Carpenter Road driveway.

Mitigation Measure TR-5B: *The project applicant shall design the Carpenter Road driveway intersection in accordance with applicable City of Modesto and/or Stanislaus County standards to ensure adequate lane configurations, traffic controls, and corner sight distances. Improvements shall include a raised median to prohibit inbound and outbound left-turn movements, "One Way" signage on the median, "Right Turn Only" signage at the project driveway, and "Keep Clear" striping on southbound Carpenter Road in front of the project driveway.*

The project applicant shall maintain landscaping adjacent to the project driveway to prevent sight-distance conflicts. Shrubs should not exceed two and a half feet in height, and tree canopies should be at least six feet above the ground. The project applicant shall ensure that any monument signage (if proposed) near the project driveway does not interfere with sight distance for drivers entering or exiting the site.

Responsible Party: *Project Applicant, in coordination with City of Modesto and/or Stanislaus County*

Significance After Mitigation: *Less Than Significant*

The driveway design shown in the site plan in **Figure 1** would increase collision hazards at both driveways due to a combination of lane configurations, posted speed limits, existing traffic volumes (see **Table 2**), and collision history (see **Table 4**). Additional coordination with Caltrans, the City of Modesto, and/or Stanislaus County is necessary to establish design requirements for improvements that ensure safe site access at both project driveways.

5.2.2.6 Emergency Access Impacts

Impact TR-6: *Inadequate Emergency Access*

The nearest fire station is City of Modesto Fire Station 4, located at 1505 Blue Gum Avenue, approximately 1.5 miles north of the project site. The project site includes two driveways, each providing a minimum clear width of 26 feet. As shown in the site plan in **Figure 1**, the internal drive aisle network maintains a clear width of 26 feet along the north-site drive aisles; however, the northern east-west drive aisle provides only a 25-foot clear width.

The proposed event center has a height that extends up to 35 feet. According to Section D104 of the *2025 California Fire Code, Title 24, Part 9*, a minimum width of 26 feet is required for aerial fire access roads serving buildings more than 30 feet in height. Aerial fire access roads must also be located between 15 and 30 feet from the building and positioned parallel to one entire side of the building. Furthermore, buildings less than 62,000 sf in gross building area that exceed 30 feet in height must provide one aerial fire access road. An exception to the aerial fire access road requirement is allowed if the building is equipped with approved automatic sprinkler system and enclosed stairway with roof access. The project site plan provides one aerial fire access on the west side of the building, located 29 feet from the building face; however, this access is closest to a building face that is less than 30 feet in height. The aerial fire access road is more than 30 feet from a

building face that exceeds 30 feet in height. Furthermore, the building floor plan does not identify any enclosed stairways with roof access. This is considered a **significant impact**.

Mitigation Measure TR-6: *Revise the project site plan to provide one aerial fire access road with a minimum 26-foot clear width, located within 15 to 30 feet from a building face that is greater than 30 feet in height. Alternatively, equip the building with automatic sprinkler system and provide an enclosed stairway with roof access. Or confirm with the Fire Department that the proposed aerial fire access road is acceptable.*

Responsible Party: Project Applicant

Significance After Mitigation: Less Than Significant

As discussed in Section 1.2, public comments raised concerns regarding increased traffic volumes hindering emergency response times for nearby schools and surrounding neighborhoods. As shown in **Table 8**, the project is only anticipated to only increase average delay at the Maze Boulevard/Carpenter Road intersection by two seconds during the commute peak hours. Furthermore, emergency vehicles would maintain right-of-way over vehicles. Trips generated by the project would not prevent access for emergency vehicles. The addition of project-generated traffic at study intersections would have a negligible effect on emergency vehicle circulation, as all vehicles are required to yield to emergency vehicles.

The final site plan must be approved by the City of Modesto Fire Department to ensure the emergency access routes meet requirements to facilitate the safe movement of emergency vehicles.

5.2.2.7 Cumulative Impacts

A cumulative impact analysis evaluates the combined transportation effects of the proposed project alongside other reasonably foreseeable developments in the surrounding area. Given the proposed project description and based on the findings of the project-level impact analysis described above, the cumulative analysis is expected to yield similar conclusions. Specifically, the project is not anticipated to contribute substantially to cumulative transportation impacts beyond those already identified and addressed at the project level described above. As such, under cumulative conditions, the proposed project is expected to result in **less than significant** transportation impacts pursuant to Appendix G of the CEQA guidelines.

5.2.2.8 Off-Street Parking Assessment

Under CEQA, parking is generally not considered in the transportation impact assessment for the purposes of environmental analysis. However, a non-CEQA parking evaluation was conducted to confirm if the project meets City of Modesto Municipal Code requirements and parking-focused General Plan policies. Section 10-5.102 of the Municipal Code specifies the following minimum parking requirements for multi-family residential developments:

- Studio and one-bedroom units: one parking stall per unit
- Two or more bedrooms: two parking stalls per unit

Proposed apartments would be two-bedroom dwellings. The Municipal Code also specifies a minimum of one parking stall per 50 sf of assembly floor area. **Table 14** compares the minimum parking requirements to the proposed parking supply. The project requires a minimum of four parking

spaces for residents and 106 spaces for the event center, for a total of 110 spaces. The site plan proposes 112 parking spaces, which meets the City of Modesto’s minimum parking requirements.

Table 14. Minimum Off-Street Parking Requirements

Land Use Type	Quantity	Minimum Parking Ratio ¹	Minimum Parking Requirement (stalls)
Two-Bedroom Apartments	2 dwelling units	2 stalls per unit	4
Event Center	5,300 sf assembly hall area	1 stall per 50 sf of assembly floor area	106
Minimum Parking Required			110
Total Parking Proposed			112
Parking Surplus			2

Notes:

1. Based on parking requirements specified in Section 10-5.102 of City of Modesto Municipal Code for multi-family residential and assembly hall developments.

Source: Fehr & Peers, 2025.

5.2.2.8.1 ACCESSIBLE PARKING

Minimum accessible parking requirements are specified in Section 1109A.1 of the *2025 California Building Code, Volumes 1 and 2, Title 24, Part 2* (CBC), which goes into effect on January 1, 2026. The 2025 CBC requires that a minimum of 2% of the covered (ground-floor) multifamily dwelling units for each unit type be provided with accessible parking; at least one space of each type of parking facility shall be made accessible even if the total number exceeds 2%. In addition, five accessible parking stalls must be provided for parking lots 100 – 150 stalls in size. **Table 15** summarizes the accessible parking requirements for the project. A minimum of six accessible parking stalls are required for the site, including one stall for assigned resident parking and five stalls for event center parking. The project proposes three accessible stalls, missing the minimum requirement by three standard accessible stalls.

Table 15. Minimum Accessible Parking Requirements

Covered Dwelling Unit Type	Quantity	Minimum Parking Requirement ¹	Accessible Parking Requirement ¹	Minimum Parking Supply (stalls)
Apartments	2 dwelling units	4 stalls	2%	1
Event Center	108 parking stalls	106 stalls	5 stalls	5
Minimum Accessible Parking Required				6
Total Accessible Parking Proposed				3
Accessible Parking Deficit				-3

Notes:

1. Based on parking requirements specified in Sections 10-5.102 and 11B-208.2 of City of Modesto Municipal Code for multi-family residential developments and public/commercial buildings.
2. Based on parking requirements specified in Section 1109A.1 of the *2025 California Building Code Volumes 1 and 2, Title 24, Part 2*.

Source: Fehr & Peers, 2025.

Per Section 1109A.8.6 of the 2025 CBC, a minimum of one accessible stall must be van-accessible. The project proposes one van-accessible stall, meeting the minimum requirement.

Recommendation 3: *Revise project site plan to provide three additional standard accessible stalls for the event center. Stalls shall be designed in accordance to the 2025 California Building Code, Volumes 1 and 2, Title 24, Part 2.*

5.2.2.8.2 ELECTRIC VEHICLE PARKING

Minimum electric vehicle (EV) parking requirements are specified in Sections 4.106.4.2.2 and 5.106.5.3 of the 2025 California Green Building Standards Code, Title 24, Part 11 (CALGreen), which goes into effect on January 1, 2026. The applicable minimum requirements are summarized for the following EV parking types:

- **EV Capable:** Parking stalls designed with the infrastructure (e.g., conduit and panel capacity) to support future installation of EV charging stations, but without the actual chargers installed.
- **EV Ready:** Parking stalls equipped with a dedicated branch circuit, including all necessary raceways (conduit or wiring), terminating in a receptacle, outlet, or charger location, to support future Level 2 EV charging.
- **EV Charging Stations (EVCS):** Fully equipped stations with installed EV chargers that provide electricity to charge electric vehicles; may vary in charging speed (Level 2 or DC fast charging).
- **EV Accessible Charging Station (Accessible EVCS):** EV charging station that is compliant with accessibility standards (e.g., ADA), ensuring that individuals with disabilities can safely and conveniently use the charging equipment.

Per Sections 4.106.4.2.2 and 5.106.5.3 of CALGreen, the project is required to provide 25 EV capable parking stalls, of which 12 should be EVCS including two accessible EVCS stalls. The residential development is required to provide two EV ready parking stalls, one per dwelling unit. As shown in **Table 16**, the project does not propose any EV parking.

Table 16. Minimum Off-Street Accessible Parking Requirement

Land Use	Size	Total Proposed Parking Supply (stalls)	Minimum EV Parking Requirement (stalls) ¹	Proposed EV Parking Supply (stalls)	EV Parking Deficit (stalls) ¹
Apartments	2 dwelling units	4	2 (0) [1]	0 (0) [0]	-2 (0) [-1]
Event Center	8,106 sf	108	25 (12) [2]	0 (0) [0]	-25 (-12) [-2]
Total	--	112	27 (12) [3]	0 (0) [0]	-27 (-12) [-3]

Notes:

1. Based on accessible EV parking requirements specified in Section 5.106.5.3 of the 2025 California Green Building Standards Code, Title 24, Part 11. Accessible EV parking requirements specified in Section 11B-228.3.1 of the 2025 California Building Code, Title 24, Part 2. Information displayed as: Total EV Capable & EV Ready & EVCS stalls (EVCS total stalls) [Accessible EVCS stalls only].

Source: Fehr & Peers, 2025.

The 2022 and 2025 CALGreen updates allow City of Modesto to determine that compliance with EV parking requirements is not feasible based upon one of the following conditions:

- Where there is no local utility power supply.
- Where the local utility is unable to supply adequate power.
- Where there is evidence suitable to the local enforcement agency substantiating that additional local utility infrastructure design requirements may adversely impact the construction cost of the project.

The final site plan must be approved by the City of Modesto to ensure that adequate EV facilities are provided on-site to support the proposed development.

Recommendation 4: *Provide EV-ready, EV-capable, and EVCS (Electric Vehicle Charging Station) off-street parking installations in accordance with the 2025 CALGreen requirements, unless exceptions to the minimum EV requirements are justified and approved by the City of Modesto.*

5.2.2.8.3 PARKING DIMENSIONS

Section 10-5.105 of the City of Modesto Municipal Code requires standard 90-degree parking stalls to be at least nine feet wide and 18 feet long, with drive aisles at least 24 feet wide. The project proposes stalls that are nine feet wide and 16 feet long, with aisle widths ranging from 25 to 26 feet throughout the site. While the stalls are shorter than 18 feet, the Municipal Code allows a reduction of up to 2.5 feet for stalls adjacent to landscaped areas or walkways. Since all stalls meet this condition, the project complies with the minimum dimension requirements for standard parking stalls. Parking stalls directly adjacent to the north side of the residential units are 18 feet in length.

Two accessible parking stalls proposed by the project provide a minimum width of nine feet, an adjacent five-foot-wide access aisle, and a length of 18 feet. One of the accessible stalls is 12 feet wide. These dimensions meet the minimum standards for both standard-accessible and van-accessible stalls as specified in Section 1109A.8.6 of the CBC.

5.2.2.8.4 BICYCLE PARKING

The upcoming 2025 CALGreen update (effective January 1, 2026) provides minimum bicycle parking requirements for the facility types described below.

- **Short-term bicycle parking** is intended for visitors and should be located within 200 feet of building entrances. Acceptable parking facilities include, but not limited to:
 - Permanently anchored bicycle parking devices, racks, or lockers in an unsheltered, open area.
 - Covered or uncovered enclosures with permanently anchored bicycle parking devices or racks.
- **Long-term bicycle parking** is designed for residents and must provide secure, sheltered storage for extended use. Long-term bicycle parking facilities include, but not limited to:
 - Covered, lockable enclosures with permanently anchored bicycle parking devices or racks.
 - Lockable bicycle storage rooms with permanently anchored bicycle parking devices or racks.
 - Lockable, weatherproof, permanently anchored bicycle lockers.

The minimum short-term and long-term bicycle parking requirements for the project are summarized in **Table 17**. As shown, the event center must provide at least 72 short-term bicycle parking spaces, equal to 20% of peak daily visitors, but it is not required to provide long-term stalls since it is not a tenant-occupied building. The apartments must provide at least two short-term spaces and one long-term facility with capacity for at least one bicycle. The site plan provided in **Figure 1** does not specify any short-term or long-term bicycle parking facilities.

Recommendation 5: Provide at least 74 short-term bicycle parking spaces within 200 feet of building entrances, along with a long-term facility for at least one bicycle, unless exceptions are justified and approved by the City of Modesto.

Table 17. Minimum Bicycle Parking Requirements

Bicycle Parking Type	Quantity	Minimum Bicycle Parking Ratio ¹	Minimum Bicycle Parking Requirement
Apartments			
Short-Term	1,570 sf	1 bicycle per 10,000 sf, but not less than two bicycles	2 bicycles
Long-Term	2 units	1 bicycle per 2 units	1 bicycle
Event Center			
Short-Term	358 peak daily visitors	20% of peak daily visitor	72 bicycles
Long-Term	8,106 sf	Not Applicable	0 bicycles
Short-Term Bicycle Parking Total			74 bicycles
Long-Term Bicycle Parking Total			1 bicycle

Notes:

1. Based on parking requirements specified in Sections 4.106.4.4 and 5.106.4.1 of the *2025 California Green Building Standards Code, Title 24, Part 11* for multi-family residential developments.

Source: Fehr & Peers, 2025.

6. Conclusions

The proposed project is expected to generate approximately 310 daily trips and 141 AM and PM peak hour trips on typical weekdays. Saturday peak hour trips are only about 20 higher than weekday peak hour trips because weekend events (e.g., weddings, birthday parties, dance parties) are assumed to have higher vehicle occupancy.

The project would increase traffic volumes at the adjacent Maze Boulevard/Carpenter Road intersection; however, the intersection is expected to continue operating at an acceptable LOS during the weekday AM and PM peak hours when local schools are in session, under both Existing and Near-Term Plus Project conditions. Both project driveways are expected to operate at an acceptable LOS during AM and PM peak hours under these conditions; however, additional improvements are needed at both driveways to mitigate increased collision hazards due to geometric design. The mitigation measures are described below.

Pursuant to SB 743, VMT has replaced congestion as the metric for determining transportation impacts under CEQA. Section 15064.3 of the CEQA Guidelines provides that VMT is the “most appropriate measure of transportation impacts” and mandates analysis of VMT impacts effective July 1, 2020. A project’s effect on automobile delay and LOS is no longer a consideration when identifying a significant impact under CEQA. The project’s impact on VMT is less than significant. However, the project is expected to cause the following significant impacts on the transportation system:

Impact TR-3: *Conflicts with adopted policies, plans or programs regarding bicycle or pedestrian facilities. Specifically, the proposed five-foot wide sidewalks on the Maze Boulevard and Carpenter Road frontages do not meet the minimum 10-foot-wide City of Modesto design standard.*

Impact TR-5A: *Increased hazards due to geometric design features. Specifically, the Maze Boulevard project driveway on Maze Boulevard would increase collision hazard as currently designed.*

Impact TR-5B: *Increased hazards due to geometric design features. Specifically, the Maze Boulevard project driveway on Maze Boulevard would increase collision hazard as currently designed.*

Impact TR-6: *Inadequate emergency access as the project does not provide adequate aerial fire access road given that the event center building height exceeds 30 feet.*

The following mitigation measures are recommended to mitigate the significant impacts described above. If implemented, all mitigation measures are expected to reduce impacts to less than significant.

Mitigation Measure TR-3: *Revise the project site plan to provide minimum 10-foot-wide sidewalks along the Maze Boulevard and Carpenter Road frontages. Sidewalks and associated curb ramps shall be designed to City of Modesto standards.*

Responsible Party: *Project Applicant*

Significance After Mitigation: *Less Than Significant*

Mitigation Measure TR-5A: The project applicant shall design the Maze Boulevard driveway intersection in accordance with applicable Caltrans, City of Modesto, and/or Stanislaus County standards to ensure adequate lane configurations, traffic controls, and corner sight distances. In addition, the applicant shall coordinate with Caltrans, the City of Modesto, and/or Stanislaus County to reduce the posted speed limit to 35 miles per hour or lower along Maze Boulevard in the vicinity of the project site. Improvements to support a reduced speed limit may include but are not limited to: new speed limit signage, dynamic speed feedback sign(s), advance driveway warning sign(s), roadway restriping, dedicated eastbound Maze Boulevard left-turn lane width adequate deceleration length, and improved street lighting. Furthermore, "Keep Clear" striping shall be installed along eastbound Maze Boulevard in front of the project driveway.

The project applicant shall maintain landscaping adjacent to the project driveway to prevent sight-distance conflicts. Shrubs should not exceed two and a half feet in height, and tree canopies should be at least six feet above the ground. The project applicant shall ensure that any monument signage (if proposed) near the project driveway does not interfere with sight distance for drivers entering or exiting the site.

Responsible Party: Project Applicant, in coordination with Caltrans, City of Modesto and/or Stanislaus County

Significance After Mitigation: Less Than Significant

Mitigation Measure TR-5B: The project applicant shall design the Carpenter Road driveway intersection in accordance with applicable City of Modesto and/or Stanislaus County standards to ensure adequate lane configurations, traffic controls, and corner sight distances. Improvements shall include a raised median to prohibit inbound and outbound left-turn movements, "Right Turn Only" signage on both the median and the project driveway, and "Keep Clear" striping installed on southbound Carpenter Road in front of the project driveway.

The project applicant shall maintain landscaping adjacent to the project driveway to prevent sight-distance conflicts. Shrubs should not exceed two and a half feet in height, and tree canopies should be at least six feet above the ground. The project applicant shall ensure that any monument signage (if proposed) near the project driveway does not interfere with sight distance for drivers entering or exiting the site.

Responsible Party: Project Applicant, in coordination with City of Modesto and/or Stanislaus County

Significance After Mitigation: Less Than Significant

Mitigation Measure TR-6: Revise the project site plan to provide one aerial fire access road with a minimum 26-foot clear width, located within 15 to 30 feet from a building face that is greater than 30 feet in height. Alternatively, equip the building with automatic sprinkler system and provide an enclosed stairway with roof access. Or confirm with the Fire Department that the proposed aerial fire access road is acceptable.

Responsible Party: Project Applicant

Significance After Mitigation: Less Than Significant

Although not required under CEQA, Fehr & Peers the following actions and site plan improvements are recommended:

Recommendation 1: *Coordinate with City of Modesto staff to confirm whether the two-lane Maze Boulevard segment can be maintained along the project frontage or if the site plan should be modified to accommodate widening to four lanes.*

Recommendation 2: *Revise project site plan to provide a minimum 12-foot-wide Class I shared-use path along the Carpenter Road frontage in place of the required 10-foot-wide sidewalk.*

Recommendation 3: *Revise project site plan to provide three additional standard accessible stalls for the event center. Stalls shall be designed in accordance to the 2025 California Building Code, Volumes 1 and 2, Title 24, Part 2.*

Recommendation 4: *Provide EV-ready, EV-capable, and EVCS (Electric Vehicle Charging Station) off-street parking installations in accordance with the 2025 CALGreen requirements, unless exceptions to the minimum EV requirements are justified and approved by the City of Modesto.*

Recommendation 5: *Provide at least 74 short-term bicycle parking spaces within 200 feet of building entrances, along with a long-term facility for at least one bicycle, unless exceptions are justified and approved by the City of Modesto.*

Mitigation measures and recommended improvements are also highlighted in **Figure 9**.

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Recommendations:

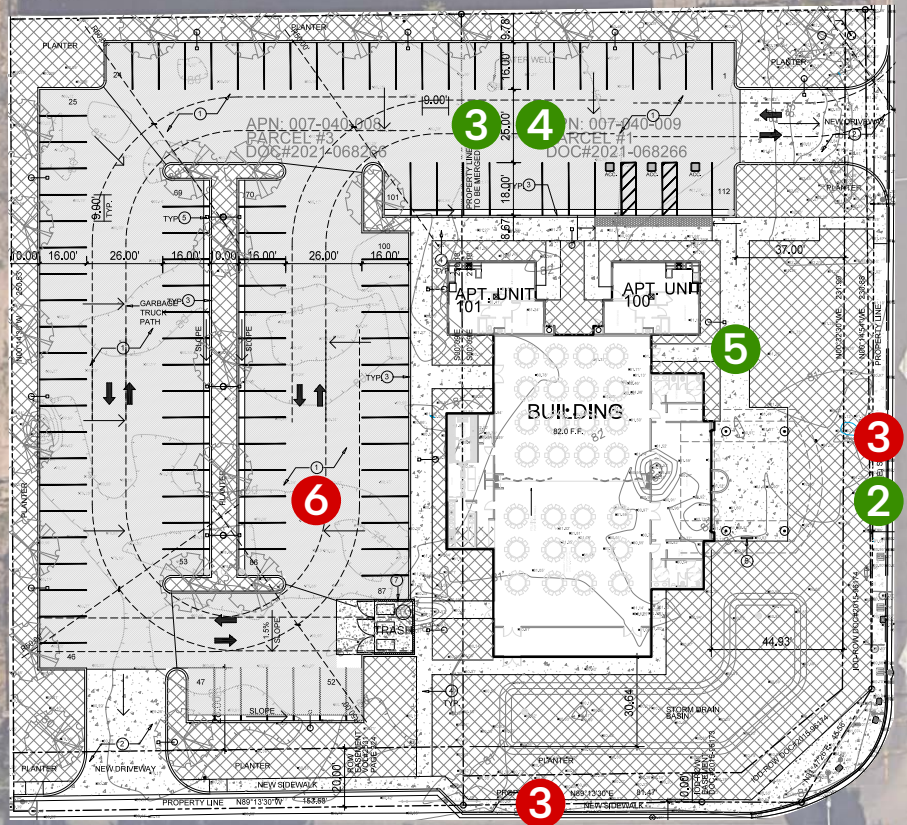
Recommendation 1: Coordinate with City of Modesto staff to confirm whether the two-lane Maze Boulevard segment can be maintained along the project frontage.

Recommendation 2: Provide a 12-foot-wide Class I shared-use path along the Carpenter Road frontage in place of the required 10-foot-wide sidewalk.

Recommendations 3: Provide three additional standard accessible stalls for the event center.

Recommendation 4: Provide EV-ready, EV-capable, and EV Charging Station off-street parking installations in accordance with the 2025 CALGreen requirements, unless exceptions are justified and approved by the City of Modesto.

Recommendation 5: Provide at least 74 short-term bicycle parking spaces within 200 feet of building entrances, along with a long-term facility for at least one bicycle, unless exceptions are justified and approved by the City of Modesto.



Mitigation Measures:

Mitigation Measure TR-3: Provide minimum 10-foot-wide sidewalks along the Maze Boulevard and Carpenter Road frontages.

Mitigation Measure TR-5A: Design the Maze Boulevard driveway intersection in accordance with applicable Caltrans, City of Modesto, and/or Stanislaus County standards. Reduce the posted speed limit to 35 miles per hour or lower along Maze Boulevard in the vicinity of the project site. Maintain landscaping and monument signage (if proposed) adjacent to the project driveway to prevent sight-distance conflicts.

Mitigation Measure TR-5B: Design the Carpenter Road driveway intersection in accordance with applicable City of Modesto and/or Stanislaus County standards. Maintain landscaping and monument signage (if proposed) adjacent to the project driveway to prevent sight-distance conflicts.

Mitigation Measure TR-6: Provide one aerial fire access road with a minimum 26-foot clear width, located within 15 to 30 feet from a building face that is greater than 30 feet in height. Alternatively, equip the building with automatic sprinkler system and provide an enclosed stairway with roof access.

5B

N Carpenter Rd

5A

1

3

3

4

5

3

2

6

Maze Blvd

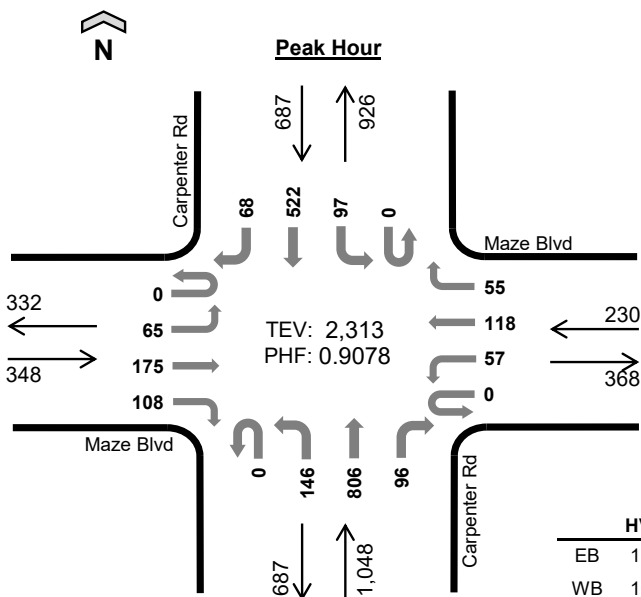


Site Plan Source: Edmond Jacobs Architect, December 4, 2024.

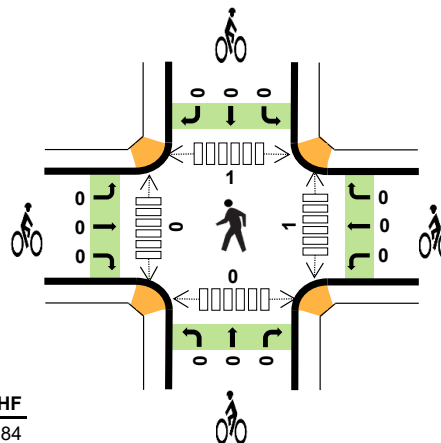
FIGURE 9
Project Mitigation Measures and Site Recommendations – Transportation

Appendix A. Intersection Count Worksheets

Carpenter Rd Maze Blvd



Date: 9/25/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV%	PHF
EB	15%	0.84
WB	16%	0.80
NB	3%	0.87
SB	4%	0.80
TOTAL	6%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start	Maze Blvd				Maze Blvd				Carpenter Rd				Carpenter Rd				15-min Total	Rolling Hour Total	
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	12	47	25	0	14	30	15	0	34	191	27	0	26	130	20	571	0	
7:45 AM	0	19	53	31	0	16	37	19	0	27	189	30	0	35	161	20	637	0	
8:00 AM	0	16	42	31	0	16	24	12	0	49	178	21	0	15	113	11	528	0	
8:15 AM	0	18	33	21	0	11	27	9	0	36	248	18	0	21	118	17	577	2,313	
Pk Hr	All	0	65	175	108	0	57	118	55	0	146	806	96	0	97	522	68	2,313	
	HV	0	2	43	7	0	4	24	9	0	4	22	3	0	0	20	5	143	
	HV%	-	3%	25%	6%	-	7%	20%	16%	-	3%	3%	3%	-	0%	4%	7%	6%	

Note: For complete count summary (all intervals), see following pages.
 ** Heavy Vehicle Classifications include FHWA Classes 4-13.
 ** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:30 AM	12	7	7	5	31	0	0	0	0	0	0	0	0	0	0
7:45 AM	15	11	2	9	37	0	0	0	0	0	1	0	0	0	1
8:00 AM	19	10	11	8	48	0	0	0	0	0	0	0	1	0	1
8:15 AM	6	9	9	3	27	0	0	0	0	0	0	0	0	0	0
Peak Hour	52	37	29	25	143	0	0	0	0	0	1	0	1	0	2

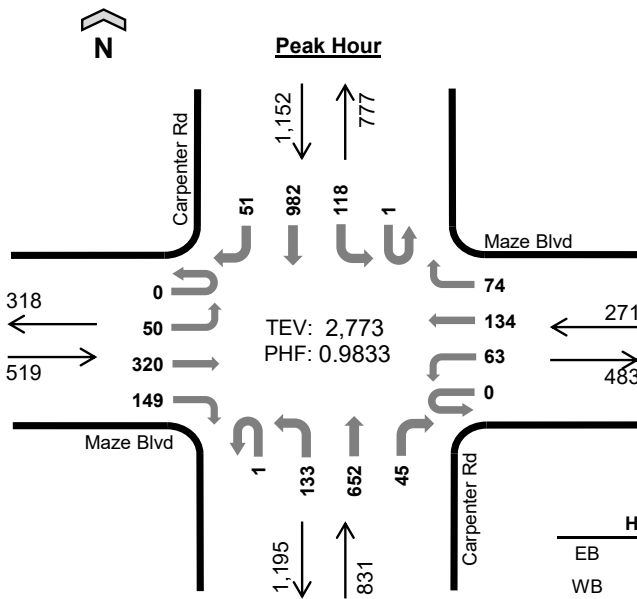
Count Summaries - All Vehicles																			
Interval Start	Maze Blvd				Maze Blvd				Carpenter Rd				Carpenter Rd				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	4	32	11	0	5	33	5	0	31	123	9	0	7	70	13	343	0	
7:15 AM	0	4	44	16	0	3	43	8	0	36	149	12	0	9	93	12	429	0	
7:30 AM	0	12	47	25	0	14	30	15	0	34	191	27	0	26	130	20	571	0	
7:45 AM	0	19	53	31	0	16	37	19	0	27	189	30	0	35	161	20	637	1,980	
8:00 AM	0	16	42	31	0	16	24	12	0	49	178	21	0	15	113	11	528	2,165	
8:15 AM	0	18	33	21	0	11	27	9	0	36	248	18	0	21	118	17	577	2,313	
8:30 AM	0	21	57	14	0	14	50	16	1	36	193	21	0	11	96	21	551	2,293	
8:45 AM	0	10	33	16	0	8	22	9	0	25	233	16	0	17	112	13	514	2,170	
Count Total	0	104	341	165	0	87	266	93	1	274	1,504	154	0	141	893	127	4,150		
Pk Hr	All	0	65	175	108	0	57	118	55	0	146	806	96	0	97	522	68	2,313	
	HV	0	2	43	7	0	4	24	9	0	4	22	3	0	0	20	5	143	
	HV%	-	3%	25%	6%	-	7%	20%	16%	-	3%	3%	3%	-	0%	4%	7%	6%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	13	7	10	6	36	0	0	0	0	0	0	0	0	0	0
7:15 AM	17	7	19	7	50	0	0	0	0	0	0	0	0	0	0
7:30 AM	12	7	7	5	31	0	0	0	0	0	0	0	0	0	0
7:45 AM	15	11	2	9	37	0	0	0	0	0	1	0	0	0	1
8:00 AM	19	10	11	8	48	0	0	0	0	0	0	0	1	0	1
8:15 AM	6	9	9	3	27	0	0	0	0	0	0	0	0	0	0
8:30 AM	20	13	8	4	45	0	0	0	1	1	0	0	0	0	0
8:45 AM	13	5	10	11	39	0	0	0	0	0	0	10	0	0	10
Count Total	115	69	76	53	313	0	0	0	1	1	1	10	1	0	12
Peak Hour	52	37	29	25	143	0	0	0	0	0	1	0	1	0	2

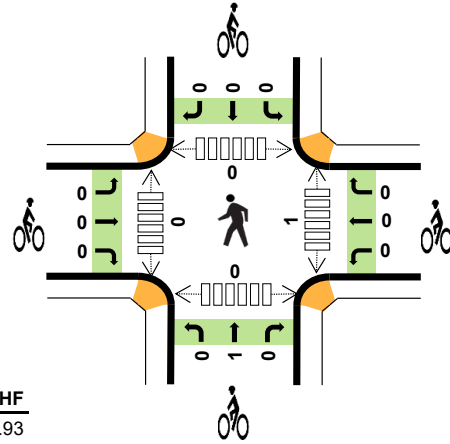
Count Summaries - Heavy Vehicles																		
Interval Start	Maze Blvd				Maze Blvd				Carpenter Rd				Carpenter Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	13	0	0	1	6	0	0	3	6	1	0	1	5	0	36	0
7:15 AM	0	0	14	3	0	0	6	1	0	8	10	1	0	0	5	2	50	0
7:30 AM	0	0	10	2	0	0	4	3	0	2	4	1	0	0	4	1	31	0
7:45 AM	0	0	14	1	0	2	6	3	0	0	2	0	0	0	7	2	37	154
8:00 AM	0	2	14	3	0	1	8	1	0	1	9	1	0	0	6	2	48	166
8:15 AM	0	0	5	1	0	1	6	2	0	1	7	1	0	0	3	0	27	143
8:30 AM	0	0	18	2	0	0	13	0	0	3	4	1	0	0	3	1	45	157
8:45 AM	0	1	11	1	0	0	3	2	0	6	4	0	0	0	9	2	39	159
Count Total	0	3	99	13	0	5	52	12	0	24	46	6	0	1	42	10	313	
Pk Hr Heavy	0	2	43	7	0	4	24	9	0	4	22	3	0	0	20	5	143	

Count Summaries - Bikes																		
Interval Start	Maze Blvd				Maze Blvd				Carpenter Rd				Carpenter Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Carpenter Rd Maze Blvd



Date: 9/25/2025
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 3:45 PM to 4:45 PM



	HV%	PHF
EB	8%	0.93
WB	6%	0.76
NB	6%	0.88
SB	2%	0.97
TOTAL	5%	0.98

Peak Hour Count Summaries

Peak Hour Interval Start	Maze Blvd				Maze Blvd				Carpenter Rd				Carpenter Rd				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:45 PM	0	11	93	27	0	12	31	13	0	31	159	12	0	22	257	10	678	0	
4:00 PM	0	9	77	37	0	20	37	16	1	37	168	9	1	35	236	16	699	0	
4:15 PM	0	19	75	45	0	20	44	25	0	24	143	12	0	32	251	15	705	0	
4:30 PM	0	11	75	40	0	11	22	20	0	41	182	12	0	29	238	10	691	2,773	
Pk Hr	All	0	50	320	149	0	63	134	74	1	133	652	45	1	118	982	51	2,773	
	HV	0	1	31	9	0	2	10	4	0	10	36	0	0	0	21	2	126	
	HV%	-	2%	10%	6%	-	3%	7%	5%	0%	8%	6%	0%	0%	0%	2%	4%	5%	

Note: For complete count summary (all intervals), see following pages.
 ** Heavy Vehicle Classifications include FHWA Classes 4-13.
 ** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:45 PM	9	3	7	6	25	0	0	0	0	0	0	0	0	0	0
4:00 PM	10	2	15	6	33	0	0	1	0	1	0	0	0	0	0
4:15 PM	11	7	17	7	42	0	0	0	0	0	0	0	0	0	0
4:30 PM	11	4	7	4	26	0	0	0	0	0	1	0	0	0	1
Peak Hour	41	16	46	23	126	0	0	1	0	1	1	0	0	0	1

Count Summaries - All Vehicles

Interval Start	Maze Blvd				Maze Blvd				Carpenter Rd				Carpenter Rd				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	11	79	24	0	10	26	21	0	27	191	20	0	24	205	17	655	0	
2:15 PM	0	5	79	26	0	17	17	13	0	25	168	14	0	18	184	9	575	0	
2:30 PM	0	11	89	21	0	12	29	14	0	21	148	19	0	27	162	4	557	0	
2:45 PM	0	9	99	30	0	18	23	24	0	25	173	22	0	43	202	13	681	2,468	
3:00 PM	0	22	71	34	0	24	22	13	0	32	157	14	0	40	235	11	675	2,488	
3:15 PM	0	5	74	39	0	15	22	20	0	26	160	17	0	40	218	18	654	2,567	
3:30 PM	0	16	97	44	0	14	44	13	0	25	158	17	0	32	200	12	672	2,682	
3:45 PM	0	11	93	27	0	12	31	13	0	31	159	12	0	22	257	10	678	2,679	
4:00 PM	0	9	77	37	0	20	37	16	1	37	168	9	1	35	236	16	699	2,703	
4:15 PM	0	19	75	45	0	20	44	25	0	24	143	12	0	32	251	15	705	2,754	
4:30 PM	0	11	75	40	0	11	22	20	0	41	182	12	0	29	238	10	691	2,773	
4:45 PM	0	7	83	28	0	10	29	16	0	28	168	18	0	30	236	16	669	2,764	
5:00 PM	0	12	82	39	0	14	31	14	0	30	144	12	0	27	227	25	657	2,722	
5:15 PM	0	9	87	22	0	17	33	15	0	39	158	16	0	24	240	22	682	2,699	
5:30 PM	0	15	74	25	0	9	41	12	0	42	175	25	0	48	221	16	703	2,711	
5:45 PM	0	17	89	35	0	10	33	12	0	28	165	13	0	29	218	12	661	2,703	
Count Total	0	189	1,323	516	0	233	484	261	1	481	2,617	252	1	500	3,530	226	10,614		
Pk Hr	All	0	50	320	149	0	63	134	74	1	133	652	45	1	118	982	51	2,773	
	HV	0	1	31	9	0	2	10	4	0	10	36	0	0	0	21	2	126	
	HV%	-	2%	10%	6%	-	3%	7%	5%	0%	8%	6%	0%	0%	0%	2%	4%	5%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
2:00 PM	15	5	12	8	40	0	0	0	0	0	3	0	0	0	3
2:15 PM	13	2	11	8	34	0	0	0	0	0	0	0	0	0	0
2:30 PM	9	6	2	9	26	0	0	0	0	0	0	0	0	0	0
2:45 PM	10	6	8	5	29	0	0	0	0	0	0	0	0	0	0
3:00 PM	10	3	6	9	28	1	0	0	0	1	2	0	0	0	2
3:15 PM	13	4	2	11	30	0	0	0	0	0	4	0	0	0	4
3:30 PM	13	6	7	11	37	0	0	0	0	0	0	0	0	0	0
3:45 PM	9	3	7	6	25	0	0	0	0	0	0	0	0	0	0
4:00 PM	10	2	15	6	33	0	0	1	0	1	0	0	0	0	0
4:15 PM	11	7	17	7	42	0	0	0	0	0	0	0	0	0	0
4:30 PM	11	4	7	4	26	0	0	0	0	0	1	0	0	0	1
4:45 PM	7	4	10	8	29	0	0	0	0	0	0	0	0	0	0
5:00 PM	8	3	1	7	19	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	3	6	3	13	0	0	0	0	0	0	0	0	0	0
5:30 PM	6	1	3	1	11	0	0	0	0	0	0	0	0	0	0
5:45 PM	4	2	3	3	12	0	0	0	0	0	0	0	0	0	0
Count Total	150	61	117	106	434	1	0	1	0	2	10	0	0	0	10
Peak Hour	41	16	46	23	126	0	0	1	0	1	1	0	0	0	1























Count Summaries - Heavy Vehicles																		
Interval Start	Maze Blvd				Maze Blvd				Carpenter Rd				Carpenter Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	13	2	0	1	2	2	0	2	10	0	0	0	6	2	40	0
2:15 PM	0	0	8	5	0	0	2	0	0	2	8	1	0	1	6	1	34	0
2:30 PM	0	1	7	1	0	1	3	2	0	0	2	0	0	1	8	0	26	0
2:45 PM	0	0	9	1	0	0	3	3	0	0	6	2	0	1	4	0	29	129
3:00 PM	0	0	8	2	0	0	3	0	0	1	5	0	0	2	7	0	28	117
3:15 PM	0	0	12	1	0	0	3	1	0	0	2	0	0	3	6	2	30	113
3:30 PM	0	1	9	3	0	0	6	0	0	1	6	0	0	6	4	1	37	124
3:45 PM	0	0	9	0	0	0	2	1	0	2	5	0	0	0	6	0	25	120
4:00 PM	0	0	7	3	0	1	1	0	0	4	11	0	0	0	5	1	33	125
4:15 PM	0	1	8	2	0	1	5	1	0	2	15	0	0	0	6	1	42	137
4:30 PM	0	0	7	4	0	0	2	2	0	2	5	0	0	0	4	0	26	126
4:45 PM	0	0	6	1	0	0	3	1	0	1	8	1	0	0	7	1	29	130
5:00 PM	0	0	6	2	0	1	2	0	0	0	1	0	0	0	5	2	19	116
5:15 PM	0	0	1	0	0	0	3	0	0	0	6	0	0	0	2	1	13	87
5:30 PM	0	0	6	0	0	0	0	1	0	0	3	0	0	0	1	0	11	72
5:45 PM	0	0	4	0	0	0	2	0	0	0	3	0	0	0	3	0	12	55
Count Total	0	3	120	27	0	5	42	14	0	17	96	4	0	14	80	12	434	
Pk Hr Heavy	0	1	31	9	0	2	10	4	0	10	36	0	0	0	21	2	126	

Count Summaries - Bikes																		
Interval Start	Maze Blvd				Maze Blvd				Carpenter Rd				Carpenter Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	

Appendix B. Intersection LOS Analysis Worksheets
























Maze Carpenter Cultural Center
1: Carpenter Rd & Maze Blvd

Existing Condition
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	175	108	57	118	55	146	806	96	97	522	68
Future Volume (veh/h)	65	175	108	57	118	55	146	806	96	97	522	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	71	192	119	63	130	60	160	886	105	107	574	75
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	92	290	246	87	184	85	204	1242	147	139	1251	557
Arrive On Green	0.05	0.16	0.16	0.05	0.16	0.16	0.12	0.40	0.40	0.08	0.36	0.36
Sat Flow, veh/h	1725	1811	1535	1725	1173	541	1725	3098	367	1725	3441	1533
Grp Volume(v), veh/h	71	192	119	63	0	190	160	492	499	107	574	75
Grp Sat Flow(s),veh/h/ln	1725	1811	1535	1725	0	1714	1725	1721	1744	1725	1721	1533
Q Serve(g_s), s	2.9	7.0	5.0	2.5	0.0	7.4	6.4	17.0	17.0	4.3	9.0	2.3
Cycle Q Clear(g_c), s	2.9	7.0	5.0	2.5	0.0	7.4	6.4	17.0	17.0	4.3	9.0	2.3
Prop In Lane	1.00		1.00	1.00		0.32	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	92	290	246	87	0	269	204	690	699	139	1251	557
V/C Ratio(X)	0.77	0.66	0.48	0.73	0.00	0.71	0.79	0.71	0.71	0.77	0.46	0.13
Avail Cap(c_a), veh/h	536	1536	1302	536	0	1446	536	973	986	536	1931	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	27.9	27.1	33.1	0.0	28.3	30.3	17.8	17.8	31.9	17.2	15.1
Incr Delay (d2), s/veh	12.9	3.5	2.0	11.0	0.0	4.8	6.6	2.0	1.9	8.6	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.1	1.9	1.3	0.0	3.2	3.0	6.6	6.7	2.0	3.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.0	31.5	29.1	44.1	0.0	33.0	36.9	19.7	19.7	40.4	17.6	15.2
LnGrp LOS	D	C	C	D		C	D	B	B	D	B	B
Approach Vol, veh/h		382			253			1151			756	
Approach Delay, s/veh		33.4			35.8			22.1			20.6	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	17.8	12.9	31.8	8.4	17.6	10.3	34.5				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	* 6.1	4.6	6.5	4.6	* 6.1				
Max Green Setting (Gmax), s	22.0	* 60	22.0	* 40	22.0	59.7	22.0	* 40				
Max Q Clear Time (g_c+I1), s	4.5	9.0	8.4	11.0	4.9	9.4	6.3	19.0				
Green Ext Time (p_c), s	0.1	2.2	0.3	5.8	0.1	1.7	0.2	9.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			24.7									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												























Maze Carpenter Cultural Center
1: Carpenter Rd & Maze Blvd

Existing Condition
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	320	149	63	134	74	134	652	45	119	982	51
Future Volume (veh/h)	50	320	149	63	134	74	134	652	45	119	982	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	51	327	152	64	137	76	137	665	46	121	1002	52
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	71	425	360	83	265	147	173	1251	86	154	1281	571
Arrive On Green	0.04	0.23	0.23	0.05	0.24	0.24	0.10	0.38	0.38	0.09	0.37	0.37
Sat Flow, veh/h	1739	1826	1547	1739	1103	612	1739	3292	227	1739	3469	1547
Grp Volume(v), veh/h	51	327	152	64	0	213	137	350	361	121	1002	52
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1739	0	1715	1739	1735	1785	1739	1735	1547
Q Serve(g_s), s	2.5	14.6	7.3	3.2	0.0	9.4	6.7	13.6	13.7	5.9	22.3	1.9
Cycle Q Clear(g_c), s	2.5	14.6	7.3	3.2	0.0	9.4	6.7	13.6	13.7	5.9	22.3	1.9
Prop In Lane	1.00		1.00	1.00		0.36	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	71	425	360	83	0	411	173	659	678	154	1281	571
V/C Ratio(X)	0.72	0.77	0.42	0.77	0.00	0.52	0.79	0.53	0.53	0.78	0.78	0.09
Avail Cap(c_a), veh/h	440	1260	1068	440	0	1177	440	798	821	440	1584	706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	31.2	28.4	40.9	0.0	28.7	38.3	20.9	21.0	38.8	24.3	17.9
Incr Delay (d2), s/veh	12.8	4.0	1.1	14.0	0.0	1.4	7.9	0.9	0.9	8.4	2.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.5	2.8	1.6	0.0	3.8	3.2	5.6	5.7	2.8	8.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.0	35.2	29.4	54.9	0.0	30.1	46.2	21.9	21.8	47.2	26.7	18.0
LnGrp LOS	D	D	C	D		C	D	C	C	D	C	B
Approach Vol, veh/h		530			277			848			1175	
Approach Delay, s/veh		35.4			35.9			25.8			28.4	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	26.8	13.2	38.2	8.1	27.4	12.3	39.1				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	* 6.1	4.6	6.5	4.6	* 6.1				
Max Green Setting (Gmax), s	22.0	* 60	22.0	* 40	22.0	59.7	22.0	* 40				
Max Q Clear Time (g_c+I1), s	5.2	16.6	8.7	24.3	4.5	11.4	7.9	15.7				
Green Ext Time (p_c), s	0.1	3.7	0.3	7.8	0.1	1.9	0.2	6.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			29.7									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Maze Carpenter Cultural Center
1: Carpenter Rd & Maze Blvd

Existing Plus Project Condition
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	176	108	57	153	55	162	806	96	100	524	68
Future Volume (veh/h)	71	176	108	57	153	55	162	806	96	100	524	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	78	193	119	63	168	60	178	886	105	110	576	75
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	101	341	289	84	227	81	222	1210	143	143	1186	528
Arrive On Green	0.06	0.19	0.19	0.05	0.18	0.18	0.13	0.39	0.39	0.08	0.34	0.34
Sat Flow, veh/h	1725	1811	1535	1725	1274	455	1725	3098	367	1725	3441	1533
Grp Volume(v), veh/h	78	193	119	63	0	228	178	492	499	110	576	75
Grp Sat Flow(s),veh/h/ln	1725	1811	1535	1725	0	1729	1725	1721	1744	1725	1721	1533
Q Serve(g_s), s	3.4	7.3	5.1	2.7	0.0	9.4	7.5	18.4	18.4	4.7	9.9	2.5
Cycle Q Clear(g_c), s	3.4	7.3	5.1	2.7	0.0	9.4	7.5	18.4	18.4	4.7	9.9	2.5
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	101	341	289	84	0	308	222	672	682	143	1186	528
V/C Ratio(X)	0.77	0.57	0.41	0.75	0.00	0.74	0.80	0.73	0.73	0.77	0.49	0.14
Avail Cap(c_a), veh/h	504	1444	1224	504	0	1372	504	914	927	504	1815	808
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	27.7	26.9	35.4	0.0	29.3	31.9	19.6	19.6	33.8	19.4	17.0
Incr Delay (d2), s/veh	11.6	2.0	1.3	12.6	0.0	4.9	6.6	2.5	2.5	8.5	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.1	1.9	1.4	0.0	4.1	3.5	7.4	7.5	2.2	3.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.5	29.8	28.2	47.9	0.0	34.2	38.5	22.1	22.1	42.3	19.8	17.2
LnGrp LOS	D	C	C	D		C	D	C	C	D	B	B
Approach Vol, veh/h		390			291			1169			761	
Approach Delay, s/veh		32.6			37.1			24.6			22.8	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	20.7	14.3	32.0	9.0	19.9	10.8	35.5				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	* 6.1	4.6	6.5	4.6	* 6.1				
Max Green Setting (Gmax), s	22.0	* 60	22.0	* 40	22.0	59.7	22.0	* 40				
Max Q Clear Time (g_c+I1), s	4.7	9.3	9.5	11.9	5.4	11.4	6.7	20.4				
Green Ext Time (p_c), s	0.1	2.2	0.4	5.8	0.1	2.0	0.2	9.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			26.7									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	5	0	932	687	54
Future Vol, veh/h	0	5	0	932	687	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	0	5	0	1024	755	59

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	407	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.02	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.36	-	-	-
Pot Cap-1 Maneuver	0	582	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	582	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.24	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	582	-	-
HCM Lane V/C Ratio	-	0.009	-	-
HCM Ctrl Dly (s/v)	-	11.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	↗
Traffic Vol, veh/h	21	348	332	51	7	3
Future Vol, veh/h	21	348	332	51	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	23	382	365	56	8	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	421	0	-	0	821 393
Stage 1	-	-	-	-	393 -
Stage 2	-	-	-	-	429 -
Critical Hdwy	4.16	-	-	-	6.46 6.26
Critical Hdwy Stg 1	-	-	-	-	5.46 -
Critical Hdwy Stg 2	-	-	-	-	5.46 -
Follow-up Hdwy	2.254	-	-	-	3.554 3.354
Pot Cap-1 Maneuver	1117	-	-	-	339 647
Stage 1	-	-	-	-	673 -
Stage 2	-	-	-	-	649 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1117	-	-	-	332 647
Mov Cap-2 Maneuver	-	-	-	-	332 -
Stage 1	-	-	-	-	660 -
Stage 2	-	-	-	-	649 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.47	0	14.46
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1117	-	-	-	332	647
HCM Lane V/C Ratio	0.021	-	-	-	0.023	0.005
HCM Ctrl Dly (s/v)	8.3	-	-	-	16.1	10.6
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0

Maze Carpenter Cultural Center
1: Carpenter Rd & Maze Blvd

Existing Plus Project Condition
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	345	155	63	138	74	134	652	45	129	992	51
Future Volume (veh/h)	103	345	155	63	138	74	134	652	45	129	992	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	105	352	158	64	141	76	137	665	46	132	1012	52
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	135	450	381	83	242	130	172	1215	84	166	1269	565
Arrive On Green	0.08	0.25	0.25	0.05	0.22	0.22	0.10	0.37	0.37	0.10	0.37	0.37
Sat Flow, veh/h	1739	1826	1547	1739	1116	602	1739	3292	227	1739	3469	1545
Grp Volume(v), veh/h	105	352	158	64	0	217	137	350	361	132	1012	52
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1739	0	1718	1739	1735	1785	1739	1735	1545
Q Serve(g_s), s	5.4	16.3	7.7	3.3	0.0	10.2	7.0	14.4	14.4	6.7	23.6	2.0
Cycle Q Clear(g_c), s	5.4	16.3	7.7	3.3	0.0	10.2	7.0	14.4	14.4	6.7	23.6	2.0
Prop In Lane	1.00		1.00	1.00		0.35	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	135	450	381	83	0	372	172	640	659	166	1269	565
V/C Ratio(X)	0.78	0.78	0.41	0.77	0.00	0.58	0.80	0.55	0.55	0.79	0.80	0.09
Avail Cap(c_a), veh/h	423	1212	1027	423	0	1134	423	768	790	423	1524	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	31.8	28.6	42.6	0.0	31.8	39.8	22.5	22.5	40.0	25.7	18.8
Incr Delay (d2), s/veh	9.3	4.1	1.0	14.0	0.0	2.1	8.1	1.0	1.0	8.3	2.9	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	7.3	3.0	1.7	0.0	4.3	3.4	6.0	6.1	3.2	9.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.2	35.9	29.6	56.5	0.0	33.8	47.9	23.5	23.5	48.3	28.5	18.9
LnGrp LOS	D	D	C	E		C	D	C	C	D	C	B
Approach Vol, veh/h		615			281			848			1196	
Approach Delay, s/veh		36.7			39.0			27.5			30.3	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	28.8	13.5	39.2	11.6	26.1	13.2	39.5				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	* 6.1	4.6	6.5	4.6	* 6.1				
Max Green Setting (Gmax), s	22.0	* 60	22.0	* 40	22.0	59.7	22.0	* 40				
Max Q Clear Time (g_c+1.3), s	15.3	18.3	9.0	25.6	7.4	12.2	8.7	16.4				
Green Ext Time (p_c), s	0.1	4.0	0.3	7.5	0.2	1.9	0.2	6.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			31.7									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	20	0	829	1152	7
Future Vol, veh/h	0	20	0	829	1152	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	0	22	0	911	1266	8

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	637	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.02	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.36	-	-	-
Pot Cap-1 Maneuver	0	410	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	410	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 410	-	-
HCM Lane V/C Ratio	- 0.054	-	-
HCM Ctrl Dly (s/v)	- 14.3	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q (veh)	- 0.2	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	↗
Traffic Vol, veh/h	3	519	318	5	84	21
Future Vol, veh/h	3	519	318	5	84	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	3	570	349	5	92	23























Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	354	0	-	0	928 352
Stage 1	-	-	-	-	352 -
Stage 2	-	-	-	-	576 -
Critical Hdwy	4.16	-	-	-	6.46 6.26
Critical Hdwy Stg 1	-	-	-	-	5.46 -
Critical Hdwy Stg 2	-	-	-	-	5.46 -
Follow-up Hdwy	2.254	-	-	-	3.554 3.354
Pot Cap-1 Maneuver	1183	-	-	-	293 683
Stage 1	-	-	-	-	703 -
Stage 2	-	-	-	-	554 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1183	-	-	-	292 683
Mov Cap-2 Maneuver	-	-	-	-	292 -
Stage 1	-	-	-	-	701 -
Stage 2	-	-	-	-	554 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	20.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1183	-	-	-	292	683
HCM Lane V/C Ratio	0.003	-	-	-	0.316	0.034
HCM Ctrl Dly (s/v)	8.1	-	-	-	22.9	10.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q (veh)	0	-	-	-	1.3	0.1

Maze Carpenter Cultural Center
1: Carpenter Rd & Maze Blvd

Near Term Plus Project Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	185	113	60	159	58	169	846	101	105	550	71
Future Volume (veh/h)	74	185	113	60	159	58	169	846	101	105	550	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	81	203	124	66	175	64	186	930	111	115	604	78
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	105	353	299	85	232	85	229	1226	146	148	1202	535
Arrive On Green	0.06	0.19	0.19	0.05	0.18	0.18	0.13	0.40	0.40	0.09	0.35	0.35
Sat Flow, veh/h	1725	1811	1535	1725	1265	463	1725	3095	369	1725	3441	1533
Grp Volume(v), veh/h	81	203	124	66	0	239	186	517	524	115	604	78
Grp Sat Flow(s),veh/h/ln	1725	1811	1535	1725	0	1728	1725	1721	1744	1725	1721	1533
Q Serve(g_s), s	3.7	8.1	5.6	3.0	0.0	10.4	8.3	20.6	20.6	5.2	11.0	2.8
Cycle Q Clear(g_c), s	3.7	8.1	5.6	3.0	0.0	10.4	8.3	20.6	20.6	5.2	11.0	2.8
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	105	353	299	85	0	316	229	681	691	148	1202	535
V/C Ratio(X)	0.77	0.58	0.41	0.78	0.00	0.76	0.81	0.76	0.76	0.78	0.50	0.15
Avail Cap(c_a), veh/h	477	1366	1158	477	0	1297	477	865	877	477	1717	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	29.0	28.1	37.4	0.0	30.8	33.5	20.7	20.7	35.6	20.4	17.8
Incr Delay (d2), s/veh	11.2	2.0	1.3	13.8	0.0	5.2	6.8	3.5	3.5	8.4	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.5	2.1	1.5	0.0	4.5	3.9	8.6	8.7	2.4	4.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	31.1	29.3	51.2	0.0	36.0	40.4	24.2	24.2	44.0	20.9	17.9
LnGrp LOS	D	C	C	D		D	D	C	C	D	C	B
Approach Vol, veh/h		408			305			1227			797	
Approach Delay, s/veh		33.9			39.3			26.7			23.9	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	22.0	15.2	33.9	9.5	21.1	11.4	37.6				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	* 6.1	4.6	6.5	4.6	* 6.1				
Max Green Setting (Gmax), s	22.0	* 60	22.0	* 40	22.0	59.7	22.0	* 40				
Max Q Clear Time (g_c+I1), s	5.0	10.1	10.3	13.0	5.7	12.4	7.2	22.6				
Green Ext Time (p_c), s	0.1	2.3	0.4	6.0	0.1	2.1	0.2	8.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			28.4									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Maze Carpenter Cultural Center
2: Carpenter Rd & Project Driveway 1

Near Term Plus Project Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	5	0	978	721	54
Future Vol, veh/h	0	5	0	978	721	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	0	5	0	1075	792	59

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	426	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.02	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.36	-	-	-	-
Pot Cap-1 Maneuver	0	566	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	566	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.42	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	566	-	-
HCM Lane V/C Ratio	-	0.01	-	-
HCM Ctrl Dly (s/v)	-	11.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↗		↙	↗
Traffic Vol, veh/h	21	365	348	51	7	3
Future Vol, veh/h	21	365	348	51	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	23	401	382	56	8	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	438	0	-	0	858 410
Stage 1	-	-	-	-	410 -
Stage 2	-	-	-	-	447 -
Critical Hdwy	4.16	-	-	-	6.46 6.26
Critical Hdwy Stg 1	-	-	-	-	5.46 -
Critical Hdwy Stg 2	-	-	-	-	5.46 -
Follow-up Hdwy	2.254	-	-	-	3.554 3.354
Pot Cap-1 Maneuver	1100	-	-	-	322 633
Stage 1	-	-	-	-	661 -
Stage 2	-	-	-	-	636 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1100	-	-	-	315 633
Mov Cap-2 Maneuver	-	-	-	-	315 -
Stage 1	-	-	-	-	647 -
Stage 2	-	-	-	-	636 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.45	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1100	-	-	-	315	633
HCM Lane V/C Ratio	0.021	-	-	-	0.024	0.005
HCM Ctrl Dly (s/v)	8.3	-	-	-	16.7	10.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0

Maze Carpenter Cultural Center
1: Carpenter Rd & Maze Blvd

Near Term Plus Project Conditions
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	361	162	66	145	78	141	685	47	135	1041	54
Future Volume (veh/h)	106	361	162	66	145	78	141	685	47	135	1041	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	108	368	165	67	148	80	144	699	48	138	1062	55
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	138	462	392	87	250	135	178	1223	84	171	1275	568
Arrive On Green	0.08	0.25	0.25	0.05	0.22	0.22	0.10	0.37	0.37	0.10	0.37	0.37
Sat Flow, veh/h	1739	1826	1547	1739	1115	603	1739	3293	226	1739	3469	1545
Grp Volume(v), veh/h	108	368	165	67	0	228	144	368	379	138	1062	55
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1739	0	1717	1739	1735	1785	1739	1735	1545
Q Serve(g_s), s	5.9	18.1	8.6	3.7	0.0	11.4	7.8	16.3	16.3	7.5	26.8	2.2
Cycle Q Clear(g_c), s	5.9	18.1	8.6	3.7	0.0	11.4	7.8	16.3	16.3	7.5	26.8	2.2
Prop In Lane	1.00		1.00	1.00		0.35	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	138	462	392	87	0	385	178	644	663	171	1275	568
V/C Ratio(X)	0.78	0.80	0.42	0.77	0.00	0.59	0.81	0.57	0.57	0.80	0.83	0.10
Avail Cap(c_a), veh/h	398	1140	966	398	0	1067	398	722	743	398	1434	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	33.6	30.0	45.1	0.0	33.4	42.2	24.1	24.1	42.4	27.7	19.9
Incr Delay (d2), s/veh	9.4	4.3	1.0	13.3	0.0	2.1	8.3	1.1	1.1	8.5	4.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	8.2	3.3	1.9	0.0	4.8	3.8	6.8	7.0	3.5	11.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.8	37.9	31.0	58.4	0.0	35.4	50.5	25.2	25.2	50.9	31.9	20.0
LnGrp LOS	D	D	C	E		D	D	C	C	D	C	C
Approach Vol, veh/h		641			295			891			1255	
Approach Delay, s/veh		38.6			40.7			29.3			33.5	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	30.8	14.5	41.4	12.2	28.0	14.1	41.8				
Change Period (Y+Rc), s	4.6	* 6.5	4.6	* 6.1	4.6	6.5	4.6	* 6.1				
Max Green Setting (Gmax), s	22.0	* 60	22.0	* 40	22.0	59.7	22.0	* 40				
Max Q Clear Time (g_c+I1), s	5.7	20.1	9.8	28.8	7.9	13.4	9.5	18.3				
Green Ext Time (p_c), s	0.1	4.2	0.3	6.5	0.2	2.0	0.3	6.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			34.0									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	20	0	869	1210	7
Future Vol, veh/h	0	20	0	869	1210	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	0	22	0	955	1330	8

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	669	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.02	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.36	-	-	-
Pot Cap-1 Maneuver	0	391	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	391	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.75	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 391	-	-
HCM Lane V/C Ratio	- 0.056	-	-
HCM Ctrl Dly (s/v)	- 14.8	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.2	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	↗
Traffic Vol, veh/h	3	545	335	5	84	21
Future Vol, veh/h	3	545	335	5	84	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	3	599	368	5	92	23

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	374	0	-	0	976 371
Stage 1	-	-	-	-	371 -
Stage 2	-	-	-	-	605 -
Critical Hdwy	4.16	-	-	-	6.46 6.26
Critical Hdwy Stg 1	-	-	-	-	5.46 -
Critical Hdwy Stg 2	-	-	-	-	5.46 -
Follow-up Hdwy	2.254	-	-	-	3.554 3.354
Pot Cap-1 Maneuver	1163	-	-	-	274 666
Stage 1	-	-	-	-	689 -
Stage 2	-	-	-	-	537 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1163	-	-	-	273 666
Mov Cap-2 Maneuver	-	-	-	-	273 -
Stage 1	-	-	-	-	687 -
Stage 2	-	-	-	-	537 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.04	0	21.95
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1163	-	-	-	273	666
HCM Lane V/C Ratio	0.003	-	-	-	0.338	0.035
HCM Ctrl Dly (s/v)	8.1	-	-	-	24.8	10.6
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	1.4	0.1

Appendix C. Intersection Signal Warrant Analysis Worksheets

Fehr & Peers

Major Street Maze Blvd
 Minor Street Project Driveway 2

Project Maze Carpenter Cultural Center
 Scenario Existing Plus Project Condition
 Peak Hour AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	7	21	0
Through	0	0	348	332
Right	0	3	0	51
Total	0	10	369	383

Major Street Direction

 North/South
 x East/West

Intersection Geometry

Number of Approach Lanes for Minor Street 1
 Total Approaches 3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle) 16.1
 Approach with Worst Case Delay SB
 Total Vehicles on Approach 10

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Existing Plus Project Condition	0	10	762
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		

Fehr & Peers

Major Street Maze Blvd
 Minor Street Project Driveway 2

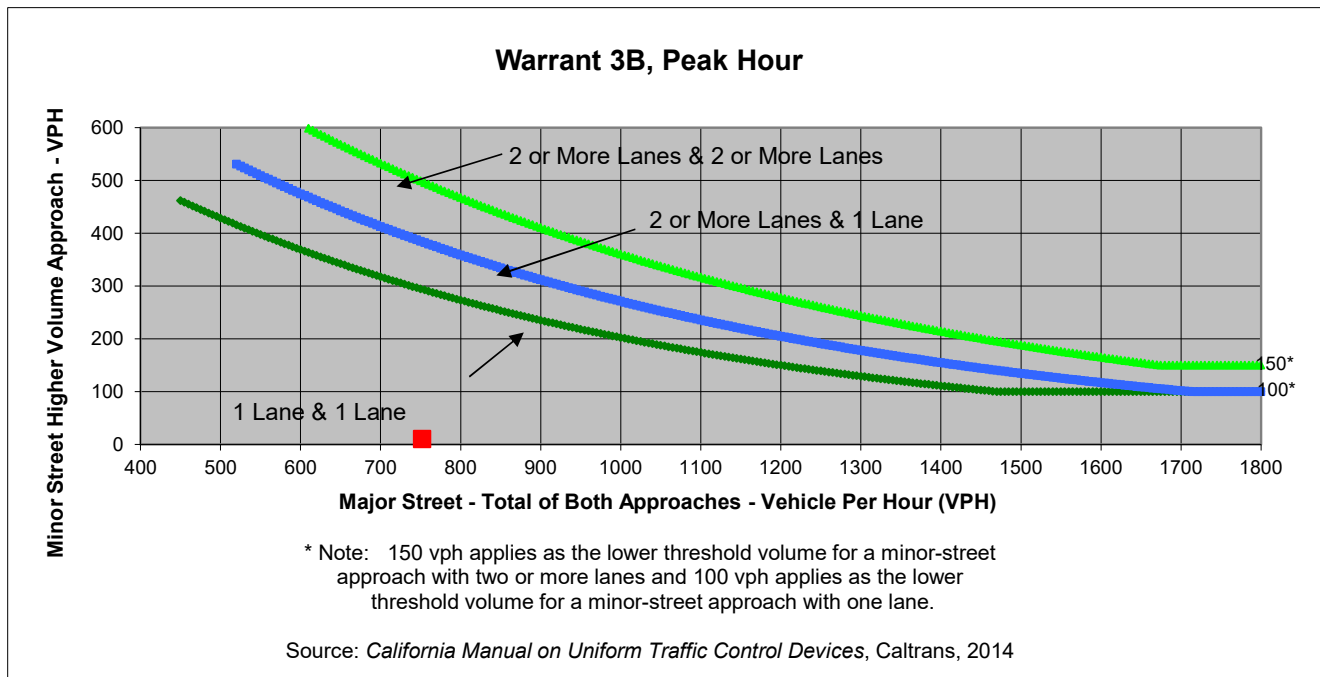
Project Maze Carpenter Cultural Center
 Scenario Existing Plus Project Condition
 Peak Hour AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	7	21	0
Through	0	0	348	332
Right	0	3	0	51
Total	0	10	369	383

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Maze Blvd	Project Driveway 2	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	752	10	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Fehr & Peers

Major Street Maze Blvd
 Minor Street Project Driveway 2

Project Maze Carpenter Cultural Center
 Scenario Existing Plus Project Condition
 Peak Hour PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	84	3	0
Through	0	0	519	318
Right	0	21	0	5
Total	0	105	522	323

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	23
Approach with Worst Case Delay	SB
Total Vehicles on Approach	105

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Existing Plus Project Condition	0.7	105	950
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		

Fehr & Peers

Major Street Maze Blvd
 Minor Street Project Driveway 2

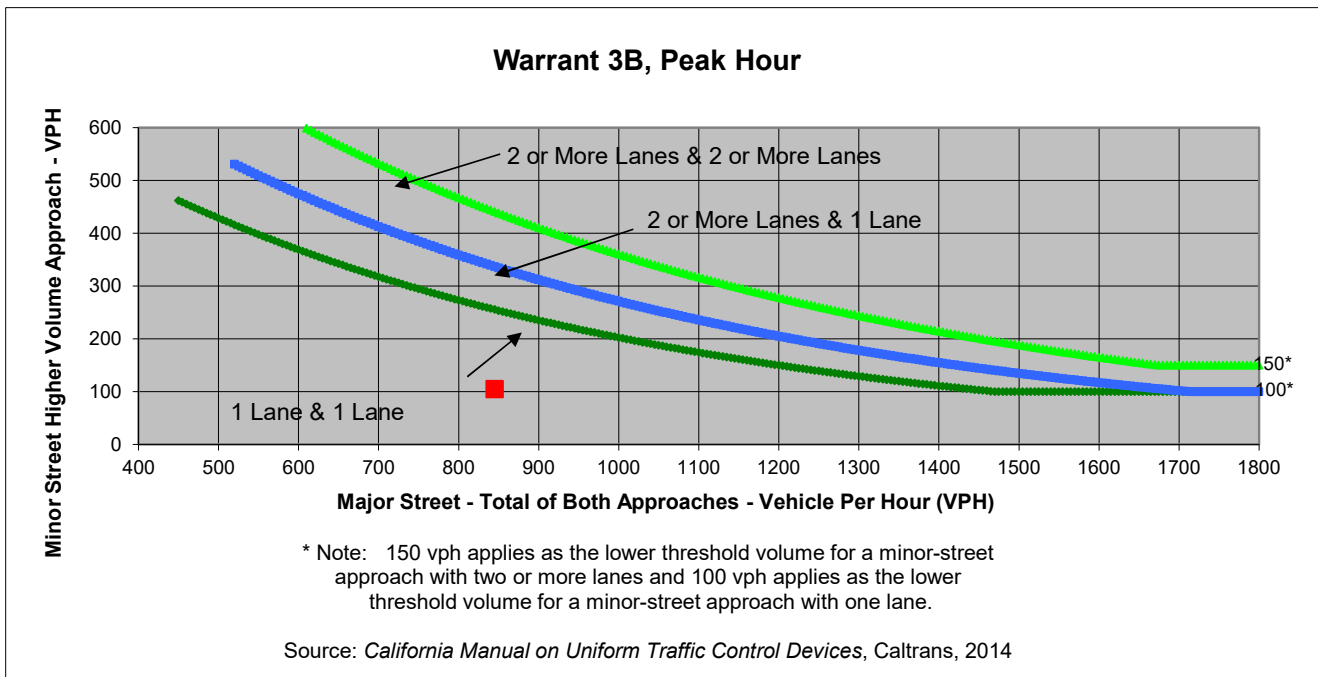
Project Maze Carpenter Cultural Center
 Scenario Existing Plus Project Condition
 Peak Hour PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	84	3	0
Through	0	0	519	318
Right	0	21	0	5
Total	0	105	522	323

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Maze Blvd	Project Driveway 2	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	845	105	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Fehr & Peers

Major Street Maze Blvd
 Minor Street Project Driveway 2

Project Maze Carpenter Cultural Center
 Scenario Near-Term Condition
 Peak Hour AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	7	21	0
Through	0	0	365	348
Right	0	3	0	51
Total	0	10	386	399

Major Street Direction

North/South
 East/West

Intersection Geometry

Number of Approach Lanes for Minor Street
 Total Approaches

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)
 Approach with Worst Case Delay
 Total Vehicles on Approach

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Near-Term Condition	0	10	795
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		

Fehr & Peers

Major Street Maze Blvd
 Minor Street Project Driveway 2

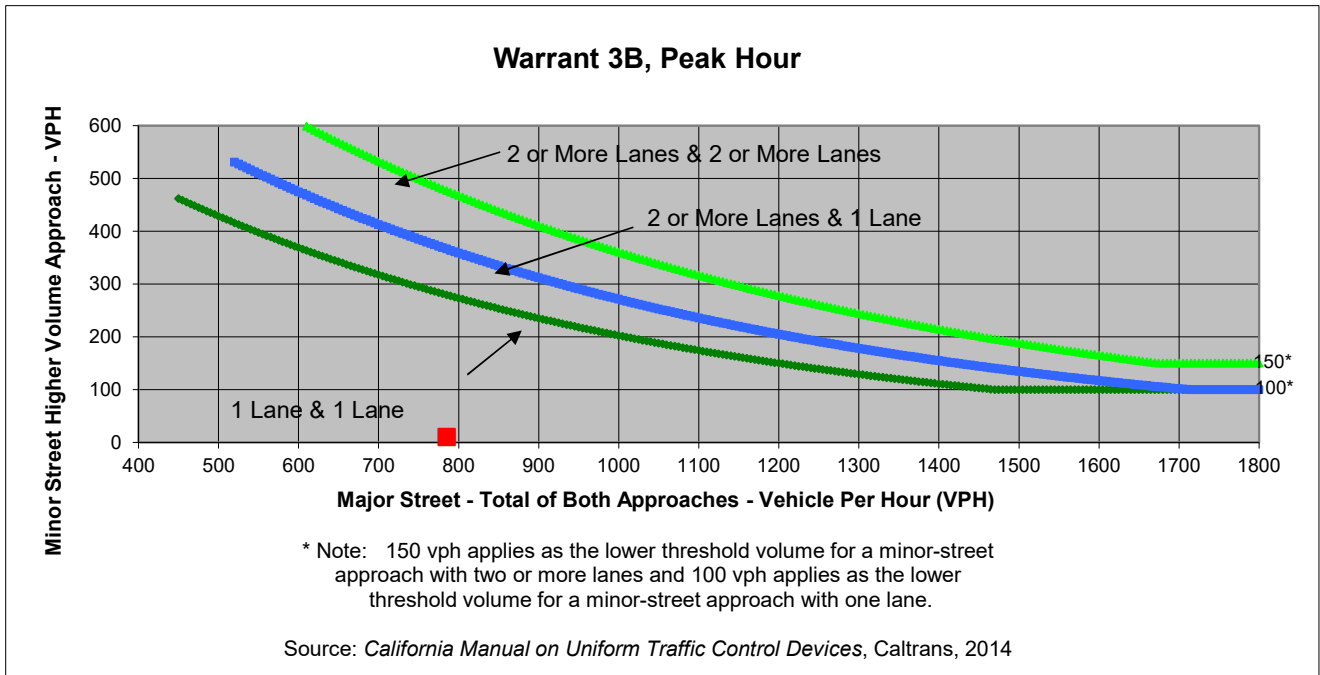
Project Maze Carpenter Cultural Center
 Scenario Near-Term Condition
 Peak Hour AM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	7	21	0
Through	0	0	365	348
Right	0	3	0	51
Total	0	10	386	399

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Maze Blvd	Project Driveway 2	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	785	10	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Fehr & Peers

Major Street Maze Blvd
 Minor Street Project Driveway 2

Project Maze Carpenter Cultural Center
 Scenario Near-Term Condition
 Peak Hour PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	84	3	0
Through	0	0	545	335
Right	0	21	0	5
Total	0	105	548	340

Major Street Direction

 North/South
 x East/West

Intersection Geometry

Number of Approach Lanes for Minor Street 1
 Total Approaches 3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle) 24.8
 Approach with Worst Case Delay SB
 Total Vehicles on Approach 105

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Near-Term Condition	0.7	105	993
Limiting Value	4	100	650
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		

Fehr & Peers

Major Street Maze Blvd
 Minor Street Project Driveway 2

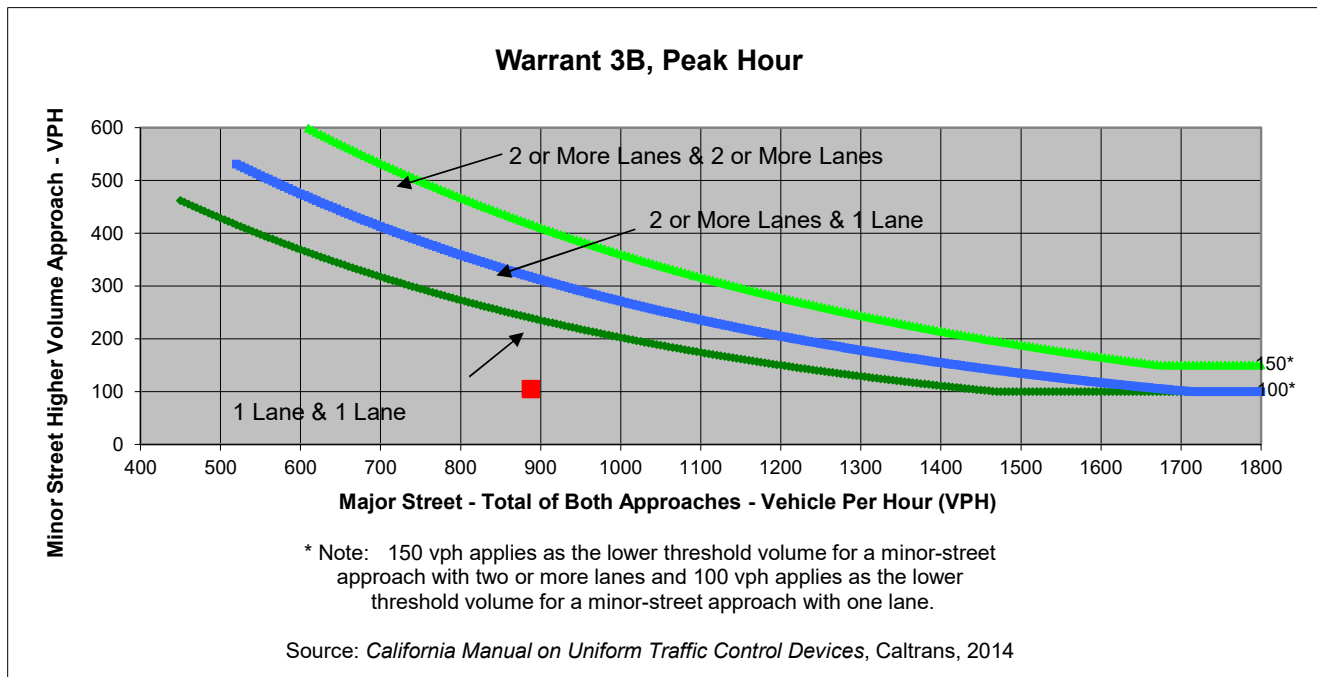
Project Maze Carpenter Cultural Center
 Scenario Near-Term Condition
 Peak Hour PM Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	84	3	0
Through	0	0	545	335
Right	0	21	0	5
Total	0	105	548	340

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Maze Blvd	Project Driveway 2	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	888	105	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

City of Modesto Planning Commission

Minutes

April 7, 2025

Being the hour of 6:00 pm, the meeting was called to order by Chairperson Shanks.

I. ROLL CALL

Commissioners Arroyo, Black, Goriel, Hauselmann, Russell, and Shanks, present

Commissioners Grewal absent

It was moved by Commissioner Russell, seconded by Commissioner Goriel and carried unanimously (6-0) that Commissioner Grewal be excused from this meeting.

II. APPROVAL OF MINUTES

Due to an administrative error meeting minutes for March 17, 2025 will be presented at the next meeting scheduled for April 21, 2025.

III. PUBLIC COMMENT PERIOD IN PERSON

Milt Trieweilir spoke on preserving City of Modesto's agricultural land for future generations and the importance of the City growing up not out.

IV. CONFLICT OF INTEREST DECLARATION

None.

V. CONSENT

None.

VI. PUBLIC HEARINGS

- Item A** Proposed General Plan Amendment with Annexation to facilitate development of a new event center and two apartment units, 1609 and 1617 Maze Boulevard (APNs 007-040-008, -009); submitted by Abdo Mohamad
Contact Info: Michael Schubert, 577-5267, mschubert@modestogov.com

Motion/Action (Approved)

It was moved by Commissioner Goriel, seconded by Commissioner Black, and carried unanimously (6-0) (Arroyo, Black, Goriel, Hauselmann, Russell, Shanks, ayes; None, noes; Grewal, absent; None, recused) that the Planning Commission continue the proposed General Plan Amendment and Annexation to be continued to a date uncertain.

- Item B** Martin Project- Tivoli
Contact Info: Michael Hren, 577-5267, mhren@modestogov.com

Motion/Action (Approved)

It was moved by Commissioner Arroyo, seconded by Commissioner Russell, and carried unanimously (6-0) (Arroyo, Black, Goriel, Hauselmann, Russell, Shanks, ayes; None, noes; Grewal, absent; None, recused) that the Planning Commission

adopt **Resolution No. 2025-09** A RESOLUTION RECOMMENDING TO THE CITY COUNCIL ADOPTION OF AN AMENDMENT TO THE MODESTO URBAN AREA GENERAL PLAN TO AMEND THE LAND USE ELEMENT TO CHANGE 12.66 ACRES FROM REGIONAL COMMERCIAL USES TO RESIDENTIAL USES (NRB INVESTMENTS, LLC)

Motion/Action (Approved)

It was moved by Commissioner Arroyo, seconded by Commissioner Russell, and carried unanimously (6-0) (Arroyo, Black, Goriel, Hauselmann, Russell, Shanks, ayes; None, noes; Grewal, absent; None, recused) that the Planning Commission adopt **Resolution No. 2025-10** A RESOLUTION RECOMMENDING TO THE CITY COUNCIL APPROVAL OF SPECIFIC PLAN AMENDMENT NO. 4 TO THE TIVOLI SPECIFIC PLAN TO AMEND 19.95 ACRES FROM MEDIUM HIGH DENSITY RESIDENTIAL AND REGIONAL SERVING COMMERCIAL TO MEDIUM DENSITY RESIDENTIAL, AND RECOMMENDING EXCEPTIONS FROM THE TIVOLI SPECIFIC PLAN'S DEVELOPMENT AND DESIGN STANDARDS FOR REDUCED SETBACKS AND LOT SIZES FOR LOTS WITHIN THE 19.95-ACRE PROJECT IN ACCORDANCE WITH SECTION 9.4.1.6 OF THE TIVOLI SPECIFIC PLAN (NRB INVESTMENTS, LLC)

Motion/Action (Approved)

It was moved by Commissioner Arroyo, seconded by Commissioner Russell, and carried unanimously (6-0) (Arroyo, Black, Goriel, Hauselmann, Russell, Shanks, ayes; None, noes; Grewal, absent; None, recused) that the Planning Commission adopt **Resolution No. 2025-11** A RESOLUTION APPROVING AREA PLAN NO. 2 IN THE TIVOLI SPECIFIC PLAN FOR PROPERTY LOCATED EAST OF OAKDALE ROAD, SOUTH OF MABLE AVENUE, NORTH OF THE PLANNED EXTENSION OF BRIDGEWOOD WAY, AND WEST OF A LINE PROJECTED NORTH FROM WOOD SORREL DRIVE (NRB INVESTMENTS, LLC)

Motion/Action (Approved)

It was moved by Commissioner Arroyo, seconded by Commissioner Russell, and carried unanimously (6-0) (Arroyo, Black, Goriel, Hauselmann, Russell, Shanks, ayes; None, noes; Grewal, absent; None, recused) that the Planning Commission adopt **Resolution No. 2025-12** A RESOLUTION APPROVING THE FINAL DEVELOPMENT PLAN FOR THE MARTIN PROJECT, IN THE TIVOLI SPECIFIC PLAN, FOR 185 SINGLE-FAMILY RESIDENTIAL LOTS AND ELEVEN (11) LANDSCAPE LOTS ON PROPERTY LOCATED EAST OF OAKDALE ROAD, SOUTH OF MABLE AVENUE, APPROXIMATELY 0.31 MILES NORTH OF SYLVAN AVENUE, AND WEST OF A LINE PROJECTED NORTH FROM WOOD SORREL DRIVE (NRB INVESTMENTS, LLC)

Motion/Action (Approved)

It was moved by Commissioner Arroyo, seconded by Commissioner Russell, and carried unanimously (6-0) (Arroyo, Black, Goriel, Hauselmann, Russell, Shanks, ayes; None, noes; Grewal, absent; None, recused) that the Planning Commission adopt **Resolution No. 2025-12** A RESOLUTION APPROVING THE VESTING TENTATIVE MAP FOR THE MARTIN PROPERTY (TIVOLI) (NRB INVESTMENTS, LLC)

VII. OTHER BUSINESS

None.

VIII. MATTERS TOO LATE FOR THE AGENDA

None.

XI. ADJOURNMENT

The meeting was adjourned at 6:35 pm.

Original, signed copy on file in CEDD
Tristan Osborn,,AICP, Secretary

FINANCIAL INTEREST DISCLOSURE FORM GUIDELINES

City ordinance requires that all individuals with a material interest in a decision of the City Council must be disclosed. The following is for your assistance in completing the attached disclosure form:

1. For all of the below, corporate names/LLC's/limited partnerships are not acceptable in and of themselves, all individuals with an interest of \$2000 or more must be disclosed in these cases.
2. Individuals with a material interest include all property owners.
3. Individuals with a material interest include any developer.
4. Individuals with a material interest include any architect, engineer, or other design professional.
5. Individuals with a material interest include the applicant's attorney or other representative.
6. Individuals with a material interest include any real estate agent who is party to the transaction.
7. Individuals with a material interest include any contractor constructing the project for which the contract has been arranged by the time of the hearing.

The above is for guidance only and not an inclusive list of all individuals at interest. You have a responsibility to determine and list all individuals in accordance with the Tests of Materiality as set forth on the attached.



FINANCIAL INTEREST DISCLOSURE FORM

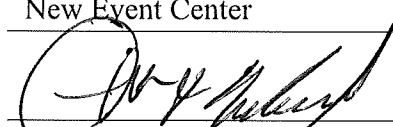
All persons included within the meaning of either of the following tests have a material financial interest in an agreement, or application for development rights, submitted for approval or disapproval by the City Council, and shall be identified by the applicant, by name.

Tests of Materiality:

1. Whether it is foreseeable to a reasonable person that the value of their interest in property available for use by an applicant, or their interest in the applicant itself, may increase or decrease by an amount greater than \$2,000.00 as a direct or indirect result of Council action on the applicant's agreement or application for development rights.
2. Whether it is foreseeable to a reasonable person that the person's gross income from the applicant may increase or decrease by a sum greater than \$2,000.00 as a direct or indirect result of Council action on the agreement or application for development rights.

It is the legal obligation of all applicants for approval of an agreement or of an application for development rights to verify in writing, under penalty of perjury, that the identity of each person having a material financial interest in the agreement or application or development rights is true, correct and complete. The applicant understands that this information is provided under penalty of perjury, and that intentionally supplying misinformation or deception may result in either invalidation of the agreement or application, or criminal prosecution for misdemeanor violation of the Modesto Municipal Code, or both. Negligent provision of misinformation shall be grounds for invalidation. In accordance with the Modesto Municipal Code, each applicant has a continuing obligation to maintain the truth, accuracy and completeness of the financial interest disclosure information provided below until after final consideration by the City Council of any matter arising out of or relating to the agreement or application.

PROJECT: New Event Center



APPLICANT SIGNATURE

Abdo Mohamad

APPLICANT NAME (type or print)

In accordance with the requirements of Title II of the Americans with Disabilities Act ("ADA") of 1990, the Fair Employment & Housing Act ("FEHA"), the Rehabilitation Act of 1973 (as amended), Government Code section 11135 and other applicable codes, the City of Modesto ("City") will not discriminate against individuals on the basis of disability in the City's services, programs, or activities. For more information, please visit the City of Modesto website: <https://www.modestogov.com/865/Americans-with-Disabilities-Act-ADA>

NAMES

Property Owner(s) – (Please list name of company and names of individual names of said company)

Abdo Mohamad

Developer(s) – (Please list name of company and names of individual owner(s) of company)

Abdo Mohamad

Architect(s), Engineer(s) or Other Design Professional(s) – (Please list name of company and names of individual owner(s) of company)

Edmond T. Jacobs Architect

Edmond Jacobs

Attorney(s) or Representative(s) – (Please list name of company and names of individual owner(s) of company)

None

Real Estate Agent(s) – (Please list name of company and names of individual owner(s) of company)

None

Contractor(s)

None

Other – (Investors, Trustees, etc.)

None



California Levine Act Disclosure

California Government Code Section 84308, also known as the "Levine Act", prohibits City "officers" from participating in any action related to a license, permit, or other entitlement for use (a "proceeding") if such member accepts, solicits, or directs political contributions from a party to the proceeding or their agent totaling more than \$500 while the proceeding is pending before the agency, and for twelve (12) months following the date a decision concerning the proceeding has been made. The Levine Act also requires disclosure of such contribution by a party to the proceeding.

Section 84308(a)(4) of the Levine Act defines an "officer" as follows: "Officer" means any elected or appointed officer of an agency, any alternate to an elected or appointed officer of an agency, and any candidate for elective office in an agency. The term "officer" is further defined 2 Cal. Code Regs. Section 18438.1, which states:

An officer of an agency includes only those persons who make, participate in making, or in any way attempt to use their official position to influence a decision in the license, permit, or entitlement for use proceeding, or who exercise authority or budgetary control over the agency of officers who may do so, and:

- (1) Serve in an elected position, including an official appointed to an elected position due to an interim vacancy or an election otherwise canceled because the official was the sole candidate for the position;
- (2) Serve as a member of a board or commission;
- (3) Serve as the chief executive of a state agency, or county, city or district of any kind; or
- (4) Have decision making authority with respect to the proceeding involving a license, permit, or other entitlement for use and is also a candidate for elected office or has been a candidate for elective office in the 12 months prior to the proceeding.

A list of Modesto City Council Board Members can be found online at: Modesto City Council <https://modestogov.com/706/Council-Members> (modestogov.com). The party making this certification is responsible for determining whether a recipient of a political contribution is a City officer prior to answering the following questions:

1. Have you, your company, or any agent on behalf of you or your company, made any political contributions of more than \$500 to any City officer, in the twelve (12) months preceding the date of the submission of your proposals or the anticipated date of any Council action related to this contract?

YES If yes, please identify the Councilmember(s):

NO

2. Do you, or your company, or any agent on behalf of you or your company, anticipate or plan to make any political contribution of more than \$500 to any City officer in the twelve (12) months following any Council action related to this contract?

YES If yes, please identify the Councilmember(s):

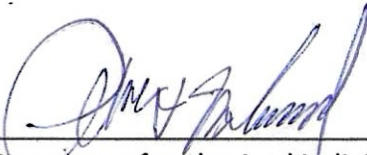
NO

Answering YES to either of the questions above does not preclude the City of Modesto from awarding a contract to your firm or taking any subsequent action related to the contract. It may, however, preclude the identified City officer from participating in any actions related to such contract.

HEREBY CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING IS TRUE AND CORRECT.

02/26/2025

Date



Signature of authorized individual

Abdo Mohamad

Company/Applicant Name