



**CITY OF MODESTO  
PLANNING COMMISSION AGENDA  
MONDAY, JANUARY 5, 2026 6:00 PM  
BASEMENT CHAMBERS  
1010 TENTH STREET – MODESTO, CA**

I. ROLL CALL

**THIS MEETING WILL BE PHYSICALLY OPEN TO THE PUBLIC AND THE MEETING CAN BE VIEWED BY ZOOM VIDEOCONFERENCING OR TELEPHONE**

**\*Public comment must be in person**

Effective March 1, 2023, if a technical issue arises with Zoom or the phone dial-in option, the Planning Commission meeting will continue unless the meeting is being held pursuant to the provisions of Assembly Bill 2449. Alternative viewing options are listed below, and the meeting is physically open to the public. You may participate in the meeting as indicated below.

**Joining the Planning Commission meeting via Zoom**

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

- Enter the following link into an Internet Browser <https://modestogov.zoom.us/j/86128333602?pwd=f6VK7ZrbNT3sQ1SNJ5nbbzboryYtPZ.1>
- Enter the following link into an Internet Browser <https://zoom.us/> and using the Webinar ID 861 2833 3602 Password 444640
- To use Zoom, please visit: <https://zoom.us/> and either sign-up for a free Zoom account or continue as a guest. Once you have downloaded the app onto your mobile device, joined from your web browser, or downloaded the Zoom software on your computer you will be ready for the upcoming Commission meeting.

**Submitting Comments by Email**

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

This Agenda is on file in the Planning Division, 3<sup>rd</sup> Floor, 10th Street Place, on the Posting Board at entry of 10th Street Place, and is available on the City’s Web site at [www.modestogov.com](http://www.modestogov.com).

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

In accordance with the requirements of Title II of the Americans with Disabilities Act (“ADA”) of 1990, the Fair Employment & Housing Act (“FEHA”), the Rehabilitation Act of 1973 (as amended), Government Code section 11135 and other applicable codes, the City of Modesto (“City”) will not discriminate against individuals on the basis of disability in the City’s services, programs, or

activities. For more information, please visit the City of Modesto website at <https://www.modestogov.com/865/Americans-with-Disabilities-Act-ADA>.

II. PUBLIC COMMENT PERIOD

Three-minute time limit per speaker.

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

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

III. APPROVAL OF MINUTES

Minutes of the regular meeting of December 15, 2025.

IV. CONFLICT OF INTEREST DECLARATION

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

V. CONSENT ITEMS

None.

VI. PUBLIC HEARING

*Published by in the Modesto Bee December 14, 2025*

- Item A Hearing to consider approving a tentative parcel map to subdivide an existing 1.29-acre lot into two independent lots, located in the low density residential (R-1) zone at 2513 Woodland Ave (APN: 081-018-069) (Andres Brambila) (Funding Source: Application Fees)  
Contact Info: Michael Schubert, Assistant Planner, 577-5267, [mschubert@modestogov.com](mailto:mschubert@modestogov.com)

*Published by in the Modesto Bee December 14, 2025*

- Item B Hearing to consider a resolution recommending to the City Council approval of an amendment to the Circulation Element of the Modesto Urban Area General Plan; and a resolution recommending to the City Council the approval of Specific Plan Amendment No. 6 to the Street Hierarchy Diagram of the Tivoli Specific Plan, to reclassify Oakdale Road between Scenic Drive and Claratina Avenue between McHenry Avenue and Claus Road from six-lane Principal Arterial Streets to four-lane Principal Arterial Streets, together with text amendments to Chapter 9 of the Tivoli Specific Plan relative to major Specific Plan amendment policies (City of Modesto) (Funding Source: Not Applicable)  
Contact Info: Edwin Borquez, Associate Planner, 577-5267, [eborquez@modestogov.com](mailto:eborquez@modestogov.com)

VII. OTHER BUSINESS

VIII. MATTERS TOO LATE FOR THE AGENDA

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

IX. ADJOURNMENT

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

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

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

Posted pursuant to Government Code Section 54954.2 on \_\_\_\_\_ at \_\_\_\_\_

by \_\_\_\_\_ on the bulletin board at Tenth Street Place.

**LIST OF INVOLVED PARTIES FOR THE PLANNING COMMISSION  
AGENDA OF JANUARY 5, 2026**

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

**ITEM A                   Hearing to consider approving a tentative parcel map to subdivide an existing 1.29-acre lot into two independent lots, located in the low density residential (R-1) zone at 2513 Woodland Ave (APN: 081-018-069) (Andres Brambila) (Funding Source: Application Fees)**

<u>Relationship</u>	<u>Name/Address</u>
Applicant	Andres Brambila, 2513 Woodland Avenue, Modesto, CA 95358
Owners	Adrian Brambila, Lilianna Brambila, Santiago, Brambila, Tins Brambila, Andres Brambila, Alyssa Brambila, 2513 Woodland Avenue, Modesto, CA 95358

**ITEM B                   Hearing to consider a resolution recommending to the City Council approval of an amendment to the Circulation Element of the Modesto Urban Area General Plan; and a resolution recommending to the City Council the approval of Specific Plan Amendment No. 6 to the Street Hierarchy Diagram of the Tivoli Specific Plan, to reclassify Oakdale Road between Scenic Drive and Claratina Avenue between McHenry Avenue and Claus Road from six-lane Principal Arterial Streets to four-lane Principal Arterial Streets, together with text amendments to Chapter 9 of the Tivoli Specific Plan relative to major Specific Plan amendment policies (Funding Source: Not Applicable)**

<u>Relationship</u>	<u>Name/Address</u>
Applicant	1010 10 <sup>TH</sup> Street, Modesto, CA 95354 3 <sup>rd</sup> Floor

City of Modesto Planning Commission

**Minutes**

December 15, 2025

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

**I. ROLL CALL**

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

Commissioner Black absent

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

**II. APPROVAL OF MINUTES**

It was moved by Commissioner Grewal, seconded by Commissioner Goriel, and carried unanimously (6-0) that the minutes of the regular meeting of December 1, 2025, be approved with the correction of the meeting being called to order by Vice Chair Commissioner Russell.

**III. PUBLIC COMMENT PERIOD**

None.

**IV. CONFLICT OF INTEREST DECLARATION**

None.

**V. CONSENT**

None.

**VI. PUBLIC HEARINGS**

**Item A** Hearing to consider approving the Tentative Parcel Map of property located at 1200 Graphics Drive.

Contact Info: Edwin Borquez, 577-5267, [eborquez@modestogov.com](mailto:eborquez@modestogov.com)

**Motion/Action (Approved)**

It was moved by Commissioner Grewal, seconded by Commissioner Russell, and carried unanimously (6-0) (Arroyo, Goriel, Grewal, Hauselmann, Russell, Shanks, ayes; None, noes; Black, absent; None, recused) that the Planning Commission adopt **Resolution No. 2025-44** A RESOLUTION APPROVING THE TENTATIVE PARCEL MAP OF A SINGLE 43.8-ACRE PARCEL SPLIT INTO TWO PARCELS LOCATED AT 1200 GRAPHICS DRIVE (NORTH POINT)

**Item B** Hearing to consider an application proposing the rezone of 1.35 acres located at 3213 Coffee Road (APN 013-070-067), west of Thorsen Avenue, from Professional Office (P-O) Zone to Medium Density Residential (R-2) Zone, to facilitate future multi-family residential development. No physical development is proposed with this rezone.

Contact Info: Katharine Marting, 577-5267, [kamartin@modestogov.com](mailto:kamartin@modestogov.com)

**Motion/Action (Approved)**

It was moved by Commissioner Arroyo, seconded by Commissioner Goriel, and carried unanimously (6-0) (Arroyo, Goriel, Grewal, Hauselmann, Russell, Shanks, ayes; None, noes; Black, absent; None, recused) that the Planning Commission adopt **Resolution No. 2025-45** A RESOLUTION RECOMMENDING TO THE CITY COUNCIL AN AMENDMENT TO SECTION 9-3-9 OF THE ZONING MAP TO REZONE 1.35 ACRES FROM PROFESSIONAL OFFICE (P-O) ZONE TO MEDIUM DENSITY RESIDENTIAL (R-2) ZONE FOR PROPERTY LOCATED AT 3213 COFFEE ROAD WEST OF THORSEN AVENUE (LYN BRIGHT)

**VII. OTHER BUSINESS**

**Item C Board of Zoning Update**

**Motion/Action (Approved)**

Commissioner Grewal was unable to give an update due to lack of meetings in 2025.

**Item D Citizen's Housing & Community Development Committee Update**

**Motion/Action (Approved)**

Commissioner Russell gave an update on Citizen's Housing & Community Development Committee.

**Item E Election of Chair and Vice Chair for the 2026 Calendar Year**

**Motion/Action (Approved)**

It was moved by Commissioner Russell, seconded by Commissioner Grewal, and carried unanimously (6-0) (Arroyo, Goriel, Grewal, Hauselmann, Russell, Shanks, ayes; None, noes; Black, absent; None, recused) that the Planning Commission elect Commissioner Shanks as the Planning Commission Chair for the calendar year 2026

**Motion/Action (Approved)**

It was moved by Commissioner Grewal, seconded by Commissioner Shanks, and carried unanimously (6-0) (Arroyo, Goriel, Grewal, Hauselmann, Russell, Shanks, ayes; None, noes; Black, absent; None, recused) that the Planning Commission elect Commissioner Russell as Planning Commission Vice Chair for the calendar year 2026.

**Item F Elect Board of Zoning Adjustment Representative**

**Motion/Action (Approved)**

It was moved by Commissioner Shanks, seconded by Commissioner Russell, and carried unanimously (6-0) (Arroyo, Goriel, Grewal, Hauselmann, Russell, Shanks, ayes; None, noes; Black, absent; None, recused) that the Planning Commission elect Commissioner Grewal to be the Board of Zoning Adjustment Representative for the calendar year 2026

**Item E** Elect Citizen’s Housing & Community Development Committee Representative

**Motion/Action (Approved)**

It was moved by Commissioner Shanks, seconded by Commissioner Goriel, and carried unanimously (6-0) (Arroyo, Goriel, Grewal, Hauselmann, Russell, Shanks, ayes; None, noes; Black, absent; None, recused) that the Planning Commission elect Commissioner Russell to be the Citizen’s Housing & Community Development Committee Representative for the calendar year 2026

**Item G** Approve 2026 Meeting Calendar

**Motion/Action (Approved)**

It was moved by Commissioner Russell, seconded by Commissioner Goriel, and carried unanimously (6-0) (Arroyo, Goriel, Grewal, Hauselmann, Russell, Shanks, ayes; None, noes; Black, absent; None, recused) that the Planning Commission approve the 2026 meeting calendar.


**VIII. MATTERS TOO LATE FOR THE AGENDA**

None.

**XI. ADJOURNMENT**

The meeting was adjourned at 6:30 pm.

Original, signed copy on file in CEDD  
Michael Hren, AICP, Secretary

 <p style="text-align: center;"><b>CITY OF MODESTO</b> <b>COMMITTEE AGENDA REPORT</b></p>	<p style="text-align: center;"><b>DATE OF MEETING:</b> January 5, 2026</p>
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Date: September 25, 2025

**TO:** Chairperson Shanks and Members of the Planning Commission

**THROUGH:** Jessica Hill, Community and Economic Development Director

**FROM:** Radha Hayagreev, Principal Planner

**SUBJECT:** Tentative Parcel Map to subdivide an existing 1.29-acre lot into two independent lots, located in the Low Density Residential (R-1) Zone at 2513 Woodland Avenue. APN (081-018-069)

**CEQA:** This project is categorically exempt from Section 15315-Minor Land Divisions of California Environmental Quality Act (CEQA)

**CONTACT:** Michael Schubert, Assistant Planner,  
[mschubert@modestogov.com](mailto:mschubert@modestogov.com), 209-577-5272

**APPLICANT:** Andres Brambila

**DESCRIPTION:**

Hearing to consider approving a tentative parcel map to subdivide an existing 1.29-acre lot into two independent lots, located in the low density residential (R-1) zone at 2513 Woodland Ave (APN: 081-018-069) (Andres Brambila) (Funding Source: Application Fees)

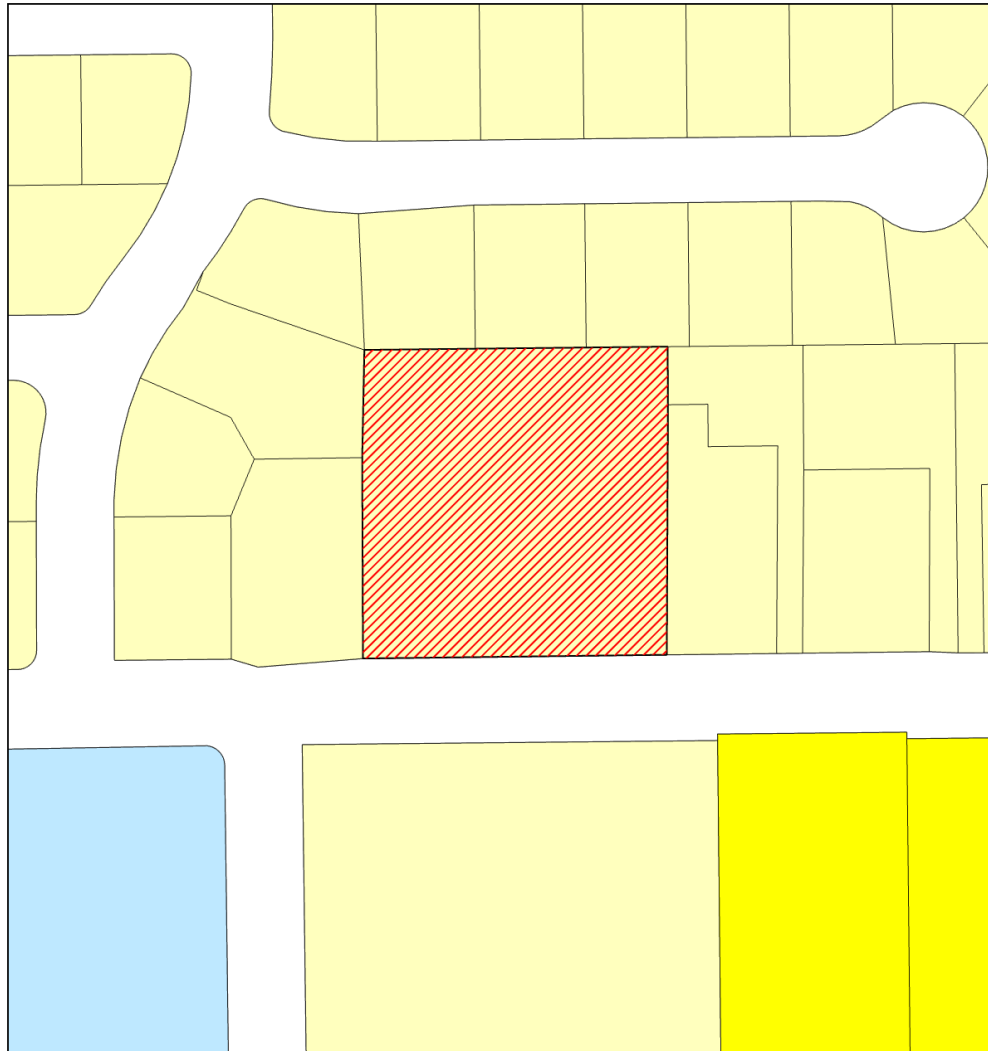
**STRATEGIC PLAN ELEMENT:**

This item is consistent with the 2025-2026 Strategic Plan Area of Focus: Quality of Life. The approval of a Tentative Parcel Map at this location will allow for the construction of additional homes or residential units which in turn will engage in the attractiveness, safety and resilience of Modesto.





**BACKGROUND:**

The project area of 2513 Woodland Avenue, north of Woodland Avenue, is currently comprised of one 55,749 square foot parcel identified in the Stanislaus County Assessor's records as Assessor's Parcel Number 081-018-069.

The current uses consist of one single family residence. The properties to the east, north,  
south, and west are also zoned R-1.



**Legend**

-  Project Site
-  General Plan Residential (R)
-  Planned Development (P-D)
-  Single Family Residential (R-1)

**2513 Woodland Avenue  
Project Area Map**

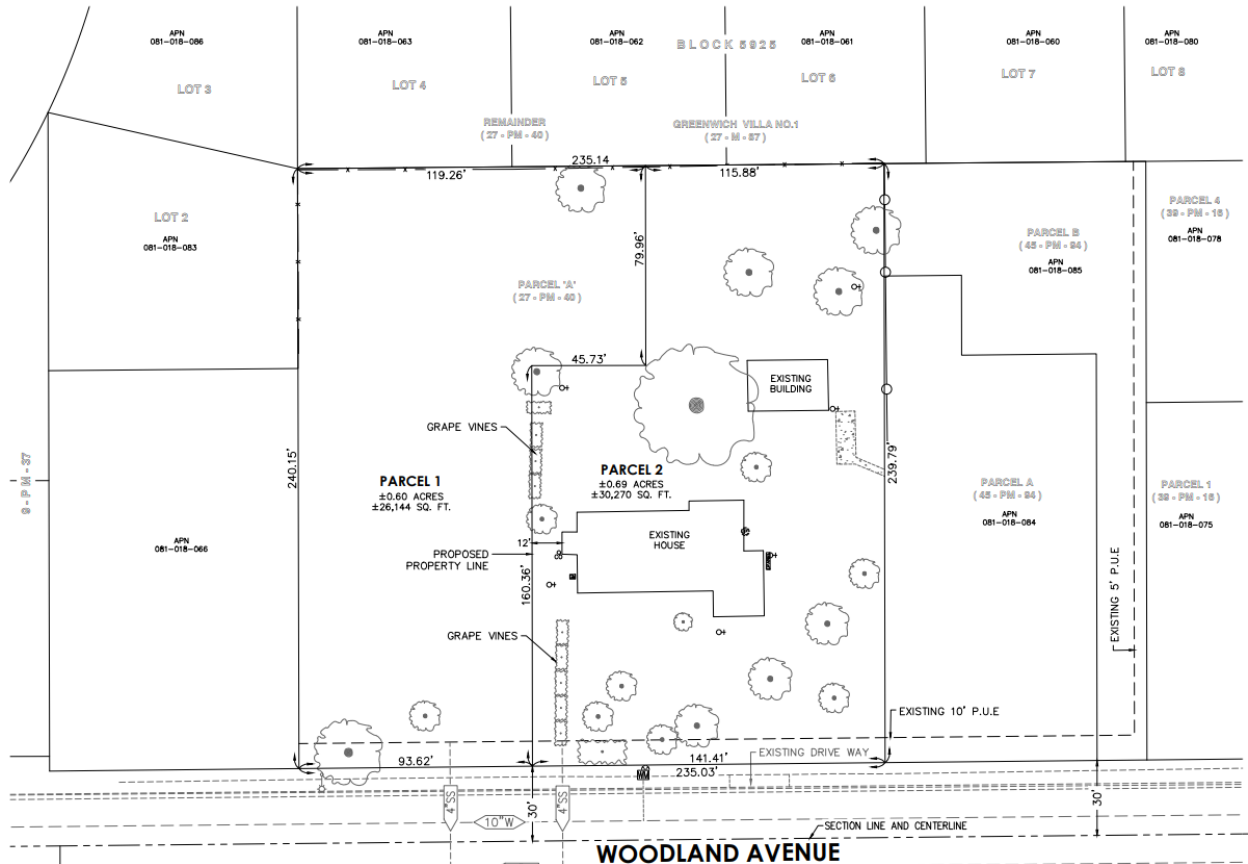
N



**DISCUSSION:**

Planning Commission, January 5, 2026  
 Tentative Parcel Map to subdivide existing 1.29-acre lot into two independent  
 lots, located in the Low Density Residential (R-1) Zone at 2513 Woodland  
 Avenue APN (081-018-069)  
 Page 3 of 5

On September 25, 2025, Andres Brambila applied for a Tentative Parcel Map for 2513 Woodland Avenue, zoned R-1. The project proposes to split one 1.29-acre parcel into two parcels. There is no development proposed at this time.



The proposed tentative map will create two parcels: the easternmost parcel, totaling 0.69 acres, will include the existing house and accessory structure; the westernmost parcel will be vacant and comprise 0.60 acres. It has been determined that the proposed parcels meet the requirements of the Tentative Parcel Map and applicable lot design standards based on a thorough review of the map's layout, parcel sizes, existing improvements, and consistency with zoning and subdivision regulations. Any future development on this site will be held to the City's standards within the Modesto Municipal Code.

Planning staff referred the Tentative Parcel Map to other City Departments and Divisions as well as external stakeholders. All comments and conditions have been incorporated into the resolution.

General Plan Conformance:

The parcel has a General Plan Designation of R – Residential. The General Plan residential zone intent is to include single-family detached housing. Small lot single-family residential development is encouraged. This project proposal will allow for two single family residential developments, aligned with the intent of the General Plan. The land use intensity is a maximum of 10.9 dwelling units per acre for single family development and will be subject to the underlying zoning provisions.

The proposed subdivision of this parcel will not alter its current land use or function.

Zoning conformance:

The proposed Tentative Parcel Map and any future development will be reviewed and held to the R-1 single family residential development standards. Table-1 shows the required and proposed development standards and the projects conformance.

Table-1 Zoning Regulations and Development Standards Conformance

Development Standard (R-1)	Required	Proposed	Conformance (Y/N)
Area (Minimum in square feet)	5,000 square feet	Parcel 1: 26,144 square feet; Parcel 2: 30,270 square feet	Y
Width (Minimum in feet)	50 feet	Parcel 1: 93 feet; Parcel 2: 141 feet	Y

Subdivision conformance:

Per City of Modesto Municipal Code Chapter 4-4.502(c), a Tentative Parcel Map is required to conform to Article 5 provisions as well as the Subdivision Map Act. As part of the application and review process, the project has been reviewed and conditioned for development and final recordation process.

**FISCAL IMPACT:**

City expenditures related to the review of the project are funded by application fees provided by the applicant.

**CEQA REQUIREMENTS:**

This Tentative Parcel Map is categorically exempt from review under the California Environmental Quality Act (CEQA), pursuant to Section 15315, “Minor Land Divisions” of the CEQA Guidelines which exempts “the division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous 2 years, and the parcel does not have an average slope greater than 20 percent.” Staff has prepared a Notice of Exemption EA/C&ED 2025-27 and has provided it as Attachment No. 2.

**RECOMMENDED PLANNING COMMISSION ACTION:**

**Staff Recommendations:**

Motion to Certify the CEQA Notice of Exemption EA/C&ED 2025-27; and

Adopt a Resolution to approve a Tentative Parcel Map to subdivide an existing 1.29-acre lot into two independent lots, located in the Low Density Residential (R-1) Zone at 2513 Woodland Avenue (APN 081-018-069)

**Attachments:**

1. Draft Resolution 2026-xx
2. Notice of Exemption EA/C&ED 2025-27
3. Proposed Map drawings
4. Financial Interest Disclosure Form
5. Levine Act Form

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

**A RESOLUTION APPROVING A TENTATIVE PARCEL MAP TO  
SUBDIVIDE EXISTING 1.29-ACRE LOT INTO TWO  
INDEPENDENT LOTS, LOCATED IN THE LOW DENSITY  
RESIDENTIAL (R-1) ZONE AT 2513 WOODLAND AVENUE (APN  
081-018-069)**

WHEREAS, on September 25, 2025, Andres Brambila filed an application for a Tentative Parcel Map to divide one 1.29-acre parcel into two parcels at 2513 Woodland Avenue, APN 081-018-069; and

WHEREAS, said Tentative Parcel Map was received in the office of the Secretary of the Planning Commission on September 25, 2025, and was accepted for filing and deemed complete on September 25, 2025, in accordance with the provisions of Section 4-4.502 of the Modesto Municipal Code; and

WHEREAS, copies of said Tentative Parcel Map have been sent to internal departments and local external agencies for review, conditions and comments; and

WHEREAS, City services, including sewer and water facilities, are available; and

WHEREAS, a public hearing was held by the Planning Commission on January 5, 2026, in Chambers at 1010 Tenth Street, Modesto, California, at which hearing evidence both oral and documentary was received and considered; and

WHEREAS, this item is consistent with the 2025-2026 Strategic Plan Area of Focus: Quality of Life. The approval of a Tentative Parcel Map at this location will allow for the construction of additional homes or residential units which in turn will engage in the attractiveness, safety and resilience of Modesto; and

WHEREAS, the project is consistent with the City's General Plan designation of R-Residential; and

WHEREAS, the project site is zoned Single Family Residential (R-1). The properties directly to the north, south, east and west are also zoned R-1; and

WHEREAS, the project is splitting one 1.29-acre parcel into two parcels. The westernmost parcel will be 0.60 acres while the easternmost parcel will be 0.69 acres; and

WHEREAS, this project has no new proposed development and aligns with the Subdivision Map Act by adhering to the legal and regulatory framework set out by the Act; and

WHEREAS, the project is funded by application fees provided by the Applicant; and

WHEREAS, staff has determined that this Tentative Parcel Map is categorically exempt from further review under the California Environmental Quality Act (CEQA), pursuant to Section 15315, "Minor Land Divisions" of the CEQA Guidelines which exempts "the division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous 2 years, and the parcel does not have an average slope greater than 20 percent," and staff has prepared a Notice of Exemption, EA/C&ED 2025-27.

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

1. The Tentative Parcel Map to create two (2) parcels is consistent with the General Plan of the City of Modesto and the Subdivision Map Act of the State of California.
2. The proposed Tentative Parcel Map will not be materially detrimental to the public welfare or injurious to other property or improvements in the vicinity or zone in which the property is located and will not nullify the intent and purpose of the General Plan or regulations within the City of Modesto Municipal Code.
3. The discharge of waste as a result of the proposed tentative parcel map into the existing sewer system will not result in a violation of existing requirements by the California Regional Water Quality Control Board pursuant to Division 7 (commencing with Section 13000) of the Water Code of the State of California.
4. The proposed Tentative Parcel Map is exempt from CEQA, pursuant to Section 15315 “Minor Land Divisions” of the CEQA Guidelines which exempts “the division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous 2 years, and the parcel does not have an average slope greater than 20 percent.”
5. The proposed Tentative Parcel Map complies with all applicable requirements of the Subdivision Map Act and of Title 4 of the Modesto Municipal Code regarding the subdivision of land.

BE IT FURTHER RESOLVED by the Planning Commission that the Tentative Parcel Map of property located at 2513 Woodland Avenue, accepted for filing in the office of the Secretary of the Planning Commission on September 25, 2025, is hereby approved as submitted and subject to the following conditions:

1. All resultant parcels in the subdivision Map will be in the R-1 zone and is subject to development standards of the Title 10 regulations of the R-1 zone.
2. There cannot exist any structure along the proposed lot line of the subdivision parcel map. Structures present will automatically void the proposed map.

3. Street trees shall be planted and maintained along the street frontages of the affected properties and conform to the City of Modesto Street Tree Plan. The subdivider of a parcel shall be responsible for planting such street trees.
4. At the time of development, any public improvements that are missing, damaged, or not to current City standards shall be designed and constructed per City standards in accordance with Modesto Municipal Code (Section 7-1.701). Such improvements may include, but not be limited to curb & gutter, drive approach, sidewalk, Americans with Disabilities Act (ADA) access ramps, fire hydrants and streetlights. All public improvement plans shall be designed by a Registered Engineer and reviewed and approved by the City Engineer prior to issuance of an Encroachment permit. A certificate giving notice of this requirement shall be placed on the Parcel Map.
5. At the time of development, all existing underground and aboveground utilities, irrigation, and electrical lines shall be protected, relocated, or removed as required by the City Engineer or designee. Easements for utilities, irrigation, and electrical lines to remain shall be reserved as required.
6. Address shall be posted and viewable from road of frontage.
7. At the time of development, Applicant shall submit Landscape and Irrigation (L&I) plans for review and approval by the City's Parks Planning and Development (PPD) Division. L&I plans shall meet the current State of California Model Water Efficient Landscape Ordinance (MWELO) requirements, Modesto Municipal Code (MMC) requirements and City of Modesto Standards at time of submittal.
8. At the time of development, Applicant shall provide a minimum fifteen-foot (15') landscape setback along streets and roads.
9. At the time of development, Applicant shall provide a minimum five-foot (5') side landscape setback and fifteen-foot (15') back landscape setback.
10. At the time of development, Applicant shall provide one (1) street tree per lot, or more on corner lots spaced thirty-five (35') feet on center maximum and located within seven feet (8') of back of sidewalk, or curb.
11. At the time of development, Low Impact Development (LID) control and treatment measures shall be planted with vegetation for erosion protection and sediment entrapment to collect/treat storm water run-off before entering the storm drain system. Storm drainage basins shall be appropriately landscaped and irrigated to address the specific type of storm water control measure. Applicant shall provide total square feet of the landscape area in project information.
12. At the time of development, Applicant shall install a separate landscape water meter for right-of-way (ROW) landscape and irrigation.
13. Prior to and after development, the lot shall be maintained in good condition and the premises shall be kept free of weeds, trash, and other debris.

14. Prior to the issuance of a Grading, Demolition, or Building Permit, Developer shall submit improvement plans conforming to design requirements of the most current edition of the City of Modesto Guidance Manual for Development, Stormwater Quality Control Measures, and the City of Modesto Municipal Code.
15. The Applicant, property owner and developer shall, at their sole expense, defend, indemnify and hold harmless the City of Modesto, its agents, officers, directors and employees, from and against all claims, actions, damages, losses, or expenses of every type and description, including but not limited to payment of attorneys' fees and costs, by reason of, or arising out of, this development approval. The obligation to defend, indemnify and hold harmless shall include but is not limited to any action to arbitrate, attack, review, set aside, void or annul this development approval on any grounds whatsoever. The City of Modesto shall promptly notify the developer of any such claim, action, or proceeding and shall cooperate fully in the defense.

BE IT FURTHER RESOLVED that the conditions of project approval set forth herein include certain fees, dedication requirements, reservations requirements, and other exactions, and that pursuant to Government Code Section 66020(d)(1), these conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations, and other exactions.

BE IT FURTHER RESOLVED that the Applicant is hereby further notified that the ninety (90) days approval period in which a protest of these fees, dedications, reservations, and other exactions, pursuant to Government Code Section 66020(a) can be filed, begins on January 5, 2026, and that if a protest is not filed within this ninety (90)-day period complying with all of the requirements of Section 66020, the Applicant will be legally barred from later challenging such exactions.

The foregoing resolution was introduced at the regular meeting of the Planning Commission held on January 5, 2026, by Commissioner \_\_\_\_ who moved its adoption, which motion was seconded by Commissioner \_\_\_\_, and carried by the following vote:

Ayes:

Noes:

Absent:

Recused:

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

Signed copy on file in CEDD  
Michael Hren, AICP, Secretary

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Stanislaus

From: (Public Agency): City of Modesto
1010 10th Street
Modesto, CA 95354

(Address)

Project Title: Tentative Parcel Map, split one 1.29 acre parcel into two parcels

Project Applicant: City of Modesto

Project Location - Specific:
2513 Woodland Avenue (APN: 081-018-069)

Project Location - City: Modesto Project Location - County: Stanislaus

Description of Nature, Purpose and Beneficiaries of Project:
Tentative Parcel map to split one 1.29 acre parcel into two. No development
proposed at this time

Name of Public Agency Approving Project: City of Modesto

Name of Person or Agency Carrying Out Project: City of Modesto

- Exempt Status: (check one):
[ ] Ministerial (Sec. 21080(b)(1); 15268);
[ ] Declared Emergency (Sec. 21080(b)(3); 15269(a));
[ ] Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
[X] Categorical Exemption. State type and section number: Sec. 15315 "Minor Land Divisions"
[ ] Statutory Exemptions. State code number:

Reasons why project is exempt:
The proposed project may be found categorically exempt under CEQA Guidelines Section 15315
because it will be split into three parcels. section 15315 exempts the division of property in urbanized
areas zoned for residential, commercial, or industrial use into four or fewer parcels.

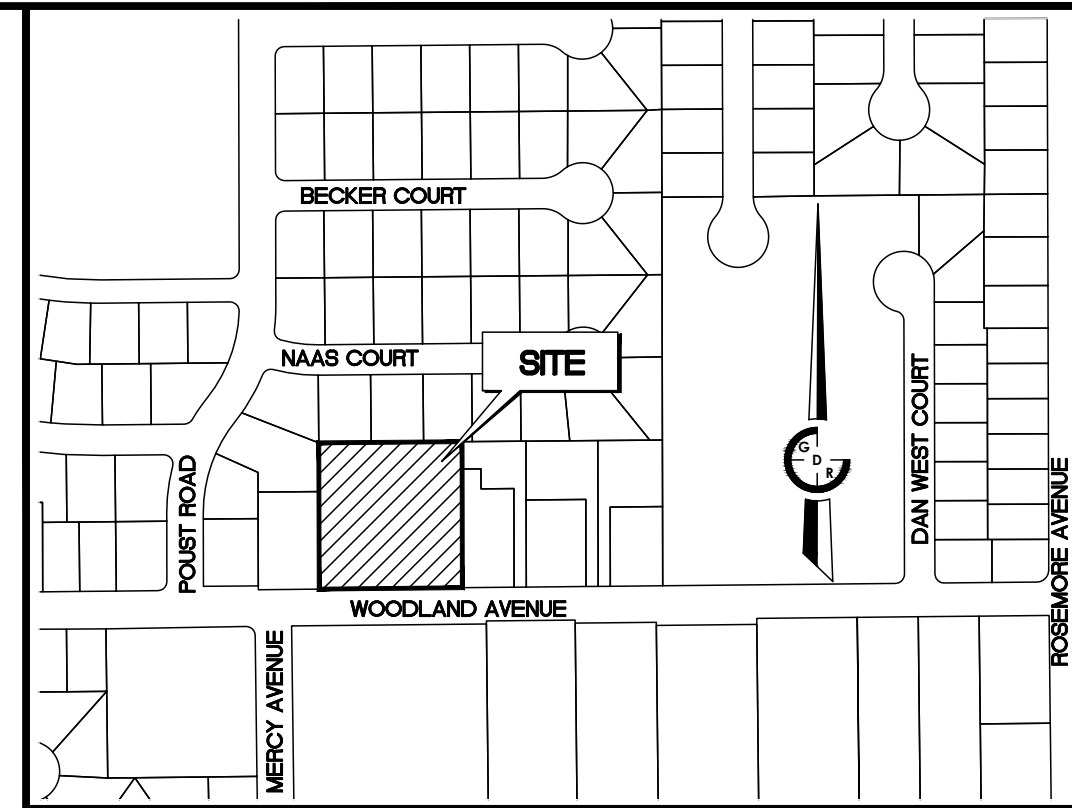
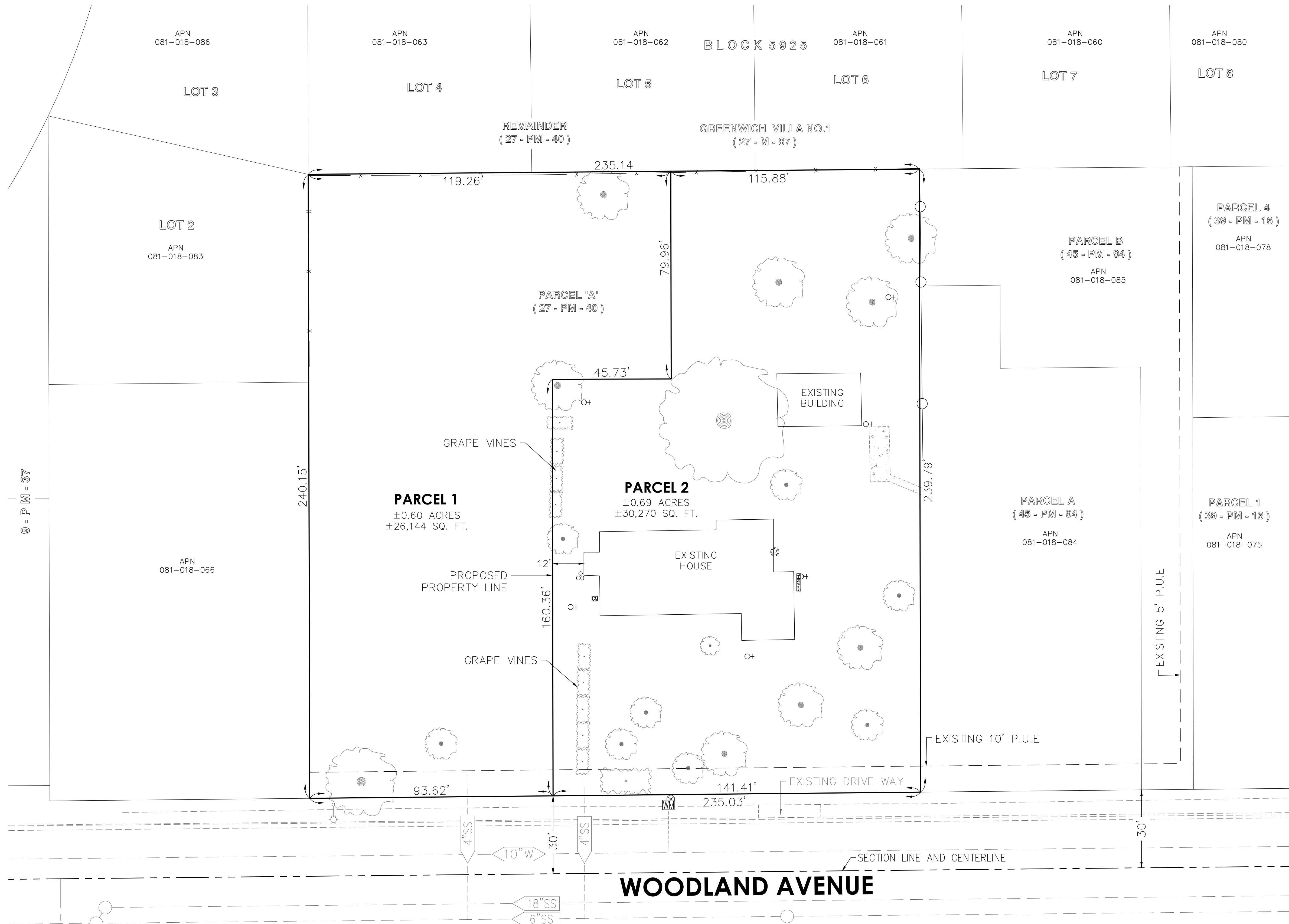
Lead Agency
Contact Person: Michael Schubert Area Code/Telephone/Extension: (209) 577-5272

- If filed by applicant:
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: [Signature] Date: September 25, 2025 Title: Assistant Planner

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code. Date Received for filing at OPR:
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.



**VICINITY MAP**  
CITY OF MODESTO, STANISLAUS COUNTY, STATE OF CALIFORNIA

**PROPERTY OWNER / APPLICANT**  
 CONTACT: ANDRES BRAMBILA, ET AL  
 MAILING ADDRESS: 2513 WOODLAND AVENUE  
 CITY/STATE/ZIP: MODESTO, CA 95358  
 PHONE: 209-604-2803  
 EMAIL: andres33096@gmail.com

SITE ADDRESS: 2513 WOODLAND AVENUE  
 CITY/STATE/ZIP: MODESTO, CA 95358

**ENGINEER**  
 COMPANY: GDR ENGINEERING INC.  
 CONTACT: SEAN HARP  
 MAILING ADDRESS: 3525 MITCHELL ROAD, SUITE G  
 CITY/STATE/ZIP: CERES, CA 95307  
 PHONE: 209-538-3360  
 EMAIL: sean@gdreng.com

**EXISTING CONDITIONS**  
 A.P.N.: 081-018-069  
 EXISTING PARCELS: 1  
 EXISTING ACREAGE: ±1.30 ACRES  
 EXISTING GENERAL PLAN: R - RESIDENTIAL  
 EXISTING ZONING: R-1 - SINGLE-FAMILY

**PROPOSED PROJECT**  
 PROPOSED PARCELS: 2  
 PARCEL 1: ±0.60 ACRES  
 PARCEL 2: ±0.69 ACRES

**LEGEND**

EXISTING	
CO	CLEAN-OUT
EPANED	ELECTRICAL PANEL
EM	ELECTROLIER
GM	GAS METER
HOSE-BIB	HOSE-BIB
TREE	TREE
VALVE	VALVE
WM	WATER METER
WP	WATER PUMP
PROJECT BOUNDARY	PROJECT BOUNDARY
EXISTING LOT LINES	EXISTING LOT LINES
EXISTING RIGHT-OF-WAY	EXISTING RIGHT-OF-WAY
ROAD CENTER LINES	ROAD CENTER LINES
SECTION LINE	SECTION LINE
WOODEN FENCE	WOODEN FENCE
CHAIN LINK FENCE	CHAIN LINK FENCE
CURB & GUTTER	CURB & GUTTER
EXISTING WATER	EXISTING WATER
EXISTING SEWER	EXISTING SEWER

**NOTES**  
 WATER: CITY OF MODESTO  
 SEWER: CITY OF MODESTO  
 STORM DRAINAGE: CITY OF MODESTO

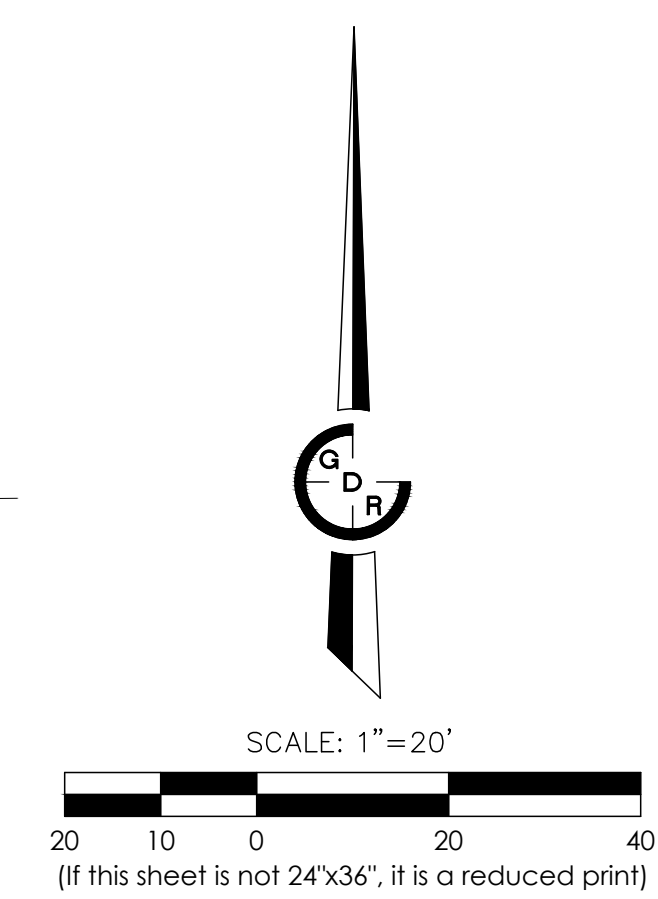
1. DEVELOPER RESERVES THE RIGHT TO DEVELOP THE PROJECT IN MULTIPLE PHASES OR SEQUENCE OF PHASES.  
 2. ALL IMPROVEMENTS IN ACCORDANCE WITH THE CITY OF MODESTO IMPROVEMENT STANDARDS.

**PROPERTY DESCRIPTION**  
 PARCEL A AS SHOWN ON THAT CERTAIN PARCEL MAP FILED JUNE 26, 1978 IN BOOK 27 OF PARCEL MAPS, AT PAGE 40, STANISLAUS COUNTY RECORDS BEING A PORTION OF LOT 8 OF ROSEMORE PARK TRACT.

**GDR ENGINEERING, INC.**  
 ENGINEERING/SURVEYING/PLANNING  
 3525 MITCHELL ROAD, SUITE G CERES, CA 95307  
 TELEPHONE: (209) 538-3360 FAX: (209) 538-7370  
 www.gdrengineering.com

**TENTATIVE PARCEL MAP FOR ANDRES BRAMBILA**

SCALE: 1"=20' DATE: 08/21/2025  
 DWG NO. 25032 Tentative Parcel Map.dwg SHEET: 1 OF 1  
 DRAWN: EM,DB FILE NO. 25032  
 CHECKED: SH



**ROSEMORE AVENUE**

**MERCY AVENUE**



**DRAFT**  
 SEAN HARP, L.S. 7823

## FINANCIAL INTEREST DISCLOSURE FORM GUIDELINES

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

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

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



## FINANCIAL INTEREST DISCLOSURE FORM

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

### Tests of Materiality:

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

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

PROJECT: \_\_\_\_\_



\_\_\_\_\_  
APPLICANT SIGNATURE

\_\_\_\_\_  
APPLICANT NAME (type or print)

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

**NAMES**

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

\_\_\_\_\_  
Tina Mare Brambila, Andres Santiago Brambila, and Alyssa Marie Brambila  
\_\_\_\_\_

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

GDR Engineering, Inc. ; Sean Harp, Jason Chapman, Max Garcia, and  
Haren Sanghera Principals  
\_\_\_\_\_

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

\_\_\_\_\_  
\_\_\_\_\_

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

\_\_\_\_\_  
\_\_\_\_\_

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

\_\_\_\_\_  
\_\_\_\_\_

Contractor(s)

\_\_\_\_\_  
\_\_\_\_\_

Other – (Investors, Trustees, etc.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



## California Levine Act Disclosure

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

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

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

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

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

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

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

NO

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

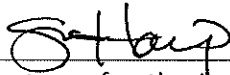
YES If yes, please identify the Councilmember(s):

NO

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

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

9/18/2025  
Date

  
Signature of authorized individual

GDR Engineering, Inc.  
Company/Applicant Name

 <p style="text-align: center;"><b>CITY OF MODESTO</b> <b>COMMITTEE AGENDA REPORT</b></p>	<p style="text-align: center;"><b>DATE OF MEETING:</b> January 5, 2026</p>
--	--

Date: November 26, 2025

**TO:** Chairperson Shanks and Members of the Planning Commission

**THROUGH:** Jessica Hill, Community and Economic Development Director

**FROM:** Michael Hren, AICP, Principal Planner

**SUBJECT:** General Plan Amendment and Tivoli Specific Plan Amendment  
Reclassifying Oakdale Road and Claratina Avenue

**CONTACT:** Edwin Borquez, Associate Planner, [eborquez@modestogov.com](mailto:eborquez@modestogov.com),  
209-571-5516

**CEQA:** This project is categorically exempt from review under the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Section 15061(b)(3) "Common Sense" exemption.

**Applicant:** City of Modesto

**DESCRIPTION:**

Hearing to consider a resolution recommending to the City Council approval of an amendment to the Circulation Element of the Modesto Urban Area General Plan, and a resolution recommending to the City Council the approval of Specific Plan Amendment No. 6 to the Street Hierarchy Diagram of the Tivoli Specific Plan, to reclassify Oakdale Road between Scenic Drive and Claratina Avenue between McHenry Avenue and Claus Road from six-lane Principal Arterial Streets to four-lane Principal Arterial Streets, together with text amendments to Chapter 9 of the Tivoli Specific Plan relative to major Specific Plan amendment policies (Funding Source: Not Applicable)

**STRATEGIC PLAN ELEMENT:**

This item is consistent with the 2025-2026 Strategic Plan's Area of Focus: Quality of Life Goals and Strategies, Goal D. Provide safe, efficient, and reliable infrastructure through proactive community investment, maintenance, and sustainability efforts.

**BACKGROUND:**

The City of Modesto initiated the Oakdale Claratina Traffic Analysis Study (Kittleson & Associates, July 2, 2025) to evaluate the necessity of the six-lane classifications for Oakdale Road and Claratina Avenue, as designated in the General Plan and Tivoli Specific Plan. This re-evaluation was prompted by changes in the regional network, including commencement of the North County Corridor Phase 1 project, and the recent reclassification of Claus Road between Sylvan Avenue and East Briggsmore Avenue from

a six-lane expressway to a four-lane arterial street, by City Council Resolution No. 2024-023 on January 23, 2024.



Oakdale Claratina Traffic Analysis Study, Kittleson & Associates  
 Study Area

The primary objective was to determine if a four-lane configuration could accommodate future growth (to Year 2046) while meeting the City's performance standards for traffic operations.

The secondary objective is to update the Tivoli Specific Plan document to allow that subsequent major amendments to be considered and approved by City Council Resolution rather than by Ordinance.

The Tivoli Specific Plan has been amended a total of seven times to date, with adoption of major amendments by either City Council Ordinance or Resolution. The reason for the discrepant method of adoption is due to ambiguous language in Section 9.3.1, which reads: "A specific plan may be adopted by either resolution or ordinance. The City's established policy has been to adopt specific plans by ordinance and applicable project related new fees by resolution."

However, the Tivoli Specific Plan is the only specific plan in the City that was adopted by Ordinance, with all others by Resolution and subsequent amendments also by Resolution as provided by those respective specific plans. In keeping with that past practice, the most recent major amendments to the Tivoli Specific Plan were adopted by Resolution.

**DISCUSSION:**

Oakdale Road and Claratina Avenue reclassification: On July 2, 2025, Kittelson and Associates prepared the Oakdale Claratina Traffic Analysis Study, which examined the planned roadway network of Oakdale Road and Claratina Avenue, including study of the reclassification of Oakdale Road and Claratina Avenue from six lanes to four and evaluated the roadways in the context of the North County Corridor (NCC) Phase 1, a new limited-access roadway to be extended in four phases from CA-219 at Tully Road to CA-120 east of the City of Oakdale. Construction of Phase I of the NCC, the segment between Oakdale Road and Claus Road, has commenced.

The study compared three scenarios under existing and future (2046) traffic volumes:

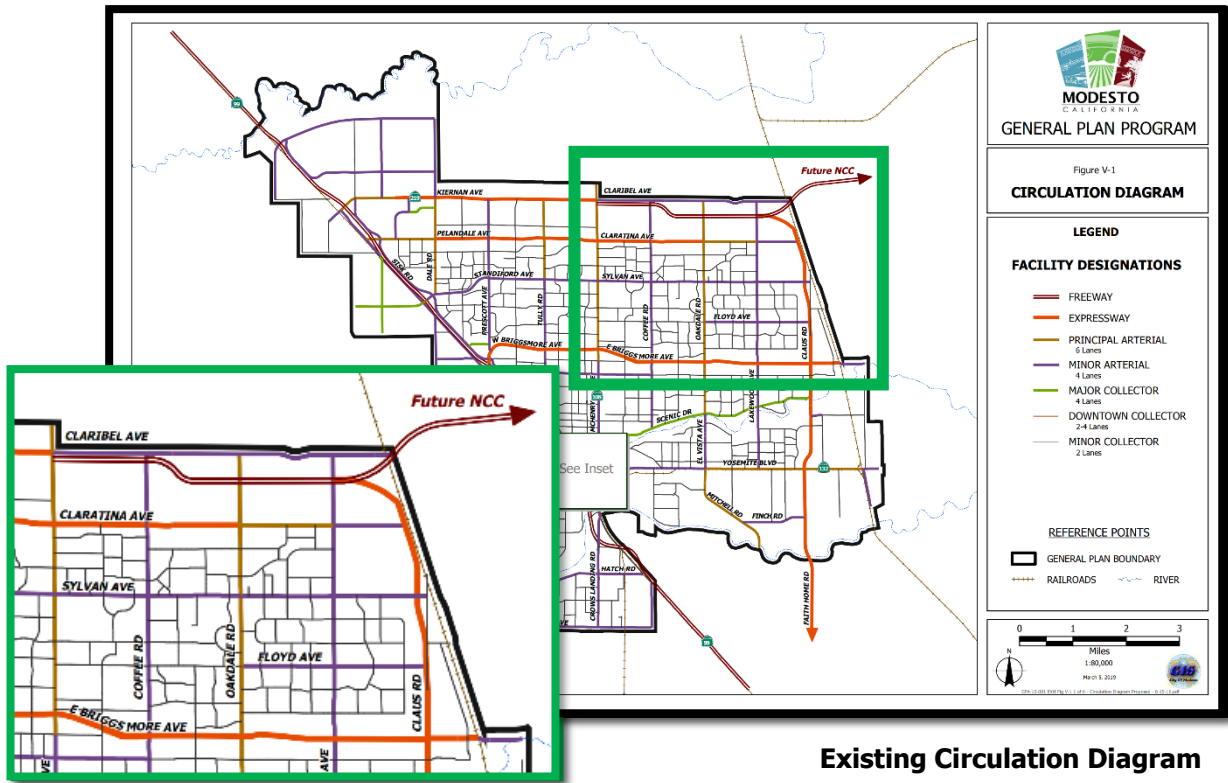
1. Existing Conditions: Current two-lane configurations assessed using observed traffic counts.
2. Future (2046) Planned Conditions: Six-lane configuration as currently designated in the General Plan, assessed using 2046 forecasted volumes.
3. Future (2046) Adjusted Conditions (Recommended): Four-lane configuration on Oakdale Road and Claratina Avenue, including the implementation of roundabouts at key intersections, assessed using 2046 forecasted volumes.

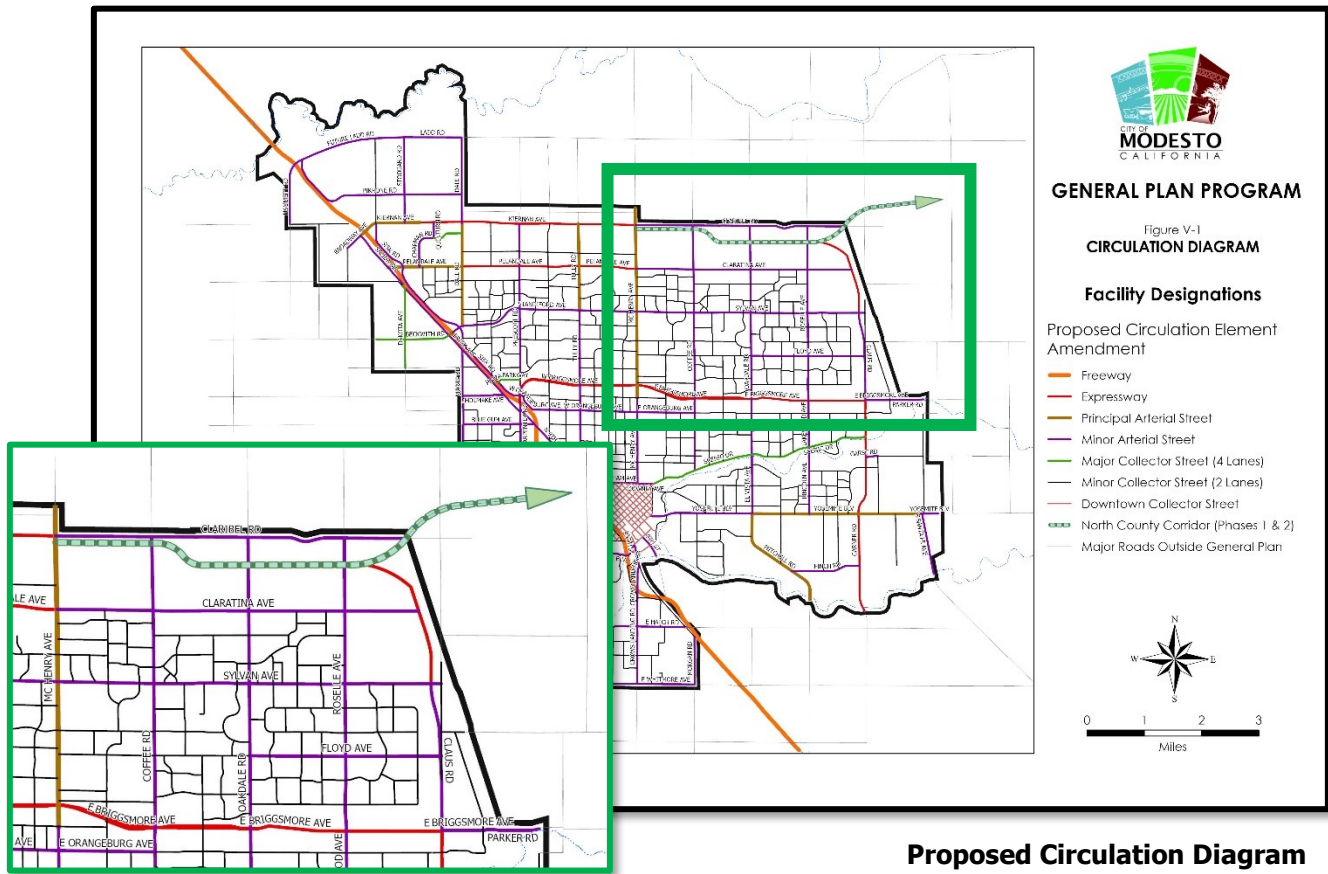
The study concluded that Oakdale Road (from Claribel Road to Scenic Drive) and Claratina Avenue (from McHenry Avenue to Claus Road) can be reclassified from six lanes to four, while still accommodating the area's anticipated growth up to the year 2046. Based on this conclusion, staff proposes that the Circulation Element of the General Plan and the Street Hierarchy Diagram of the Tivoli Specific Plan be amended to reclassify the above segments of Oakdale Road and Claratina Avenue from six-lane configurations to four-lane configurations.

Amendment to General Plan Circulation Diagram (GPA-25-002)

The current Modesto Urban Area General Plan Circulation Diagram (Figure V-1) classifies Claratina Avenue and Oakdale Road as six-lane expressways.

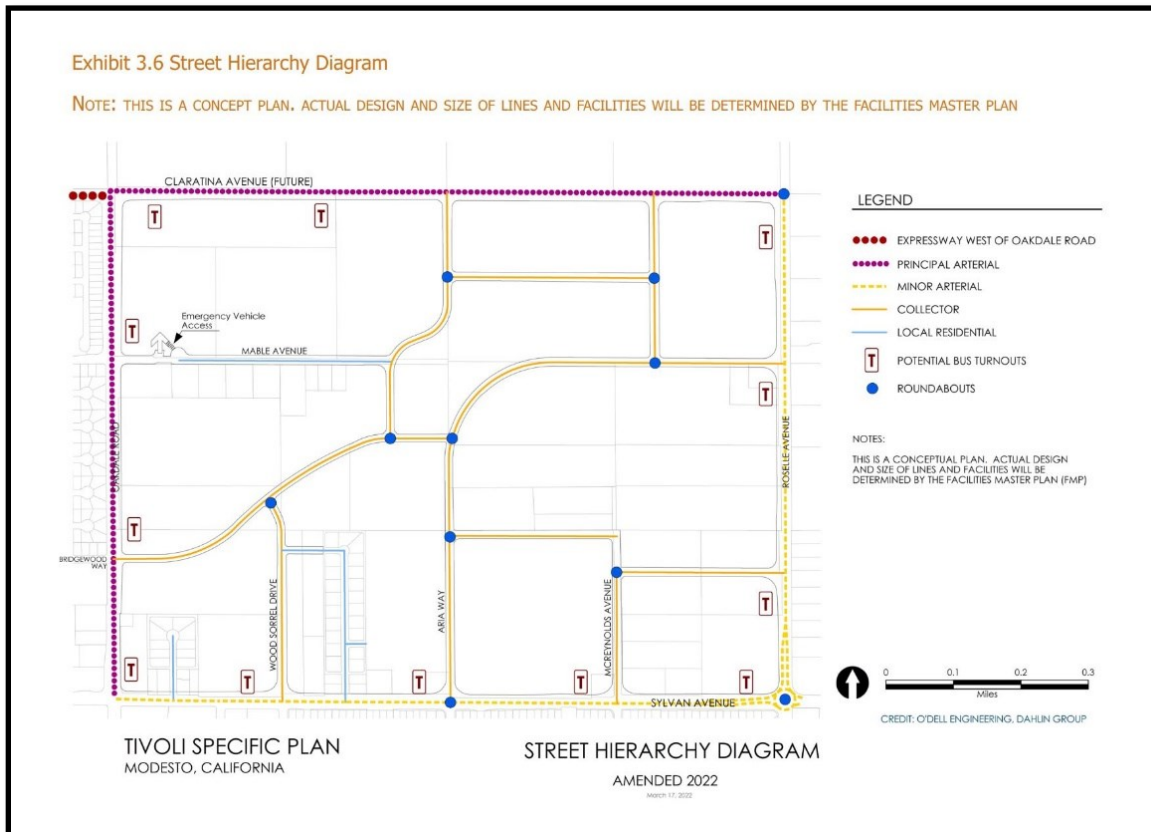
The proposed amendment to the General Plan Circulation Diagram, based on the conclusion of the traffic analysis, is to reclassify Claratina Avenue between McHenry Avenue and Claus Road and Oakdale Road between Scenic Drive and Claribel Road from a six-lane roadway to a four-lane roadway.



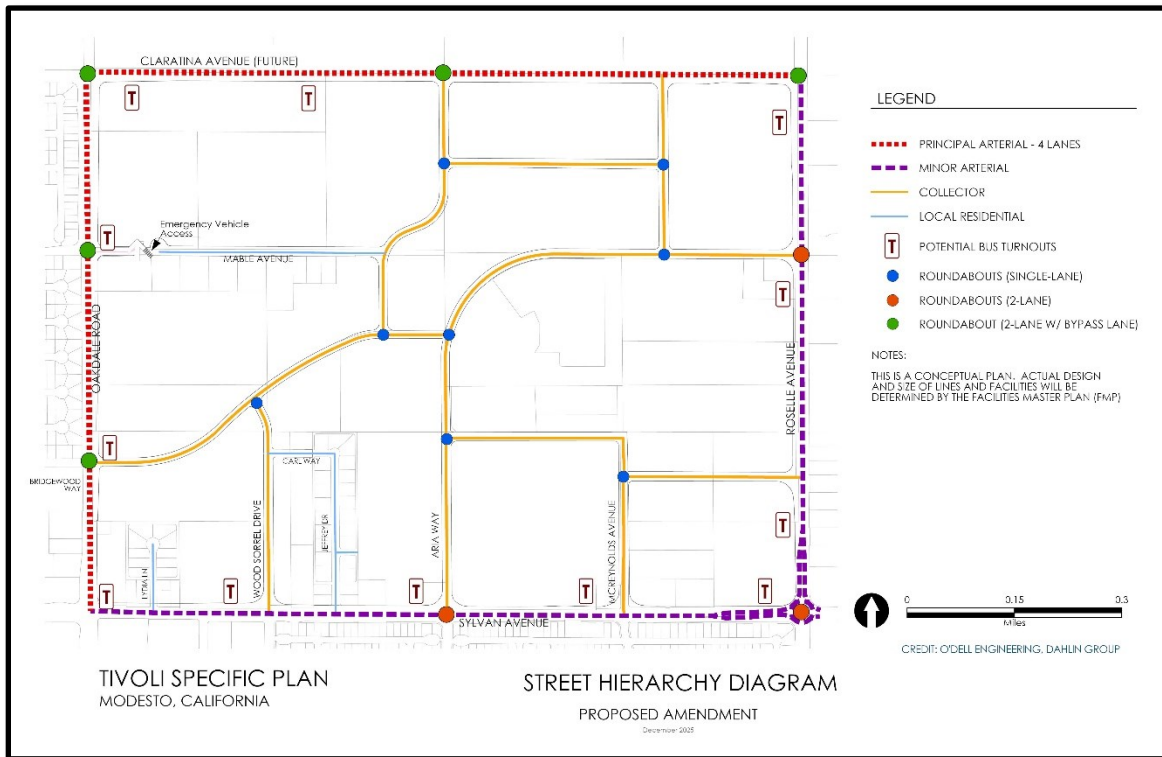


Amendment to Tivoli Specific Plan Street Hierarchy Diagram (SPA-25-004)

For consistency with the proposed amendment to the General Plan, an amendment to reclassify Oakdale Road and Claratina Avenue in the Tivoli Specific Plan is also proposed. The amendment to the Street Hierarchy Diagram of the Specific Plan (Chapter 3, Exhibit 3.6) is to reclassify Oakdale Road and Claratina Avenue from Principal Arterial Streets as shown on the current diagram, to Principal Arterial streets. (“Exhibit A” of the attached draft Ordinance to amend Chapter 9, Implementation). The amendments would allow for right-of-way of between 104-feet and 72-feet in width, curb-to-curb.



**Existing Street Hierarchy Diagram**



**Proposed Street Hierarchy Diagram**

Amendment to Chapter 9 Policies: To maintain consistency for newly proposed major amendments going forward, staff is proposing amending the policies of adoption of major Specific Plan amendments as described in Chapter 9, Section 9.3.4.2, allowing for major amendments to be approved by the Planning Commission and City Council, with ultimate Council action by Resolution.

Since the initial adoption of the Tivoli Specific Plan was by Ordinance, this Tivoli Specific Plan Amendment incorporating the amendment of the Street Hierarchy Diagram and the text amendments to Chapter 9 would also be adopted by Ordinance. As part of the action to amend Chapter 9, this Ordinance would also reaffirm the previous major amendments adopted by Resolution (SPA No. 3 and 4, listed below), since the Specific Plan’s original adoption was by Ordinance.

- SPA No. 3: Amend Land Use Diagram, amend 25 acres from Regional Serving Commercial 1 (RSC-1) to Low Density Residential 13 (LDR-13) and 27 acres from Medium Density Residential 2 (MDR-2) to Low Density Residential 15 (LDR-15).
  - Recommended by Planning Commission Resolution No. 2022-26
  - Adopted by City Council Resolution No. 2022-450
- SPA No. 4: Amend Land Use Diagram, amend 19.95 acres from Medium High Density Residential (MHDR) and Regional Serving Commercial (RSC) to Medium

Density Residential (MDR), and amend certain design standards to allow reduced setbacks and lot sizes.

- Recommended by Planning Commission Resolution No. 2025-10
- Approved by City Council Resolution No. 2025-165

If approved by the City Council, the action would thereby amend Chapter 9 to allow that future major amendments to the Specific Plan would be considered for recommendation by the Planning Commission and ultimately considered and adopted by City Council Resolution, as specified in the proposed text amendments (“Exhibit B” of the attached draft Ordinance to amend Chapter 9, Implementation).

As a recap, SPA No. 1 was by Ordinance and SPA No. 2 and 5 were administrative amendments and will not be part of the action tonight, see listed below.

- SPA No. 1: Amend Land Use and Circulation Diagrams, school site and park location amended, certain roundabouts removed. Recommended by Planning Commission Resolution No. 2016-13 Adopted by City Council Ordinance No. 3654-C.S.
- SPA No. 2: Administrative Amendment to Circulation Diagram, shifting alignment of collector street segment in Area Plan No. 5 northward. Approved by Director of Community and Economic Development March 21, 2022
- SPA No. 5: Administrative Amendment to Section 5.7.1.2, Community Walls Along Arterial Streets, allow for seven-foot-high walls with conditions. Approved by Director of Community and Economic Development March 26, 2025.

**FISCAL IMPACT:**

On September 24, 2024, by Resolution No. 2024-354 Council approved the formation of Community Facilities District (CFD) No. 2024-1 (Tivoli). The Tivoli CFD is authorized to finance all or any part of the costs of acquisition, construction, and improvement of facilities including the future Claratina Ave. from Oakdale Rd. to Roselle Ave. The facilities costs also include the costs of any required environmental or traffic studies which would include the cost of Harris’ Oakdale Claratina Traffic Study.

**CEQA REQUIREMENTS:**

This General Plan and Specific Plan Amendment is exempt from review under the California Environmental Quality Act (CEQA), pursuant to Section 15061(b)(3), the CEQA Guidelines which exempts projects where it can be seen with certainty that there is no possibility of a significant effect on the environment. This exemption is used when a project is so insignificant in its environmental impact that it does not warrant further environmental review under the California Environmental Quality Act (CEQA).

The proposed General Plan and Specific Plan Amendment meets these criteria by being an administrative and regulatory action. The action creates a net reduction in potential future environmental impact. The *Kittelson and Associates Traffic Analysis Study* shows no adverse operational impact. The study confirms that the four-lane reclassification of Oakdale Road and Claratina Avenue is sufficient to accommodate the area’s anticipated

traffic generation through the 2026 horizon year. The model's Future (2046) Adjusted Conditions scenario, which incorporates the proposed four-lane classifications alongside planned operational mitigations demonstrates that none of the analyzed intersections would operate over capacity. Therefore, the reclassification is confirmed by traffic engineering to maintain acceptable traffic flow and avoid the creation of new, unmitigated capacity failures or significant adverse effects related to traffic congestion within the planning horizon. Based on this analysis, staff believes that the proposed General Plan and Specific Plan Amendment meets these criteria and is therefore eligible for the exemption.

Staff has prepared a Notice of Exemption EA/C&ED 2025-25, attached.

**RECOMMENDED PLANNING COMMISSION ACTION:**

**Staff Recommendations:**

Motion adopting a resolution recommending to City Council:

- The adoption and certification of Notice of Exemption EA/C&ED 2025-25; and
- An amendment to the Modesto Urban Area General Plan to Amend the Circulation Diagram for reclassification of Claratina Avenue and Oakdale Road from six-lane roadways to four-lane roadways; and
- Specific Plan Amendment No. 6 to the Tivoli Specific Plan to amend the Street Hierarchy Plan for reclassification of Claratina Avenue and Oakdale Road from six-lane roadways to four-lane roadways; and
- Specific Plan Amendment No. 6 to the Tivoli Specific Plan to amend text of Chapter 9

**Attachments:**

1. Resolution Recommending Approval of GPA to the City Council;
2. Resolution Recommending Approval of SPA to the City Council;
3. Oakdale Claratina Traffic Analysis Study (Kittelson & Associates, July 2, 2025)
4. Notice of Exemption, Environmental Assessment No. EA/C&ED 2025-25;

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

**A RESOLUTION RECOMMENDING TO THE CITY COUNCIL ADOPTION OF AN AMENDMENT TO THE CIRCULATION ELEMENT OF THE MODESTO URBAN AREA GENERAL PLAN TO CHANGE THE DESIGNATION OF OAKDALE ROAD BETWEEN SCENIC DRIVE AND CLARIBEL ROAD FROM SIX-LANE PRINCIPAL ARTERIAL STREET TO FOUR-LANE MINOR ARTERIAL STREET, AND TO CHANGE THE DESIGNATION OF CLARATINA AVENUE BETWEEN MCHENRY AVENUE AND CLAUS ROAD FROM SIX-LANE PRINCIPAL ARTERIAL STREET TO FOUR-LANE MINOR ARTERIAL STREET (CITY OF MODESTO)**

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

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

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

WHEREAS, the City of Modesto conducted a Traffic Analysis Study (“Oakdale Claratina Traffic Analysis Study”, Kittleson & Associates, July 2, 2025), as described in **Exhibit “B”**, attached hereto and incorporated herein by reference, by which the roadways of Oakdale Road and Claratina Avenue were studied for capacity and operational performance in the context of the North County Corridor project, of which Phase I of construction is currently underway; and

WHEREAS, the Traffic Analysis Study confirms that Oakdale Road between Scenic Drive and Claribel Road can be reclassified from planned six-lane configurations to four lanes, and that Claratina Avenue between McHenry Avenue and Claus Road can be reclassified from planned six-lane configurations to four lanes, both while still accommodating the area's anticipated growth to the year of 2046; and

WHEREAS, as a result of the conclusions of the Traffic Analysis Study, the City of Modesto proposes to amend the Circulation Element of the General Plan to change the designation of Oakdale Road between Scenic Drive and Claribel Road from six-lane Principal Arterial Street to four-lane Minor Arterial Street, and Claratina Avenue between McHenry Avenue and Claus Road from six-lane Principal Arterial Street to four-lane Minor Arterial Street, together with associated textual amendments to the General Plan; and

WHEREAS, said application was made concurrently with a proposed amendment to the Tivoli Specific Plan to amend the Street Hierarchy Diagram of the Specific Plan, with associated text amendments (File No. SPA-25-004); and

WHEREAS, a public hearing was held by the Planning Commission on January 5, 2026, in Chambers, 1010 Tenth Street, Modesto, California, at which hearing evidence both oral and documentary was received and considered; and

WHEREAS, the amendment is exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines, which exempts projects where it can be seen with certainty that there is no possibility of a significant effect on the environment. The proposed General Plan amendment meets the criteria by being an administrative and regulatory action, and the basis of the Traffic Analysis Study which concludes that the reclassification of the two roadways to four-lane Arterial Streets would still accommodate the area's future anticipated growth to the year 2046.

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of Modesto that it hereby recommends that the City Council approve the amendment to the Circulation Element of the General Plan to change the designation of Oakdale Road between Sylvan Avenue and Kiernan Avenue from six-lane Principal Arterial Street to a four-lane Minor Arterial Street, and to change the designation of Claratina Avenue between McHenry Avenue and Claus Road from a six-lane Principal Arterial Street to a four-lane Minor Arterial Street, together with associated textual amendments to the General Plan, and to find as follows:

1. The proposed amendment to the Circulation Element would facilitate development of Oakdale Road and Claratina Avenue at a four-lane Arterial Street standard while accommodating the area's anticipated growth.
2. The proposed amendment is exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines, which exempts projects where it can be seen with certainty that there is no possibility of a significant effect on the environment. The proposed General Plan amendment meets the criteria by being an administrative and regulatory action, and the basis of the Traffic Analysis Study which concludes that the reclassification of the two roadways to four-lane Arterial Streets would still accommodate the area's future anticipated growth to the year 2046.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Modesto that it hereby recommends the City Council adopt the proposed amendment to the Circulation Element of the Urban Area General Plan as described in **Exhibit "A"**, attached hereto and incorporated herein by reference.

The foregoing resolution was introduced at the regular meeting of the Planning Commission held on January 5, 2026, by Commissioner Arroyo, who moved its adoption, which motion was seconded by Russell and carried by the following vote:

Ayes:

Noes:

Absent:

Recused:

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

Original, signed copy on file in CEDD

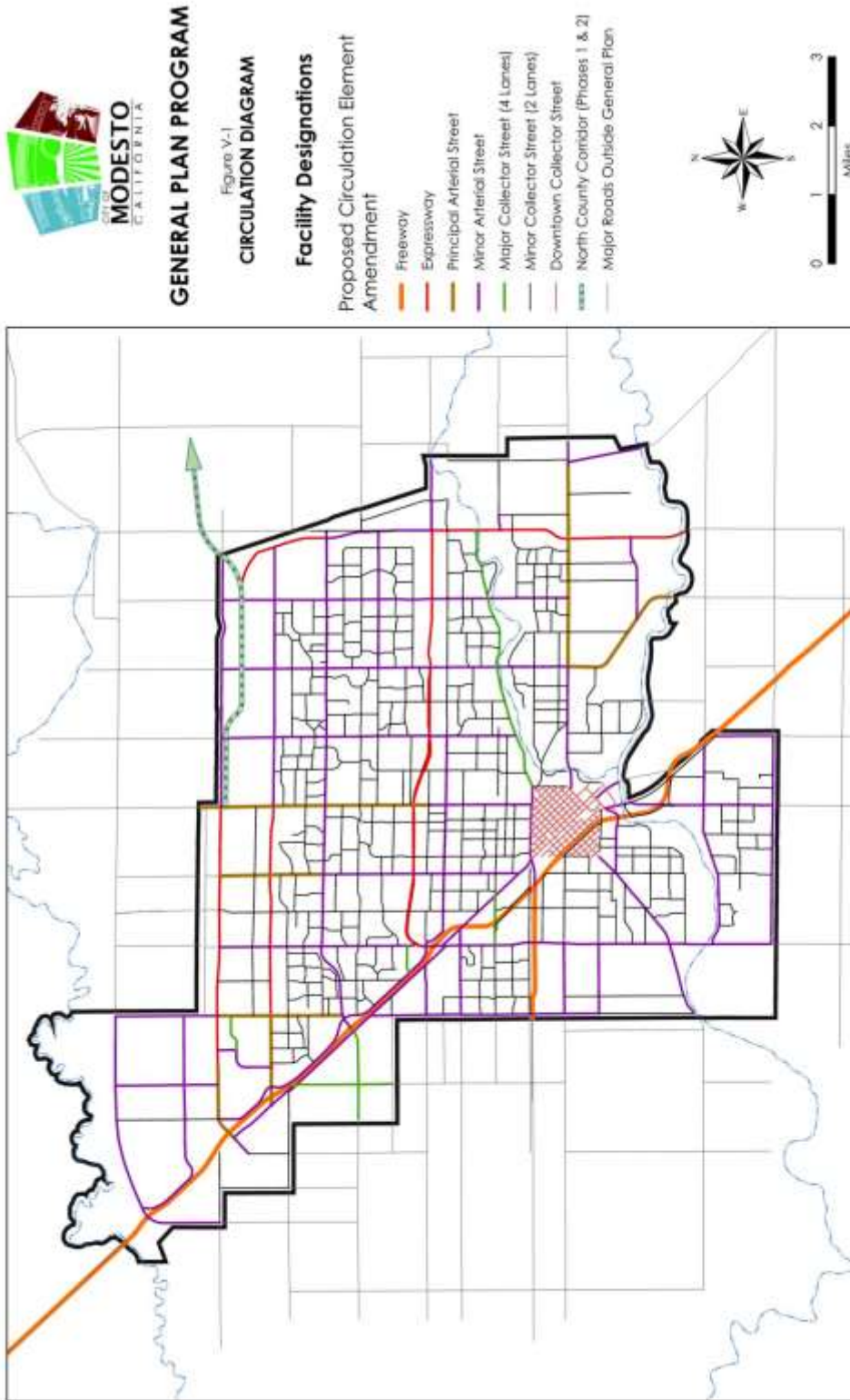
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Michael Hren, AICP, Secretary



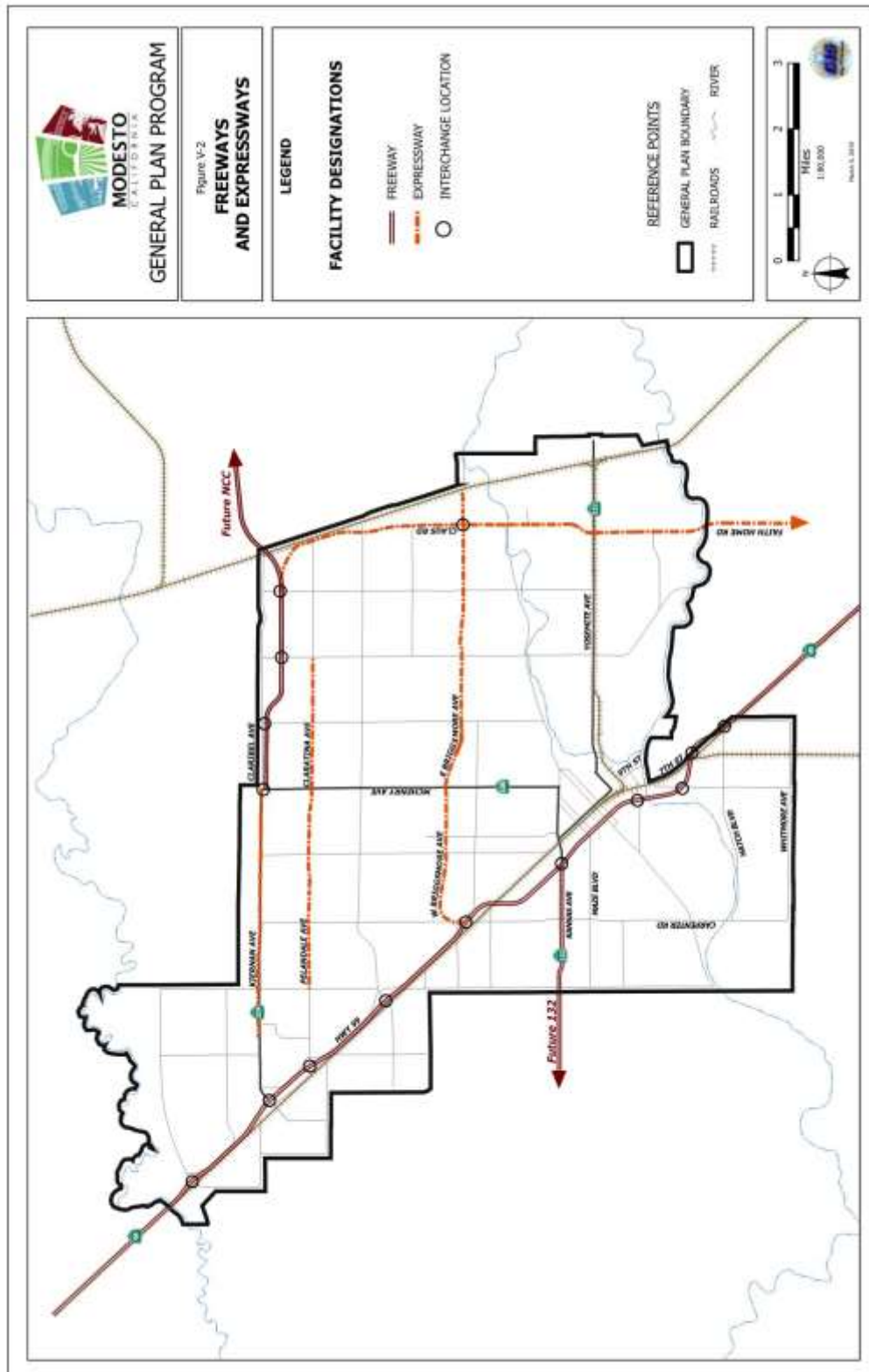
# EXHIBIT "A"

## PROPOSED GENERAL PLAN CIRCULATION ELEMENT



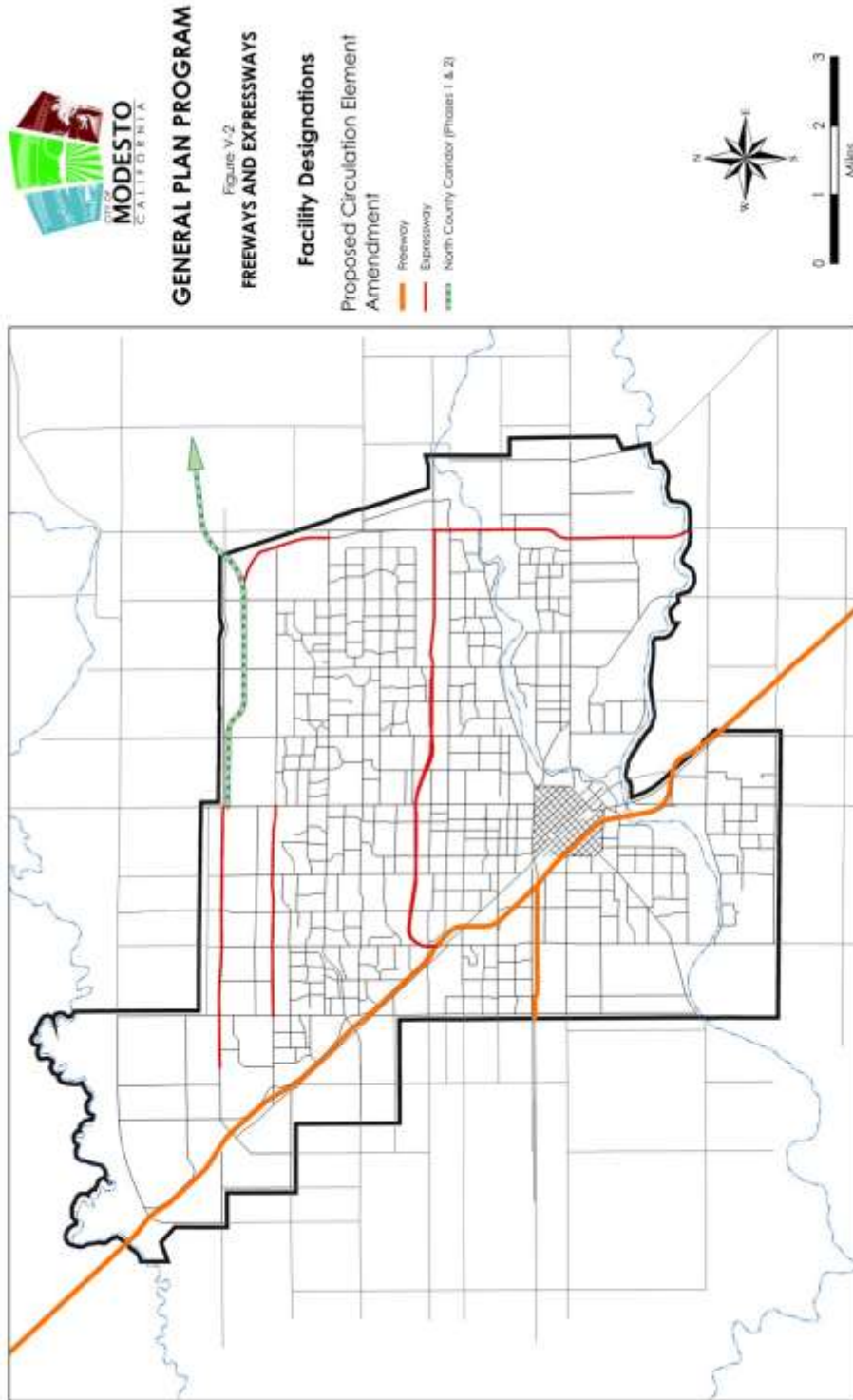
**EXHIBIT "A"**

**EXISTING GENERAL PLAN CIRCULATION ELEMENT—FREEWAYS AND EXPRESSWAYS (Figure V-2)**



**EXHIBIT "A"**

**PROPOSED GENERAL PLAN CIRCULATION ELEMENT—FREEWAYS AND EXPRESSWAYS (Figure V-2)**



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

**A RESOLUTION RECOMMENDING TO THE CITY COUNCIL APPROVAL OF SPECIFIC PLAN AMENDMENT NO. 6 TO THE TIVOLI SPECIFIC PLAN TO AMEND THE STREET HIERARCHY DIAGRAM TO CHANGE THE CLASSIFICATION OF OAKDALE ROAD AND CLARATINA AVENUE FROM SIX LANE ARTERIAL STREETS TO FOUR LANE ARTERIAL STREETS, AND TO AMEND TEXT IN CHAPTER 9 RELATIVE TO SPECIFIC PLAN ADMINISTRATION AND REAFFIRM PRIOR MAJOR AMENDMENTS TO THE TIVOLI SPECIFIC PLAN ADOPTED BY CITY COUNCIL RESOLUTION (CITY OF MODESTO)**

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

WHEREAS, on February 26, 2008, the City Council by Ordinance No. 3479-CS adopted the Tivoli Specific Plan; and

WHEREAS, Government Code Section 65453 permits the amendment of specific plans as often as deemed necessary by the legislative body; and

WHEREAS, on September 7, 2016, by Ordinance No. 3654-CS the City Council approved Amendment No. 1 to the Tivoli Specific Plan to include minor land use adjustments regarding the relocation of the school site with the overall density and intensity remaining essentially the same, minor internal street alignment adjustments, removal of four roundabouts, and various clean-up and technical changes to the Specific Plan; and

WHEREAS, on March 21, 2022, the Director of Community and Economic Development administratively approved Amendment No. 2 to the Tivoli Specific Plan as

allowed by Section 9.3.4.1 of the Specific Plan, to amend and update street cross section details with associated minor text changes; and

WHEREAS, on November 1, 2022, by Resolution No. 2022-450 the City Council approved Amendment No. 3 to the Tivoli Specific Plan to amend the Land Use Diagram to amend 25 acres from Regional Serving Commercial 1 (RSC-1) to Low Density Residential 13 (LDR-13) and 27 acres from Medium Density Residential 2 (MDR-2) to Low Density Residential 15 (LDR-15); and

WHEREAS, on May 13, 2025, by Resolution No. 2025-165 the City Council approved Amendment No. 4 to the Tivoli Specific Plan to amend the Land Use Diagram to amend 19.95 acres from Medium-High Density Residential and Regional Serving Commercial (RSC) to Medium Density Residential (MDR) with associated text amendments, and to amend Chapter 4 Development Standards to amend certain design standards to allow reduced setbacks and lot sizes; and

WHEREAS, on May 13, 2025, the Director of Community and Economic Development administratively approved Amendment No. 5 to the Tivoli Specific Plan as allowed by Section 9.3.4.1 of the Specific Plan, to amend Section 5.7.1.2 Community Walls Along Arterial Streets, to allow for seven-foot-high walls with conditions; and

WHEREAS, the City of Modesto has initiated an amendment to the Chapter 3 Street Hierarchy Diagram of the Tivoli Specific Plan to change the designation of Oakdale Road and Claratina Avenue from six-lane arterial streets to four lane arterial streets; and

WHEREAS, the City of Modesto also proposes to concurrently amend Chapter 9 text of the Tivoli Specific Plan relative to policies for adoption of major Specific Plan amendments, and to reaffirm prior major amendments to the Tivoli Specific Plan previously adopted by Resolution rather than Ordinance; and

WHEREAS, the City of Modesto proposes to amend Chapter 9 – Implementation relative to future amendments for the Tivoli Specific Plan to be adopted by Resolution rather than Ordinance; and

WHEREAS, a public hearing was held by the Planning Commission on January 5, 2026, in Chambers, 1010 Tenth Street, Modesto, California, at which hearing evidence both oral and documentary was received and considered; and

WHEREAS, the Specific Plan amendments are exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines, which exempts projects where it can be seen with certainty that there is no possibility of a significant effect on the environment. The amendments meet the criteria by being an administrative and regulatory action.

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

1. The proposed amendments to the Tivoli Specific Plan is consistent with the General Plan, because the amendments to the classification of Oakdale Road and Claratina Avenue would maintain sufficient levels of service to the roadways and accommodate the area’s anticipated growth, and would provide clear policy direction regarding the adoption of future major amendments to the Tivoli Specific Plan.
2. The proposed amendments are exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines, which exempts projects where it can be seen with certainty that there is no possibility of a significant effect on

the environment. The amendments meet the criteria by being an administrative and regulatory action.

BE IT FURTHER RESOLVED by the Planning Commission that it hereby recommends to the City Council that the abovementioned Tivoli Specific Plan Amendment No. 3, adopted by the City Council on November 1, 2022 by Resolution No. 2022-450, and Tivoli Specific Plan Amendment No. 4, adopted by the City Council on May 13, 2025 by Resolution No. 2025-165, be reaffirmed by Ordinance, and also recommends to the City Council the abovementioned textual amendment to Chapter 9 of the Specific Plan allowing that any future major amendments to the Specific Plan be adopted by City Council Resolution rather than Ordinance.

BE IT FURTHER RESOLVED by the Planning Commission that it hereby recommends to the City Council adoption of the proposed Tivoli Specific Plan Amendment No. 6 as described in **Exhibits “A” and “B”**, **attached** hereto and incorporated herein by reference.

The foregoing resolution was introduced at the regular meeting of the Planning Commission held on January 5, 2025, by \_\_\_\_\_, who moved its adoption, which motion was seconded by \_\_\_\_\_, and carried by the following vote:

Ayes:  
Noes:  
Absent:  
Recused:

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

Original, signed copy on file in  
CEDD

Michael Hren, AICP, Secretary

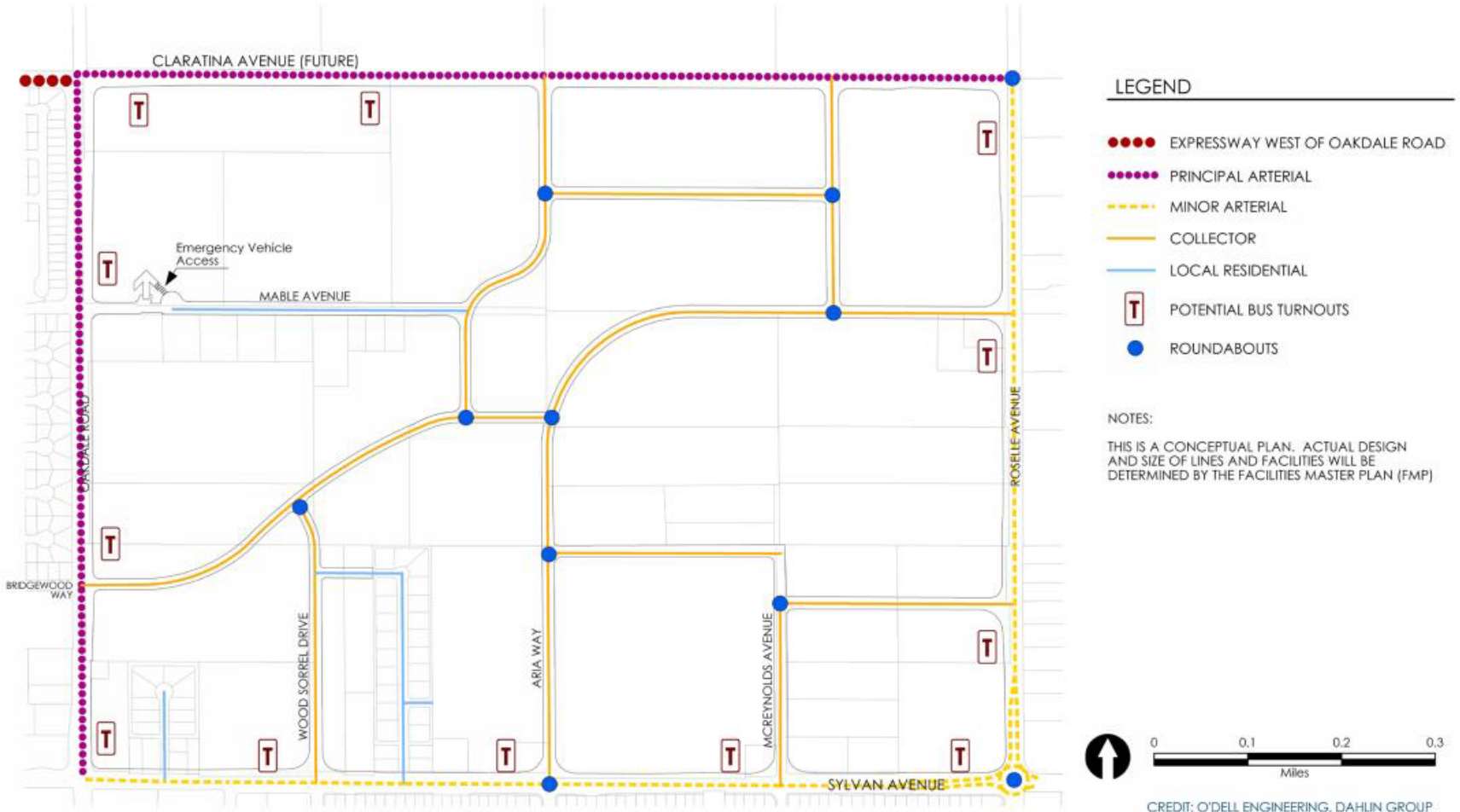
Attachment:

Exhibit "A", Amendment to Chapter 3 Street Hierarchy Diagram

Exhibit "B", Amendment to Chapter 9: Implementation text

# Exhibit 3.6 Street Hierarchy Diagram

NOTE: THIS IS A CONCEPT PLAN. ACTUAL DESIGN AND SIZE OF LINES AND FACILITIES WILL BE DETERMINED BY THE FACILITIES MASTER PLAN



### LEGEND

- EXPRESSWAY WEST OF OAKDALE ROAD
- PRINCIPAL ARTERIAL
- - - - MINOR ARTERIAL
- COLLECTOR
- LOCAL RESIDENTIAL
- T POTENTIAL BUS TURNOUTS
- ROUNDABOUTS

### NOTES:

THIS IS A CONCEPTUAL PLAN. ACTUAL DESIGN AND SIZE OF LINES AND FACILITIES WILL BE DETERMINED BY THE FACILITIES MASTER PLAN (FMP)

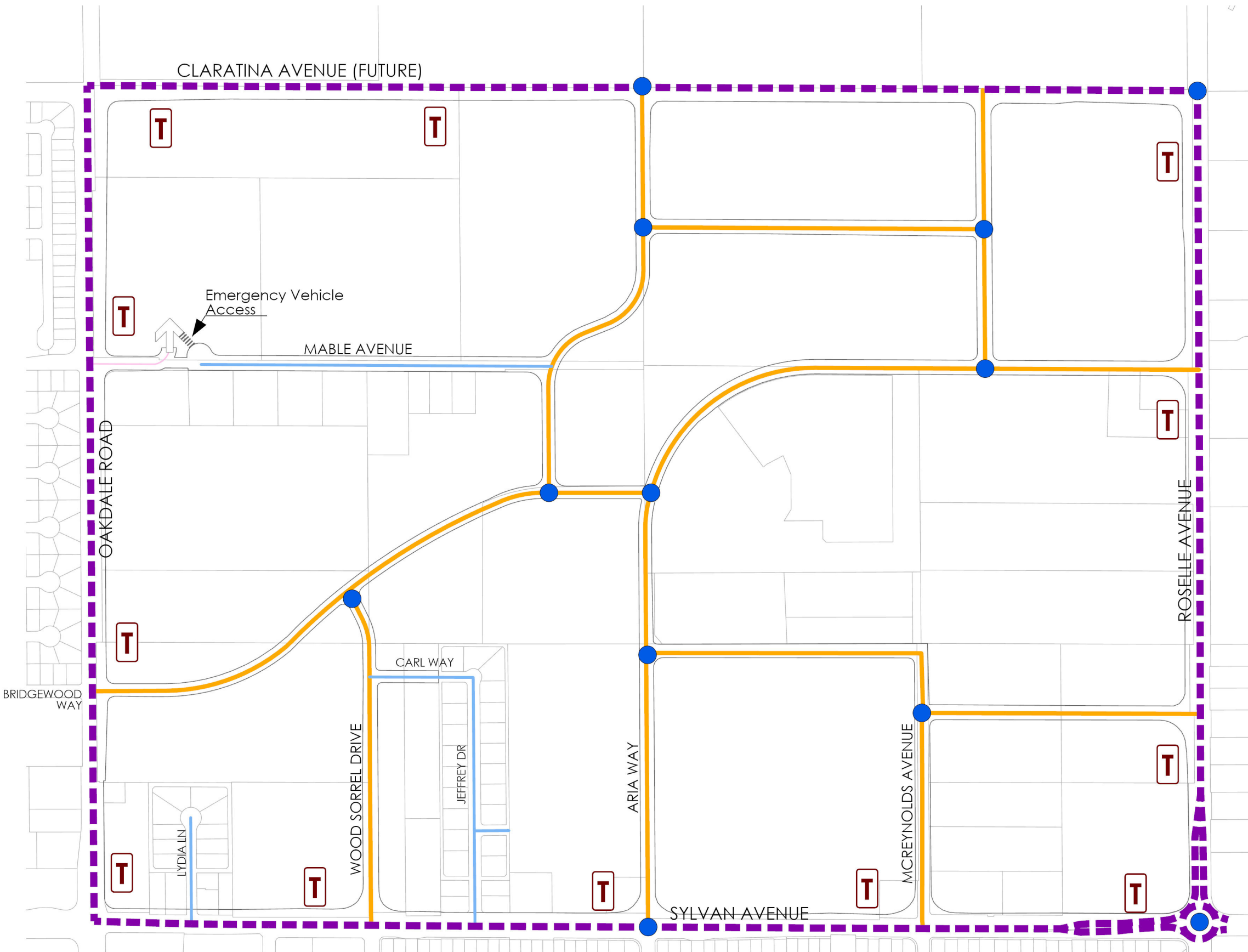


CREDIT: O'DELL ENGINEERING, DAHLIN GROUP






TIVOLI SPECIFIC PLAN  
MODESTO, CALIFORNIA

STREET HIERARCHY DIAGRAM  
AMENDED 2022  
March 17, 2022





**LEGEND**

-  MINOR ARTERIAL
-  COLLECTOR
-  LOCAL RESIDENTIAL
-  POTENTIAL BUS TURNOUTS
-  ROUNDABOUTS

**NOTES:**

THIS IS A CONCEPTUAL PLAN. ACTUAL DESIGN AND SIZE OF LINES AND FACILITIES WILL BE DETERMINED BY THE FACILITIES MASTER PLAN (FMP)



CREDIT: O'DELL ENGINEERING, DAHLIN GROUP

**TIVOLI SPECIFIC PLAN**  
MODESTO, CALIFORNIA

**STREET HIERARCHY DIAGRAM**

PROPOSED AMENDMENT

December 2025

### 9.3.3. Specific Plan Administration Authority

The City of Modesto's Director of Community and Economic Development Director (hereinafter referred to as Director) shall be responsible for administering the provisions of the TSP in accordance with the provisions of this Specific Plan, the State of California Government Code, Sub-division Map Act, and the City of Modesto General Plan, Zoning Ordinance and Municipal Code.

### 9.3.4. Specific Plan Amendment Procedures

Amendments to the TSP will be classified as either minor or major (substantial) in significance. It is recognized that land use modifications may occur.

#### 9.3.4.1. Minor Amendments

Minor amendments include simple modifications to text or graphics that do not substantially change the meaning, intent, or are contrary to any provision of the TSP. For example, a minor amendment could be a minor acreage adjustment between adjacent land use designations that does not increase the maximum number of units. Another example could be a minor alignment adjustment with a Collector street that does not affect the general circulation and land use plan. Minor modifications may be accomplished administratively by the Director or Designee or the Director may refer the purposed modification to the Planning Commission for decision without a public hearing. Any decision by the Director or Designee is appealable to the Planning Commission.

#### 9.3.4.2. Major Amendments

Major (substantial) modifications are amendments to exhibits or text that change the intent, development standards or other significant provisions of the TSP. Major amendments result in an increase in the maximum number of residential units or commercial area, a substantial modification in the amount of park/basin and school site, the general circulation system layout, or development standards and design guidelines and standards, a modification which may cause significant environmental impact, or other issues to be determined by the Director or Designee. Major modifications require a Specific Plan Amendment and shall be approved by the Planning Commission and City Council. Major amendments considered after Tivoli Specific Plan Amendment No. 8, adopted by City Council Ordinance No. xxxx, effective on [date to be determined] shall be adopted by City Council Resolution.

Major amendments to the TSP shall adhere to the following format.

- ◆ All amendments to the plan ~~will~~shall include textual, graphic or other materials suitable to replace or augment the sections being modified in the amendment. The applicant ~~must~~shall provide amendments to the text using a strike-out and underline format and amendments to graphics using clouds and delta format. The graphic format and style of the original specific plan ~~will~~shall be followed for ease of incorporation and consistency.
- ◆ All amendments will be analyzed by the City to ensure that the TSP remains consistent with the comprehensive planning district (CPD) it is situated in (Roselle-Claribel CPD), adjacent and adopted specific plans and the overall General Plan of the City.
- ◆ Amendments to the TSP may be subject to environmental analysis. This will include an analysis of consistency with the EIR prepared for the TSP, in addition to other potential environmental impacts associated with the amendment itself.
- ◆ City staff will prepare and submit a staff report to the Planning Commission and City Council summarizing the proposed changes to the TSP. This staff report must include statements regarding General Plan consistency and the need for additional environmental documentation, if required; and
- ◆ Consistent with the provisions of Government Code Section 65453, both the City Council and the Planning Commission will hold public hearings on any proposed amendment to the TSP.

### 9.3.4.3. Criteria for Specific Plan Amendments

Proposals to amend the Specific Plan must be accompanied by an analysis of the Amendment's effects, compared to the adopted Specific Plan on the following issues:

1. Conformance with the General Plan including the Housing Element.
2. Conformance with the Specific Plan policies and standards.
3. Compatibility with surrounding and existing planned uses.
4. Visual impacts, on-site and off-site.
5. Traffic impacts.
6. Public infrastructure consistent with the adopted Facilities Master Plan and Infrastructure Financing Plan.

### 9.3.5. Interpretations

When there is a question or ambiguity regarding the interpretation of any provision of the TSP, the Director or Designee has the authority to interpret the intent of such provision. The Director or Designee may, at their discretion, refer interpretations to the Planning Commission for their consideration and action. Such a referral shall be accompanied by a written staff analysis of issues related to the interpretation.

All interpretations made by the Director or Designee may be appealed to the Planning Commission.

### 9.3.6. Specific Plan Reimbursement Fees

In accordance with Government Code 65456, and the City of Modesto's Municipal Code Section 10-9.1101 *et seq.*, the City may impose a fee for the purpose of recovering the costs associated with the preparation, adoption and any associated revisions or major amendments to the TSP, including CEQA review.

The basis for the fee shall be those direct costs incurred by the applicants and approved as reimbursable expenses by the City. Upon approval of the costs, the City may enter into a reimbursement agreement with the sponsoring property owners through which the City will forward Specific Plan fees collected or will otherwise grant credits.

### 9.3.7. Severability

If any regulation, condition, or program or portion thereof of the TSP is for any reason held invalid or unconstitutional, by any court or competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and the invalidity for such a provision shall not affect the validity of the remaining provisions.

### 9.3.8. Indemnity

The TSP applicant shall indemnify, defend and hold harmless the City of Modesto, its agents, officers and employees from any and all claims, actions or proceedings against the City of Modesto, its agents, officers and employees to attack, set aside, void, or annul any approval by the City of Modesto and its advisory agency, appeal board or a legislative body concerning the TSP and its related documents (e.g . Environmental Impact Report, Facilities Master Plan or Finance Plan)

### 9.3.9 Prior Specific Plan Amendments

Previous major amendments to the Specific Plan have been adopted by either City Council Ordinance or Resolution. To maintain consistent policy, major amendments considered after City Council Ordinance No. xxxx effective on [date to be determined] shall be adopted by City Council Resolution.



**Notice of Exemption****Appendix E****To: Office of Planning and Research****From: (Public Agency):** City of ModestoP.O. Box 3044, Room 113  
Sacramento, CA 95812-30441010 Tenth Street, Suite 3400

County Clerk

Modesto, CA 95354County of: Stanislaus1021 I Street, Suite 101  
Modesto, CA 95354**Project Title:** GPA-25-002/SPA-25-004: Amendment to General Plan Circulation Element and Tivoli Specific Plan Street Hierarchy Diagram, to reclassify Oakdale Road and Claratina Avenue to four-lane arterial streets.**Project Applicant:** City of Modesto**Project Location - Specific:** Oakdale Road between Scenic Drive and Claribel Road, and Claratina Avenue between McHenry Avenue and Claus Road; Modesto, CA**Project Location - City:** Modesto **Project Location - County:** Stanislaus**Description of Nature, Purpose and Beneficiaries of Project:**

Amendment to Circulation Element of General Plan to reclassify Oakdale Road between Scenic Drive and Claribel Road from a six-lane Principal Arterial Street to a four-lane Minor Arterial Street, and to reclassify Claratina Avenue between McHenry Avenue and Claus Road from a six-lane expressway to a four-lane arterial street.

Amendment to Street Hierarchy Diagram of Tivoli Specific Plan to reclassify Oakdale Road and Claratina Avenue from a six-lane Principal Arterial Streets to four-lane Principal Arterial Streets.

**Name of Public Agency Approving Project:** City of Modesto**Name of Person or Agency Carrying Out Project:** City of Modesto Planning Division**Exempt Status: (check one):**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: Section 15061(b)(3)
- Statutory Exemptions. State code number: \_\_\_\_\_

Reasons why project is exempt: Exemption pursuant to Section 15061(b)(3) of the CEQA Guidelines which exempts projects where it can be seen with certainty that there is no possibility of a significant effect on the environment. The City of Modesto prepared a traffic analysis study (Kittelson & Associates Oakdale Claratina Traffic Analysis Study, July 2, 2025) which examined the roadway network and concluded that the roadways could be reclassified from six-lane facilities to four-lane facilities while still accommodating the area's anticipated growth up to the year 2046. The study shows no adverse operation impact, and therefore the City's Traffic Engineering Division has confirmed that the reclassification would maintain acceptable traffic flow and avoid the creation of new, unmitigated capacity failures or significant adverse effects related to traffic congestion in the area within the 2046 horizon.

**Lead Agency**Contact Person: Katharine Martin, Senior Planner Area Code/Telephone/Extension: 209-577-5267**If filed by applicant:**

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project?  Yes  No

Signature: \_\_\_\_\_ Date: \_\_\_\_\_ Title: \_\_\_\_\_

Signed by Lead Agency

Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.

Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: \_\_\_\_\_

Revised 2011

DRAFT

# OAKDALE CLARATINA TRAFFIC ANALYSIS STUDY

Modesto, CA

July 2, 2025



Inside front cover

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# Oakdale Claratina Traffic Analysis Study Modesto, CA

**Prepared for:**

Tamora Bryant  
Harris & Associates

Michael Sacuskie  
City of Modesto

**Prepared by:**

Kittelson & Associates, Inc.  
155 Grand Avenue, Suite 505  
Oakland, CA 94612  
510.839.1742

**Project Team:**

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TJ Hribar  
Mike Aronson, PE  
Mike Alston TE, RSP<sub>1</sub>

Project Number 30299

July 2, 2025



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- Appendix A: Traffic Counts Summary
- Appendix B: Existing Conditions LOS Worksheets
- Appendix C: Future (2046) Planned Conditions LOS Worksheets
- Appendix D: Future (2046) Adjusted Conditions LOS Worksheets



# Section 1

## Introduction

# Introduction

The Oakdale Claratina Traffic Analysis Study (Study) aims to assess the following:

- Whether the planned classifications of Oakdale Road (from Claribel Avenue to Scenic Drive) and Claratina Avenue (from Oakdale Road to McHenry Avenue) could be reduced from six lanes to four lanes and accommodate anticipated future growth in the study area. This is primarily assessed based on the intersection and roadway segment operations, changes in travel time, and other relevant indicators.
- The feasibility and anticipated operations of using roundabout control at the intersections at Oakdale Road and Claratina Avenue; Oakdale Road and Mable Avenue; Oakdale Road and Bridgewood Way; and Oakdale Road and Sylvan Avenue.

## BACKGROUND

The City of Modesto General Plan and Tivoli Specific Plan designate Oakdale Road (from Claribel Road to Scenic Drive) as a six-lane Principal Arterial but note that it is constrained between Sylvan Avenue and Scenic Drive. Claratina Avenue is classified as an Expressway west of Oakdale Road and as a six-lane Principal Arterial east of Oakdale.<sup>1</sup>

Since the General Plan's adoption, changes to the planned roadway network have occurred, including the reduction of the reclassification of a road parallel to Oakdale Road, Claus Road, from six lanes to four lanes, and the programming of the North County Corridor Phase 1 east of Oakdale Road.<sup>2</sup>

The City of Modesto (city) seeks an analysis of Oakdale Road and Claratina Avenue to determine whether a six-lane facility remains necessary to meet the area's transportation needs. The city is considering reclassifying these roads as four lanes. This study provides a data-driven evaluation to guide stakeholders—including the city, Stanislaus County, the development community, the Stanislaus Council of Governments (StanCOG), and nearby landowners—on whether the proposed reclassification can effectively accommodate the movement of people.

## STUDY SCENARIOS

The study evaluated the following scenarios under existing and future (2046) conditions:

- **Existing Conditions:** Represents the current roadway network, assessed using observed traffic counts.
- **Future (2046) Planned Conditions:** Represents the future roadway network outlined in the General Plan, which includes expanding Oakdale Road and Claratina Avenue to six lanes, assessed using 2046 volumes estimated by the Stanislaus County travel demand model as modified for the

---

<sup>1</sup> City of Modesto General Plan (March 2019). *Chapter V. Transportation*. Retrieved from <https://www.modestogov.com/DocumentCenter/View/15012/GPA-10-001-DOC-Chapter-V-3-6-19-PDF>

<sup>2</sup> Stanislaus County. North County Corridor Phase 1 Project. Retrieved from <https://northcountycorridorphase1.com/>

Modesto General Plan and current plans for the North County Expressway Phase 1 and the planned road network for the Tivoli Specific Plan.

- **Future (2046) Adjusted Conditions:** Evaluates an alternative future roadway network scenario where the study corridors are reduced to four lanes and assessed using volumes estimated by a projected 2046 traffic volumes from the travel demand model as modified to include the four lane segments.

## STUDY AREA

**Figure 2** illustrates the study intersections and roadway segments analyzed in this study. **Table 1** presents the roadway segments analyzed, along Oakdale Avenue and Claratina Avenue, which are being considered for reclassification from six lanes to four. **Table 2** lists the seven intersections identified through discussions with city staff.

**Table 1: Roadway Segments**

#	Roadway Segment	Existing Conditions	Future (2046) Planned Conditions	Future (2046) Adjusted Conditions
1	Oakdale Rd between Claribel Rd & Claratina Ave	2 lanes	6 lanes	4 lanes
2	Oakdale Rd between Claratina Ave & Mable Ave	2 lanes	6 lanes	4 lanes
3	Oakdale Rd between Mable Ave & Bridgewood Way	3 lanes	6 lanes	4 lanes
4	Oakdale Rd between Bridgewood Way & Sylvan Ave	2 lanes	6 lanes	4 lanes
5	Claratina Ave between McHenry Ave & Coffee Rd	2 lanes	6 lanes	4 lanes
6	Claratina Ave between Coffee Rd & Oakdale Rd	2 lanes	6 lanes	4 lanes

Source: Kittelson & Associates, Inc. 2025

**Table 2: Study Intersections and Intersection Control**

No	Intersection Name	Existing Conditions	Future (2046) Planned Conditions	Future (2046) Adjusted Conditions
1	McHenry Ave & Palandale Ave/Claratina Ave	Signal	Signal	Signal
2	Coffee Rd & Claratina Ave	Roundabout <sup>13</sup>	Roundabout <sup>23</sup>	Roundabout <sup>23</sup>
3	Oakdale Rd & Claratina Ave	Signal	Signal	Roundabout <sup>23</sup>
4	Oakdale Rd & Claribel Ave	Signal	Signal	Signal
5	Oakdale Rd & Mable Ave	Signal	Signal	Roundabout <sup>2</sup>
6	Oakdale Rd & Bridgewood Way	Two-way Stop	Signal	Roundabout <sup>1</sup>
7	Oakdale Rd & Sylvan Ave	Signal	Signal	Roundabout <sup>23</sup>

Source: Kittelson & Associates, Inc. 2025

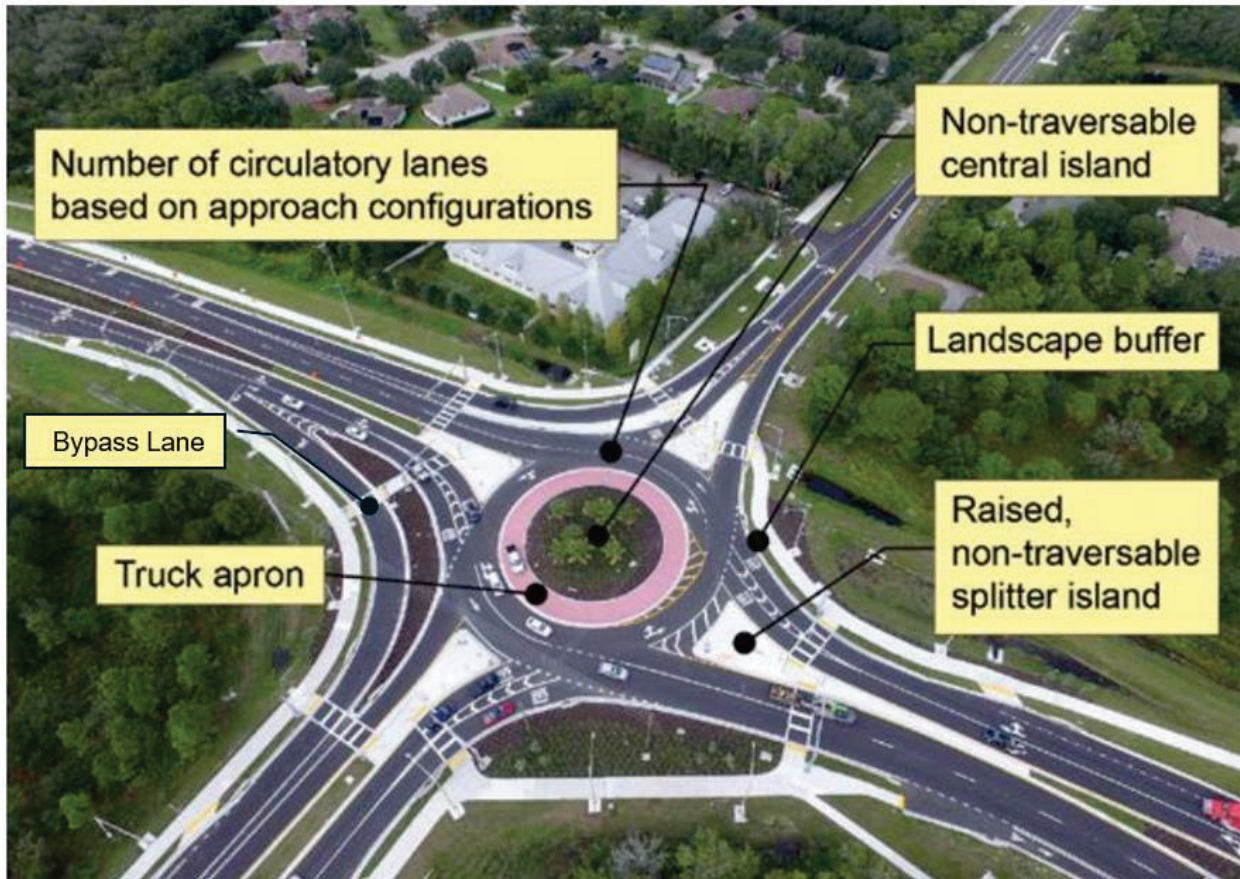
Note: <sup>1</sup>single circulating lane roundabout; <sup>2</sup>dual circulating lane roundabout; <sup>3</sup>includes bypass lanes

Kittelson conducted turning movement and tube counts at these locations in June 2024. A summary of the traffic count data is provided in **Appendix A**.

## Understanding Roundabouts

A roundabout is a circular intersection form in which traffic travels counterclockwise around a central island and entering traffic must yield to circulating traffic. Figure 1 shows a roundabout annotated with common features including a bypass lane and circulatory lane.

**Figure 1: Common Roundabout Features**



Source: NCHRP 1043; Edited by Kittelson & Associates, Inc.

The circulatory roadway is the portion of a roundabout where vehicles travel counterclockwise around the central island. In multilane roundabouts, this roadway may include two or more circulating lanes, which should not be confused with bypass lanes.

Bypass lanes, also known as channelized turn lanes or slip lanes can be added to roundabouts to improve capacity for specific turning movements. However, their implementation requires careful consideration of potential conflicts with pedestrians and bicyclists, as well as operational impacts such as reverse traffic patterns during opposing peak periods.<sup>3</sup>

Currently, Modesto has multilane roundabouts along Sylvan Avenue at Roselle Avenue and Millbrook Avenue but none of them feature a bypass lane.

<sup>3</sup> National Academies of Sciences, Engineering, and Medicine. 2023. *Guide for Roundabouts*. Washington, DC: The National Academies Press. <https://doi.org/10.17226/27069>.

Figure 2: Study Area



Figure 1: Study Area

- Study Intersections
- Study Segments





## Section 2

# Existing Conditions

# Roadway Network

The following section outlines the existing and planned roadway conditions in the study area, covering pedestrian network, bicycle facilities, transit system, and roadway network.

## PEDESTRIAN NETWORK

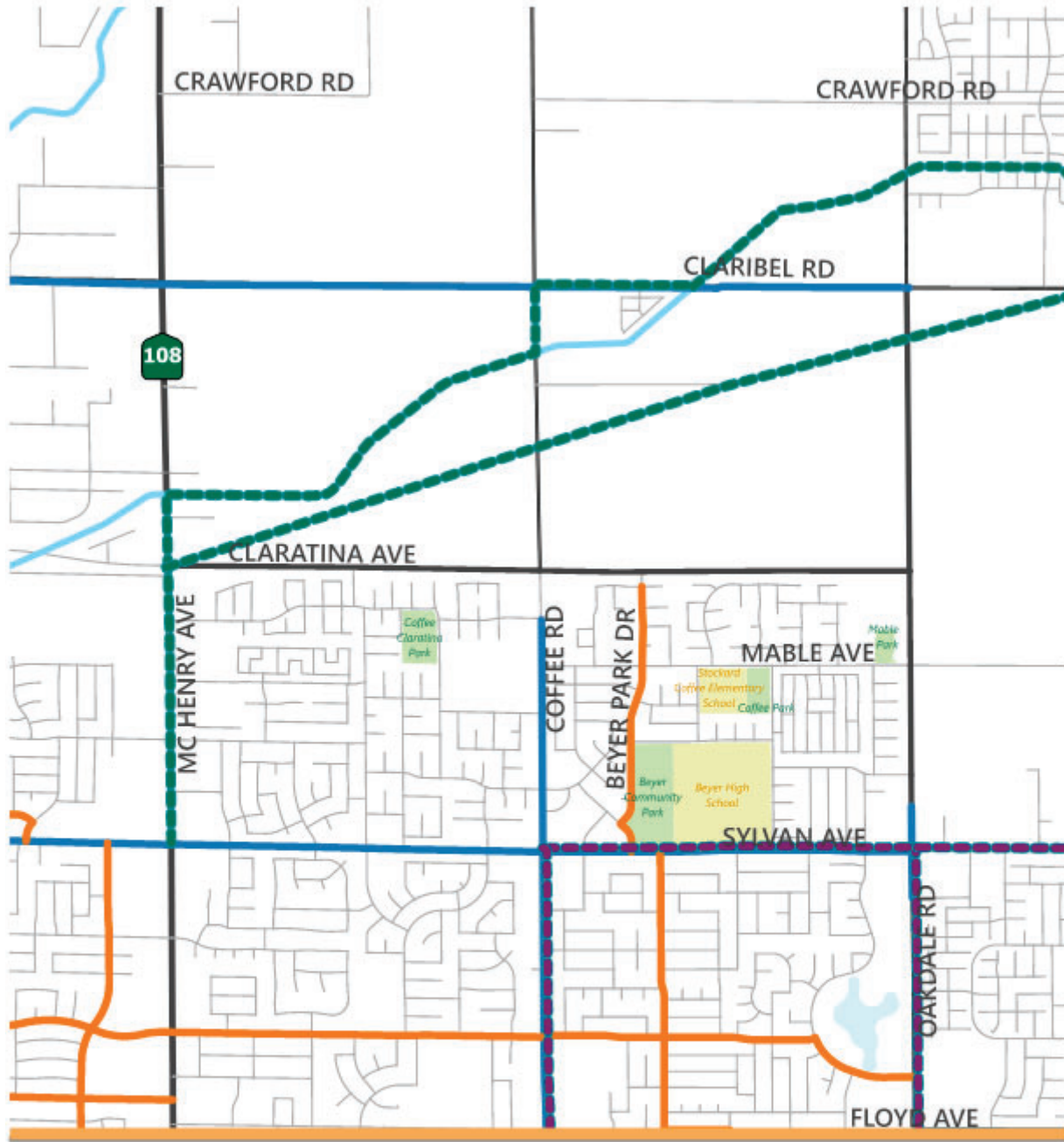
There are parks, schools, and retail stores located near the study intersections and segments that contribute to pedestrian activity in the area. Marked crosswalks are provided at all study intersections except for Oakdale Road and Bridgewood Way. Due to the predominantly undeveloped nature of the area, sidewalks are limited and are present only along the west side of Oakdale Road between Claratina Avenue and Sylvan Avenue.

## BICYCLE FACILITIES

**Figure 3** illustrates the existing bicycle network within the study area. Class II bike lanes are present on Claribel Road (between McHenry Avenue and Oakdale Road), Sylvan Avenue (between McHenry Avenue and Oakdale Road), and Coffee Road (south of Montana Drive). Beyer Park Drive and Keller Street are designated as Class III shared bicycle routes.

According to the City of Modesto Non-Motorized Transportation Plan, Class IV separated bikeways are proposed for Sylvan Avenue, Oakdale Road, Mable Avenue, and Coffee Road. Additionally, Sylvan Meadows Drive, Beyer Park Drive, and Keller Street are planned to be upgraded to Class IIIB Bicycle Boulevards.

Figure 3: Bicycle Network



- | Planned | Existing Bikeways            |
|---------|------------------------------|
|         | Class I Shared Use Path      |
|         | Class II Bike Lane           |
|         | Class II Buffered Bike Lane  |
|         | Class III Bike Route         |
|         | Class IV Protected Bike Lane |

Figure 2: Bicycle Network

0 1 Miles  
 Date: 01/27/2025



# TRANSIT SYSTEM

The study area is served by several StanRTA routes which serve Oakdale Road, Sylvan Avenue, Mable Avenue and McHenry Avenue. **Figure 4** and **Table 3** describe the routes that directly serve the study area.

**Table 3: StanRTA Bus Routes**

Route Number	Description	Frequency	Days and Times
<b>23</b>	Travels between the Modesto Transit Center and Kiernan along McHenry. <i>Stops of interest include McHenry Village and Walmart.</i>	Every 30 Minutes (Weekdays and Saturdays) and Every 1 Hour on Sundays	Weekdays (6 AM – 10 PM) and Weekends (reduced times)
<b>32</b>	Travels between the Modesto Transit Center and Beyer High School neighborhoods via I St., Scenic, Coffee, Mable, Oakdale, and Sylvan. <i>Stops of interest include the Health Department, Downey High School, Memorial Medical Center, Beyer High School, and Beyer Park.</i>	Every 30 Minutes on Weekdays and Every 1 Hour on Weekends	Weekdays (6 AM – 10 PM) and Weekends (reduced times)
<b>60</b>	Travels between the Modesto Transit Center and Oakdale through Riverbank via Sunrise, Floyd, Oakdale Rd, Patterson, and Hwy 108. <i>Stops of interest include Gladys Lemon Senior Center, daycare centers, schools, local government buildings, the post office, and grocery stores.</i>	Every 30 Minutes on Weekdays and Every 1 Hour on Weekends	Weekdays (5 AM – 10 PM) and Weekends (reduced times)

Source: StanRTA, 2025

Figure 4: Transit Network

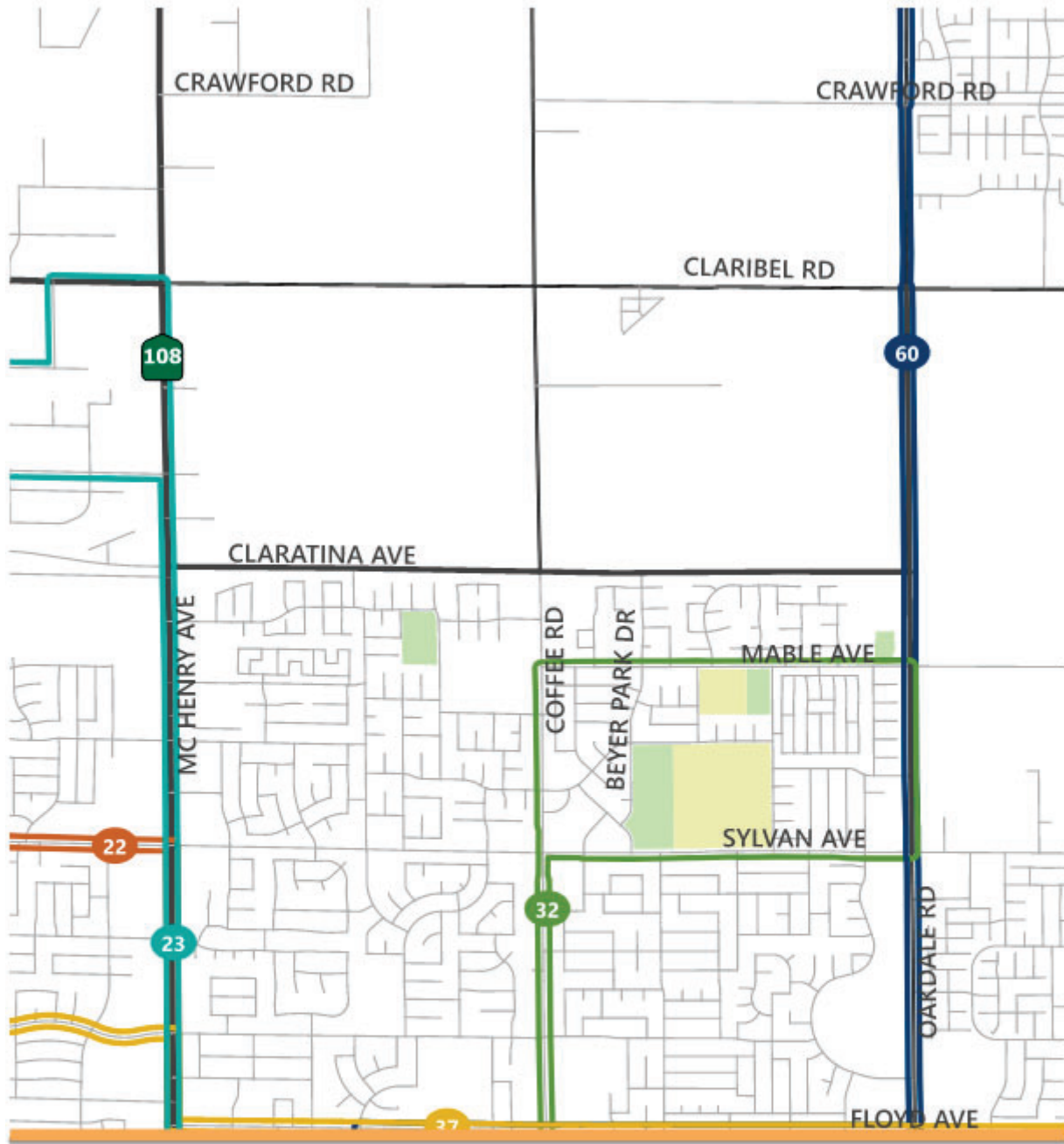


Figure 3: Transit Network

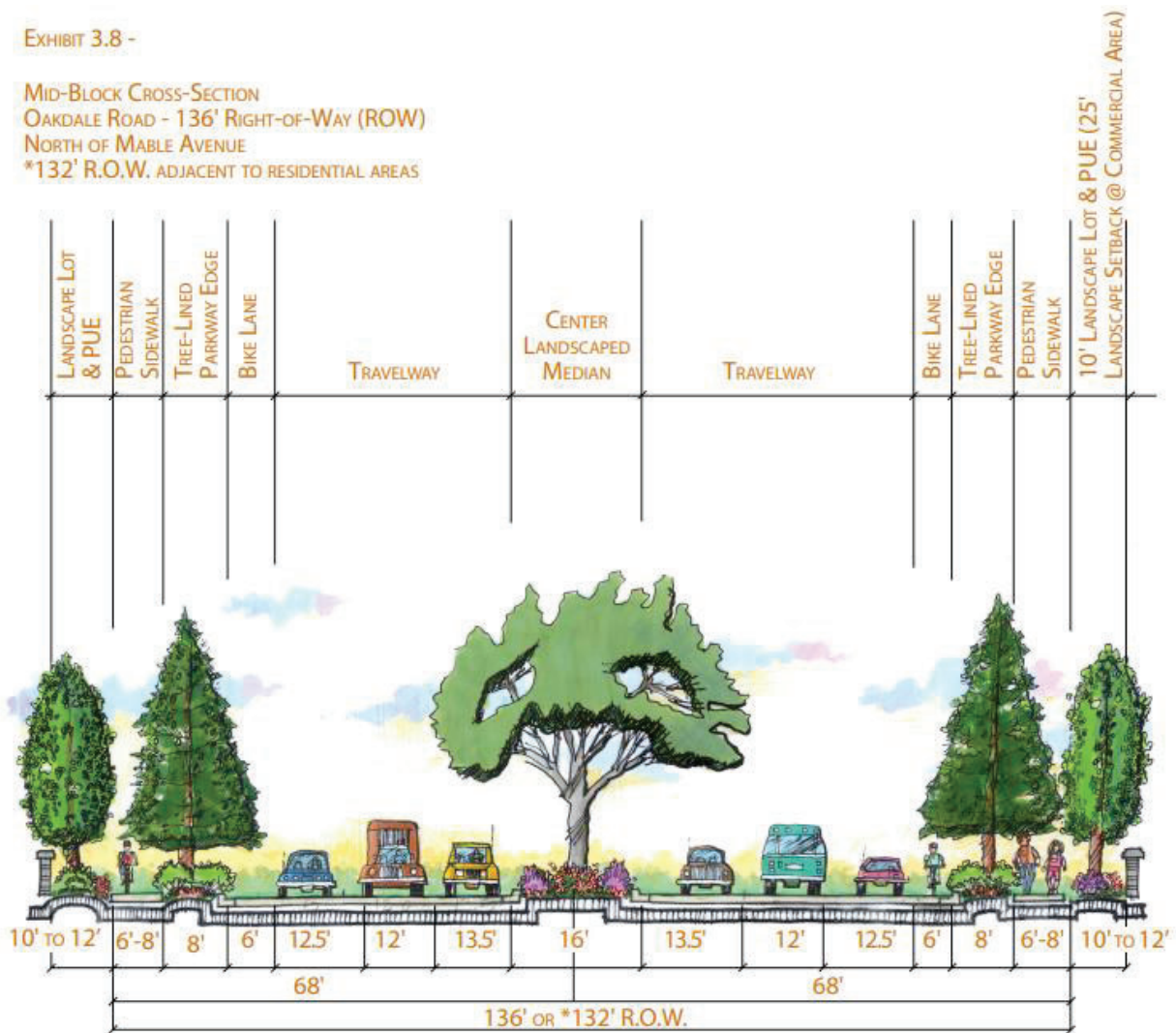


# ROADWAY CONFIGURATION

**Oakdale Road** is a north-south arterial that connects SR 132 (Yosemite Boulevard) in the south to SR 108 (Patterson Road) in the north. The segment between Claribel Road and Claratina Avenue is a two-lane undivided roadway, primarily surrounded by undeveloped agricultural land. Between Claratina Avenue and Sylvan Avenue, residential developments line the west side of the roadway. The southbound direction of this segment provides two travel lanes with left-turn pockets at major intersections. The posted speed limit for the segment is 45 mph.

**Figure 5** shows the proposed Oakdale Road cross section from the Tivoli Specific Plan, which proposes widening the road to three lanes in each direction. The proposed cross section includes 6 feet wide bike lanes and 8 feet wide sidewalks in each direction. Additionally, it includes a landscaped strip acting as a buffer between the paved road and sidewalk and another landscaped lot and public utility easement. The total right-of-way (ROW) is approximately 136 feet.

**Figure 5: Proposed Oakdale Road Cross Section**

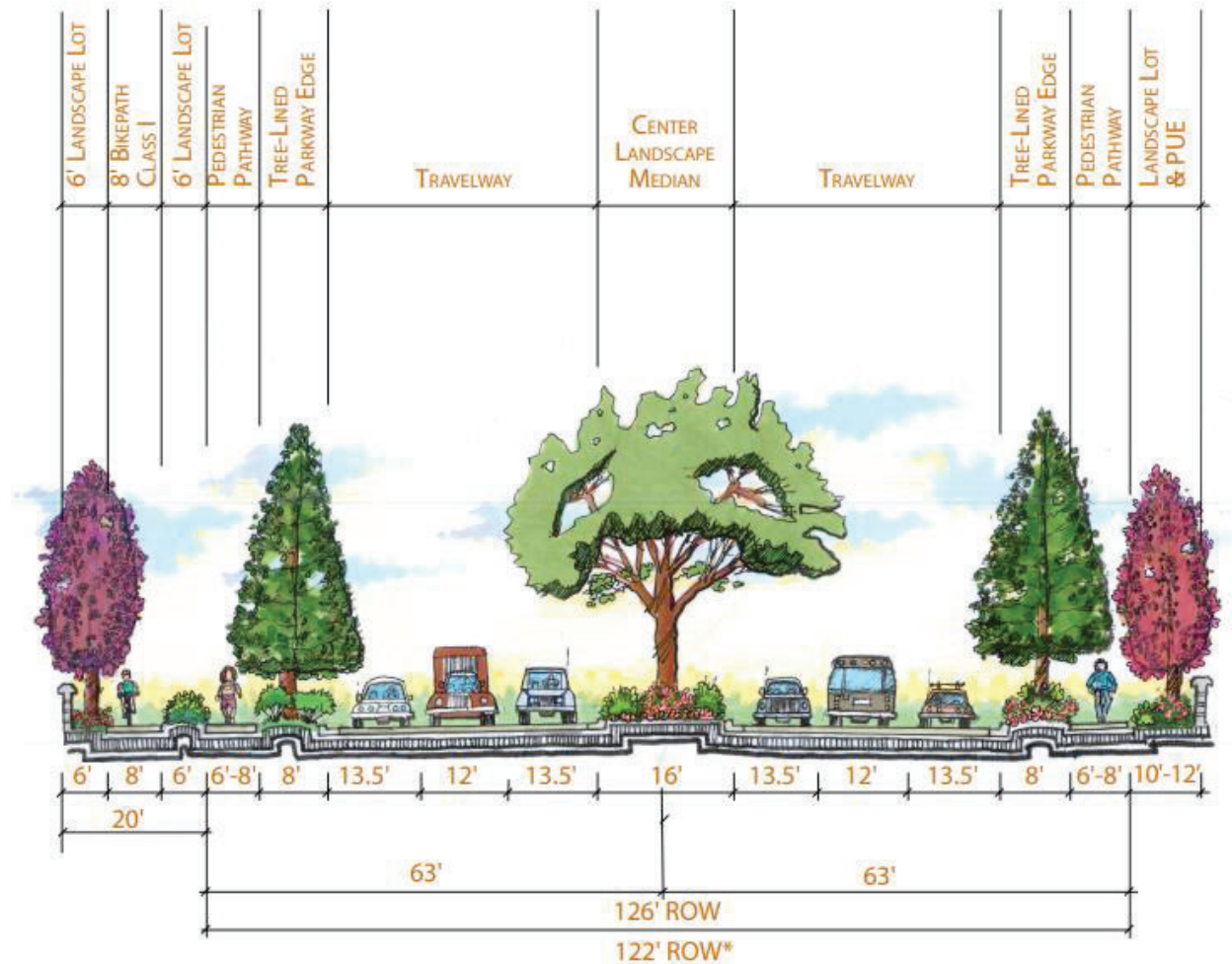


Source: Tivoli Specific Plan, 2008

**Claratina Avenue** within the study area is an east-west, two-lane undivided roadway connecting SR 108 (McHenry Avenue) to Oakdale Road. The north side of the segment is primarily agricultural, except near the intersection with McHenry Avenue, where a used car dealership and a church are located. The south side is predominantly residential. The posted speed limit for this segment is 45 mph.

**Figure 6** shows the proposed Claratina Avenue cross section east of Oakdale Road included in the Tivoli Specific Plan, which proposes widening of the roadway to six lanes. Pedestrian pathways are included in both directions and a Class I Bike path is proposed on the north side. The total right-of-way is approximately 126 feet.

**Figure 6: Claratina Avenue Cross Section**



Source: Tivoli Specific Plan, 2008

Besides the two study segments, the other major cross streets include Claribel Road, Sylvan Avenue, and Mable Avenue. For the purpose of this study, it is anticipated that there will be no changes in numbers of travel lanes on the cross streets.

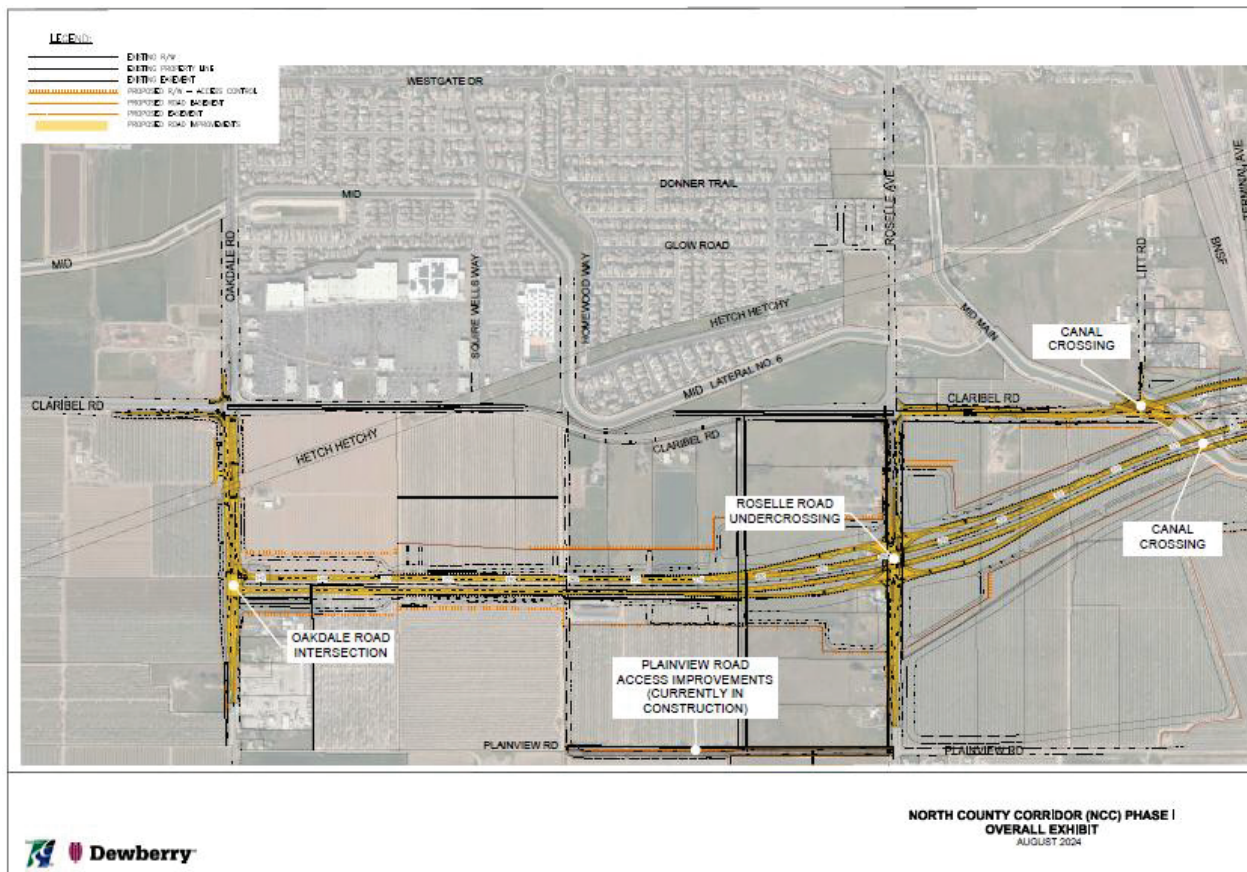
# INTERSECTION CONFIGURATIONS

## *Oakdale and Claribel Road*

The planned intersection geometry for Oakdale Road and Claribel Road was obtained from the North County Corridor Phase 1 project, as shown in **Figure 7**. An additional southbound through lane and northbound left-turn pockets will be added to the existing intersection. Additionally, the westbound through lane will be converted into a left-turn trap lane, and a new westbound right-turn pocket will be added.

The Oakdale Road intersection at the North County Corridor identified in the exhibit was included in the future road network for traffic forecasts, but its operations were not evaluated in this study.

**Figure 7: North County Corridor Phase 1 Project - Conceptual Exhibit**



Source: North County Corridor Phase 1 Project, 2024

### Coffee Road and Claratina Avenue

**Figure 8** illustrates the planned roundabout at Coffee Road and Claratina Avenue, which will convert the existing single-lane roundabout into a multilane roundabout, with two circulating lanes on all approaches, and with yield-controlled right-turn bypass lanes on the eastbound (west leg) and southbound (north leg) approaches.

**Figure 8: Coffee Road and Claratina Avenue Planned Roundabout**



Source: City of Modesto, 2024



## Section 3

# Traffic Operations

# Traffic Operations

The following section evaluates the traffic operations at the study intersections and roadway segments.

## INTERSECTION ANALYSIS

The study intersections were evaluated using the methodologies of the Transportation Research Board's (TRB) *Highway Capacity Manual (HCM) 7th Edition*. Traffic signal timing data was obtained from the City of Modesto, City of Riverbank, and Stanislaus County. Roundabout configuration was based on feasible implementation and coordination with City staff. The analysis was implemented using the PTV VISTRO traffic analysis software package.

Intersection operations results are based on intersection control delay (in seconds) and correspond to a Level of Service (LOS). LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions and delay, freedom to maneuver, driving comfort, and convenience. The operational LOS are given letter designations from A to F, with A representing free-flow (underutilized) operating conditions and F representing severely congested flow (over-capacity) with high delays

Table 4 presents the relationship between the average delay to LOS for both signalized, roundabout and unsignalized intersections from the HCM 7<sup>th</sup> edition. Although the HCM recommends evaluating roundabouts using unsignalized delay thresholds, this study, in consultation with City staff, has applied the signalized criteria to roundabouts to enable a more equitable comparison.

**Table 4: Level of Service Definition for Intersections**

Signalized Intersection and Roundabout Average Delay Per Vehicle (Seconds)	LOS	Description of Traffic Conditions	Unsignalized Intersection Average Delay Per Vehicle (Seconds)
≤10.0	A	Free flowing. Most vehicles do not have to stop.	≤10.0
>10.0 and ≤20.0	B	Minimal delays. Some vehicles have to stop, although waits are not bothersome.	>10.0 and ≤15.0
>20.0 and ≤35.0	C	Acceptable delays. Significant numbers of vehicles have to stop because of steady, high traffic volumes. Still, many pass without stopping.	>15.0 and ≤25.0
>35.0 and ≤55.0	D	Tolerable delays. Many vehicles have to stop. Drivers are aware of heavier traffic. Cars may have to wait through more than one red light. Queues begin to form, often on more than one approach.	>25.0 and ≤35.0
>55.0 and ≤80.0	E	Significant delays. Cars may have to wait through more than one red light. Long queues form, sometimes on several approaches.	>35.0 and ≤50.0
>80.0	F	Excessive delays. Intersection is jammed. Many cars have to wait through more than one red light, or more than 60 seconds. Traffic may back up into “up-stream” intersections.	>50.0

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

As per the City of Modesto General Plan, LOS standard is LOS “D” or better for all intersections. Under Policy V.A.6, on roadways where the LOS is expected to be level F, mitigation measures other than road widening, such as the addition of bicycle lanes, improved pedestrian access, improved transit service, and the establishment of walkable development patterns to improve the quality of service for all travel modes are to be considered.

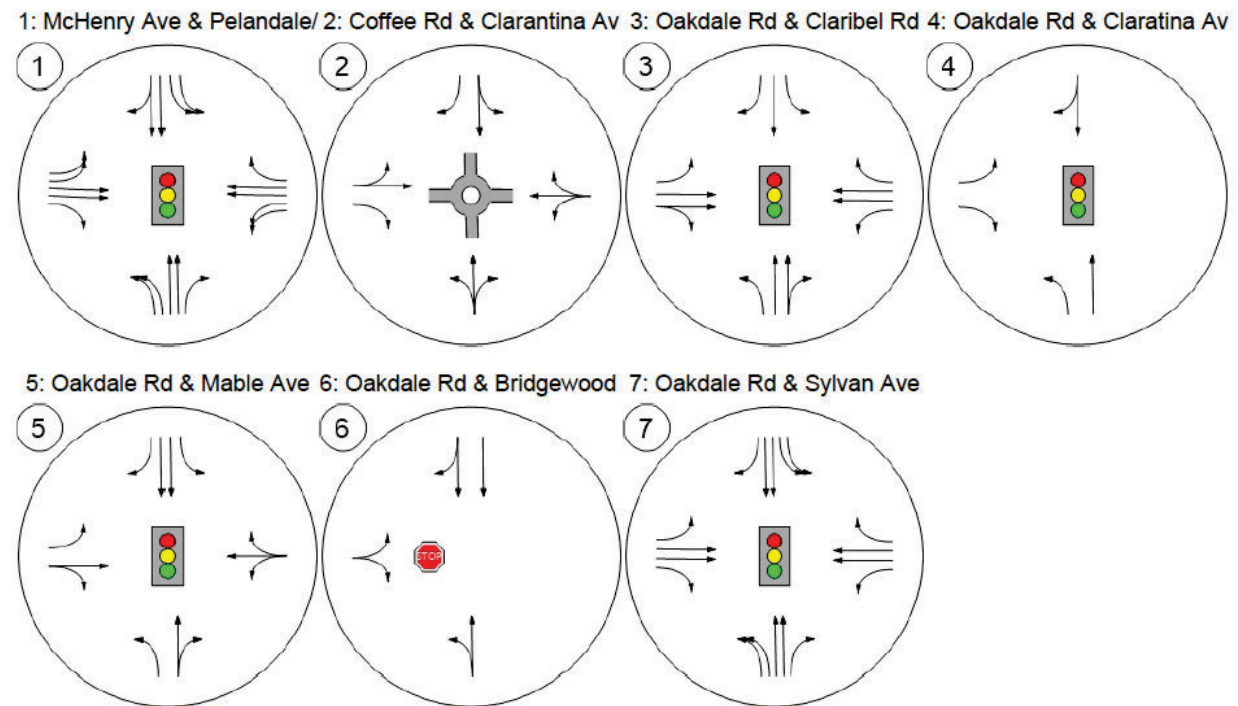
The study intersections LOS analysis results are presented below under each study scenario.

## Existing Conditions

**Figure 9** shows the existing lane configuration and traffic control for each study intersection. Kittelson conducted weekday morning (7:00 AM to 9:00 AM) and weekday evening (4:00 AM to 6:00 PM) peak periods turning movement counts at the study intersections in June 2024. A summary of the traffic count data is provided in **Appendix A**.

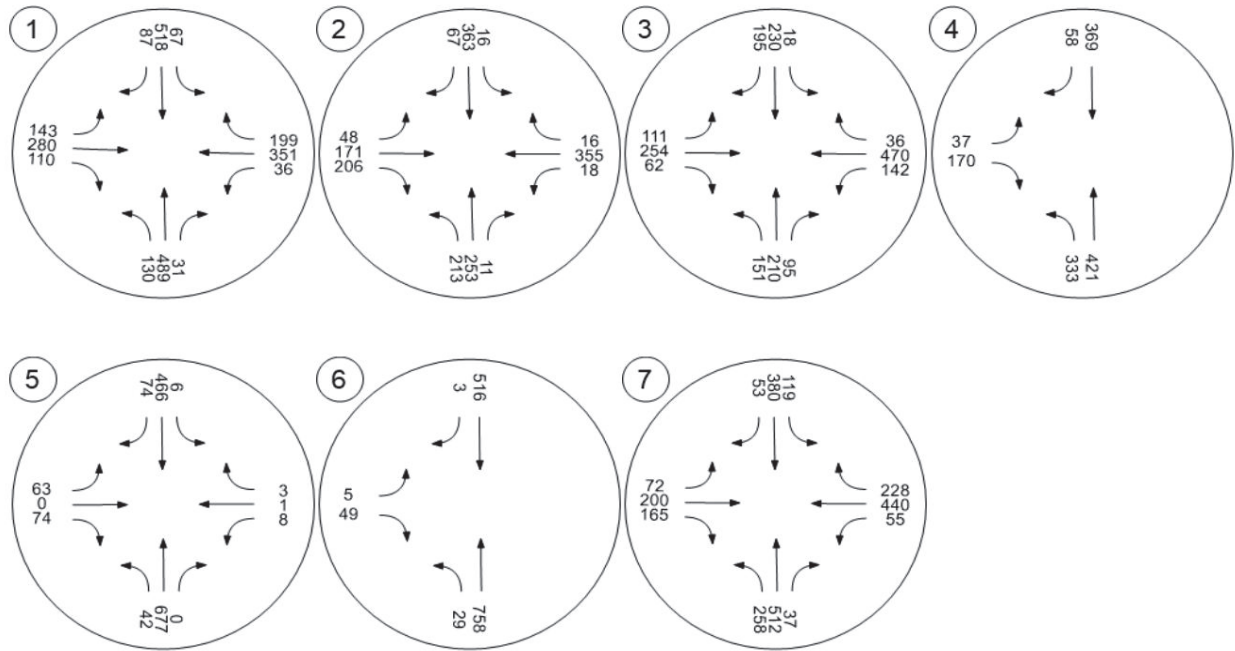
**Figure 10** and **Figure 11** summarize the AM and PM Peak Hour traffic volumes, respectively. The intersection operation results for the AM and PM peak hours are shown in **Table 5**. Detailed LOS worksheets are available in **Appendix B**.

**Figure 9: Existing Lane Configuration and Traffic Control**



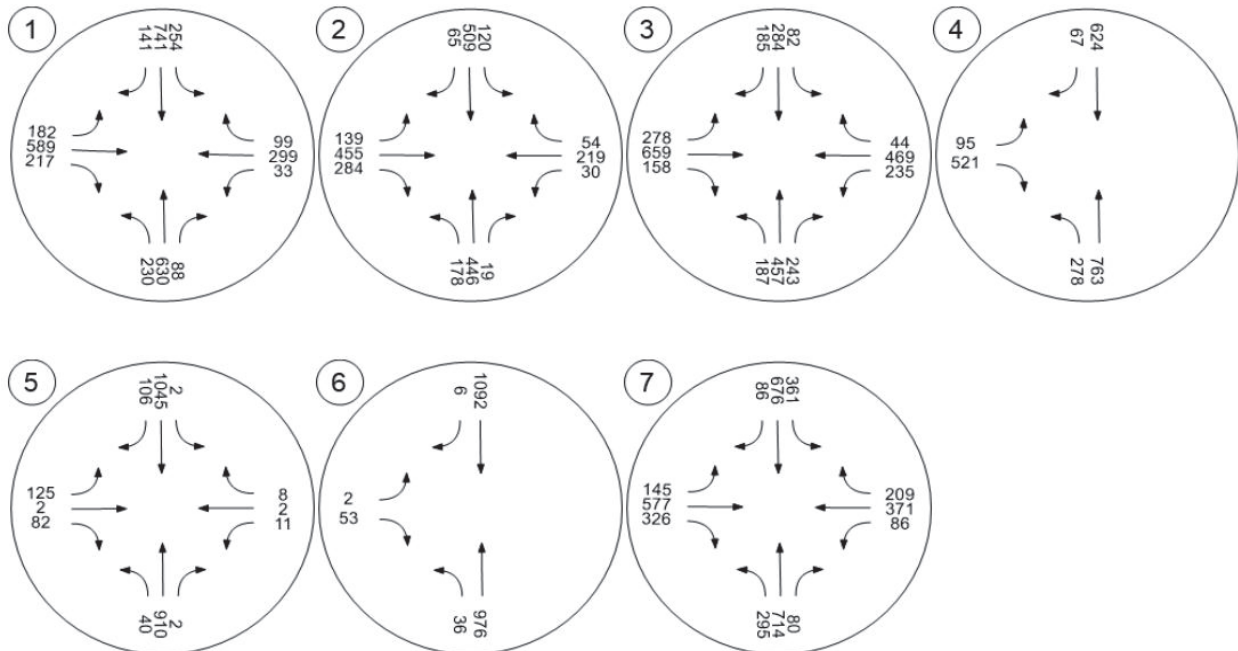
Source: Kittelson & Associates, Inc. 2025

**Figure 10: Existing Conditions - AM Peak Hour Traffic Volumes**



Source: Kittelson & Associates, Inc. 2025

**Figure 11: Existing Conditions - PM Peak Hour Traffic Volumes**



Source: Kittelson & Associates, Inc. 2025

**Table 5: Existing Conditions LOS Results**

No.	Intersection Name	Control Type	Peak Hour	Existing Conditions		
				V/C	Delay	LOS
1	McHenry Ave & Palandale Ave/Claratina Ave	Signalized	AM	0.610	25.8	C
			PM	0.672	50.3	D
2	Coffee Rd & Claratina Ave	Roundabout <sup>13</sup>	AM	NA	8.8	A
			PM	NA	27.6	D
3	Oakdale Rd & Claratina Ave	Signalized	AM	0.645	12	B
			PM	0.828	35.3	D
4	Oakdale Rd & Claribel Ave	Signalized	AM	0.399	24.7	C
			PM	0.638	<b>131.4</b>	<b>F</b>
5	Oakdale Rd & Mable Ave	Signalized	AM	0.421	18.4	B
			PM	0.565	<b>64.5</b>	<b>E</b>
6	Oakdale Rd & Bridgewood Way	Two-way Stop	AM	0.020	20.3	C
			PM	0.026	<b>52.6</b>	<b>F</b>
7	Oakdale Rd & Sylvan Ave	Signalized	AM	0.402	<b>62.2</b>	<b>E</b>
			PM	0.587	52	D

Notes:

AM = weekday a.m. peak hour; PM = weekday p.m. peak hour; V/C = volume/capacity ratio; LOS = Level of Service; Delay reported in seconds per vehicle; No. = intersection number.

<sup>1</sup>single circulating lane roundabout; <sup>2</sup>dual circulating lane roundabout; <sup>3</sup>includes bypass lanes

**Bold** text indicates operations below the LOS standard.

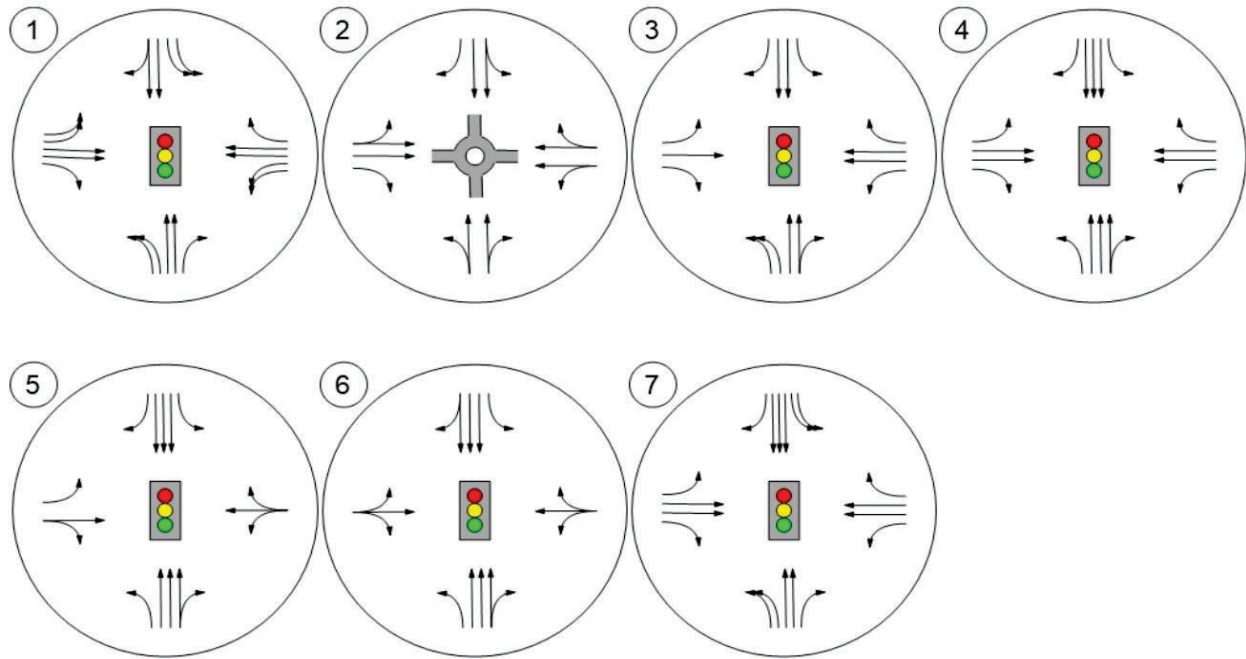
Source: Highway Capacity Manual 7th Edition; Kittelson & Associates, 2025

Under existing conditions, four intersections operate below acceptable LOS thresholds during at least one of the peak hours. However, none of the intersections are operating over capacity (V/C greater than 1.00).

## Future (2046) Planned Conditions

The Future (2046) Planned Conditions represents the future roadway network outlined in the General Plan, which includes expanding Oakdale Road and Claratina Avenue to six lanes. **Figure 12** shows the lane configuration and traffic control for each study intersection under planned conditions. The Oakdale Road and Bridgewood Way intersection was evaluated as a signalized intersection.

**Figure 12: Future (2046) Planned Conditions Intersection Lane Configuration**



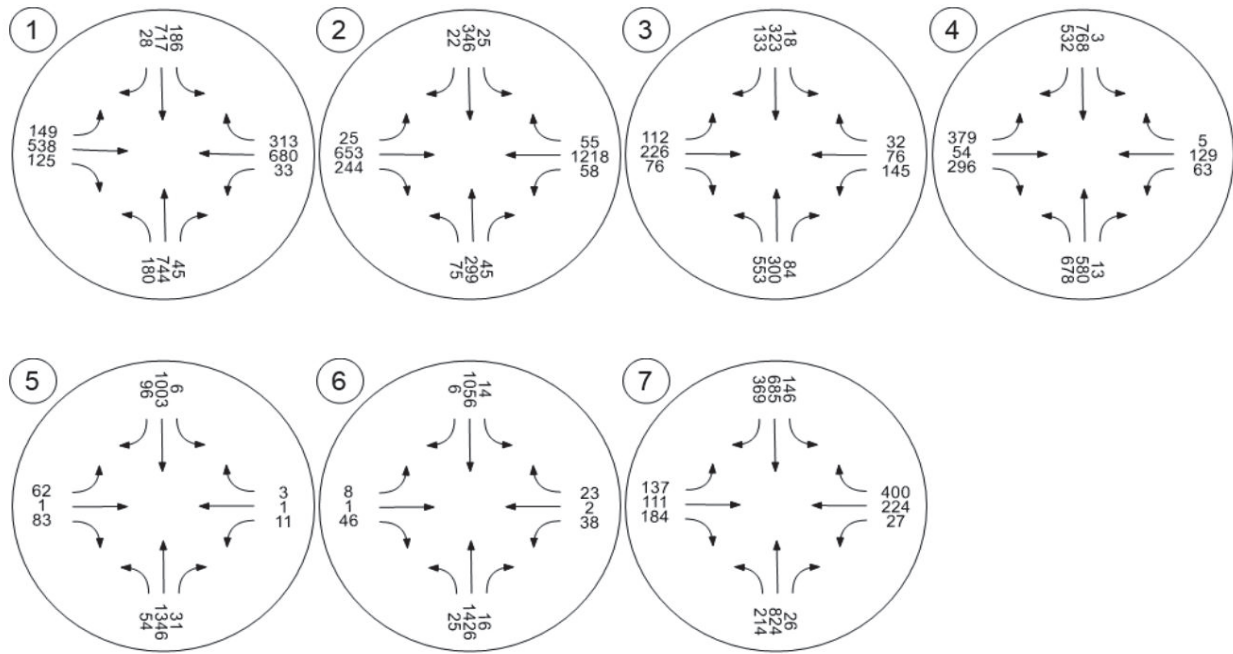
Source: Kittelson & Associates, Inc. 2025

Traffic volumes were extracted using the Stanislaus Council of Governments (StanCOG) 2022 Regional Transportation Plan (RTP) Travel Demand Model. The StanCOG travel demand model forecasts traffic volumes considering inputs such as land uses, population characteristics, and roadway capacities. The model was updated to include the most recent plans for the North County Corridor and the roads within the Tivoli Specific Plan.

The model provides traffic estimates for a pre-COVID base year (2019) and a future horizon year (2046). The base year model reasonably reflects transportation demand conditions for the Existing Conditions scenario, and the Year 2046 horizon year model generally reflects transportation conditions with expected regional growth consistent with the city's General Plan land use pattern and transportation system.

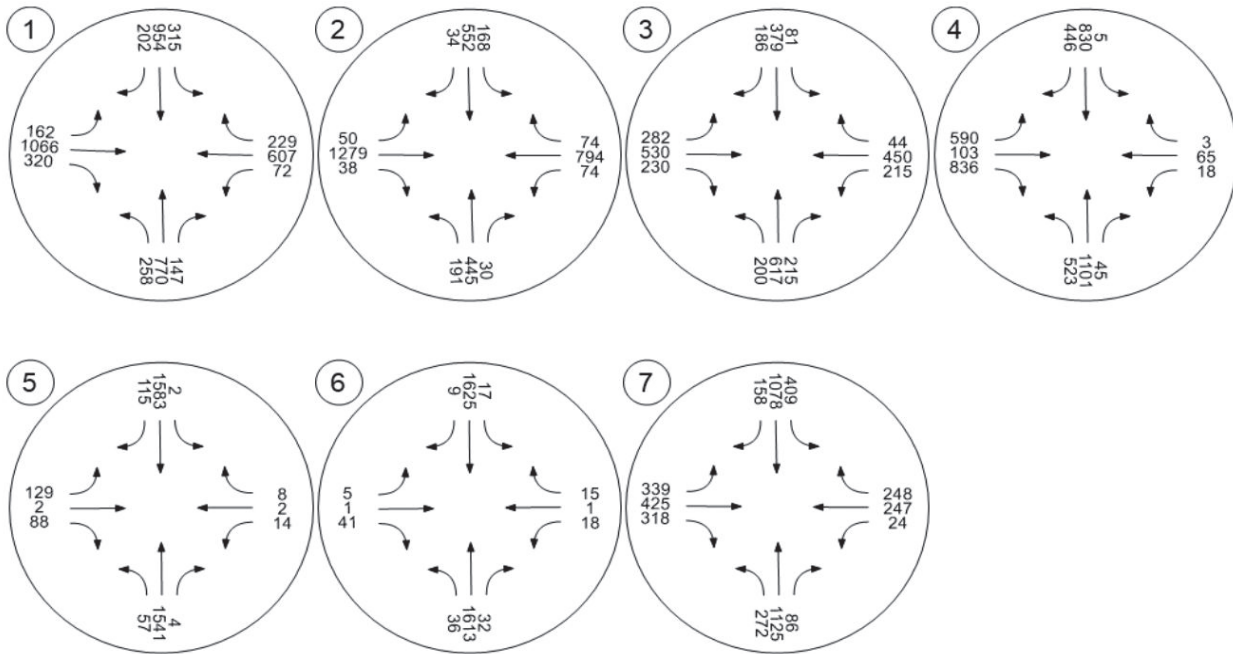
**Figure 13** and **Figure 14** summarizes the 2046 AM and PM Peak Hour traffic volumes, respectively. The intersection operation results for the 2046 AM and PM peak hours are shown in **Table 6**. Detailed LOS worksheets are available in **Appendix C**.

**Figure 13: Future (2046) Planned Conditions - AM Peak Hour Traffic Volumes**



Source: Kittelson & Associates, Inc. 2025

**Figure 14: Future (2046) Planned Conditions - PM Peak Hour Traffic Volumes**



Source: Kittelson & Associates, Inc. 2025

**Table 6: Future (2046) Planned Conditions LOS Summary**

No.	Intersection Name	Control Type	Peak Hour	2046 Planned (6 Lane)		
				V/C	Delay	LOS
1	McHenry Ave & Palandale Ave/Claratina Ave	Signal	AM	0.572	32.86	C
			PM	0.890	<b>167.00</b>	<b>F</b>
2	Coffee Rd & Claratina Ave	Roundabout <sup>23</sup>	AM	NA	14.36	B
			PM	NA	<b>61.43</b>	<b>E</b>
3	Oakdale Rd & Claribel Ave	Signal	AM	0.298	25.91	C
			PM	0.660	<b>70.76</b>	<b>E</b>
4	Oakdale Rd & Claratina Ave	Signal	AM	1.138	<b>125.34</b>	<b>F</b>
			PM	0.970	<b>137.22</b>	<b>F</b>
5	Oakdale Rd & Mable Ave	Signal	AM	0.463	17.57	B
			PM	0.470	17.20	B
6	Oakdale Rd & Bridgewood Way	Signal	AM	0.380	14.48	B
			PM	0.440	14.57	B
7	Oakdale Rd & Sylvan Ave	Signal	AM	0.702	45.73	D
			PM	0.780	<b>95.40</b>	<b>F</b>

Notes:

AM = weekday a.m. peak hour; PM = weekday p.m. peak hour; V/C = volume/capacity ratio; LOS = Level of Service; Delay reported in seconds per vehicle; No. = intersection number.

<sup>1</sup>single circulating lane roundabout; <sup>2</sup>dual circulating lane roundabout; <sup>3</sup>includes bypass lanes

**Bold** text indicates operations below the LOS standard.

Source: Highway Capacity Manual 7th Edition; Kittelson & Associates, 2025

Traffic signal timings were optimized to balance the volume and capacity on each of the signalized intersection. Under Future (2046) Planned Conditions, five intersections operate below acceptable LOS thresholds during at least one of the peak hours. However, only Oakdale Road and Claratina Avenue intersection is operating over capacity.

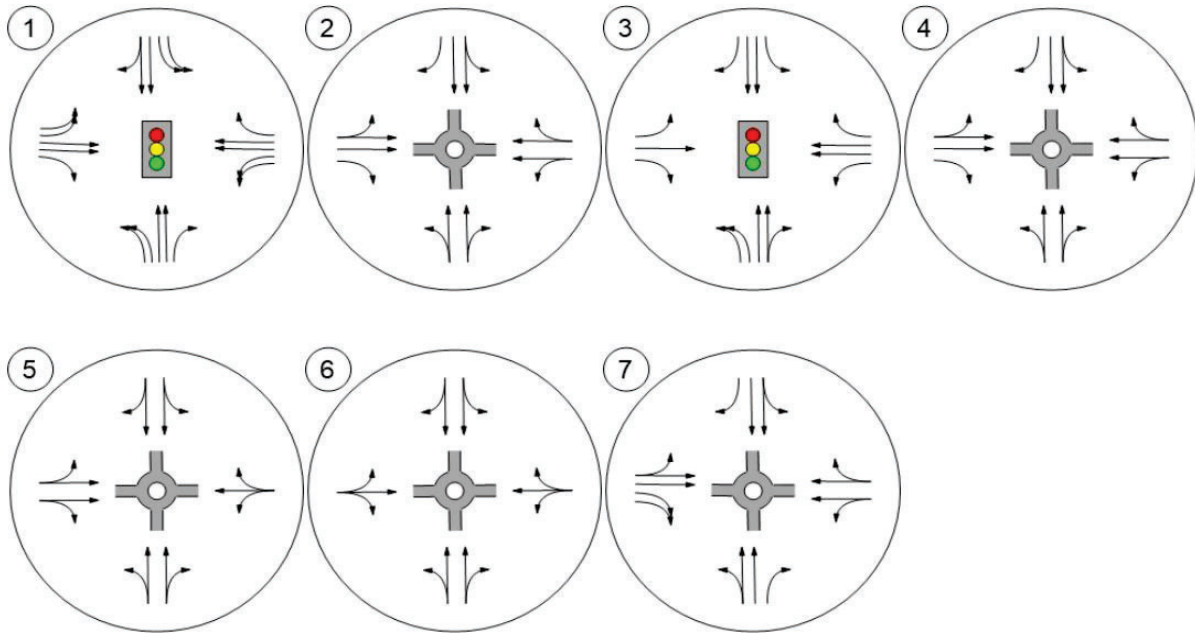
### Future (2046) Adjusted (Reduced Classification) Conditions

The Future (2046) Adjusted Conditions represents the future roadway network which evaluates an alternative scenario where the study corridors are classified as four lanes instead of six lanes. Additionally, the intersections at Oakdale Road and Claratina Avenue; Oakdale Road and Mable Avenue; Oakdale Road and Bridgewood Way; and Oakdale Road and Sylvan Avenue were evaluated as roundabouts as shown in **Figure 15**.

The traffic volumes were projected using the StanCOG travel demand model by updating the number of lanes to represent the reclassified four-lane segments, which resulted in a slight decrease in volumes as presented in **Figure 16** and **Figure 17**.

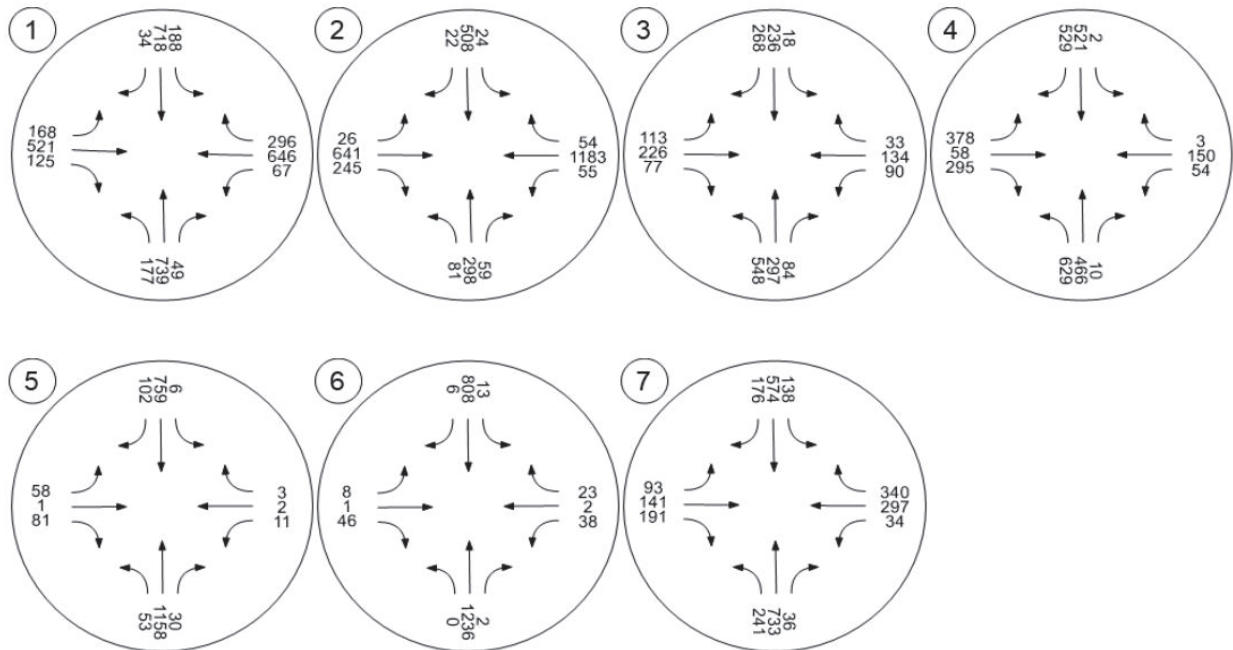
The intersection operation results for the AM and PM peak hours are shown in **Table 7**. Detailed LOS worksheets are available in **Appendix D**.

**Figure 15: Future (2046) Adjusted Conditions Lane Configuration and Traffic Controls**



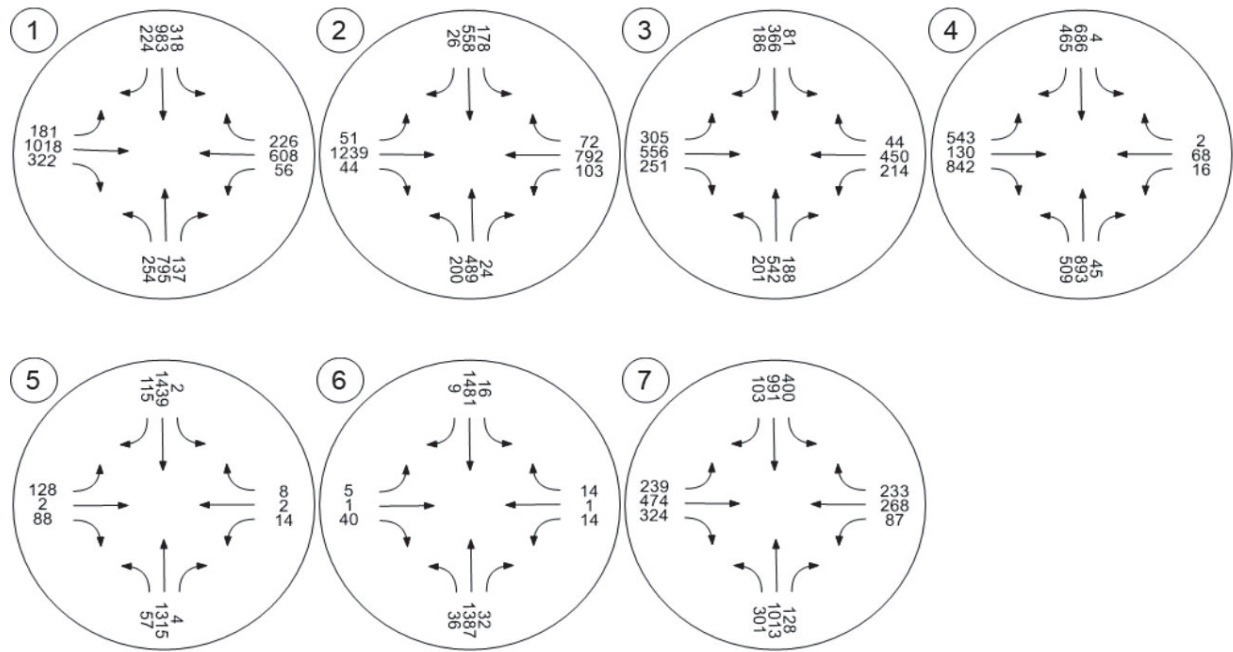
Source: Kittelson & Associates, Inc. 2025

**Figure 16: Future (2046) Adjusted Conditions - AM Peak Hour Traffic Volumes**



Source: Kittelson & Associates, Inc. 2025

Figure 17: Future (2046) Adjusted Conditions - PM Peak Hour Traffic Volumes



Source: Kittelson & Associates, Inc. 2025

Table 7: Future (2046) Adjusted Conditions LOS Summary

No.	Intersection Name	Control Type	2046 Adjusted (4 Lane)			Change From Planned
			V/C	Delay	LOS	
1	McHenry Ave & Palandale Ave/Claratina Ave	Signalized	0.565	46.7	D	13.84
			0.857	<b>76.4</b>	<b>E</b>	-90.6
2	Coffee Rd & Claratina Ave	Roundabout <sup>23</sup>	NA	16.8	C	2.44
			NA	<b>67.8</b>	<b>E</b>	6.37
3	Oakdale Rd & Claribel Ave	Signalized	0.382	34.46	C	8.55
			0.78	<b>69.2</b>	<b>E</b>	-1.56
4	Oakdale Rd & Claratina Ave	Roundabout <sup>23</sup>	NA	15.7	B	-109.64
			NA	34.8	C	-102.42
5	Oakdale Rd & Mable Ave	Roundabout <sup>2</sup>	NA	7.3	A	-10.27
			NA	11.2	B	-6
6	Oakdale Rd & Bridgewood Way	Roundabout <sup>1</sup>	NA	6.8	A	-7.68
			NA	9.4	A	-5.17
7	Oakdale Rd & Sylvan Ave	Signalized	0.599	42.3	D	-3.43
			0.787	<b>94.5</b>	<b>F</b>	-0.9

Notes:

AM = weekday a.m. peak hour; PM = weekday p.m. peak hour; V/C = volume/capacity ratio; LOS = Level of Service; Delay reported in seconds per vehicle; No. = intersection number.

<sup>1</sup>single circulating lane roundabout; <sup>2</sup>dual circulating lane roundabout; <sup>3</sup>includes bypass lanes

**Bold** text indicates operations below the LOS standard.

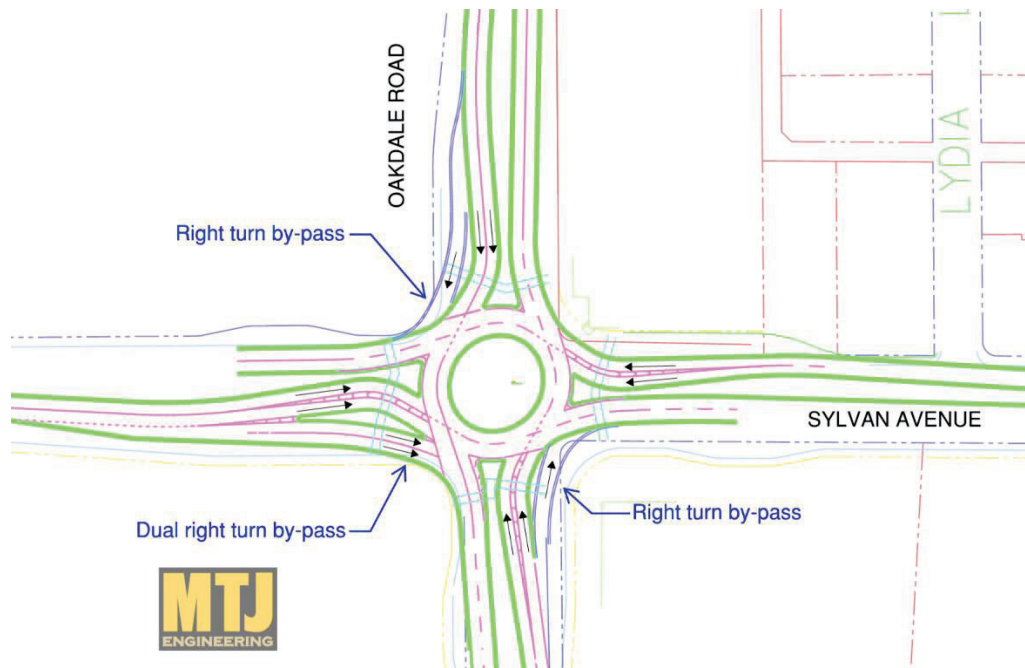
Source: Highway Capacity Manual 7th Edition; Kittelson & Associates, 2025

Traffic signal timings were optimized to balance the volume and capacity on each approach of the signalized intersections. Under future (2046) adjusted conditions, four intersections would operate below acceptable LOS thresholds during at least one peak hour. However, none of the intersections would operate over capacity. In most locations, the delay would decrease from the Future (2046) Planned Conditions except for Coffee Road and Claratina Avenue. The intersection is an existing roundabout and with the planned growth is expected to continue to operate at LOS E.

### ***Oakdale Road / Sylvan Avenue***

**Figure 18** shows the conceptual roundabout at Oakdale Road and Sylvan Avenue, which includes two circulating lanes at every approach, dual right-turn bypass lanes on the westbound approach, and single right turn bypass lanes on the northbound and southbound approach. Kittelson evaluated this roundabout using both VISTRO and SIDRA software. The HCM does not provide a methodology for analyzing a dual bypass lane, but both Vistro and SIDRA use proprietary methodologies to produce results. The Kittelson team compared the results of each analysis from both models to what supported by research and documented in HCM7 about one- versus two-lane roundabout approaches. Kittelson then selected the most appropriate results for inclusion in this study.

**Figure 18: Oakdale Road and Sylvan Avenue - Conceptual Roundabout**



Source: City of Modesto, 2024

**Table 8** summarizes the LOS and delay at the Oakdale Road and Sylvan Avenue intersection under both signalized and roundabout scenarios for the Future (2046) Adjusted Conditions. During the AM peak hour, the roundabout would perform better than the signal. In the PM peak hour, the VISTRO analysis shows higher delay for the roundabout compared to the signal. However, Kittelson conducted a supplemental analysis using SIDRA, and found that the roundabout would result in lower average delays than the signal.

Kittelson also evaluated the intersection with a single bypass right-turn lane and found minimal change in delay, indicating that the additional bypass lane may not provide any additional capacity benefit

**Table 8: Oakdale Road and Sylvan Avenue Intersection LOS Summary**

No.	Intersection Name	Control Type	Software	Peak Hour	2046 Buildout (4 Lane)		
					V/C	Delay	LOS
7	Oakdale Rd & Sylvan Ave	Signal	VISTRO	AM	0.599	42.3	D
				PM	0.787	<b>94.5</b>	<b>F</b>
7	Oakdale Rd & Sylvan Ave	Roundabout – Dual Right Turn Bypass Lanes	VISTRO	AM	NA	13.55	B
				PM	NA	<b>127.48</b>	<b>F</b>
7	Oakdale Rd & Sylvan Ave	Roundabout – Dual Right Turn Bypass Lanes	SIDRA	AM	0.796	16	B
				PM	1.154	<b>59.9</b>	<b>E</b>
7	Oakdale Rd & Sylvan Ave	Roundabout – Single Right Turn Bypass Lanes	SIDRA	PM	1.154	<b>60.2</b>	<b>E</b>

Notes:

AM = weekday a.m. peak hour; PM = weekday p.m. peak hour; V/C = volume/capacity ratio; LOS = Level of Service; Delay reported in seconds per vehicle; No. = intersection number.

**Bold** text indicates operations below the LOS standard.

Source: Highway Capacity Manual 7th Edition; Kittelson & Associates, 2025

## Other Considerations for Roundabouts

The Future (2046) Adjusted scenario changes four intersections along Oakdale Road from signalized to roundabout control. The Future (2046) Planned scenario showed signal operations not being able to efficiently handle the volumes resulting in high delays at some intersections, even with six through lanes on the study corridors. Reducing the through lanes from three to two in each direction would only worsen the delays if remaining under signalized control. However, the proposed roundabouts can provide similar or lower delays with two lanes in each direction. Further, there are other considerations where roundabouts may provide benefits at these locations.

### Safety Benefits

Roundabouts are an FHWA Proven Safety Countermeasure because they can substantially reduce crashes that result in serious injury or death. In comparison to signalized intersections, roundabouts have been shown to result in reductions of up to 78% of fatal and injury crashes.<sup>4</sup>

### Right-of-Way Constraints

Kittelson's comparison between roundabouts and traffic signals is based solely on operational analysis. However, it is important to also consider right-of-way (ROW) constraints and potential acquisition costs

<sup>4</sup> FHWA Highway Safety Programs. Retrieved from <https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts>

associated with implementing roundabouts. The City of Modesto has developed conceptual exhibits overlaying roundabout layouts with property lines to assess whether they can be constructed within existing city ROW. The proposed roundabout configurations fit within the existing right-of-way, as the number of approach lanes is able to be reduced using a roundabout compared to a signal. As explained in Section 2.4.3 of NCHRP Research Report 1043: Guide for Roundabouts, the following spatial considerations apply to roundabouts in comparison to other intersection control types:

- Roundabouts may be larger *at the intersection* than other control types because of their size and shape.
- Roundabouts may be able to be spaced more closely to one another than traffic signals because of shorter queue lengths (less chance of queue spillback).
- Roundabouts may serve similar or more capacity with fewer total lanes (e.g., no dedicated left- or right-turn lanes) than signals—meaning the roadway between intersections can be narrower.

Additional detailed design work will be necessary to confirm the constructability of the roundabouts.

### **Site Access**

As with any intersection form and control type, site access in the immediate vicinity of an intersection creates challenges. A few considerations for roundabouts include:

- Roundabouts provide safe and efficient U-turn opportunities which allows for full access points to be converted to right-in, right-out or left-in, right-out. This allowance removes the most difficult and riskiest movements at an access point (left-out movements) by converting them to U-turns.
- Because roundabouts may allow for fewer lanes on the approach compared to signalized intersection, they are conducive to access management (with a median taking the place of what could have been a turn lane in a signalized alternative).
- Access is strongly discouraged within 50 feet of the circulatory roadway (between the entry and pedestrian crosswalk). This location complicates the pedestrian ramp and creates wayfinding challenges for people with vision disabilities, and also introduces new conflicts in a challenging location for drivers.
- Access is best avoided along the splitter island of a roundabout approach; however, if it is unavoidable, then right-in, right-out access can be provided with a U-turn at the intersection as previously described.<sup>5</sup> Additionally, access could be accommodated by shortening a splitter island to allow for left turns to and from a driveway, although doing so introduces more conflict points.<sup>6</sup>

Roundabouts may offer the ability to provide access to adjacent properties closer to the intersection than signalized intersections without the associated degradation in operations and safety associated with nearby access at signals.

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<sup>5</sup> MassDOT and Kittelson & Associates. Guidelines for the Planning and Design of Roundabouts. 5.9.6 Access Management. Retrieved from <https://www.mass.gov/doc/massdot-guidelines-for-the-planning-and-design-of-roundabouts/download>

<sup>6</sup> Modern Roundabout Intersections: When To Use Them? A Comparison with Signalized Intersections. Retrieved from [https://www.mvcommission.org/sites/default/files/docs/Roundabout\\_comparison\\_with\\_signals.pdf](https://www.mvcommission.org/sites/default/files/docs/Roundabout_comparison_with_signals.pdf)

## **Corridor Operations**

Roundabouts located along a corridor provide advantages over signalized corridors or corridors with a mix of control types. Because roundabouts serve similar or greater capacity than comparable signals with shorter queue lengths than comparable signalized intersections and without producing platoons. Roundabout operations result in randomized flow rather than platoons. Roundabout operations are typically better with a random arrival pattern than with a platooned flow; mixing signals and roundabouts may result in platoons arriving at a roundabout from a nearby signal and creating queueing.

As a result, when considering roundabouts, consistency along the corridor is beneficial for driver expectations and for operational performance should be considered to allow drivers to develop a sense of predictability and help optimize the traffic flow.<sup>7</sup> Consistency along Oakdale Road is recommended for operational efficiency.

## **ROADWAY SEGMENT ANALYSIS**

Traffic volumes on roadway segments are used to determine the overall usage and congestion. Under existing conditions, the roadway segment analysis is based on traffic counts taken at a single location or link, which is intended to be representative of the entire segment.

LOS for roadway segments is assessed based on the volume in relationship to the capacity threshold as presented in the HCM 2010 edition and adopted by the City of Modesto as shown in **Table 9**.

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<sup>7</sup> TDOT Roundabout Design Reference Guide. Retrieved from <https://www.tn.gov/content/dam/tn/tdot/roadway-design/documents/training/Roundabout%20Design%20Reference%20Guide.pdf#:~:text=Roundabouts%20result%20in%20randomized%2C%20un%2Dplatooned%20flow%20along,in%20a%20corridor%20with%20coordinated%20signal%20progression.&text=Roundabout%20corridors%20can%20also%20provide%20for%20design,adjust%20where%20right%2Dof%2Dway%20impacts%20occur%20at%20intersections>.

**Table 9: Roadway Segment Threshold and LOS Relationship**

Type of Roadway Segment	Hourly Capacity <sup>a,c</sup>	Daily Volume Threshold <sup>b,c</sup>				
		LOS A	LOS B	LOS C	LOS D	LOS E
Freeway Mainline	2,000	8,000	12,750	18,750	23,130	25,000
Expressway – Class A	1,500	5,630	9,380	13,120	15,750	18,750
Expressway – Class B	1,250	4,690	7,820	10,940	13,130	15,630
Expressway – Class C	1,000	3,750	6,250	8,750	10,500	12,500
Principal Arterial (6 lanes)	850	3,190	5,320	7,440	8,930	10,630
Minor Arterial (4 lane facility with center left-turn lane)	925	810	2,190	3,930	6,820	11,560
Minor Arterial (4 lanes)	750	660	1,780	3,190	5,530	9,380
Minor Arterial (2 lane facility with center left-turn lane)	925	810	2,190	3,930	6,820	11,560
Major Collector (4 lane facility)	700	2,450	4,110	5,780	6,910	8,750
Downtown Collector	700	2,450	4,110	5,780	6,910	8,750
Minor Collector (2 lane facility with center left-turn lane)	925	810	2,190	3,930	6,820	11,560
Minor Collector (2 lanes)	650	570	1,540	2,760	4,800	8,130
Local Roadway	500	440	1,190	2,130	3,690	6,250
Rural Road	900	790	2,140	3,830	6,640	11,250

<sup>a</sup> Vehicles per through lane per hour.

<sup>b</sup> Vehicles per lane per day. Peak hour capacity eight percent (8%) of daily capacity based on a review of peak hour to daily counts on over 200 roadway segments in the City.

<sup>c</sup> Hourly and daily calculated based on the method presented in the *Highway Capacity Manual (HCM)* (Transportation Research Board 2010). LOS is assessed based on the volume in relationship to the capacity threshold. For example, a freeway lane carrying 18,700 vehicles on a daily basis would be classified as LOS C as it is between the LOS B and LOS C threshold; if the volume was 19,000 vehicles a day, it would be classified as LOS D.

Note: These are generalized capacities that can be adjusted based on local roadway conditions, including the percentage of turning traffic, intersection spacing, driveway spacing, levels of pedestrian activity, provision of on-street parking, adjacent land use types and other factors.

Source: City of Modesto, 2016.

**Table 10** includes roadway segment analysis summary under each study scenario. Under existing conditions with two lanes, Oakdale Rd between Claribel Rd & Claratina Ave operates at LOS D with a volume-to-capacity (V/C) ratio at 0.90. Traffic volumes for future conditions are based on the StanCOG travel demand model as explained in the earlier sections. Under both Future (2046) Planned Conditions

and Future (2046) Adjusted Conditions, all roadway segments would operate at LOS A. Given that a V/C ratio near 1.0 indicates optimal capacity utilization, the low ratios in the Future (2046) Planned Conditions represents overbuilt conditions.

**Table 10: Roadway Segment Analysis Summary**

#	Roadway Segment	Existing Conditions			Future (2046) – Planned Conditions			Future (2046) – Adjusted Conditions		
		Volume	Daily V/C	LOS	Volume	Daily V/C	LOS	Volume	Daily V/C	LOS
1	Oakdale Rd between Claribel Rd & Claratina Ave	19,100	0.90	D	20,100	0.32	A	17,600	0.41	A
2	Oakdale Rd between Claratina Ave & Mable Ave	24,000	0.75	C	29,500	0.46	A	25,400	0.60	A
3	Oakdale Rd between Mable Ave & Bridgewood Way	24,900	0.78	C	29,360	0.46	A	25,300	0.60	A
4	Oakdale Rd between Bridgewood Way & Sylvan Ave	25,400	0.79	C	29,500	0.46	A	25,400	0.60	A
5	Claratina Ave between McHenry Ave & Coffee Rd	14,100	0.75	C	23,150	0.41	A	22,700	0.60	A
6	Claratina Ave between Coffee Rd & Oakdale Rd	9,670	0.52	A	19,000	0.34	A	19,800	0.53	A

Source: Kittelson & Associates, Inc. 2025

## TRAVEL TIME

**Table 11** represents the travel time analysis summary for the study corridor under existing conditions and **Table 12** represents projected travel time for the study corridor under both the Planned and Adjusted conditions. Under the Adjusted conditions, travel times are expected to decrease by 0.6 – 2.6 minutes compared to Planned conditions. There are two cases in which travel times are projected to increase under Adjusted conditions, both by 0.1 minutes. The existing conditions travel times were determined through Ggoogle Maps data, while the planned and adjusted were determined by adding the delays at intersections along the corridor to the travel time between each intersection.

**Table 11: Travel Time Summary - Existing Conditions**

Roadway	Route	Movement	Weekday (min)		Weekday Peak (min)		Monday - Friday (min)		Monday - Friday Peak (min)	
			Avg	StD	Avg	StD	Avg	StD	Avg	StD
Claratina Avenue	CA 108 to Oakdale Road	Eastbound	3.3	0.3	29.7	2.9	3.3	0.3	3.9	0.1
Claratina Avenue	Oakdale Road to CA 108	Westbound	3.1	0.2	34.7	1.0	3.1	0.2	3.5	0.0
Oakdale Road	Sylvan Avenue to Claribel Avenue	Northbound	3.2	0.6	23.6	2.0	3.3	0.8	4.7	0.7
Oakdale Road	Claribel Avenue to Sylvan Avenue	Southbound	3.2	0.7	21.7	2.0	3.4	1.0	5.5	1.1

Note: StD – Standard Deviation  
Source: Kittelson & Associates, Inc. 2025

**Table 12: Travel Time Summary - Future Conditions**

Roadway	Route	Movement	2046 Planned (min)		2046 Adjusted (min)	
			AM	PM	AM	PM
Claratina Avenue	CA 108 to Oakdale Road	Eastbound	3.8	8.1	3.3	5.5
Claratina Avenue	Oakdale Road to CA 108	Westbound	4.4	5.0	3.4	4.4
Oakdale Road	Sylvan Avenue to Claribel Avenue	Northbound	4.0	6.9	4.1	6.4
Oakdale Road	Claribel Avenue to Sylvan Avenue	Southbound	4.4	5.6	3.8	5.7

Source: Kittelson & Associates, Inc. 2025

# VEHICLE MILES TRAVELED ASSESSMENT

**Table 13** summarizes the Vehicle Miles Traveled (VMT) assessment for the three study scenarios. The total VMT in Stanislaus County was calculated using the StanCOG travel demand model. Under the Future (2046) Adjusted Conditions, the total VMT is expected to decrease slightly compared to Future (2046) Planned Conditions. This is likely due to less induced demand because of the reduction in travel lanes.

**Table 13: VMT Summary**

Scenario	Stanislaus County Total VMT
Existing Conditions	11,056,945
Future (2046) Planned Conditions	13,395,154
Future (2046) Adjusted Conditions	13,395,008
Change with Adjusted Conditions	-147

Source: Kittelson & Associates, Inc. 2025

# Summary

The Study findings and conclusions are provided below by corridor.

## Oakdale Road

The Study confirms that Oakdale Road (from Claribel Avenue to Scenic Drive) can be reclassified from their planned six-lane classification to four lanes, while still accommodating the area's anticipated future growth to the 2046 horizon year.

Further, the operational analysis confirms that the following intersections would perform more efficiently as roundabouts rather than signalized intersections.

- Oakdale Rd & Claratina Ave
- Oakdale Rd & Mable Ave
- Oakdale Rd & Bridgewood Way
- Oakdale Rd & Sylvan Ave

The findings and conclusions from the traffic operational analysis by scenario are summarized below:

- **Existing Conditions:** The following four intersections operate below acceptable LOS thresholds during at least one of the peak hours. However, none of the intersections are operating over capacity.
  - Oakdale Rd & Claribel Ave – PM Peak Hour
  - Oakdale Rd & Claratina Ave – PM Peak Hour
  - Oakdale Rd & Mable Ave – PM Peak Hour
  - Oakdale Rd & Bridgewood Way – PM Peak Hour
  - Oakdale Rd & Sylvan Ave – AM Peak Hour
- **Future (2046) Planned Conditions:** The following five intersections would operate below acceptable LOS thresholds during at least one of the peak hours. However, only Oakdale Road and Claratina Avenue intersection would operate over capacity.
  - Oakdale Rd & Claribel Ave
  - Oakdale Rd & Claratina Ave
  - Oakdale Rd & Sylvan Ave
- **Future (2046) Adjusted Conditions:** The following four intersections would operate below acceptable LOS thresholds during at least one of the peak hours. However, none of the intersections would operate over capacity.
  - Oakdale Rd & Claribel Ave
  - Oakdale Rd & Sylvan Ave

For all locations the average delay would decrease from the Future (2046) Planned Conditions, as shown in **Table 14**.

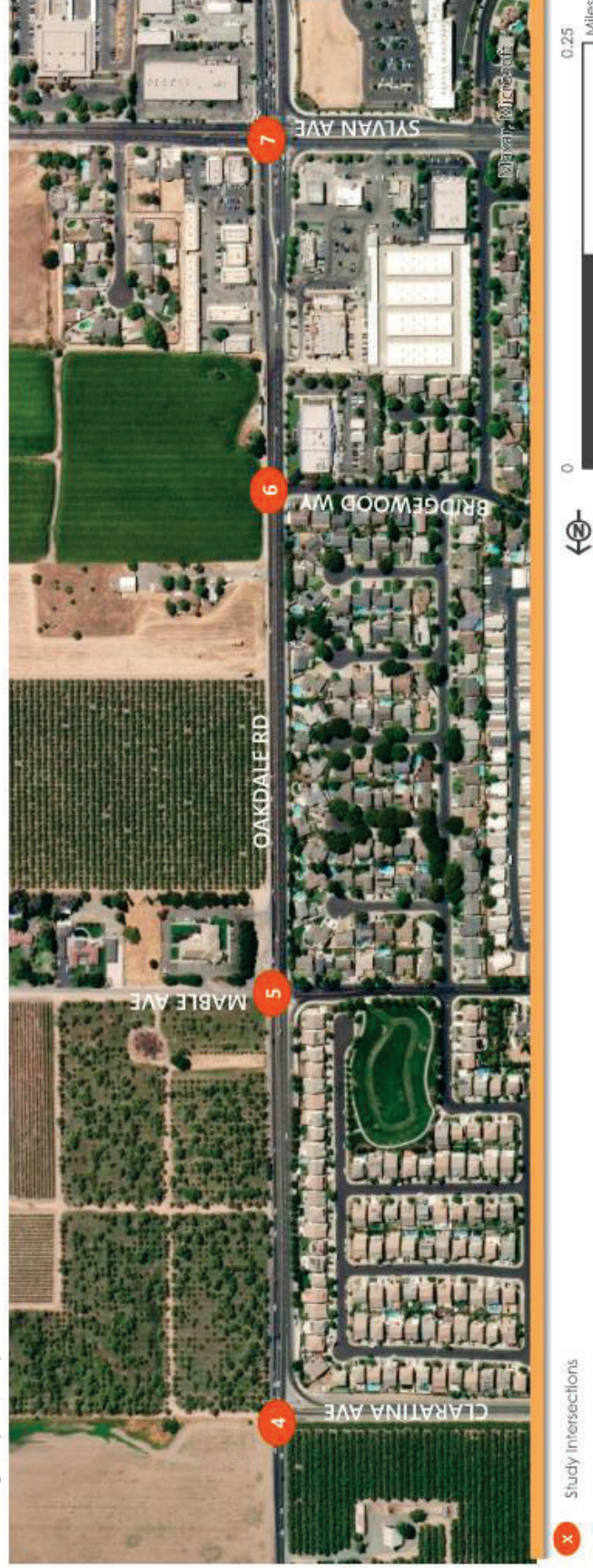
**Table 14: Oakdale Road LOS Summary**

No.	Intersection Name	Control Type	Peak Hour	Existing Conditions			2046 No Build			2046 Buildout (6 Lane)			2046 Buildout (4 Lane)			Change			
				V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS				
4	Oakdale Rd & Claratina Ave	Signalized	AM	0.548	53.3	D	1.234	284.47	F	1.138	125.3 <sup>4</sup>	F	NA	15.7	B	-109.64			
			PM	0.86	76.9	E	10.04	1,351.5	F	0.97	137.2 <sup>2</sup>	F	NA	34.8	C	-102.42			
5	Oakdale Rd & Mable Ave	Signalized	AM	0.44	30.5	C	0.75	71.55	E	0.463	17.57	B	NA	7.3	A	-10.27			
			PM	0.813	70.8	E	0.90	341.03	F	0.47	17.20	B	NA	11.2	B	-6			
6	Oakdale Rd & Bridgewood Way	Signalized	AM	Currently No Signal			Currently No Signal			0.386			14.48			B		Roundabout <sup>1</sup>	-7.68
			PM	Currently No Signal			Currently No Signal			0.44			14.57			B		Roundabout <sup>1</sup>	-5.17
7	Oakdale Rd & Sylvan Ave	Signalized	AM	0.45	102.4	F	0.599	42.54	D	0.702	45.73	D	0.796	16	B	-29.73			
			PM	0.606	87.7	F	0.79	106.17	F	0.78	95.40	F	1.154	59.9	E	-35.5			

Notes: AM = weekday a.m. peak hour; PM = weekday p.m. peak hour; V/C = volume/capacity ratio; LOS = Level of Service; Delay reported in seconds per vehicle; No. = intersection number. <sup>1</sup>single circulating lane roundabout; <sup>2</sup>dual circulating lane roundabout; <sup>3</sup>includes bypass lanes

**Bold** text indicates operations below the LOS standard.

Source: Highway Capacity Manual 7th Edition; Kittelson & Associates, 2025



## Claratina Avenue

The Study confirms that Claratina Avenue (from Oakdale Road to McHenry Avenue) can be reclassified from their planned six-lane classification to four lanes, while still accommodating the area's anticipated future growth to the 2046 horizon year.

The findings and conclusions from the traffic operational analysis by scenario are summarized below:

- **Existing Conditions:** The following four intersections operate below acceptable LOS thresholds during at least one of the peak hours. However, none of the intersections are operating over capacity.
  - McHenry Ave & Palandale Ave/Claratina Ave
- **Future (2046) Planned Conditions:** The following five intersections would operate below acceptable LOS thresholds during at least one of the peak hours. However, only Oakdale Road and Claratina Avenue intersection would operate over capacity.
  - McHenry Ave & Palandale Ave/Claratina Ave
  - Coffee Rd & Claratina Ave
- **Future (2046) Adjusted Conditions:** The following four intersections would operate below acceptable LOS thresholds during at least one of the peak hours. However, none of the intersections would operate over capacity.
  - McHenry Ave & Palandale Ave/Claratina Ave
  - Coffee Rd & Claratina Ave

In most locations, average delay would decrease from the Future (2046) Planned Conditions except for Coffee Road and Claratina Avenue. The intersection is an existing roundabout and with the planned growth in expected to continue to operate at LOS E.