
PROJECT DESCRIPTION

SITE LOCATION AND CONDITIONS

LOCATION

The 960-acre West Landing Specific Plan (the “Plan”) area is located in an unincorporated area of Stanislaus County, adjacent to the City of Ceres. The City of Ceres is located south of Modesto, and approximately 10-miles northwest of the City of Turlock, along State Route 99 (SR99). The Specific Plan area boundaries are:

- Whitmore Avenue to the north,
- Union Pacific Railroad to the east,
- Service Road to the south, and
- Ustick Road to the west.

The Specific Plan area is directly accessible via Whitmore Avenue, Crows Landing Road, and Service Road from existing and anticipated interchanges with SR-99. **Figure 3.1** shows the Plan area and vicinity.

TOPOGRAPHY AND DRAINAGE

The Plan area is essentially flat with elevations ranging from 85-feet above mean sea level (MSL) on the northeast to 77-feet (MSL) on the southwest. Elevation contour lines generally trend northeast/southwest through the Plan area. While specifics of grading are not included in the Specific Plan, it is assumed for this analysis that individual development sites will be graded prior to development.

PROPERTY OWNERSHIP AND EXISTING USES

Figure 3.2 shows the properties that make up the Specific Plan area, with APNs and ownership.

Stanislaus County owns land and facilities to the east of Crows Landing Road amounting to 19% of the Specific Plan area. These facilities include a County jail, Sheriff’s administration and training facility, Agricultural Center, and Family Services, as well as additional area for future expansion of facilities and uses. (See the description of the Community Facilities designation later in this chapter for planned expansion potential under the Plan.)

The remaining area to the east of Crows Landing Road is the existing G3 Enterprises facility, representing 13% of the Specific Plan area. These properties include an industrial labeling and logistics facility as well as a retail corner at Whitmore Avenue and Crows Landing Road and area for the expansion of these and similar uses. (See the description of the General Industrial designation later in this chapter for planned expansion potential under the Plan.)

Carol Lane is an existing dead-end street (accessed off Whitmore Ave.) with a residential neighborhood consisting of 24 rural residential parcels generally ranging in size from approximately one half acre to one and a half acres in size, and 2 parcels at the corner of Whitmore Avenue making up the Whitmore Church of Christ. The Carol Lane neighborhood represents 2% of the Specific Plan area. While the Specific Plan allows for these lots to be further subdivided, and this EIR analyzed the impacts of such re-subdivision, this existing neighborhood is expected to remain with no or minor change to the land use, in accordance with the stated desires of the landowners in the area. The Specific Plan provides for appropriate adjacent uses and buffers.

The remaining 66% of the Specific Plan area includes 22 parcels primarily in agricultural use with some scattered rural home sites. This is the “core planning area” in which new development is being proposed in the Specific Plan. This area also includes the existing El Rematito Flea Market, located at the northwest corner of Crows Landing Road and Hackett Road. Although the Specific Plan anticipates that the El Rematito Flea Market will remain in operation in the near future, the Plan also anticipates future land uses for the area occupied by the Flea Market.

GENERAL PLAN DESIGNATION

The West Landing Specific Plan area currently falls under the jurisdiction of Stanislaus County, which designates the Plan area to the west of Crows Landing Road for Agriculture on the County General Plan. However, the Plan area is within the Phase 1, Phase 2 and Reserve Urban Growth Areas of the City of Ceres 1997 General Plan (**Figure 3.3**). Accordingly, the City of Ceres General Plan designates land uses for the West Landing Specific Plan in anticipation of its eventual annexation and development.

Lands within the City of Ceres Urban Growth Area are divided to indicate the timing of development, with anticipated growth through the year 2015 occurring first in Phase 1 areas, then in Phase 2 areas. Reserve Areas were anticipated to develop after 2015. The proposed Plan would represent an adjustment to the timing implied by the current Urban Growth Area designations. A General Plan Amendment, including revision of the Urban Growth Areas would be required.

The City of Ceres General Plan (General Plan) designates the following uses in the Plan: (See **Figure 3.3**)

Phase 1 Urban Growth:

- 127 acres of General Industrial (GI) – This encompasses the existing G3 Enterprises site.
- 174 acres of Community Facilities (CF) – This encompasses the existing County facility site.

Phase 2 Urban Growth:

- 45 acres of Office (O)
- 14 acres of Community Commercial (CC)
- 285 acres of Light Industrial (LI)

Reserve Area:

- 315 acres of Residential Reserve (RR)

ADJACENT USES

The Plan area is surrounded by a variety of land uses as summarized below:

- Low-density residential subdivision and industrial uses to the north (City of Modesto)

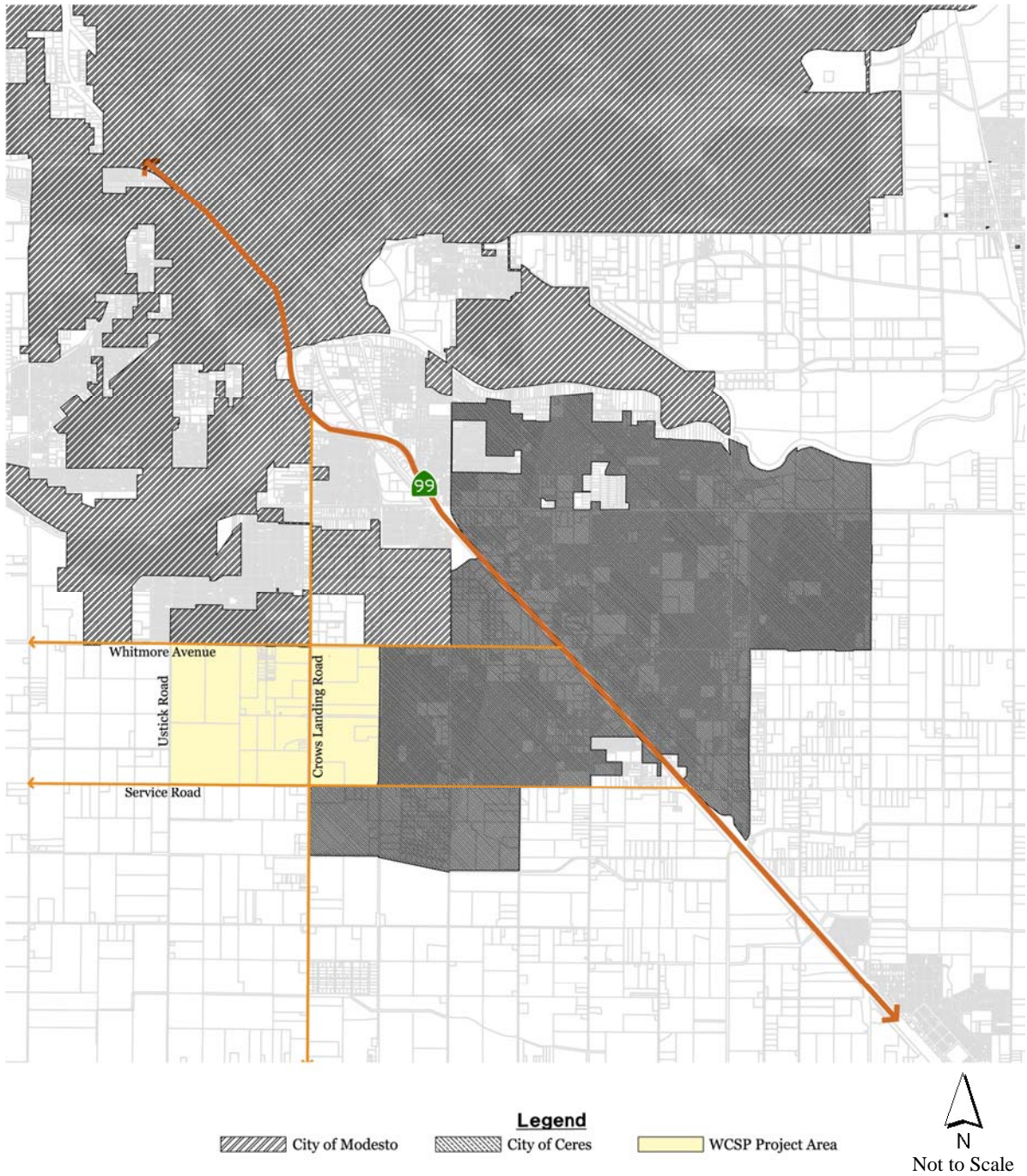


Figure 3.1: Plan Area and Vicinity

Source: Wood Rodgers, West Landing Specific Plan.

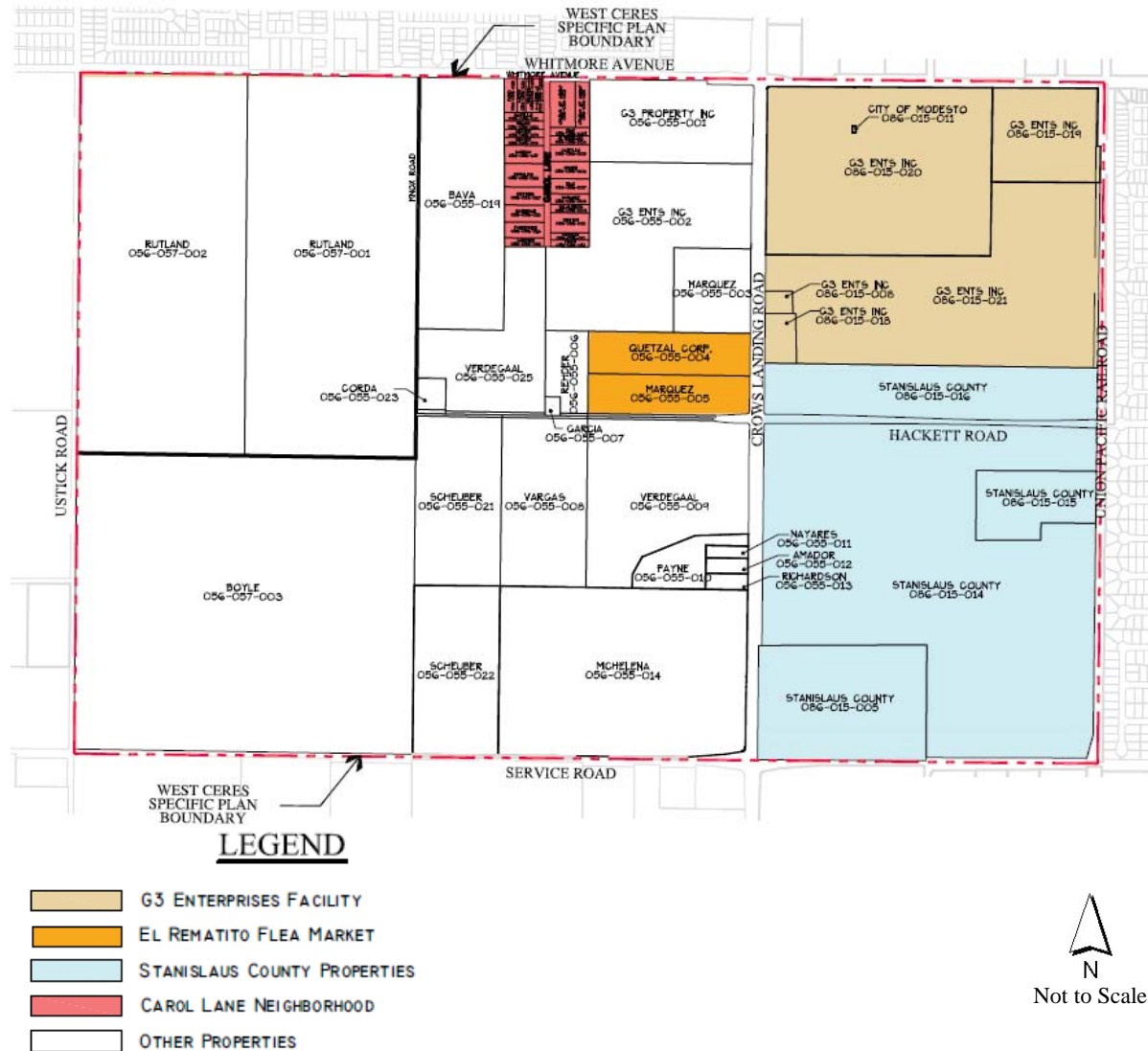


Figure 3.2: Plan Area Properties

Source: Wood Rodgers

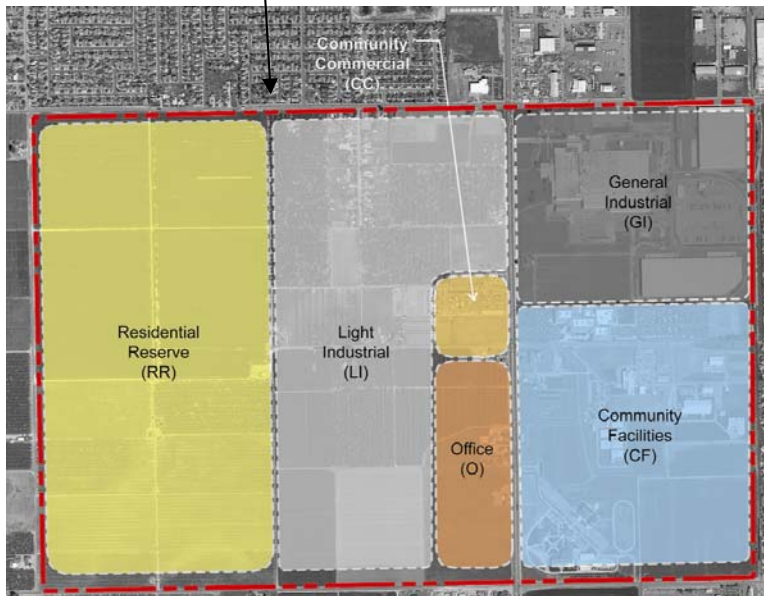
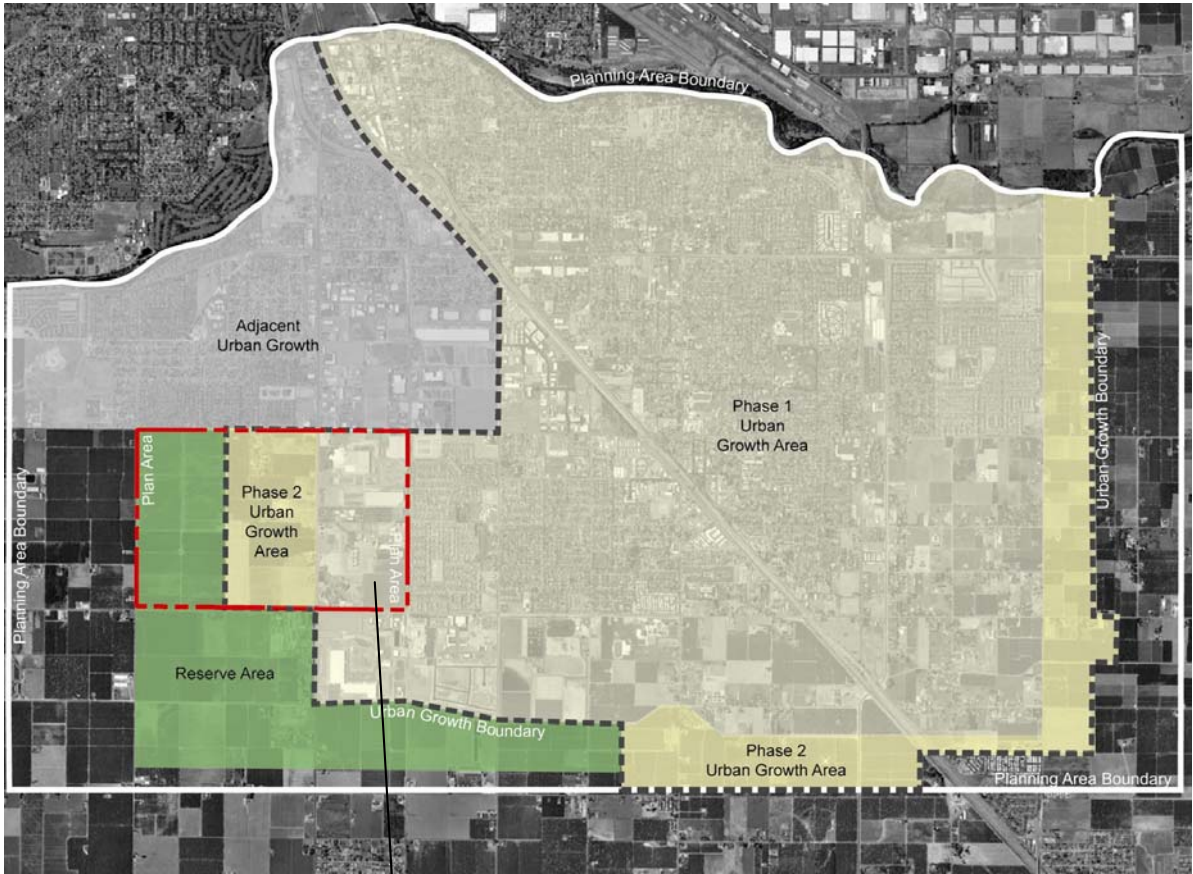


Figure 3.3: General Plan Designations and Growth Boundaries

Source: Wood Rodgers, West Landing Specific Plan.

- Low-density residential subdivision to the east (City of Ceres)
- Industrial, commercial and agricultural uses to the south (City of Ceres and unincorporated areas)
- Agricultural uses to the west (unincorporated)

PROJECT OBJECTIVES

The purpose of the proposed Specific Plan is to develop the Plan area to meet the existing and future needs of the expanding Ceres community, with the following objectives:

1. Develop land uses that will enhance or complement existing and surrounding land uses.
2. Program land uses in response to current and future market conditions in and around the City of Ceres.
3. Fully develop the commercial and employment potential of the Plan area.
4. Create compact and walkable neighborhoods, consistent with the small-town character of the City of Ceres.
5. Provide a diversity of active and passive parks and open space.
6. Locate land uses and roadway and walkway networks to support non-motorized and alternative transportation modes.
7. Promote LEED principles and Low Impact Development Practices.
8. Provide a safe and efficient neighborhood circulation network that promotes connectivity and access for motorists, pedestrians, bicyclists and transit throughout the Plan area.
9. Provide a sufficient system of public facilities and services that accommodate the needs of future residents within the Plan area and does not diminish current levels of public facilities and services.

PROJECT DESCRIPTION

SUMMARY

The project as proposed includes approval of the West Landing Specific Plan (the “Plan”) and annexation of the Specific Plan area into the City of Ceres. Development as proposed in the Plan would require a number of other City approvals, including environmental review, a General Plan Amendment, and pre-zoning. As part of the Project description, annexation would include adjusting the boundaries of the school districts so that the entire Plan area falls into the Ceres School District and adjusting the fire services boundary so the entire Plan area falls within the City of Ceres Fire Protection District.

As a separate effort, the City of Ceres is in the process of coordinating with Stanislaus LAFCo to update their Sphere of Influence to reflect anticipated new growth to the south and west, including growth in the West Landing Specific Plan area. With update of the Sphere of Influence, the entire Plan area would fall within and become the outer boundary of the primary sphere, with anticipated growth occurring over the next 10+ years. The secondary sphere would extend to the south of the Plan area, with anticipated growth within the next 20 years.

The West Landing Specific Plan is a policy document to guide future growth, land use, infrastructure and public service planning and investment in the Specific Plan area, and a regulatory document to

provide rules and standards by which new development within the Specific Plan area may proceed. It contains design guidelines and development standards to regulate development within the Specific Plan area.

The Land Use Plan is included as **Figure 3.4** and a summary of development potential is presented in **Table 3.1**. In total, the core planning area of the Specific Plan would result in a new mixed-use master planned community that could support development of a total of:

- up to 3,635 residential units (1,310 multi-family units and 2,325 single-family units, subtracting the existing 24 Carol Lane units);
- up to 884,200 square feet of retail commercial;
- up to 383,910 square feet of office space;
- 802,100 square feet of light industrial and/or Research and Development uses;
- 16 acres of schools;
- and 47 acres of parks.

Additionally, some existing uses would be anticipated to remain under the Plan, including:

- the existing 18.1-acre Carol Lane neighborhood;
- the G3 Enterprises industrial facility, which would be expected to continue to expand on their 128.5 acre site; and
- the 175.5-acre County facilities which would be expected to continue to develop based upon their master plan for the site.

TABLE 3.1: LAND USE SUMMARY

Land Use Designation	Land Use Description	Approx. Acres±	Estimated Units (Residential)	Estimated Square Feet (Non-Residential)
VLDR	Very Low Density Residential	18.1	57 ¹	
LDR	Low Density Residential	178.9	1,252	
MDR	Medium Density Residential	54.9	659	
HDR I	High Density Residential I	39.7	715	
HDR II	High Density Residential II	26.5	662	
RC	Regional Commercial	35.7		409,200
CC	Community Commercial	15.9		153,000
NC	Neighborhood Commercial	34.3	200	382,000
O	Office	17.7	90	323,910
BP	Business Park	67.5		802,100
GI	General Industrial	128.5		
CF	Community Facilities	175.5		
S	Schools (Elementary)	16.0		
P	Parks	47.0		
Major Roads		103.3		
TOTAL		959.5	3,635	

Source: West Landing Specific Plan

¹ The 24 existing Carol Lane residential units have been subtracted from this number.

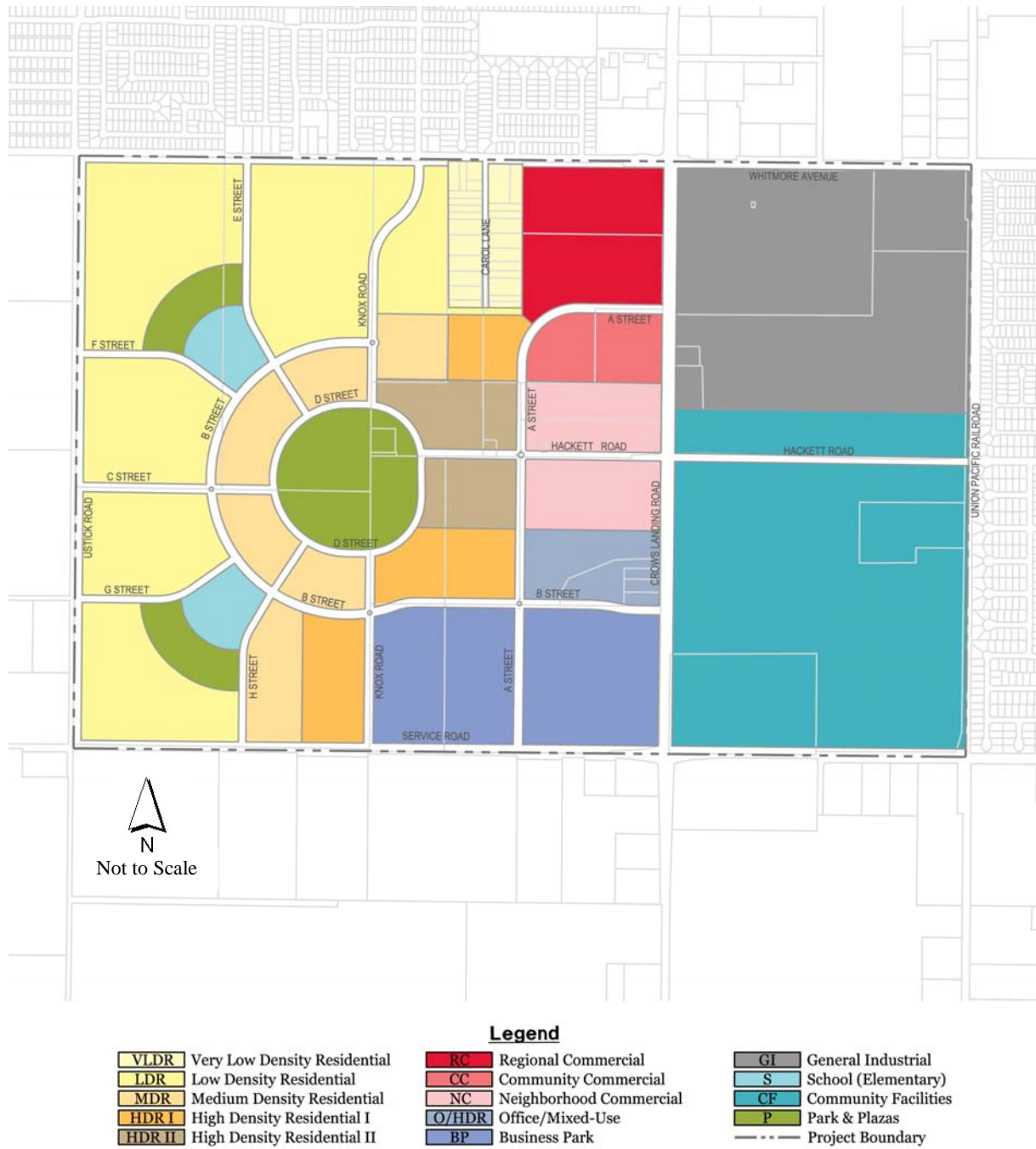


Figure 3.4: Land Use Plan

Source: Wood Rodgers, West Landing Specific Plan.

Note that the Plan does not assume continuation of the El Rematito Flea Market use in perpetuity. While it is unknown if/when the El Rematito Flea Market use may transition, the proposed Neighborhood Commercial designation would allow a higher intensity use at that site. Therefore, development that would be allowed under the Neighborhood Commercial designation is analyzed because it would be higher intensity and have greater environmental impacts.

DESCRIPTION OF RESIDENTIAL LAND USES

The residential land use districts in the Plan are envisioned to provide quality housing to people of various income levels, ages and family size – creating a vibrant and diverse community both demographically and architecturally. These residential districts will be organized such that high density development will be located near retail, employment and transit corridors along Crows Landing Road. This will place the highest concentration of residents within walking distance of transit, jobs and services. Uses will gradually transition to low-density single family detached units along the western project boundary at Ustick Road.

Very Low Density Residential (VLDR)

While the existing Carol Lane neighborhood is not anticipated to change significantly in the foreseeable future, this area must have a General Plan designation upon annexation into the city of Ceres. The existing intensity of development is consistent with the General Plan Very Low Density Residential District. The VLDR designation has a maximum density of 4.5 dwelling unit/acre and is generally intended for larger lot single-family detached residential units. To ensure a conservative analysis, development of the 18-acre Carol Lane neighborhood to that maximum density has been included in the analysis, which would accommodate up to 57 new single-family residential units (in addition to the existing 24 units), as shown on Table 3.1.

Low Density Residential (LDR)

Consistent with the General Plan, the West Landing Specific Plan will include a Low Density Residential District with a 7 dwelling unit/acre maximum density. This district is generally intended for single-family detached and duplex residential units. Approximately 178.9 acres of the Plan area are designated as LDR, which could accommodate up to 1,252 single-family residential units, as shown on Table 3.1.

Medium Density Residential (MDR)

Consistent with the General Plan, the West Landing Specific Plan will include a Medium Density Residential District with a 7-12 dwelling unit/acre range. This district is intended to include a range of housing types, such as standard lot single family detached, small lot homes, cluster homes and cottages. Approximately 54.9 acres of the Plan area are designated as MDR, which could accommodate up to 659 single-family residential units, as shown on Table 3.1.

High Density Residential I (HDR I)

This High Density Residential I designation is proposed to have a 12-18 dwelling unit/acre range. This district is intended as a transition between medium density and the upper range of High Density Residential with housing types ranging from small lot, cluster and cottage homes to attached townhomes, within the prescribed density limits. Approximately 39.7 acres of the Plan area are designated as HDR I, which could accommodate up to 357 single-family residential units and 358 multi-family units, as shown on Table 3.1.

High Density Residential II (HDR II)

This High Density Residential II designation is the upper end of HDR and is proposed to have an 18-25 dwelling unit/acre range. This district is anticipated to include mostly attached housing types, such as apartments, condominiums, townhomes and live-work units. Approximately 26.5 acres of the Plan area are designated as HDR II, which could accommodate up to 662 multi-family residential units, as shown on Table 3.1.

DESCRIPTION OF COMMERCIAL, OFFICE, COMMUNITY FACILITIES & INDUSTRIAL USES

Regional Commercial (RC)

The Regional Commercial district is envisioned to allow a variety of retail uses and services, including large-scale shopping centers, wholesale “club” type stores, factory outlets, and other commercial uses such as retail stores, food and drug stores, apparel stores, specialty shops, home furnishings, restaurants, entertainment uses, and other similar uses that serve a community wide and regional market. Up to approximately 409,200 square feet of regional commercial uses could be anticipated on the 35.7 acres in this land use.

Community Commercial (CC)

This district is envisioned as a pedestrian-oriented, retail transition from the Regional Commercial use to the neighborhood commercial “core” of the West Landing community. This district is intended to be a somewhat lower intensity use than the RC district, with retail stores, food and drug stores, apparel stores, specialty shops, real estate offices, restaurants, florists, hotels/motels, and other community serving uses. Up to approximately 153,000 square feet of community commercial uses could be anticipated in 15.9 acres.

Neighborhood Commercial (NC)

This Neighborhood Commercial district is envisioned as a pedestrian oriented, mixed use retail core of the West Landing community. This district is intended to be a highly visible, high intensity, active, social, and cultural gathering place and “hub” of the West Landing community– where buildings open onto wide sidewalks allowing outdoor dining and retail displays. Up to approximately 322,000 square feet of neighborhood commercial uses could be anticipated. An additional approximately 60,000 square feet of office could be anticipated on a total of 34.3 acres.

High density residential would be allowed as a secondary use, supporting bus transit and placing a high concentration of residents within close walking distance of work and services. At 25 units per acre this could be up to 200 units as a stand-alone use on as much as 25% of the area designated for this use (8 acres) and/or located above ground-floor retail.

Office (O)

The Office district is intended for professional and administrative office uses such as finance, insurance and banking, arranged in a well landscaped, campus-style setting, with accessory supporting commercial uses such as copy centers, cafes, retail sales and services. Up to approximately 323,910 square feet of office park and accessory uses could be anticipated on 17.7 acres.

High density residential would be allowed as a secondary use, supporting bus transit and placing a high concentration of residents within close walking distance of work and services. This could be up to 90 units as a stand-alone use on as much as 25% of the area designated for this use (4.4 acres) and/or located in residential/office mixed-use building(s).

Business Park (BP)

The Business Park designation is envisioned as a campus-style setting for research and development, light manufacturing, warehousing, distribution and related supporting uses. Up to approximately 802,100 square feet of business park uses could be anticipated on 67.5 acres.

General Industrial (GI)

The General Industrial designation encompasses the G3 Enterprises development and lands to the east of Crows Landing Road. Existing development consisting of primarily warehouses and a small retail center would remain. In addition, based on their plans for developing the area, the following additional development was assumed in this analysis: a 14,000 square foot grocery store, 357,000 square foot warehouse (warehouse #5, which was under construction during the preparation of this report), and a 17.34 acre business park.

Community Facilities (CF)

The Community Facilities designation includes the area County facilities and lands to the east of Crows Landing Road. Based on the County's plan for expansion of the site, the following additional development was assumed in this analysis: the existing adult detention facility and sheriff's operation center would be expanded by 1892 beds, with a coroner's facility of 30 employees and expansion of the sheriff's operations center by 68 employees. With the exception of the equestrian sheriff facility located at the northwest corner of Crows Landing Road and Hackett Road, other existing County uses, such as the family services center, agricultural center and training facility would remain. An estimated 381,150 square feet of similar County land uses as well as a 16.1 acre animal shelter would be developed in the County area.

PRE-ZONING

With annexation to the City of Ceres, the entire project will be pre-zoned to P-C, Planned Community, with reference to the Specific Plan to establish land use types, intensities, and development standards.

INFRASTRUCTURE AND SERVICES

Development under the Plan would require the expansion, improvement and construction of new infrastructure and public facilities on the project site, as summarized below.

Recreation

The total parks and recreation acreage within the West Landing Specific Plan comprises a total of 47 acres (see **Figure 3.5**). These include:

- A 30-acre Community Park for active team sports and large gatherings.
- Two 8.5-acre Neighborhood Parks for active and passive neighborhood recreation in joint-use where possible with the adjacent proposed elementary schools.

The Plan proposes using these recreation facilities partially for dual use as stormwater retention facilities.

Additionally, the Plan proposes a system of landscape corridors and open space paseos to allow convenient pedestrian and bicycle connections between recreational amenities as well as to and between other land uses that are not included in these park acreages.

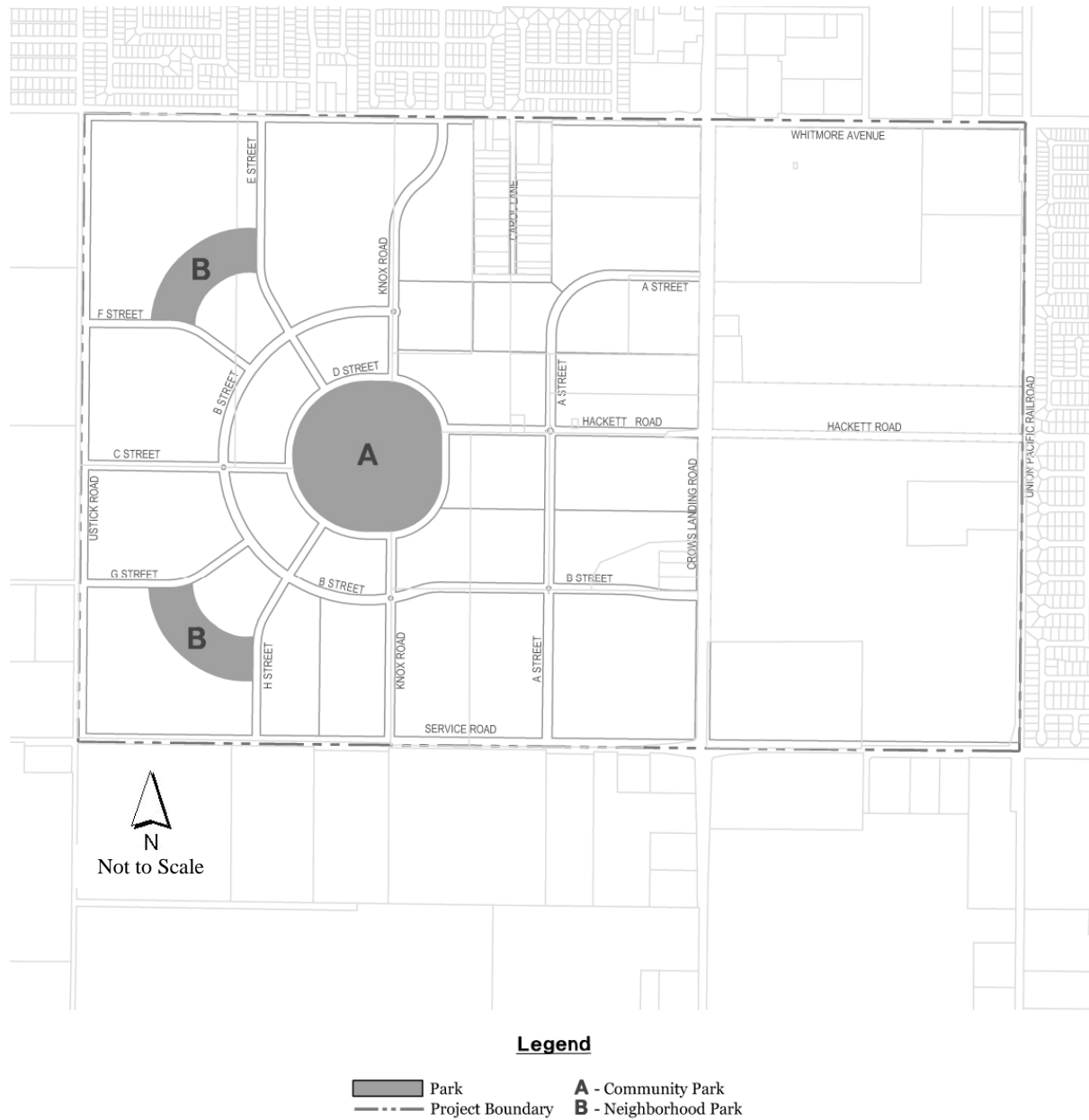


Figure 3.5: Parks Plan

Source: Wood Rodgers, West Landing Specific Plan.

Fire

Fire protection to the currently unincorporated Specific Plan area and the surrounding areas is currently provided by the Westport Fire Protection District. As part of the annexation process, it is anticipated that Fire District boundaries will be reorganized so that the Specific Plan area will become annexed to the fire protection service area of the City of Ceres Fire Department.

Per consultation with the Ceres Fire Department, a new 1-acre public safety (fire and police) station site is proposed within the Specific Plan area to serve the Plan area and maintain adequate response times. The location will be finalized in subdivision maps as development proceeds, but is anticipated to be one of the locations shown on **Figure 3.6**.

Police

Currently, law enforcement service to the unincorporated Specific Plan area is provided by the County Sheriff's Office. Once annexed, the Specific Plan area will fall within the service area of the City of Ceres Police Department. A new 1-acre public safety (fire and police) station site is proposed within the Specific Plan area to serve the Specific Plan area and maintain adequate response times. Potential locations for this facility have been identified on **Figure 3.6**.

Schools

The eastern portion of the Specific Plan area, between the Union Pacific rail line and Crows Landing Road, is within the Ceres Unified School District but it is not expected that any schools will be built in this area. The western portion of the Specific Plan area, from Crows Landing Road to Ustick Road, is located within the Modesto City School District. As part of the annexation process, it is anticipated that school district boundaries will be reorganized so that the entire Specific Plan area will fall within the Ceres Unified School District. Based on coordination with the Ceres Unified School District, middle school and high school students can be accommodated in existing facilities. Two elementary schools are proposed in the Plan area to support the up to 1811 elementary students that could be generated by Plan area development, as shown on the Land Use Plan (**Figure 3.4**).

Transportation

The Plan includes development of an internal circulation system of neighborhood and collector roads, as shown on the Land Use Plan (**Figure 3.4**), as well as improvements to existing expressway and arterial roadways that run through and along the perimeter of the Plan area, where warranted. The new roadway system is well connected and uses roundabouts at major internal intersections to both slow traffic and lower intersection delay times.

Modesto Area Express, Ceres Area Transit, and Stanislaus Regional Transit currently provide transit service to the Plan area along Crows Landing Road. The design of the Land Use Plan and the policies contained within encourage the use of existing public transit, as well as expansion of routes within the Plan area with additional stops at key intersections. Land uses are generally more intense adjacent to arterial streets to encourage ridership, and it is anticipated that the transit agencies will expand bus service to the Plan area as development occurs and demand increases.

The Plan also includes a comprehensive plan for bikeways and pedestrian pathways to promote non-motorized connectivity both within the Plan area and to destinations within the City of Ceres and beyond. All expressway, arterial and primary collector streets will have Class III bike lanes striped on the street, and sidewalks separated from the street by tree-lined landscaped corridors. Off-street Class I bike trails are envisioned to be located along the Grand Paseo.

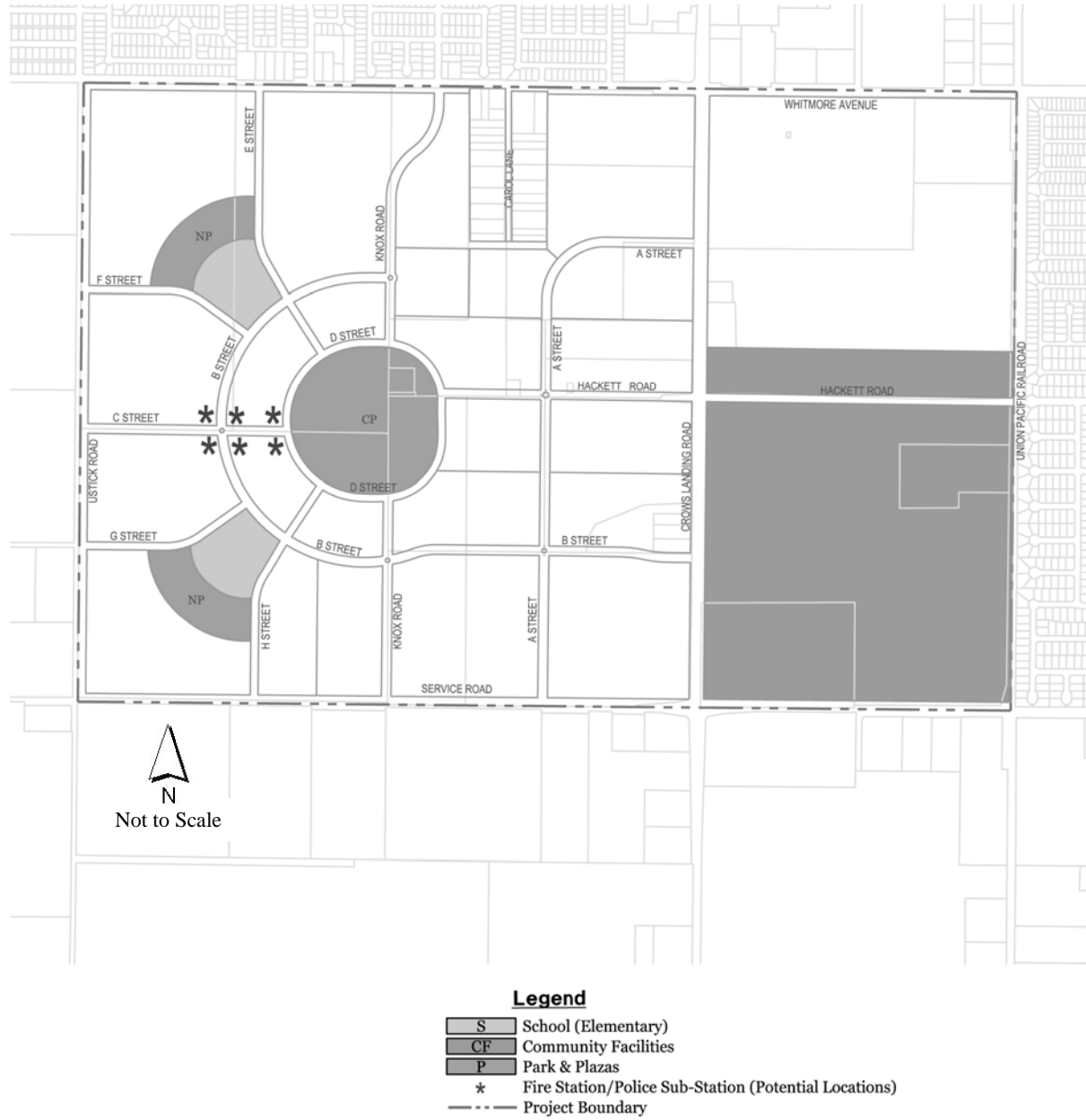


Figure 3.6: Fire/Police Station Potential Locations

Source: Wood Rodgers, West Landing Specific Plan. (NP = Neighborhood Park and CP = Community Park)

Water

The Plan area currently has limited public water service. The City of Modesto operates a municipal well within the G3 Enterprises facility that provides services to portions of the existing commercial/ industrial development on the east side of Crows Landing Road. The City of Ceres operates a well site in the Plan area, north of Hackett Road and east of Crows Landing Road, which serves the existing system. Private groundwater wells serve individual properties in the remainder of the core planning area. Private well systems will need to be abandoned per local and state requirements once those properties connect to the city's water system.

Much of the agricultural land in the Plan area and vicinity is irrigated by surface water, delivered through a system of lateral canals, ditches and pipelines by the Turlock Irrigation District (TID). Lower Lateral Number 2, runs east-west approximately ½ mile south of the Plan area, between Service and Grayson Roads. Lateral Number 1 runs northeast-southwest in the vicinity of the Plan area, nearing the corner of Whitmore Ave and South Carpenter.¹ There are no perennial streams or surface irrigation channels in the Plan area, though a network of underground public and private irrigation lines serve the Plan area. Lines will be maintained as long as users require them and lines not needed for conveyance to areas still requiring irrigation water will be abandoned as the area develops.

Potable domestic water would be provided by the City of Ceres Municipal Utilities Department water distribution system for the majority of the Specific Plan area. The exception includes the existing G3 Enterprises facility, which is currently being served by the City of Modesto and is likely to remain on their services. Other existing facilities within the Specific Plan area will need to be upgraded in order to meet the project needs. A looped system will be required between the trunk mains in Whitmore Avenue and Service Road.

Four new well locations and two water storage tank/pump station are proposed in the Plan area to meet demand of new development (see **Figure 3.7**), including one redundant well. Well and tank sites within the Plan area will be interconnected with the city's transmission system. Note that line sizes, well sites and tank sites in Figure 3.7 are illustrative and may change as the area develops.

Wastewater

Currently, developed parcels within the Plan area are being served by the City of Ceres, the City of Modesto or private septic systems. The largely developed area to the east of Crows Landing Road includes the G3 Enterprises facility, with service from Modesto, and the County facility, with portions of the site being served by Ceres and other portions being served by Modesto. The existing properties currently being served by the City of Modesto have previous agreements for service that are expected to remain in place and service would not change.

Private septic systems are being used in the core planning area to the west of Crows Landing Road. The El Rematito Flea Market recently extended City of Ceres sewer facilities to serve their site. This extension included a temporary pump station and force main, currently maintained by the property owner, that will be abandoned once gravity mains are available. . The Plan assumes all newly developed properties in the Plan area will be served by the City of Ceres sanitary sewer system. All septic systems will need to be abandoned per local and state requirements once those properties connect to the city's wastewater system.

¹ US Geographic database, <http://www.us-geographic.com/us-states/california/stanislaus-county/streams-lakes/all/>, accessed April 29, 2009.

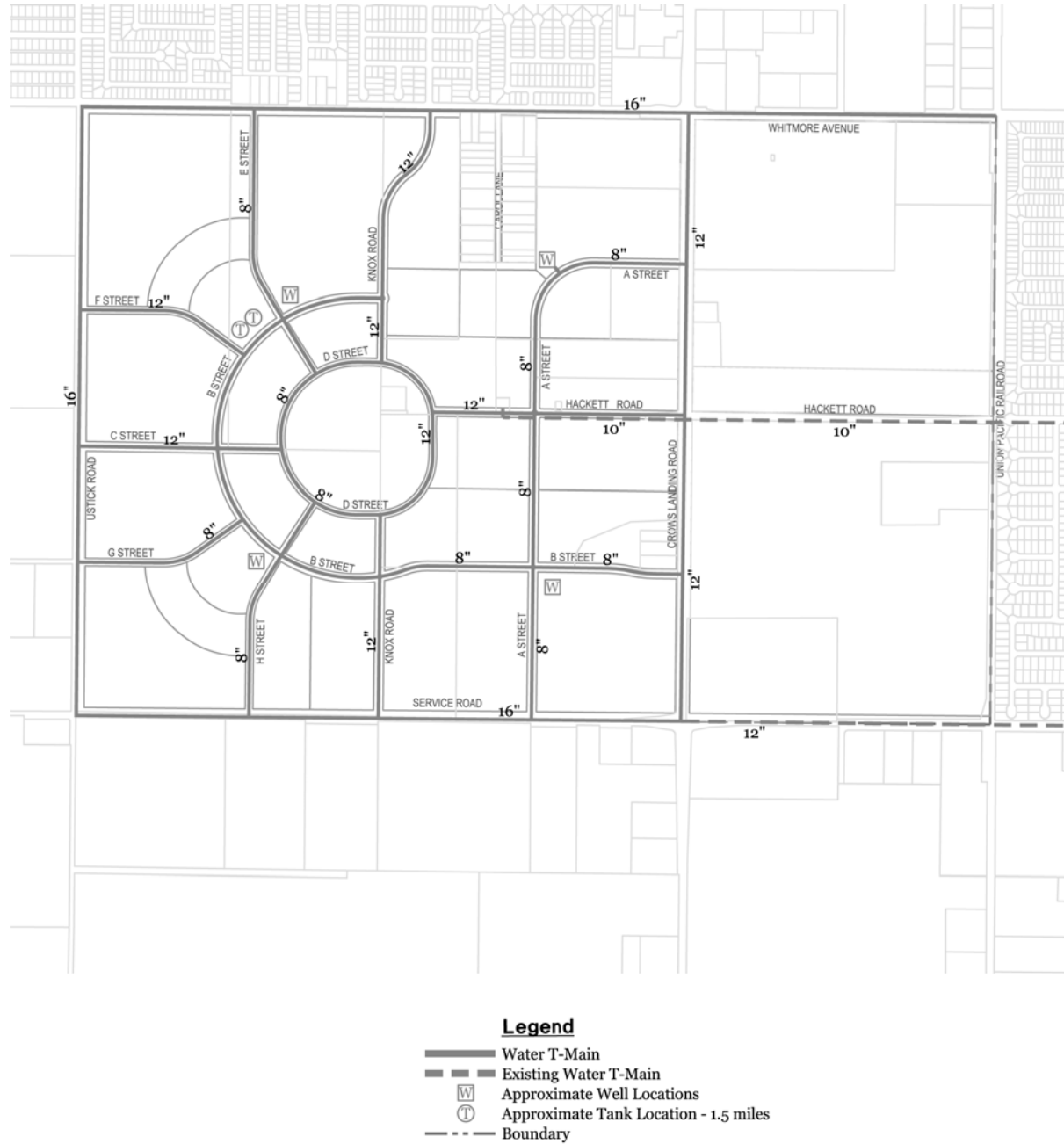


Figure 3.7: Preliminary Backbone Water System Plan

Source: Wood Rodgers, West Landing Specific Plan.

Wastewater flows generated by the project would be collected by extensions to the City of Ceres sanitary sewer system and conveyed to the City of Ceres Wastewater Treatment Plant located southeast of the project at the intersection of Service Road and Blaker Road. Existing trunk mains in Service Road within a quarter of a mile to the project will provide initial sewer connection for the project. The backbone sewer system proposed to serve the Plan area will be located within existing and proposed road right-of-ways and include a combination of gravity sewer system and force mains with a new regional lift station in the Plan area (see **Figure 3.8**). Note that line sizes and the location of the pump site in Figure 3.8 are illustrative and may change as the area develops.

Stormwater

The Plan area generally slopes and drains downward to the southwest, though most of the natural drainage courses in the area have been altered by agricultural activities, and surface waters are directed into agricultural and roadside ditches. Previously developed parcels in the Plan area include onsite provisions to handle the local storm drainage run-off for their property.

The Plan proposes three retention basins located in the community park and two neighborhood parks, with a gravity piping network to redirect and collect stormwater from the entire Plan area to these basins, which then utilize percolation and evaporation to dispose of runoff with no other form of discharge (see **Figure 3.9**). Residential and school uses will drain to these area basins included in Plan area park sites, and the remaining uses (commercial and business park) will drain internally to onsite drainage retention basins. The drainage retention facilities will be sized and designed considering the concept of dual use, where portions of these basins will allow for recreational use during non-peak times. The drainage system will be designed to retain all storm water within the Plan area, with no off-site discharge. Note that the exact location and size of proposed retention basins in Figure 3.9 are illustrative and may change as the area develops.

OFF-SITE IMPROVEMENTS

No off-site improvements are planned as a part of this project. However, mitigation measures have been identified for traffic impacts that would require roadway widening and intersection improvement outside of the Plan area, as detailed in the Chapter 18: Traffic. No other off-site improvements are contemplated related to the proposed Plan.

PHASING AND SCHEDULE

The proposed Specific Plan, if adopted, is roughly estimated to take approximately 12 to 15 years to build out. The actual timing and duration would depend on market conditions, owner preferences, and other factors. According to the preliminary phasing plan (Figure 10.1 of the proposed Specific Plan), commercial development is anticipated to begin along Crows Landing Road, with residential development stretching to the west along the centerline of the Plan area. Residential development would be anticipated to spread first north and south from this community center, then to the west. However, this phasing plan is noted to be very conceptual and preliminary.

PROJECT REVIEW AND APPROVAL

LEAD AGENCY

The City of Ceres is a lead agency, pursuant to the State Guidelines for the California Environmental Quality Act (CEQA Guidelines Section 15050). In conformance with Sections 15050 and 15367 of

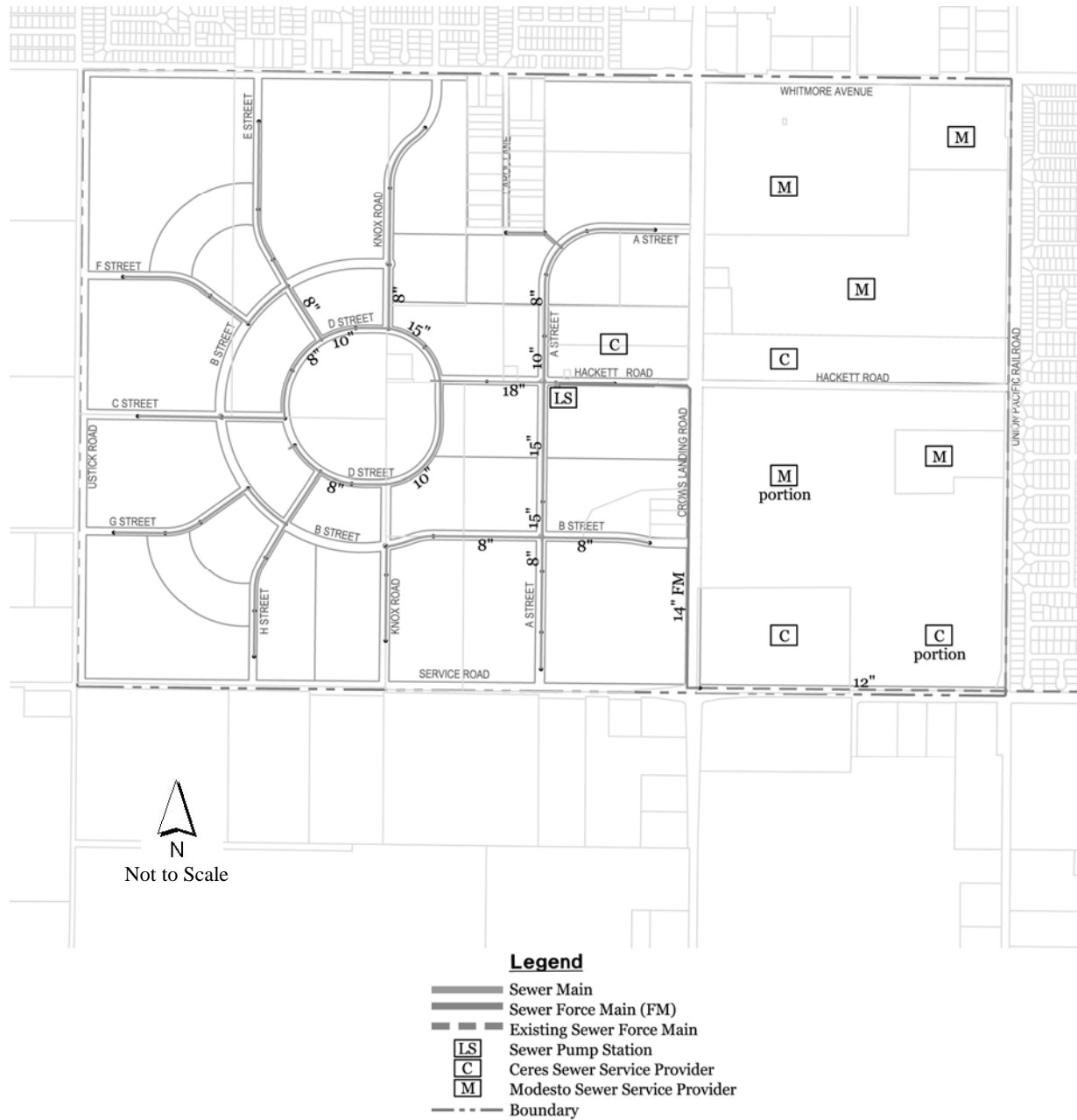


Figure 3.8: Preliminary Backbone Wastewater System Plan

Source: Wood Rodgers, West Landing Specific Plan.

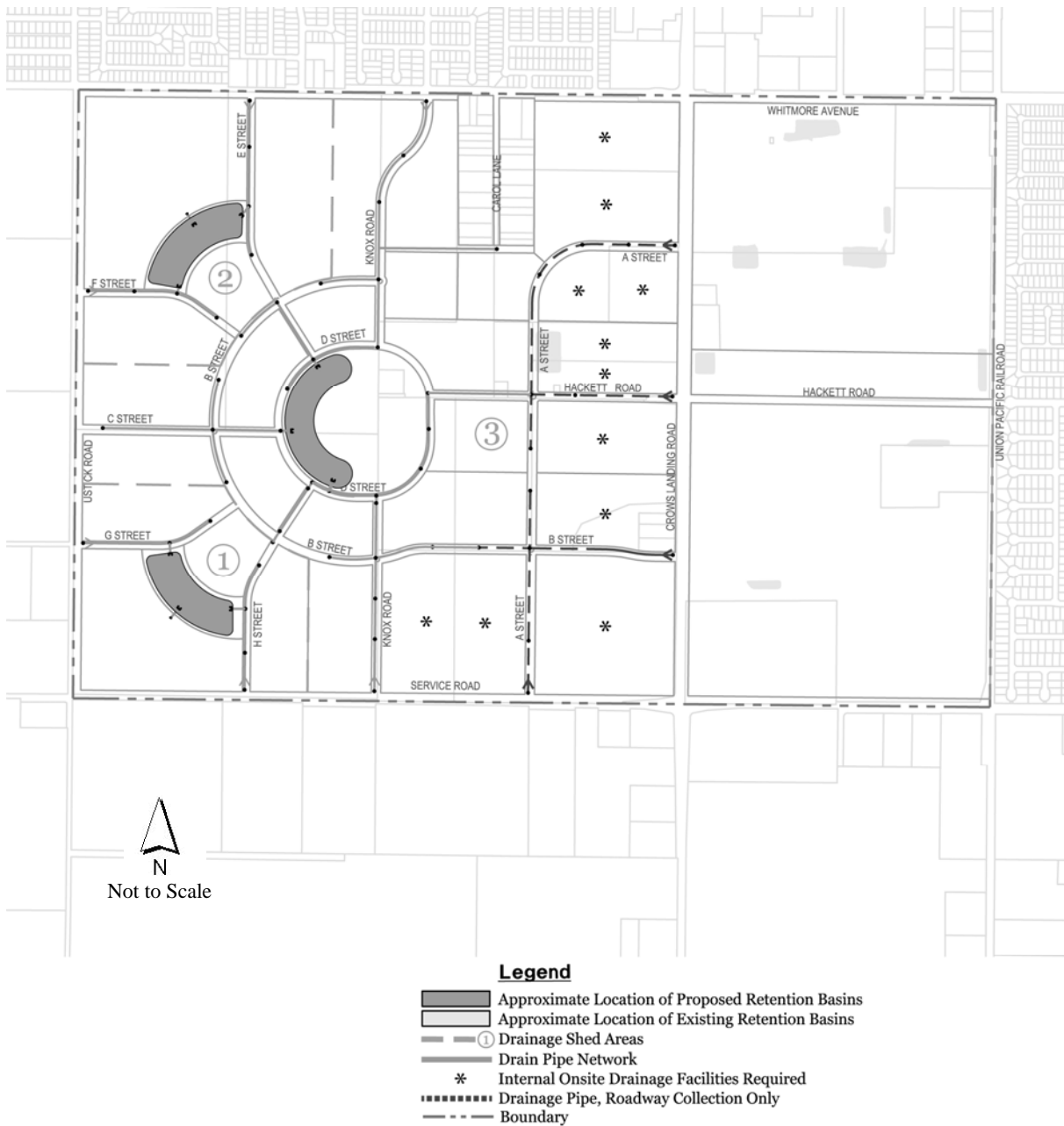


Figure 3.9: Preliminary Backbone Stormwater System Plan

Source: Wood Rodgers, West Landing Specific Plan.

the CEQA Guidelines, the City of Ceres has been designated the ‘lead agency,’ which is defined as the “public agency which has the principal responsibility for carrying out or disapproving a project.”

CEQA ACTIONS

Prior to approving the proposed Specific Plan, or any alternative project, the City is required to undertake CEQA review including:

- Certification of the EIR - Certification that the EIR adequately identifies any significant environmental effects of the Proposed Project, pursuant to CEQA and the CEQA Guidelines; and
- Mitigation Monitoring – Adoption of a Mitigation Monitoring Plan to reflect the measures required to mitigate significant impacts, if any, of the project.

REGULATORY PERMITS AND APPROVALS

In addition to certification of the EIR, adoption of the Specific Plan would require the following City of Ceres actions:

- Approval of General Plan Amendment – The General Plan will be amended to remain consistent with the Specific Plan.
- Approval of Rezoning – Zoning designations will be declared that will become effective following annexation.
- Approval of the Specific Plan – The Specific Plan will become the planning document for development in the Plan area.

Subsequent actions that may be required to implement the proposed Specific Plan following adoption include tentative and final subdivision maps; development agreements; municipal bond financing; formation of landscape, lighting and maintenance assessment districts; conditional use permits; and/or demolition, grading and building permits. The lead agency shall assess specific development projects to determine whether a subsequent project may cause any significant effect on the environment that was not examined in this EIR in accordance with CEQA Guidelines 21157.1 and either make written findings that the project is within the scope of the project covered in this EIR or that additional analysis is required.

Other agency approvals that would be required for project implementation include:

- National Pollutant Discharge Elimination Permit (NPDES) from the Regional Water Quality Control Board if discharge to surface waters would be necessary, or if discharges would increase over currently permitted levels.
- State General Construction Activity Storm Water Permit, issued by the State Water Quality Control Board.
- Stanislaus Local Agency Formation Commission (LAFCO) approval of annexation of the Plan area to the City of Ceres based on a sphere of influence adjustment to include the Plan area in the Primary Sphere and detachment from the Westport Fire Protection District.
- Stanislaus County Office of Education approvals for boundary modification between Ceres Unified School District and Modesto City School District. This modification is desired but is not required for Plan approval.