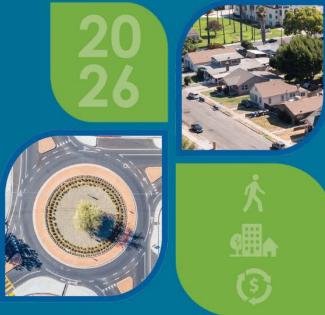


StanCOG Regional Transportation Plan and Sustainable Communities Strategy



VVS Meeting
November 20, 2025



COMMUNITY ENHANCEMENT
ZONE PLANS



SUSTAINABLE COMMUNITIES
STRATEGY (SCS)
BICYCLE AND PEDESTRIAN PLANS



VEHICLE MILES TRAVELED (VMT)
MITIGATION STRATEGY



Agenda

01

Scenario Development

02

Disadvantaged Communities Analysis

03

SCS Support Programs

04

Public Outreach Summary

05

CA Air Quality Waiver Implications

06

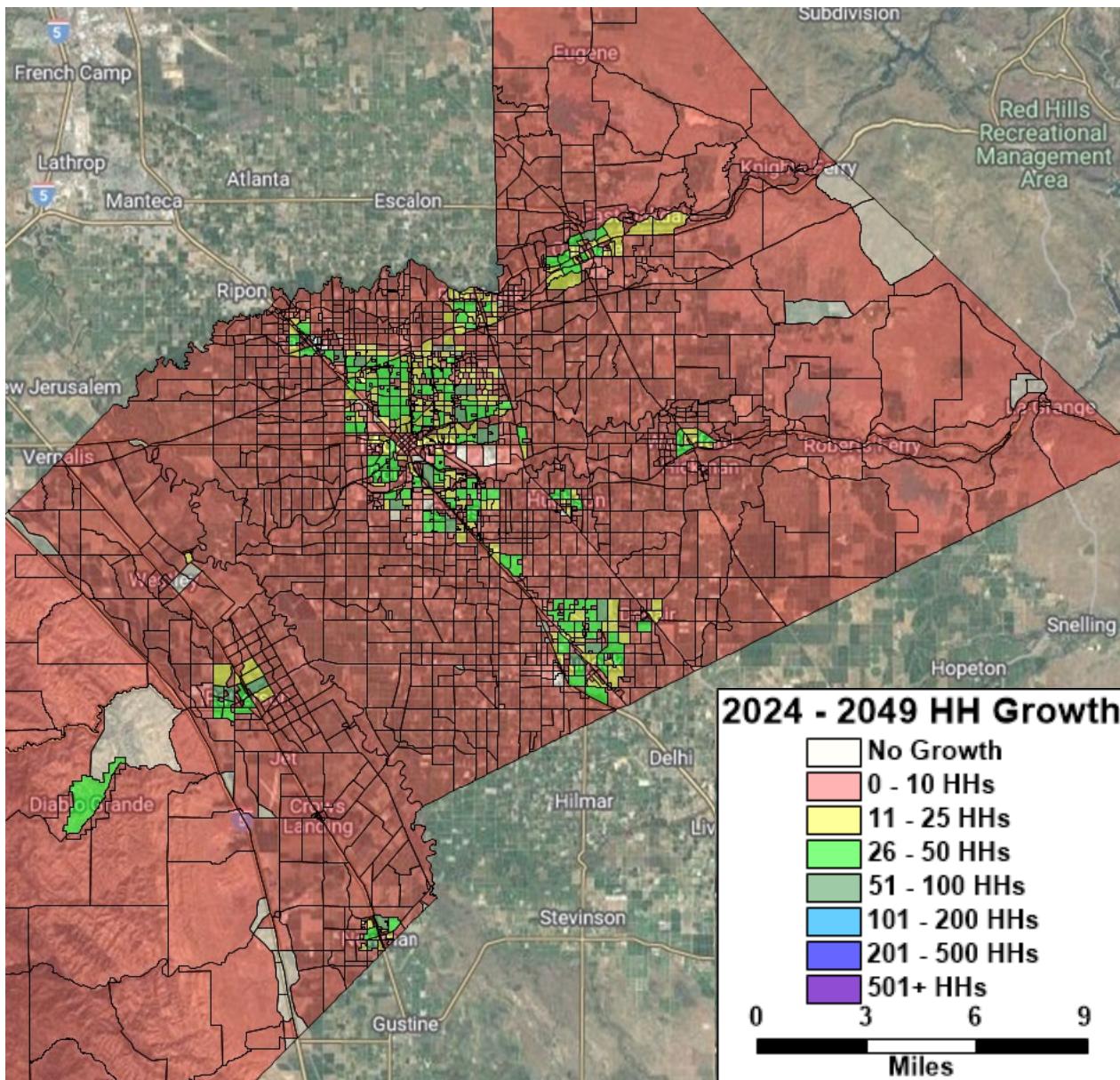
Next Steps

Scenario Development Background

- 2024
 - Households: 175,146
 - Population: 550,021
 - Employment: 267,954
- 2049
 - Households: 186,599
 - Population: 586,039
 - Employment: 292,097
- 25 Year Growth
 - Households: 11,452 (458 per year)
 - Population: 36,018 (1,441 per year)
 - Employment: 24,143 (966 per year)
- Jobs/Housing Balance
 - 2024: 1.53 Jobs/HH
 - 2049: 1.57 Jobs/HH
 - Employment Growing Twice as Fast as Housing
- Household Occupancy
 - 3.14 persons per household

Land Use Growth 2024 - 2049

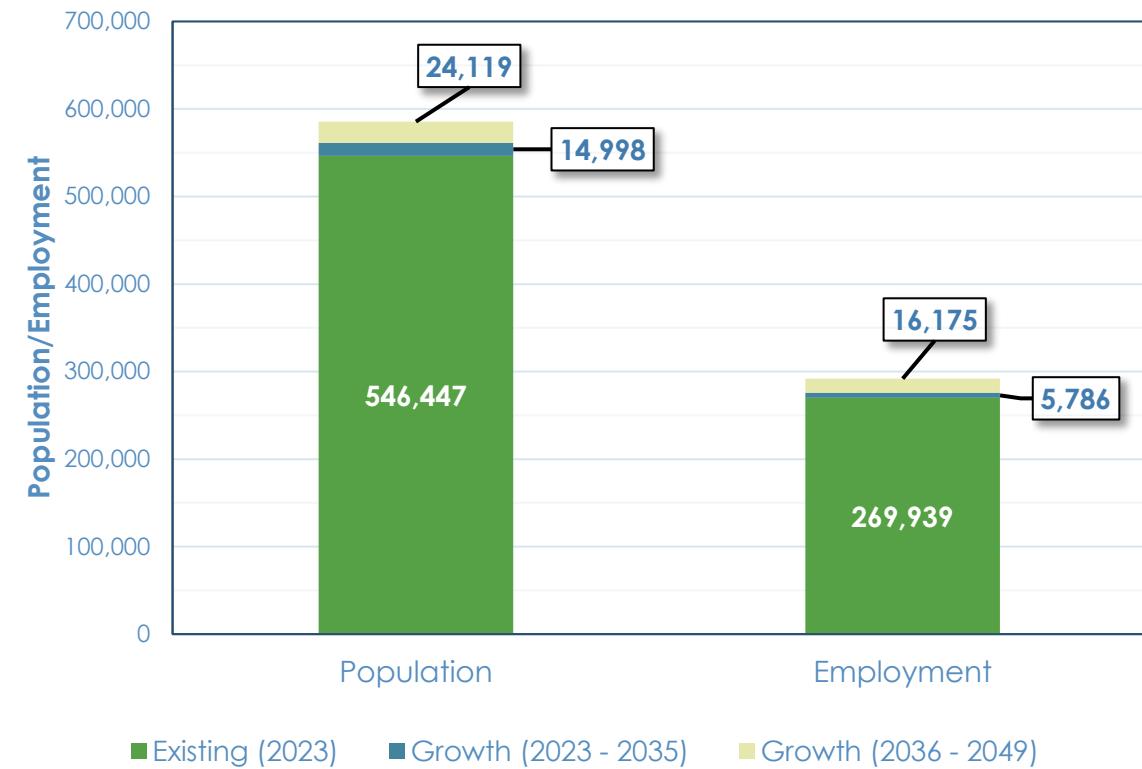
City	Households	Population	EMP
Ceres	866	3,343	2,081
Hughson	199	591	101
Modesto	4,813	14,929	11,463
Newman	342	1,241	209
Oakdale	625	1,798	714
Patterson	615	2,388	2,070
Riverbank	538	1,761	343
Turlock	1,393	4,084	3,134
Unincorporated	1,891	5,281	3,914
Waterford	171	601	115
Total	11,453	36,018	24,143



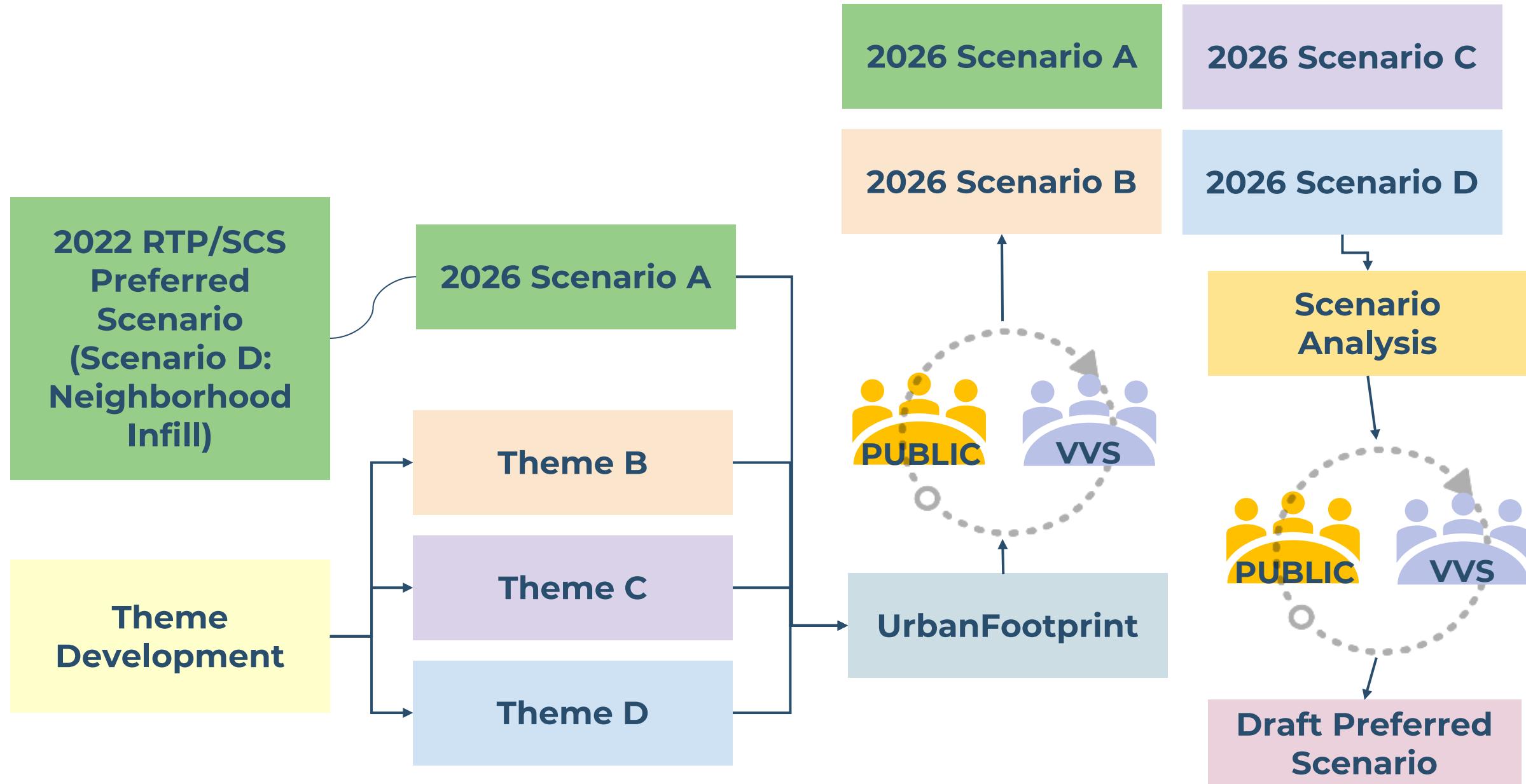
Reality of Growth

- Federal Air Quality Conformity requirements must be met
- SB 375 must be met
 - 10-percent to 16-percent target increase
 - Induced Demand layered on top of new target
 - Changes to CARB policy
- We only have future choices to meet targets

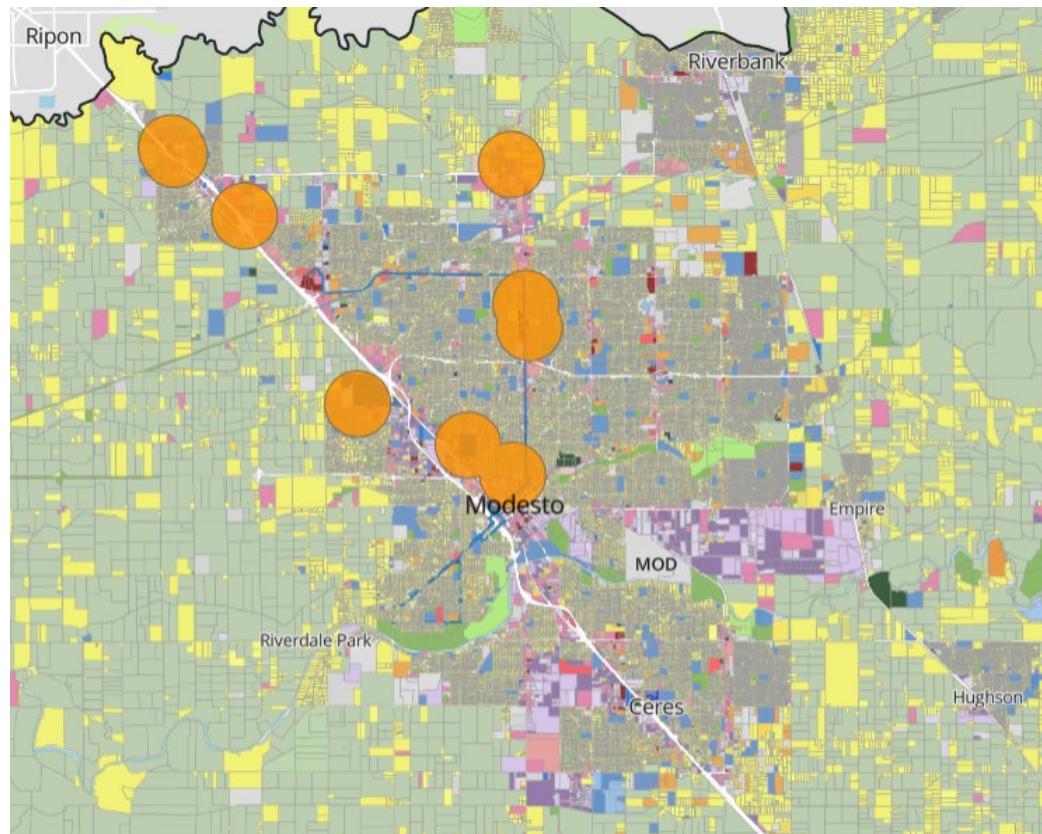
StanCOG Population and Employment Growth



Scenario Development Process



UrbanFootprint (Land Use Scenario Software)



- Comprehensive Data, Scenario-building Tools, and Analytical Models
- Visualization of Existing Conditions
- Creates Future Scenarios
- Analysis of Potential Impacts to:
 - Air Quality Emissions
 - Transportation
 - Public Health
 - Housing Opportunity
- Models Land Use Growth at Parcel Level
- Used to Create/Evaluate Land Use Scenarios
- Not a Travel Demand Model

Scenario Guiding Principles

1

Ensure jobs-
housing
balance

2

Focus growth
in low VMT
areas

3

Increase
access to
opportunity

4

Preserve
farmland

5

Grow in infill
areas

Land Use Themes

- A. ***Missing Middle / Business as Usual***
 - Business as Usual, 2022 RTP/SCS Preferred Scenario
- B. ***Transit Oriented Development: Address Equity and Access***
 - Development in Transit Corridor
- c. ***Mixed Use: Addresses Localized Jobs-Housing Imbalance***
 - Vertical Mixed Use
 - Horizontal Mixed Use
- D. ***Economic Development: Addresses Revitalization and Local Jobs***
 - Upzoning of Existing Permitted Uses + Clustering to Attract Specific Businesses
 - Develop/Redevelop Underutilized Land while Preserving Ag and Industrial

Growth Summary – Residential Intensity

Scenario/Theme	% New Units >20 du/acre	Units per Gross Acre Residential
A: Business as Usual	38%	9.8 du/acre
B: Transit Oriented Development	61%	16.2 du/acre
C: Mixed-Use	85%	33.0 du/acre
D: Economic Development	58%	14.2 du/acre

Growth Summary – Location of Growth

- Transit Oriented (B): Balance Between Neighborhood and Corridor
- Mixed Use (C): Closest Distribution to Business as Usual
- Economic Development (D): Most Growth in New Areas

Scenario/Theme	Corridor + Center Infill Areas	Neighborhood Infill Areas	New Growth Areas
A: Business as Usual	32%	52%	16%
B: Transit Oriented Development	40%	60%	0%
C: Mixed-Use	20%	65%	15%
D: Economic Development	20%	20%	60%

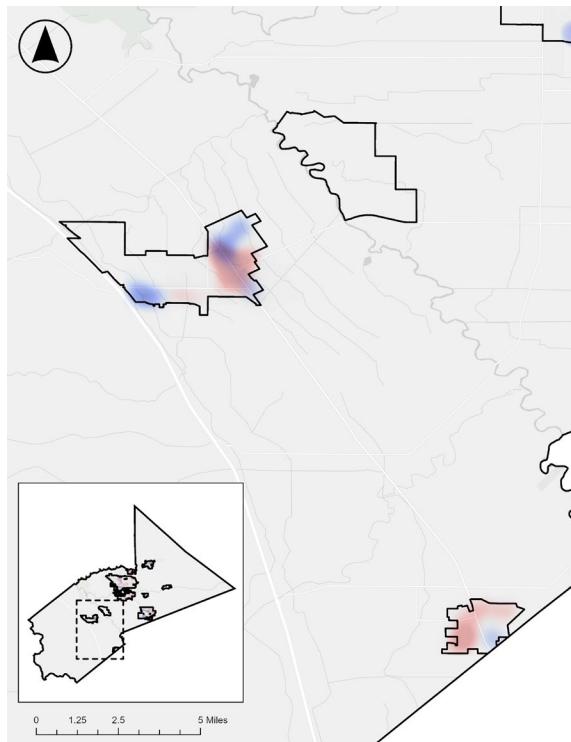
Patterson and Newman

Development Intensity

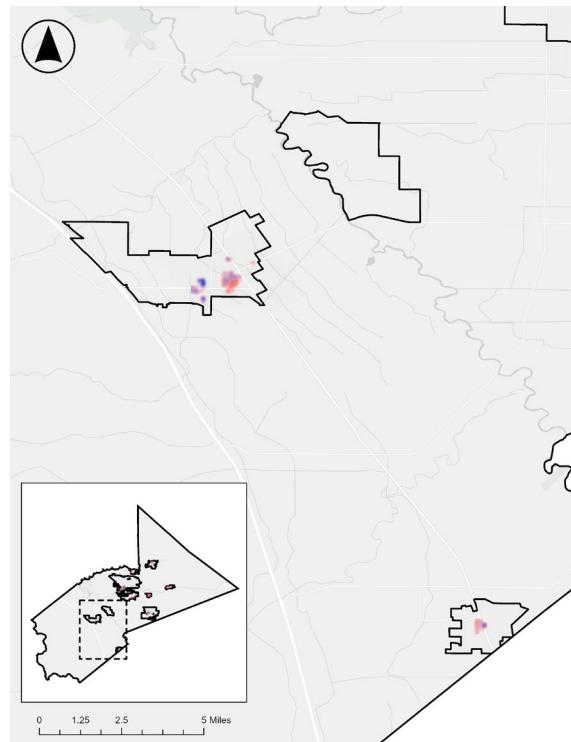


Housing Employment

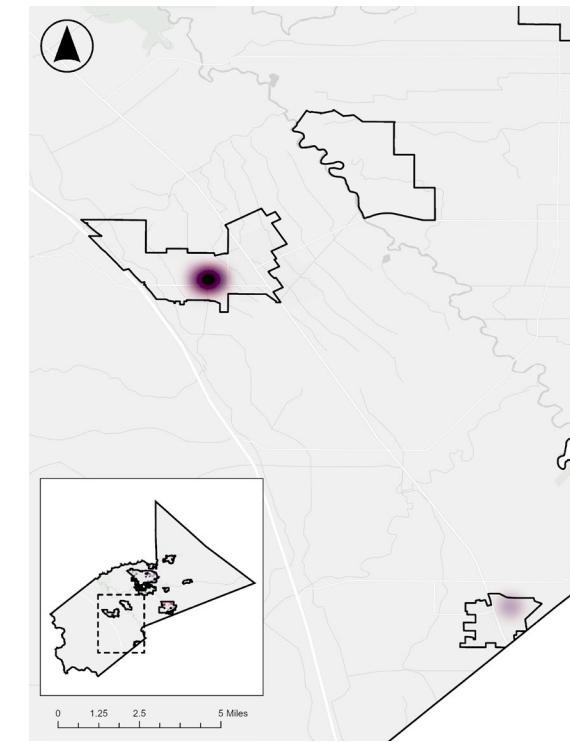
Theme A:
Business as Usual



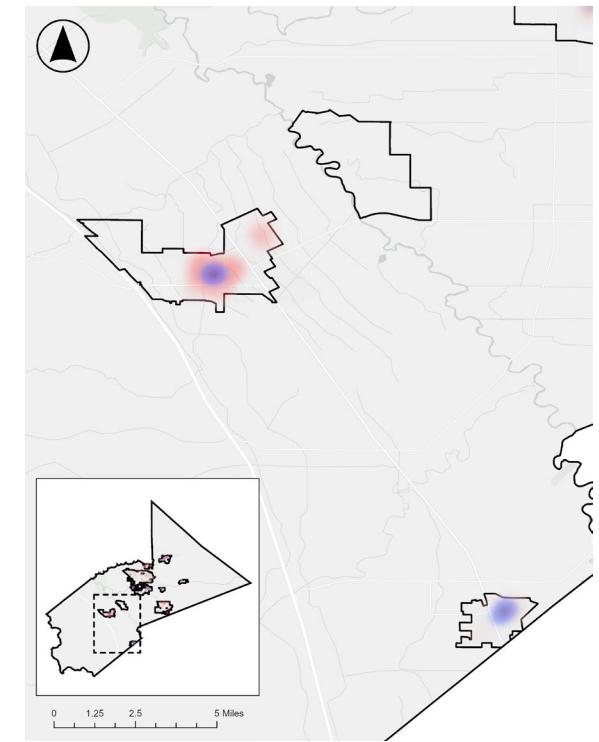
Theme B:
Transit Oriented
Development



Theme C: Mixed-Use



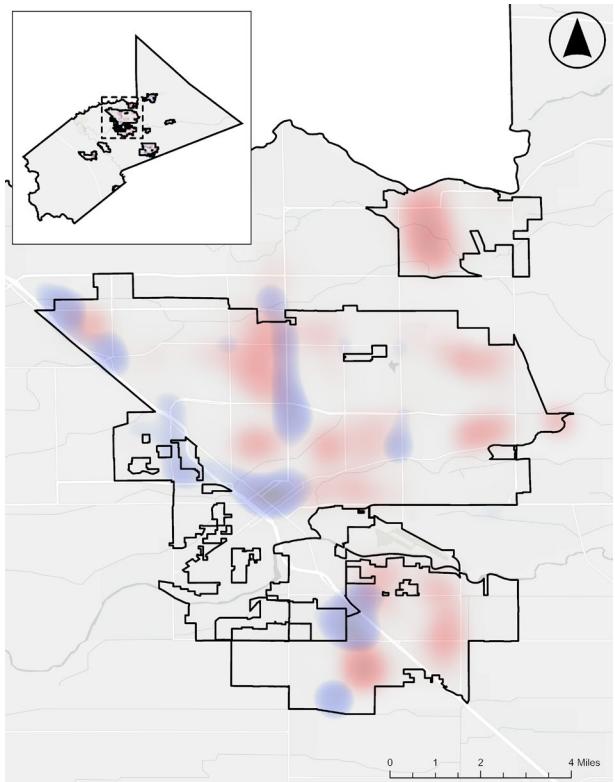
Theme D:
Economic Development



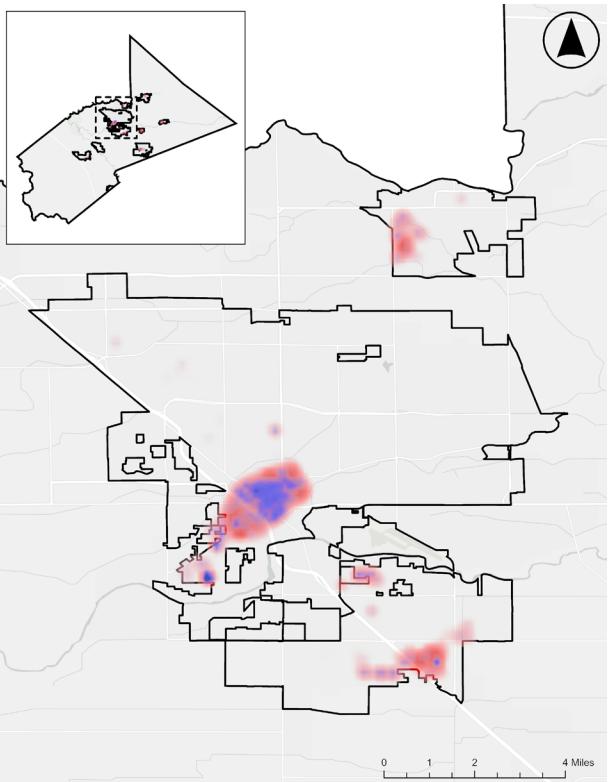
Modesto, Ceres, and Riverbank



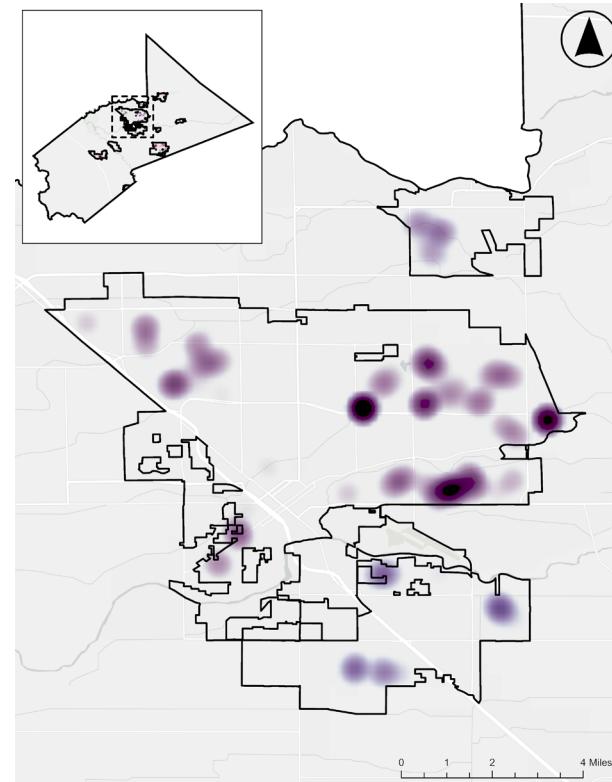
Theme A:
Business as Usual



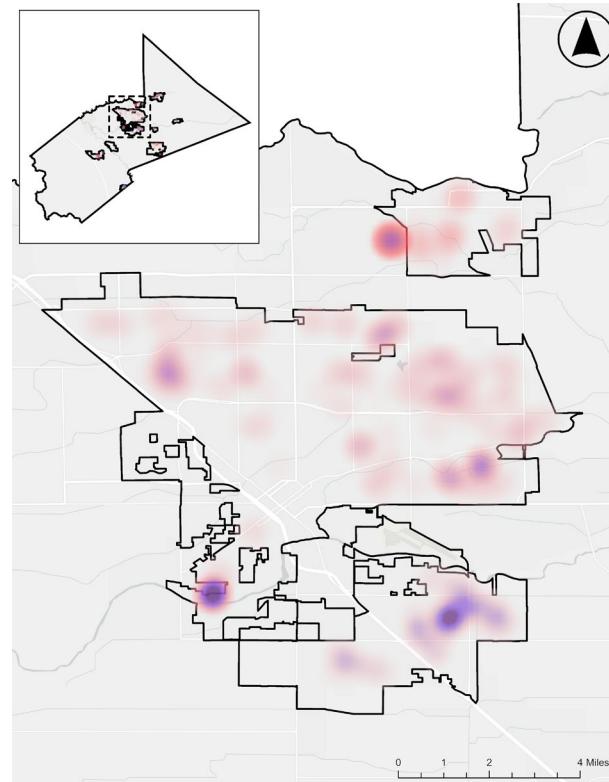
Theme B:
Transit Oriented
Development



Theme C: Mixed-Use



Theme D:
Economic Development



Oakdale, Hughson, Waterford, & Turlock

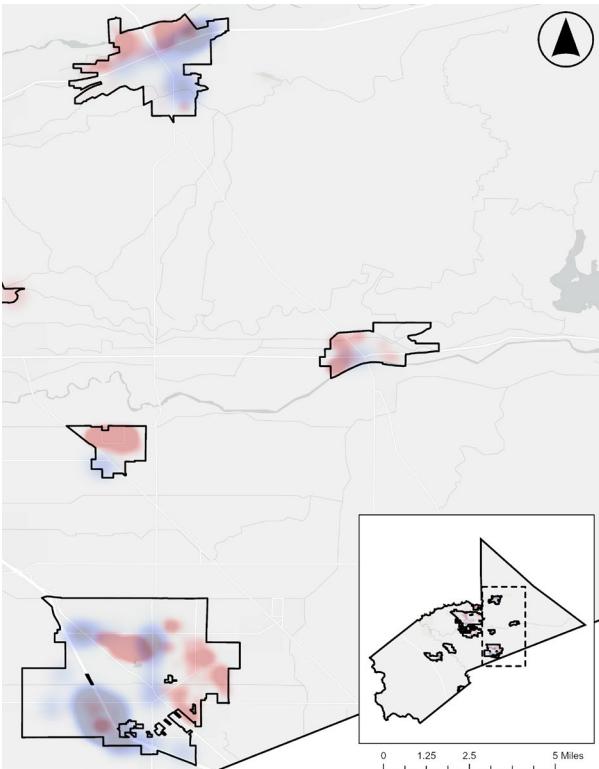
Development Intensity



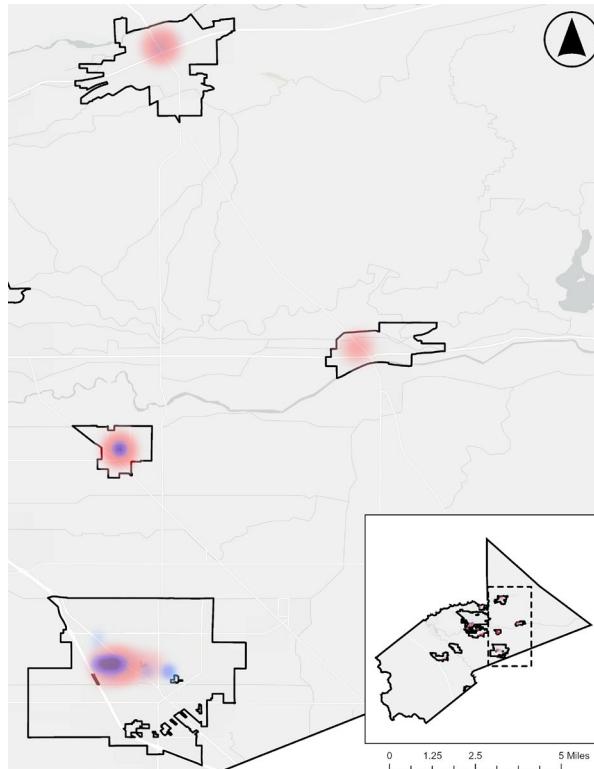
Housing

Employment

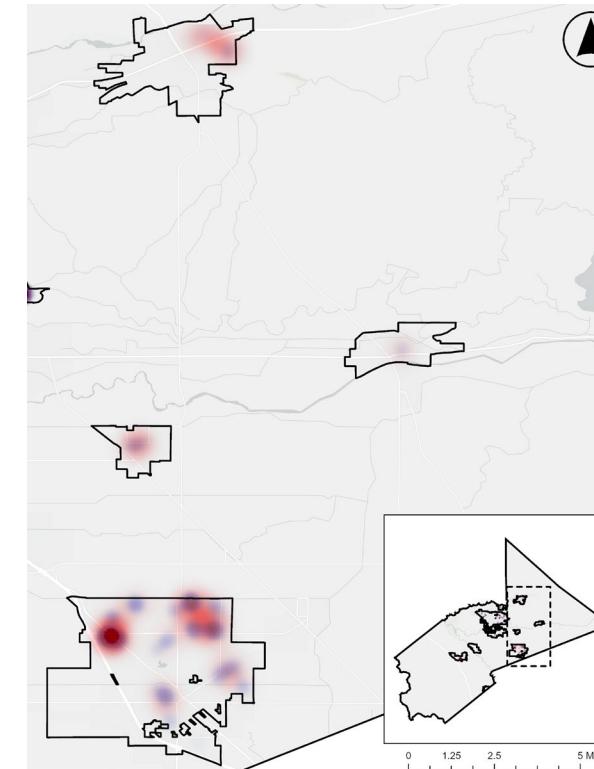
Theme A:
Business as Usual



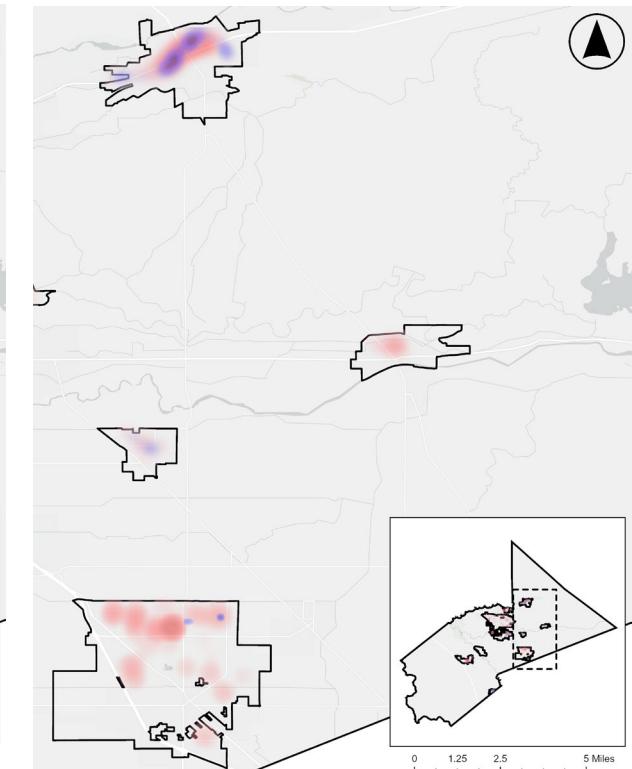
Theme B:
Transit Oriented
Development



Theme C: Mixed-Use

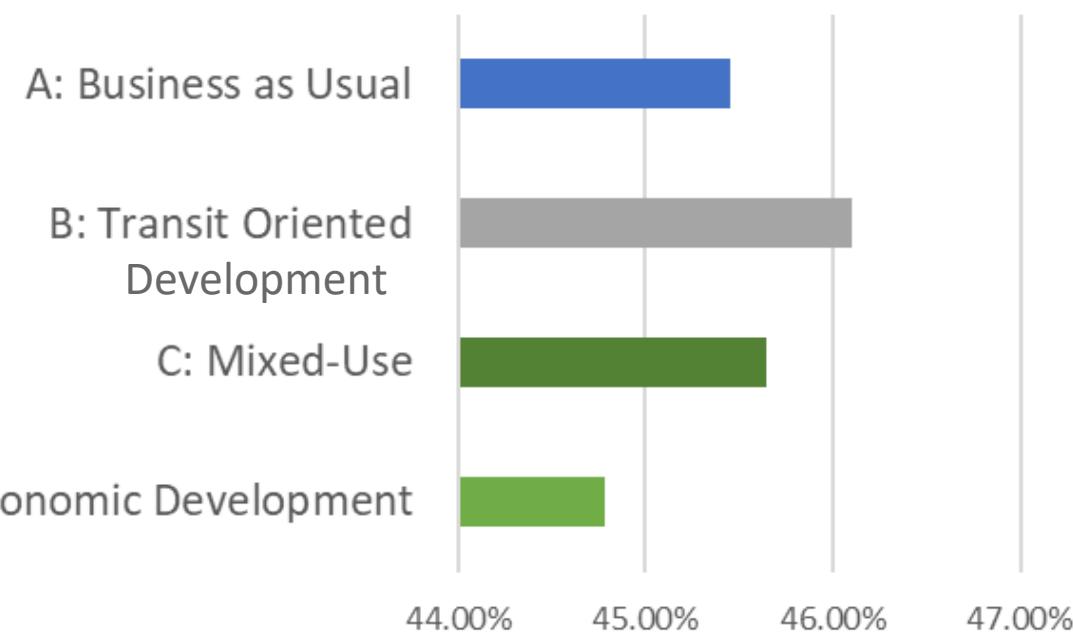


Theme D:
Economic Development

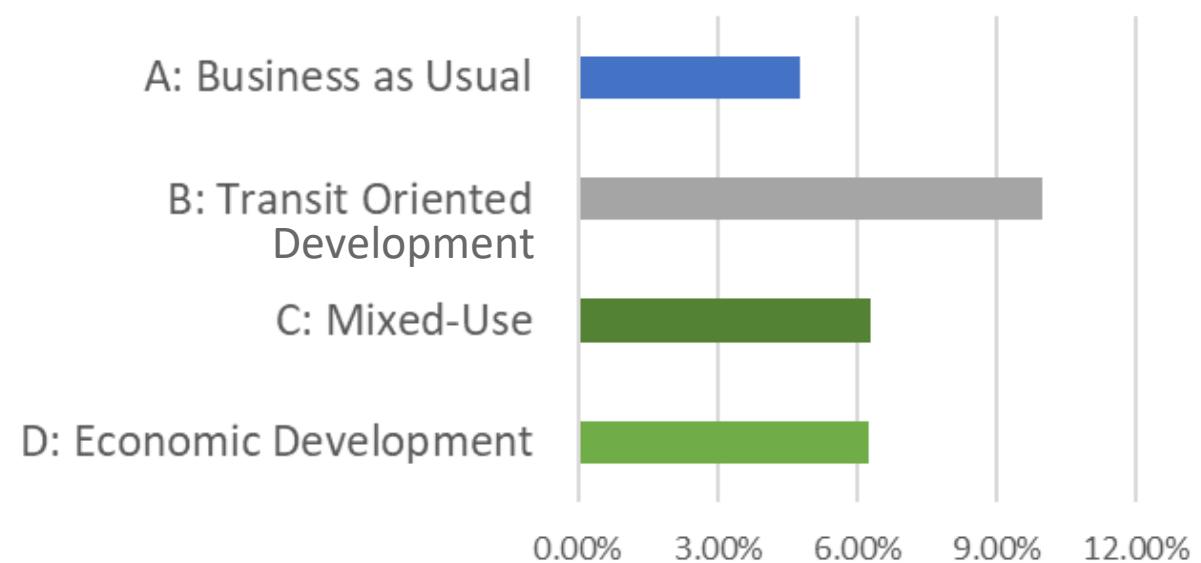


Transit Accessibility

Transit Access: Percent of Residents within 5-Min Walk of All Stops

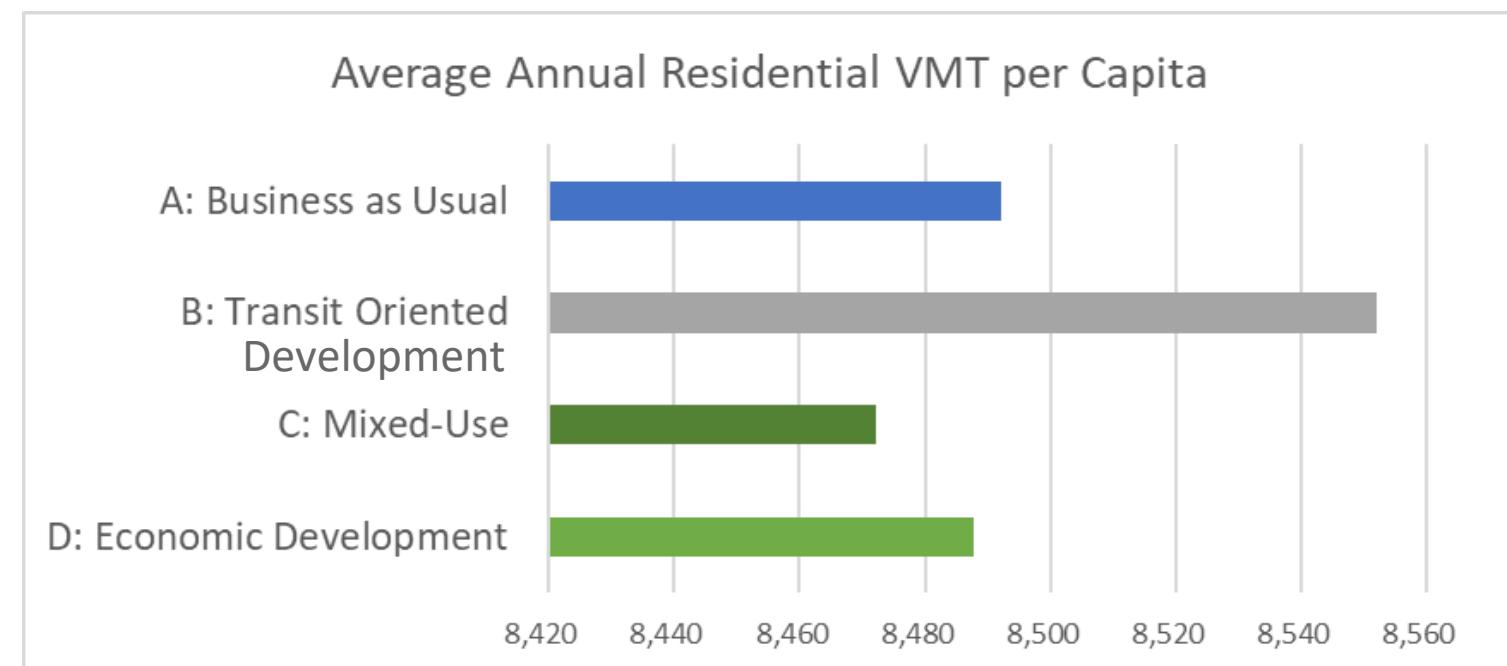


Percent of Residents that Can Reach 10%+ of Area's Jobs within 30 Minutes Using Transit



Vehicle Miles Traveled

- Transit Oriented Development: Mismatch of Transit Service to Existing Jobs & Housing
- Mixed Use: Jobs + Housing Balance



Results Compared to Baseline

	B – Transit Oriented Development	C – Mixed Use	D – Economic Development
Reduces GHG (all results <1% change)			
Jobs - Housing Balance			
Focused Growth			
Increases Access to Opportunity*			
Preserves Land			
Growth in Infill			



Positive Result



Neutral Result



Negative Result

Summary Takeaways

- Lower 2025 Growth Forecast Makes Thematic Differentiation More Difficult
- Land Use Results in Previous RTP/SCS Still Seem Highly Effective
- Refining Growth Distributions Towards Still Important
- Need to Focus on Transportation Improvements Given Limited Land Use Impact

Draft Scenarios

	Business as Usual	Mixed Use with Transit Connections	Mixed Use with Jobs Focus	Increased ADUs
Land Use Strategy	Missing Middle with Some in Undeveloped Areas	Horizontal Mixed Use Near Transit	Near Existing Job Centers with Some in Undeveloped Areas	Missing Middle with Intensified ADU Permitting
Transit Investments	RTP BRT Route	Additional BRT Routes	RTP BRT Route plus Increased Job Center Coverage	RTP BRT Route plus Increased Neighborhood Coverage and Microtransit
Bike/Ped Investments	RTP Bike Plan	Focus on First/Last Mile Gaps and Barriers	Increase Regional Connectivity	Increase Local Coverage
Major Roadway Investments	Voter Approved	Voter Approved	Voter Approved	Voter Approved

Disadvantaged Communities

Disadvantaged Communities (DAC) Overview

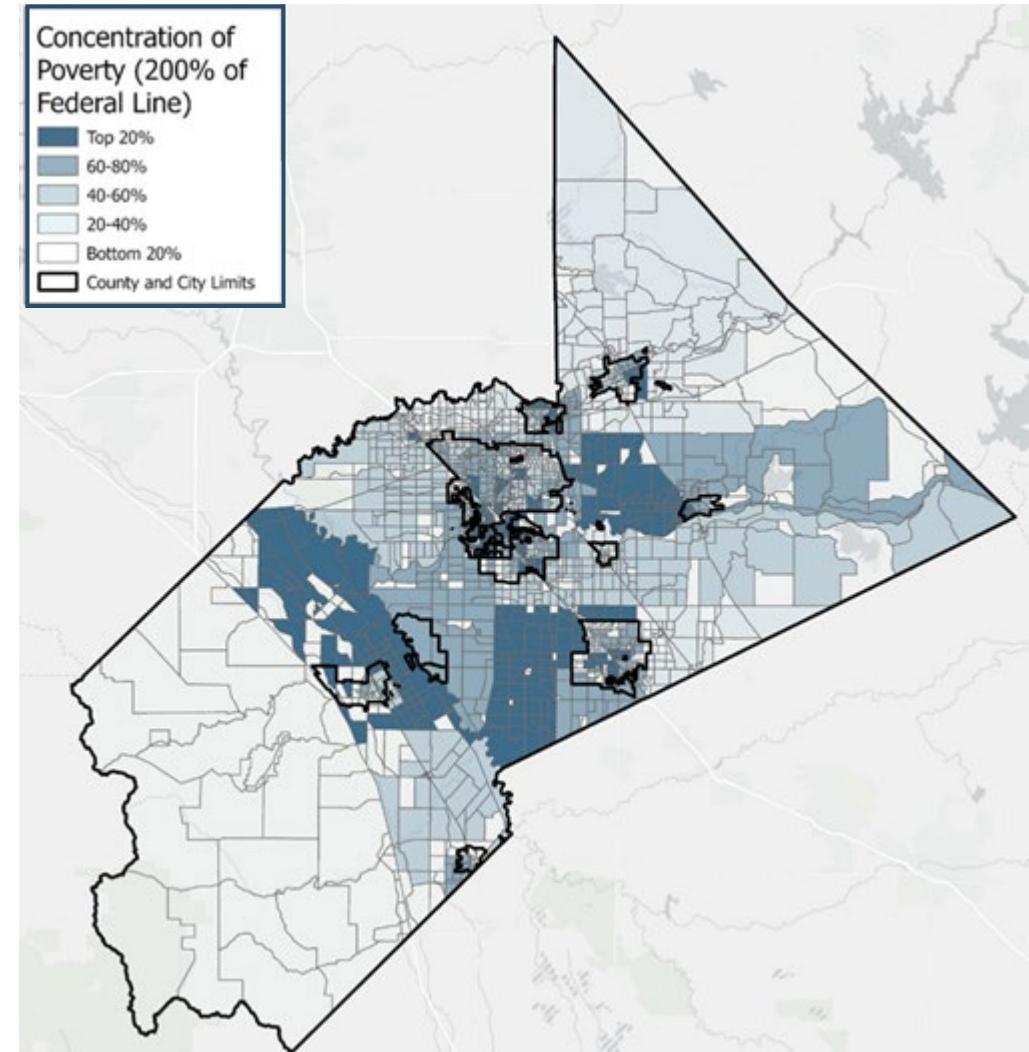
- DACs: Communities that Experience a Combination of Social, Economic, Health, and Environmental Burdens
- Methodology for Identification:
 - Regulatory Requirements
 - Achieves Equitable and Effective Outcomes
- Ensures Transportation Investments Supports Inclusive Economic Growth and Climate Resilience

DAC Key Indicators

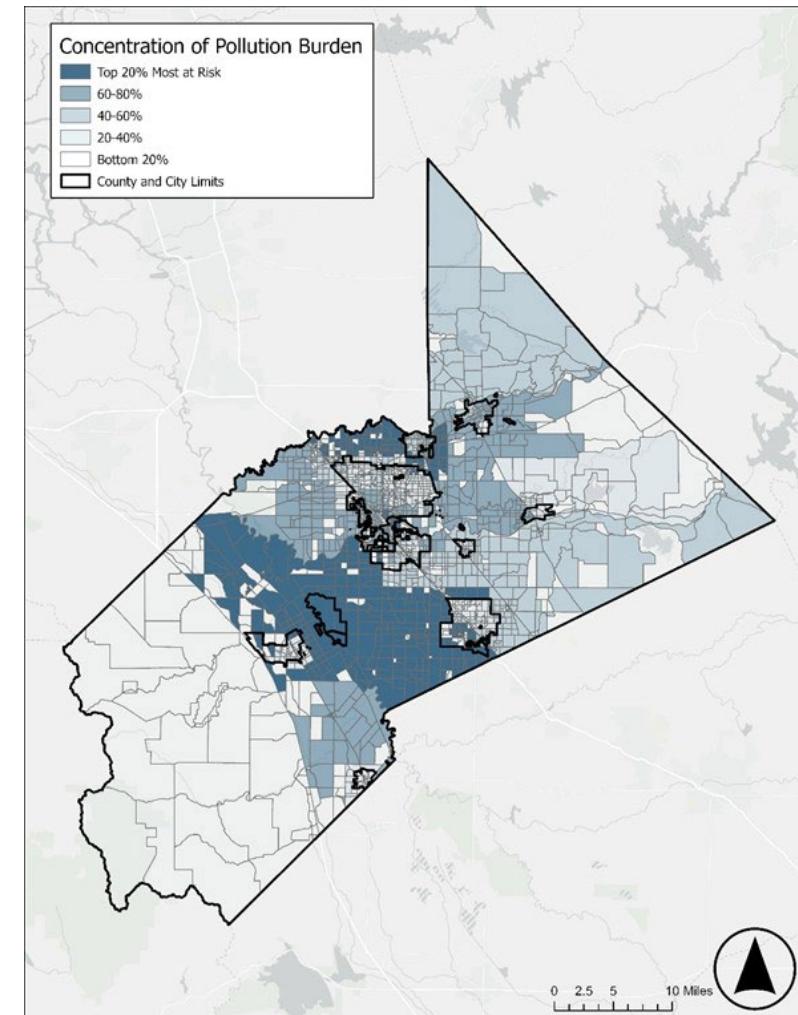
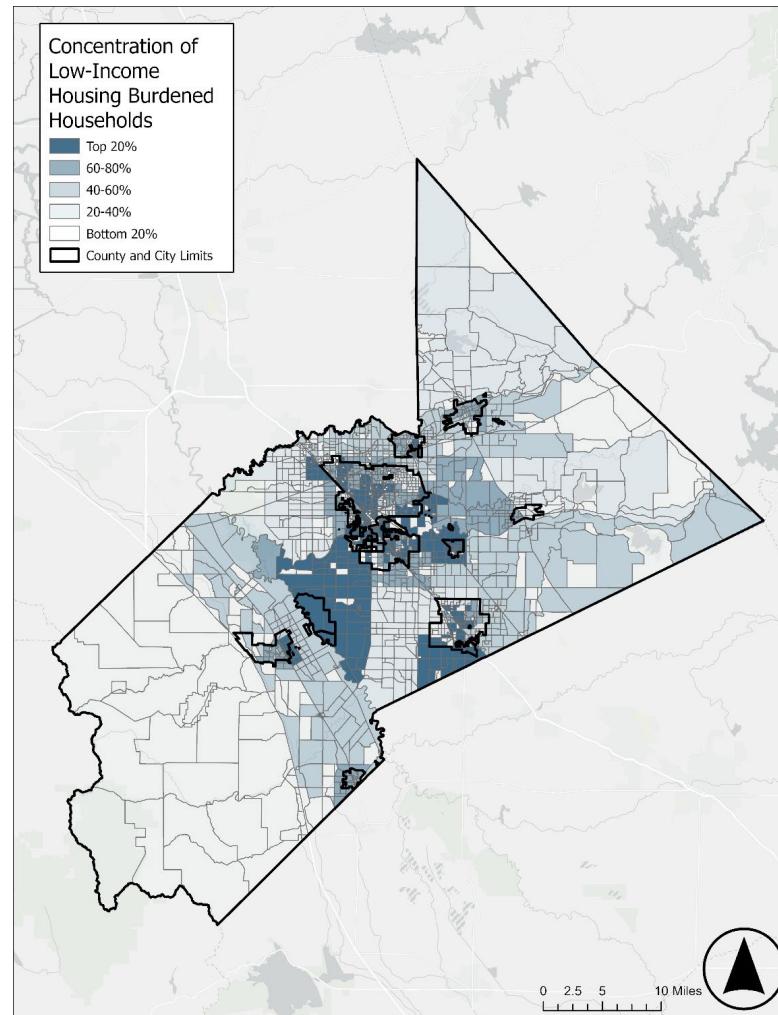
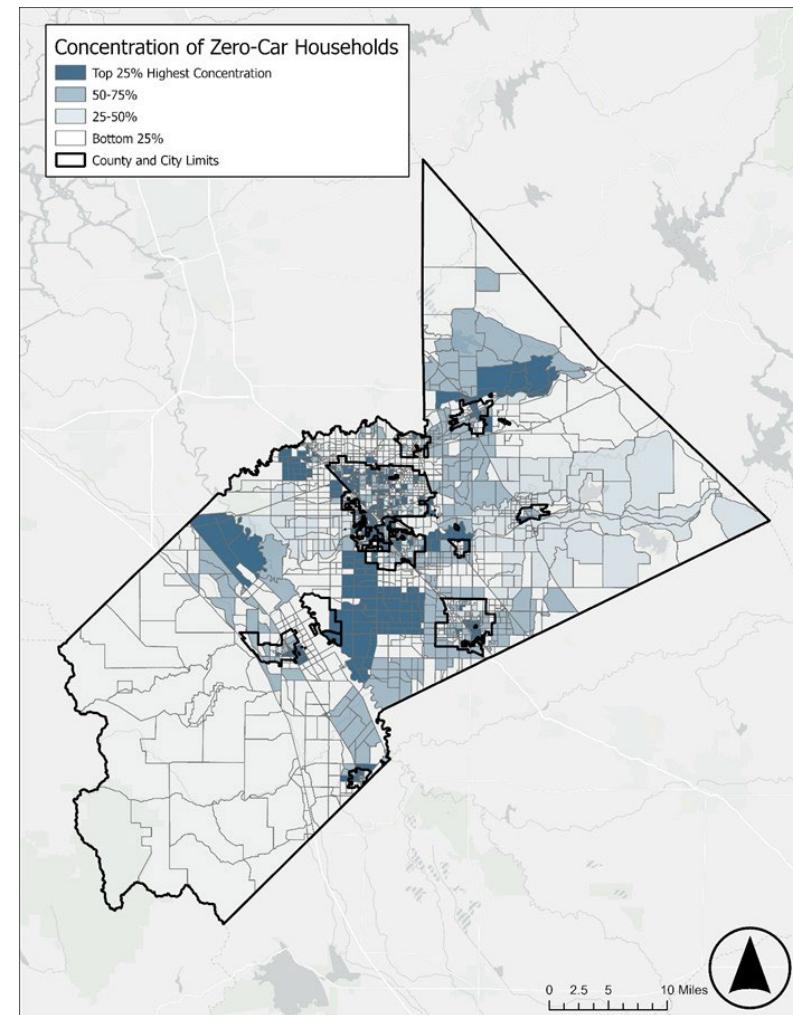
- Socioeconomic: Poverty, Housing Burden, Food Assistance (SNAP), Linguistic Isolation, Tenancy
- Health & Environment: Asthma Risk, Cardiovascular Disease, Pollution Burden
- Access & Mobility: Distance to Civic Infrastructure, Core Services, Zero-car Households
- Demographics: People of Color, Education Attainment, Disabled Populations

DAC Analysis Methodology

- Used Most Recent 5-Year ACS Data
- Used StanCOG TDM Traffic Analysis Zones (TAZ) for Spatial Granularity
 - Similar to Census Blocks
 - Matched with ACS Data
- Indicators Scored on Quintile Scale and Aggregated
- Aerial Overlays Used to Adjust Scores in Low to No Development Areas

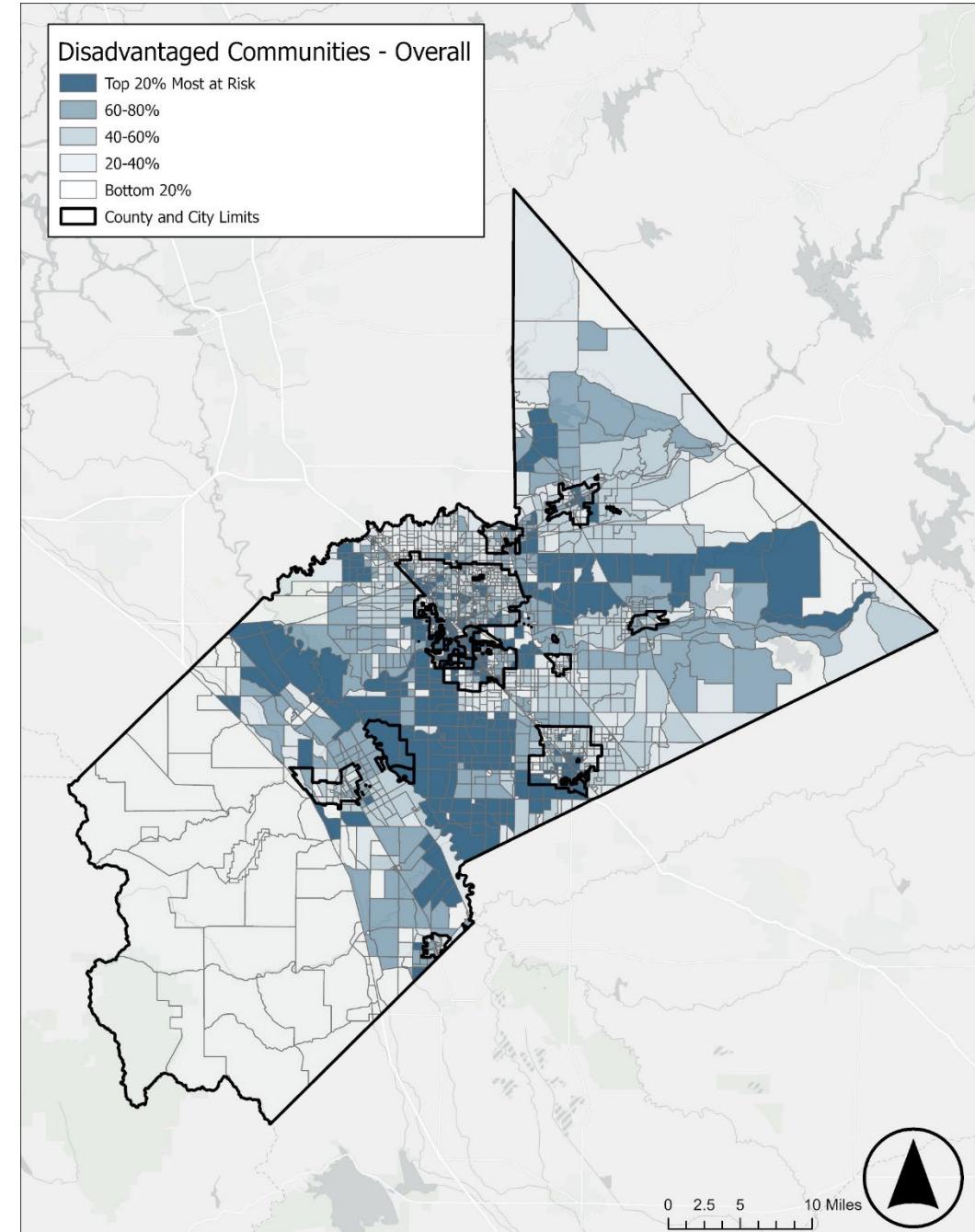


DAC Key Indicator Maps

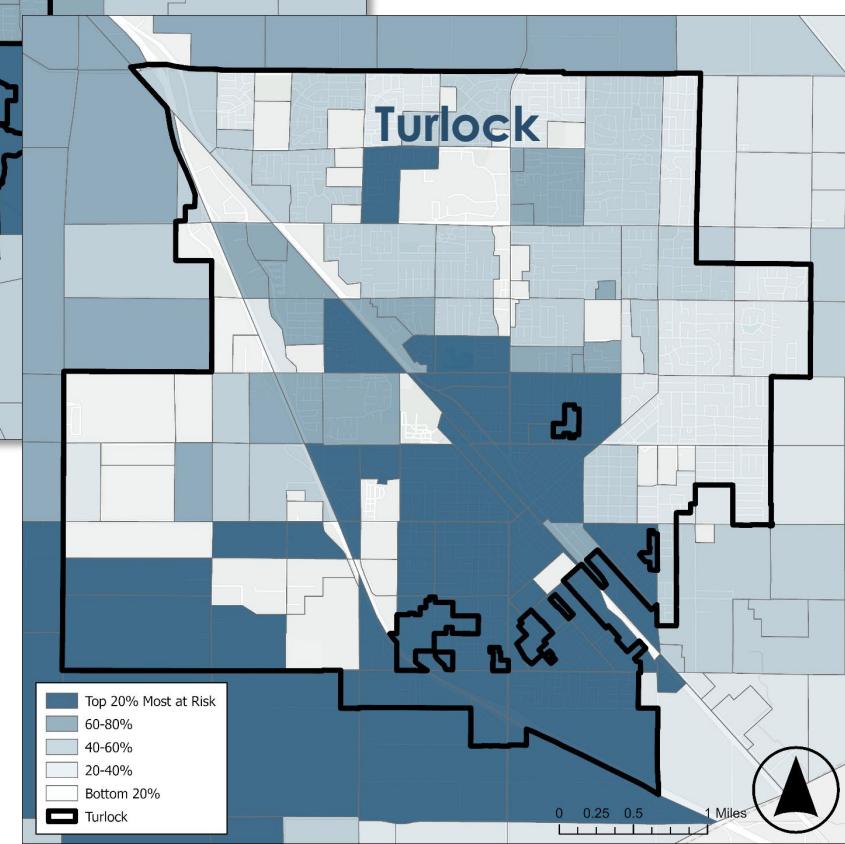
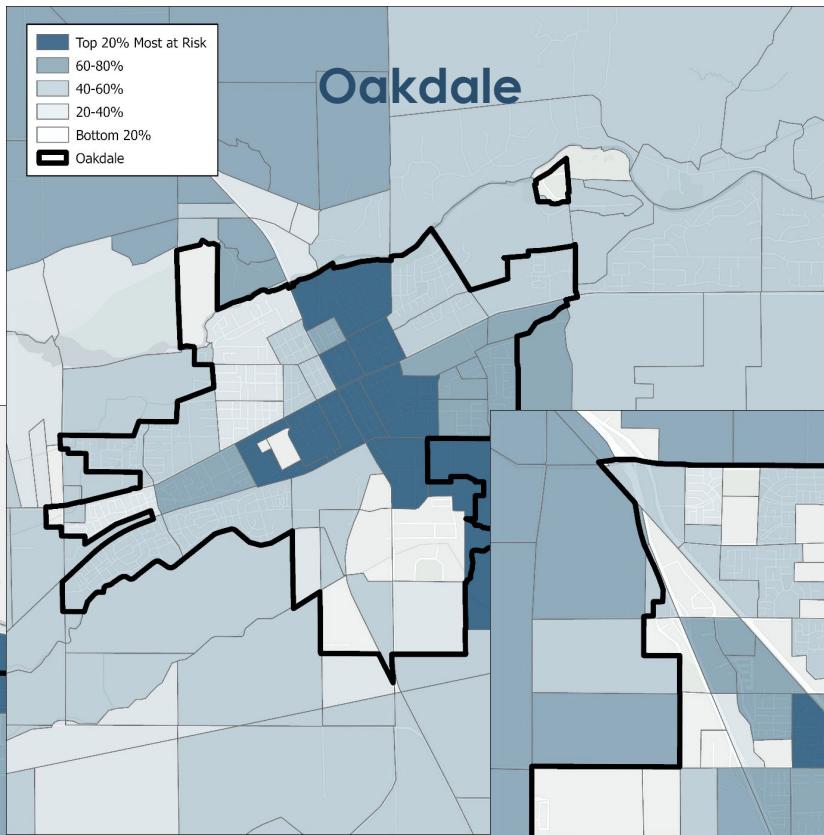
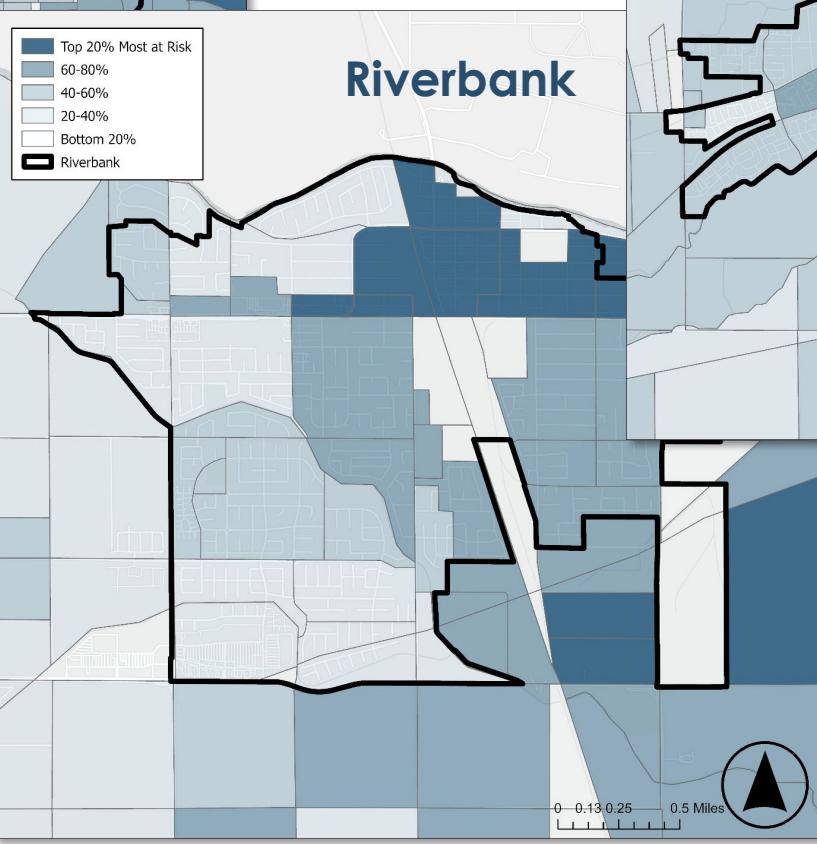
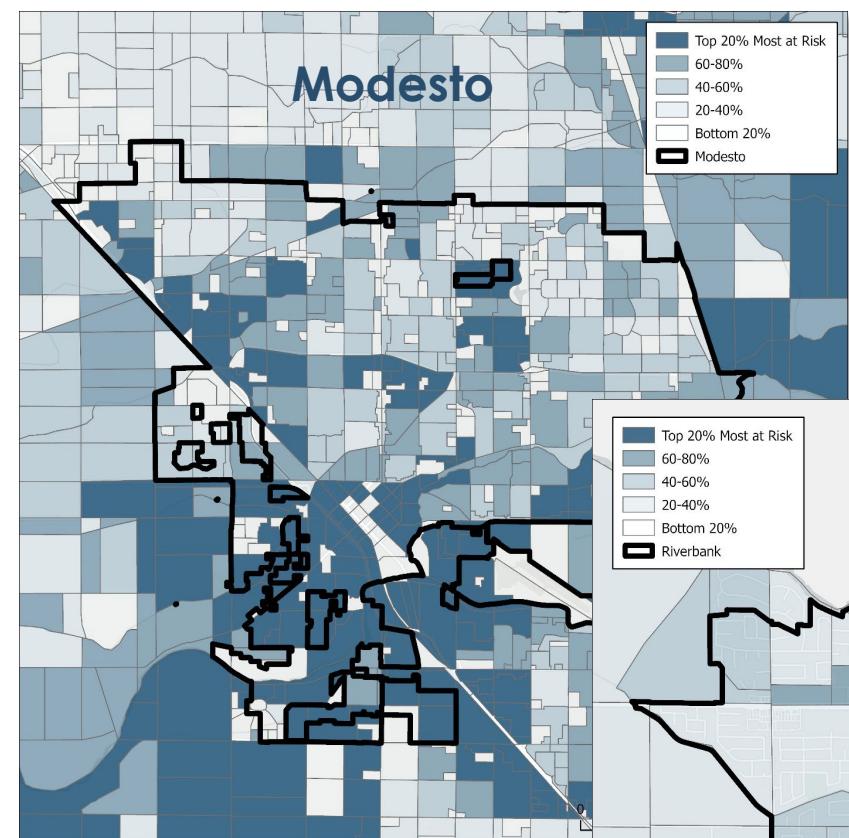


DAC Analysis Findings

- Final DAC scores highlight the most disadvantaged areas in StanCOG region
- High-risk communities identified across all agencies
- Maps used to visualize DAC distribution and support decision-making



DAC Analysis Findings Maps (City Examples)



Community Enhancement Zone (CEZ) Plan

SCS Support Programs

Community Enhancement Zone (CEZ) Plan

- Draft StoryMap
- 90% Draft of Toolkit
- Uses the Missing Middle Housing Toolkit easier to access and understand
- LINK: [StanCOG Toolkit](#)



CEZ Missing Middle Toolkit - StoryMap

- Resources for Owners, Developers, and City Staff
- National and Local Best Practices
- Online, Easy-to-Use StoryMap

Multiplex

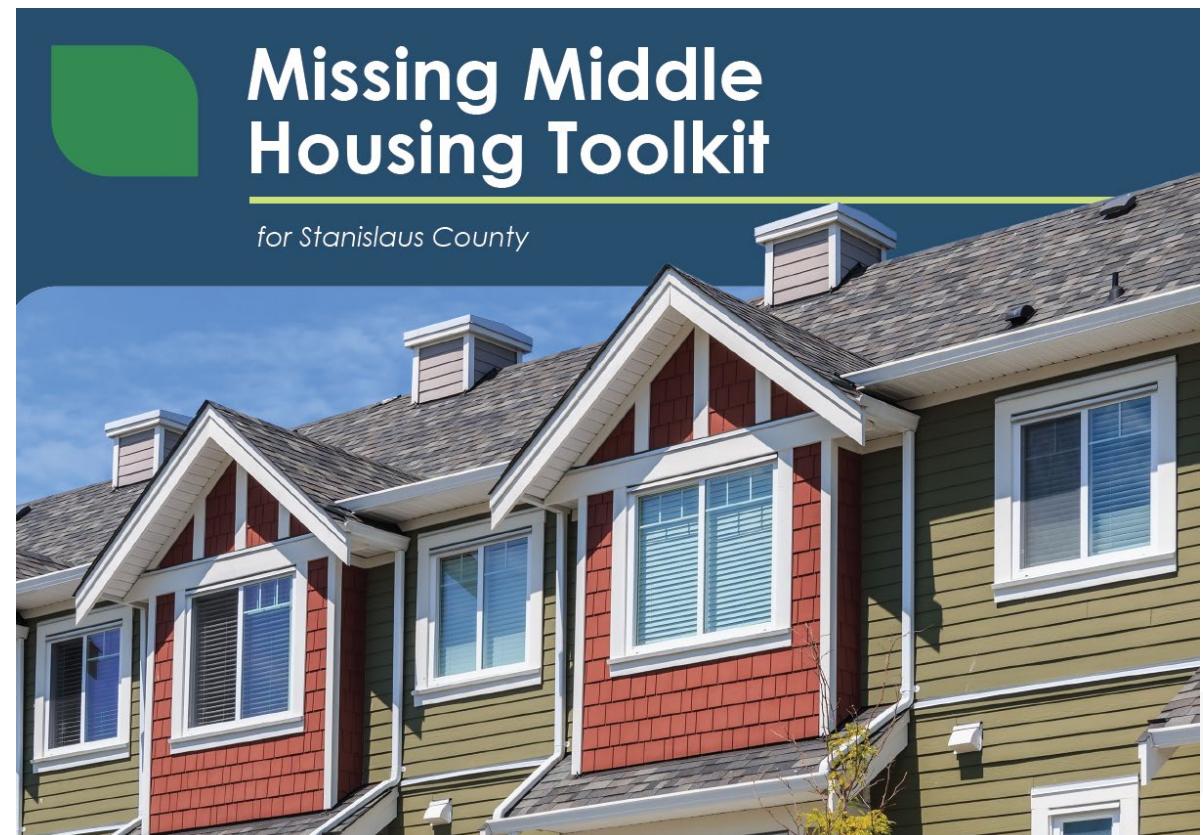
Multiplexes are small- to medium-scale residential buildings containing multiple separate housing units within a single structure, typically accessed through a shared entry. Depending on lot size and neighborhood context, a multiplex may include five to eight units, arranged side by side or stacked vertically.

Multiplexes are generally two to three stories in height and often built on lots similar in size to those used for single-family homes, allowing for efficient land use while maintaining a residential character. Parking requirements vary by jurisdiction but frequently require one space per unit.

Unit	5 to 10 stories
Height	2 to 3 stories

Missing Middle Housing Toolkit

- 90% complete
- Provides member jurisdictions and partners a practical guide to expand Missing Middle Housing in the region.
- Focuses on house-scale types like ADUs, duplexes, triplexes, and townhomes to increase housing options, support affordability, and strengthen neighborhoods.



CEZ Missing Middle Toolkit - Design Guidelines



ArcGIS StoryMaps

What is MMH? History & Perceptions of MMH Benefits of MMH Why MMH Matters Project Goals MMH Best Practices Local Examples in Modesto Examples Within Stanis... MMH and State Laws

Site Design

An effective site layout is critical for the success of MMH. Emphasis should be placed on the physical form, including building height and massing, to maintain harmony with the surrounding neighborhood.

- Use public and private streets instead of driveways for vehicular access to units.
- Align buildings parallel to public streets or internal streets within the development.
- Incorporate all units into the site's overall design, with front doors, porches, and living area windows oriented toward the street or common open spaces.
- Protect open space areas and recreational amenities from noise and traffic of nearby streets or other incompatible uses.
- Design children's play areas to be visible from multiple units and private open spaces to improve safety.
- Step back upper floors, especially when adjacent to lower-density residential areas, to create a more compatible transition.
- Varied building setbacks.
- Provide individual and distinct entries with doors.

02 / 06



ArcGIS StoryMaps

What is MMH? History & Perceptions of MMH Benefits of MMH Why MMH Matters Project Goals MMH Best Practices Local Examples in Modesto Examples Within Stanis... MMH and State Laws

Human-Scaled Design That Blends With Desired Neighborhood

Incorporate architectural elements like front porches and varied rooflines that match the scale and style of surrounding homes.

- Align the architecture of a new house with the architectural style and era of the surrounding neighborhood.
- Design additions to be consistent with the original architecture of the existing neighborhood.
- For second story additions and new two-story homes, maintain continuity of materials and detailing on all sides of the house, particularly when visible from adjacent streets or other public areas.
- Where there is an established pattern of roof form, complexity, and style in a neighborhood (including slope, materials, and massing), the design of a new house or addition should match the existing pattern.
- Use secondary and minor roof forms to reduce the apparent massing of the house where appropriate and consistent with the architectural style of the house and neighborhood.
- Any added roof forms should be compatible with the slope, massing, and complexity of the primary roof. Secondary roof

01 / 04



ArcGIS StoryMaps

What is MMH? History & Perceptions of MMH Benefits of MMH Why MMH Matters Project Goals MMH Best Practices Local Examples in Modesto Examples Within Stanis... MMH and State Laws

Open Space, Landscaping, and Shared Amenities

A key characteristic of MMH is the inclusion of open spaces and shared amenities within these communities. These spaces can vary in size and function, supporting both social interaction and neighborhood character.

- Include community gardens, playgrounds, and courtyards to encourage resident interaction.
- Provide seating areas and furniture so that adults can supervise children while using the space for passive recreation.
- Consider sun orientation and shade so that seating areas remain comfortable throughout the day.
- Provide direct, convenient access from ground-level private open spaces to shared open spaces.
- Include private open spaces such as patios, porches, decks, and balconies for individual use.
- Use screening elements to create privacy for patios and balconies.
- Utilize front setbacks along neighborhood and collector

04 / 06



ArcGIS StoryMaps

What is MMH? History & Perceptions of MMH Benefits of MMH Why MMH Matters Project Goals MMH Best Practices Local Examples in Modesto Examples Within Stanis... MMH and State Laws

Parking Strategies

- Minimize on-site parking to reduce reliance on single-occupancy vehicles and incorporate bicycle storage and shared vehicle spaces.
- Locate limited parking spaces away from main buildings and near public transit access points to support transit use.
- Reduce or remove minimum parking requirements near transit. Allow flexibility in parking supply by eliminating rigid minimums within walking distance of frequent transit so that projects can respond to market demand.
- Apply lower parking requirements for smaller-scale projects (fewer than 50 units) to make them financially feasible, avoiding the cost burden of structured or underground parking that can discourage development.
- Promote context-sensitive parking planning. Track actual parking usage and apply lower parking ratios (1 space per unit) in areas with low car ownership so that parking supply reflects real neighborhood needs and prevents unnecessary overbuilding.

05 / 06

CEZ Missing Middle Toolkit - Local Examples

This toolkit addresses these gaps by advancing MMH and connecting new housing to Community Enhancement Zones (CEZs) where residents have access to frequent, reliable, and affordable transit. Together, these strategies broaden housing choices, lower household transportation costs, and support sustainable, well-connected communities.

StanCOG developed this MMH Toolkit to guide local jurisdictions, planners, developers, and community members in identifying feasible strategies for expanding housing options while maintaining neighborhood context.

The toolkit is designed to:

- Provide actionable guidance for jurisdictions seeking to incorporate MMH into local planning and zoning frameworks.
- Offer flexible, locally relevant approaches suited to Stanislaus County rather than a one-size-fits-all model.
- Highlight case studies, policies, and tools that demonstrate effective MMH implementation.
- Encourage collaboration among cities, towns, and unincorporated areas to address shared housing challenges.

By adopting MMH, communities can expand housing options for first-time buyers, young professionals, and older residents looking to downsize, and essential workers—from teachers to healthcare staff—who form the backbone of the region's economy.



Townhomes at 4065 Dale Road

Townhomes represent one of the most flexible forms of MMH, and the Dale Road site illustrates how they can provide both privacy and efficiency. These multi-story attached homes include private entrances, garages, and small yards, offering a familiar single-residential feel while using land more intensively than detached homes. The townhomes' location along a major arterial connects residents to medical centers, retail services, and parks, creating a highly accessible living environment. By clustering housing along a corridor, the project supports walkability and reduces pressure on single-family neighborhoods, while delivering a more attainable option than traditional detached housing.

Oakdale – Pre-Approved ADUs and Downtown Duplexes

Oakdale's downtown neighborhoods include several duplexes and triplexes that integrate into the existing residential and commercial context. These housing types diversify available options while maintaining compatibility with surrounding buildings. The city has also adopted pre-approved ADU plans to encourage incremental infill development. Together, these strategies provide small-scale housing alternatives close to services, schools, and employment centers within the downtown area.

Selection of CEZ Pilot Project Area

- Selection of Area for First Focused Vision Plan
- Used GIS Analysis of Evaluation Criteria
- Vetted by Partners, Including StanRTA

REAP 2.0 Community Enhancement Zone Plans, VMT Mitigation Strategy, and SCS Bicycle and Pedestrian Plans

Potential CEZ Plan Areas

- 1) Major Activity Centers
 - A. Vintage Faire Mall
 - B. Downtown Modesto
- 2) Major Transportation Corridors
 - A. McHenry Ave.
 - B. Standiford Ave.
 - C. Paradise Road
 - D. Briggsmore Ave.
 - E. Highway 99/S 9th Street
- 3) Major Transit Centers
 - A. MTC
 - B. Amtrak Station
 - C. BART Commuter Shuttle Stations



Kimley-Horn

Community Enhancement Zone (CEZ) Plan

Site Selection Corridors: • **McHenry**

 CEZ - Recommended Plan Area_v2

McHenry/Standiford

McHenry/Rumble

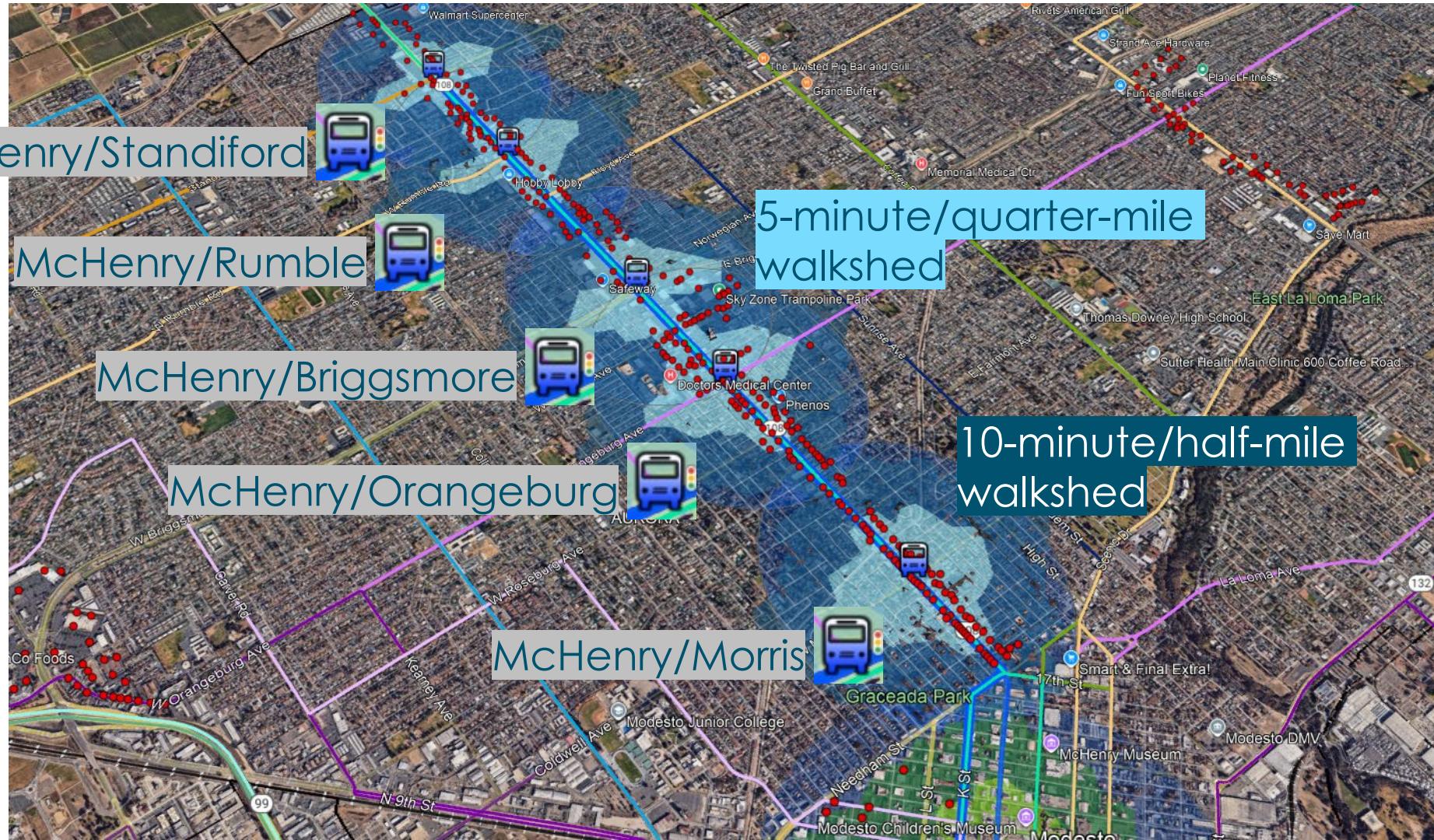
McHenry/Briggsmore

McHenry/Orangeburg

McHenry/Morris

5-minute/quarter-mile
walkshed

10-minute/half-mile
walkshed



Community Enhancement Zone (CEZ) Plan

Site Selection

Corridors:

- **McHenry**
- **MTC**

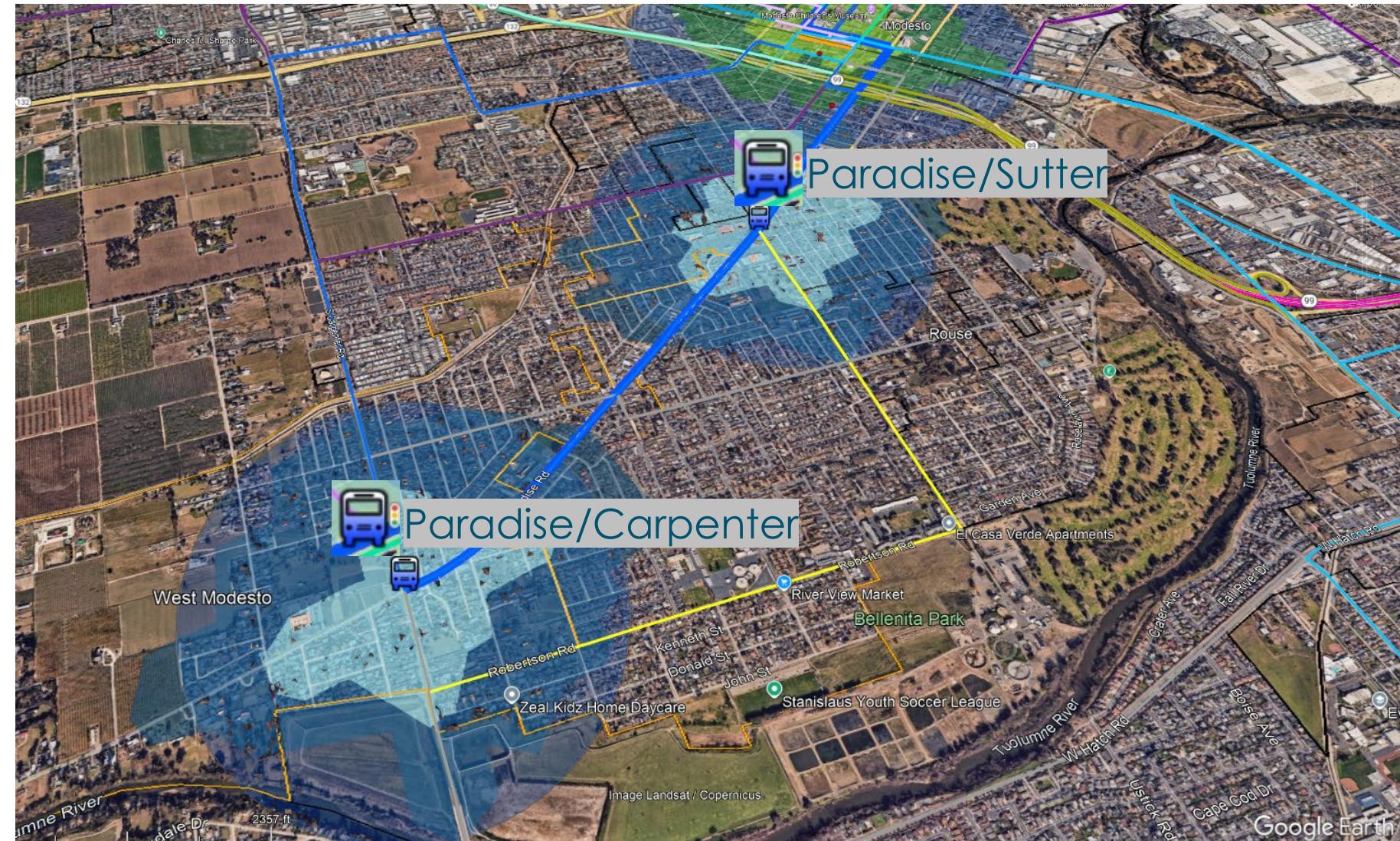


Community Enhancement Zone (CEZ) Plan

Site Selection

Corridors:

- McHenry
- MTC
- Paradise



Community Enhancement Zone (CEZ) Plan

Site Selection

Corridors:

- McHenry
- MTC
- Paradise

Station Areas:

- **Select up to 3 station areas for visioning**



Community Enhancement Zone (CEZ) Plan

Site Selection

Corridors:

- McHenry
- MTC
- Paradise

Station Areas:

- Select up to 3 station areas for visioning
- Identify regional place types and appropriate housing typologies



Vehicle Miles Traveled (VMT) Mitigation Program

SCS Support Programs

VMT Threshold Development

- OPR guidance recommends 15% reduction from average VMT for residential and office uses
- Metrics used: Efficiency (VMT per capita/employee) and Net Change (total VMT)
- Local vs. regional VMT averages analyzed using StanCOG's TDM
- Thresholds calculated and adopted based on less restrictive (higher) values

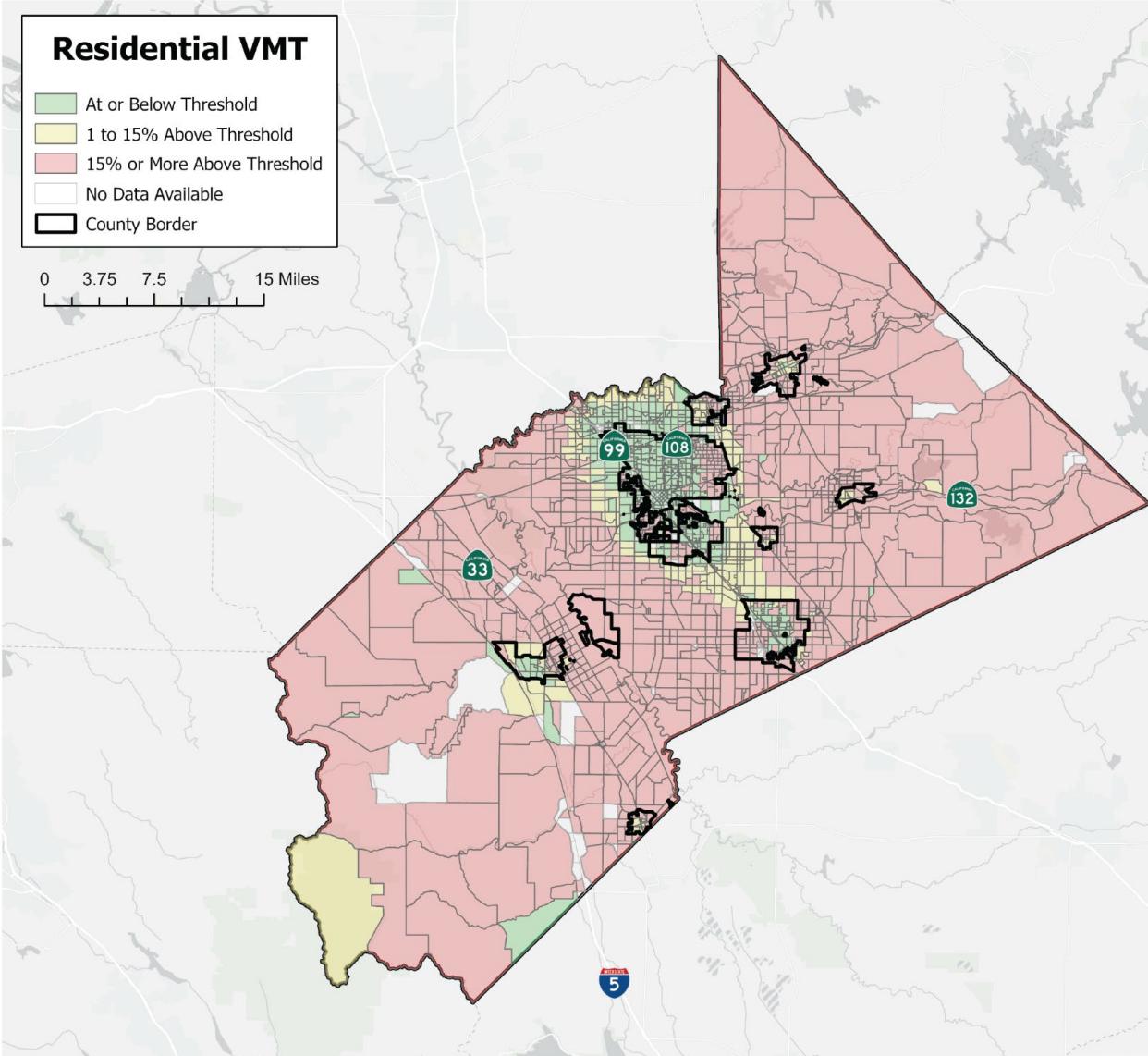
Draft Residential VMT Thresholds

Jurisdiction	Threshold (VMT/capita)	Basis
Ceres	8.2	15% Below <u>Countywide Average</u>
Hughson	10.8	15% Below <u>Citywide Average</u>
Modesto	8.2	15% Below <u>Countywide Average</u>
Newman	15.1	15% Below <u>Citywide Average</u>
Oakdale	11.5	15% Below <u>Citywide Average</u>
Patterson	8.2	15% Below <u>Countywide Average</u>
Riverbank	8.4	15% Below <u>Citywide Average</u>
Stanislaus County	10.1	15% Below Unincorporated County Average
Turlock	8.2	15% Below <u>Countywide Average</u>
Waterford	14.7	15% Below <u>Citywide Average</u>

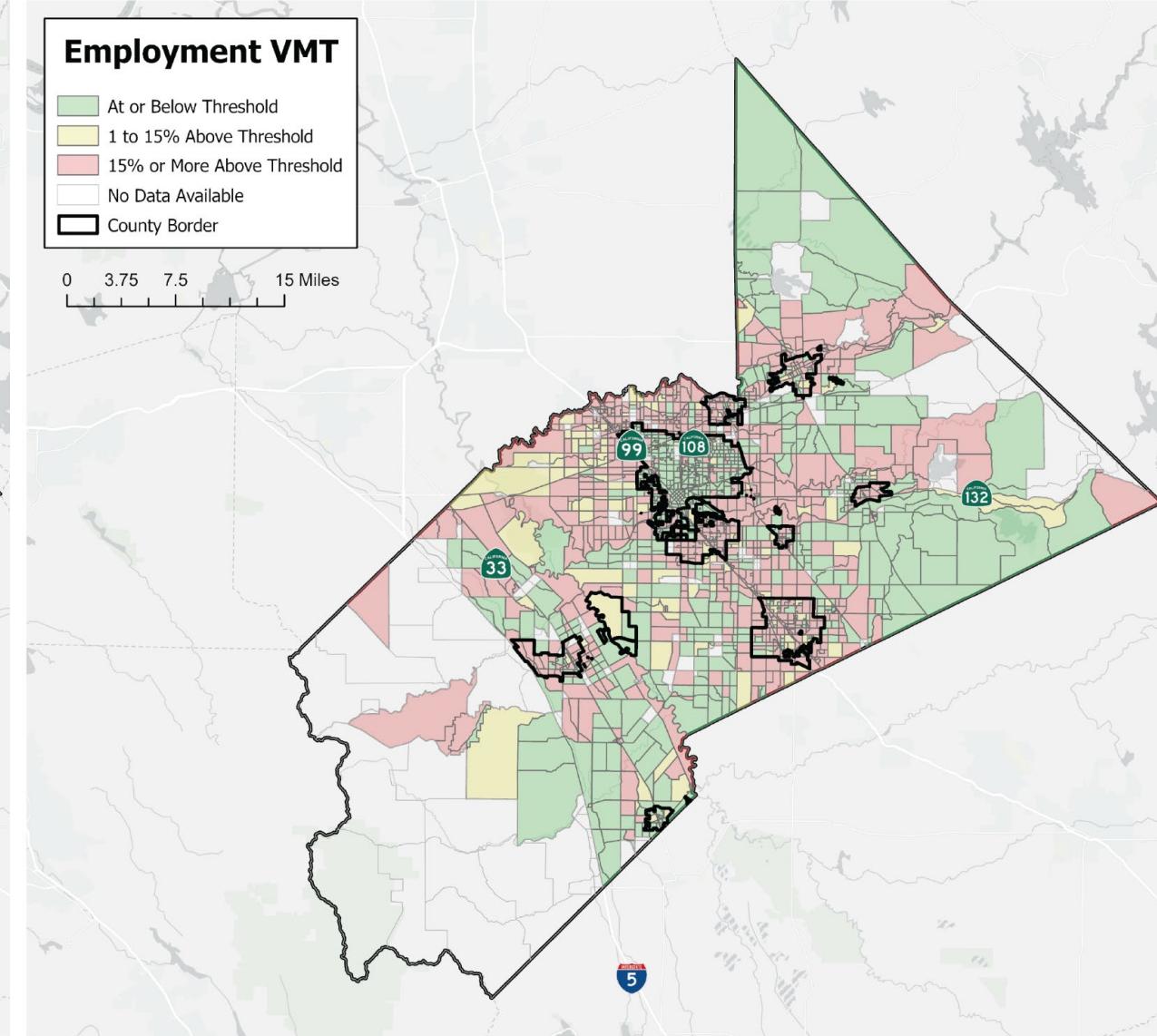
Draft Non-Residential VMT Thresholds

Land Use	VMT Threshold	Basis
Professional Office and Industrial	8.9 Work VMT/Employee	15% below existing countywide average Work VMT per employee
Retail	Net regional change	Using Stanislaus County as the basis
Other Employment	Work VMT/Employee	15% below existing countywide average Work VMT per employee for similar land uses
Other Customer	Net regional change	Using the Stanislaus County as the basis

Residential VMT Screening



Non-Residential VMT Screening



Draft VMT Mitigation Need

- Total VMT from Land Use Growth in Areas Above Threshold

VMT Type	Future VMT to Mitigate		
	Residential	Employment	Total
Land Use Growth (Population/Jobs)	36,018	24,143	60,161
Total VMT (Thru 2049)	28,203	77,341	105,544
Total VMT per Year	1,128	3,094	4,222

Nonmotorized Transportation Plan (NMTP)

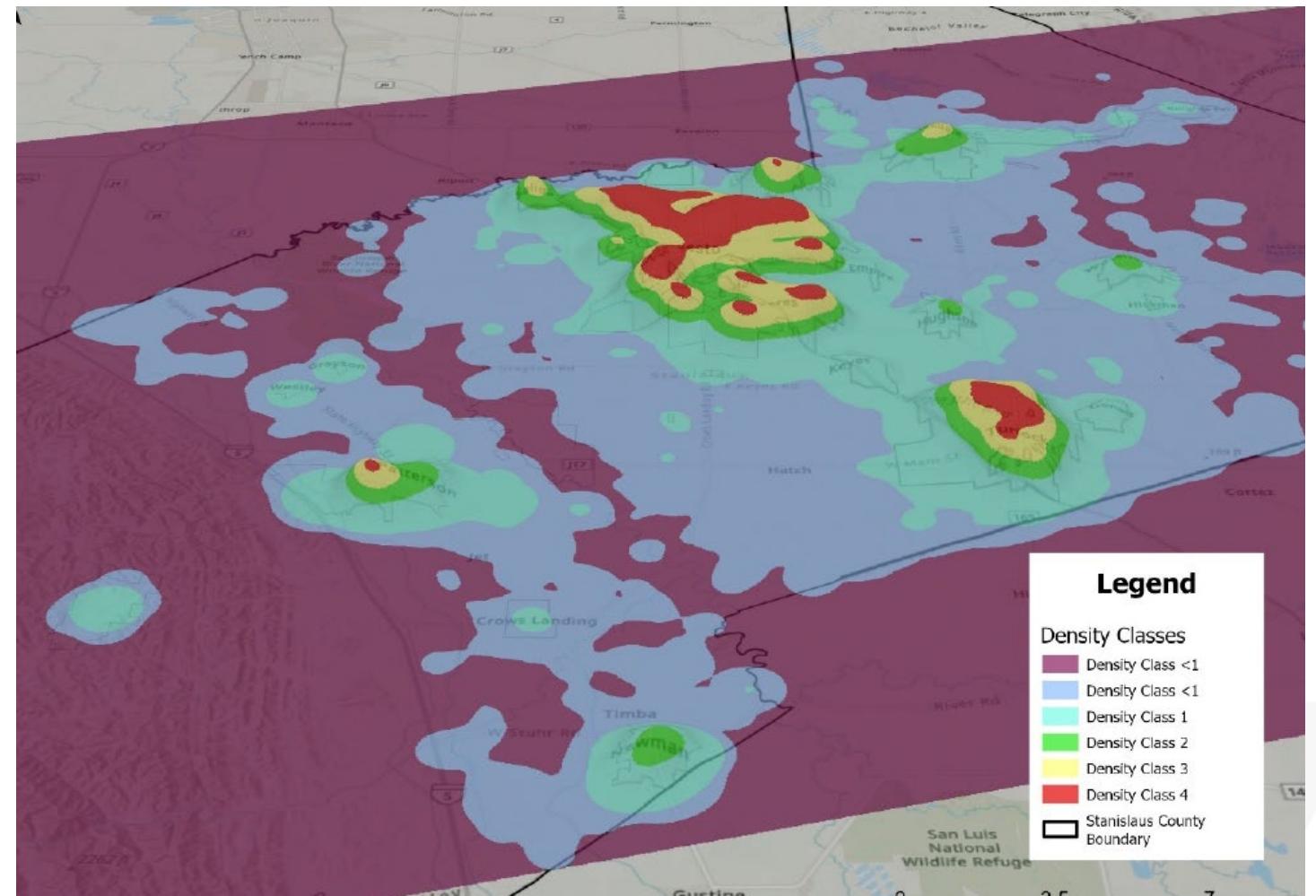
SCS Support Programs

Bike/Pedestrian Document Overview

- Existing Conditions Report
 - Assessed Current Facilities and Resources
- Existing Plan Review
 - Mapped Existing Planned Projects
 - Documented Conflicts and Adjacencies Between Proposed Projects
- System Development Memo
 - Identified Key Connectivity Nodes
 - Proposed Ideal Bicycle Network
 - Aligned with Existing Plans
 - Identified Planning Gaps and Conflicts

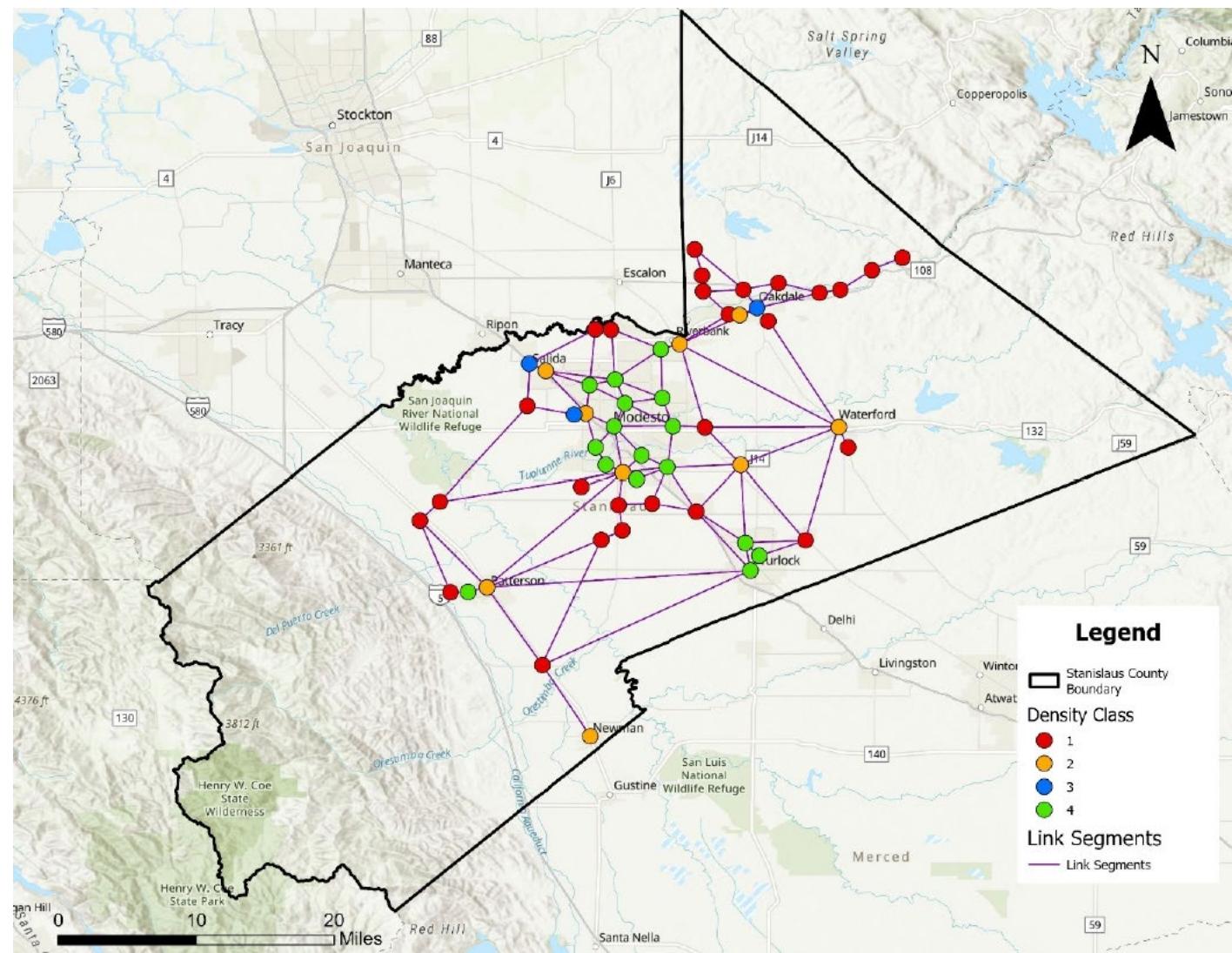
County Activity Nodes

- Nodes of Population and Employment Density
- Anchors for Regionally Connected Network



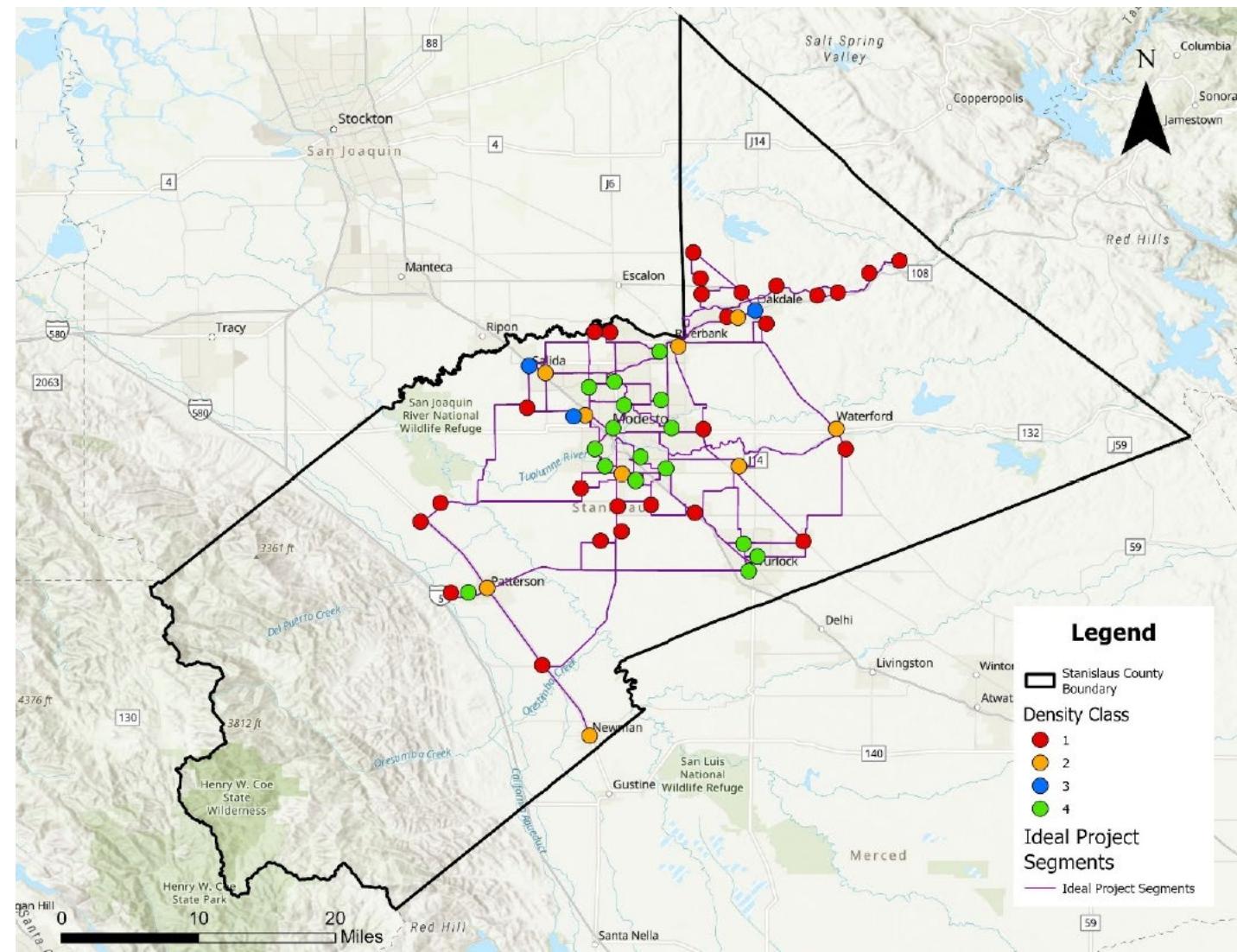
Desired Connectivity Web

- Jurisdiction Agnostic
- Shortest Distance
- Connects Communities and Neighborhoods



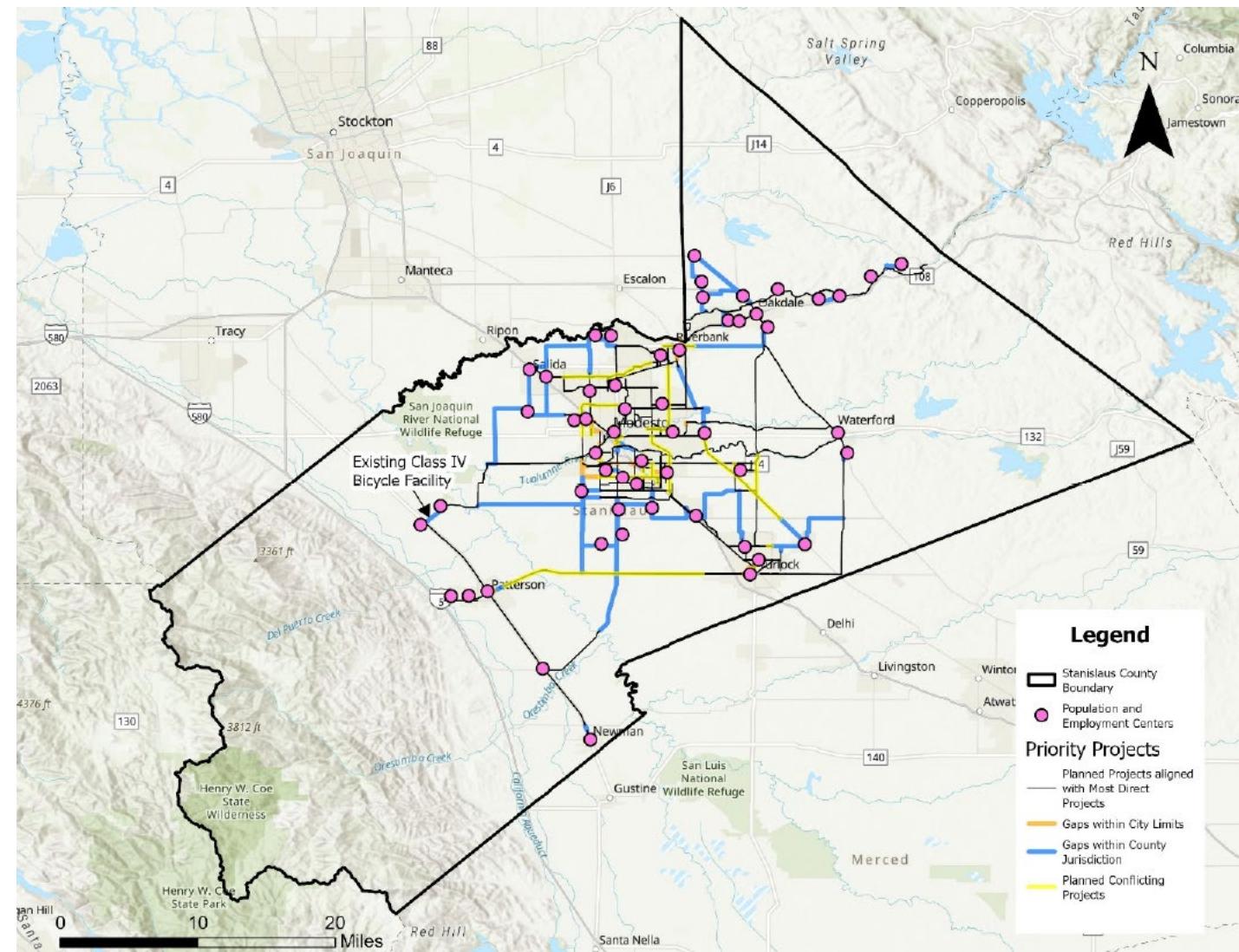
Alignment with Existing Right-of-Way

- Snapped to Network of Roads and Waterways
- Fair and Equitable Transportation Burden



Alignment with Existing Plans

- Already Planned Projects
- New Links not Included in Current Plans
- Alignments with Conflicting Plans



NMTP Other Updates

- Meeting with Local Jurisdictions
- Submitted Needs Assessment Report and System Development Memorandum
- Conducting existing plan inventory and sociodemographic and high crash area analysis for Draft ATP report
- Reviewing right-of-way and existing traffic for potential project types

Outreach Summary

RTP/SCS Outreach Status

- First Round of Public Workshops Complete
 - Oakdale, Patterson, Waterford, Turlock, and Modesto
- StanCOG's RTP/SCS project website updated: www.ValleyVision2049.com
 - Updated Formatting of Website for Ease of Use
 - Provided Information on Outreach Events
 - Added Links to Final Documents (Meeting Presentations, RTP/SCS PPP, etc.)
 - Added Content on SCS Projects to Educate Users
 - Story Map on MMH
 - Public Input Mapping Site Live 11/21 (PublicCoordinate)

Updated Outreach Strategy

- Additional Round 1 Methods
 - Produce short (no more than 5 minutes) educational video to add to project website, distribute through social media channels and include on flyering materials
 - Go where they already are; upcoming in-person opportunities
 - Friday, 11/21 Modesto Junior College Annual Pride Education Conference
 - Saturday, 12/6 Gospel Mission & Stanislaus Latino Chamber of Commerce Carnaval
 - Any weekday at the StanRTA's Downtown Transit Center
- Goal: Get input on map survey (Public Coordinate)

Air Quality Waiver and Next Steps

California Air Quality Waiver Rescinded

- Federal Government Rescinded CA's Federal Waiver For Stricter Vehicle Emissions Standards
 - Invalidates Use of EMFAC 2021 Model for SCS Air Quality Conformity
- CARB is Developing Off-model Adjustment Factors for EMFAC 2021
 - Removing Benefits Associated with the Now-invalid GHG Regulations
 - Adjustment Factors Must be Approved by U.S. EPA
- May Cause Scheduling Impact for RTP/SCS Conformity
 - Lawsuits Were Filed, No Stays or Injunctions Granted to Date

Next Steps

- ❖ Continue Updating RTP/SCS Website - <https://valleyvision2049.com/>
- ❖ Finalize RTP/SCS Land Use Scenarios Based on Today's Feedback
- ❖ Begin Modeling RTP/SCS Land Use Scenarios
- ❖ Finalize CEZ Pilot Project Site Selection (Final Meeting with 3 Agencies)
- ❖ Launch CEZ Visioning, Existing Conditions, Market Analysis with Local Partners
- ❖ Finalize VMT Thresholds by Agency
- ❖ Develop Agency-specific VMT Screening Criteria
- ❖ Evaluation of Potential Projects (NMTP)
- ❖ Link Prioritization (NMTP)

Questions

