

NEWMAN 2030 GENERAL PLAN



City of Newman | Adopted April 10, 2007



DESIGN, COMMUNITY & ENVIRONMENT

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I INTRODUCTION

Newman has historically been a small and relatively stable community with an economy and heritage rooted in agriculture. As a result of increasing growth pressure in the Central Valley, Newman has experienced a significant amount of new residential development in the last 5 years. Unlike many cities in the region, Newman provides housing that is relatively affordable, when compared to other parts of the Central Valley and the San Francisco Bay area. While recognizing that some change is inevitable and desirable, the City has adopted this General Plan to provide the control and regulation necessary to ensure that in the face of these outside pressures, its high quality of life, small-town atmosphere and agricultural traditions continue into the future.

A. Purpose of this Proposed General Plan

The proposed General Plan provides the fundamental basis for the City's land use and development policy, and represents the basic community values, ideals and aspirations to govern a shared environment through 2030. The proposed General Plan addresses all aspects of development including land use, community character, transportation, housing, public facilities, infrastructure and open space, among other topics.

California Government Code Section 65300 requires that the proposed General Plan be comprehensive, internally consistent and long-term. Although required to address the issues specified by State law, the General Plan may be ultimately organized in a way that best suits Newman. The Plan should be clearly written, available to all those concerned with the community's development and easy to administer.

The overall role of the Newman General Plan is to:

- ◆ Define a realistic vision of what the City desires to be in 25 years.
- ◆ Express the policy direction of the City of Newman in regard to the physical, social, economic, cultural and environmental character of the city.

- ◆ Serve as a comprehensive guide for making decisions about land use, community character, circulation, open space, the environment, and public health and safety.
- ◆ Serve as the City’s “constitution” for land use and community development. That is, it is to provide the legal foundation for all zoning, subdivision and public facilities ordinances, decisions and projects, all of which must be consistent with the proposed General Plan.
- ◆ Be in a clear and easy to understand form that encourages public debate and understanding.

This proposed General Plan document supersedes the previous General Plan, adopted in 1992, and coordinates with the Housing Element update adopted in 2003. The proposed General Plan’s implementation will include actions to update other planning documents to ensure consistency with the vision outlined in the Newman General Plan.

B. Newman Today

The City of Newman is located in Stanislaus County, approximately 25 miles south of Modesto, 100 miles south of Sacramento and 100 miles southeast of San Francisco. There is one minor highway, State Highway 33, that runs through downtown Newman, but there are no major highways that run through or adjacent to Newman. Interstate 5 (I-5) is the closest freeway, running northwest to southeast with a linkage via West Stuhr Road. Figure I-1 depicts the City’s regional location. The existing incorporated area of the City of Newman is 2.14 square miles.

Newman was founded in 1888 as a result of the growing importance of the surrounding agricultural lands and the arrival of the railroad to the community, with incorporation as a city in 1908. Agriculture still continues to play an important role in the community, providing jobs and influencing



FIGURE I-1
REGIONAL LOCATION

the physical design of Newman; however, new development, employment opportunities and regional growth pressures are affecting the character of Newman.

According to the US Census, there were 7,093 people living in Newman in 2000, which represented a 71 percent increase from 1990, or about 7.1 percent per year. The Department of Finance estimated that Newman continued to experiencing a fast rate of growth, with 10,114 residents estimated on January 1, 2006, which reflects the same annual growth rate of approximately 7 percent. The persistent increase in population is primarily a reflection of the regional growth pressures that are affecting the Central Valley as people living in more expensive regions look for affordable housing in the Valley.

While there has been a significant increase in the construction of new housing, the cost of housing has also increased, with a significant spike beginning in 1990. As discussed in the Housing Element, median housing prices have increased from \$102,500 in 1992 to \$160,000 in 2003. This increase in price represents an approximate 62 percent increase over the past 10 years. Although prices are increasing, housing in Newman is generally affordable in comparison with other nearby cities. According to the 2003 Housing Element, a family earning the County median family income of \$48,000 and spending 30 percent of its income on housing can afford a \$228,000 house. The subdivisions developing in Newman offer new houses at an entry level price of \$300,000. The ability of Newman residents to afford housing is a mild concern, with approximately 55 percent of Newman's lower-income owner households spending more than 30% of their income on housing in 2000.

The number of commuters traveling outside of Newman for their jobs is increasing. According to the 2003 Housing Element, the percentage of commuters is low, with approximately 50 percent of Newman residents traveling more than 30 minutes to their job. Many of these residents work within Stanislaus County, traveling to major employment centers such as Modesto.

Available data indicates that commuters go to employment centers such as Tracy and Stockton, and to a lesser extent to Sacramento and the Bay Area.

This General Plan is designed to address the issues that face Newman as pressures to grow and change occur. New employment opportunities are encouraged to allow residents to work, shop and live within the community. A range of housing types are allowed to provide housing to meet everyone's needs, while limiting growth to areas adjacent to the existing city limits and protecting the agricultural lands that contribute to Newman's character, history and economic success.

C. The City and its Planning Area

The State of California encourages cities to look beyond their borders when preparing a General Plan. For this reason, this General Plan assesses two delineated areas known as the Sphere of Influence (SOI) and the Planning Area, both of which are larger than the city limits.

The SOI includes land over which the City currently does not have complete jurisdiction, but which it may annex and urbanize in the future. The total SOI outside the city limits is approximately 3,750 acres. Figure I-2 depicts the city limits, SOI and Planning Area for Newman.

While updating the General Plan, the City decided to propose revisions to the SOI to accommodate anticipated growth through 2030. Figure I-3 depicts the proposed changes to the SOI. The SOI proposed in this General Plan is subject to approval by the LAFCO.

To comply with LAFCO regulations, Newman's SOI has been divided into a Primary and Secondary SOI. As discussed in more detail in the Land Use Element, the Primary SOI depicts areas that may develop within the first 10 years of this General Plan, through 2016, while the Secondary SOI includes

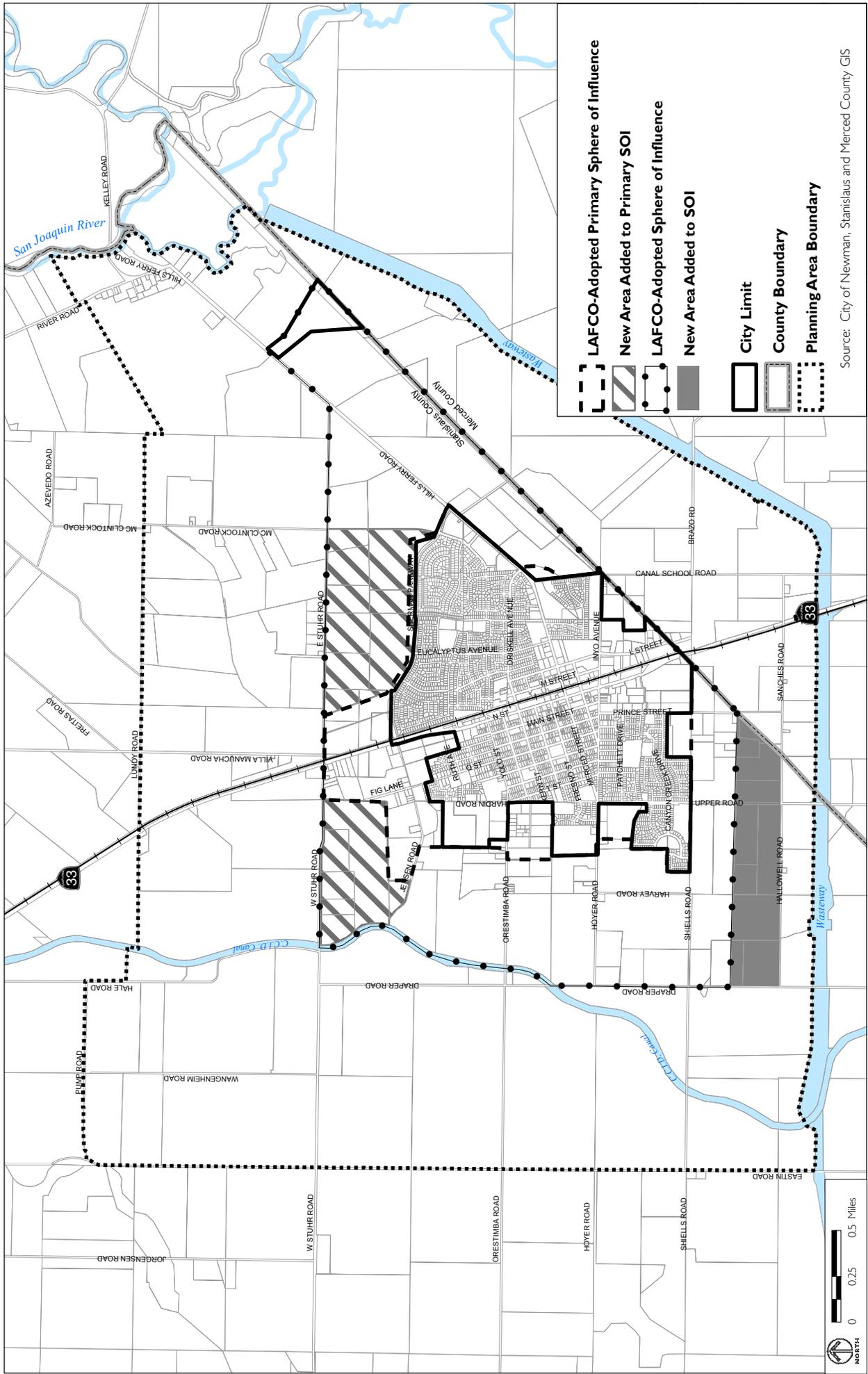


FIGURE I-3

SPHERE OF INFLUENCE BOUNDARY CHANGES

the remainder of the SOI. Figure LU-5 in the Land Use Element depicts the Primary and Secondary SOI.

State law also allows cities to identify a Planning Area. This is an area outside of a jurisdiction's boundaries that bears a relation to the City's planning. While Newman does not have any regulatory authority within the Planning Area, outside the SOI, the Planning Area is included in the proposed General Plan as a signal to the County and to other nearby local and regional authorities that Newman recognizes that development within this area has an impact on the future of the city. The Planning Area includes unincorporated land north of W Stuhr Road to Lundy Road, Draper Road to Eastin Road, and south of Newman to the Newman Wasteway.

D. General Plan Contents

This General Plan includes this introduction and a brief overview of Newman, as well as six separate "elements" that set goals, policies and actions for each given subject. These six elements cover the seven topics required by California State Government Code Section 65302. Some State-required topics have been combined or included into other elements, as allowed by State law. As previously mentioned, the Housing Element, one of the required elements, was adopted under a separate process and is available as a separate document. A brief explanation of the topics included in the Newman General Plan is provided here.

Land Use Element. The State-required Land Use Element designates all lands within the City for specific uses such as housing, commercial, industrial, open space and recreational, public facilities and agriculture uses. The Land Use Element also provides development regulations for each land use category, and overall land use policies for the City.

Transportation and Circulation Element. State law requires that a Transportation and Circulation Element specify the general location and extent of

existing and proposed major streets and other transportation facilities. The Element must be correlated with the Land Use Element to ensure that adequate pedestrian, bicycle, motor vehicle and emergency access is provided to serve both new and existing land uses.

Public Facilities and Services. This optional Element assesses the current state of public services and facilities within the City, including law enforcement, fire services, schools, libraries, government facilities, water, wastewater, stormwater drainage, solid waste and utilities. Goals and policies focus on ensuring minimum service levels within Newman for existing and new development.

Recreation and Cultural Resources Element. This optional Element addresses park standards, planning and design, inter-agency coordination, trails and greenways, recreation programs, and private recreation facilities. The Element also addresses the preservation of the community's archaeological and historical resources and heritage.

Natural Resources Element. The Natural Resources Element provides direction regarding the conservation, development and use of natural resources in and around Newman, including agricultural land, water quality, vegetation and wildlife, and air quality. This element addresses the State mandated Conservation Element and, by addressing open spaces that preserve natural and agricultural resources, the state mandated Open Space Element.

Health and Safety Element. State law requires the development of a Health and Safety Element to protect the community from risks associated with the effects of seismic and other geologic hazards, flooding and dam inundation, hazardous materials, as well as ensuring adequate emergency preparedness. State law also mandates that a city's General Plan address current and foreseeable noise impacts. Noise is not contained within a stand alone element in this General Plan but is addressed within the Health and Safety Element.

Community Design Element. This optional Element discusses urban design principles that are intended to guide both public and private development and protect and enhance the positive characteristics of Newman’s built environment, characteristics that contribute to its sense of place and contribute towards a high quality of life for its residents.

Housing Element. As previously stated, the City’s Housing Element was adopted in 2003 pursuant to State law. Government Code Section 65588 requires that Housing Elements be updated every five years and include specific components such as analysis of existing housing stock, analysis of existing and projected housing needs, and quantification of the number of housing units that will be developed, preserved and improved through its policies and actions. The Housing Element is available as a separate document.

E. Organization of the General Plan Elements

Each element of this proposed General Plan contains background information and a series of goals, policies and actions. Some elements also have additional sections that are specific to them. For example, the Land Use Element contains descriptions of a series of land use designations that guide overall development in the City and the Circulation Element contains information on the network and hierarchy of streets.

The background information section of each element describes current conditions in Newman relative to the subject of the element. The goals, policies and actions provide guidance to the City on how to direct change and manage its resources over the next 20 years. Figure I-4 illustrates that policies and actions are at the same level of importance, and are both intended to implement goals. In most cases, goals have both implementing policies and actions. However, it is also possible for a goal to be implemented exclusively through either policies or actions. The following provides a description of each and explains the relationship between each:

FIGURE I-4 GENERAL PLAN COMPONENTS



- ◆ A **goal** is a description of the general desired result that the City seeks to create through the implementation of its proposed General Plan.
- ◆ A **policy** is a specific statement that guides decision-making in working to achieve a goal. Such policies, once adopted, represent statements of City regulation and require no further implementation. The General Plan's policies set out the standards that will be used by City staff, the Planning Commission and City Council in their review of land development projects and in decision-making about City actions.
- ◆ An **action** is a program, implementation measure, procedure or technique intended to help to achieve a specified goal.

F. General Plan Update Process

The process to update the General Plan began in March of 2005 and was completed, with the adoption of the General Plan by the City Council, in 2007. The General Plan was developed with extensive community input and involvement and reflects the community's vision for the City of Newman. The following describes the public process to update the General Plan.

1. Public Outreach and Involvement

The General Plan Update process was overseen by a Steering Committee of nine Newman citizens. The Steering Committee represented the diverse Newman community throughout the Update process, acting as a "sounding board" for ideas from community members, City staff and consultants. The Steering Committee also reviewed working drafts of documents and recommended a preliminary General Plan to the City Council. To develop the Plan there were a total of 11 Steering Committee meetings, all of which were open to the public.

In addition to the Steering Committee Meeting there were three community workshops at key points in the planning process. At the workshops, staff worked with community participants to develop the Vision for Newman, to identify issues that needed to be addressed in the General Plan, and to identify a preferred land use and circulation alternative. All three public workshops were advertised in the West Side Index.

2. Public Review Period and Adoption

As required by State law, this General Plan was circulated for a 45-day review period along with its associated Environmental Impact Report (EIR) during the months of October and November, 2006. During this time, the public was allowed to submit additional comments, which were taken into consideration at subsequent public hearings. As part of this 45-day review period, a Planning Commission Hearing was held on November 16, 2006, to take public comment on the Draft Plan and EIR.

After the close of the comment period, the City prepared a Final EIR and proposed revisions to the Draft General Plan. The City's Planning Commission considered those documents on January 18, 2007 and February 10, 2007, and recommended certification of the EIR and adoption of the General Plan on February 10, 2007. The City Council subsequently considered these documents on February 13, February 27, and March 27, 2007. The Council certified the EIR and adopted this General Plan on April 10, 2007.

CITY OF NEWMAN
GENERAL PLAN
INTRODUCTION

2 VISION STATEMENT

The Vision Statement is a description of what Newman wants to become through the implementation of its General Plan. The Vision Statement provides a sense of the purpose and mission for the General Plan and sets the tone for the Plan's goals, objectives, policies and actions.

Newman will continue to be a small town with a vibrant downtown surrounded by attractive residential neighborhoods and undeveloped agricultural and ranching lands. Newman is and will be a safe community where people know their neighbors. The historic fabric of the downtown and surrounding neighborhoods provide a strong sense of place and pride for residents.

Newman will be a walkable community, with a well-connected street grid, pedestrian amenities and bike lanes. Residents will be able to walk to downtown, to school, to work and through the city on safe, tree-lined streets. Newman's historic downtown will offer unique shops, services and restaurants, with the small town character preserved by design standards. Additional retail development will also be located along the Highway 33 corridor.

There will be a range of activities available in Newman for all residents, including youth and seniors. Parks scattered throughout the city will provide a variety of play equipment and facilities that promote community gatherings. A network of pedestrian trails and bike paths will connect residents to parks, schools, downtown and other destinations.

A range of housing types will be available in Newman, each meeting high design standards. New residential subdivisions will offer single-family homes that are affordable to a range of incomes and include sufficient yard space around each house. Multi-family housing, including townhouses, condominiums and apartments will be located throughout the community including in new development areas, on previously vacant lots, and in the downtown. New development will be well-integrated with Newman's existing fabric.

Newman will provide a variety of employment options for local residents, from entry-level to more advanced positions in the trade, office and higher-paying retail industries. These new jobs will occur in the downtown, along Highway 33, in industrial areas and in new employment areas.

A sufficient level of public services and infrastructure will be in place as Newman grows and future development will not negatively impact existing infrastructure. Roadways, police, fire and medical services, and water supply and wastewater treatment infrastructure will be provided to support the safe environment that residents value. There will be sufficient public schools, providing quality education to local residents. The quality of Newman's natural resources will be preserved and enhanced.

Newman will meet the challenge of managing growth while enhancing the small town flavor, safety and strong sense of community that attracts people to live here.

3 LAND USE

The purpose of the Land Use Element is to shape the potential physical development of the City of Newman and to preserve, protect and enhance the community's current quality of life consistent with the City's vision. The Land Use Element is not designed to discourage or promote development as allowed in this General Plan, but rather describes the manner in which development should be managed in the event that it does occur. The Land Use Element is the central chapter of the General Plan.

As required by California Government Code Section 65302(a) and Public Resources Code Section 2762(a), this Land Use Element portrays the distribution, location and extent of existing lands used for housing, business, industry, parks and recreation, education and other public facilities. The Element also contains text, including specific goals, policies and actions, and maps that guide the future use and reuse of land within the city limits, and set standards of density and building intensity within the community.

The Land Use Element focuses on development that could potentially occur in both the existing city limits and the City's Sphere of Influence (SOI). The SOI is the area outside the city limits that the City considers as reasonable for annexation, with the Primary SOI indicating an area that is sufficient to accommodate development for the next ten years through 2016.

The Element is divided into five sections:

- ◆ **Background Information.** Provides details on existing land uses in Newman and its surrounding area, as described by the Stanislaus County and Merced County General Plans. The land use designations for unincorporated land surrounding Newman is included, as well as relevant policies affecting these areas.

This report also provides details concerning the land use designations for unincorporated lands surrounding Newman, for both Stanislaus and Merced County General Plan land use designations of the unincorporated lands surrounding Newman. Also discusses relevant County land use policies affecting these unincorporated lands.

- ◆ **General Plan Land Use Designations.** Describes the characteristics and intensity of each land use designation and contains a map of the application of these designations in the Newman area.
- ◆ **Master Plan Requirements.** Describes the requirements for the creation of Master Plans for the subareas that are anticipated to be the basic increment for development within the timeframe of this General Plan.
- ◆ **Sphere of Influence.** Describes the City of Newman’s SOI and Primary SOI and how development in these areas would be phased over time.
- ◆ **Goals, Policies and Actions.** Provides guidance to the City related to land use decisions.

A. Background Information

This section provides details on the existing land uses in Newman, to both document the development pattern in Newman in 2005 and to provide background for the Land Use Element of the General Plan. This section also provides information on the Merced and Stanislaus County land use policies and land use designations on the unincorporated lands surrounding Newman.

1. Existing Land Use in Newman

The City of Newman is a contained small town with a vibrant historic downtown surrounded predominately by single family residential neighborhoods and then by agricultural and ranch lands. The downtown is centered along Main Street and consists of one and two story commercial buildings, many of which are historic and dating from the early 20th Century. The area east of Highway 33, extending from the center of town to the southern City limit, is predominately in industrial and commercial use.

The land use data contained within this plan is based on data from the Stanislaus County land use database developed in 2004. Table LU-1 quantifies the amount of different types of land uses in Newman. This table includes acres

TABLE LU-1 **EXISTING LAND USE IN THE NEWMAN PLANNING AREA**

Land Use Category	# of Acres	Percent of Total Acres
Rural Residential	225	2 %
Single-Family Residential	850	8 %
Multi-Family Residential	30	> 1 %
Commercial	35	> 1 %
Light Industrial	70	> 1 %
Heavy Industrial	75	> 1%
Office	2	--
Public/Quasi-Public	615	6 %
Agriculture	8,300	79 %
Vacant	280	3%

Note: Land use data is based on the Stanislaus County land use database developed in 2004.

for all transportation infrastructure in the area including roadways and the railroad. In terms of acreage, the most common land use in the almost 11,000 acre Planning Area is agriculture, at 8,300 acres, followed by single-family housing at 850 acres. The following land use categories were created to describe the existing pattern of development in Newman and are not the official General Plan land use designations, which are identified later in this Element. Figure LU-1 shows the location of the existing land uses within the City of Newman’s Planning Area.

- ◆ **Rural Residential.** Rural residential uses are homes and associated out-buildings on several-acre parcels along the edge between the city and the surrounding farmland. These parcels may not be large enough to accommodate commercial agricultural uses, but they are larger and more

isolated than the typical single-family home within a more urbanized neighborhood.

- ◆ **Single-Family Residential.** This is the predominant land use within the City of Newman. It refers to parcels that contain a single residence and related structures, such as second units, garages or sheds. Single-family uses fill most of the land between the City limits and the commercial and industrial core of the city.
- ◆ **Multi-Family Residential.** This land use category refers to parcels that contain more than one housing unit and includes duplexes, triplexes, four-plexes, townhomes, condominiums and apartment buildings. These residential categories are found only in a few areas of Newman, including the area south of Driskell Avenue and east of L Street.
- ◆ **Commercial.** Commercial land uses refer to parcels that contain a number of business types including retail, services, restaurants, offices and medical facilities. Commercial development is predominantly located along Highway 33, along Main Street between Kern Street and Merced Street, and in the West Side Marketplace at the southern edge of town.
- ◆ **Light Industrial.** Light Industrial development refers to parcels used for production and manufacturing and also includes warehouses, self-storage facilities, automobile garages, and production-oriented small businesses. Light Industrial uses in Newman are concentrated in the downtown area, generally along M Street, north of the County line.
- ◆ **Heavy Industrial.** Heavy Industrial development refers to parcels used for the production of raw materials, such as a steel mill or chemical plant. Heavy Industrial uses in Newman are concentrated near the intersection of Inyo Avenue and M Street, and northeast of Newman at the intersection of Hills Ferry Road and E Stuhr Road.
- ◆ **Office.** Office land uses refer to parcels that contain multi-story and single-story businesses. Office uses occupy the least amount of land area in Newman. The majority of Office parcels are scattered throughout downtown Newman.

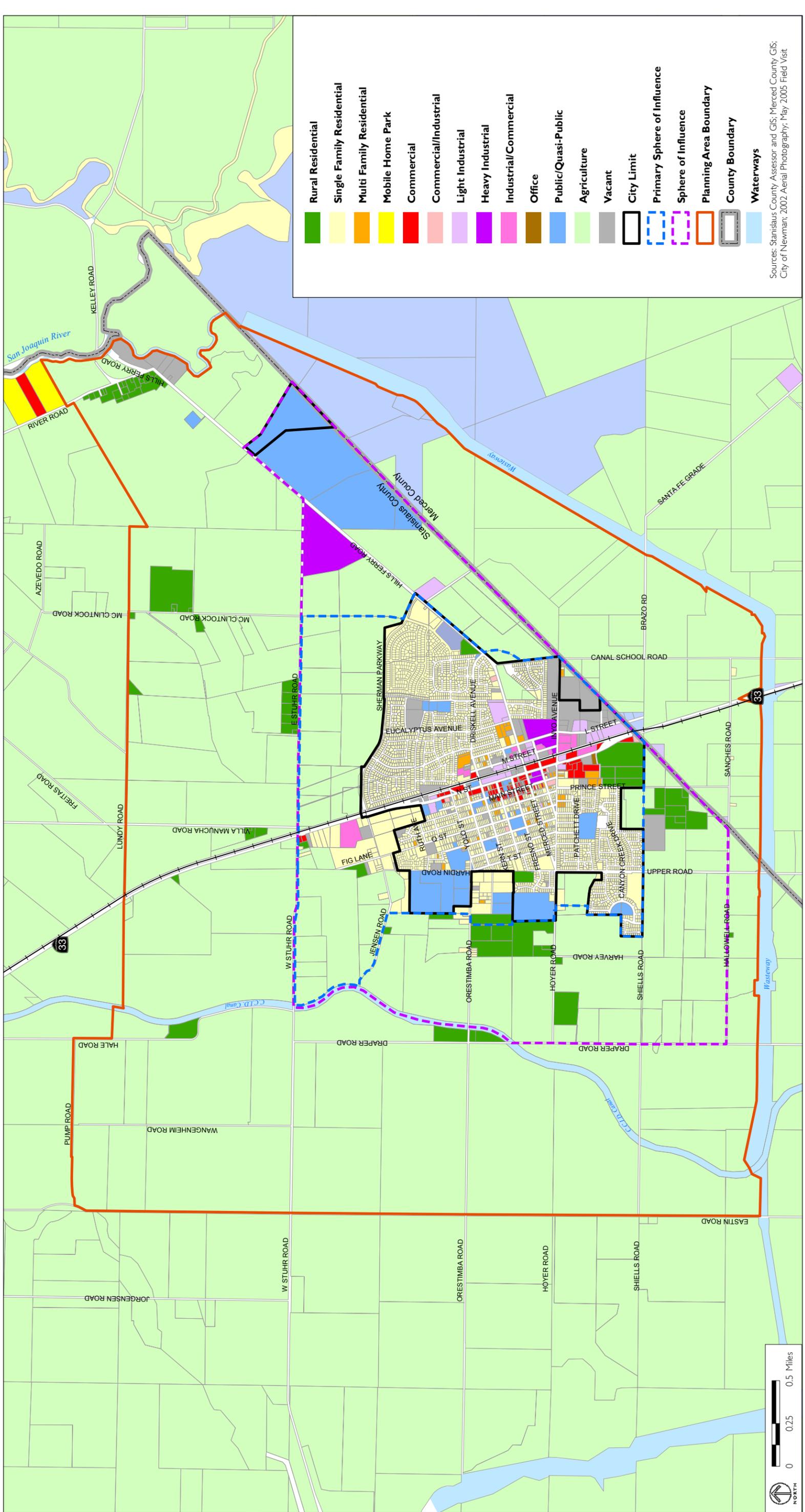


FIGURE LU-1

EXISTING LAND USE

- ◆ **Agriculture.** This is by far the predominant land use within the Planning Area as a whole, particularly outside of the City limits. This category includes uses such as row crops, orchards and grazing.
- ◆ **Public/Quasi-Public.** Public facilities cover a number of uses including schools, libraries, police and fire stations, and utilities. These uses are distributed throughout Newman and are generally integrated with surrounding land uses.
- ◆ **Vacant.** Parcels that contain abandoned or vacant structures, or are void of any structures and are not used for agriculture are all classified as vacant.

2. County General Plan Land Use Designations and Policies

While the City of Newman is located within Stanislaus County, Newman is surrounded not only by unincorporated Stanislaus County to the west, north and northeast but also abuts unincorporated lands within Merced County to the south and east. Given that both counties have jurisdiction over the lands surrounding Newman, it is important to understand these Counties' land use policies and designations as background to the Newman General Plan. Figure LU-2 shows both the Stanislaus and Merced Counties General Plan land use designations for the unincorporated areas surround Newman.

a. Stanislaus County General Plan Land Use Designations and Policies

Stanislaus County has jurisdiction over the land outside of Newman's City limits to the west, north and northeast. Stanislaus County's General Plan is the ultimate land use regulation in these unincorporated areas. As shown in Figure LU-2, the majority of the unincorporated land around Newman is designated as Agriculture, but there are also almost 216 acres along the northern and western borders of the City designated as Urban Transition, and a smaller 20-acre parcel to the southeast designated as Industrial.

Lands designated Agriculture in Stanislaus County are restricted to agricultural uses, uses that are related to agriculture, and uses that are compatible with agricultural practices, including natural resources management, open

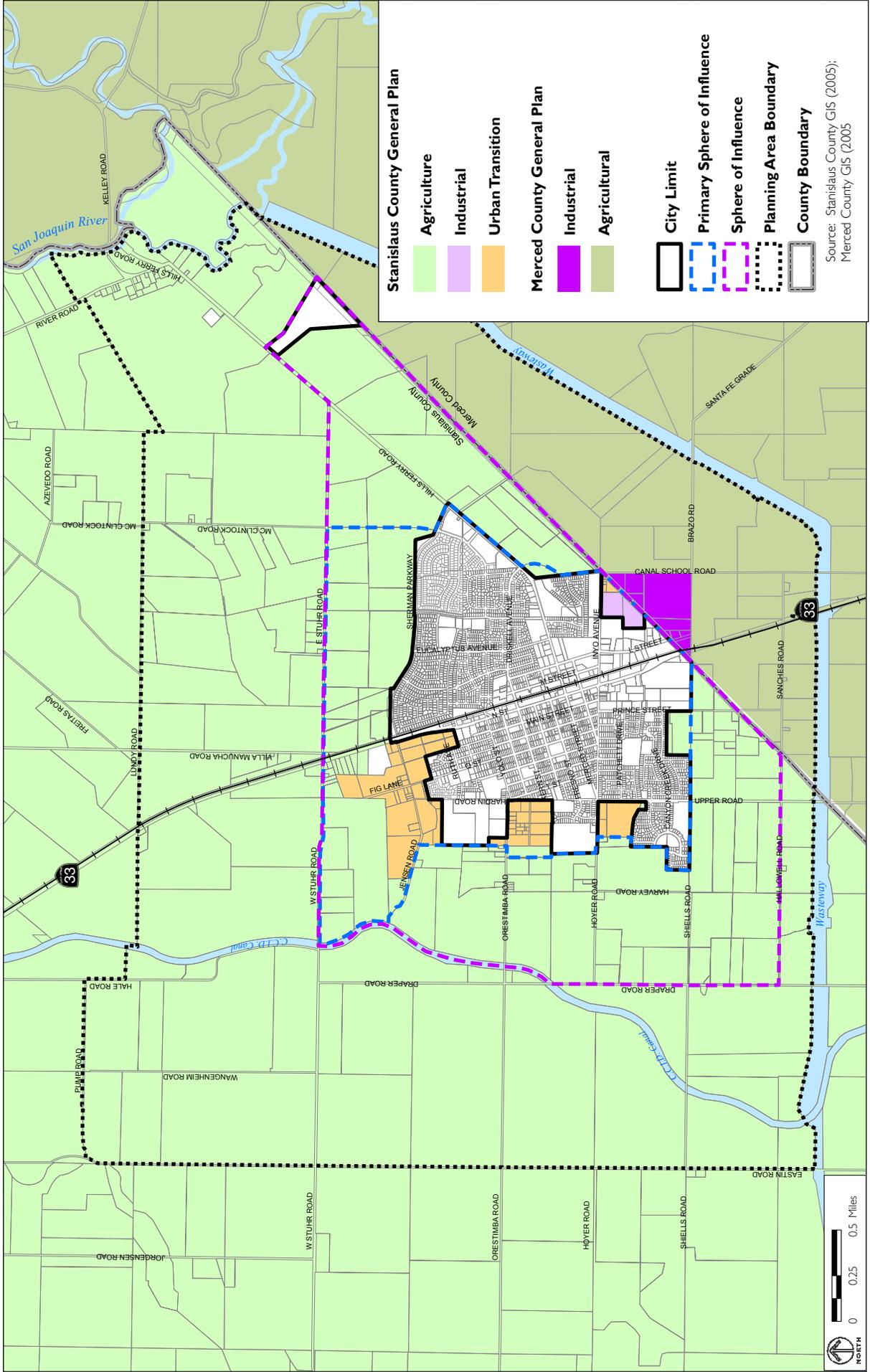


FIGURE LU-2

space, and outdoor recreation. Minimum parcel sizes in agricultural areas are generally 40 to 160 acres. The County has a number of policies in place to preserve agricultural land and protect agricultural uses, including an Agricultural Element in the General Plan. Such policies include Policy Fourteen of the Land Use Element, which states that, “[u]ses shall not be permitted to intrude into or be located adjacent to an agricultural area if they are detrimental to continued agricultural usage of the surrounding area.” Furthermore, Policy 2.3 of the Agriculture Element states that, “[t]o reduce development pressures on agricultural lands, higher density development and in-filling shall be encouraged in urban and built-up areas of the County.” A follow-up Implementation Measure states “[t]he County will work with the cities and towns to encourage higher density development and in-filling of already-existing urban areas.”

The County applies the Urban Transition designation “in recognition that unincorporated land within the established spheres of influence of cities... ultimately will be urbanized.” The purpose of the Urban Transition designation is to ensure that land remains in agricultural use until urban development consistent with a city's General Plan designation is approved.

The Industrial designation, which is applied to a portion of Stanislaus County immediately east of Newman’s industrial area and immediately north of the Merced County line, “is intended for lands within spheres of influence which... are not zoned or developed for industrial usage, but lie in the path of a valid expansion of a contiguous industrial area. Land falling within this designation may continue to be zoned and used for non-industrial purposes pending demand for such industrial expansion.”

b. Merced County Land Use Designations and Policies

The land outside Newman’s southeastern City limit is under the jurisdiction of Merced County. The unincorporated portion of Merced County that is designated Heavy Industrial and Light Industrial in the Newman General Plan is also designated Industrial in the Merced County General Plan. The County has an agreement with the City of Newman that allows this area to

be developed with industrial uses consistent with this General Plan. Furthermore, the agreement states that Merced County will forward all development applications in this area to the City for review and comment.

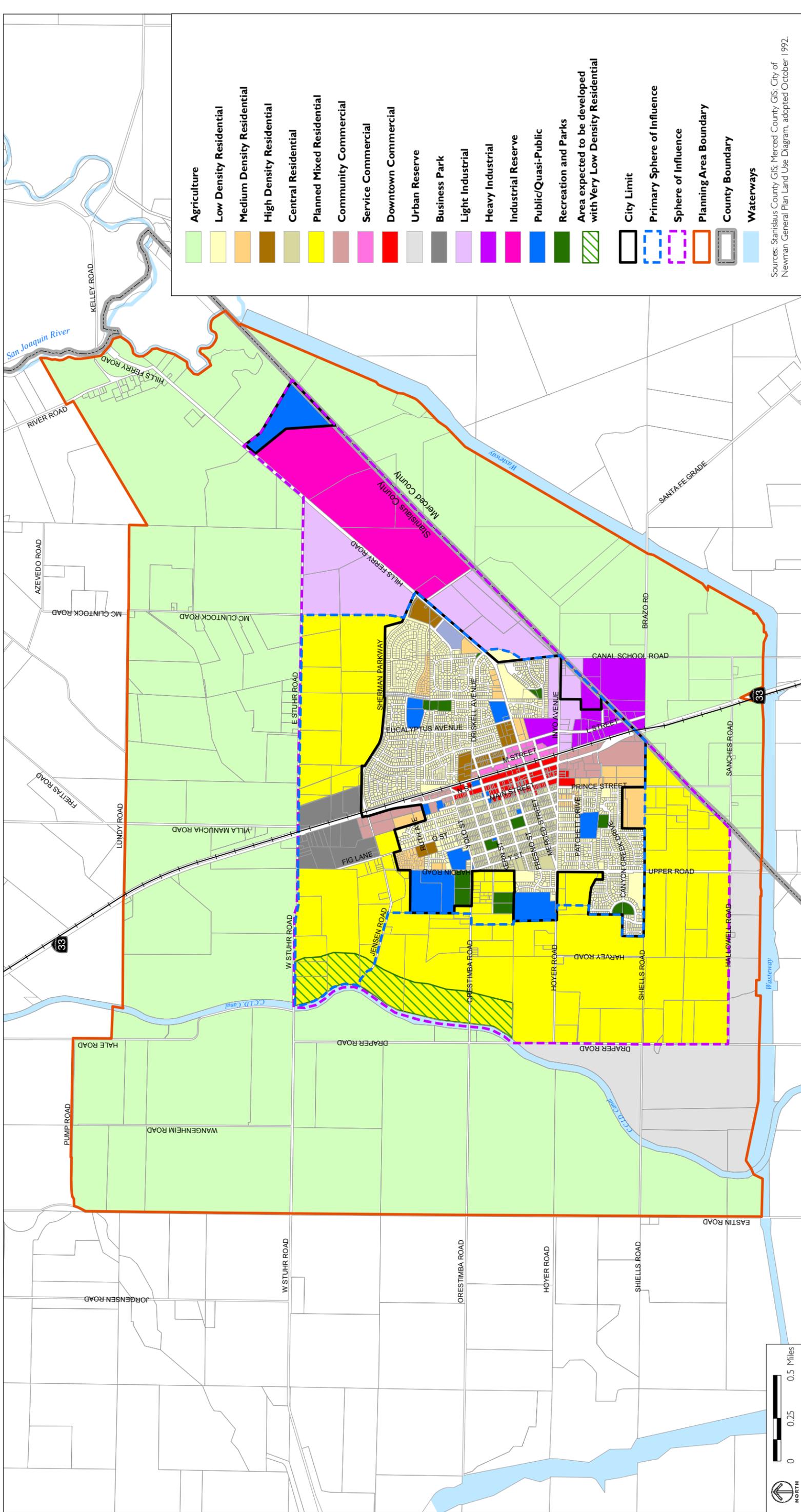
The remainder of Merced County south of the City limit is designated Agricultural in the Merced County General Plan, as is the majority of the central part of Merced County. According to the Agricultural land use designation, “the Agricultural areas are used [primarily] for cultivated agricultural practices which rely on good soil quality and water availability, and minimal slopes. Also, many non-cultivated agricultural practices occur in these areas.”

Like Stanislaus County, Merced County has a number of General Plan policies aimed at protecting agriculture. Objective 1.A, Policy 1, states that “Urban development shall occur only within adopted urban boundaries of cities, unincorporated communities and other urban centers consisting of the following designations: Specific Urban Development Plan (SUDP), Rural Residential Center (RRC), Highway Interchange Center (HIC) and Agricultural Services Center (ASC).” The closest urbanized area to Newman is the City of Gustine, 5 miles to the south. Gustine is designated as a “Specific Urban Development Plan” area on the Merced County Land Use Policy Diagram.

Objective 4.A, Policy 1 also states that agricultural and rural land shall only be converted to urban uses “where a clear and immediate need can be demonstrated based on anticipated growth and availability of public services and facilities.”

Figure LU-3 maps the General Plan Land Use Designations, depicting planned land uses for the City of Newman and Table LU-2 summarizes the acreage for each land use designation in the city limits and within the current SOI. The boundary lines between most land use designations are delineated as specifically as possible, in most cases following parcel lines.

The 17 different land use designations establish a range and intensity or density of uses and are intended to help implement the future vision of the



Sources: Stanislaus County GIS; Merced County GIS; City of Newman General Plan Land Use Diagram, adopted October 1992.

FIGURE LU-3

**CITY OF NEWMAN
GENERAL PLAN
LAND USE ELEMENT**

TABLE LU-2 **PROPOSED LAND USE DESIGNATIONS IN THE PROJECT AREA**

Land Use Designation	City Limits		SOI		Total Acres
	Acres	Percent of Total	Acres	Percent of Total	
Low Density Residential	462	44.9%	6	0.2%	468
Medium Density Residential	79	8%	30	1.1%	109
High Density Residential	38	3.7%	0	0%	38
Central Residential	91	8.6%	0	0%	91
Planned Mixed Residential	0	0%	2,081	81%	2,081
Community Commercial	56	5%	40	2%	96
Service Commercial	15	1.4%	0	0%	15
Downtown Commercial	37	3.6%	0	0%	37
Business Park	0	0%	96	3.8%	96
Light Industrial	30	2.9%	290	11.5%	320
Heavy Industrial	46	4.4%	10	0.4%	56
Public/Quasi-Public	153	14.7%	0	0%	153
Recreation and Parks	42	4.0%	9	0.4%	51
TOTAL	1,049	100%	2,562	100%	3,611

Note: Percentage totals may not sum due to rounding.

City of Newman, while providing flexibility for development. The land use designations also reflect the goals and policies in this General Plan. In this General Plan, standards of building intensity for residential uses are stated as the allowable range of dwelling units per gross acre. Gross acreage includes all land (including streets and rights-of-way) designated for a particular residential use, while net acreage excludes streets and rights-of-way. Normally, net acreage is about 25 percent less than gross acreage.

Standards of building intensity for non-residential uses are stated as maximum floor-area ratios (FARs) based on net acreage. An FAR is a ratio of the gross building square footage permitted on a lot to the net square footage of the lot. For example, on a site with 10,000 net square feet of land area, an FAR of 1.0 will allow 10,000 gross square feet of building floor area to be built. On the same site, an FAR of 2.0 would allow 20,000 square feet of floor area (i.e. two-story building with 100 percent lot coverage); and an FAR of 0.4 would allow 4,000 square feet of floor area.

The goals, policies and actions contained in this Element provide additional direction on how the various land use designations should be developed to contribute to the overall character and vision of Newman.

3. Residential Designations

Six residential land use designations allow for residential uses ranging from very-low-density estate-type homes and low-density single-family homes, to duplexes and multi-family structures. Consistent with State Law AB1866, secondary dwelling units are also allowed in the Very Low Density, Low Density, Central and Planned Mixed Residential land use designation categories.

The residential land use designations also allow for public and quasi-public land uses that serve the community. Examples of allowable uses include churches, schools, parks and recreational facilities, fire stations, libraries, day care facilities, community centers and other public uses.

With the exception of the Planned Mixed Residential land use designation, which has more specific density requirements, the residential land use categories establish minimum and maximum allowable gross densities. New residential development must fall within the density range established by the land use designation for a given area or parcel. New development in areas designated Planned Mixed Residential must also meet the density requirements of this land use category.

a. Very Low Density Residential (VLDR)

The Very Low Density Residential designation provides for large lot single-family homes, secondary dwelling units, public and quasi-public uses and similar and compatible uses. Residential densities shall be in the range of 1 to 3 units per gross acre, with lots typically in the half to a third of an acre range. This land use designation is not applied to specific parcels, but is an overlay designation applied to the hatched areas along the Central California Irrigation District Canal, as shown in Figure LU-3. Development within this hatched area may be developed with Very Low Density Residential uses under a Master Plan approved by the City.

b. Low Density Residential (LDR)

The Low Density Residential designation allows for single-family detached and attached homes, duplexes on corner lots, secondary residential units, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 3 to 6.0 units per gross acre. Lot sizes within this designation would typically range from 6,000 square feet to a half acre.

c. Central Residential (CR)

The Central Residential designation is applied to the central, older neighborhoods within the historic town core and is intended to preserve the mix of residential uses within this historic core. This land use designation allows single-family detached and attached homes, duplexes, secondary residential units, public and quasi-public uses, and similar and compatible uses. Parking for adjacent commercial uses shall be permitted as a discretionary use. Residential densities shall be in the range of 3 to 12.0 units per gross acre. Subar-

areas within this designation that are developed predominantly with single family homes should be preserved for such uses, while areas with higher densities or a mix of housing types shall be permitted to intensify or develop at the higher end of the density range.

d. Medium Density Residential (MDR)

The Medium Density Residential designation allows for single-family detached and attached homes and multi-family residential units, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 6 to 12.0 units per gross acre.

e. High Density Residential (HDR)

The High Density Residential designation provides for single-family attached homes and multi-family residential units, group quarters, assisted living facilities, public and quasi-public uses, and similar and compatible uses. Residential densities shall be in the range of 12 to 30 units per gross acre.

f. Planned Mixed Residential (PMR)

The Planned Mixed Residential land use designation allows for single-family detached and attached homes, secondary residential units, multi-family residential units, parks, open space, public and quasi-public uses, and similar and compatible uses.

Any development that occurs under this designation within one of the Master Plan Subareas, shown on Figure LU-4, shall be approved pursuant to an adopted master plan. Within each of the eight subareas designated Planned Mixed Residential, no more than 75 percent of the units can be developed at a density of 6 or less units to the gross acre and at least 10 percent of the units shall be developed at a density of 12 units to the gross acre or greater. In addition, Very Low Density Residential development is envisioned to be developed on the western portions of Master Plan Subareas Three, Four and Five, as shown in Figure LU-3, with no more than 10 percent of the total number of units built within each of these subareas falling into this category.

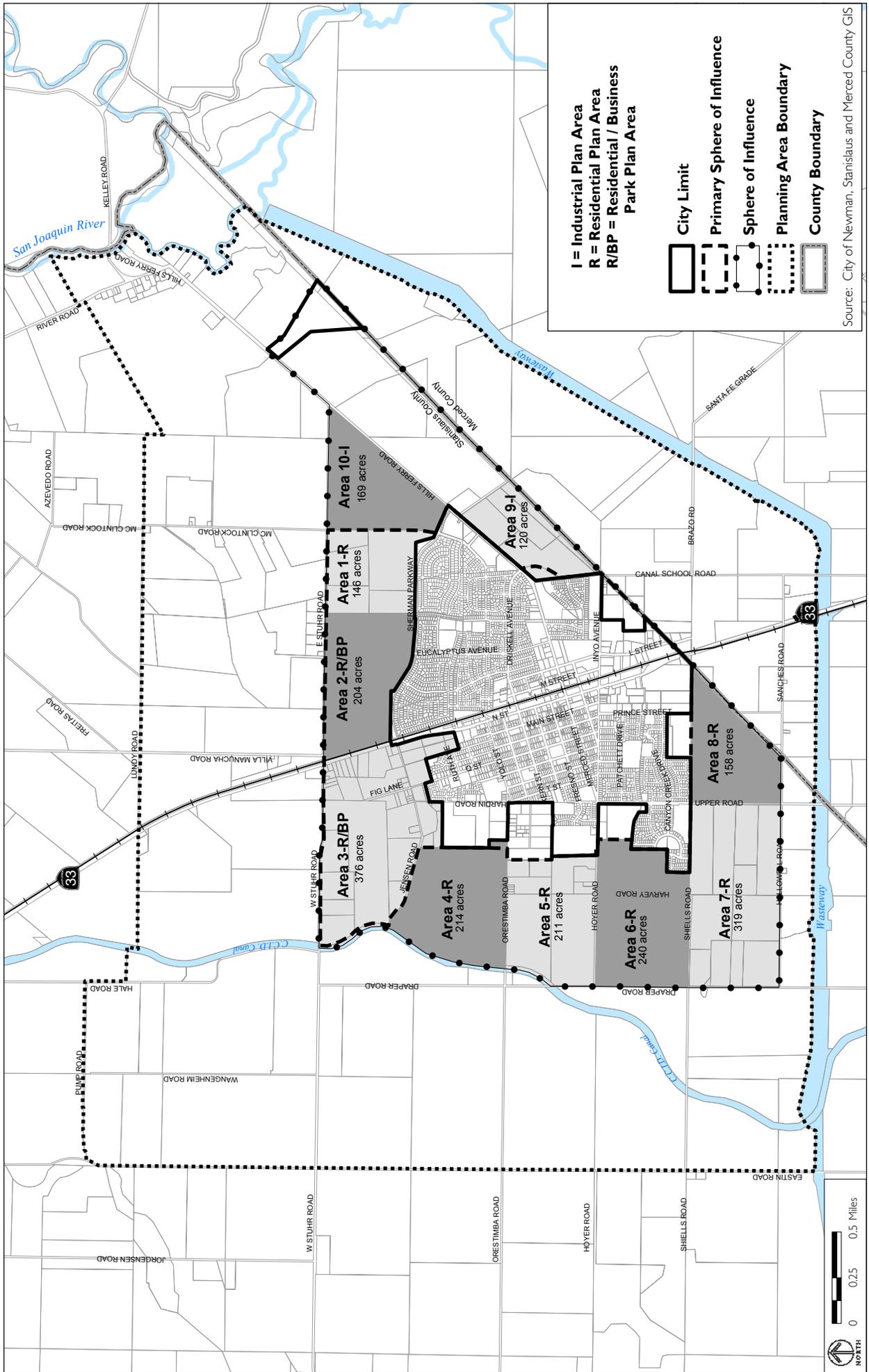


FIGURE LU-4

Within the Master Plan Subareas designated with a Planned Mixed Residential land use designation or within new developments occurring under this designation that are not within a Master Plan Subarea, the overall average residential density for residential lands (i.e. excluding lands designated for Recreation and Parks, Open Space, or Public/Quasi-Public) shall not exceed 8.0 units per gross acre. The minimum overall average density for residential lands within this designation shall be 5 dwelling units per gross acre.

Higher density housing developed within areas designated Planned Mixed Residential shall be located near schools and parks as a means to create neighborhood centers, and shall be integrated with the design, development and circulation patterns of the surrounding neighborhoods to the maximum extent feasible.

4. Commercial Designations

Three commercial land use designations allow for a wide range of uses focusing on retail, office and service uses. The Downtown Commercial land use designation also allows residential development in mixed use residential/commercial projects.

a. Downtown Commercial (DC)

This designation provides for retail and service uses, restaurants, professional and administrative offices, hotels, residential units above the ground floor, live-work units, public and quasi-public uses, and similar and compatible uses. This designation is intended to accommodate local-serving retail and offices; large administrative offices and land-extensive commercial operations are not appropriate in this designation. Residential densities shall be in the range of 10 to 20 units per gross acre; the combined FAR for all uses shall not exceed 2.0. Residential uses shall be subject to discretionary review and approval. Development within areas designated Downtown Commercial shall be consistent with the goals of and the design guidelines within the City of Newman, Downtown Revitalization Plan.

b. Community Commercial (CC)

This designation provides for land-extensive retail and wholesale commercial uses, professional offices, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40. Office uses shall be subject to discretionary review and approval.

c. Service Commercial (SC)

The Service Commercial land use designation provides for service-related commercial uses including gas stations, automobile service and repair shops, and other commercial uses related to farm, building and mechanical material sales and supply. The Service Commercial Designation also allows for public and quasi-public uses. The FAR shall not exceed 0.40.

5. Industrial Designations

The two industrial land use designations are intended for a wide range of industrial uses, including uses that serve or are related to agriculture, and also allow for public and quasi public uses.

a. Light Industrial (LI)

The Light Industrial designation allows for planned industrial parks, warehouses, retail uses when accessory to a warehouse or industrial use, light manufacturing and assembly, public and quasi-public uses, and similar and compatible uses. The FAR shall not exceed 0.40. Commercial uses shall be subject to discretionary review and approval.

b. Heavy Industrial (HI)

The Heavy Industrial designation provides for manufacturing, processing, assembling, research, wholesale and storage uses, trucking terminals, railroad facilities, public and quasi-public uses, and similar and compatible uses. New industrial development shall be accommodated in planned industrial parks, with the exception of infill and reuse in existing industrial areas. The FAR of new development shall not exceed 0.40.

6. Business Park

The Business Park land use designation provides for offices, research and development, light industrial, wholesale commercial and limited regional commercial uses, public and quasi-public uses, and similar and compatible uses. The FAR of new development shall not exceed 0.40.

7. Public/Quasi-Public (PQP)

The Public/Quasi-Public designation provides for government-owned facilities, public and private schools, day care and quasi-public uses such as hospitals and churches. The FAR of new development shall not exceed 0.50.

8. Recreation and Parks (RP)

The Recreation and Parks land use designation provides for existing and planned public parks and other recreational uses. The FAR for development in RP-designated areas shall not exceed 0.20.

9. Urban Reserve (UR)

The Urban Reserve designation is applied to land within the Planning Area to be considered for development with urban uses (primarily residential uses) beyond the time frame of the General Plan (2025). This land shall remain in agriculture or open space through the time frame of the General Plan. No urban development may occur on lands designated Urban Reserve before the General Plan is amended to specify a primary land use designation for the property.

10. Industrial Reserve (IR)

The Industrial Reserve (IR) land use designation is applied to land within the Planning Area to be considered for development with industrial uses beyond the time frame of the General Plan. This land shall remain in agriculture, open space, or irrigated sewer spray fields through the time frame of the General Plan. No industrial development may occur on lands designated Industrial Reserve before the General Plan is amended to specify a primary land use designation for the property.

11. Agriculture (A)

The Agriculture land use designation is intended to encourage the continued agricultural use of land surrounding the City that is outside of the SOI but within the Planning Area Boundary. This land use designation allows for agricultural uses, industrial uses related directly to agriculture, related single family homes and similar and compatible uses. This designation also allows for other uses that are compatible with agriculture including resource management, open space and parks. The minimum parcel size shall be 40 acres.

B. Master Plan Requirements

This section discusses the master plan requirements for the subareas illustrated in Figure LU-4.

Before any of the subareas shown in Figure LU-4 can be annexed to the City of Newman and developed, a master plan shall be approved by the City. The Master Plan shall address the entire subarea. Master Plans shall also be consistent with all of the goals and policies of this General Plan and contribute toward achieving Newman's vision.

Master Plan Subareas Two and Three are planned for both residential and business park uses. Master Plans for these two subareas shall include the required contents and meet the criteria for both residential and business park uses, which are discussed below. Consistent with Land Use Policy LU 2.4, development of the business park uses and the residential uses shall run concurrently.

The portions of subareas planned for residential uses are designated with a Planned Mixed Residential land use designation. As Master Plans are approved, the General Plan Land Use Diagram shall be amended to replace the Planned Mixed Residential designation with more specific land use designations that are consistent with the approved Master Plan. For example, por-

tions of the subarea that are planned for residential development at 5 dwelling unit to the gross acre would be redesignated with a Low Density Residential land use designation and areas planned for parks would be redesignated Recreation and Parks.

1. Master Plans for Subareas Containing Residential Uses

This section discusses both the required contents for Master Plans containing residential uses and the criteria that these Master Plans shall meet.

a. Master Plan Contents

Each Master Plan shall, at a minimum, include the following:

- ◆ The distribution, location and extent of land uses, including standards for land use intensity.
- ◆ An analysis of school needs for the Master Plan area, the designation of required school sites, and the provision for necessary financing of School Facilities to meet the additional needs created by the development of the Master Plan area.
- ◆ Distribution and location of roadways, including the precise alignment of arterial, collector, and local streets, and bikeways.
- ◆ Provisions for the extension of the existing city roadway system into new development areas.
- ◆ Design standards for public arterials, collectors and local streets that address street widths and lane configurations, landscaping and street trees, and the location of sidewalks, crosswalks and pedestrian amenities, as well as bike routes and on-street parking.
- ◆ Distribution and location of, and specifications for, sewer, water and drainage facilities needed to serve new development consistent with the Citywide Services Master Plan.
- ◆ Distribution, location and financing of parks, trails, schools and other public and quasi-public facilities.
- ◆ Design guidelines for all new public and private buildings.

- ◆ Design guidelines for all new public and private improvements, including landscaping, park layout and improvement, neighborhood identification signs and monuments, and walls and fences.
- ◆ Provisions for development phasing.
- ◆ Provisions for minimizing conflicts between new development and agricultural uses.
- ◆ An analysis and disclosure of the adequacy of existing public services and facilities ability to meet demands generated by development of the Master Plan area and the identification of additional facilities and service enhancements needed to meet this demand. The Master Plan shall also identify the method of funding new public services and facilities and the timing of the needed improvements and service enhancements.
- ◆ Implementation measures necessary to carry out the plan, including a program for financing public infrastructure improvements.
- ◆ An economic analysis that determines the impact of the development of a given Master Plan Subarea on the City's general fund.

b. Master Plan Criteria

Master Plans for subareas including residential uses shall meet the following criteria:

- ◆ New development shall be compatible with adjacent existing and proposed development.
- ◆ A range of housing types should be provided within each Master Plan Subarea to ensure socially and economically integrated neighborhoods. The various housing types should also not be isolated from each through design or location within a neighborhood.
- ◆ Within those portions of the Master Plan sub areas developed at a gross density of six dwelling units to the acre or less, at least 10 percent of the lots will have at least two dwelling units per lot. The two units on these lots could be configured as a duplex structure or as a house with a second living unit.

- ◆ The design of new neighborhoods shall specifically be consistent with the goals and policies of the Community Design Element.
- ◆ The design of roadways and public rights-of-way shall be consistent with the goals and policies of the Transportation and Circulation Element.
- ◆ New development shall be linked to adjacent existing neighborhoods and planned neighborhoods by collector and local streets. All existing stubbed streets shall be continued.
- ◆ Wherever possible and consistent with public safety considerations, drainage facilities shall be designed as natural waterways.
- ◆ A system of pedestrian trails or pathways and linear open-space corridors shall be provided to link residential neighborhoods, parks, schools, downtown, shopping areas, and employment centers.
- ◆ Contiguous portions of a Master Plan subarea shall be developed first, before outlying portions of the subarea.
- ◆ School Facilities shall be in accordance with the requirements of the Newman-Crows Landing Unified School District and the California Department of Education, and shall be sized and sited to accommodate all grade levels that are required to be housed in the Master Plan area.
- ◆ New residential structures shall be developed with structured cabling systems (i.e. “wired”) to provide modern telephone and computer connections.

2. Master Plans for Subareas Containing Industrial and Business Park Uses

Prior to annexation and development of subareas planned to include industrial and business park uses, a Master Plan shall be prepared and approved by the City. The subareas designated for industrial uses that require preparation of a Master Plan are shown on Figure LU-4. Master Plans shall be consistent with all of the applicable General Plan goals and policies and contribute toward achieving Newman’s vision.

a. Master Plan Contents

Each master plan shall, at a minimum, include the following:

- ◆ The distribution, location and extent of land uses, including standards for land use intensity.
- ◆ Distribution and location of roadways, including the precise alignment of arterial, collector, and local streets, and bikeways.
- ◆ Design standards for public arterials, collectors and local streets that address street widths and lane configurations, landscaping and street trees, and the location of sidewalks, crosswalks and pedestrian amenities, as well as bike routes and on-street parking.
- ◆ Provisions for the extension of the existing city roadway system into new development areas.
- ◆ Distribution and location of, and specifications for sewer, water and drainage facilities needed both to serve new development and to complete the citywide infrastructure network.
- ◆ Design guidelines for private development.
- ◆ Design guidelines for new public and private improvements, including landscaping and trees, and walls and fences.
- ◆ Design guidelines and plans for the development of a gateway entrance at the intersection of Stuhr Road and Hills Ferry Road for Master Plan Subarea 10 and a landmark entrance at the intersection of Swamp Rats Road and Hills Ferry Road for Master Plan Subarea 9.
- ◆ Implementation measures necessary to carry out the plan, including a program for financing public infrastructure improvements.

b. Master Plan Criteria

Master Plans for areas including industrial and business park uses shall meet the following criteria:

- ◆ Provisions for minimizing conflicts and insuring compatibility between new development and agricultural and existing and planned residential uses. The plan shall include provisions for buffers as necessary.
- ◆ Provisions for services and amenities for employees, such as recreation, child care, and cafeterias.
- ◆ Coordination with adjacent industrial development in Merced County.
- ◆ Coordination of roadway and infrastructure improvements/financing of frontage treatment along Stuhr Road and Hills Ferry Road with other specific plans.
- ◆ Provision of all on-site infrastructure that is needed to serve the industrial or business park development and contribution towards a fair share of off-site infrastructure improvements.

C. Sphere of Influence

In addition to its City limits and Planning Area, every city in California has a SOI, which is the term used for areas outside the City limits that the City expects to annex in the future, usually within the next 20 years. The SOI must be reviewed and approved by the County's Local Agency Formation Commission (LAFCO). This General Plan identifies extending the southwest portion of Newman's SOI south to Hallowell Road as shown in Figure LU-5.

In addition to the SOI, Stanislaus County LAFCO also requires cities to establish a Primary SOI. The Primary SOI distinguishes land that is expected to be annexed in the next ten or so years. The purpose of the Primary SOI is to promote compact, concentric development.

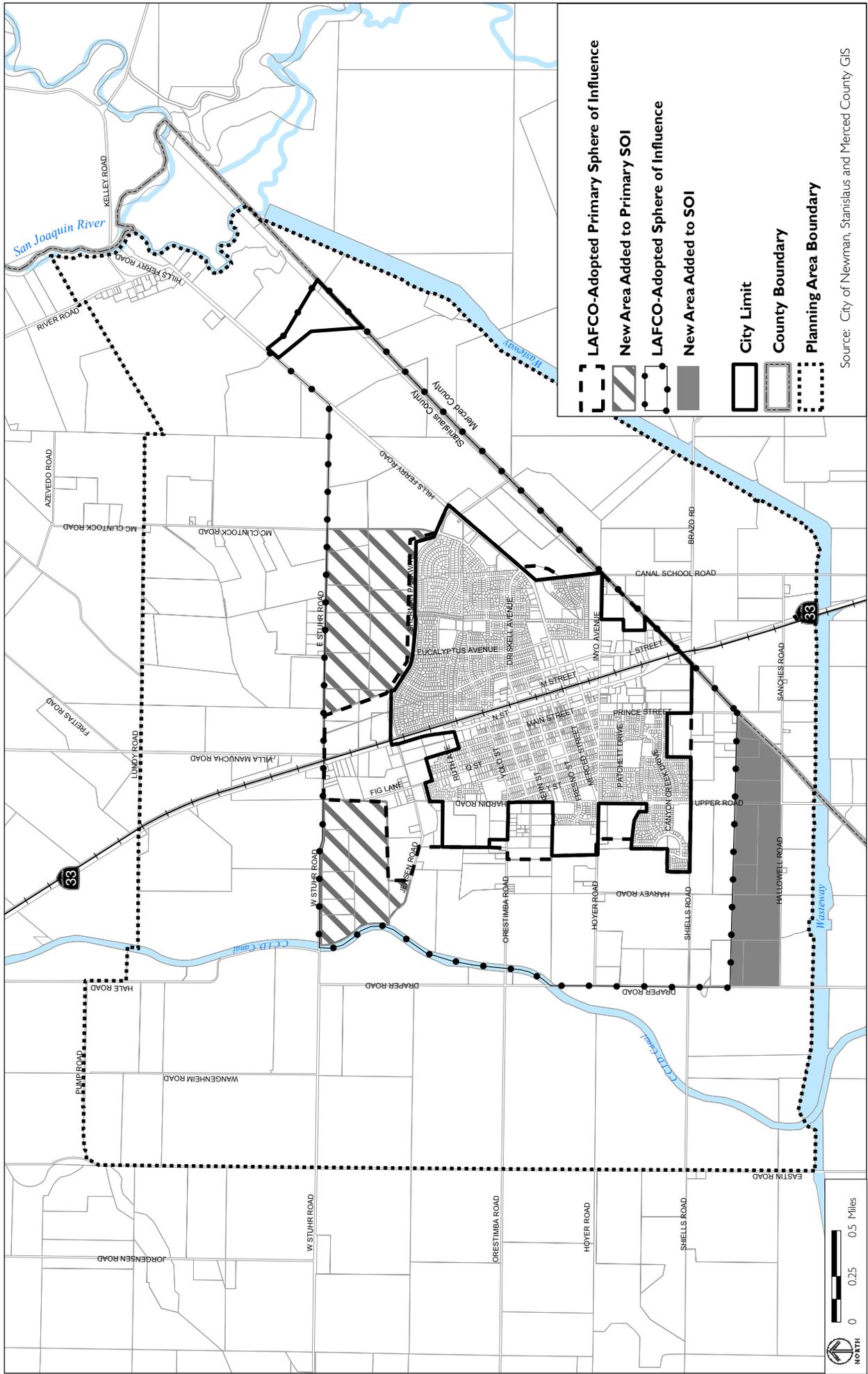


FIGURE LU-5

SPHERE OF INFLUENCE BOUNDARY CHANGES

This General Plan identifies expanding the Primary SOI shown in Figure LU-5, which includes Master Plan subareas 1, 2, and 3 shown on Figure LU-4. These three subareas combined are projected to provide more than an adequate supply of land to accommodate projected growth and it is not anticipated that all three of these subareas will develop by 2016. However all three subareas are included to allow flexibility on where and how much development could occur by 2016. The expanded Primary SOI identified in this General Plan encompasses a total of more than 2,171 acres, and there are currently approximately 843 acres within the expanded Primary SOI that the City has not yet annexed.

As a General Plan implementation action the City of Newman will need to request that Stanislaus County LAFCO update the City's SOI, including the City's Primary SOI, to include the expanded areas identified in this General plan.

D. Goals, Policies and Actions

1. General

Goal LU-1	Preserve Newman's traditional small-town qualities, while increasing its residential and employment base.
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Policy LU-1.1 The City shall encourage development of a scale and type that is compatible with the existing scale and character of Newman. Large residential development that has the look and feel of a single project and does not have variation in terms of densities, building typology and design shall be discouraged.

Policy LU-1.2 To preserve and enhance the existing small town character of Newman and ensure orderly growth, new planned devel-

opment shall be phased over the time frame of this General Plan. No more than two neighborhood Master Plan subareas should be developed concurrently. Before development of an additional Master Plan subarea can be initiated, one of the two Master Plan subareas developing concurrently must be substantially completed, or the City must find that concurrent development of an additional Master Plan subarea will allow for continued orderly growth and maintenance of small town character.

Goal LU-2	Provide for orderly, well-planned and balanced growth consistent with the limits imposed by the city's infrastructure and the city's ability to assimilate new growth.
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Policy LU-2.1 The City will link the rate of growth in Newman to the provision of adequate services and infrastructure, including schools and District-wide school support facilities, roadways, police, fire and medical services, and water supply and wastewater treatment infrastructure. The City shall, through the Citywide Services Master Plan, ensure that growth occurs in an orderly fashion and in pace with the provision of public facilities and services. New development shall not negatively impact existing infrastructure and level of services.

Policy LU-2.2 The City shall, through the use of Master Plans, ensure that growth and development occur in an orderly and contiguous manner. Development shall be considered contiguous if it meets the following three Criteria;

- ◆ It is adjacent to any phase or tract of incorporated or City-approved development (not including new public or quasi-public land uses).

- ◆ All permanent services and facilities, including roads, sewer, water, storm drainage, and utilities have been extended for the area proposed to be developed, accepted by the City, and are available for use consistent with the Citywide Services Maser Plan.
- ◆ No islands of unincorporated or underdeveloped territory that the City has not approved for development are created.

Policy LU-2.3 The City shall require preparation and approval of Master Plans for all the newly developing areas shown in Figure LU-4 prior to annexation and development of these areas. Master Plans shall comply with the requirements specified in Section C of the Land Use Element above.

Policy LU-2.4 The City shall only approve a Master Plan after making a finding that the students to be generated by the Plan's development can be accommodated in existing or planned School Facilities of the NCLUSD.

Policy LU-2.5 For those Master Plan Areas planned for both residential and business park uses, development of the business park uses and the housing units are to run concurrently. Prior to approval of residential development in these areas, the City will set specific requirements that tie the timing of development of the business park uses to the development of residences.

Policy LU-2.6 In keeping with the policies of Stanislaus County LAFCO, the City shall designate a Sphere of Influence and Primary Sphere of Influence, and shall apply to LAFCO for approval of these designations. Initially, upon adoption of this General Plan, the City's proposed Sphere of Influence and Primary Sphere shall be as shown in Section C and Figure LU-5 of this Land Use Element. The City shall amend Section C

of this General Plan and apply to LAFCO to amend the Primary Sphere as additional Master Plans are approved.

- Policy LU-2.7 To promote the development of cohesive neighborhoods with a distinct character and with adequate park land and other neighborhood serving public facilities, master plan areas planned for residential uses shall be no larger than 350 acres and shall generally be in the 200 to 250 acre range.
- Policy LU-2.8 The City shall promote the development of employment uses that improve the City's current jobs-housing imbalance.
- Policy LU-2.9 The City shall ensure that its designation of land uses and approval of development projects do not hinder efforts to maintain a positive fiscal balance for the City.
- Policy LU-2.10 New development in Newman shall emphasize pedestrian accessibility and facilitate the use of non-automobile forms of transportation.
- Policy LU-2.11 The City shall promote development that maintains and reinforces the downtown as the geographic and economic center of Newman.
- Policy LU-2.12 Upon annexation to the city, land within the Planning Area shall be developed to urban standards. Pending annexation to the city, such land shall remain in agriculture, open space, or other low-intensity non-urban uses.
- Policy LU-2.13 The City shall coordinate with Merced County on development proposed within unincorporated areas south of the Stanislaus/Merced County line.
- Action LU-2.1 Periodically update the Citywide Services Master Plan, as the city's population and employment base grows, to identify what new or expanded public facilities and services are

needed to adequately meet the needs of both existing and projected new development

Action LU-2.2 Periodically monitor how new residential and non residential development is affecting the fiscal health of the City and improving or negatively impacting the City’s jobs/housing balance.

Action LU-2.3 Request that the Stanislaus County Local Agency Formation Commission (LAFCO) adopt a revised Sphere of Influence for Newman to include the entire SOI and the expanded Primary SOI identified in this General Plan.

Action LU-2.4 Review and revise, as necessary, the Zoning Ordinance to ensure consistency with the General Plan, and to specifically accomplish the following purposes:

- ◆ Ensure consistency with the General Plan in terms of the permitted uses and development standards.
- ◆ Ensure consistency with the General Plan in terms of the distribution and boundaries of zoning districts
- ◆ Create new zoning districts as needed

Action LU-2.5 Review and revise, as necessary, the Subdivision Ordinance to ensure consistency with the General Plan and Zoning Ordinance.

2. Downtown

Goal LU-3	Develop an economically vital, pedestrian-oriented downtown that includes retail commercial, office, residential, civic, cultural, and recreational uses.
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- Policy LU-3.1 The City shall encourage the location of businesses and services in the downtown that provide cultural enrichment and extend the hours during which downtown is an active place.
- Policy LU-3.2 The City shall promote downtown as a regional dining and entertainment destination for residents of Stanislaus and Merced Counties.
- Policy LU-3.3 The City shall encourage the development of retail businesses and services in the downtown that provide for the daily needs of the residents of Newman.
- Policy LU-3.4 The City shall encourage the development of new civic buildings and cultural facilities in the downtown.
- Policy LU-3.5 Properties along Main Street, south of Merced Street shall be developed as a complementary and compatible extension of the existing downtown.
- Policy LU-3.6 Expansion of the existing downtown should be phased in relation to the city's overall growth to maintain an active and vital downtown during all stages of development.
- Policy LU-3.7 Development and redevelopment of downtown properties shall be consistent with the vision, goals and urban design guidelines of the City of Newman, Downtown Revitalization Plan and the Highway 33 Specific Plan.
- Policy LU-3.8 The City shall encourage retail uses on the ground floor of new and existing development within downtown. Church uses within storefronts shall be prohibited.
- Policy LU-3.9 The City shall promote infill development and the conversion of industrial buildings and properties to retail commercial and/or office uses in the downtown. The City shall, however, allow for continued operation and for expansion

of existing industries located downtown, provided such expansion occurs on the industry's existing site or on adjacent properties, and that such expansion will not adversely affect the ability of the City to achieve its other goals and policies for downtown.

Policy LU-3.10 The City shall promote and provide support for the physical upgrading of older buildings and their facades in the downtown.

Policy LU-3.11 The City shall support the revitalization of the downtown by upgrading physical infrastructure such as sidewalks, curbs, water, sewer and drainage facilities and parking facilities.

Action LU-3.1 Work with downtown property and business owners to establish a downtown Business Improvement District (BID) that would help fund the continued implementation of the Downtown Plan. Improvements that could be funded by a BID include façade improvements, street trees, street lighting, banners, and sidewalk/paving improvements. A BID could also fund advertising and promotion for the downtown and its businesses.

Action LU-3.2 Continue existing Redevelopment Agency programs that assist with preservation and renovation of downtown buildings

Action LU-3.3 Complete implementation of the Downtown Plaza Master Plan to link Highway 33 to the downtown core. The Downtown Plaza shall include public parking, landscaping, street furniture, public art, gathering areas and pedestrian and visual connections between Highway 33 and Main Street.

- Action LU-3.4 Continue to fund and implement downtown infrastructure improvements, including storm drainage, curb, gutter, sidewalk, parking facilities and disabled access improvements.
- Action LU-3.5 Work with utility companies to underground overhead utility lines in the downtown.
- Action LU-3.6 Explore the establishment of a comprehensive signage program for the downtown.
- Action LU-3.7 Explore the installation of data conduit in downtown to allow for wireless access and install if feasible.

3. Housing

Goal LU-4	Provide housing in a range of residential densities and product and tenure type to address the housing needs of all segments of the community, including all income groups expected to reside in Newman.
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- Policy LU-4.1 The City will maintain an adequate supply of residential land in appropriate land use designations and zoning categories to accommodate Newman's fair share of projected regional growth, and maintain normal vacancy rates.
- Policy LU-4.2 New residential projects shall meet or exceed the minimum density specified in the land use designation for that given area and shall not exceed the specified maximum density.
- Policy LU-4.3 The City shall seek to maintain an overall mix of 75 percent single-family detached units and 25 percent multi-family units in its housing stock. Multi-family units are defined as being either ownership or rental units and include single-

family attached, units in a duplex or triplex and units in buildings consisting of four or more attached units.

Policy LU-4.4 The City shall provide for the development of affordable housing to meet the needs of low and moderate-income households.

Policy LU-4.5 The City shall encourage the development and operation of senior assisted living facilities.

Policy LU-4.6 Generally, higher density housing shall be located along collector and arterial streets and within easy walking distance of the downtown and public facilities.

Policy LU-4.7 The City shall promote the preservation of the integrity and stability of existing residential neighborhoods.

Policy LU-4.8 The City shall ensure that new residential development pays its fair share in financing public facilities and services.

4. Commercial

Goal LU-5	Provide adequate land for and promote the development of commercial uses providing goods and services to Newman residents, employees and visitors.
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Policy LU-5.1 The City shall promote expansion of the range of retail goods and services offered in Newman to capture a larger share of expenditures by Newman's residents and minimize the need for residents to shop outside the city.

- Policy LU-5.2 The City shall promote the establishment, maintenance and expansion of businesses in Newman that generate high retail sales as important contributors to the local economy.
- Policy LU-5.3 Major new retail development shall be concentrated within the downtown and in areas along California State Highway 33 designated with a Community Commercial land use designation.
- Policy LU-5.4 The City shall work with local business groups and associations, such as the Newman Chamber of Commerce, to promote Newman businesses.
- Policy LU-5.5 New commercial and office development along California State Highway 33 outside of downtown shall be designed to complement the character, scale and mass of the historic downtown and to avoid the appearance of strip development.
- Policy LU-5.6 The City shall encourage the aggregation of smaller lots in the Community Commercial and Business Park designations to provide adequate sites for designated land uses.

5. Employment Uses

Goal LU-6	Provide adequate land for and promote development of employment uses that create high quality jobs and enhance the economy of Newman.
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- Policy LU-6.1 The City shall commit itself to a long-term program of economic development to promote the maintenance and expansion of employment in Newman including employment in its industrial sector.

- Policy LU-6.2 The City shall seek to establish greater diversification in future industrial and business development to provide residents of Newman with a range of an employment opportunities from entry level jobs to highly skilled and professional jobs.
- Policy LU-6.3 The City shall promote the development of clean industries that do not create problems or pose health risks associated with water and air pollution or potential leaks or spills.
- Policy LU-6.4 The City shall encourage new agriculture-related industry which provides year-round or counter-seasonal employment.
- Policy LU-6.5 The City shall make maximum use of the Newman Industrial Park in the southeast part of the city and reserve selected sites with good rail access for industrial development.
- Policy LU-6.6 The development of new industrial lands and sites shall be planned and carried out through Master Plans and Master Plans shall comply with the Master Plan requirements of the Land Use Element.
- Action LU-6.1 Create a business recruitment plan to attract a wide range of new jobs, from entry level to highly skilled positions, and to improve the City's jobs/housing balance. As part of the development of this plan, the City should target and survey business to determine inducements required.
- Action LU-6.2 Assist existing industrial uses in the downtown expansion area in relocating to designated industrial areas of the city.
- Action LU-6.3 Expand the sewage treatment and water supply facilities to encourage industrial development and reserve future capacity in these facilities for industrial development.

- Action LU-6.4 Seek assistance from the Stanislaus Economic Development & Workforce Alliance (the Alliance), in recruiting new firms to Newman and in expanding Newman’s existing industrial operations.
- Action LU-6.5 Seek federal and state funding and technical assistance to promote the maintenance and expansion of Newman’s industrial sector.
- Action LU-6.6 Sponsor and support job-training programs for Newman residents to meet the needs of Newman’s expanding industrial sector.
- Action LU-6.7 Review and update the City’s Economic Development Strategy as necessary.
- Action LU-6.8 Explore the development of a long-term coordinated economic development strategy with Gustine and other West Side communities.

6. Public and Quasi-Public Uses

Goal LU-7	Provide adequate land for development of public and quasi-public uses to support existing and new residential, commercial, and industrial land uses.
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- Policy LU-7.1 The City shall designate adequate, appropriately-located land for City and County facilities and School Facilities, particularly through the Master Plan process.
- Policy LU-7.2 The City shall concentrate civic/public buildings in the downtown area.

- Policy LU-7.3 The City shall promote the clustering of public and quasi-public uses such as schools, parks, child care facilities and community activity centers. Joint-use of public facilities shall be promoted, and agreements for sharing costs and operational responsibilities among public service providers shall be encouraged.
- Policy LU-7.4 The City shall designate adequate, appropriately-located land for quasi-public uses such as medical facilities, churches, private school facilities and utility uses.
- Policy LU-7.5 The City shall cooperate with the Hills Ferry Cemetery District in addressing mutual needs and for expansion of cemetery facilities.
- Policy LU-7.6 The City shall encourage the development and operation of childcare facilities.

4 TRANSPORTATION AND CIRCULATION ELEMENT

The purpose of the Circulation Element is to provide the policy framework for regulation and development of the circulation system in Newman. This Element balances the need to provide safe ways to move people and freight from one place to another with the goal of preserving the character of the community and creating a walkable and bicycle-friendly city. The transportation system should accommodate the needs of Newman and planned growth while minimizing environmental degradation.

The Circulation Element must be correlated with the Land Use Element to ensure that adequate pedestrian, bicycle, motor vehicle and emergency access is provided to serve both new and existing land uses. As required by Government Code Section 65302(b), the Circulation Element contains information on the general location and extent of existing and proposed major thoroughfares, transportation routes and terminals.

State law also requires that a Circulation Element include data and policies related to the provision of public infrastructure. For the purposes of this General Plan, these components are presented in the Public Facilities and Services Element.

The Circulation Element is divided into four sections:

- ◆ **Background Information.** Provides background information on the existing circulation system.
- ◆ **Roadway Classifications and Standards.** Provides a description of the various roadway types in Newman, along with a map depicting the location of existing and planned roadways.
- ◆ **Bicycle Network.** Provides a description of the types of planned bicycle facilities along with a map depicting the location of these facilities.
- ◆ **Truck Routes.** Provides a description of the purpose and location of truck routes in the city.
- ◆ **Programmed and Planned Improvements.** Outlines improvements to the local circulation system planned by the City to support the future needs of the community.

- ◆ **Goals, Policies and Actions.** Provides policy guidance for maintaining and improving all aspects of the circulation system.

A. Background Information

1. Roadway System

The network of roadways in and around Newman consists of arterials, collectors and local streets. The closest major highway, Interstate 5, is located approximately 5 miles west of Newman and is accessed via Stuhr Road.

The following provides an overview of the existing roadway system, along with an analysis of how well it is able to carry current traffic loads. In addition, major intersections are identified with an analysis of their capability to operate at acceptable levels with existing traffic conditions.

a. Existing Roads

The City of Newman's Roadway System is comprised of arterials, collectors and local streets, all of which are two-lane with one lane in each direction.

- ◆ **Arterials.** Arterials are major thoroughfares that provide the primary routes across Newman and connect the city with surrounding cities as well as with adjacent major highways. The existing arterials include State Highway 33, Hills Ferry Road, Merced Road, a portion of Hardin Road and Sherman Parkway.

State Highway 33, which is also designated as "N" Street within Newman, bisects the City, running north to Patterson and south to Gustine. Hills Ferry Road runs northeast from Newman and is the primary route into Newman from the east. At Highway 33, Hills Ferry Road becomes Merced Street, an arterial that also runs northeast to southwest through the historic downtown core. At the intersection with Upper Road, Merced Street then becomes Hoyer Road. While Hoyer Road is planned to be developed into an arterial all the way to Drapper Road, it is currently a two-lane farm road west of Yolo Middle School. A relatively

new arterial is Sherman Parkway, which is located on the northern City limit and connects Highway 33 to Hills Ferry Road.

- ◆ **Collector.** Collectors are intermediary streets that link local streets to arterials. Existing collector streets in downtown Newman include Yolo, Kern, “T” and “Q” Streets. Inyo Street is also a collector in downtown that runs east across Highway 33 to Canal School Road. In the northeast portion of Newman, the north south collectors include Eucalyptus Avenue, Barrington Avenue, and Balsam Drive with an east-west connection provided by Driskell Avenue. The relatively new neighborhoods in the southwest portion of the City are served by Canyon Creek Drive, a collector which connects with Upper Road and Prince Street; two roadways planned to be developed into arterials.
- ◆ **Local Streets.** Local streets provide access to properties and connect to collectors and arterials. The remainder of the streets in Newman are local streets. The local streets located within the downtown and the mature neighborhoods built between World War II and the 1970’s are generally built in a grid pattern that provides direct access to surrounding neighborhoods and streets, including collectors and arterials. The more recent residential developments, built since the 1970’s, are generally built on a curvilinear street pattern with multiple cul-de-sacs and fewer local streets. These newer communities therefore have less direct connections within the neighborhood and less access to surrounding neighborhoods and streets.

b. Roadway Level of Service

As part of the General Plan background analysis, the operation of major roadways was analyzed. To describe traffic conditions and put traffic volumes in perspective, level of service (LOS) standards are utilized. LOS is a qualitative measure of traffic operating conditions whereby a letter grade, “A” through “F”, corresponds to progressively worsening traffic service along a roadway or intersection. LOS “A,” “B” and “C” indicate that traffic can move relatively freely. LOS “D” indicates that delays are more noticeable and average traffic speeds are sometimes 40 percent of free flow speed. LOS “E” describes operating conditions at or close to capacity with significant

delays and average travel speeds as low as 30 percent of free flow speed. Table TC-1 shows the general level of service (LOS) thresholds used for assessing traffic conditions for the roadways in Newman. These thresholds are based on the 1999 Traffic Impact Fee Study.

Traffic counts were conducted along the major arterial and collector streets in Newman in May 2005. In addition, some data was taken from other recent traffic studies. Data for Highway 33 was taken for annualized Caltrans data for the most recently reported year (2003). The current daily traffic volume on most roads in Newman falls within the LOS “C” standard, indicating that current traffic conditions in the community are good. In fact, LOS “A” conditions are projected on nearly all study area streets. The highest volumes were observed on Highway 33, Merced Street and Hills Ferry Road, but these roadways are still within the standards for LOS “C.”

c. Major intersections

The City of Newman has only two signalized intersections. These two are the intersection of Merced Street and Highway 33 and the intersection of Kern Street and Highway 33. The remaining controlled intersections either have all-way stops signs or stop signs in two directions. As part of the General Plan background study, the two signalized intersections, as well as several stop sign-controlled intersections along the City’s collectors and arterials were analyzed. These intersections include the following:

- ◆ Highway 33/Jensen Road
- ◆ Orestimba Road / Yolo Street/“T” Street / Hardin Road
- ◆ Hills Ferry Road/Driskell Avenue
- ◆ Highway 33/Yolo Street
- ◆ Fig Lane/Kern Street
- ◆ Highway 33/Kern Street
- ◆ Hoyer Road / Inyo Avenue/Merced Street
- ◆ Merced Street/“Q” Street
- ◆ Highway 33/Merced Street
- ◆ Inyo Avenue/ Prince Street
- ◆ Highway 33/Inyo Avenue

TABLE TC-1 **GENERAL LEVEL OF SERVICE THRESHOLDS BASED ON TRAFFIC IMPACT FEE STUDY**

		Classification					
		Arterial Street			Collector Street		
LOS	V/c	State Highway		City Street		Collector Street	
		4 lane	2 lane	4 lane	2 lane	2 lane	2 lane
A	<.060	< 21,000 – 24,000	< 10,500 – 12,000	< 18,000 – 22,800	< 9,000 – 11,400		9,000
B	<0.70	< 24,500 – 28,000	< 12,250 – 14,000	< 21,000 – 26,600	< 10,500 – 13,300		10,500
C	<0.80	< 28,000 – 32,000	< 14,000 – 16,000	< 24,000 – 30,400	< 12,000 – 15,200		12,000
D	<0.90	< 31,500 – 36,000	< 15,750 – 18,000	< 27,000 – 34,200	< 13,500 – 17,600		13,500
E	<1.00	< 35,000 – 40,000	< 17,500 – 20,000	< 30,000 – 38,000	< 15,000 – 19,000		15,000

Range indicative of effect of roadway width, on street parking, etc.

Table TC-2 depicts the LOS levels that were used to determine the 2005 operating levels for each intersection during both the AM (7 to 9 a.m.) and the PM (4-6 p.m.) peak hours. For those intersections controlled by an all way stop or a signal, the existing level of service is C or better. This satisfies the City's current minimum standard. All of the intersection controlled by side street stop signs also operated at LOS "C" or better except for the intersection of Highway 33 and Inyo Avenue. During the AM peak hour, motorists waiting to turn onto Highway 33 experience delays of over 25 seconds, which is indicative of LOS "D" conditions.

2. Freight Movements

Freight traffic in and through Newman consists primarily of rail and truck traffic. Truck traffic and the operation of the existing railroad through the city are described below.

a. Trucks

Freight, mainly consisting of retail and agricultural goods, travels to and from Newman by truck. Through truck traffic also passes through Newman on Highway 33 and Hills Ferry Road. Recognizing the negative impacts truck traffic has on residential neighborhoods and noise sensitive land uses, while also recognizing the important role that trucks play in the local and regional economy, the City of Newman's municipal code has designated truck routes. These routes are located primarily on major arterials and other roadways that directly serve the city's industrial areas and avoid primarily residential areas. As per the municipal code, trucks over a gross weight of 10,000 pounds are not allowed on other city streets except for local pick-ups or deliveries or to repair or service the vehicle.

b. Railroad

A branch line of the Union Pacific Railroad (UPRR) passes along Highway 33 in Newman. Currently, one freight train goes southbound through town to Volta and then returns back through town northbound each weekday. While this railroad line could provide freight service to Newman, the existing

TABLE TC-2 **LEVEL OF SERVICE DEFINITIONS – INTERSECTIONS**

LOS	Signalized Intersection	Unsignalized Intersection	Qualitative Description
A	Uncongested operations, all queues clear in a single-signal cycle. Delay less than 10.0 sec	Little or no delay. Delay less than 10 sec/veh	Completely free flow.
B	Uncongested operations, all queues clear in a single cycle. Delay 10.0 sec to 20.0 sec	Short traffic delays. Delay 10 to 15 sec/veh	Free flow, presence of other vehicles noticeable.
C	Light congestion, occasional backups on critical approaches. Delay 20.0 sec to 35.0 sec	Average traffic delays. Delay 15 to 25 sec/veh	Ability to maneuver and select operating speed affected.
D	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay 35.0 sec to 55.0 sec	Long traffic delays. Delay 25 to 35 sec/veh	Unstable flow, speeds and ability to maneuver restricted.
E	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersections upstream of critical approaches. Delay 55.0 sec to 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay 35 to 50 sec/veh	At or near capacity, flow quite unstable.
F	Total breakdown, stop-and-go operation. Delay over 80.0 sec	Intersection blocked by external causes. Delay over 50 sec/veh	Forced flow, breakdown.

businesses and industrial uses do not use this rail service, shipping by truck instead.

Even though the west side railroad line does not have heavy train traffic and train speeds are typically only between 15 and 25 miles per hour, the line does have an impact on the community. This railroad line bisects the community and limits access between the portion of Newman on the west side of the tracks and the portion on the east side by restricting the number of at grade street crossings. The only streets that cross the railroad and connect the eastern and western portions of Newman are Inyo Avenue, Merced Street, Driskell Avenue and Sherman Parkway, which was recently developed at the northern City limit. The Public Utilities Commission and the Railroad control and approve new grade crossings and grade crossing improvements and are not likely to approve the development of additional new grade crossings.

3. Public Transit

Newman is served by Stanislaus County Transit's Westside Runabouts. Runabouts are a transit service that combines designated fixed stops (like a fixed route) and curb-to-curb service (like a dial-a-ride). The Westside Runabouts are available to the general public, with subscription rides allowed on a limited basis. The Westside Runabouts run along Highway 33 to link Newman with the communities of Crows Landing and Patterson. The line continues easterly to Turlock.

Newman is also served by Stanislaus County Transit's Dial-A-Ride Service. This service operates door-to-door from 7 a.m. to 6 p.m., Monday through Saturday.

4. Park-and-Ride Facilities

Park-and-ride facilities are free parking lots for commuters to use as a convenient meeting place for carpools, transit and vanpools. Presently there are no park-and-ride lots in Newman or on the west side of the County. Based on the 2000 Census, over 550, or almost one quarter of the total commuters in Newman, reported commute to work time of over 60 minutes. Of these

commuters, more than half reported commute times of 90 minutes or more. Given the growing trend of Newman workers commuting long distances to jobs in the San Francisco-San Jose Bay Area, and other locations outside of Stanislaus County, the development of park-and-ride facilities in or within close proximity to Newman would help facilitate and encourage ridesharing by its commuters.

5. Parking

Newman generally has an adequate supply of parking and parking is not an issue. All new residential and commercial developments are required to meet the City's parking standards, contained within the City's Zoning Code, and provide off-street parking spaces. Most streets within Newman also have on-street parking.

The downtown commercial core generates the most demand for parking. While development in the commercial core is relatively old and does not meet the City's current off-street parking requirements, there is still sufficient public parking. Public parking in the commercial core is provided by diagonal parking spaces along Main Street and in two public parking lots, an approximately 20-space lot located on the west side of Main Street and a 40-space lot on the east side of Main Street across from the Westside Theater. This second public lot is planned to be redeveloped into a public plaza and parking lot that will contain an additional 20 parking spaces. In addition to the publicly owned parking lots, the City leases a lot on Main Street adjacent to the Westside Veterinary Clinic to provide more public parking. Employee parking and customer parking is also provided on many properties in private surface parking lots located behind the commercial buildings and accessed by alleys.

6. Pedestrian System

The City of Newman's pedestrian system primarily consists of sidewalks within the public right-of-ways and crosswalks. Most of the streets within the City have sidewalks on both sides. In addition, there are two dedicated pedestrian pathways that are located outside of public street right-of-ways. These

pathways are located adjacent to Von Renner Elementary School and Upper Road.

The majority of the destinations within Newman, including the downtown commercial core and most schools and parks, are accessible by walking and the sidewalks are generally in good condition. There are, however, locations where there are gaps in the sidewalk system. These locations are generally adjacent to undeveloped lots or lots that were developed prior annexation to the City. These sidewalk and street right-of-ways will be fully developed as the adjacent lots develop or redevelop. An example of such a location is Hoyer Road, between Yolo Middle School and downtown. Children walking to school and other pedestrians must walk on dirt pathways along portions of Hoyer Road because this right-of-way has not yet been developed to City standards.

While the majority of the destinations within Newman are accessible by walking, the degree of pedestrian accessibility varies greatly between the age of a neighborhood or area. Within the downtown, for example, the streets are laid out in a traditional grid pattern with block lengths of 400 feet. This circulation pattern provides pedestrians with a high level of accessibility to destinations, often providing direct or nearly direct walking routes. The more recent residential neighborhoods built since the 1980's are built with few through streets, multiple cul-de-sacs that do not provide through pedestrian connections and walls along collector and arterial streets. This circulation pattern creates long and indirect walks to destinations and discourages walking.

The walking or streetscape environment also varies greatly between neighborhoods within Newman. The downtown and most of the mature neighborhoods have park strips between the curb and the sidewalk. These park strips often contain street trees that provide shade for pedestrians. In the development built since the 1980's, the design of the streetscapes and sidewalks are inconsistent. While some new neighborhoods were developed with the traditional streetscape that includes a park strip and row of street trees

located between the curb and sidewalk, other new developments have solid curb and sidewalks, with no park strip providing a buffer between pedestrians and the street and no street trees providing shade in the hot summers.

As required by the American's with Disabilities Act (ADA), all streets recently development in Newman include accessibility ramps at corners and crosswalks. However many of the older intersections, developed prior to the passage of the ADA, do not and need to be retrofitted.

7. Bicycle System

Newman has many qualities that make it an ideal community for biking. It is flat, the weather is temperate for a good part of the year, motor vehicle traffic volumes are low and destinations within the community are relatively close together. While the local streets and most of the collector and arterials do not contain designated bike facilities, Newman does have Class I (bicycle path) or Class II (bicycle lane) on a few roadways. Caltrans defines these facilities as follows:

- ◆ **Class 1 Bikeway (Bicycle Path).** Provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized.
- ◆ **Class II Bikeway (Bicycle Lane).** Provides a restricted right-of-way and is designated for the use of bicycles with a striped land on a street or highway. Vehicle parking and vehicle/pedestrian cross-flow are permitted.

Within the Newman there is an existing Class I path along the south side of Sherman Parkway between the railroad tracks and Hills Ferry Road. Class II bike lanes are located along "S" and "T" Streets between Yolo Street and Inyo Avenue.

B. Roadway Classification and Standards

Each of the roadways in Newman’s comprehensive roadway network can be categorized according to a typology known as roadway functional classification. Roadway functional classification is a method to classify a roadway based on the type of service it provides. Since two major functions of a roadway are to serve through traffic and provide access to adjacent property, different roadways prioritize these two functions differently. For instance, arterials prioritize the movement of traffic over access to individual adjacent properties whereas local streets prioritize access to private properties over through traffic. Roadways are also intended to provide bicycle and pedestrian access and circulation and are the backbone of the bicycle and pedestrian network.

The city’s ultimate roadway plan, with general functional classifications, is shown in Figure TC-1. The current functional classifications for roadways in Newman are detailed below, and planned improvements are then discussed in Section D. The roadway network shown in Figure TC-1 is conceptual. As development occurs, actual roadway locations may vary, provided that overall the connectivity shown in Figure TC-1 is achieved.

1. Arterials

Arterials are facilities that are fed by collector roadways, provide for cross-town and regional travel and carry larger volumes of traffic. They are intended not just for motor vehicle circulation but also for bicycle and pedestrian circulation, and shall not be designed to facilitate motor vehicle travel at the expense of bicycle and pedestrian circulation. All right-of-way widths are intended to include sidewalks of sufficient width to allow two pedestrians to walk side-by-side and a planting strip wide enough to accommodate large canopy shade street trees between the sidewalk and the curb and gutter. All arterials are also intended to include on-street Class II bicycle lanes or Class I off-street bicycle paths, as shown on Figure TC-2.

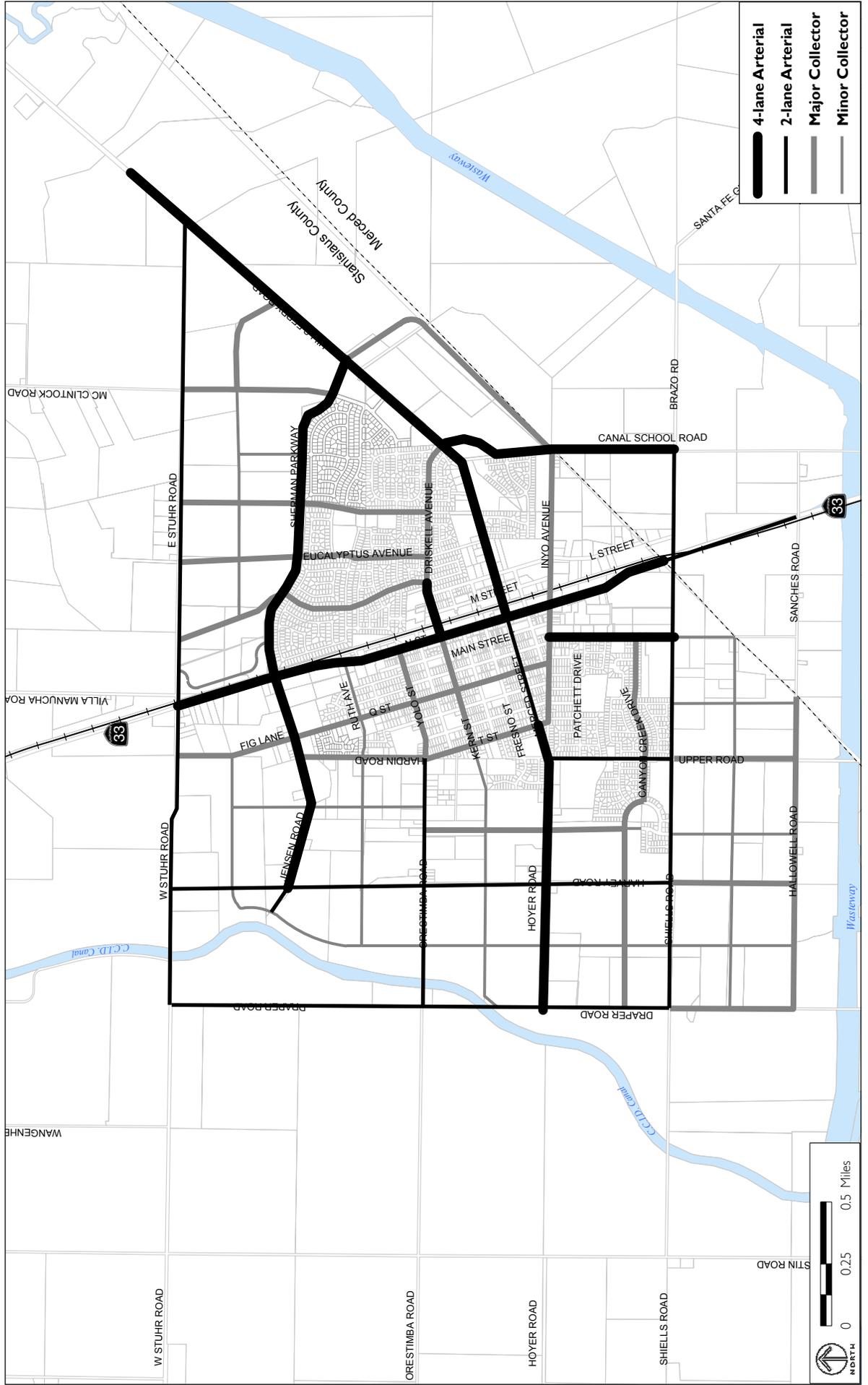


FIGURE TC-1

Arterials are divided into two and four-lane facilities as described below.

a. Four-Lane Arterials

New four-lane arterials are divided roadways with a large landscaped median to be used for auxiliary lane purposes at intersections. Away from intersections, median breaks shall only be used to provide access to arterial and collector streets and to provide mid-block pedestrian crossings on long blocks. On high-volume, four-lane arterials, projected to have daily traffic volumes that are in excess of 25,000 vehicles, and speeds of 45 miles per hour or greater, there should be no direct access to adjacent properties unless no reasonable alternative exists. Such direct access should be limited to right-turn in and right-turn out movements only. If driveways must be provided near intersections for facilities such as service stations, such driveways should be located at least 50 feet from the intersection. Speed limits on arterial roadways are typically in the 35 to 40-mile per hour range.

Four-lane arterials that include on-street parking on both sides shall typically have 104 to 108 foot rights of way while those four-lane facilities without on-street parking shall typically have 90 to 92 foot rights-of-way. Right-of-way widths may be greater at intersections to allow for added turn lanes. New or improved arterials that are intended to include Class I Bikeways (bicycle paths) instead of Class II Bicycle Lanes will need an additional 5 feet of right-of-way to accommodate the development of an off-street bike path on one side of the right-of-way. These arterials include the Jensen Road/Sherman Parkway, Prince Street and portions of Highway 33/“N” Street.

Roadways classified as four-lane arterials on Figure TC-1 include:

- ◆ “N” Street/Highway 33
- ◆ Jensen Road/Sherman Parkway
- ◆ Merced Road east of Main Street
- ◆ Hills Ferry Road
- ◆ Kern Street/Driskell Avenue between Main Street and Balsam Drive

b. Two-Lane Arterials

New two-lane arterial roadways that are intended to include on-street parking on both sides shall typically have 68 to 70 foot rights-of-way. Two-lane arterials that do not include any on-street parking shall typically have 54 to 56 foot right-of-ways. Right-of-way widths may be greater at intersections to allow for an added turn lane. Like with four-lane arterials, driveways should be at least 50 feet from an intersection. Two-lane arterials typically do not have a landscaped median.

Roadways classified as two-lane arterials on Figure TC-1 include:

- ◆ Stuhr Road
- ◆ Hoyer Road west of Harvey Road
- ◆ Orestimba Road
- ◆ Canal School Road
- ◆ Harvey Road
- ◆ Harvey Road extension north of Shiells Road
- ◆ Shiells/Brazo Road
- ◆ Upper Road
- ◆ Merced Street between Inyo Avenue and Main Street
- ◆ Prince Road between Canyon Creek Drive and Inyo Avenue
- ◆ Shiells Road and Draper Road north of Shiells Road

2. Collectors

Collectors are intended to “collect” traffic from local roadways and carry it to roadways higher in the street classification hierarchy (i.e., arterials). These roadways also serve adjacent properties. Collectors are broken into two types of facilities, major collectors and minor collectors, which are described below.

a. Major Collectors

Major collectors generally carry light to moderate traffic volumes, and speed limits are typically in the 25 to 30 miles per hour range. Roadways designated as major collectors in Figure TC-1 include:

- ◆ Yolo Street
- ◆ Kern Street
- ◆ Inyo Avenue
- ◆ Prince Road south of Shiells Road
- ◆ “T” Street
- ◆ Fig Lane/“Q” Street
- ◆ Barrington Road
- ◆ Driskell Road
- ◆ Hallowell Road
- ◆ Balsam Drive
- ◆ Eucalyptus Avenue

All new collectors shall include Class II Bicycle Lanes and on-street parking and will typically have 68 to 70-foot right-of-way. New collectors will also include sidewalks on both sides of the street that are wide enough to accommodate two pedestrians walking side-by-side and are separated from the curb and gutter by a planting strip wide enough for large canopy street trees. If driveways must be provided near intersections for facilities such as service stations, they should be at least 50 feet from the intersection.

b. Minor Collectors

Minor collectors are intended to connect neighborhoods to each other and generally carry light traffic volumes, with speed limits set at 25 miles per hour. Furthermore, minor collectors generally are and shall be located to provide through motor vehicle, pedestrian and bicycle connections every quarter of a mile. To discourage cross-town traffic, minor collectors have stop signs at intersections with collectors or arterials and four way stop signs when intersecting with other minor collectors. They generally do not have signalized intersections. New minor collectors shall typically have a 58 foot right-of-way that includes sidewalks wide enough to accommodate two pedestrians walking side-by-side and a planting strip wide enough to accommodate the planting of large shade trees. Unlike major collectors, minor collectors do not include Class II bicycle lanes.

New minor collectors do not have to be developed in the exact locations shown on Figure TC-1. However, a functional equivalent of each minor collector shall be developed and the segments of a given minor collector shall provide through connections, connecting with each other at four way intersections.

3. Local Streets

Local streets are intended to serve adjacent properties only and should enhance community livability. They carry very little, if any, through traffic, and generally carry very low traffic volumes, usually less than 5,000 vehicles per day. While often discontinuous in alignment, many of Newman's local streets are laid out in a grid pattern, making through travel possible, but not desirable. Speed limits on local roadways normally do not exceed 25 miles per hour. Not all roadways are depicted on Figure TC-1. New local roadways shall typically have a 58-foot right-of-way or a 50-foot right-of-way for shorter segments with limited traffic such as cul-de-sacs. Like arterials and collectors, new local streets shall also include ample sidewalks separated from the curb and gutter by a planting strip wide enough to accommodate street trees. Pedestrian and bicycle safety, and aesthetics should be high priorities on local streets.

C. Bicycle Network

As discussed in the background section there are two types of bicycle facilities planned in Newman, Class I (Bike Paths) and Class II (Bike Lanes). Figure TC-2 shows where these facilities are planned to be developed or, where they currently exist, will be maintained.

Class I (Bike Path) facilities currently exist along the south side of Sherman Parkway between the railroad and Hills Ferry Road. This pathway is planned to be extend along Jensen Road to the CCID canal and from Hills Ferry Road to the Wasteway. Class I bike paths are also planned along Canal School Road between Hills Ferry Road and Brazo Road, and along the future

South Parkway. Additional Class I bike paths are planned along the eastern side of the Union Pacific Railroad right-of-way, along the CCID Canal and along the Wasteway. All three of these facilities are intended to be extended beyond the City limits. The path along the railroad right-of-way could ultimately be extended by Merced and Stanislaus Counties as regional bikeways, linking Patterson in the North to Gustine or Los Banos in the south.

Class II (Bike Lane) facilities are planned on all arterials streets that do not have an adjacent bike path and on major collectors only. Along some existing arterials and collectors there could be insufficient right-of-way to allow for the striping of bike paths and bicycles would have to share the roadway with motor vehicles. To identify specific bicycle circulation improvements needed to implement this network of bike paths and lanes, and the phasing and funding of these improvements, the City will prepare a Bicycle Master Plan.

Additional through connections for bicycles on smaller, lower traffic streets shall also be provided in all new developments.

D. Truck Routes

Figure TC- 3 shows the location of dedicated truck routes. These designated Truck Routes are intended to provide for the movement of goods by truck through and to and from Newman, while also minimizing the negative impacts of truck traffic on residences and other noise sensitive land uses. Trucks shall only be permitted to use other, non designated, roadways for local deliveries and to secure repairs or servicing.

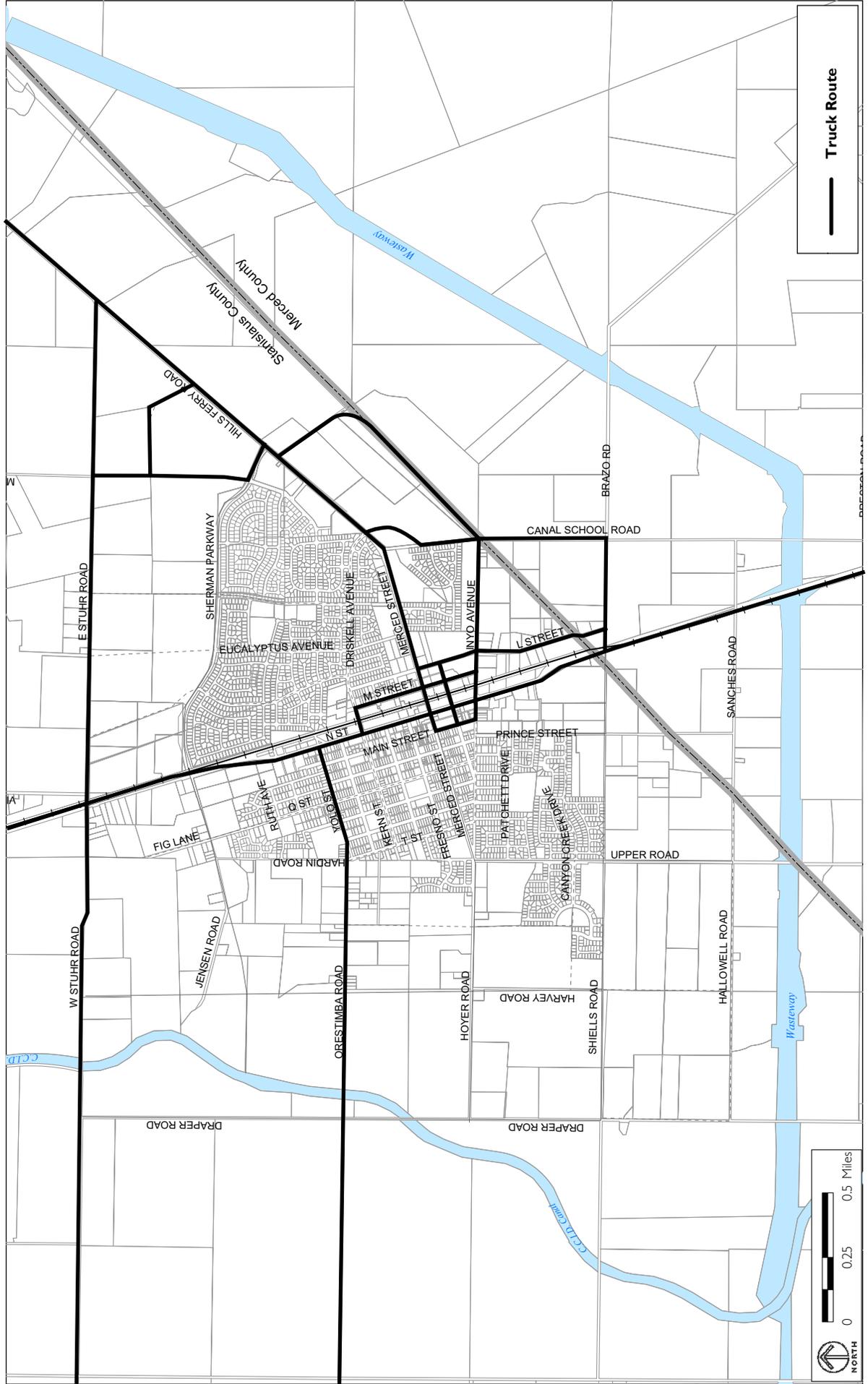


FIGURE TC-3

E. Planned Circulation Improvements

Based on the traffic and circulation studies completed for Newman and the policies and actions contained in this General Plan, several improvements to the local circulation system have been identified to support the land use plan.

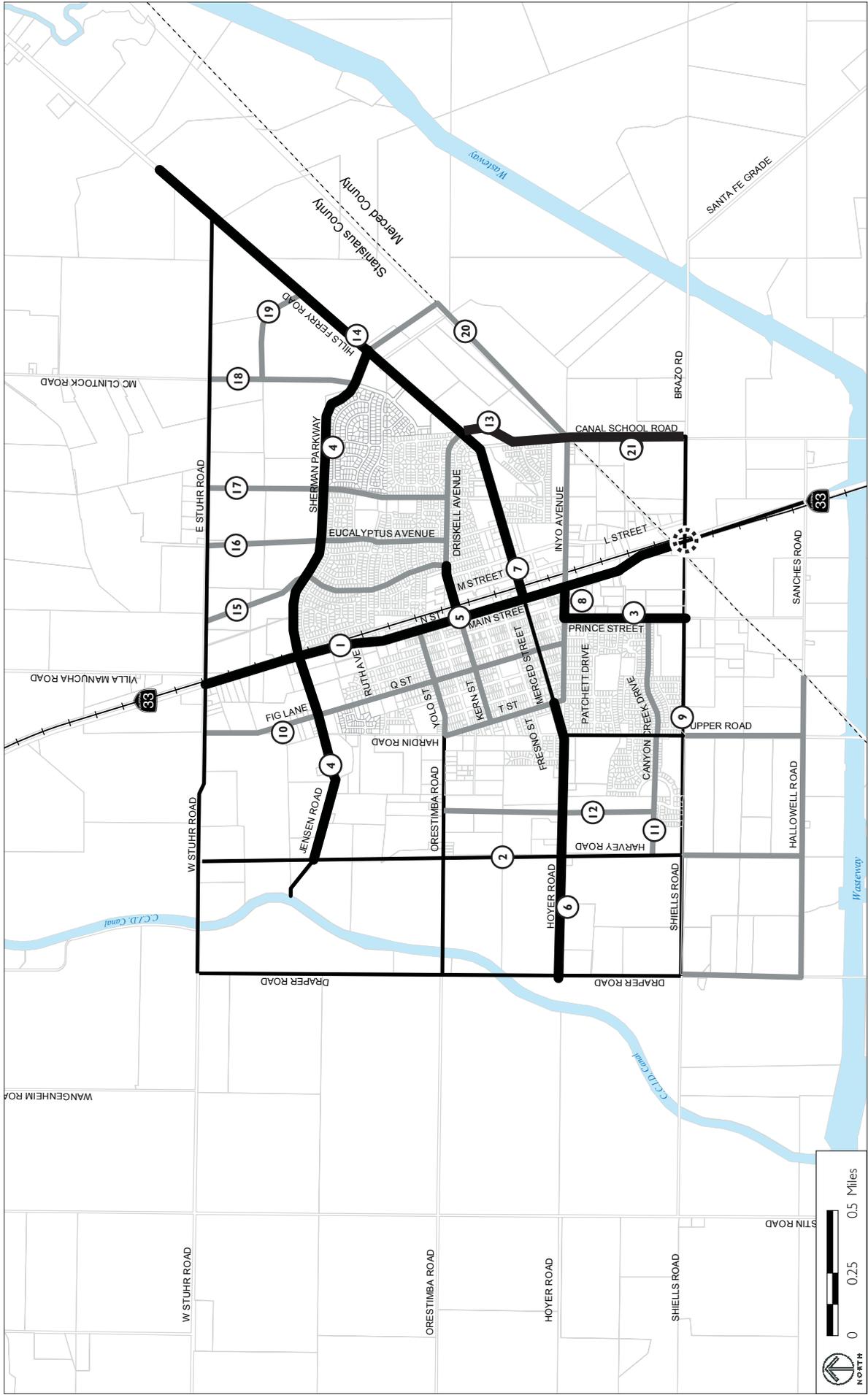
Improvements to roadways are described below. Intersection improvements are described in Table TC-3. The following roadway improvements are identified on Figure TC-4 and the numbering on the Figure corresponds to the numbering below. The location of new roadways identified below are conceptual and as development occurs, actual roadway locations may vary, provided that overall the connectivity shown in Figure TC-1 is achieved.

1. **Highway 33 Expansion.** Improve the capacity of Highway 33 by widening the right of way to accommodate four lanes of traffic. Because the adjacent properties are developed between Yolo and Inyo Avenue and a significant number of them are not likely to redevelop, widening the right of way along this segment of Highway 33 is not feasible. Therefore Highway 33, between Yolo and Inyo Avenues, will need to be re-striped to four lanes within the existing right-of-way and curb to curb width. The portion of Highway 33 adjacent to the railroad will include a Class I Bikeway (bicycle path). Where the railroad separates from Highway 33 in central Newman, the bikeway will be located adjacent to the railroad right of way and separate from the Highway 33.
2. **New West Parkway (Harvey Road).** Develop the West Parkway between Stuhr Road and Hallowell Road. The future West Parkway will be an extension of the existing Harvey Road. The portion of West Parkway north of Sheills Road, or the future South Parkway, will be developed as a two-lane arterial and the portion between Shiells/South Parkway and Hallowell Road will be developed as a two-lane collector.
3. **Prince Street Improvements.** Expand Prince Street into a four-lane arterial between Inyo Avenue and the future South Parkway. Prince Street will include Class II bicycle lanes on both sides of the street.

TABLE TC-3 PROPOSED GENERAL PLAN BUILDOUT INTERSECTION GEOMETRY

#	Street	Lanes	Auxiliary Lanes	Street	Lanes	Auxiliary Lanes	Control
1	SR 33	4	NB left and right turn lanes SB Dual left and right turn lanes	Jensen Road	4	EB left turn lane WB left and right turn lanes	Signal
2	Orestimba Road / Yolo Street	2	NB and SB left turn lanes	Hardin Rd	2	NB and SB left turn lane	Signal
3	Hills Ferry Road	4	NB left turn lane SB dual left and right turn lane	Driskel Ave / Canal School	2	EB left turn lane WB left and right turn lanes	Signal
4	SR 33	4	NB left turn lane	Yolo St	2	EB left turn lane	Signal
6	SR 33	4	NB left and right turn lanes SB left turn lane	Kern St	4	EB left turn lane WB left and right turn lane	Signal
7	Hoyer Road	4	WB left turn lane	Upper Rd	4	None	Signal
8	Merced Street	4	None	Q Street	2	None	Signal
9	SR 33	4	NB and SB left turn lanes	Merced St	4	EB and WB left turn lanes	Signal
10	Inyo Avenue	2	WB left turn lane	Prince St	4	None	Signal
11	SR 33	4	NB and SB left turn lanes	Inyo Street	2	WB left turn lane and EB left and right turn lanes	Signal

Source: KdANDERSON Transportation Engineers, 2006.



4-Lane Arterial (Thick solid line)

2-Lane Arterial (Thin solid line)

Major Collector (Medium solid line)

1 Various Roadway Improvements (Numbered circle)

New Railroad Grade Crossing (Starburst symbol)



FIGURE TC-4
CIRCULATION IMPROVEMENTS

4. **Jensen/Sherman Parkway Improvements.** Expand Jensen/Sherman Parkway into a four-lane arterial between Hills Ferry Road and the future West Parkway (Harvey Road extension). From this point westward to the CCID Canal, develop Jensen into a two-lane collector. Jensen/Sherman Parkway will include a Class I Bikeway (bicycle path) between McClintock Road and the CCID Canal.
5. **Kern/Driskell Improvements.** Stripe and sign Kern/Driskell as a four-lane arterial between Highway 33 and Balsam Drive.
6. **Hoyer Road Improvements.** Develop Hoyer Road into a two-lane collector between Draper Road and the future West Parkway. Develop Hoyer Road into a four-lane arterial between West Parkway and Upper Road.
7. **Merced Street Expansion.** Stripe and sign Merced Street as four-lanes between Main Street and Driskell Avenue.
8. **Inyo Avenue Expansion.** Stripe and sign Inyo Avenue between Prince Street and Highway 33 as a four-lane arterial.
9. **New South Parkway.** Develop the South Parkway as a two-lane collector from Canal School Road to Drapper Road-by extending Sheills Road from the west and Brazo Road from the east. As part of the development of this new roadway, construct a new railroad grade crossing to create a through roadway.
10. **Fig Lane.** Develop Fig Lane into a two-lane collector and extend it to Stuhr Road.
11. **Canyon Creek Drive Extension.** Extend Canyon Creek Drive as a two lane collector west to the future West Parkway.
12. **New Collector.** Develop a new two-lane collector, midway between the future West Parkway and the existing Upper Road, from Canyon Creek Drive north to Orestimba Road. This collector shall run along the west side of Yolo Middle School.

13. **Realignment of the Canal School and Hills Ferry Road Intersection.** Realign Canal School Road to create a new four way intersection with Driskell Avenue at Hills Ferry Road.
14. **Hills Ferry Road Improvement.** Improve the capacity of Hills Ferry Road by widening the road to four lanes between Driskell Avenue and the new collector located approximately midway between Sherman Parkway and East Stuhr Road.
15. **Balsam Drive Extension.** Extend Balsam Drive as a two-lane collector north from Sherman Parkway to East Stuhr Road.
16. **Eucalyptus Drive Extension.** Extend Eucalyptus Drive as a two-lane collector north from Sherman Parkway to East Stuhr Road.
17. **Barrington Avenue.** Extend Barrington Avenue as a two-lane collector north from Sherman Parkway to East Stuhr Road.
18. **McClintock Road Extension.** Extend McClintock Road south, as a two-lane collector, from East Stuhr Road to Sherman Parkway.
19. **New Collector.** To provide access to the planned light industrial uses, develop a new collector from the future extension of McClintock Road to Hills Ferry Road.
20. **New Collector.** To provide additional access to the planned light industrial uses on the south side of Hills Ferry Road, develop a new collector beginning at the intersection of Hills Ferry Road and Sherman Parkway, and running south and then west along the County line to the Intersection of Canal School Road and Inyo Avenue.
21. **Canal School Road.** Develop Canal School Road into a four-lane arterial between Hills Ferry Road and Brazo Road.

In addition to the roadway improvements listed above, a series of intersection improvements are included to support the land use plan. These improvements are detailed in Table TC-3 on page TC-26.

F. Goals, Policies and Actions

1. Roadways

Goal TC-1	Create and maintain a roadway network that provides for the safe and efficient movement of people and goods throughout the City while maintaining the quality of life for residents.
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Policy TC-1.1 The City shall endeavor to maintain a LOS “C” as defined by the 2000 *Highway Capacity Manual* or subsequent revisions, on all streets and signalized intersections within the City except on Merced Street downtown, Kern Street between Main Street and Highway 33, and Highway 33, where a level of service lower than “C” is acceptable.

Policy TC-1.2 To identify the potential impacts of new development on traffic service levels, the City shall require the preparation of traffic impact analyses at the sole expense of the developer for developments determined to be large enough to have potentially significant traffic impacts. All development proposals shall be reviewed to assure consistency with the circulation policies and standards contained in the *General Plan*.

Policy TC-1.3 Streets shall be dedicated, widened, extended and constructed according to City standards as shown in Sections B, C, D and E of this Transportation and Circulation Element. Dedication and improvements of full right-of-ways shall not be required in existing developed areas where the City determines that such improvements are either infeasible or undesirable. The City may allow other deviations if the City Engineer determines that safe and adequate public access and circulation are preserved by such deviations.

- Policy TC-1.4 The City shall encourage the development of a grid pattern of collector and local streets in newly developing areas. Development of paved alleys may be allowed in conjunction with grid street patterns. Development of cul-de-sacs that do not provide for through bicycle and pedestrian connections shall be discouraged.
- Policy TC-1.5 The City shall provide for the phased development of an arterial grid street system to facilitate travel around the existing developed portion of the City and ensure access to new areas of the city as it expands. The arterial street system shall be constructed with a sufficient number of lanes to satisfy traffic volumes through 2030, although right-of-way may be reserved for traffic volumes beyond 2030. Arterial streets may be widened subsequently (after 2030) to respond to increased traffic volumes.
- Policy TC-1.6 Street widths for new or improved arterials, collector and local streets shall be limited to the minimum width necessary to adequately carry the volume of anticipated traffic and meet the City's Level of Service Policy of C while allowing for adequate bicycle and pedestrian facilities and emergency access.
- Policy TC-1.7 Traffic calming measures shall be incorporated into the design and construction of new roadways to discourage speeding of motor vehicles. On arterials and collectors, traffic calming measures could include intersection and mid-block bulb-outs, large canopy street trees, pedestrian refuge islands, and narrower street widths, consistent with Policy TC-1.5 above. On local streets, traffic calming measures could include also include street trees, bulb-outs and narrower streets widths or other measures approved by the City.

- Policy TC-1.8 The City shall cooperate with the County and Caltrans in monitoring traffic volumes on Highway 33 and at the Stuhr Road interchange at Interstate 5. The City shall support appropriate actions and improvements to maintain adequate levels of service on Highway 33 to the extent feasible and adequate levels of service at the Stuhr Road/I-5 interchange.
- Policy TC-1.9 The City shall provide for the southern extension of Main Street south of Inyo Avenue into the West Side shopping center as shown in Figure TC-5, with an additional connection to Prince Street. As an interim measure a pedestrian only connection might be established from Prince Street to the shopping center.
- Policy TC-1.10 The City shall prohibit development of private streets in new residential projects, except in extraordinary circumstances.
- Policy TC-1.11 On-street truck parking shall be prohibited in residential areas and where such parking restricts adequate sight distances or otherwise poses a potentially hazardous situation. The City shall maintain appropriate truck routes. Industrial and commercial development shall be planned so that truck access through residential areas is minimized.
- Policy TC-1.12 New development shall ensure that safe and efficient emergency vehicle access is provided.
- Policy TC-1.13 The City shall ensure through a combination of traffic impact fees and other funding mechanisms that new development pays its share of the costs of circulation improvements. The total cost of required improvements shall be paid for by new development.

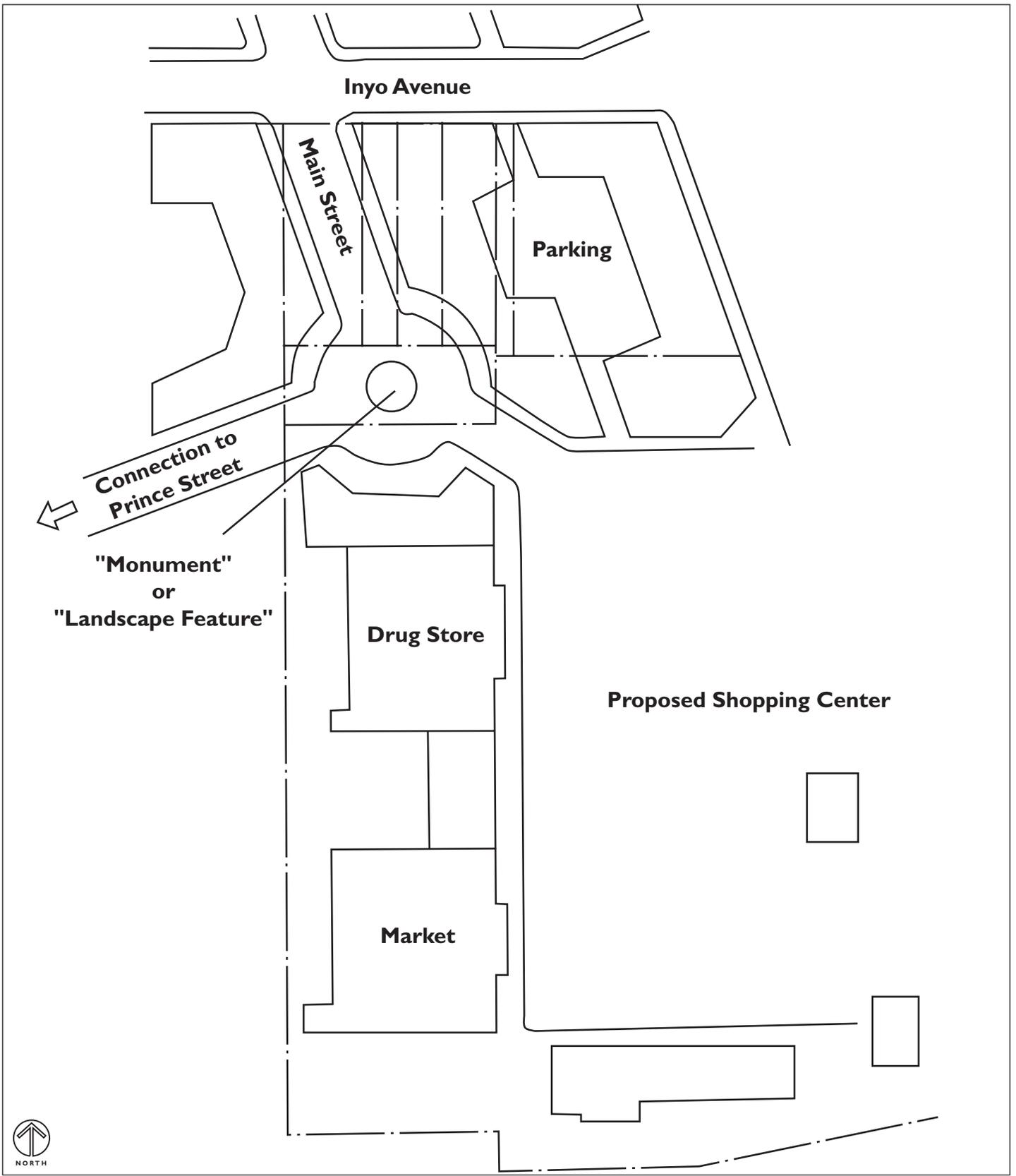


FIGURE TC-5

CONCEPTUAL DIAGRAM OF MAIN STREET EXTENSION

- Action TC-1.1 Establish plan lines for the arterial roadways included in the Circulation Plan Diagram.
- Action TC-1.2 Develop and adopt a Street Master Plan for arterial, collector and local streets. The Plan will include standard cross sections for each category that, in addition to curb to curb standards, will include standards for sidewalks and planting or park strips.
- Action TC-1.3 Establish and maintain a master list of the most recent available traffic counts. The master list shall be updated with traffic counts taken in conjunction with project traffic studies and special counts conducted by the City.
- Action TC-1.4 Update the Municipal Code to reflect the truck routes shown on Figure TC-3.
- Action TC-1.5 Work with the Public Utilities Commission (PUC) and the Union Pacific Railroad (UP) to develop the grade crossings at Driskell Avenue and Merced Street into four vehicle lane grade crossings with bicycle lanes in each direction. Also work with the UP and the PUC to improve the existing grade crossing at Stanislaus Street and develop a new grade crossing for the future South Parkway.
- Action TC-1.6 As part of the planning process for Master Plan Subareas 1 and 2, work with the PUC and the UP to explore the possibility of developing an additional grade crossings between Sherman Parkway and Stuhr Road to serve the planned business park uses on the eastern side of the railroad.
- Action TC-1.7 As the City grows, evaluate the need for improvements and/or the need to redesign the intersection of Merced Street/Inyo Avenue/Upper Road/Hoyer Road to improve traffic flow. Improvements could include making Inyo Avenue, at the intersection with Merced Street, right turn

only in the westbound direction, in conjunction with development of a connection from westbound Inyo Avenue to westbound Merced Avenue at “S” Street. A traffic signal or roundabout intersection will be needed to accommodate left turns

Action TC-1.8 Update the traffic fee mitigation program to provide a mechanism by which new development will pay for identified needed traffic and circulation improvements. This update shall include the costs of improving railroad grade crossings and will include improvements needed to Merced and Stanislaus County roadways that are impacted by growth within Newman.

2. Transit

Goal TC-2	Promote and maintain public and private transit systems that are responsive to the needs of Newman residents.
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Action TC-2.1 The City shall work with the Stanislaus Regional Transit (START) to maintain and expand van and bus service to Newman.

Action TC-2.2 Periodically evaluate the need for the establishment of private taxi service in Newman and shall encourage such establishment when sufficient demand exists.

Action TC-2.3 Cooperate with Stanislaus County and other transportation agencies in exploring the long-term possibility of developing commuter rail service on the West Side.

3. Ridesharing and Telecommuting

Goal TC-3	Promote ridesharing and telecommuting.
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Policy TC-3.1 The City shall encourage and support programs which will increase ridesharing.

Policy TC-3.2 The City shall cooperate with Caltrans and local agencies in the development of park-and-ride facilities.

Policy TC-3.3 New residential development in the Master Plan Subareas and areas designated with a Planned Mixed Residential Land Use Designation shall be developed with a structured cabling system to allow for modern telephone and computer connections as a means to promote and facilitate telecommuting.

4. Roadway Impacts to Air Quality and Noise

Goal TC-4	Minimize air quality and noise impacts on surrounding land uses resulting from new roadway projects and improvements to existing roadways.
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Policy TC-4.1 To the extent feasible, the City shall provide for separation of residential and other noise sensitive land uses from major roadways to reduce noise and air pollution impacts.

5. Intergovernmental Coordination and Communication

Goal TC-5	Promote intergovernmental communication and cooperation concerning transportation-related issues.
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- Policy TC-5.1 The City shall continue to participate in state, regional, and local transportation planning efforts to ensure coordination of the expansion and improvement of the region's transportation system.
- Policy TC-5.2 The City shall continue to maintain formal and informal lines of communication between adjacent jurisdictions to ensure cooperation in the development of transportation systems that cross jurisdictional boundaries. In particular, the City will work with Merced County to develop improvements to Canal School Road, Brazo Road and Highway 33 north of its intersection with Canal School Road. Potential intersection improvements specifically include signalization of the intersections of Highway 33 and Brazo Road, Brazo Road and Canal School Road, Highway 33 and Sanchez Road and Sanchez Road and Canal School Road. Potential roadway improvements specifically include development of Brazo Road and Canal School Road into arterial roads in Merced County.
- Policy TC-5.3 The City shall continue to work with Stanislaus County and other cities in the county to maintain and implement the County's Congestion Management Plan.
- Action TC-5.1 Request that the County update the Regional Traffic Mitigation Fee to reflect needed improvements to regional facilities, including capital improvements that could be needed to ensure adequate access between Newman and Interstate 5 as the City and the region grows.

6. Parking

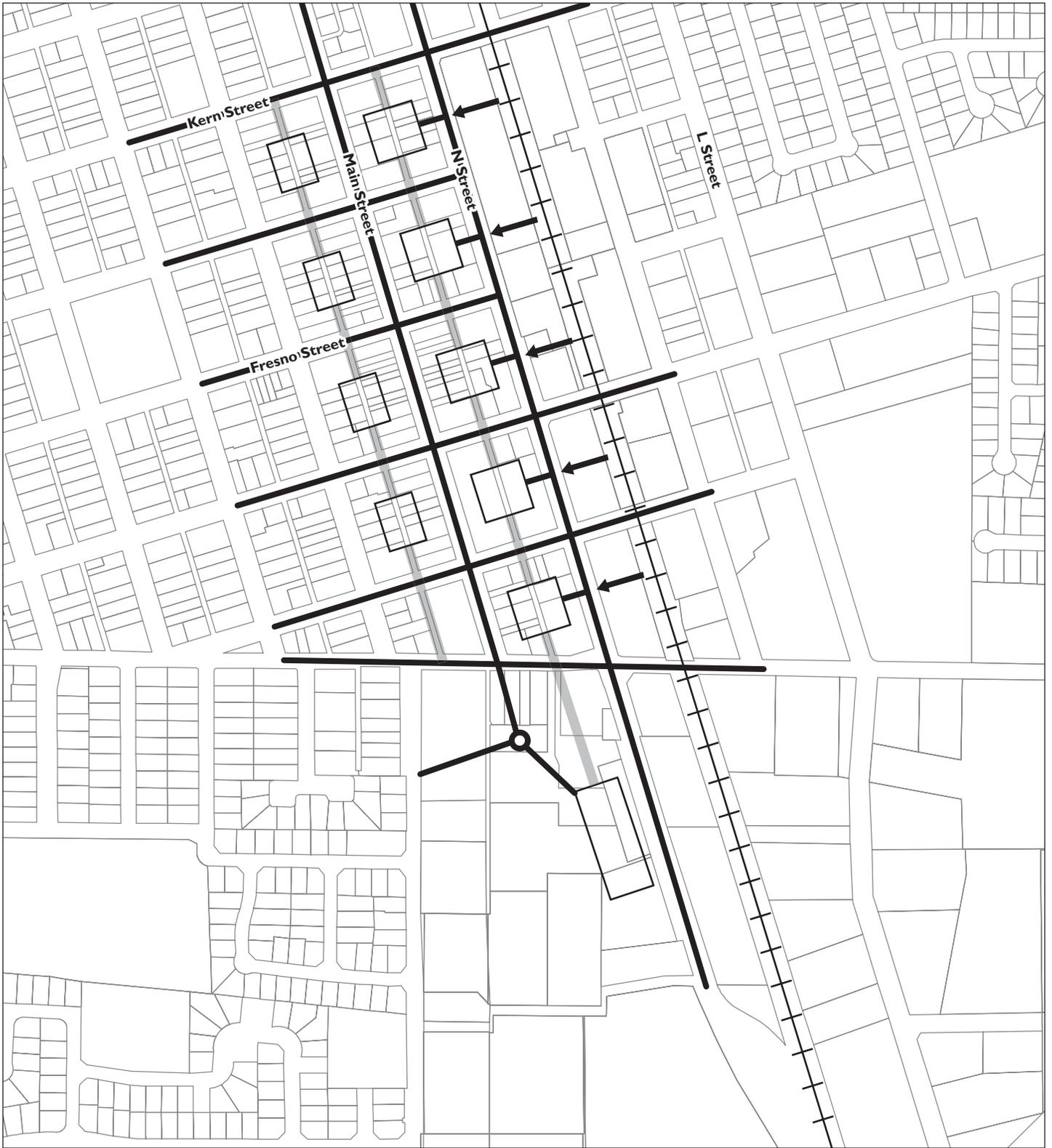
Goal TC-6	Ensure the adequate provision of both on- and off-street parking.
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Policy TC-6.1 If future growth in traffic volumes necessitates removal of on-street parking places to provide additional traffic lanes, the City should ensure that the lost on-street spaces are replaced with an equal number of off-street spaces within the same vicinity.

Policy TC-6.2 The City shall require provision of adequate off-street parking in conjunction with all new developments. Shared parking arrangements shall be encouraged. To the maximum extent possible, downtown parking shall be located behind buildings, out of direct view from Main Street. Primary access to parking shall be via "N," Kern, Tulare, Fresno, Merced and Stanislaus Streets. For a conceptual diagram illustrating where parking shall be located in the downtown refer to Figure TC-6.

Policy TC-6.3 In the design of new or reconfiguration of existing streets, the City shall balance the need for improved traffic flow with need for on-street parking. On-street parking not only provides public parking opportunities, but also provides a barrier between pedestrians and through vehicular traffic, thereby creating a more pedestrian friendly environment. The Street Master Plan shall develop criteria for developing on-street parking by street type.

Action TC-6.1 Review and revise, as necessary, the parking requirements of the Zoning Ordinance to ensure adequate parking for new development.



- Street Circulation**
- Parking Circulation**
- Schematic Parking Lot**
- Access off Highway 33**

FIGURE TC-6
CONCEPTUAL DIAGRAM OF DOWNTOWN PARKING STRATEGY

Action TC-6.2 Investigate, as the downtown grows and additional parking is needed, the purchase of vacant lots downtown for the development of additional public parking lots.

Action TC-6.3 Explore the creation of a parking assessment district in the downtown commercial core.

7. Bicycles and Pedestrians

Goal TC-7	Provide a bicycle and pedestrian network to encourage bicycling and walking for both transportation and recreation.
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Policy TC-7.1 The City shall create and maintain a safe and convenient system of pedestrian and bicycle facilities that encourages walking or bicycling as an alternative to driving. These routes should directly link residential neighborhoods, parks, schools, downtown, neighborhood shopping centers public facilities and employment centers. New development shall be required to develop and/or contribute to the development of these facilities.

Policy TC-7.2 The City shall promote development and street patterns that encourage walking, bicycling and other forms of non-motorist transportation.

Policy TC-7.3 The City shall require installation of sidewalks and/or walking paths along all city streets in newly developing areas.

Policy TC-7.4 New development shall meet the requirements of the ADA to further facilitate the mobility of persons with accessibility needs.

- Policy TC-7.5 Within the Master Plan Subareas a system of pedestrian trails shall be developed within linear open space corridors linking residential neighborhoods, downtown, shopping areas, employment centers, and parks, schools and other public facilities.
- Policy TC-7.6 Bicycle facilities shall be developed on all new arterials and collectors and on all existing arterials and collectors, where feasible. Bicycle facilities on arterials should consist of either Class I (Bike Path) or Class II (Bike Lane) facilities. On collector streets, Bicycle facilities should consist of Class II bike lanes. Figure TC-2, the Bicycle Network Diagram, shows the ultimate location of Class I and Class II bicycle facilities in Newman.
- Policy TC-7.7 The City shall require inclusion of bicycle parking facilities at all new major public facilities and commercial and employment sites.
- Policy TC-7.8 Bicycle and pedestrian safety shall be considered when designing and implementing improvements for automobile traffic operations. Improvements for motor vehicle circulation shall not detract from or degrade the pedestrian and bicycle circulations system.
- Policy TC-7.9 The City shall work with Stanislaus County, Merced County, the cities of Patterson and Gustine, the community of Crows Landing and other West Side communities in an effort to develop a regional bike path along the railroad right-of-way, the CCID canal and the Delta Mendota Canal linking Newman with other West Side communities.
- Action TC-7.1 Prepare and adopt a Bikeways and Trails Master Plan that identifies the general location and design of multi-use and pedestrian trails within the Master Plan Subareas and identi-

fies specific improvements that are needed to implement the Class I and Class II Bikeway Network shown in Figure TC-2.

Action TC-7.2 Evaluate the need to the existing street and sidewalk system to be ADA responsive. Prioritize identified improvements needed, identify funding and implement improvements as funding becomes available.

Action TC-7.3 Continue to coordinate with the Newman-Crows Landing Unified School District in developing a program for school crossings and safe routes to schools.

5 PUBLIC FACILITIES AND SERVICES ELEMENT

The Public Services and Facilities Element addresses the changing public services and infrastructure needs of the City and provides for their logical and timely extension to keep pace with growth. Policies supporting well maintained infrastructure, excellent fire and police services, quality schools and healthcare services are essential to achieve broader community development objectives and support the future envisioned by the residents of Newman.

Although the Public Services and Facilities Element is an optional element and is not required by State law, the topics addressed here are an integral part of the City's overall planning strategy and play an important role setting growth and development policy. This Element is important to ensure that development occurs concurrently with the availability and/or funding of public services and facilities, and that adequate and high quality public facilities and services are provided in the City of Newman. Public services and facilities ("Public Facilities and Services") include water, wastewater, storm drainage, fire services, solid waste, streets and highways, other utilities, parks and governmental services, and schools and education services and facilities (including permanent and interim school facilities, District-wide support facilities, and transportation and bussing facilities). Recreation and open space facilities, such as parks, are addressed in the Recreation and Cultural Resources Element. Public facilities related to transportation and circulation are addressed in the Transportation and Circulation Element. This Public Facilities and Services Element addresses the following topics:

- ◆ Water
- ◆ Wastewater
- ◆ Stormwater Drainage
- ◆ Agricultural Irrigation Drainage
- ◆ Solid Waste and Recycling
- ◆ Police
- ◆ Fire
- ◆ Schools
- ◆ Libraries
- ◆ Healthcare

The Element is divided into two sections:

- ◆ **Background Information.** Contains information on current public services and facilities, and the infrastructure serving Newman.
- ◆ **Goals, Policies and Actions.** Contains policy guidance for the provision of adequate public services and facilities as change occurs in the City, and action items to be pursued during the lifetime of the General Plan.

A. Background Information

1. Water

The City of Newman owns and provides water service within the city limits, and is the only public water agency serving the Planning Area. The city's potable water source is groundwater. All areas within the Planning Area have underlying groundwater, and static water levels vary from 30 to 50 feet below the surface. Groundwater wells are drilled to the blue clay layer which is approximately 500 feet deep. There is adequate water supply, but water quality is an issue because of high salinity. The City expects that an alternate water source, such as treated surface water, may be implemented in the next 10 years.

Currently, there are four wells serving the City with a maximum pumping capacity of 6,000 gallons per minute, or 8.6 million gallons per day. It is expected that there is sufficient groundwater available to serve future growth with new wells.

Water is stored in a 100,000 gallon elevated storage tank at the northeast corner of Fresno and Q Streets. A ground-level storage tank may be needed in the future.

Most of the existing water distribution system is relatively new. In 1982, Newman voters approved a \$1 million water main replacement project. The water mains were enlarged, gridded, and connected for increased fire flow and improved water supply. In addition, new steamer-type hydrants with three

hose connections replaced the old hydrants. There are currently 276 fire hydrants and water for fire flow demand is satisfactory. Old water lines in the alley between L and M streets, from Merced and Kern, still need to be replaced.

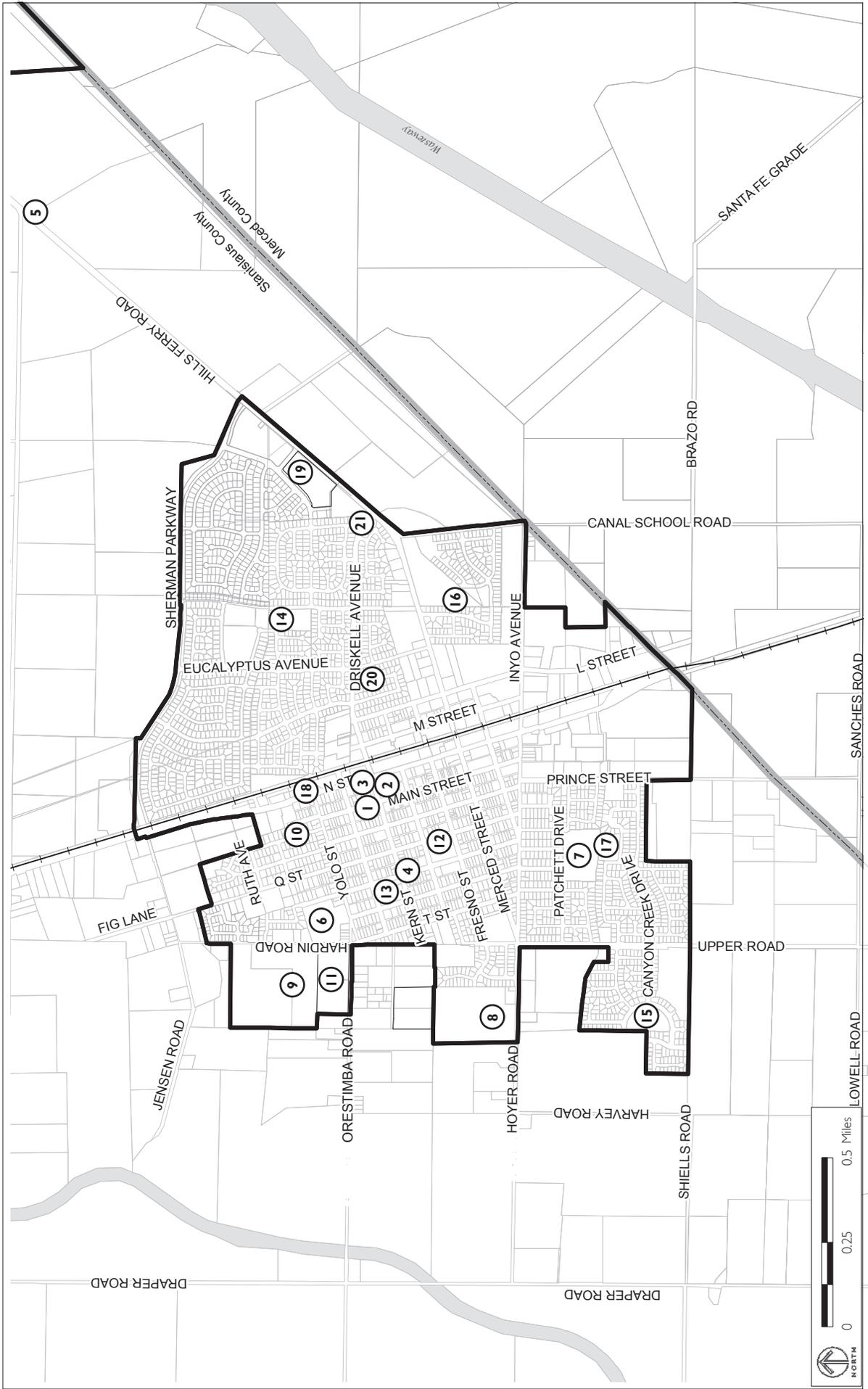
2. Wastewater

The City of Newman provides wastewater treatment and collection for most residential, commercial and industrial developments within its City limits. Some individual septic systems are used both inside and outside of the City limits.

The existing wastewater collection system is adequate to serve existing demand within the City of Newman. Additionally, a new wastewater main was constructed along Sherman Parkway from Highway 33 to Hills Ferry Road. This main turns west on Hills Ferry Road and then runs into the existing outfall lines at Merced/Hills Ferry Road. This system is designed to take in all wastewater connections from new development north of Sherman Parkway to Stuhr Road, from the CCID canal to the west and Hills Ferry Road to the east. The southwest portion of the City does not, however, have additional wastewater capacity to accommodate future demand generated by new development. Any further annexations in this area would require master plan improvements to the pipes conveying flows to the outfall lines.

Another significant component of the City of Newman's wastewater collection system is its systems of seven wastewater lift stations located throughout the city. This system is currently functioning at capacity. Any new large scale development would require the development of a new lift station and possibly additional improvements.

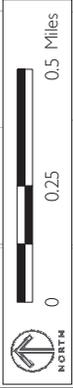
Newman's Wastewater Treatment and Disposal Facilities are located on a total 450 acres of city land next to the San Joaquin River, one mile northeast of town on Hills Ferry Road. The general location of these facilities is shown on Figure PFS-1. The plant conducts primary and secondary treatment of



- | | | | | |
|----------------------------|-------------------------------------|--|-----------------------------------|--|
| 1 City Hall | 5 Wastewater Treatment Plant | 9 Orestimba High School | 13 Densmore Park | 18 Copeland Park |
| 2 Police Department | 6 Hunt Elementary | 10 NCLUSD Alternative Education | 14 Hurd-Barrington Park | 19 William Rae Sherman Park |
| 3 Fire Department | 7 Von Renner Elementary | 11 Lions Park | 15 Alfred "Bush" Rose Park | 20 Amy Street/Driskell Avenue Tot Lot |
| 4 Library | 8 Yolo Middle School | 12 Pioneer Park | 16 Joe Borba Park | 21 Yancey Park |
| | | | 17 Janet Carlsen Park | |
- City Limit**

FIGURE PFS - I

EXISTING PUBLIC FACILITIES



wastewater. The treatment facility complies with all applicable wastewater discharge and monitoring requirements.

Treated water is disposed of by providing flow and flood irrigation on City owned agricultural land. Currently, 239 acres of agricultural land is irrigated and farmed by a third party contracted by the City. Typical crops include alfalfa, oats, corn (silage) and pasture grass. The irrigation system includes a 29-acre storage reservoir, an irrigation canal, recovery/circulation ditch, tail-water collection pond and return pump station.

The water treatment plant has an operational capacity of 1.37 million gallons a day (MGD) and a permitted capacity of 1.69 MGD. Currently, the capacity of the wastewater treatment plant is the major factor limiting growth in Newman. The City is working with an engineering consultant and the Central Valley Regional Water Quality Control Board (RWQCB) to create and approve a plan for additional wastewater facilities.

3. Stormwater Drainage

The City of Newman maintains and services all storm drains within the City. In addition to the storm drains, some agricultural ditches used for irrigation supply and tailwater runoff are also located within the City and SOI. These ditches are maintained by the Central California Irrigation District (CCID).

Drainage within the Planning Area generally flows from west to east. Storm runoff is collected in underground pipes and the CCID ditches and piped to a pump station at Inyo Avenue and Canal School Road. Stormwater drainage from a majority of the city feeds into a major pipe underneath Inyo Avenue. This pipe is the main bottleneck in the present system and the City has plans to upgrade about 750 to 1,000 feet of the pipe to 60-inch diameter. After this upgrade, the storm drain system will be adequate to serve existing and approved development. The storm drainage system also includes seven lift stations to pump stormwater. This pump system is currently operating below capacity.

Stormwater runoff is not treated in Newman. The majority of the storm water, including the water running through the Inyo Avenue pipe, drains into the Wasteway, south and east of the City. In times of heavy stormwater flow, overflow is directed towards lands owned by the California Department of Fish and Game on the south side of Hills Ferry Road and the west side of the San Joaquin River.

Because the City of Newman has a population of less than 10,000, the City is not currently required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for its stormwater system. As authorized by the Clean Water Act, the NPDES permit program controls water pollution by regulating systems that discharge pollutants into waters of the United States. When the city's population reaches 10,000 Phase II NPDES permitting will be required as well as the development of a stormwater management program, which may involve treatment and monitoring.

4. Agricultural Irrigation Drainage

There are two subsurface or tile drain systems in the Planning Area, which were installed to lower groundwater levels by draining agricultural irrigation to the San Joaquin River. The tile drain systems are composed of underground, unjointed 10-inch pipes laid in gravel beds. The large majority of these tile drains are located within and maintained by the Newman Drainage District (NDD), which is located in the northeastern area of the City.

Tile drains present two constraints to residential development. First, because the water that drains through these systems flows directly into the San Joaquin River without being treated, the NDD does not want urban runoff and associated contaminants to enter the tile drain system. Second, it is necessary to maintain access to the tile drain system. Therefore, no buildings can be placed on top of the system, and areas where the system is in place must be preserved as parks or greenbelts, as is the case along the eastern edge of the new Sherman Ranch subdivision.

There is also a smaller tile drain system, known as the Business Park Tile Drain system, which drains agricultural lands between L Street and Canal School Road. The same development constraints apply to this system.

5. Solid Waste and Recycling

The Bertolotti Disposal Company is the waste hauler for the City of Newman and serves approximately 3,000 households and businesses in and around Newman. Bertolotti collects recycling once every two weeks as well as normal household waste once a week. The waste is transported and landfilled at the Stanislaus County Fink Road Landfill or burned at the Covanta Stanislaus Transformation Facility. Both facilities are located on Fink Road in Crows Landing.

6. Police Services

Police services are provided by the Newman Police Department within the City limits, and by the Stanislaus County Sheriff's Department in unincorporated areas. In practice, both the Police Department and Sheriff's Department provide frequent mutual aid and back-up services within the Planning Area. Police units are dispatched via the 911 system through the Stanislaus County Central Dispatch in Modesto.

a. Newman Police Department

The Newman Police Department provides law enforcement within the City limits. The police station is located at 1200 Main Street, as shown on Figure PFS-1. The Department currently has eleven paid, sworn officers including one Chief and one Investigator. There are also two full-time and two part-time support staff. Until recently there was also a School Resources Officer. The school district is currently applying for a grant to be able to re-instate this position. There is also a Reserve Corps of five officers and about eight people in the Volunteer in Police Services (VIPS) program who volunteer or run errands, and sometimes do patrol services.

Additional services provided by the Newman Police Department include: bicycle licensing, fingerprinting (application, immigration and children), ve-

hicle impound release, report and citation copies, fix it ticket sign-off, vehicle I.D. verification, parking and municipal code citation collection, visa and immigration letters, distribution of Department of Motor Vehicle booklets, general information pamphlets, and crime prevention material.

The Police Department uses five patrol vehicles and there is one patrol beat for the entire city. Staffing is usually one officer per patrol car. The staffing ratio is 1.1 officers/1000 residents, and the target staffing ratio is 2/1000 indicating that the City is not meeting its target with current staffing levels.

Calls are prioritized so that violent/emergency calls receive priority. The average response time for these priority calls is 4 minutes. There is no stated standard or policy for response time. In 2004 there was 1 homicide, 2 robberies, 58 assaults, 49 burglaries, 131 larceny thefts and 37 car thefts.

b. Stanislaus County Sheriff's Office

The West County Area Command of the Stanislaus County Sheriff's Office encompasses approximately 400 square miles from the north county line to the south county line, and west from Crows Landing Road to the west county line. The West County Area Command is home to the two incorporated cities of Patterson and Newman, and the three unincorporated communities of Westley, Grayson, and Crows Landing. The Patterson station serves as police headquarters for the City of Patterson, as well as the West County Area Command Sub-Station.

The unincorporated City of Crows Landing has a Sheriff's Department sub-station utilized by patrol deputies and volunteer staff. In addition, one deputy is assigned to the unincorporated city of Westley and another deputy, commonly referred to as the "five-beat deputy", patrols the remainder of the unincorporated areas in the West County Area Command including the Newman Planning Area. These deputies provide the Newman Police Department with back-up and mutual aid.

7. Fire Services

Fire protection within the Planning Area is provided by the Newman Fire Department and the West Stanislaus County Fire Protection District. Within the Newman Planning Area there is one shared station located at 1162 N Street, from which the Newman Fire Department generally responds to calls within the City Limits and the District responds to unincorporated areas. The location of this fire station is shown on Figure PFS-1.

a. Newman Fire Department

The Newman Fire Department is a volunteer fire department, with about 30 volunteers and one part-time, paid Fire Chief. The fire station in Newman houses three City pumpers, two District pumpers, a new rescue engine jointly purchased by the cities of Newman and Patterson and the West Stanislaus County Fire District, and a new District 4,000-gallon water tender.

The average response time by the Newman Fire Department is 3 to 5 minutes for locations within the city limits. There is no stated policy on expected response times though an industry standard is generally 4 minutes. The City maintains an Insurance Services Office (ISO) rating of 3 on a scale of 1 to 10, with 1 being the best.

b. West Stanislaus County Fire Protection District

The West Stanislaus Fire District is a volunteer fire department. The District has about 105 volunteers, including the 30 previously mentioned in Newman, and paid positions for District Fire Chief and two Division Chiefs. Patterson and the West District recently underwent a Needs Assessment which resulted in new paid positions and the restructuring of the District Headquarters in Paterson in a joint City of Paterson and District fire station.

In addition to the station shared with the Newman Fire Department and Patterson Fire Department, the West Stanislaus Fire District also has stations in Westley, Crows Landing, El Solyo and Diablo Grande. The Diablo Grande station is a temporary facility, but is planned to become a permanent station by about 2007.

The stations in the West Stanislaus Fire District provide mutual aid for each other. They also provide mutual aid for other Fire Districts in Stanislaus County such as Woodland Avenue (Modesto), Salida, Westport and Mountain View Fire Districts. The County also has an understanding of mutual aid with the City of Tracy in San Joaquin County.

8. Schools

Public education facilities and services (grades K-12) are provided in the City of Newman by the Newman-Crows Landing Unified School District (“NCLUSD”). In addition to serving the City of Newman, the NCLUSD also provides public education services to students living in the communities of Crows Landing, Diablo Grande and the surrounding agricultural areas. Public school facilities provided by the NCLUSD include permanent school facilities, interim school facilities, land for permanent and interim school facilities, and District-wide support facilities (“School Facilities”). District-wide support facilities include administration offices, food service and transportation services facilities, and warehousing and storage. Existing NCLUSD schools are shown on Figure PFS-1.

The NCLUSD boundaries include approximately 384 square miles and incorporate the entire area of the City of Newman and portions of unincorporated Stanislaus County. Recently NCLUSD undertook the preparation of the Draft 2005-2006 Newman-Crows Landing Unified School District Facilities Master Plan. This Master Plan provides an assessment of existing and future facilities, identifying School Facilities that will be needed to accommodate projected student growth. According to District policy, future School Facilities and District-wide support facilities necessary to fulfill the development of the General Plan are to be sited, financed and developed in accordance with the District’s Facilities Master Plan then in effect.

9. Libraries

The Stanislaus County Library in Newman is located at 1305 Kern Street, and is open 36 hours a week: Tuesdays from 12:00 p.m. to 8:00 p.m. and Wednes-

day through Saturday from 10:00 a.m. to 5:00 p.m. The library is staffed by 2 full time and 1 part time person. The location of this library is shown on Figure PFS-1.

The Newman library is one of the most widely used branches in the County library system. Its usage rate is above for the size and population of the community. Approximately 66 percent of Newman residents, or 5,574 people, have active library cards, in comparison to a county average of 53 percent. In addition to patrons from Newman and nearby parts of Stanislaus County, patrons come from Gustine and Los Banos in Merced County. 41,000 items were circulated in fiscal year 2002-2003, and 35,477 in 2003-2004.

The Newman library has a permanent collection of over 16,000 items and a traveling book collection of approximately 150 new books a month. The library also offers free public computer use with internet access at five adult stations and two children's stations which have content filters. There were 3,910 adult and 428 child computer sessions in 2003, for a total of 4,338 sessions. Pre-school StoryTime is offered weekly and was attended by 701 children in 2003. Other programs offered at the library are free twice-monthly astronomy classes (February-April), summer reading programs for children and teens with live performances (June-August), a teen read program in October and a secondary children's reading program in March.

The Newman library will merit expansion in approximately 2013 due to growth in the west side of the valley. More community presentations and outreach is also desired, especially to the Spanish-speaking community.

10. Healthcare

The City of Newman does not currently have a hospital. Until it closed in the early 1990's, the City was served by the Westside Community Hospital, which was located at 151 South Highway 33, approximately one mile south of Newman. This hospital provided general acute care and had a full-time emergency room with ambulance and paramedic services. Presently, the nearest hospital is the Emanuel Medical Center in Turlock, which is 23 miles

from Newman. Additional hospitals are located in Tracy and Modesto to the north and Los Banos to the south. The Westside Community Hospital District does, however, continue to provide ambulance service to Newman and the surrounding west side communities.

The Golden Valley Health Center now occupies the former Westside Community Hospital Building and provides general family medical services Monday through Friday during daytime hours. The mission of the Golden Valley Health Center, which operates 18 health clinics in Stanislaus and Modesto Counties, is to provide affordable primary health services to the region's ethnically and economically diverse population.

Newman is also served by the Newman Family Resource Center, which is a school, family and community-based non-profit providing a number of free community services including health education. Through the Stanislaus County Healthy Start program, the Center also provides free physical exams for children once a month. The Center is located at 1300 Patchett Drive on the Von Renner Elementary School property.

B. Goals, Policies and Actions

1. General Public Facilities and Services

Goal PFS-1	Maintain and provide an adequate and sufficient level of public facilities and services to meet the needs of existing and future development prior to or concurrent with new development.
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Policy PFS-1.1 In all newly developing areas, the City shall require detailed public facility planning as part of required Master Plans.

- Policy PFS-1.2 The City shall ensure, insofar as possible, that public facilities and services are developed, and operational, as they are needed to serve new development.
- Policy PFS-1.3 Existing public facilities and services shall be upgraded as they become deteriorated, obsolete or have inadequate capacity.
- Policy PFS-1.4 New development shall not be permitted at the expense of the deterioration, over-utilization or obsolescence of existing public facilities and services.
- Policy PFS-1.5 The City shall ensure, through the *Citywide Services Master Plan* and through review of private development projects, that City service level standards are maintained. The City shall consider denial of development projects that would result in service levels falling below City standards.
- Policy PFS-1.6 The City shall, when approving Master Plans or entitlements for large scale development proposals, ensure that the public infrastructure, facilities and services needed to serve proposed developments are consistent with the plans of public or quasi-public service agencies responsible for their provision.
- Policy PFS-1.7 The City shall establish and regularly monitor levels of service of Newman's public facilities and services.
- Policy PFS-1.8 The City shall ensure, through a combination of development fees and other funding mechanisms, that new development pays its fair share of the costs of developing new facilities and services.
- Policy PFS-1.9 The City shall provide for oversizing, as appropriate, of infrastructure to serve the long-term plans for development.

Policy PFS-1.10 The City shall ensure that adequate rights-of-way are provided for the extension of public utilities to all properties in the city.

Action PFS-1.1 Prepare and periodically update a *Citywide Services Master Plan (CSMP)*. The *CSMP* shall include public facilities and services master plans, including water, wastewater collection and treatment, storm drainage, streets, parks and recreation, public safety, other city services (e.g. administration, community center, senior center), library, health services, other utilities, and schools as provided by the Newman-Crows Landing Unified School District. The *CSMP* shall also include a *Capital Improvement Program* and development fee programs for mitigation of impacts on city services and schools.

Action PFS-1.2 Prepare, adopt, and periodically update a long-term *Capital Improvements Program (CIP)*, including traffic, water, wastewater, drainage, parks, fire, police, and other facility improvements.

Action PFS-1.3 Update and annually review a development fee schedule to pay for improvements necessitated by new development, which may include, but is not limited to, traffic improvements, water, wastewater, drainage, parks, fire, police, and city administration facilities. The City will annually review and adjust, as necessary, its development fee schedule.

2. Location of Public Facilities

Goal PFS-2	Promote efficiency, convenience and complementary relationships in the siting of public facilities.
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Policy PFS-2.1 Public facilities, such as utility substations, water storage or treatment facilities, pumping stations, and wastewater treatment facilities, shall be located, designed, and maintained so that noise, light, glare, or odors associated with these facilities will not adversely affect nearby land uses. Building and landscaping materials that make these facilities compatible with neighboring properties shall be used.

Policy PFS-2.2 State, railroad and utility company rights-of-way shall be considered for use as public or open space, trails, parkland, or other compatible recreational uses.

Policy PFS-2.3 The City shall require all new electrical, communication, and telecommunication lines to be installed underground, unless the City deems it infeasible. The City shall actively promote the undergrounding of existing overhead facilities.

Policy PFS-2.4 The City shall promote the selective clustering of public and quasi-public facilities such as schools, parks, libraries, child care facilities, and community activity centers. The City shall promote joint-use of public facilities and agreements for sharing costs and operational responsibilities among public service providers.

3. Water

Goal PFS-3	Maintain an adequate level of service in the City's water system to meet the needs of existing and future development.
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Policy PFS-3.1 The City shall approve new development only if adequate water supply to serve such development is demonstrated.

Policy PFS-3.2 The City will start planning and implementing additional improvements necessary to provide high quality water and an adequate water supply and storage system for the future demand anticipated by the General Plan at least two years in advance of reaching capacity of existing water supplies.

Policy PFS-3.3 The City will maintain a regular program for replacing older water pipes.

Policy PFS-3.4 The City will develop, maintain, upgrade, and replace city water wells as necessary to ensure adequate and assured water supply for existing and new development and for fire protection.

Policy PFS-3.5 The City will maintain a regular program for inspecting and testing fire hydrants.

Policy PFS-3.6 To minimize the need for the development of new water sources and facilities and to minimize wastewater treatment needs, the City shall promote water conservation both in City operations and in private development. The City shall require water-conserving water fixtures in all new development.

Policy PFS-3.7 New development shall provide looped water systems to provide greater water supply and pressure.

- Policy PFS-3.8 Recycled water piping systems (“purple pipe”) shall be constructed in all Master Plan Subareas and large development projects to facilitate the distribution and use of recycled water for landscape irrigation. The specific location and size of the recycled water systems shall be determined during the development review process.
- Policy PFS-3.9 The City will, as funding becomes available, develop recycled water systems, including pipelines, pump stations and storage facilities, to serve parks and other City owned facilities, schools and new large scale developments, including development in the Master Plan Subareas. The City’s recycled water system will be designed to hook up to the recycled water systems constructed as part of large new developments within the Master Plan Subareas or elsewhere.
- Policy PFS-3.10 The City shall require the use of drought-tolerant plant species and drip irrigation systems in the landscaping of new public and private open space areas, common areas and parks. Where the recycled water (“purple pipe”) system is developed and available for hook up, recycled water shall also be used to irrigate these landscaped areas.
- Action PFS-3.1 Investigate acquisition of surface water rights from the Central California Irrigation District and other sources to decrease the city's dependence on groundwater as its primary source of water.
- Action PFS-3.2 Develop a Recycled Water Master Plan that identifies the infrastructure needed to provide recycled water to City facilities and new development, including new development in the Master Plan Subareas. The Plan should also identify funding mechanisms to pay for the development of this system.

4. Wastewater

Goal PFS-4 Maintain an adequate level of service in the City's wastewater collection and treatment system to meet the needs of existing and future development.

Policy PFS-4.1 The City shall expand and develop wastewater collection and treatment facilities to accommodate the needs of existing and planned development.

Policy PFS-4.2 The City will maintain a regular program for replacing and upgrading older and undersized wastewater lines to reduce inflow and infiltration into the system.

Action PFS-4.1 Develop and implement a plan to phase out septic systems on private properties within the City Limits by providing wastewater hook ups to these properties.

5. Stormwater Drainage

Goal PFS-5 Maintain an adequate level of service in the City's storm drainage system to accommodate runoff from existing and future development and to prevent property damage due to flooding.

Policy PFS-5.1 The City shall expand and develop storm drainage facilities, including storm drains and detention ponds, to accommodate the needs of existing and planned development.

Policy PFS-5.2 Future drainage system discharges shall comply with applicable State and federal pollutant discharge requirements.

- Policy PFS-5.3 The City shall maintain a regular program for replacing and upgrading older and undersized storm drains.
- Policy PFS-5.4 The City shall encourage the reduction of impervious surface areas in new development projects as a means to reduce storm water runoff.
- Action PFS-5.1 Consistent with the National Pollutant Discharge Elimination System (NPDES) requirements, obtain a Phase II NPDES stormwater discharge permit when the City population reaches 10,000 people and develop a stormwater management program.

6. Agricultural Irrigation Drainage

Goal PFS-6	Continue to provide for the drainage of agricultural lands as the city grows.
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- Policy PFS-6.1 As the Master Plan Subareas and other portions of the city develop, the City shall ensure that urban runoff does not enter the tile drain system, thereby entering directly into the San Joaquin River.
- Policy PFS-6.2 Parks and greenbelts will be developed above those portions of the tile drain system that are within developed areas or areas to be developed. No buildings shall be placed on top of the tile drain system.
- Action PFS-6.1 Explore with the Newman Drainage District the possibility of taking over maintenance of the tile drain system within the city limits.

Action PFS-6.2 Monitor the adequacy of the tile drain system to convey agricultural and storm water run off and consider upgrades or a new system if needed due to urbanization.

Action PFS-6.3 Urban development within the boundaries of the Newman Drainage District shall be required to relocate existing District pipelines or provide replacement pipelines to ensure the continued operation of the District's drainage system and to provide for safe soil conditions for the proposed development project.

7. Solid Waste and Recycling

Goal PFS-7	Provide for the collection and disposal of solid waste while minimizing the generation of waste.
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Policy PFS-7.1 The City shall continue to comply with the City's State-approved *Source Reduction and Recycling Element* and will update this element as necessary.

Policy PFS-7.2 The City shall provide appropriate waste collection, recycling and disposal services throughout the incorporated area.

Policy PFS-7.3 The City shall coordinate with the Stanislaus County Public Works Department concerning the city's continuing use of the Stanislaus Resource Recovery Facility and Fink Road Landfill and capacity projections for these facilities.

Policy PFS-7.4 The City shall meet or exceed all state laws relative to waste management and reductions.

Action PFS-7.1 Work with the County and private solid waste handlers to distribute public education materials on solid waste source

reduction, recycling and composting and the proper handling of household hazardous waste.

Action PFS-7.2 Educate the public on the importance of disposing of hazardous household wastes at the County's permanent collection site in Modesto or at one of the County's periodic mobile collection service in Newman to reduce the amount of hazardous waste disposed off improperly.

8. Police Services

Goal PFS-8	Provide an adequate level of police service as new development occurs and promote the protection of people and property.
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Policy PFS-8.1 The City shall, through adequate staffing and patrol arrangements, endeavor to maintain the minimum feasible response times for police calls. The goal for average response time for Priority 1 (emergency) calls shall be three minutes.

Policy PFS-8.2 The Police Department shall continually monitor response times and report annually on the results of the monitoring.

Policy PFS-8.3 The Police Department shall provide neighborhood security and crime prevention information and training to neighborhood groups and homeowners' associations.

Policy PFS-8.4 The City shall encourage the use of physical site planning as an effective means of preventing crime. Criminal activity can be discouraged through physical site planning by locating walkways, open spaces, landscaping, parking lots, parks, play areas and other public spaces in areas that are visible from buildings and streets.

Policy PFS-8.5 The City's Police Department will work with, assist and coordinate policing and public safety programs and activities with the Newman-Crows Landing Unified School District (NCLUSD) to enhance the safety, security, and protection of property and persons of the District's schools.

Action PFS-8.1 Continue to provide neighborhood security and crime prevention information and training to neighborhood groups and homeowners associations.

9. Fire Services

Goal PFS-9	Provide an adequate level of fire service as new development occurs.
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Policy PFS-9.1 The City shall endeavor to achieve an overall fire insurance (ISO) rating of five or better. The goal for average response time for Priority 1 (emergency) calls should be five minutes or better.

Policy PFS-9.2 Through the Citywide Master Plan process, the City shall plan for and identify funding to transition the Fire Department, as the City grows, from a predominantly volunteer Department to one with full-time paid staff. However, in recognition that volunteer firefighters will continue to provide a valuable role in responding to fires and other emergencies, the City shall maintain volunteer firefighter positions and keep the volunteers integrated within the City's Fire Department.

Policy PFS-9.3 The City shall continue to maintain its mutual aid agreement with the West Stanislaus County Fire Protection District and work collaboratively with the District to ensure

that fire service is maintained and expanded as Newman and the west side grows.

10. Schools

Goal PFS-10 Maintain the highest possible level of educational services, School Facilities and education programs for all Newman residents, regardless of socioeconomic status or place of residence in Newman.

Policy PFS-10.1 The City shall cooperate with the Newman-Crows Landing Unified School District in the development of District Facilities. To this end, the City shall assist the Newman-Crows Landing Unified School District in locating, designating and reserving appropriate sites for new schools.

Policy PFS-10.2 The City shall support and cooperate with the Newman-Crows Landing Unified School District in planning for and providing educational services, School Facilities with sufficient capacity, and District-wide support facilities, to meet the needs of current and projected future student enrollments and employees. To this end, the City shall work cooperatively with the District in monitoring housing, population and school enrollment trends to plan for future school facility needs.

Policy PFS-10.3 The City shall support and join with the Newman-Crows Landing School District in proposing the enactment of State legislation to finance the construction of new permanent and interim School Facilities and District-wide support facilities.

Policy PFS-10.4 The City shall cooperate with and support the Newman-Crows Landing Unified School District in its efforts to en-

sure adequate financing of new School Facilities. To this end, the City shall cooperate with and support the School District in the collection of school facility development fees and voluntary financing from new residential and non-residential development. The City and the School District shall identify, establish and implement additional measures to fully mitigate the impacts of new development on the school system.

Policy PFS-10.5 The City shall work with the Newman-Crows Landing Unified School District to ensure that school facilities are planned and constructed and that funding mechanisms are in place, pursuant to state guidelines and policies, to meet future student population needs.

Policy PFS-10.6 The City shall include the Newman-Crows Landing Unified School District in the City's development review process for new residential developments, providing the District with adequate time to supply relevant data and to review and evaluate residential proposals that could impact School Facilities and services.

Policy PFS-10.7 The planning and design of School Facilities shall be based on the policies and requirements of the Newman-Crows Landing Unified School District and the requirements and/or guidelines of the State of California (e.g. classroom size and site size). Schools shall be designed in conformance with the School District's lifecycle policies to insure that the quality of schools are maintained over time. In the planning and design of schools, it shall be ensured that schools have adequate site access/egress, sufficient utilities, and sufficient off-site public infrastructure provided to the property lines of designated school sites.

Policy PFS-10.8 The City shall coordinate with the Newman-Crows Landing Unified School District on the siting and design of school sites in order to facilitate private and public transportation vehicle access and pedestrian and bicycle routes which promote safe and hazard-free access and egress to schools.

Policy PFS-10.9 New development shall be responsible for the construction of School Facilities and/or provision of public and/or private financing, as necessary, to fund the costs of developing School Facilities, to the extent permitted by State law.

Policy PFS-10.10 School Facilities and District-wide support facilities shall be sited, financed, and developed in accordance with the District's Facilities Master Plan then in effect.

Action PFS-10.1 Collaborate with Newman-Crows Landing Unified School District and work towards entering into a memorandum of understanding regarding the use of Mello-Roos Community Facility Districts and other funding measures to fund new or improved School Facilities and District-wide support facilities required to serve student growth.

11. Libraries

<p>Goal PFS-11 Provide sufficient library service to meet the informational, cultural and educational needs of the population of Newman.</p>

Policy PFS-11.1 The City will work with the Stanislaus County Library system to ensure that adequate funding is available to continue the level of services currently provided by the Newman Library.

Policy PFS-11.2 The City will assist the Stanislaus County Library with identifying new locations for additional library facilities if new facilities are need as the City grows.

Action PFS-11.1 Support the Stanislaus County Library efforts in renewing county-wide sales tax library financing.

12. Healthcare

Goal PFS-12 Provide for the healthcare needs of Newman residents.

Policy PFS-12.1 The City shall continue to support the ambulance services provided by the Westside Community Hospital District.

Policy PFS-12.2 The City shall work with Stanislaus County Health Services to expand the health services available to the residents of Newman as the city grows.

Policy PFS-12.3 The City shall cooperate with the Golden Valley Health Center and other private medical providers to expand available health services within, and in close proximity to, Newman.

Action PFS-12.1 Explore the need for and identify, if needed, a permanent site for medical helicopters to land during medical and other emergencies

6 RECREATIONAL AND CULTURAL RESOURCES ELEMENT

Parks and recreation facilities are central to the quality of life in Newman, while the city's archaeological and historic resources provide cultural meaning and contribute to the community's distinctive character. The Recreational and Cultural Resources Element establishes a policy framework and action program for the acquisition, development and improvement of Newman's parks and recreational facilities. The element addresses park standards, planning and design, inter-agency coordination, trails and greenways, recreation programs, and private recreation facilities. The Element also addresses the preservation of the community's archaeological and historical resources and heritage.

Although the Recreation and Cultural Resource Element is an optional element and is not required by State law, the topics addressed here are an integral part of the City's overall planning strategy and play an important role setting growth and development policy. In addition, as with a State mandated element, this optional element must be internally consistent with the rest of the General Plan. This Element addresses the following topics:

- ◆ Parks, Open Space and Recreation Facilities
- ◆ Private Recreation Facilities
- ◆ Cultural Activities
- ◆ Recreation Programs
- ◆ Historic and Cultural Resources
- ◆ Heritage Tourism
- ◆ Native American Resources

The Element is divided into two sections:

- ◆ **Background Information.** Contains information on recreation and cultural resources and facilities in Newman.
- ◆ **Goals, Policies and Actions.** Contains policy guidance for the provision of adequate parks, recreation and cultural facilities, the protection and promotion of cultural and historic resources, and the protection of Native American resources. Action items to be pursued during the lifetime of the General Plan are also included.

A. Background Information

This section provides background on existing parks and recreation opportunities in and around Newman, and also provides information on existing archaeological and historic resources within or adjacent to the city.

1. Parks and Recreation

The Parks and Recreation Department organizes sports activities and programming in the City's parks and recreation facilities. Parks are maintained by the City's Department of Public Works. The following provides an overview of the city's recreational resources.

a. Park Standard

A sufficient supply of park land is important to maintain community livability. The city has actively pursued park land acquisition and development to meet community needs as the city grows. The City has a standard of five acres of developed City park land per 1,000 residents.

b. Existing Parks

A variety of different park lands and facilities are needed to serve the diverse needs of the community. The City's parks include large community parks, mid-sized neighborhood parks, and small mini-parks/playgrounds.

i. Community Parks

Community parks usually consist of larger sites that provide a mix of active and passive recreational activities for the entire community.

- ◆ **Lions Park** is a six-acre community park at the northwest corner of Orestimba Road and Hardin Road. The park includes a skateboard park, a teen center, a wading pool, a community center, a lighted baseball field and a playground. It is next to Orestimba High School and also has access to the school playing fields.
- ◆ **Pioneer Park** is a community park covering the entire 2.9 acre block between Fresno and Tulare Streets and R and Q Streets in the downtown.

It features picnic tables, barbecue areas, a concession stand, a pavilion, covered dining areas and a playground.

- ◆ **Densmore Park**, a community park commonly called Library Field, is also located downtown. It is next to the Library between Kern and Mariposa Streets and R and S Streets, and contains a small baseball diamond and open space for soccer.
- ◆ **Hurd-Barrington Park** is a community park on Barrington Avenue. It has a concession stand and restroom facilities, a basketball court, two small baseball diamonds and a playground.

ii. Neighborhood Parks

Neighborhood parks are smaller in size and host basic recreational activities for people within a ¼- to ½-mile radius.

- ◆ **Alfred “Bush” Rose Park**, located on Park Circle in the new Stephens Ranch subdivision, has a play structure and playfield.
- ◆ **Joe Borba Park** in Lucas Ranch has a play structure and a basketball half-court.
- ◆ **Janet Carlsen Park** is on Canyon Creek Drive next to Von Renner Elementary School.

iii. Mini-Parks

Mini-parks are small parks, typically less than one acre in size, that provide recreational activities generally used by the local neighborhood or subdivision.

- ◆ **Copeland Park**, located at Yolo Street and Highway 33, has picnic tables.
- ◆ **Yancey Park**, on Duck Blind Circle in Lucas Ranch, has a play structure.
- ◆ **Amy Street/Driskell Avenue Tot Lot** at the Amy Street/Driskell Avenue intersection contains playground equipment.

c. Planned Parks

Ray Sherman Park, a recently completed community park in the Sherman Ranch subdivision at Hills Ferry Road and Sherman Parkway, will soon open for public use. Another community park, Mariposa Park, is planned for two parcels behind Yolo Middle School.

d. Recreational Programs

A variety of programs for youth and adults are organized through the Parks and Recreation Department, including youth soccer, youth basketball, adult basketball, swimming lessons and water aerobics classes. The Department also runs the Youth Center at 831 Hardin Road, which is open weekday afternoons for 6th to 12th graders.

e. Regional, State and Federal Parks

Regional and State parks, and federal lands near Newman offer additional recreational and wildlife-viewing opportunities.

- ◆ **Frank Raines Regional Park** is a Stanislaus County Park in Del Puerto Canyon west of I-5. It offers biking, walking and picnic facilities.
- ◆ **Hagaman County Park** is a 74-acre Merced County Park with fishing, boating and picnicking on the Merced River approximately 15 miles east of Newman.
- ◆ **George Hatfield State Recreation Area** offers camping, boating, picnicking, and fishing on 46 acres on the Merced River four miles east of Newman on Hills Ferry Road.
- ◆ **San Luis National Wildlife Refuge (NWR) Complex** is the largest preserve in the Central Valley, located approximately 15 miles south of Newman in Merced County. The San Luis NWR Complex comprises the 26,600-acre San Luis NWR, the 8,200-acre Merced NWR, the 12,800-acre San Joaquin River NWR and the Grasslands Management Area. The Complex is mostly marshland and native grasslands, and contains both managed grazing lands and wildlife refuge areas. The area is popular for wildlife observation, study and photography, and waterfowl hunting.

The protected tule elk and endangered San Joaquin kit fox are among the species observed.

f. School Facilities

The Newman-Crows Landing Unified School District (NCLUSD) serves the City of Newman and the communities of Crows Landing, Diablo Grande and the surrounding agricultural areas. The District has three elementary schools, one middle school and a high school. School district facilities and programs help meet the community's parks and recreational needs.

g. Private Recreational Resources

Private recreational resources in Newman include the Swamp Rats shooting range and the Fisherman's Bend campground on the San Joaquin River.

2. Cultural Resources

Cultural resources include both archaeological resources, ranging from arrowheads to burial mounds from the prehistoric era, and historical resources, such as buildings or locations important to more recent human history.

a. Archaeological Resources

Newman is within the historic territory of the Yokuts people, whose territory extended from the Tehachapi Mountains to the area of what is today Stockton. The Yokuts likely lived along the San Joaquin and Stanislaus Rivers and their tributaries, and inhabited the area at least 1,000 years ago. Therefore, areas adjacent to waterways are considered highly sensitive for archaeological resources. Much of the land along the eastern boundary of the Planning Area were seasonally inundated marshlands and home to a variety of resident and migratory waterfowl. The Yokuts and their predecessors would likely have hunted the waterfowl that gathered there.

A search by the Central California Information Center (CCIC) to identify any known or previously-recorded cultural resources within a one-mile radius of the Planning Area identified one prehistoric site, CA-MER-215, also known as the Wolfsen Mound. The site was characterized as a habitation site

based on the presence of numerous house pits and human burials. An aggressive data recovery investigation was conducted in 1977 to mitigate the destruction of the site by an upgrade of the City's sewage system. A second site, referred to as the W.R. Sherman area, was also located within the Planning Area, about 1,000 meters northwest of the Wolfsen Mound, and was excavated at the same time as the Wolfsen Mound. The Sherman site was not formally recorded as it was found to be a "minimal use zone" associated with the Wolfsen Mound, perhaps as a resource extraction locale.

Although these sites have been "destroyed," there is a possibility that some portion remains intact and should be taken into consideration in development decisions. It is reasonable to expect that smaller prehistoric sites like the W.R. Sherman area, which were used temporarily as resource extraction sites for seed collecting and hunting, may be found within the Planning Area.

b. Historic Resources

The City of Newman, California was founded in April of 1888, by German-born businessman, Simon Newman. Mr. Newman had come to Hills Ferry, a small farming settlement on the banks of the San Joaquin River, at the close of the Civil War. He bought a small mercantile business and was successful. In 1887, the railroad was being built just a few miles from Hills Ferry. Mr. Newman saw an opportunity to expand his business by moving it adjacent to the rail line. He convinced others in Hills Ferry to move their businesses as well, and just one year later, the town of Newman was founded.

Given in part, that Newman was established in 1888, the City of Newman contains a significant number of historic homes and structures that contribute to the unique character of the community and give the City a strong sense of place. In 1984, an inventory was conducted of buildings in the City built before 1942. This inventory recorded over 200 historic homes. None was listed on the National Register or the State Inventory of Historic Places. However, twelve of the properties appeared eligible for separate listing on the National Register. The inventory concluded that an additional twenty-nine properties may also become eligible for separate National Register listing when the

property becomes old enough to meet the Register's 50-year requirement or when more historical or architectural research is performed. It is likely that a more detailed survey today would find a number of structures eligible for consideration on local, State or national registers.

In addition to historic resources with the city limits of Newman, there are known and potential historic resources adjacent to the City. The CCIC search identified two historic structures outside the City but within the Planning Area: a portion of the Main Canal in Stanislaus County and an 85-year old home at 1413 Orestimba Road. Two other historic features in the Planning Area are a portion of the Southern Pacific West Side line and the San Joaquin (Joachim) Cemetery. The San Joaquin Cemetery, at the southwest corner of the intersection of Stuhr and Draper Roads, likely dates back to the early 1890s. Nothing has been recorded about the history of this cemetery other than its placement on historic and modern topographic maps. Further investigation of the site would likely provide significant information about the early settlers in the area.

A comparison of current topographic maps with a 1917 map of the Planning Area revealed several rural structures that appear to have been in existence since at least 1917. These structures might be eligible for listing on the California Register and the National Register of Historic Places.

In addition, a plat map of the Newman area from 1862 shows a road that heads south from Hills Ferry for about 3,250 feet and splits into two roads, which are not on the 1917 or modern topographic maps. Portions of these old dirt roads might remain intact in areas that have not been impacted by intensive agriculture.

c. Newman Museum and the West Side Theatre

Newman's 1920 red brick Carnegie library building at the northwest corner of O and Kern Streets now houses the Newman Museum. The museum documents the history and settlement of Newman and the surrounding area and is believed to be one of the first museums in Stanislaus County covering

the history of the area’s early pioneers. First opened in the library basement in 1941, the museum now occupies the entire building.

The West Side Theatre, Newman's classic old movie palace, is located in downtown Newman on Main Street, between Tulare and Fresno Streets, a block off Highway 33. Built in 1940, the restored theater re-opened in 2000 as a modern performance venue drawing a regional audience to live music performances, plays and other cultural events and exhibits. The theater anchors the historic downtown business district.

B. Goals, Policies and Actions

1. Parks, Open Space and Recreation Facilities

Goal RCR-1	Establish and maintain a system of public parks, open spaces and recreation facilities suited to the needs of Newman residents.
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Policy RCR-1.1 The City shall strive to maintain a standard of five acres of developed park land per 1,000 residents.

Policy RCR-1.2 New development shall contribute to meeting the City standard of five acres per 1,000 residents by dedicating land, dedicating improvements or paying in-lieu fees, or a combination of these, to the maximum extent authorized by law.

Policy RCR-1.3 The City shall acquire land or options on land for future parks and recreation facilities at the earliest practical time, to take advantage of lower land costs. Such properties may be land banked for future park development.

- Policy RCR-1.4 Master plans for each Master Plan Subarea shall include the distribution and location of parks, recreational facilities and trails.
- Policy RCR-1.5 Neighborhood parks shall be integrated into, and become focal points of, all neighborhoods.
- Policy RCR-1.6 All parks shall be designed to be accessible to all ages and disabled persons.
- Policy RCR-1.7 The City shall develop a community park in Newman. This park should include athletic complexes such as baseball and soccer fields and areas with natural qualities for outdoor recreation such as walking, running and picnicking. The park should also include playground equipment, concession facilities, water and sanitary facilities and group-use facilities or a community center.
- Policy RCR-1.8 The City shall support the efforts of other agencies to develop park and recreation facilities that serve City residents. Possible regional facilities could include a regional park in the West Hills, west of Newman, as well as regional trail facilities along the CCID canal and the Union Pacific Railroad right-of-way.
- Policy RCR-1.9 Parks shall be located, oriented and designed to facilitate security, policing and maintenance.
- Policy RCR-1.10 New high-activity-level parks and parks intended for night use shall be designed to buffer existing and planned surrounding residential uses from excessive noise, light and other potential nuisances.
- Policy RCR-1.11 The City shall design and maintain park and recreation facilities to minimize water, energy and chemical (e.g. pesticides and fertilizer) use, preserve wildlife habitat where

appropriate, and incorporate native plants and drought-resistant turf.

Policy RCR-1.12 The City shall encourage the use of open space and recreational uses as buffers between incompatible land uses.

Policy RCR-1.13 The City shall coordinate and formulate effective relationships with the Newman-Crows Landing Unified School District to identify and structure agreements for joint park/school use opportunities.

Policy RCR-1.14 The City shall pursue development of a citywide network of pedestrian and bicycle ways that is coordinated with the future Park and Recreation Master Plan. Within the Master Plan Subareas, pedestrian and bicycle pathways shall be provided within linear open space corridors. The pedestrian and bicycle ways system should be designed to directly link residential neighborhoods, parks, schools, downtown, neighborhood shopping centers and employment centers.

Action RCR-1.1 Adopt and implement a Park and Recreation Master Plan and update it on a regular basis. Coordinate the Park and Recreation Master Plan with the citywide network of pedestrian and bicycle ways.

Action RCR-1.2 Enter into a memorandum of understanding with the Newman-Crows Landing Unified School District for the shared planning, design, operation and maintenance of passive facilities. The agreement should seek to maximize use, reduce cost, and provide for the use of School Facilities for City-sponsored recreation programs, during non-school operation times, and provide for the use of City parks by the District, for District sponsored educational and athletic programs.

- Action RCR-1.3 Develop a greenway along the railroad right-of-way through the City that provides passive open space as well as pedestrian and bicycle circulation. The greenway should link the sounding neighborhoods with the downtown, the business park, commercial uses on Highway 33, and neighborhood parks.
- Action RCR-1.4 Develop a recreational multi-use trail and greenway along the CCID canal through the City. This multi-use trail should be linked to the citywide network of pedestrian and bicycle ways. New development shall not back up to the canal trail. The trail and adjacent development shall be designed to facilitate multiple points of public access and to provide adequate surveillance of the trail.
- Action RCR-1.5 Develop a centrally-located senior center.
- Action RCR-1.6 Develop an aquatic center.
- Action RCR-1.7 Pursue county, State and federal funding for the acquisition of park land and development of park facilities.

2. Private Recreation Facilities

Goal RCR-2 Provide private recreational facilities and opportunities for Newman’s residents.
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- Policy RCR-2.1 The City shall promote the provision of private open space and recreation facilities in large-scale residential developments. Private facilities shall be in addition to the public park land dedication requirements to maintain the City standard of five acres per 1,000 residents.

Policy RCR-2.2 The drainage detention facilities developed in conjunction with major new developments shall be designed to incorporate recreational opportunities.

Policy RCR-2.3 The City shall promote the development of commercial recreational facilities that meet community needs and complement public parks, facilities and programs.

3. Cultural Activities

Goal RCR-3	Establish Newman as a vibrant center for cultural activities in the region.
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Policy RCR-3.1 The City shall actively promote the visual and performing arts in Newman, and support development of new facilities for the arts.

Policy RCR-3.2 The City shall continue to support the West Side Theatre as an important community and regional resource and a centerpiece of the historic downtown.

4. Recreation Programs

Goal RCR-4	Establish recreation programs suited to the broad needs and interest of all Newman residents.
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Policy RCR-4.1 The City shall work with the Newman-Crows Landing Unified School District (NCLUSD) and other local agencies to develop and maintain a balanced recreation program that addresses the diverse needs of the various age and interest groups in Newman.

Policy RCR-4.2 In planning recreation programs, the City shall promote the active involvement of all affected residents, including

those with special needs, such as the physically disabled and the elderly.

5. Historic and Cultural Resources

Goal RCR-5	Preserve and enhance Newman’s cultural and historic heritage resources.
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Policy RCR-5.1 The City shall exercise its responsibility to identify, document and evaluate Newman’s historic resources that may be affected by proposed development projects and other landscape-altering activities.

Policy RCR-5.2 The City shall set as a high priority the protection and enhancement of Newman’s historically and architecturally-significant buildings.

Policy RCR-5.3 New development near designated historic landmark structures and sites, or within or adjacent to a designated historic district, shall be designed to be compatible with the character of the designated historic resources and/or district.

Policy RCR-5.4 The City will work with property owners and neighborhoods to apply for listing of historical structures and sites in the California Register of Historic Resources and on the National Register of Historic Places.

Policy RCR-5.5 The City shall support the efforts of property owners to preserve and renovate historic and architecturally significant structures.

- Policy RCR-5.6 Additions to structures that are historic or have historic character shall be compatible in design, materials and details with the design and character of the existing historic structure. Renovations to historic structures or structures that have historic character shall preserve the original design and architectural details where feasible.
- Policy RCR-5.7 Structures of historical, cultural or architectural merit that are proposed for demolition shall be considered for relocation as a means of preservation. Relocation within the same neighborhood or to another compatible neighborhood shall be encouraged. If relocation is not possible these structures shall be fully documented, following the Secretary of the Interior standards and procedures, prior to demolition.
- Policy RCR-5.8 Development projects that will have a significant impact to historic resources that meet the criteria for eligibility to the California Register of Historic Places or the Federal Register of Historic Properties shall:
- ◆ Reduce impacts through modification of plans, which could include protecting the site through capping, changing development footprint or modify construction techniques.
 - ◆ Implement appropriate mitigation measures, which could include conducting data recovery, photo documentation and/or public outreach with displays and literature.
- Policy RCR-5.9 The City shall continue to support the activities and programs of the Newman Museum.
- Policy RCR-5.10 Consistent with CEQA and/or the National Historic Preservation Act (NHPA) and prior to project approval,

developers shall provide an assessment by appropriate professionals regarding the presence and condition of on-site historical, archaeological and paleontological resources on and adjacent to a project site, the potential for adverse impacts on these resources and appropriate mitigation. This assessment will be conducted for all projects subject to CEQA, NHPA and ministerial projects with the potential to either affect buildings 45 years or older as well as the potential to affect buried cultural resources. As part of this assessment, historical buildings will be assessed as to the viability of their continued use and re-use.

- Action RCR-5.1 Update the 1984 historic survey of the city to identify buildings and structures that should be preserved and to identify potential historic districts. In addition to providing supplemental detail on properties identified in the 1984 historic survey, the new survey should also identify historic properties that are 50 years old or older but were built after 1942 and were not included in the 1984 survey.

- Action RCR-5.2 Explore with property owners and neighborhoods the establishment of National Register historic districts in those areas that meet the State and federal criteria for historic districts.

- Action RCR-5.3 Apply the State Historical Building Code to aid in the preservation of qualifying properties, while ensuring public safety.

- Action RCR-5.4 Develop guidelines for preservation and rehabilitation of historic structures and compatible infill development.

- Action RCR-5.5 Educate commercial property owners on federal tax credits for the rehabilitation of income generating properties that qualify for historic listing or do not qualify but are 50

years old or older. The City shall also assist property owners with qualifying properties with the application process.

Action RCR-5.6 Work with the County to establish a Countywide Mills Act program for qualifying properties within Stanislaus County. A Mills Act program would reduce the tax rate on properties that are rehabilitated and are listed, or eligible for listing, on the National Register of Historic Places or are located within a National Register Historic District.

Action RCR-5.7 Consider becoming a Certified Local Government with the California State Office of Historic Preservation as a means to become eligible for federal grant funding to pay for historic surveys, studies and design guidelines.

6. Heritage Tourism

Goal RCR-6	Preserve and promote Newman’s historic and cultural resources by developing heritage tourism and establishing the City as a regional tourist destination.
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Action RCR-6.1 Continue to work with the Chamber of Commerce and the Stanislaus Economic Development & Workforce Alliance to further market Newman as a regional tourist destination that is focused on the community’s historic resources, cultural resources (including the Westside Theater) and agricultural heritage. Also continue to work with the surrounding Cities, their Chambers of Commerce and the Alliance to develop and promote regional heritage tourism on the West Side.

7. Native American Resources

Goal RCR-7	Protect Newman’s Native American heritage.
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- Policy RCR-7.1 The City shall exercise its responsibility to identify, document and evaluate archaeological resources that may be affected by proposed development projects and other landscape-altering activities.
- Policy RCR-7.2 Consistent with California Senate Bill 18, the City shall consult with the California Native American Heritage Association to identify Native American tribes in the region who could be interested in proposed new development and land use policy changes.
- Policy RCR-7.3 The City shall refer all development proposals that may adversely affect archaeological sites to the Central California Information Center (CCIC) of the California Archaeological Inventory for review and comments. The CCIC will identify the presence or absence of known cultural resources and/or previously performed studies in or near a given project area and will offer recommendations regarding the need for additional studies, where necessary.
- Policy RCR-7.4 The City shall not approve any public or private project that may adversely affect an archaeological site without first and mitigating any adverse impacts according to the recommendations of a qualified archaeologist.
- Action RCR-7.1 Establish a transmittal system with the Central California Information Center (CCIC) at the California State University, Stanislaus to refer development applications.

CITY OF NEWMAN
GENERAL PLAN
RECREATIONAL AND CULTURAL RESOURCES ELEMENT

7 NATURAL RESOURCES ELEMENT

The Natural Resources Element provides direction regarding the conservation, development and use of natural resources in and around Newman, including agricultural land, water quality, vegetation and wildlife, and air quality. Newman is committed to protecting and enhancing its environment and natural resources. The Element provides for the long-term preservation and orderly conversion of farmland, the protection of groundwater and surface water quality, the conservation of plant and wildlife habitat and special-status species, and the improvement of air quality in the San Joaquin Valley air basin.

This element addresses the State mandated Conservation Element and, by addressing open spaces that preserve natural and agricultural resources, the state mandated Open Space Element. In addition this Element addresses air quality in compliance with California Government Code Section 65302.1. This chapter includes discussion of the following topics:

- ◆ Agricultural Resources
- ◆ Water Quality
- ◆ Vegetation and Wildlife Resources
- ◆ Air Quality
- ◆ Energy and Water Conservation

The Conservation Element is concerned with the protection of natural resources, including agricultural land, plants and animal wildlife, water bodies and watersheds, soils, minerals and energy conservation. The Open Space Element is intended to address the management of open space resources, defined as any parcel or area of public or private land or water that is essentially unimproved and undeveloped. These include open space that preserves natural and cultural resources, manages production of resources, provides outdoor recreation, protects public health and safety and protects places, features and objects important to Native Americans.

California Government Code Section 65302.1, was adopted by the California Legislature in response to the concern that the San Joaquin Valley has a serious air pollution problem. As a result, cities and counties located in the San Joaquin Valley Air Pollution Control District must include goals, policies and

feasible implementation strategies in their General Plans to improve air quality. This Element addresses State requirements by including updated information on air quality conditions, the regulatory environment, and goals, objectives, policies and actions to improve air quality in and around the City of Newman. Other Elements, such as Land Use and Circulation, also include policies and actions that work towards improving the air quality in the region.

The Natural Resource Element is divided into two sections:

- ◆ **Background Information.** Provides information on the existing conditions of agricultural resources, water quality, vegetation and wildlife resources, air quality and energy and water conservation.
- ◆ **Goals, Policies and Actions.** Provides policy guidance for protecting and preserving the important resources covered in this element, mentioned above.

A. Background Information

This section provides background on natural resources in and around Newman, including farmland, groundwater quality, vegetation and wildlife resources and air quality.

1. Agricultural Resources

Agriculture is a major activity throughout Stanislaus County and the Central Valley, including in Newman's Planning Area. The industry has been at the heart of the local economy and way of life throughout the city's history and continues to play a key role today.

It is important to the residents of Newman that new development minimize the loss of agricultural land and not detract from the ability of nearby farms to stay viable. Even as the city grows, Newman will continue to be a smaller town surrounded by undeveloped agricultural and ranching lands. Areas planned for eventual urban uses will continue to be productively

farmed for as long as possible. Areas beyond that will be preserved as a green-belt around the city.

As the town grows, the potential for incompatibility between agriculture and urban land uses increases. Agricultural impacts on urban uses include noise, dust and chemical use. Urban impacts on agriculture usually are generated by complaints from residents which can lead to restrictions on agricultural activities and can sometimes involve effects such as increased traffic and access difficulties that lower the productivity of farm operations.

a. Williamson Act Contracts

The Newman Planning Area includes many properties under Williamson Act contracts. These agreements between landowners and counties or cities voluntarily restrict land to agricultural use. In exchange, the land is taxed at a rate consistent with the actual agricultural use rather than being taxed at market value. The ten-year contract automatically renews each year unless a notice of non-renewal is filed, which ends the automatic renewal, though the property must stay in agricultural use for the remaining nine-year term of the contract.

Figure NR-1 shows Williamson Act contract lands around Newman. There are over 4,580 acres under Williamson Act contracts in the Planning Area. According to County records, as of 2005, there were no Williamson Act contracts within the Newman city limits. However, 34 acres within the Primary SOI and an additional 564 acres within the SOI were under Williamson Act contracts. An additional 185 acres within the SOI were under contracts that are set to expire by 2015.

b. Important Farmland

The California Department of Conservation Farmland Mapping and Monitoring Program tracks the conversion of agricultural land to urban uses throughout the state, using classifications of important farmlands developed by the US Department of Agriculture Natural Resources Conservation

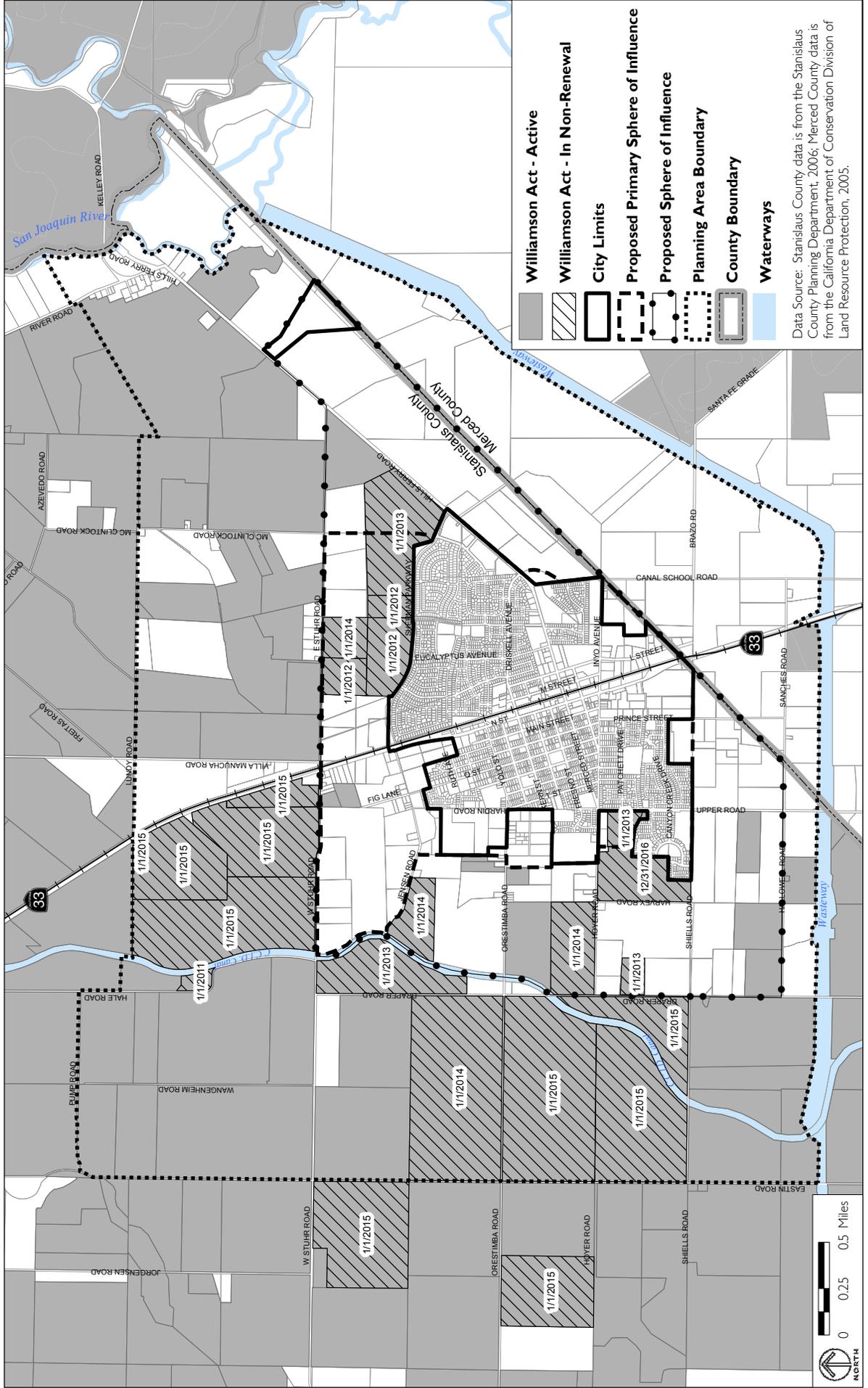


FIGURE NR-1

Service (NRCS). The NRCS classifies farmland as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance, according to soil type and the availability of irrigation. Definitions for each “important farmland” category are shown in Table NR-1. Figure NR-2 shows important farmlands in and around the Planning Area. Over 5,750 acres, more than half of all land in the Planning Area, is Prime Farmland, mostly to the west and northwest of the city. Lands to the northeast and east are a mix of Unique Farmland and Farmland of Local Importance.

2. Water Quality

The City’s potable water source is groundwater. Groundwater wells are drilled to the blue clay layer approximately 500 feet deep. The quality of groundwater is an issue because of high salinity.

The City maintains storm drains in the city. In addition to the storm drains, there are also some agricultural ditches in the city and the SOI that are maintained by the Central California Irrigation District (CCID) and used for irrigation supply and runoff from crop irrigation. Some city storm drains receive CCID irrigation runoff.

Currently a large portion of the city discharges stormwater runoff into the Wasteway without water quality treatment. As the city grows over a population of 10,000, it may become subject to the National Pollutant Discharge Elimination System (NPDES) Phase II Stormwater Program requirements. NPDES Phase II requires operators of regulated small municipal separate storm sewer systems (MS4s) to obtain a permit and develop a stormwater management program designed to prevent harmful pollutants from being washed by stormwater runoff into local water bodies. The program must include public education, public participation and involvement, illicit discharge detection and elimination, construction site runoff control, post-construction runoff control, and pollution prevention and good housekeeping.

TABLE NR-1 **IMPORTANT FARMLAND CATEGORIES**

Name	Description
Prime Farmland	Land which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farmland must have been used for the production of irrigated crops within the last three years.
Farmland of Statewide Importance	Land other than Prime Farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last three years.
Unique Farmland	Land which does not meet the criteria for Prime Farmland or Farmland of Statewide Importance that is currently used for the production of specific high economic value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes and cut flowers.
Farmland of Local Importance	Land other than Prime Farmland, Farmland of Statewide Importance or Unique Farmland that is either currently producing crops or that has the capability of production. This land may be important to the local economy due to its productivity. The county-specific definition for Stanislaus County is farmlands growing dryland pasture, dryland grains and irrigated pasture.

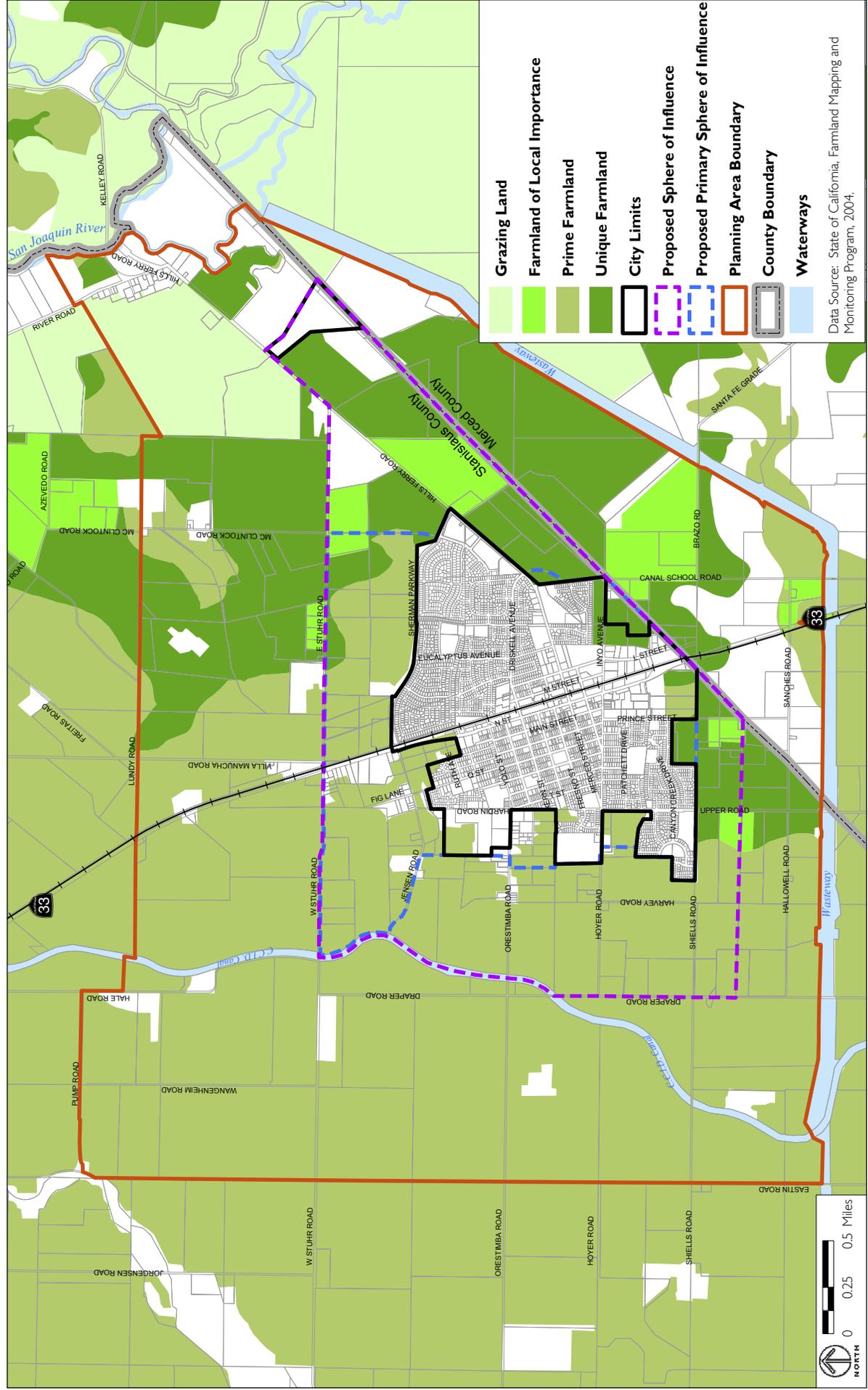


FIGURE NR-2

IMPORTANT FARMLANDS

There are two tile drain systems in the Planning Area, composed of underground, un-jointed pipes laid in gravel beds to lower high groundwater levels by draining farm irrigation to the river. The larger system is the Newman Drainage District in the northeastern part of the city. A smaller system, the Business Park Tile Drain system, drains farmland between L Street and Canal School Road. The tile drain systems are a water quality concern because they drain directly to the San Joaquin River without being treated. Additionally, in order to maintain access to the systems, no development can occur over them.

3. Vegetation and Wildlife Resources

The Planning Area contains the existing developed parts of Newman and surrounding lands used primarily for intensive agricultural production. Vegetative cover within this area is illustrated in Figure NR-3. Ornamental trees and shrubs surround residences in the developed parts of the Planning Area, including scattered rural residences in outlying areas. A few native valley oaks occur in developed areas around the Inyo Road intersection with Highway 33, and around an abandoned rural residence on Stuhr Road east of Highway 33.

Wildlife associated with developed and landscaped areas are typical of urban and suburban settings in the Central Valley, dominated by common species such as pocket gopher, common crow, yellow-billed magpie, European starling, house finch, American robin, mourning dove, scrub jay and northern mocking bird.

Agriculture cover in the Planning Area consists of hay and row crops, with some orchards, and a few large parcels used for extensive grazing to the northeast. Despite their intensive management and lack of natural vegetation, agricultural areas support a diversity of birds and other wildlife. The relative wildlife value of agricultural lands depends on several factors, including crop type, irrigation system, pesticide and herbicide use, farming practices, and surrounding land use. Alfalfa fields are particularly valuable as foraging habitat for raptors, including northern harrier, American kestrel, white-tailed kite

and the state-threatened Swainson's hawk. In addition, colonies of California ground squirrel were observed at field margins throughout the Planning Area. Scattered blue gum eucalyptus, Fremont cottonwood, lombardy poplar, valley oak and other mature trees provide important perching substrate, and possible nesting habitat for raptors and other birds.

Grazing lands in the northeastern portion of the Planning Area continue to support remnant valley grassland habitat. The grasslands appear to be dominated by non-native grasses and forbs, but native species are most likely still present. Because of the lack of repeated disking and disturbance, the grasslands support high populations of insects, California vole, pocket gopher, and ground squirrel, which in turn provide important foraging opportunities for raptors and other bird species.

There also remains a potential for a number of special-status species plants in these grasslands. Stands of introduced eucalyptus occur around rural development at Hills Ferry, at the very northeastern edge of the Planning Area. Although these trees were planted as windbreaks and woodlots, they provide suitable nesting habitat for raptors and other birds with a grassland understory.

The San Joaquin River lies just outside the Planning Area, where native vegetation is abundant and is dominated by mature valley oak, willow, Fremont cottonwood and elderberry in the riparian woodland, areas of open grasslands, and marshland vegetation along the channel margins. The complex of woodlands, grasslands and marshlands form a diverse ecosystem that supports a wide variety of plants and animals, including a number of special-status species such as nesting Swainson's hawk, western pond turtle and Delta button-celery.

a. Wetlands

Wetlands are generally considered to be areas that are periodically or permanently inundated by surface or ground water, and support vegetation adapted to life in saturated soil. Wetlands are recognized as important features on a

regional and national level due to their high inherent value to fish and wildlife, use as storage areas for storm and flood waters, and water recharge, filtration and purification functions.

Review of the National Wetland Inventory (NWI) mapping indicates that wetlands are generally absent in the Newman SOI boundaries, but occur in a number of locations in the Planning Area. Indicators of wetland vegetation were observed in the pastureland north of Brazo Road and east of Canal School Road, and this entire area is mapped as freshwater emergent wetland in the NWI mapping. The Newman Wasteway is also mapped as a freshwater wetland. Scattered freshwater wetlands are also mapped along drainages and depressions in the pasturelands in the northeastern portion of the Planning Area. Extensive deepwater and freshwater wetlands are mapped along the San Joaquin River corridor, generally outside the Planning Area. Riverine habitat is mapped along the Orestimba Creek corridor, just northwest of the Planning Area.

These areas may provide suitable habitat for several special-status plant species, such as the state-endangered Delta button-celery. Areas of wetlands, freshwater marsh and pond habitat also provide important foraging and nesting opportunities for a wide variety of wildlife, including mallards and other ducks, great blue herons, egrets, snipe, killdeer, red-winged blackbirds, northern harriers and white-tailed kite.

b. Special-Status Species

Special-status species are plants and animals that are legally protected under the State and/or federal Endangered Species Acts or other regulations, as well as other species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or denning locations, communal roosts and other essential habitat. Species with legal protection under the Endangered Species Acts often represent major constraints to development, particularly when they are wide ranging or highly sensitive to habitat

disturbance and where proposed development would result in a “take” of these species.

There are dozens of special-status plant species which are known or suspected to occur in the southwest area of Stanislaus County, most of which are considered rare (list 1B) by the California Native Plant Society (CNPS), with varied State and federal listing status. However, due to the extent of past and on-going disturbance, the potential for occurrence of species-status plant species in most of the Planning Area is generally considered to be low. Where disturbance has been limited, such as the remaining grasslands in the northeastern Planning Area and areas of potential wetlands, further detailed surveys would be necessary to confirm the presence or absence of any plant species of concern.

A number of bird, mammal, reptile, fish, and insect species with special status are also known or suspected to occur in the southwestern portion of Stanislaus County. These include a number of raptors, such as Cooper's hawk, sharp-shinned hawk, burrowing owl, Swainson's hawk, northern harrier, white-tailed kite, California horned lark and the American peregrine falcon, as well as a number of other species such as various bats, San Joaquin kit fox, San Joaquin whipsnake, California red-legged frog and valley elderberry longhorn beetle.

Of this large list, only a few have been mapped as occurring in the immediate vicinity of the Newman Planning Area by the California Natural Diversity Data Base (CNDDDB). Many of the above species have no legal protective status under the State or federal Endangered Species Acts, and occurrence information is not monitored by the CNDDDB.

Most of the CNDDDB records from the vicinity of the Newman Planning Area are limited to sightings of Swainson's hawk, burrowing owl and San Joaquin kit fox. These three species are considered to represent the largest potential biological constraint to development in the Planning Area due to known occurrences and their dependence on the remaining grassland and

agricultural habitat. Although no occurrence of valley elderberry longhorn beetle have been reported from the Newman vicinity, this species is generally known from throughout the Central Valley and the US Fish and Wildlife Service (USFWS) considers it's larval host plant within the known range to be potentially occupied habitat. Additional information on these four species is summarized below.

- ◆ **Swainson's hawk.** Swainson's hawk is a state-listed threatened species. Most of the Swainson's hawk occurrence records are for nests in trees along the San Joaquin River at the northeastern edge or just outside of the Planning Area. The abundance of alfalfa crops and pasturelands along the Newman Wasteway and in the northeastern portion of the Planning Area contributes to their importance as foraging habitat for nesting pairs along the San Joaquin River. There remains a possibility that mature trees within the Planning Area could be used as nesting locations by Swainson's hawk in the future.
- ◆ **San Joaquin kit fox.** San Joaquin kit fox is State-listed as threatened and federally-listed as endangered. Several occurrences of this species have been reported from the open grasslands west of the Planning Area, generally west of I-5. The potential range of kit fox mapped by the USFWS extends eastward to just west of the Planning Area. However, there remains a potential for kit fox to use the remaining grasslands along the banks of the Newman Wasteway and possibly along other canals in the Planning Area. This species has been observed at San Luis and Kesterson National Wildlife Refuges and in the southeast portion of Bennet Valley, just south of Sullivan Road.
- ◆ **Burrowing owl.** Burrowing owl has no legal protective status under the Endangered Species Acts, but is considered a Species of Special Concern by the California Department of Fish and Game (CDFG) and is protected under the federal Migratory Bird Treaty Act. Suitable foraging and nesting habitat occurs throughout the Planning Area, although no occurrences have been reported by the CNDDDB.

- ◆ **Valley elderberry longhorn beetle.** Valley elderberry longhorn beetle (VELB) is a federally-listed threatened species. Elderberry shrubs are the larval host plant of VELB, which is known from the Central Valley from Redding south to Bakersfield, and from the western foothills of the Sierra Nevada to the eastern foothills of the coast range. Use of elderberry plants by VELB, a wood borer, is rarely apparent. Frequently, the only exterior evidence of the beetle's presence is an exit hole created by the larva just prior to the pupal stage. The USFWS considered any stand of elderberry to be potentially suitable habitat for the beetle, and generally requires that existing plants be protected. In instances where avoidance is not possible, an incidental take permit is issued following preparation of a detailed mitigation plan which provides for salvaging, transplanting, and restoring replacement habitat for the beetle at defined ratios.

4. Air Quality

Newman is located within the San Joaquin Valley Air Basin, which is about 35 miles wide and 250 miles long. Surrounded by mountain ranges, the air basin drains to the north, with an opening at the Carquinez Strait leading into San Francisco Bay and then the Pacific Ocean. Summer winds blowing out of the north become trapped in the southern portion of the basin. The potential for serious summer air pollution in the San Joaquin Valley air basin is strong because of high surface temperatures, plentiful sunshine, relatively stable air, and mountains that trap emissions. In winter, low rainfall, strong inversions and weak winds allow emissions to build up to high levels. In the Newman area, local pollution sources are augmented by emissions transported from upwind sources. Conversely, air pollutant emissions created in Newman can be transported toward other communities by the wind, and contribute to unhealthful levels in those areas. Hence controlling air pollution requires both local and regional efforts and unified programs to achieve clean air.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) is responsible for local air quality regulations. The SJVAPCD's primary responsibility is to regulate stationary sources and develop plans to achieve and maintain air quality standards. The SJVAPCD recently adopted Indirect Source Review

rule is intended to reduce emissions from construction and use of future development. The California Air Resources Board (ARB) and US Environmental Protection Agency (EPA) have jurisdiction over controlling emissions from mobile sources.

The California ARB measures ambient air quality concentrations at two locations in Stanislaus County. The monitoring stations in Modesto and Turlock are generally representative of regional air quality conditions (i.e. ozone levels) in this part of the San Joaquin Valley. Because of the rural nature of Newman, the monitor at Turlock is most representative for localized air pollutants (particulate matter and carbon monoxide). During the past five years, the State one-hour ozone standard was exceeded from nine to 31 days per year in Turlock. Modesto had fewer exceedances, with two to 14 days per year. The federal 8-hour standard was exceeded four to 25 days per year in Turlock and between zero to seven days per year in Modesto. Reasons for higher ozone levels in Turlock are related to the complex conditions that result in ozone formation. Also, emissions from the City of Modesto lead to higher concentrations downwind where the Turlock Station and Newman are located.

The region as a whole, does not meet ambient air quality standards set at the State and federal levels. US EPA has designated the region as *Serious Nonattainment* for ground level ozone and *Nonattainment* for PM₁₀ and PM_{2.5}. Under the California Clean Air Act, the region is designated as *Severe Nonattainment* for ground level ozone and *Nonattainment* for PM₁₀ and PM_{2.5}. The area is considered either *Unclassified* or *Attainment* for all other air pollutants regulated by the State or US EPA.

To protect public health the SJVAPCD has adopted plans to achieve ambient air quality standards. The SJVAPCD must continuously monitor its progress for plan implementation. SJVAPCD must report this effort regularly to the ARB and the US EPA. It must also periodically revise its attainment plans to reflect new conditions and requirements. The SJVAPCD tries to exercise a

uniform emission control effort that will bring the entire region into compliance with State and federal standards as quickly as possible.

5. Energy and Water Conservation

The energy shortages and accompanying high utility rates of the 1970s and the year 2000, as well as the recent and projected continued rise of the price of crude oil, has led to a heightened awareness of the need for energy conservation techniques as a means of saving money and natural resources. However, the benefits of energy conservation go well beyond financial savings for individual consumers. For example, the combustion of fossil fuels to produce heat or electricity, or to power internal combustion engines, has also been linked to poor air quality in the Central Valley, global warming and negative impacts on crops.

In Newman, energy conservation can be achieved from reducing electricity and private automobile use, encouraging alternative energy sources, efficiently siting buildings for optimal sun exposure, and implementing land use and transportation policies that encourage fewer and shorter vehicle trips. Energy efficiency is promoted in new development in Newman by enforcing the State (Title) 24 Building Codes on energy efficiency. Additional energy efficiency can be achieved by requiring that new residential development meet the State of California's Energy Star. Energy Star qualified development or homes or those developments or homes that meet or exceed the state of California's Title 24 energy efficiency code by 15 percent.

Water use and conservation is also a concern and priority throughout the entire Central Valley, and will continue to be an issue in Newman as the City explores opportunities for obtaining a surface water supply that reduces its reliance on high salinity groundwater. The combination of agricultural production, warm climate and increased urban landscaping threatens supply and sustainability throughout the region.

B. Goals, Policies and Actions

1. Agricultural Resources

Goal NR-1	Promote the continued productivity of agricultural land surrounding Newman and prevent the premature conversion of agricultural land to urban uses.
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Policy NR-1.1 The City shall support the continuation of agricultural uses on lands designated for urban uses until urban development is imminent.

Policy NR-1.2 The City shall encourage the County to retain agricultural uses on lands surrounding Newman pending their annexation to the city.

Policy NR-1.3 The owners of lands designated Urban Reserve and Agriculture shall be encouraged to enter into and maintain Williamson Act contracts with the County.

Policy NR-1.4 New development at the edge of the City, including all Master Plan Subareas, shall minimize potential incompatibilities between agricultural and urban uses through the location of land uses, the layout of roads, parks and public facilities, density controls and transfers, and design guidelines for buildings and public and private improvements. Consideration shall be given to the use of roads, canals, and other features to separate uses, as well as incorporating buffers of adequate width and use, and restricting the intensity of residential uses adjacent to agricultural land.

Policy NR-1.5 The City shall minimize the creation of urban land use patterns such as peninsulas that would adversely affect the viability of adjacent agricultural lands.

Policy NR-1.6 The City shall continue to allow and encourage activities that support local agriculture such as farmers' markets, on-site sale of produce and special events promoting local agricultural products.

Policy NR-1.7 The City shall maintain and continue to enforce the City's right-to-farm ordinance that protects owners of agricultural land at the urban fringe from unwarranted nuisance suits brought by surrounding landowners and provides for resolution of urban-agricultural disputes.

Action NR-1.1 Adopt an Agricultural Mitigation Fee as a private, market-based approach to mitigate the direct and indirect impacts of urban development under the General Plan on the loss of agricultural land. The mitigation fee shall be used by either the City and/or a qualifying land trust, such as the Central Valley Farmland Trust, to acquire easement or fee interest in agricultural land that restricts the primary use of the land to agricultural production in perpetuity and precludes subdivision of the property, non-farm development, and other uses inconsistent with agricultural production. The mitigation lands should be in Stanislaus County and strategically located to maintain viable agricultural operations, maintain open space between urban areas and reinforce urban development boundaries.

2. Water Quality

Goal NR-2	Protect water quality in the San Joaquin River and the area's groundwater.
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Policy NR-2.1 The City shall prohibit the establishment of any new septic systems within areas where City sewer and water service

will be available in the foreseeable future, and shall eliminate the use of existing septic systems in the city.

- Policy NR-2.2 New development proposals shall be designed and constructed using Best Management Practices (BMPs) to avoid adversely affecting water quality in the San Joaquin River and the area's groundwater.
- Policy NR-2.3 The City shall regularly monitor water quality in City wells for evidence of toxins and other contaminants.
- Policy NR-2.4 The City shall support efforts at the county, regional and State levels to reduce runoff of toxic agricultural chemicals into the area's watercourses and groundwater basin.
- Policy NR-2.5 Prior to project approval, the City shall require developers to prepare and implement a soil erosion and sediment control plan that includes features such as mitigation of sediment runoff beyond project boundaries and revegetation and stabilization of disturbed soils.
- Policy NR-2.6 The City shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES).
- Action NR-2.1 If and when the city becomes covered under NPDES Phase II, obtain a NPDES permit and develop a NPDES stormwater management program which includes the six minimum control measures. Implement the stormwater management program, addressing the six minimum measures and using appropriate stormwater management controls or best management practices (BMPs). Develop measurable goals for the program and evaluate the effectiveness of the program.

3. Biological Resources

Goal NR-3	Protect sensitive native vegetation and wildlife communities and habitat.
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Policy NR-3.1 New development shall meet all federal, State and regional regulations for habitat and species protection.

Policy NR-3.2 The City shall require site-specific surveys to identify significant wildlife habitat and vegetation resources for development projects located in or near sensitive habitat areas.

Policy NR-3.3 The City shall support and participate in local and regional attempts to restore and maintain viable habitat for endangered plant and animal species, and wetlands. To this end, the City shall work with surrounding jurisdictions and State and federal agencies in developing a regional *Habitat Management Plan*. Such a plan shall provide data for the Newman area on special-status species, including the Swainson's Hawk, and shall provide guidelines and standards for mitigation of impacts on special-status species.

Policy NR-3.4 The City shall require mitigation of potential impacts on special-status plant and animal species based on a policy of no-net-loss of habitat value. Mitigation measures shall incorporate, as the City deems appropriate, the guidelines and recommendations of the US Fish and Wildlife Service and the California Department of Fish and Game. Implementation of this policy may include a requirement that project proponents enter into an agreement with the City satisfactory to the City Attorney to ensure that the proposed projects will be subject to a City fee ordinance to be adopted consistent with the regional *Habitat Management Plan*.

- Policy NR-3.5 The City should use native plants for landscaping of public projects including parks and community facilities.
- Policy NR-3.6 The City shall encourage new development to use native vegetation, in landscape plans, where appropriate, instead of invasive, non-native plant species.
- Policy NR-3.7 Parks, drainage detention areas and other open space uses shall incorporate, where feasible, areas of native vegetation and wildlife habitat.
- Policy NR-3.8 New development shall ensure that suitable habitat for Valley Elderberry Longhorn Beetle is adequately avoided, any elderberry shrubs are identified on project sites, and adequate mitigation is provided where development is proposed within 100 feet of elderberry shrubs.
- Policy NR-3.9 New development shall ensure that active nests for special-status bird species shall be avoided during construction through pre-construction surveys, and if active nests are encountered, through restrictions on construction activities until any young have fledged. This shall include both ground nesting burrowing owl and tree nesting special-status birds.
- Policy NR-3.10 New developments shall preserve, protect and incorporate established native trees into the site design, particularly mature native oak trees.
- Policy NR-3.11 New development shall ensure that any jurisdictional waters are avoided to the maximum extent practicable, any required authorization is obtained from jurisdictional agencies, and adequate mitigation is provided for unavoidable impacts.

4. Air Quality

Goal NR-4	Promote and improve air quality in Newman and the region.
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- Policy NR-4.1 The City shall work with the San Joaquin Valley Unified Air Pollution Control District in an effort to ensure the earliest practicable attainment and subsequent maintenance of federal and state ambient air quality standards.
- Policy NR-4.2 The City shall utilize the CEQA process to identify and avoid or mitigate potentially significant air quality impacts of new development.
- Policy NR-4.3 The City should coordinate development project reviews with the San Joaquin Valley Air Pollution District in order to minimize future increases in vehicle travel and to assist in implementing appropriate indirect source regulations adopted by the Air Pollution Control District.
- Policy NR-4.4 The City shall notify and coordinate with the Air Pollution Control District when new developments are proposed.
- Policy NR-4.5 Design new intersections to function in a manner that reduces air pollutant emissions from stop and start and idling traffic conditions. Possible techniques include the use of roundabouts and/or using integrated signalization to improve traffic flow.
- Policy NR-4.6 The City shall, to the extent practicable, separate sensitive land uses from significant sources of air pollutants, toxic air contaminants or odor emissions.

- Policy NR-4.7 The City shall promote expansion of employment opportunities within Newman to reduce commuting to areas outside Newman.
- Policy NR-4.8 The City shall actively promote ridesharing for Newman residents commuting to employment centers outside the city and shall promote the use of transit services.
- Policy NR-4.9 The City shall support the efforts of the San Joaquin Valley Air Pollution Control District (SJVAPCD) and other regional air quality management planning, programs, educational and enforcement measures.
- Policy NR-4.10 Project-level environmental review, using the SJVAPCD analysis methods and significance thresholds, shall be required to identify impacts to air quality and consider alternatives that reduce emissions of air pollutants.
- Policy NR-4.11 The City shall ensure that new development projects comply with SJVAPCD Rule 9510 – *Indirect Source Review*.
- Policy NR-4.12 EPA-certified wood stoves, fireplaces, pellet stoves or natural gas fireplaces shall be required to replace conventional fireplaces during renovations. Consistent with SJVAPCD regulations, new residential development will only be allowed to install gas burning fireplaces.
- Policy NR-4.13 The City shall incorporate site design features into new developments and capital improvement projects that encourage bicycle, pedestrian and transit modes of transportation.
- Policy NR-4.14 The City shall require features in new development that would reduce the reliance on gas-powered landscape equipment.

5. Energy Conservation

Goal NR-5	Minimize the consumption of energy, water and non-renewable resources.
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Policy NR-5.1 New residential development shall meet or exceed the guidelines of the California Energy Star New Homes Program and be designed and constructed to exceed the State standards for energy efficiency (Title 24) by at least 15 percent. New commercial development and new civic buildings shall also exceed the state standards for energy efficiency (Title 24) by at least 15 percent.

Policy NR-5.2 The City will encourage the use of water conservation technology to reduce water consumption by irrigation, domestic and industrial uses.

Policy NR-5.3 The City shall encourage the use of passive solar design, renewable energy systems, including solar energy, and green building techniques to improve energy conservation and comfort in residential, commercial and civic buildings.

Policy NR-5.4 Developers of new homes shall provide buyers with an option to have their new home include solar paneling.

Action NR-5.1 Explore the creation of incentives for development that will encourage the incorporation of resource conservation features into project design, such as photovoltaic cells and facilities for alternative-fuel vehicles. Incentives that may be explored include flexibility in design and regulations and financial assistance through permit fee and/or constructions tax reductions.

Action NR-5.2 Provide information to residents and developers about “green building” and sustainable site design principles and

practices applicable to both new construction and renovations.

Action NR-5.3 Work with the private sector to establish an alternative fuel station on the West Side.

CITY OF NEWMAN
GENERAL PLAN
NATURAL RESOURCES ELEMENT

8 HEALTH AND SAFETY ELEMENT

The Health and Safety Element provides information about risks in Newman due to natural and man-made hazards and contains goals, policies and actions designed to protect the community and its property as much as possible from seismic, flooding, fire and toxic material hazards. This Element also addresses noise, first identifying sources of noise generation in the community; and then establishing goals, policies and actions to minimize problems from intrusive sound and ensure that new development does not generate unacceptable noise levels.

As required by State law, the Health and Safety Element addresses the protection of the community from any unreasonable risks associated with the impacts of:

- ◆ Geologic and Seismic hazards, including earthquake faults and ground shaking hazards.
- ◆ Flood Hazards, including localized flooding, 100 year flooding and dam failure.
- ◆ Fires.
- ◆ Hazardous materials.
- ◆ General emergency and disaster preparedness.

State law also mandates that a city's General Plan address current and foreseeable noise impacts. As noted above, noise is not contained within a stand alone element in this General Plan but is addressed within this Health and Safety Element.

The Health and Safety Element is divided into two sections:

- ◆ **Background Information.** Contains information on current risks due to natural and man-made hazards. Also depicts information on the existing noise sources and their current and projected levels within Newman.
- ◆ **Goals, Policies and Actions.** Provides goals and policies that are designed to reduce the risks to health and property due to natural and man made hazards and to reduce noise impacts on residents. Actions are also provided that are to be pursued during the lifetime of the General Plan.

A. Background Information

This section provides background information on potential public safety issues, including seismic hazards, flooding, fires, hazardous materials and emergency planning. Information on existing sources of noise in Newman is also provided.

1. Geologic Seismic Hazards

Newman is located between two seismically active regions, the Sierra foothills and the Coast Range. Figure HS-1 shows the major faults in the Central Valley and Bay Area, none of which are located within the SOI or the City limit. These faults include the San Andreas fault zone, Hayward fault zone, Clayton-Marsh Creek-Greenville fault zone, Ortigalita fault zone, Rescue Lineament-Bear Mountain fault zone and the San Joaquin fault zone. Of these, only the San Joaquin fault is actually within the Planning Area, as shown in Figure HS-2.

The City of Newman is on the outer edge of areas historically damaged by groundshaking due to seismic activity in the Diablo Range and other active coastal California faults. A Richter magnitude 5.0 earthquake occurred in 1926 in the vicinity of the Diablo Mountain Range. Another earthquake of magnitude 4.0 with an epicenter in Stanislaus County also occurred since 1930. In 1986 a third earthquake of magnitude 3.7 occurred with an epicenter several miles west of Crows Landing. While Newman has not experienced the same level of seismic activity as the Bay Area, earthquakes are still a hazard for the community. For example, the Ortigalita fault zone located in the Diablo Range is considered capable of generating earthquakes of Richter magnitude 6.5 to 6.75.

The extent of seismic hazards in a community is not only a result of the type and proximity of faults in the area but also is a result of the type of soil that exists underneath a community. Soil type can extenuate or reduce groundshaking.

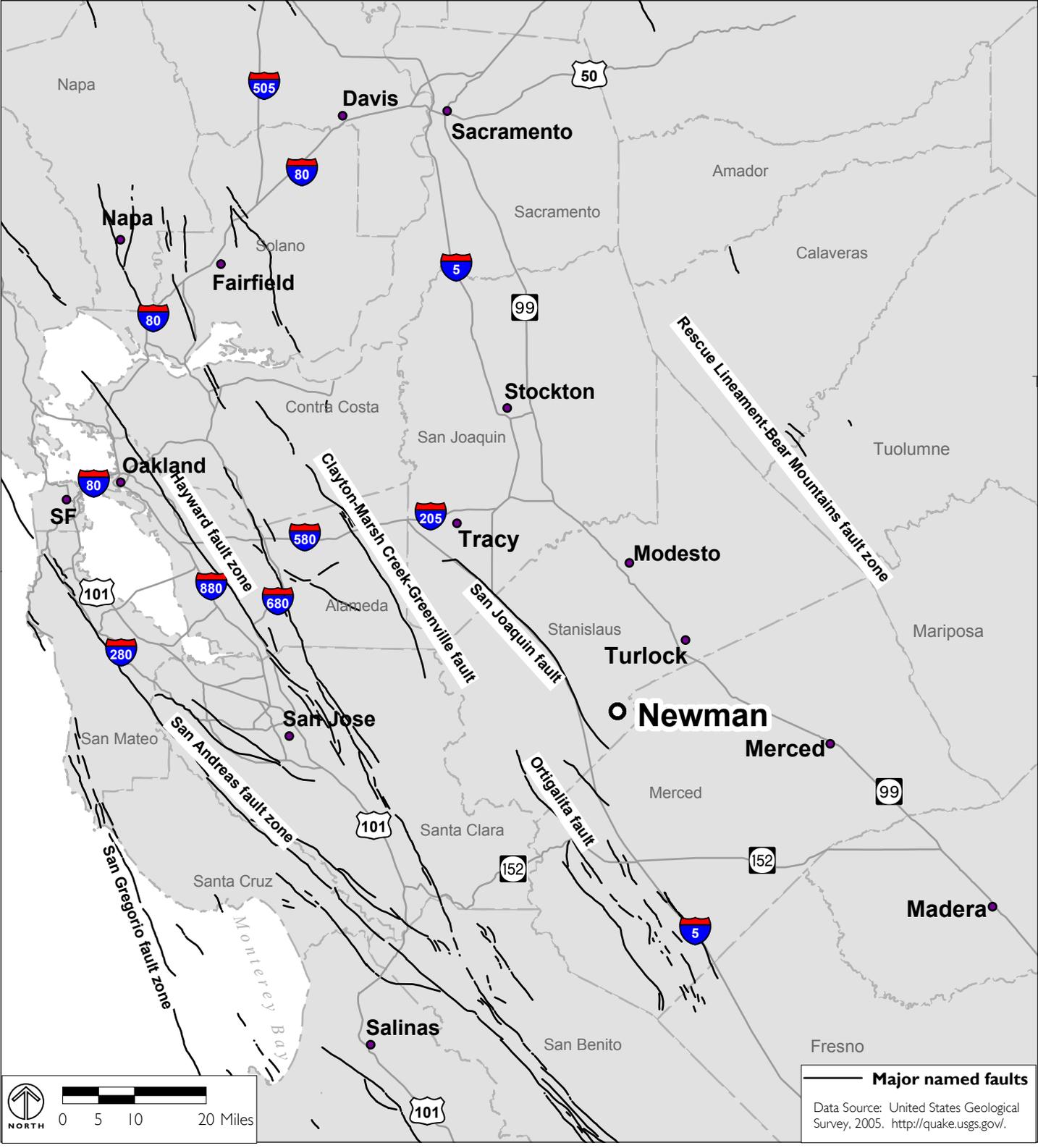


FIGURE HS-1

REGIONAL FAULTS

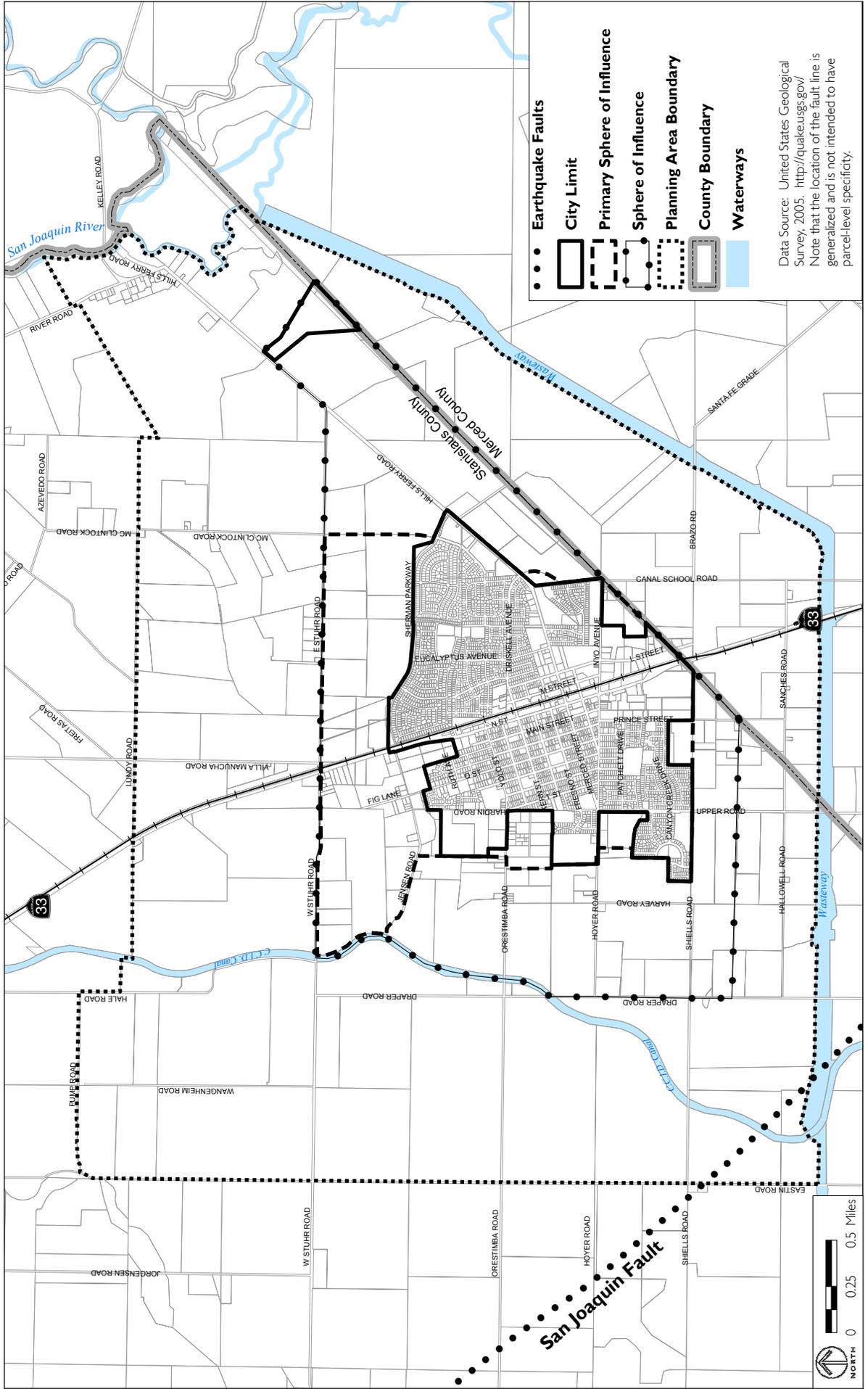


FIGURE HS-2

The City of Newman has a type of soil that intensifies groundshaking during an earthquake. Most of Newman is located on alluvium deposits of varying depths, which can increase the potential for groundshaking damage from an earthquake. As earthquake waves pass from more dense rock to less dense alluvial or water-saturated materials, they tend to reduce in velocity, increase in amplitude, and accelerate more rapidly. As a result, structures located on these types of materials suffer greater damage than those located on solid rock. However, most of Newman's buildings are one or two stories high and are of wood frame construction, which is considered the most structurally resistant to earthquake damage. Structures that are significantly vulnerable to damage from groundshaking are masonry structures, particularly unreinforced masonry structures which are susceptible to structural failure. Downtown Newman does contain a number of historic masonry buildings, some of which could be unreinforced.

Groundshaking can result in a number of different types of seismic impacts including liquefaction, settlement, lateral spreading, lurch cracking, and earthquake induced landslides. Liquefaction is the loss of soil strength due to seismic forces acting on water-saturated granular soils. This results in a "quicksand" condition. Liquefaction is most likely to occur in deposits of weak saturated alluvium or similar deposits of artificial fill. Liquefaction potential in Newman exists in low-lying areas composed of unconsolidated, saturated, clay-free silts and sands. However, the expected degree of groundshaking is moderate and it is unlikely that significant liquefaction would occur. Settlement is the compaction of soils caused by groundshaking. Newman also has the potential for compaction to occur in its alluvial soils. Lurch cracking refers to fractures produced by shaking or settlement, and are characteristic of larger earthquakes. Thus, a major earthquake near Newman could damage streets and infrastructure mains. Lateral spreading is the horizontal movement or spreading of soil towards an open face such a river bank or the sides of levees. Artificial fill areas which are improperly engineered or which have steep, unstable banks are most likely to be affected. Newman does not have areas of artificial fill or steep slopes, so the risk from lateral spreading is low.

2. Flood Hazards

Flooding hazards in Newman can be characterized into three categories: localized flooding, 100-year flood zones and dam inundation hazards.

a. Localized Flooding

Much of Newman is subject to shallow flooding from overflow from Orestimba Creek which originates in the Coast Range mountains and flows east into the Central Valley. This shallow flooding occurs in areas within the Federal Emergency Management Agency's 100 year floodplain, which is described below, but occurs more frequently than a 100 year flood event. Flooding occurs because the channel size and channel slope diminishes downstream, thereby reducing the capacity Orestimba Creek as the water flow moves eastward into Newman. Vegetation and silt in the channel, and bridges at Highway 33 and the Southern Pacific Railroad tracks further reduce the carrying capacity of the creek. During a major rainstorm, overbank flooding can occur when the water flow meets the embankments of the CCID canal, Highway 33 and the railroad tracks. While most of the floodwater overtops the embankments and continues eastward, some floodwater is directed southward through Newman by the railroad embankment. This floodwater ponds in the southeastern part of the city before overtopping the railroad and continuing eastward.

Flooding is most likely to occur from October to April. Flooding usually occurs as sheetflow from Orestimba Creek broad, shallow, overland flooding generally less than two feet deep and characterized by unpredictable flow paths. Typically, little structural damage occurs because the flooding is shallow and relatively slow in velocity. However, floods in 1958, 1985, 1995 and 1998 damaged roads, homes and other property.

100-year Flood Zone

The Federal Emergency Management Agency (FEMA) prepares maps showing areas which are likely to flood during a 100-year flood event. A 100-year flood event has a one percent probability of occurring in any year. These maps are used for insurance purposes. As shown in Figure HS-3, a significant portion of downtown Newman, the SOI and the Planning Area are subject to

100-year floods from either the San Joaquin River or Orestimba Creek. The area along the CCID canal and the railroad track are also subject to flooding from Orestimba Creek, as described above. Virtually the entire area east of the city is within the 100-year floodplain of the San Joaquin River.

b. Dam Inundation

As shown in Figure HS-4 parts of the City of Newman, and a large portion of the eastern part of the Planning Area, are within the officially demarcated dam inundation zones for several dams. These zones indicate areas that would be inundated if a particular dam were to fail. The San Luis and New Exchequer dam inundation zones extend into the northeastern portion of the City limits, covering parts of Lucas Ranch and Sherman Ranch. The Los Banos, Pine Flat, Friant, O'Neill and Crane Valley storage inundation zones are limited to parts of the eastern SOI and Planning Area, including the city's wastewater treatment plant. To minimize the risk of dam failure, the California Department of Water Resources Division of Safety of Dams inspects each dam on an annual basis for safety.

3. Fires

This section describes the risk of both wildlands and urban fires within Newman's Sphere of Influence and within its Planning Area. Fire protection services are discussed in the Public Facilities and Services Element.

a. Wildland Fires

The City of Newman is subject to a low risk of wildfires given that the great majority of the Planning Area that is not urbanized is devoted to agriculture. Agriculture decreases the risk of wildland fires because of the tendency to irrigate fields and orchards, and because fuel is not generally allowed to build up. Areas of brush along the San Joaquin River are a more critical fire hazard but are at the outer edge of the Planning Area away from existing and planned development.

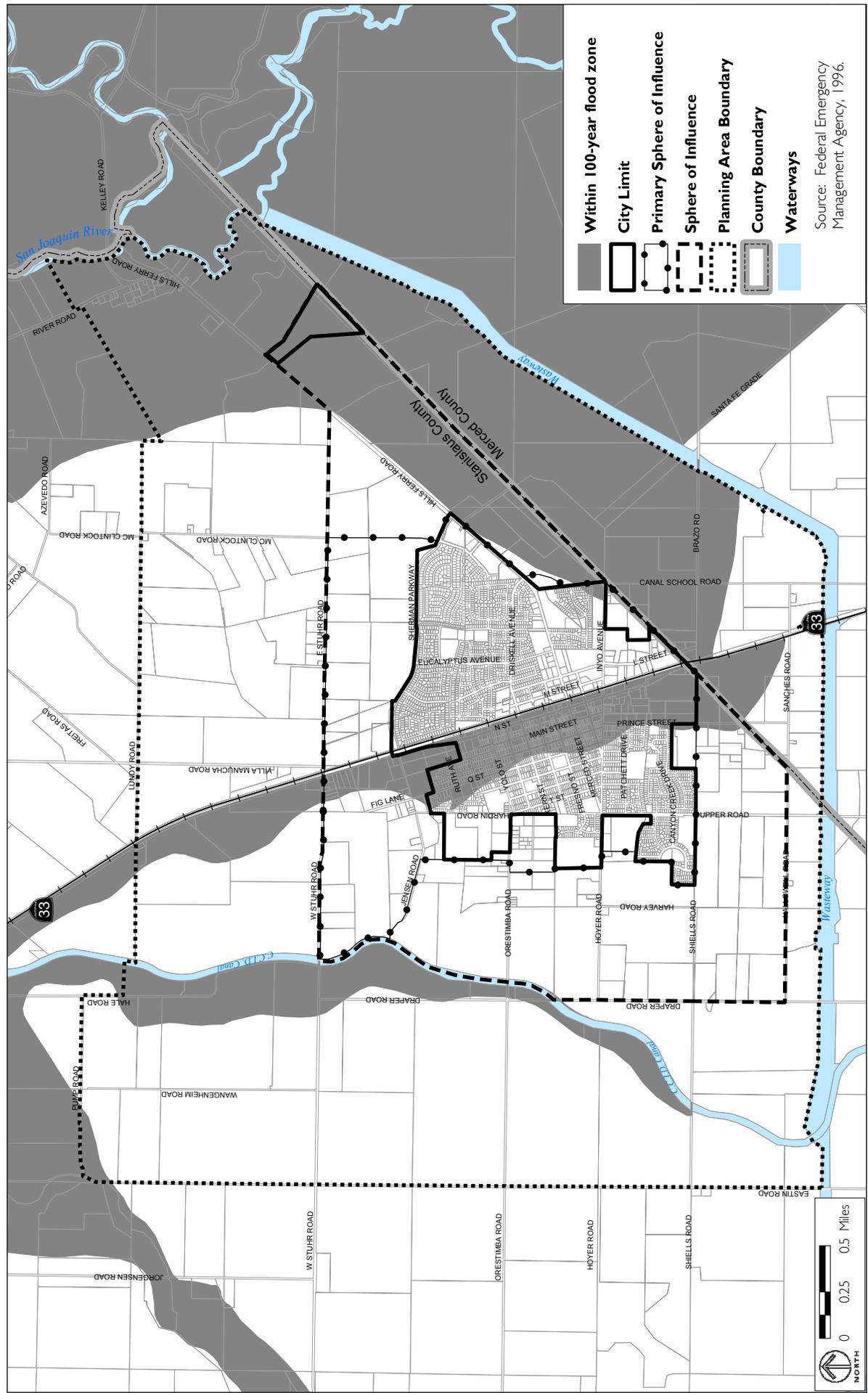


FIGURE HS-3

b. Urban Fires

The majority of the fire risk in Newman is associated with structural fires within the developed portions of the City. Structural fires are primarily associated with residential, commercial and industrial uses and activities. Structural fires can start for a wide variety of reasons, including electrical shorts, industrial accidents, carelessness and arson. In general, however, fire hazards are greatest in buildings and structures which are old or substandard. Older structures in Newman are generally in the city's original neighborhoods, developed prior to the Second World War.

Another potential fire risk in urbanized areas is associated with gas lines. Gas lines that have deteriorated because of age or rupture in an earthquake could release highly flammable natural gas. Some of the fire risk associate with gas lines could be reduced by upgrading and replacing old lines. Additionally educating the public to turn off their properties lateral gas lines after an earthquake can reduce the risk of fire.

4. Hazardous Materials and Waste

Products as diverse as gasoline, paint solvents, film solvents, household cleaning products, refrigerants and radioactive substances are categorized as hazardous materials. What remains of a hazardous material after use, or processing, is considered to be a hazardous waste. Hazardous materials and waste come from a number of sources in the City of Newman. For example, residents use hazards materials such as cleaning supplies and waste, and commercial and industrial business such as motor vehicle repair shops, gasoline stations and dry cleaners produce a variety of solvents and hazardous waste.

Hazardous materials and hazardous wastes in Newman are heavily regulated by a range of federal, State and local agencies. One of the primary hazardous materials regulatory agencies is the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC), which is authorized by the US Environmental Protection Agency (EPA) to enforce and im-

plement federal hazardous materials laws and regulations, including disposal and transportation of hazardous materials.

For the City of Newman, Agricultural activities pose a special risk in regards to hazardous materials, since the community is surrounded by agricultural operations which use a range of hazardous materials, such as pesticides, herbicides and some fertilizers. The County Agricultural Commission and the California Environmental Protection Agency, Department of Pesticide Regulation are the major enforcement agencies responsible for controlling and monitoring pesticide use.

A Hazardous Material Area Plan is maintained by Stanislaus County, in accordance with the California Health and Safety Code (Division 20, Chapter 6.95, §25500 et seq.) and California Code of Regulations (Title 19, Article 3, §2270 et seq.) and is updated every five years. The Plan is designed to protect human health and the environment through hazardous materials emergency planning, response and agency coordination and community right-to-know programs. It outlines the roles and responsibilities of federal, State, and local agencies in responding to hazardous material releases and incidents.

5. Emergency and Disaster Preparedness

As required by State law, Newman has established emergency preparedness procedures and designated evacuation routes to respond to a variety of natural and man-made disasters that could confront the community. The City has adopted a citywide Emergency Operations Plan (EOP) that addresses the planned response to extraordinary emergency situations associated with natural disasters, technological incidents and national security emergencies in or affecting Newman. In addition, the City is included in the Stanislaus County Operational Area Emergency Operations Plan (EOP). In the event of an emergency, Newman employees, including Fire, Police and Public Works staff, will assess the situation and the damage and respond according to the emergency plan, coordinating with other agencies as necessary

6. Noise

For the purposes of the General Plan, noise is defined as a sound or series of sounds that are deemed invasive, irritating, objectionable and/or disruptive to the quality of daily life. Noise varies in its range, source and volume and can derive from individual incidents such as lawnmowers, to sporadic disturbances such as car horns or train whistles, to more constant irritants such as traffic along major arterials. Noise is especially a concern in the vicinity of noise-sensitive uses such as residences, schools and churches.

State Law requires that all city and county General Plans address noise to limit the exposure of the community to excessive noise levels. To this end local governments are required to “analyze and quantify noise levels and the extent of noise exposure” through field measurements or noise modeling, and “implement measures and possible solutions to existing and foreseeable noise problems.” Noise contours for current and projected conditions within the community are required to be prepared in terms of either the Community Noise Equivalent Level (CNEL) or the Day-Night Average Level (L_{dn}), which are descriptors of total noise exposure at a given location for an annual average day. CNEL and L_{dn} are generally considered to be equivalent descriptors of the community noise environment within plus or minus 1.0 dBA. Table HS-1 provides definitions of the acoustical terminology used in this document.

a. Land Use Compatibility

The noise exposure information included in this Element serves as a basis for achieving land use compatibility associated with noise levels within the City of Newman. State law requires that the General Plan consider the following major noise sources:

- ◆ Highways and freeways.
- ◆ Primary arterials and major local streets.
- ◆ Passenger and freight online railroad operations and ground rapid transit systems.

TABLE HS-1 **DEFINITION OF ACOUSTICAL TERMS**

Term	Definitions
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted, unless reported otherwise.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Day/Night Noise Level, Ldn	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

- ◆ Commercial, general aviation, heliport, helistop, and military airport operations, aircraft over flights, jet engine test standards, and all other ground facilities and maintenance functions related to airport operation
- ◆ Local industrial plants, including, but not limited to, railroad classification yards
- ◆ Other ground stationary sources identified by local agencies as contributing to the community noise environment

State law also requires that noise sensitive uses be considered in the General Plan. Land uses deemed as noise sensitive by the State of California include schools, hospitals, rest homes, long-term care and mental care facilities. Many jurisdictions consider residential uses particularly noise sensitive because families and individuals expect to use time in the home for rest and relaxation, and noise can interfere with these activities. Some variability in standards for noise sensitivity may apply to different densities of residential development; single-family uses are frequently considered the most sensitive. Jurisdictions may identify other uses as noise sensitive such as churches, libraries, day care centers and parks.

Land uses that are relatively insensitive to noise include some office, commercial and retail developments. There is a range of insensitive noise receptors which generate significant noise levels or where human occupancy is typically low. Examples of insensitive uses include industrial and manufacturing uses, utilities, agriculture, vacant land, parking lots and transit terminals.

Figure HS-5 illustrates the range of noise levels which will allow the full range of activities normally associated with a given land use. Specific noise compatibility criteria are provided in the Goals and Policies section.

b. Existing and Future Noise Sources

As required by the Government Code and ONC Guidelines, a community noise study was completed as part of the General Plan update to document noise exposure in areas of the City containing noise sensitive land uses. The community noise survey included noise measurements along major roadways and near significant stationary noise sources, such as the industrial uses, which are adjacent to noise sensitive uses. The primary noise source in Newman is vehicular traffic on major roadways, with Highway 33 causing the highest noise levels. Localized and intermittent noises also occur as a result of railroad operations along the Union Pacific Railroad (UPRR) and industrial noise sources. Newman is not located within an airport plan or within 2

Land Use Category	Exterior Noise Exposure (L_{dn})					
	55	60	65	70	75	80
Single-Family Residential						
Multi-Family Residential, Hotels, and Motels		(a)				
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business Commercial, and Professional						
Auditoriums, Concert Halls, Amphitheaters						

(a) Interior noise levels shall not exceed 45 L_{dn} in all new residential units (single and multi family). Development sites exposed to noise levels exceeding 60 L_{dn} shall be analyzed following protocols in Appendix Chapter 12, Section 1208, A, Sound Transmission Control, 2001 California Building Code.



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements.



CONDITIONALLY ACCEPTABLE

Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.



UNACCEPTABLE

New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

FIGURE HS-5

miles of any private airfields and aircraft noise is not considered a major noise source in the city.

Future noise contours are depicted graphically in Figure HS-6 for major noise sources in the City. Noise levels and contour distances were calculated based on traffic noise modeling. Noise levels assume traffic along the roadway is the primary noise source and do not take shielding by terrain or structures into account. Roadways with future 70 Ldn contours include Stuhr Road, Jensen Road, Highway 33, Orestimba Road, Hoyer Road, Shells Road, Merced Street, Yolo Street and Hills Ferry Road.

B. Goals, Policies and Actions

1. Geologic and Seismic Hazards

Goal HS-1	Prevent loss of life, injury, and property damage due to geologic and seismic hazards.
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Policy HS-1.1 The City shall require preparation of soils reports for all new development. Based on the findings of these reports, the City shall require that any identified soil problems are mitigated in the design and construction of new structures.

Policy HS-1.2 The City shall require preparation of geotechnical reports for all new major development projects, and for projects proposed in areas where geological hazards may exist. Based on the findings of these reports, the City shall require that new structures are designed and built to withstand the effects of seismically-induced ground failure.

Policy HS-1.3 Underground utilities, particularly water and natural gas mains, shall be designed to withstand seismic forces in accordance with state requirements.

- Policy HS-1.4 All new construction and renovations in Newman shall conform to the California Uniform Building Code, which includes specific seismic design and construction requirements.
- Action HS-1.1 Establishing procedures and standards for the structural evaluation of existing unreinforced masonry buildings and abatement of identified hazards
- Action HS-1.2 Conduct a study to identify unreinforced masonry buildings and other structures within the city that would be at risk during seismic events.
- Action HS-1.3 Continue to seek State and federal funds to establish a grant/loan program to assist owners of unreinforced masonry buildings in correcting structural deficiencies.
- Action HS-1.4 Continue the City's inspection and enforcement efforts to ensure compliance with the California Building Code.
- Action HS-1.5 The City shall adopt the most current editions of the California Uniform Building Code.

2. Flood Hazards

Goal HS-2	Prevent loss of life, injury, and property damage due to flooding.
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- Policy HS-2.1 New residential development, including mobile homes, shall be constructed so that the lowest floor is at least 12 inches above the 100-year flood level.
- Policy HS-2.2 Non-residential development shall be anchored and flood-proofed to prevent damage from the 100-year flood, alterna-

tively, elevated to at least 12 inches above the 100-year flood level.

Policy HS-2.3 Existing development shall comply with Policies HS-2.1 and 2.2 when improvements are made costing at least 30 percent of the estimated current market value of the structure before the improvements.

Policy HS-2.4 Construction of storm drainage improvements shall be required, as appropriate, to prevent flooding during periods of heavy rainfall.

Policy HS-2.5 Continue to participate in the National Flood Insurance Program. To this end, the City shall ensure that its regulations are in full compliance with standards adopted by the Federal Emergency Management Agency.

3. Fires

Goal HS-3	Prevent the loss of life, injury and property damage due to fires.
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Policy HS-3.1 The City shall require that new development provide all necessary water service, fire hydrants, and roads consistent with the City of Newman's standards.

Policy HS-3.2 The City shall ensure that the water fire-flows shown in Table HS-3 are met or exceeded throughout the city. The City shall regularly monitor fire-flows to ensure adequacy and conformance with these required fire flows.

TABLE HS-3 **REQUIRED FIRE FLOWS**

Development Category	Gallons Per Minute
Single-Family Residential	1,000
Multi-Family Residential	1,500
Downtown	1,800
Industrial/Other Business District	1,800

- Policy HS-3.3 The Fire Department shall maintain an ongoing fire and life safety inspection program for all public, commercial and industrial buildings.
- Policy HS-3.4 All new development shall be constructed according to the fire safety and structural stability standards contained in *the Fire and Building Codes* as adopted and amended by the City of Newman. New development shall also be constructed in conformance with all related regulations.
- Policy HS-3.5 The City shall require property owners to remove fire hazards, including vegetation, hazardous structures and materials, and debris.
- Policy HS-3.6 The City shall ensure that new development provides for adequate fire equipment access and, where appropriate, includes the use of fire-resistant landscaping and building materials.
- Action HS-3.1 Inspect commercial and industrial buildings annually in conjunction with issuance and renewal of business licenses.

Action HS-3.2 Request that Pacific Gas & Electric inventory the old gas mains in the vicinity of the Planning Area, review their condition and upgrade them as necessary.

4. Hazardous Materials

Goal HS-4	Prevent the loss of life, injury and property damage due to the release of hazardous materials.
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Policy HS-4.1 The City will limit the location of hazardous material producers and users to areas in the community that will not negatively impact residential areas.

Policy HS-4.2 Producers and users of hazardous materials in Newman shall conform to all State and federal regulations regarding the production, disposal and transportation of these materials.

Policy HS-4.3 The City will work with the county, State, agribusiness and agricultural worker organizations to ensure that agricultural use of pesticides and fertilizers do not negatively affect public health and safety.

Policy HS-4.4 Where deemed necessary, based on the history of land use, the City shall require site assessment for hazardous and toxic soil contamination prior to approving development.

Policy HS-4.5 Land uses and development which emit odors, particulates, light glare, or other environmentally sensitive contaminants shall be prohibited from being located within proximity of schools.

5. Emergency and Disaster Preparedness

Goal HS-5	Maintain emergency response procedures that are adequate in the event of natural or man-made disasters.
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Policy HS-5.1 The City shall ensure that identified emergency routes are kept free of traffic impediments.

Policy HS-5.2 Critical emergency response facilities such as fire, police, emergency service facilities and utilities shall be sited to minimize their exposure to flooding, seismic effects, fire, or explosion.

Policy HS-5.3 The City shall maintain mutual aid agreements and communications links with surrounding jurisdictions for assistance during times of emergency.

Policy HS-5.4 The City shall ensure that the design of new neighborhoods will provide for adequate response times and maintain or improve response times in existing neighborhoods.

Action HS-5.1 Maintain, periodically update and test the effectiveness of the City's *Emergency Response Plan*. As part of the periodic update, the City shall review County and State emergency response plans and procedures to ensure coordination with the City's plan. Testing of the Response Plan should occur every two years.

6. Noise

Goal HS-6	Provide compatible noise environments for new development and control sources of excessive noise.
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- Policy HS-6.1 As a guide for future planning and development decisions the City shall use the Noise and Land Use Compatibility Standards shown in Figure HS-5, the noise level performance standards indicated in Table HS-4 and the projected future noise contours for the buildout of the General Plan, shown in Figure HS-6 and detailed in Table HS-2 (these will be inserted in the Final Draft).
- Policy HS-6.2 Noise increases at noise sensitive land uses resulting from new projects shall be minimized. Noise-sensitive uses include residential, hotel/motel, schools, libraries, museums, meeting halls, care facilities, churches and hospitals. Exterior noise levels would be measured in residential backyards, patios, outdoor instructional areas of schools, outdoor courtyards and play areas at care facilities or at the property line of undeveloped lands designated as noise-sensitive uses.
- Policy HS-6.3 New non-transportation noise sources, including, but not limited to, industrial and commercial noise sources, mechanical equipment, amplified sound, and on-site truck circulation and deliveries, shall be mitigated so as not to exceed the noise level standards as indicated in Table HS-4.
- Policy HS-6.4 Noise can be mitigated through site design, building design and materials, landscaping, hours of operation and other techniques. This policy does not apply to noise sources associated with operations on lands zoned for agricultural uses.
- Policy HS-6.5 The City shall minimize potential transportation-related noise through the use of setbacks, street circulation design, coordination of routing and other traffic control measures, the construction of noise barriers, and consider use of “quiet” pavements when resurfacing roadways.

TABLE HS-4 **NOISE LEVEL PERFORMANCE STANDARDS FOR NEW PROJECTS AFFECTED BY OR INCLUDING NON-TRANSPORTATION SOURCES**

	Daytime 7 a.m. to 10 p.m.	Nighttime 10 p.m. to 7 a.m.
Hourly Leq, dBA	55	45
Maximum level, dBA	75	65

Each of the noise level standards specified in Table HS-4 shall be reduced by five (5) dBA for pure tone noises, noise consisting primarily of speech or music, or for recurring impulsive noises. Where measured ambient noise levels exceed the standards, the standards shall be increased to the ambient levels.

The standards in Table HS-4 apply at residential or other noise-sensitive land uses, and not on the property of a noise-generating land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g. caretaker dwellings).

Policy HS-6.6

Where proposed new development of noise-sensitive uses is anticipated to exceed the noise level standards, an acoustical analysis shall be required so that noise mitigation may be included in the project design.

Policy HS-6.7

New development of noise sensitive land uses shall not be permitted in noise impacted areas unless effective mitigation measures are incorporated into the project design to reduce

exterior and interior noise levels to acceptable levels, as specified in Policy HS-6.1 and as follows:

- ◆ For new single-family residential development, maintain a standard of 60 Ldn (day/night average noise level) for exterior noise in private use areas.
- ◆ For new multi-family residential development maintain a standard of 65 Ldn in community outdoor recreation areas. Noise standards are not applied to private decks and balconies.
- ◆ Interior noise levels shall not exceed 45 Ldn in all new residential units (single- and multi-family). Development sites exposed to noise levels exceeding 60 Ldn shall be analyzed following protocols in Appendix Chapter 12, Section 1208, A, Sound Transmission Control, 2001 California Building Code.
- ◆ Where new residential units (single- and multi-family) would be exposed to intermittent noise levels generated during train operations, maximum railroad noise levels inside homes shall not exceed 50 dBA in bedrooms or 55 dBA in other occupied spaces. These single event limits are only applicable where there are normally 4 or more train operations per day.

Policy HS-6.8 Where noise mitigation measures are required to achieve the noise level standards, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered after practical design-related noise mitigation measures have been integrated into the project.

Policy HS-6.9 During all phases of construction activity, reasonable noise reduction measures shall be utilized to minimize the exposure of neighboring properties to excessive noise levels.

Noise reduction measures could include, but would not be limited to:

- ◆ Construction activities shall normally be limited to the hours of 7 a.m. to 7 p.m. Monday through Friday, and 8 a.m. to 7 p.m. Saturday.
- ◆ Use available noise suppression devices and properly maintain and muffle loud construction equipment.
- ◆ Avoid staging of construction equipment and unnecessary idling of equipment within 200 feet of noise-sensitive land uses.

Policy HS-6.10 No project shall be approved that would create noise levels at school sites that would exceed 55 dBA, measured at the property lines of the school site.

Policy HS-6.11 Land uses that emit excessive noise shall not be located adjacent to schools and other sensitive uses unless noise levels can be mitigated to an acceptable level.

Action HS-6.1 Require the evaluation of mitigation measures for projects that would cause the following criteria to be exceeded or would cause a significant adverse community response:

- ◆ Cause the Ldn at noise-sensitive uses to increase by 3 dB or more and exceed the “normally acceptable” level, or
- ◆ Cause the Ldn at noise-sensitive uses to increase 5 dB or more and remain “normally acceptable”.

Action HS-6.2 Coordinate with the County Sheriff’s Department to enforce the California Vehicle Code as it relates to adequate vehicle mufflers, modified exhaust systems and vehicle stereo systems.

Action HS-6.3 Establish a noise abatement protocol for existing sensitive land uses located in areas anticipated to experience significant noise increases with the implementation of the General Plan. Cumulative traffic noise impacts on existing noise sensitive uses could be reduced through the inclusion of exterior and/or interior sound reduction measures such as setbacks, noise barriers, forced-air mechanical ventilation and sound rated window construction. The City should research sources of funding for these actions.

CITY OF NEWMAN
GENERAL PLAN
HEALTH AND SAFETY ELEMENT

9 COMMUNITY DESIGN ELEMENT

The City of Newman has a distinct character and a clear vision to maintain its unique sense of place and small town qualities as it moves into the future. The purpose of the Community Design Element is to identify, protect and enhance the positive characteristics of Newman's built environment that contribute to its sense of place and contribute towards a high quality of life for its residents.

This Community Design Element translates the two-dimensional Land Use Element into the third dimension by specifying how new development should look, feel and function. The Community Character Element includes important concepts and guidelines that apply to the type, location and character of both private and public development projects for new and existing areas of the City. This Element also includes policies and actions that will guide the decisions of individuals, developers and government in preserving and enhancing the physical character of Newman.

This Element is organized into three sections as follows:

- ◆ **Background Information.** Provides a brief overview of the existing urban design characteristics of Newman as well as background information on the Downtown Revitalization Plan and the Highway 33 Specific Plan.
- ◆ **Urban Design Principles.** Discusses urban design principles that are intended to guide and shape new public and private development.
- ◆ **Goals, Policies and Actions.** Provides additional guidance to the City related to decisions on public and private development.

A. Background

This section provides an overview of the urban design characteristics of Newman's various neighborhoods as well as background information on the overall intent and the design policies of the Downtown Revitalization Plan and the Highway 33 Specific Plan.

1. Existing Urban Design Characteristics

The City of Newman consists of distinct neighborhoods and areas which often have different urban design characteristics that reflect the era in which the given area was built. For example, the historic core, which was developed largely in the early part of the 20th Century, has design characteristics typical of that period that are distinct from the characteristics of neighborhood built after the Second World War or the characteristics of subdivisions, such as Hearthstone Ranch and Lucas Ranch, that were built relatively recently. The section below highlights the design characteristics of Newman's various residential neighborhoods, its non residential districts, including the downtown and the industrial areas, and Highway 33, the main thoroughfare through town.

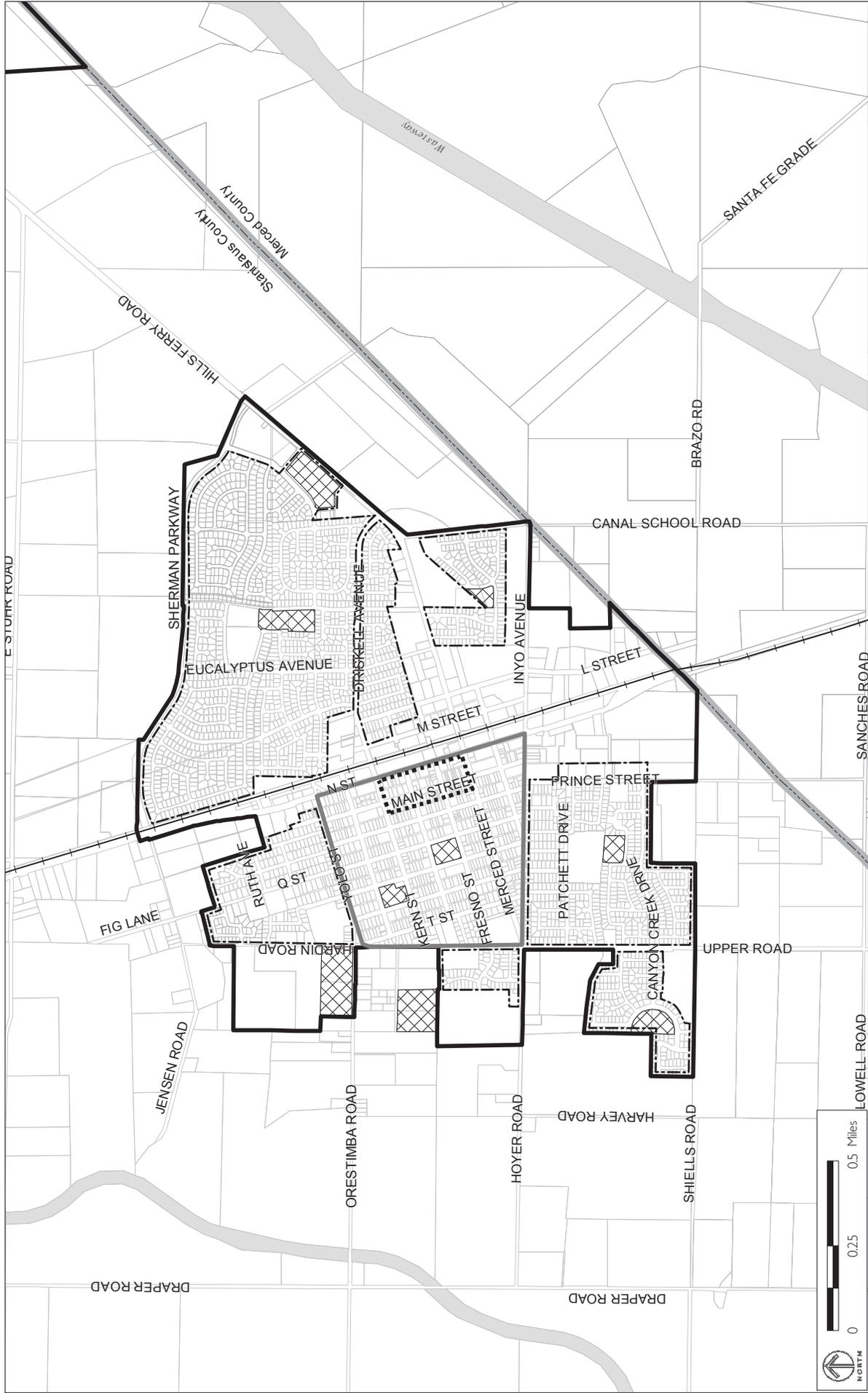


Main Street in the downtown commercial core

a. Downtown

The downtown of Newman is a small grid of approximately 6 blocks by 6 blocks as shown in Figure CD-1. The downtown contains a vibrant commercial core and the oldest residential neighborhood in Newman, both of which contain many historic buildings. The entire area was established in response to the Southern Pacific railroad, which marks its eastern edge. Highway 33 parallels the railroad, and is the main route to and through the city. The rest of the downtown street grid is also either parallel or perpendicular to Highway 33 and the railroad. This grid, which is slightly tilted off a true north-south axis, intersects surrounding residential and rural roadways at a distinct angle, which further emphasizes the sense of downtown as a cohesive whole.

The main retail and civic corridor is Main Street, generally between Kern Street and Merced Street. These blocks primarily contain restaurants, shops, offices, City Hall, the Police Station, the City Museum and the newly restored Westside Theatre. It is a well-kept and attractive street with street trees, decorative crosswalks, street banners, a new central clock and ample sidewalks. Buildings along Main Street are one to two stories in height and both the buildings and streetscape features are designed for and oriented towards pedestrians. In accordance with the adopted Downtown Revitalization Plan, a plaza will soon be installed opposite the Westside Theatre, on an exist-



-  Downtown
-  Downtown Commercial Core
-  Existing Neighborhoods
-  Park
-  City Limit

FIGURE CD-1

EXISTING NEIGHBORHOODS



Historic home in downtown

ing current parking lot. The plaza will provide a focal point for City events and community gatherings.

On-street diagonal parking is provided on Main Street, as well as both parallel and diagonal on-street parking along nearby blocks. Slow traffic speeds, well-marked crosswalks and bulb-outs make it easy for pedestrians to cross the two-lane street.

The outer area of the downtown is distinguished by older homes, mature trees lining the streets, and two large parks, Densmore and Pioneer Parks. Many of the homes are historic, dating from the early 20th Century with a few dating from the late 19th Century. Sidewalks line most of the streets in the downtown and there is a high level of pedestrian activity, particularly noticeable in the afternoons as children walk and ride bicycles home from school, play basketball in the driveways, or head to a team practice at Densmore Park.

Just west of the downtown grid are the high school and middle school, each with a large adjacent park containing playing fields and playgrounds. These schools effectively extend the civic functions of the downtown westward. While not directly downtown, the proximity of the schools to the downtown grid helps maintain the compact, small-town character.

b. Mature Residential Neighborhoods

As shown in Figure CD-1, the blocks north across Yolo Street from the historic core, immediately south of Inyo Street, and the triangular area between L Street, Driskell Avenue and Merced Street are Newman's older neighborhoods, mostly constructed during the 1940s through the 1970s. In general, the streets within these neighborhoods follow a grid pattern. The houses and lots tend to be smaller than many of the newer residences, and amenities such as sidewalks, street trees and parks are provided less consistently than in the residential areas of the historic core. However, homes in Newman's older neighborhoods are generally well-maintained and the age of these neighborhoods has allowed for more mature landscaping.

c. New Residential Neighborhoods

Newman's newer residential neighborhoods were developed since the 1980's and generally located at the outer edges of the City. These areas generally share curvilinear street patterns with cul-de-sacs that distinguish them from the grid pattern in the historic core and older neighborhoods. In many other respects, however, the new neighborhoods are dissimilar from each other. For example, the Creekbridge subdivision, located in the southwest portion of Newman, includes a planting strip between the sidewalk and the curb. Furthermore, many houses in the Hearthstone Ranch subdivision, in the northern portion of the city, include a front porch, patio or other feature oriented towards the street. In other new subdivisions, the streets are very wide, there are no planting strips or street trees along the street edge, garages are placed closer to the street and are much more visually prominent, and houses include fewer front porches or other publicly-oriented elements.



The Westside Marketplace

d. Commercial Areas

Commercial areas outside the downtown are limited to a strip of service commercial uses, convenience stores and gas stations along Highway 33 and the Westside Marketplace at the southern edge of town. The Westside Marketplace is relatively new and includes typical local-serving uses such as a supermarket, a fast food restaurant and a drug store arranged around a large central parking lot with some landscaping. The shopping center, set back from the road and arranged around a large parking lot, is oriented much more towards automobiles than towards pedestrians. However, pedestrian access is available via Inyo Avenue.



The F and A Dairy on Inyo Avenue

e. Industrial Zone

Newman's industrial zone is focused on the area east of Highway 33, roughly from Kern Street south to the County line. This area houses a wide range of industrial uses, from low-slung mini-storage warehouses and the large vacant pad of the public scales to the towering tanks of the F&A Dairy. Similarly, some of the industrial uses have new and modern facilities while others are older and not as well maintained. In general, the large parcels, lack of side-



Fig Lane is an area of transition between the suburban and rural areas in Newman

walks and potential for noise and traffic within the industrial zone, particularly the southern industrial zone, makes it an unfriendly area for pedestrians.

f. Rural and Suburban Transition Areas

Several distinct areas just northwest and west of Newman, such as along Jensen Road, Orestimba Road and Fig Lane, could be considered transitional areas between higher-density residential subdivisions and the large agricultural parcels farther west. These areas include a mix of historic orchards, old barns and farmhouses, small parcels that are still being farmed, and yards housing cows, goats, chickens and similar barnyard animals. Although the transition between these areas and the newer subdivisions can be abrupt, these picturesque, rural-seeming areas recall the historic character of the Newman community.

g. Gateways

Gateways of a city are the locations which announce to a visitor or resident that they are entering the city, or a unique neighborhood within that city. Newman has several gateways. The “Welcome to Newman” signs on Highway 33 both north and south of town serve as formal gateways. In the downtown, informal gateways include the beginning and end of the retail corridor on Main Street. There are also informal gateways marking the transition from rural to urban, such as the intersection of Stuhr Road and Highway 33 and the intersection of Hills Ferry Road and Driskell Road.

h. Highway 33

California State Highway 33 is the main travel way into and through Newman. Traffic from Paterson, Crows Landing and Modesto, and much of the traffic coming from the north on Interstate 5, enters Newman on Highway 33. Traffic coming from the south on Interstate 5 or coming from Gustine and Merced also enter the city on Highway 33.

The importance of Highway 33 is that it provides many visitors and through travelers with a first, if sometimes only, impression of Newman. Highway 33 is parallel to the Southern Pacific west side railroad line and contains a mix of

industrial properties, underutilized properties and, as noted above, a mix of auto oriented commercial uses including the Westside Shopping Center. The highway does not have an overall streetscape design concept and, outside of the downtown, lacks sidewalks and street trees.

2. Existing Planning Documents

The City of Newman has two focused area planning documents that provide policy guidance on the design of new public and private developments within their respective areas. This section provides background on the overall purpose of the Downtown Revitalization Plan and the Highway 33 Specific Plan, and briefly discusses the urban design guidelines contained within each Plan.

a. Downtown Revitalization Plan

The Downtown Revitalization Plan envisions a vibrant pedestrian oriented downtown, to serve as the heart of Newman and provide residents, employees and visitors with services and opportunities for shopping, recreating and cultural activities. Completed in 1994, the Plan identifies land use and circulation relationships; design standards; necessary infrastructure and streetscape improvements; economic and market conditions; and specific implementation tools necessary to promote the development of business in the downtown commercial core of Newman. Many of the recent public improvements completed, or in the process of being developed, are a result of the recommendations of this Plan. The urban design guidelines contained within the Plan address site planning, parking, streetscapes and public open space, building scale and massing and signage. These guidelines are used by the City to provide design direction for new construction, restoration and remodel projects within the downtown commercial core.

b. Highway 33 Specific Plan

Completed in 1996, the Highway 33 Specific Plan provides policies and guidelines to shape the character and stimulate the economic growth of the Highway 33 corridor to create a more attractive commercial corridor centered around downtown. The Plan addressed land use, circulation, infrastructure and urban design.

The Plan provides detailed design guidelines for two distinct portions of the Highway 33 corridor, which are defined by the Plan as the “Downtown District” and the “Highway District.” The “Downtown District” includes the downtown commercial core as well as the majority of the downtown abutting the western side of Highway 33. The design guidelines for the “Highway District” address the remainder for the corridor, largely outside of the downtown. The design guidelines for the “Downtown District” portion of the corridor are consistent with and build upon the design guidelines contained within the Downtown Revitalization Plan. The Plan’s guidelines establish that new development within the downtown portion of Highway 33 will be pedestrian oriented and consistent with the existing pattern of historic downtown development. On the portion of Highway 33 outside of downtown, the Plan allows development to be more auto-oriented and establishes that new development incorporate a Rural/Agrarian theme that reflects the character and heritage of the region.

B. Urban Design Principles

This Urban Design Principles section includes urban design principles that are reflective of the existing small town character of Newman and are intended to guide and shape new development as the City grows. These principles address the visual appearance and character of the built environment and are intended to maintain and enhance Newman’s sense of place and the quality of life of its residents. These urban design principles should be applied at all scales within the city, from individual buildings to larger development projects, and should apply to new development as well as the redevelopment of existing areas.

1. Human-Scale Design

People typically feel most comfortable and secure in environments that are designed at the scale of the individual. At a neighborhood level, this translates into short, walkable block lengths that provide ample connections throughout a neighborhood. Cul-de-sacs that do not provide through pedes-

trian and bicycle connections should be avoided. At a site or building design level, human-scale design involves the appropriate massing of buildings, articulation of façade design, organization of buildings on a site, landscaping and use of color and materials. Generally this means avoiding or minimizing the use of sound walls in residential development and ensuring that future residential, retail, office and commercial development presents an attractive “face” to the street and fosters active street life.

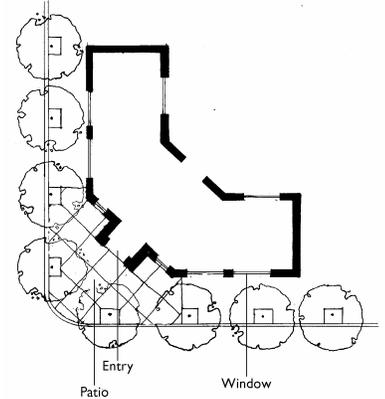
2. Pedestrian-Orientation

Designing places that are pedestrian-oriented rather than automobile-oriented often contributes to creating a sense of place because it encourages people to use public spaces. Pedestrian-orientation for transportation involves good physical connections between destinations, providing a mix of uses where possible, as well as a safe walking environment. In terms of building design, pedestrian-orientation includes orienting buildings to the street, locating entrances to the public realm and providing pedestrian amenities such as awnings, benches and attractive street lighting.

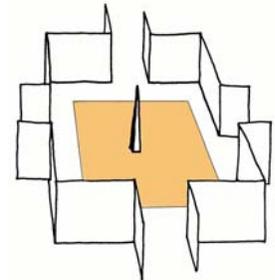
Increasing pedestrian-orientation not only enhances the attractiveness and safety of an area, it also helps provide options to segments of the community that benefit from not having to depend on auto travel, such as senior citizens, people with disabilities and children. Furthermore, pedestrian orientation encourages individuals to walk for both recreation and for transportation, thereby contributing to a healthy lifestyle.

3. Focal Points

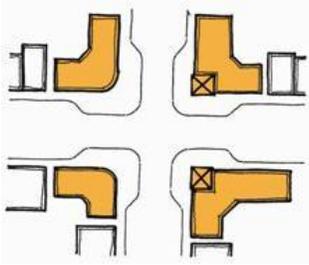
Focal points are locations that serve as meeting places where people gather. Examples of focal points include shopping areas, restaurants, plazas, parks or community centers. Lions Park or Pioneer Park would be considered focal points in the city. Focal points are important components of a community because they provide a common location for people to meet, talk, shop and play. They are locations to sit and relax, read or converse.



Conceptual drawing illustrating pedestrian orientation and human scale design



Conceptual drawing illustrating the urban design principle of a focal point



Conceptual drawing illustrating the urban design principle of Holding Corners



Street trees create an attractive street and provide shade, resulting in a more pleasant walking environment and helping to reduce summer temperatures.

4. Holding Corners

“Holding corners” refers to having development located at sites at the corner of intersections built up to the corner at, or close to, the lot lines. Many of the existing corner buildings in downtown Newman exemplify this design principle. The principle of “holding corners” helps give definition to an intersection and avoids the condition of having pedestrians feel unsafe and exposed to the adjacent traffic. Ensuring that buildings in Newman are designed to hold the corners of key intersections will enhance the visual quality and the safety of the pedestrian environment as compared to development that provides “a sea of asphalt” to passersby by locating large surface parking lots in front of buildings.

5. Landscaping

A characteristic that greatly contributes to the attractiveness of Newman’s neighborhoods and can be augmented, both within its residential neighborhoods as well as within other parts of the City, is landscaping. In addition to adding to the community’s visual character, landscaping helps to create a pedestrian friendly environment and reduces urban run off of rain water into the storm drainage system, allowing water to percolate back into the soil. Trees also provide shade and cooling during Newman’s hot summers. Street trees have the added benefit of discouraging speeding by motorists, thereby contributing to a safe and walkable community.

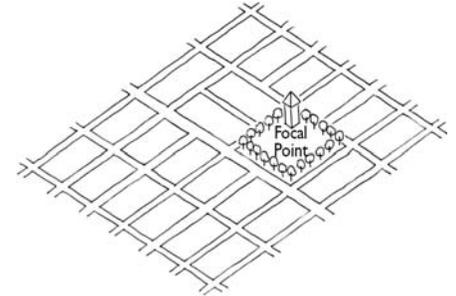
6. Neighborhoods

Neighborhoods are residential development areas that focus around a park or open space resource or school that serves as a source of identity for local residents.

Neighborhoods should also provide a mixture of housing types and styles in order to avoid the visual “sameness” seen in many new subdivision. Furthermore, including a mixture of housing types allows for all residents of Newman to find housing affordable to their means.

Neighborhoods are comprised of two components:

- ◆ **Development Areas.** The majority of the physical area of a neighborhood should be devoted to residential development. Residences should have direct pedestrian connections with neighborhood focal points and the major destinations within Newman.
- ◆ **Focal Points.** The focal point of a neighborhood should be a park, school, plaza, or open space. Focal points should contain public spaces to serve as a nucleus for neighborhood life and provide a space where community members can meet their neighbors. For example, the Alfred “Bush” Rose Park, located in the Stephens Ranch subdivision, serves as the focal point for the small neighborhood created by the subdivision, while Pioneer Park and Densmore Park serves as focal points for the downtown neighborhood.



Neighborhoods should be developed around a focal point.

Neighborhoods should be of a size where the majority of residents are within a reasonable walking or bicycling distance of a focal point, which generally means that neighborhoods should be no more than about ½-mile across in any direction.

7. Gateways and Landmarks

Creating aesthetically pleasing gateways and landmarks is an important component of land use planning and community design that contributes to a city’s character and sense of place. Gateways of a city are the locations that announce to a visitor or resident that they are entering the city, or a unique neighborhood within that city. Formal gateways can include signs, structural elements such as towers or fences or walls, landscaping and natural features such as a row of trees. Newman has two existing and attractive “Welcome to Newman” signs along Highway 33 and within the City limits. One is located on the northern end of the city and the other is located on the southern end.



Existing gateway sign on Highway 33.

Landmarks give an identity to a place and can inform visitors and residents where they are in relation to a landmark. Examples of landmarks can include towers, monuments, sculptures. Landmarks can be formal, meaning they were designed with the purpose of giving an area an identity or they can be

informal, such as a water tower or smoke stack, which were not built as landmarks but are give an area an identity nonetheless.

C. Goals, Policies and Actions

The goals and policies below address the physical design and character of development within the City of Newman. Additional policies and actions regarding historic design issues are fund in the Recreation and Cultural Resource Element.

1. General

Goal CD-1	Maintain, as the community grows, a coherent and distinctive physical form and structure that reflects Newman’s small-town qualities and agricultural heritage.
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Policy CD-1.1 The City shall endeavor to maintain and enhance the distinctiveness and integrity of the downtown area, residential neighborhoods and industrial districts in Newman.

Policy CD-1.2 The City shall use the circulation system and the pedestrian and bicycle pathway system as important structural elements to link and define neighborhoods and districts in Newman.

Policy CD-1.3 The City shall seek to maintain a distinct agricultural definition to the urban edge of the city as a means of emphasizing Newman’s small-town qualities and agricultural heritage.

2. Downtown Commercial Core

Goal CD-2	Create a well-defined, pedestrian-oriented and attractive downtown commercial core which serves as the center of Newman’s commercial, civic and cultural life.
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Policy CD-2.1 The City shall promote the maintenance and expansion of a well-defined, pedestrian-oriented downtown that includes commercial, civic, cultural, residential and recreational uses. Main Street shall be the primary commercial and civic street.

Policy CD-2.2 The scale and mass of new development shall be compatible with the historic character of the existing downtown.

Policy CD-2.3 New and remodeled buildings in the downtown shall enhance and be oriented to the pedestrian environment. To this end, new buildings shall, to the maximum extent possible, be designed parallel with and directly adjacent to the sidewalk. Entryways shall be oriented to provide direct access to the sidewalk. Additional setbacks shall, however, be allowed where appropriate to provide for pedestrian spaces like plazas, outdoor café seating areas and entry nooks.

Policy CD-2.4 Parking in the downtown commercial core shall be located behind buildings, with easy and direct access through the existing system of alleys or at mid block breaks, and out of direct view from Main Street. Alleys will be upgraded

Policy CD-2.5 The architecture of new and remodeled buildings in the downtown shall be of high quality and contribute towards the preservation of the downtown’s historic integrity. “Franchise” architecture that consists of a standard corpo-

rate design and detracts from the unique and distinctive setting of the downtown shall be discouraged.

Policy CD-2.6 New development shall include human-scale details in the design of buildings such as windows on the street, awning and architectural features that create a visually interesting pedestrian environment. Blank walls adjacent to pedestrian circulation areas shall be discouraged.

Policy CD-2.7 The preservation, restoration, rehabilitation, reuse and maintenance of existing downtown buildings shall be encouraged.

Policy CD-2.8 The architectural details and design elements of historic structures shall be preserved during building renovations and remodels.

Policy CD-2.9 Development of two-story buildings in the downtown is encouraged. Building facades of one-story buildings in the downtown should be a minimum of 18 feet in height to maintain continuity with the predominant parapet height.

Policy CD-2.10 The City shall encourage the inclusion of new public spaces, such as plazas and outdoor sitting areas, within new private development.

Action CD-2.1 Ensure that new development and building and property remodels and renovations are consistent with the design guidelines of the Downtown Revitalization Plan.

Action CD-2.2 Continue to explore the development of new publicly owned civic spaces on vacant and underutilized downtown properties.

Action CD-2.3 Create an Urban Design Plan for the downtown that address building design details such as doors, windows, cano-

pies/awnings, materials, siding colors, roof treatments and signage.

3. Established Residential Neighborhoods

Goal CD-3	Preserve and enhance the existing character of Newman's established residential neighborhoods.
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Policy CD-3.1 The City shall seek to preserve the vital qualities of existing, stable residential neighborhoods, including preserving a human scale, pedestrian orientation, ample landscaping and trees, attractive architecture and historic materials.

Policy CD-3.2 The City shall seek to preserve the historic character of the neighborhoods within the historic core of Newman. For specific policies related to historic preservation refer to the Recreation and Cultural Resources Element.

Policy CD-3.3 New development in existing residential neighborhoods shall reflect the existing scale and character of the neighborhood and shall be compatible in design.

Policy CD-3.4 Renovations of and additions to existing structures shall result in a design that is compatible with surrounding development within a neighborhood.

Action CD-3.1 Encourage the maintenance of private property within the city's existing neighborhoods.

Action CD-3.2 Maintain the streets, sidewalks, street trees within the existing neighborhood and repair streets and sidewalks and replace trees as needed.

4. New Residential Neighborhoods

Goal CD-4	Create new residential neighborhoods that preserve and enhance the existing community character and fabric of Newman, create a sense of place, provide a high quality living environment and emphasize pedestrian access.
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Policy CD-4.1 The City shall encourage the creation of new well-defined residential neighborhoods.

Policy CD-4.2 New residential development shall reflect the human scale and pedestrian oriented character of existing neighborhoods in Newman.

Policy CD-4.3 New neighborhoods should generally be no more than ½ mile wide in any direction and should not be bisected by a physical barrier, such as an arterial street.

Policy CD-4.4 Each neighborhood should have at least one clear focal point, such as a park, school, or other open space and community facility. Focal points shall have ample public spaces, and shall be within ¼ mile from any point in a neighborhood.

Policy CD-4.5 New neighborhoods shall be designed to maximize direct pedestrian, bicycle and vehicular connections both within the neighborhood and to surrounding neighborhoods. Using Newman's existing grid system as model, new neighborhoods shall be designed on a traditional or curvilinear grid. In most instances block lengths should be short, typically no more than 400 feet, to create a fine-grained street pattern that allows for multiple routes through a neighborhood and encourages walking. Cul-de-sacs may be used within the

grid if through bicycle, pedestrian and emergency vehicular access is provided at the end of the cul-de-sac.

Policy CD-4.6 Gated neighborhoods or neighborhoods that have bicycle, pedestrian and vehicular circulation systems that are not integrated with the circulation systems of surrounding neighborhoods and areas shall not be allowed.

Policy CD-4.7 New residential development shall be designed with street networks and housing types that allow buildings to face or side onto local and collector streets and two lane arterials. Sound walls along public rights of way shall be discouraged and shall only be used along arterials when no other design solution exists for reducing the impact of roadway noise on residential areas. Where soundwalls are used, they shall be set back from the street, include design features that enhance visual interest and shall be landscaped to mitigate their impact on the community character and pedestrian environment.

Policy CD-4.8 Garage doors shall not dominate the street facing facades of residential buildings. Garages for new single-family house, duplexes and townhouses should be subordinate in visual importance to the living area and front entryways. A number of different design strategies can achieve consistency with this policy including locating garages towards the back of properties, constructing alleys and placing the garages along the alleys, limiting the width of garages to two car spaces, building garages as separate structures from the house, requiring garages to be set back from the front façade of the house, and orientating garage doors at 90 degrees to the street.

Policy CD-4.9 A variety of architectural styles shall be provided with in each neighborhood. Within each neighborhood block, the

exterior design of residential buildings shall be varied to provide visual interest to the streetscape.

Policy CD-4.10 Buildings shall include appropriate, consistent details and design treatments on all sides of the building and not just on the sides that face a street.

Policy CD-4.11 Buildings located at corners shall be designed to address the corner, with porches and main entryways oriented towards the corner or located on the portion of the structure adjacent to the corner.

Policy CD-4.12 Elementary and middle schools shall be encouraged to be located and designed to be compatible with residential neighborhoods as a means to foster the concept of neighborhood schools, minimize bussing of students, and encourage neighborhood identity.

5. Highway 33 Corridor

Goal CD-5	Highway 33 will be an attractive corridor through Newman and new development along Highway 33 will be of high quality design and be pedestrian oriented.
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Policy CD-5.1 New commercial development along Highway 33 and outside of the downtown shall be consistent with the “Highway District” design guidelines contained within the “Highway 33 Specific Plan” and shall be designed with a rural/agrarian design theme to complement the rural character of the region and Newman’s small town character. Franchise architecture that consists of a standard corporate design and is not consistent with the rural/agrarian design theme is discouraged.

- Policy CD-5.2 New commercial development along Highway 33 and within or adjacent to downtown will be consistent with the “Downtown District” design guidelines contained within the Highway 33 Plan. New development on the west side of Highway 33, between Kern and Merced Street, shall also be consistent with the design guidelines contained within the “Downtown Revitalization Plans.”
- Policy CD-5.3 New commercial development shall include building front-ages with human scale design elements, varied and articulated facades, and entries oriented to public sidewalks or pedestrian pathways. Building facades located along pedestrian pathways and public rights of way shall also have window opening and not consist of solid blank walls.
- Policy CD-5.4 New business park and industrial development along highway 33 shall, through site and building design and landscaping, contribute towards creating an attractive Highway 33 corridor.
- Policy CD-5.5 Commercial and business park development shall hold to corners to create a pedestrian friendly environment and to create a strong building presence at intersections. Surface parking lots located at intersections are discouraged.
- Policy CD-5.6 The presence of surface parking lots along Highway 33 and roadways shall be minimized by moving buildings adjacent and parallel to property lines abutting public rights of way. Ample landscaping and low walls should be provided to create a buffer between off-street parking and circulation areas and the adjacent public sidewalk.
- Action CD-5.1 Work with property and existing business owners along Highway 33 to improve the appearance and maintenance of

those properties that do not contribute to the attractive appearance of Highway 33.

6. Business Parks and Industrial Development

Goal CD-6	Business park, commercial and industrial development will be compatible in design with surrounding uses.
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Policy CD-6.1 New industrial and office park development shall be designed and sited to be compatible with surrounding uses and not negatively detract from the character of the surrounding area.

Policy CD-6.2 New industrial and business park development adjacent to residentially designated areas shall include buffers to minimize impacts on adjacent residential development. Buffers can be provided by trees and landscaping, building setbacks and placement, and by appropriately placed walls on the back and sides of industrial and business park projects.

Policy CD-6.3 New commercial and business park development should provide for convenient and direct pedestrian access to surrounding uses and neighborhoods.

Action CD-6.1 Create and adopt design guidelines for new business park and industrial development.

Action CD-6.2 Work with industrial property and business owners to improve the appearance and maintenance of those existing industrial properties that detract from the appearance of Newman.

7. Landscaping, Streetscapes and Gateways

Goal CD-7	Maintain and enhance the quality of Newman's landscape, streetscape and gateways.
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- Policy CD-7.1 The City shall protect and enhance the tree canopy created by mature trees and heritage trees in existing developed areas.
- Policy CD-7.2 The existing canopy of street trees and landscaping along major streets shall be extended as the City grows to enhance the visual character of special and important streets within Newman.
- Policy CD-7.3 New development shall provide evenly spaced street trees planted between the curb and the adjacent sidewalk in park strips. Street trees shall be of species that will provide a canopy of shade over the public right of way when the trees reach maturity and the species of trees planted on a given street shall be consistent. In developed areas with an existing and prevailing species of street trees, new street trees shall be consistent with the prevailing species. Park strips shall be landscaped except in the downtown or in other high traffic pedestrian areas where the streets can be paved. Integral curbs, gutters and sidewalks are discouraged.
- Policy CD-7.4 Business park development shall provide landscaping on portions of the property along public rights of ways that are not occupied by structures or used for pedestrian circulation or vehicle parking and circulation. A minimum 20-foot landscaped setback area shall also be provided between parking and circulation areas and sidewalks within the public right of ways.

- Policy CD-7.5 New development along Highway 33, outside of the downtown, shall provide a minimum 20-foot landscaped setback between parking areas and the Highway 33 public right of way. New development within downtown and along Highway 33 shall be built adjacent and directly parallel to the sidewalk, consistent with the both the Downtown Revitalization Plan and the Highway 33 Specific Plan.
- Policy CD-7.6 Parking lots intended for automobiles and small trucks shall include shade trees spaced at a minimum of one tree per five parking spaces and trees shall be evenly distributed throughout parking areas.
- Policy CD-7.7 New four lane arterials shall include a median that includes both landscaping and trees.
- Policy CD-7.8 Large scale development, including development within the Master Plan Subareas, shall include a master landscape and lighting district for the maintenance of street trees, landscape strips and street lights. These districts shall cover the entire development or, if the development is within a Subarea, the entire Master Plan Subarea, except in cases where a Subarea includes residential and business park uses. In these cases, a separate district could be created for the residential and business park portion of the Master Plan Subarea.
- Policy CD-7.9 New large scale development, including all development within the Master Plan sub areas, shall locate and construct utilities underground.
- Policy CD-7.10 New development along Highway 33, Stuhr Road, and Hills Ferry Road that is adjacent to the major entryway and gateway locations shown in Figure CD- 2 shall contribute towards the establishment of these distinctive gateway

entrances and landmarks. The gateways and landmarks shall be developed using a unified concept that includes a combination of features such as landscaping, monuments and signing.

Action CD-7.1 Establish a tree planting program that will work with neighborhood residents to plant street trees on existing neighborhood blocks that do not have street trees or are missing street trees.

Action CD-7.2 Develop and implement a streetscape and right of way improvement plan for Highway 33 consistent with the Highway 33 Specific Plan. This plan shall include street trees, street furniture and improved lighting, decorative paving and street trees within the park strips. The portion of Highway 33, directly adjacent to the railroad corridor, shall also include a median with trees and a class one bikeway adjacent and parallel to the railroad.

Action CD-7.3 Continue to work with PG&E and the phone and cable companies to underground the existing utilities within the developed portions of Newman.

Action CD-7.4 Develop unified overall designs for:

- ◆ The gateway entrances into Newman along Stuhr Road, Highway 33 and Hills Ferry Road.
- ◆ Landmark entrances along Highway 33 and Hills Ferry Road.
- ◆ A downtown landmark entrance at the intersection of Fresno Street and Highway 33.

Refer to Figure CD-2 to identify the locations of these features. The gateways and landmark entrances should have a

unified concept that includes a combination of features such as landscaping, monuments and signage.

Action CD-7.5 Construct the gateway and landmark entrances into Newman that are distinct, attractive and contribute to sense of place and entry.

CITY OF NEWMAN
GENERAL PLAN
COMMUNITY DESIGN ELEMENT

10 GLOSSARY

This glossary explains the technical terms used in the City of Newman General Plan. Definitions come from several sources, including existing Newman codes, the California Office of Planning and Research and the American Planning Association Glossary of Zoning, Development and Planning Terms.

A. Abbreviations

ARB: California Air Resources Board
ASC: Agricultural Services Center
BID: Business Improvement District
BMPs: Best Management Practices
Caltrans: California Department of Transportation
CC: Community Commercial
CCIC: Central California Information Center
CCID: Central California Irrigation District
CEQA: California Environmental Quality Act
CNDDDB: California Natural Diversity Database
CDFG: California Department of Fish and Game
CNEL: Community Noise Equivalent Level
CNPS: California Native Plant Society
CIP: Capital Improvements Program
CR: Central Residential
CSMP: Citywide Services Master Plan
dB: Decibel
DC: Downtown Commercial
DFG: California Department of Fish and Game
DOT: US Department of Transportation
DTSC: Department of Toxic Substances Control
DU: Dwelling Unit
EIR: Environmental Impact Report (State)
EOC: Stanislaus County Operational Area Emergency Operations Plan

EOP: Emergency Operations Plan
EPA: US Environmental Protection Agency
FAR: Floor Area Ratio
FEMA: Federal Emergency Management Agency
FIRM: Flood Insurance Rate Map
gpd: Gallons per Day
gpm: Gallons per Minute
HDR: High Density Residential
HI: Heavy Industrial
HIC: Highway Interchange Center
IR: Industrial Reserve
ISO: Insurance Services Office
NCLUSD: Newman Crows Landing Unified School District
NPDES: National Pollutant Discharge Elimination System
LAFCO: Local Agency Formation Commission
L_{dn}: Day-Night Average Level
LDR: Low Density Residential
LI: Light Industrial
LOS: Level of Service
MGD: million gallons per day
MDR: Medium Density Residential
NDD: Newman Drainage District
NFIA: National Flood Insurance Administration
NHPA: National Historic Preservation Act
NPDES: National Pollutant Discharge Elimination System
NRCS: Natural Resources Conservation Service
NWI: National Wetland Inventory
NWR: National Wildlife Refuge
PE: professional engineer
PMR: Planned Mixed Residential
PQP: Public/Quasi-Public
PSOI: Primary spheres of influence
RP: Recreation and Parks

RRC: Rural Residential Center
RWQCB: Regional Water Quality Control Board
SC: Service Commercial
SEMS: Standardized Emergency Management System
SOI: Sphere of Influence
SJVAPCD: San Joaquin Valley Air Pollution Control District
StanCOG: Stanislaus County Council of Governments
StaRT: Stanislaus Regional Transit
SUDP: Specific Urban Development Plan
SWRCB: State Water Resources Control Board
UPRR: Union Pacific Railroad
UR: Urban Reserve
UST: underground storage tank
USFWS: United States Fish and Wildlife Service
VELB: Valley elderberry longhorn beetle
VIPS: Volunteer in Police Services
VLDR: Very Low Density Residential
VMT: Vehicle Miles Traveled
WWTDF: Wastewater Treatment and Disposal Facilities

B. Terminology

Acreage, Gross

The land area that exists prior to any dedications for public use, health and safety purposes.

Acreage, Net

The portion of a site that can actually be built upon, which is the land area remaining after dedication of ultimate rights-of-way for:

- ◆ Exterior boundary streets
- ◆ Flood ways

- ◆ Public parks and other open space developed to meet minimum standards required by City ordinance
- ◆ Utility Easements and rights-of-way may not be counted as net acreage

Action

An action is a program, implementation measure, procedure, or technique intended to help to achieve a specified goal. (See “Goal”)

Adverse Impact

A negative consequence for the physical, social, or economic environment resulting from an action or project.

Appropriate

An act, condition, or state that is considered suitable.

Archaeological Resource

Material evidence of past human activity found below the surface of the ground or water, portions of which may be visible above the surface.

Arterials

Major thoroughfares intended to serve as the major routes of travel within the city. Arterials are typically larger roadways designed to gather traffic from the collector system and provide major connections between regional destinations and highway and freeway systems.

Bicycle Lane (Class II facility)

A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility)

A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Capital Improvements Program

A program, administered by a City and reviewed by its Planning Commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually for conformance to and consistency with the General Plan.

City

City with a capital “C” generally refers to the Newman city government or administration. City with a lower case “c” may mean any city or may refer to the geographical area of Newman (e.g. the City bikeway system).

City Limits

The legal boundaries of the geographical area subject to the jurisdiction of Newman’s city government. For example, development applications for properties located within the city limits must be reviewed by the City.

Collectors

Intermediaries between arterials and local roads; collecting traffic from local roads and distributing it to the arterial system. Collector roadways also provide direct access to residential subdivisions as well as shopping centers and industrial complexes, and should be spaced at quarter-mile to half-mile intervals.

Community Noise Equivalent Level (CNEL)

A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Compatible

Capable of existing together without conflict or ill effects.

Conditional Use Permit

The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Cul-de-sac

A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cultural Resources

Includes historic, archaeological and paleontological resources, as well as human remains.

dB

Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear. The lowest volume a normal ear can detect under laboratory conditions is 0 dB, the threshold of human hearing. Since the decibel scale is logarithmic, 10 decibels are ten times more intense and 20 decibels are a hundred times more intense than 1 db.

dBA

The “A-weighted” scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness even though the noise is actually ten times more intense.

Dedication

The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Dedication, In lieu of

Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Density

The amount of development on a property. (See also “Density, residential” and “Floor Area Ratio”)

Density, Residential

The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan are expressed in dwelling units per gross acre. (See “Acres, Gross”)

Development

The physical extension and/or construction of non-farm land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). The construction of a single-family home on an existing lot, and routine repair and maintenance activities, are exempted.

Dwelling Unit

The place of customary abode of a person or household which is either considered to be real property under State law or cannot be easily moved.

Element

California State Government Code Section 65302 requires each General Plan to contain seven separate “elements” that set goals, policies and actions for each mandated subject. Topics can sometimes be combined or included into other elements, as allowed by State law.

Entry Corridor

Entrance to an urban area, or to an important part of a city, along a major roadway.

Environmental Impact Report (EIR)

A report required pursuant to the California Environmental Quality Act (CEQA) that assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See “California Environmental Quality Act”)

Fault

A fracture in the earth’s crust that forms a boundary between rock masses that have shifted.

Floor Area Ratio (FAR)

The size of a building in square feet (gross floor area) divided by net land area, expressed as a decimal number. For example, a 60,000 square foot building on a 120,000 square-foot parcel would have a floor area ratio of 0.50. The FAR is used in calculating the building intensity of non-residential development.

Floodplain, (100-year)

The area which has a one percent chance of being inundated during any particular 12-month period. The risk of this area being flooded in any century is 1 percent, but statistically, the risk is almost 40 percent in a 50-year period.

Gateway

An area of Newman, located where a major street meets the City limits. It is a point along a roadway at which a motorist or cyclist gains a sense of having left the environs and of having entered the City.

General Plan

A compendium of City policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council. In California, the General

Plan has seven mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Public Safety) and may include any number of optional elements.

Goal

A description of the general desired results that Newman seeks to create through the implementation of the General Plan. Goals are included in each element of the Plan and may include the key physical or community characteristics that the City and its residents wish to maintain or develop.

Groundwater

Water that exists beneath the earth’s surface, typically found between saturated soils and rock, and is used to supply wells and springs.

Habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

Household

All persons occupying a single dwelling unit.

Impact Fee

A fee charged to a developer by the City according to the proposed development project, typically by number of units, square footage or acreage. The fee is often used to offset costs incurred by the municipality for services and infrastructure such as schools, roads, police and fire services, and parks.

Implementation

Actions, procedures, programs, or techniques that carry out policies.

Infill Development

Development that occurs on vacant or underutilized land within areas that area already largely developed.

Land Use

The occupation or utilization of an area of land for any human activity or any purpose.

Land Use Designation

One particular category in a classification series of appropriate use of properties established by the General Plan Land Use Element.

Level of Service (LOS) Standard

A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway.

Level of Service (Traffic)

A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

Level of Service A

A relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B

Describes a steady flow of traffic, with only slight delays in vehicle movement and speed.

Level of Service C

Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D

Designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E

Represents traffic characterized by slow movement and frequent stoppages. This level of service is considered to be the limit of acceptable delay.

Level of Service F

Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration.

Local Agency Formation Commission (LAFCO)

A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove or conditionally approve such proposals.

Local Street

Provides direct access to properties and connects travelers to collectors and arterials.

Master Plan subareas

Areas that require the development of a Master Plan, approved by the City, before they can be developed.

Mobile Home

A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park.

Mixed Use

Any mixture of land uses, including mixtures of residences with commercial, offices with retail, or visitor accommodation with offices and retail. As distinguished from a single use land use designation or zone, mixed use refers to an authorized variety of uses for buildings and structures in a particular area.

Parcel

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Pedestrian-Oriented Design

An approach to site and neighborhood design intended to facilitate movement on foot in an area, as opposed to design that primarily serves automobile movement. Examples of pedestrian-oriented design include pathways following the most direct route from sidewalk to front door, continuous building streetwalls with shop windows, outdoor cafes, street trees and benches.

Planning Area

The Planning Area is the land area addressed by the General Plan. The Planning Area does not lead to regulatory powers outside of the City limits. Instead, it signals to the County and to other nearby local and regional authorities that City residents recognize that development within this area has an impact on the future of their community, and vice versa. The unincorporated land within the Newman Planning Area will remain under the jurisdiction of the County of Stanislaus. (See also Sphere of Influence)

Policy

A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an implementing action or program. (See "Action")

Primary Sphere of Influence

The Primary Sphere of Influence distinguishes land that is expected to be annexed in the next ten or so years and is an area that is sufficient to accommodate growth projected to occur over this time period (the year 2016 in the case of the Newman General Plan). Stanislaus County LAFCO also requires cities to establish a Primary Sphere of Influence.

Seiche

A seiche is a wave that occurs on a lake, bay or other body of water, such as a swimming pool, and is caused by changes in atmospheric pressure, underwater earthquakes or landslides. The movement of the wave can be compared to the back-and-forth sloshing of water in a bathtub.

Sensitive Receptors

Uses sensitive to noise such as residential areas, hospitals, convalescent homes and facilities, and schools.

Specific Plan

Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A Specific Plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence

Under State law, the term used for the area outside of the city limits which a city expects to annex in future years. (See also Planning Area)

Unincorporated Area

Encompasses properties that are located outside of cities. Development in the unincorporated area is subject to County jurisdiction.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City zoning ordinance and General Plan land use designations.

Wastewater

Water that has already been used for washing, flushing, or in a manufacturing process, and therefore contains waste products such as sewage or chemical by-products.

Zoning

The division of a city by ordinance or other legislative regulation into districts, or zones, which specify allowable uses for real property and size restrictions for buildings constructed in these areas; a program that implements the land use policies of the General Plan.

Zoning District

A designated area of the City for which prescribed land use requirements and building and development standards are or will be established.