

# STANISLAUS COUNTY PLANNING COMMISSION

December 21, 2017

## STAFF REPORT

### USE PERMIT APPLICATION NO. PLN2016-0029 GREWAL TRUCK PARKING

**REQUEST: TO ESTABLISH A TRUCK PARKING FACILITY FOR TWELVE TRACTOR-TRAILER COMBINATIONS ON A 4.77± ACRE PARCEL.**

#### APPLICATION INFORMATION

Applicant/Property owner:	Jasvir Grewal and Gurjit Grewal
Location:	515 E. Greenway Ave, east of Lander Avenue, north of East Harding Road, in the Turlock area.
Section, Township, Range:	26-5-10
Supervisorial District:	Two (Supervisor Chiesa)
Assessor's Parcel:	044-026-011
Referrals:	See Exhibit E Environmental Review Referrals
Area of Parcel(s):	4.77±
Water Supply:	Private well
Sewage Disposal:	Septic
Existing Zoning:	A-2-10 (General Agriculture)
General Plan Designation:	AG (Agriculture)
Sphere of Influence:	N/A
Community Plan Designation:	N/A
Williamson Act Contract No.:	N/A
Environmental Review:	Negative Declaration
Present Land Use:	Single-family dwelling and vacant land
Surrounding Land Use:	Ranchettes to the west, airstrip property and Highway 99 to the north and east, and ranchettes, orchard and pasture to the south.

#### RECOMMENDATION

Staff recommends the Planning Commission approve this request based on the discussion below and on the whole of the record provided to the County. If the Planning Commission decides to approve this project, Exhibit A provides an overview of all of the findings required for project approval, which includes use permit findings.

#### PROJECT DESCRIPTION

This project is a request to establish a truck parking facility for up to twelve tractor-trailer combinations, on 1.5± acres of a 4.77± acre parcel. The truck parking area will be graveled and fenced with chain-link fencing. The truck parking area will be accessed by a 20-foot-wide graveled driveway onto Greenway Avenue.

Truck drivers will work off-site on day and overnight shifts. On-site hours of operation will be from 7:00 a.m. to 7:00 p.m. daily. The single-family dwelling will serve as a residence for the applicants and office space for the truck parking facility. All twelve tractor-trailer combinations to be parked on-site are owned by the applicants. The project site is served by private well and a septic system. No additional structures are proposed as a part of this project.

### **SITE DESCRIPTION**

The site is located at 515 E. Greenway Avenue, east of Lander Avenue, north of East Harding Road in the Turlock area. The property is currently developed with a 1,352 square-foot single-family dwelling, and a 600 square-foot two-car garage, with the remainder of the site consisting of vacant land that has been planned for future fruit trees (Exhibit B - *Maps, Site Plan*). The site has access to irrigation water from the Turlock Irrigation District (TID) from a pipeline running adjacent to and parallel to the north side of Greenway Avenue. The applicant proposes to continue irrigation of the north side of the property by drip irrigation utilizing an existing on-site well. Condition of Approval No. 12 has been added to the project to address the maintenance of the northern area of the parcel. (See Exhibit C – *Conditions of Approval*.)

The project site is surrounded by ranchettes to the west, a private airstrip and Highway 99 to the north and east, and ranchettes, orchard, and pasture to the south. According to Caltrans, Division of Aeronautics, the airstrip is inoperable and does not have a valid operating permit. Commercial uses in the immediate vicinity recognized as legal by the County through the issuance of a valid business license include: petroleum storage (south); grocery and liquor store (west); and outdoor equipment sales and service (west) (see Exhibit B – *Maps, Commercial Uses*). However, Stanislaus County aerials show the existence of other commercial uses that do not appear to have a valid land use permit, legal non-conforming status, or have exceeded the Home Occupation provisions.

### **ISSUES**

The following issues have been identified as part of the review of the project:

The Department of California Transportation wanted to ensure the use of Surface Transportation Assistance Act (STAA) trucks are not a part of this project because the use of the larger STAA trucks would require additional street and intersection improvements. The applicant has confirmed that only California legal truck length vehicles will be a part of the project, which does not require additional street and intersection improvements. A condition of approval has been added to ensure that STAA trucks will not be utilized on the project site. (See Exhibit C – *Conditions of Approval*.)

As discussed in the Zoning Ordinance section of this report, the parking of tractor-trailer combinations in the A-2 (General Agriculture) zoning district is subject to specific findings and criteria. The discussion in the Zoning Ordinance section highlights the finding relating to a concentration of commercial and industrial uses in the vicinity and the criteria for the property owner to live on the property and have at least one tractor-trailer combination registered to the property owners. While these factors have not precluded Staff from recommending approval, they are unique factors that should be considered by the Planning Commission.

### **GENERAL PLAN CONSISTENCY**

The site has a General Plan designation of Agriculture. The intent of the Agriculture designation recognizes the value and importance of Agriculture by acting to preclude incompatible urban development within agricultural areas.

To minimize conflicts between agriculture operations and non-agricultural operations Buffer and Setback Guidelines (Appendix A of the Agricultural Element) have been adopted and are applicable to new or expanding uses approved in or adjacent to the A-2 (General Agriculture) zoning district.

In response to Policy 1.10, Buffer and Setback Guidelines (Appendix A of the Agricultural Element) applicable to new or expanding uses approved in or adjacent to the A-2 (General Agriculture) zoning district have been adopted. Appendix A states: "All projects shall incorporate a minimum 150-foot-wide buffer setback. Projects which propose people intensive outdoor activities, such as athletic fields, shall incorporate a minimum 300-foot-wide buffer setback. Permitted uses within a buffer area shall include: landscaping, parking lots, and similar low-people intensive uses." The project has proposed an acceptable agricultural buffer consisting of a parking lot, and landscaping.

The proposed Use Permit for a truck-trailer combination parking in the A-2 zoning district is in conformance with the General Plan's Land Use Element goal of fostering stable economic growth through appropriate land use policies.

### **ZONING ORDINANCE CONSISTENCY**

The site is currently zoned A-2-10 (General Agriculture). The parking of tractor-trailer combinations may be allowed in the A-2 (General Agriculture) zoning district under Section 21.20.030(G) if a Use Permit is first obtained. In order to approve the Use Permit, the Planning Commission must make the following findings:

- (a) The establishment, maintenance and operation of the proposed use or building applied for is consistent with the General Plan and will not, under the circumstances of the particular case, be detrimental to the health, safety and general welfare of persons residing or working in the neighborhood of the use and that it will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County.
- (b) The establishment as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity.
- (c) The establishment as proposed will not create a concentration of commercial and industrial uses in the vicinity.

In addition to these required findings, the project must also meet project site and operations related criteria listed in section 21.20.030(G) of the A-2 Zoning Ordinance. (See Exhibit D – *Zoning Ordinance Section 21.20.030(G) - Parking of Tractor-Trailer Combinations.*)

As discussed in the Site Description section above and reflected in Exhibit B, there are a variety of commercial and industrial uses in the area surrounding the project site that do not have valid business licenses or have exceeded land use regulations, and have been operating without County land use approval. This is the first use permit submitted in conformance with the ordinance for a truck-trailer combination parking facility in this area. A second Use Permit Application was submitted for another truck parking facility (already in operation) on the west side of Lander Avenue, between Simmons Road and W. Greenway Avenue. (See Exhibit B – *Maps, Aerial Map.*) However, that facility does not comply with truck parking requirements and, as such, a General Plan Amendment/Rezone Application would be required. Based on the existence of commercial and industrial uses in the vicinity that are recognized by the County as legal, there is no indication that this project will itself create a concentration of commercial or industrial uses in the vicinity, as the commercial concentration is already in existence.

Section 21.20.030 (G) subsection b, requires: at least one of the tractor-trailer combinations to be registered to the property owner and the property owner to live on the parcel. The applicants (brothers) share ownership of this property and another parcel approximately ten miles away within the city limits of Turlock. Both applicants, and their families, reside at the Turlock location and take turns residing at the project site; thus living part-time at both residences. While the ordinance clearly states the property owner must live on-site, it does not identify what length of time (part-time or full-time) constitutes living on the parcel. Additionally, the ordinance does not state the reasons for the residency criteria, in conjunction with the requirement for at least one of the tractor-trailer combinations to be registered to the property owner. However, the criteria does establish the justification to allow a truck parking facility in the agricultural zone as opposed to the commercial/industrial zone. Staff has verified through utility bills and correspondence from the applicants that residency at both locations appears valid. Based on the information provided, the applicants technically meet the criteria of living on the parcel.

There is no indication that this project, as proposed and conditioned, will be detrimental to the health, safety and general welfare of persons residing or working in the neighborhood of the use and that it will not be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the County. If the Planning Commission agrees with Staff's assessment regarding the concentration of commercial and industrial uses and the requirement for living on-site, the project meets all of the criteria needed for location in the A-2 zoning district.

### **ENVIRONMENTAL REVIEW**

Pursuant to the California Environmental Quality Act (CEQA), the proposed project was circulated to all interested parties and responsible agencies for review and comment and no significant issues were raised. (See Exhibit G - *Environmental Review Referrals*.) A Negative Declaration has been prepared for approval, as the project will not have a significant effect on the environment (See Exhibit F - *Negative Declaration*.) Conditions of Approval reflecting referral responses have been placed on the project. (See Exhibit C - *Conditions of Approval*.)

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**Note:** Pursuant to California Fish and Game Code Section 711.4, all project applicants subject to the California Environmental Quality Act (CEQA) shall pay a filing fee for each project; therefore, the applicant will further be required to pay **\$2,273.25** for the California Department of Fish and Wildlife (formerly the Department of Fish and Game) and the Clerk Recorder filing fees. The attached Conditions of Approval ensure that this will occur.

Contact Person: Denzel Henderson, Assistant Planner, (209) 525-6330

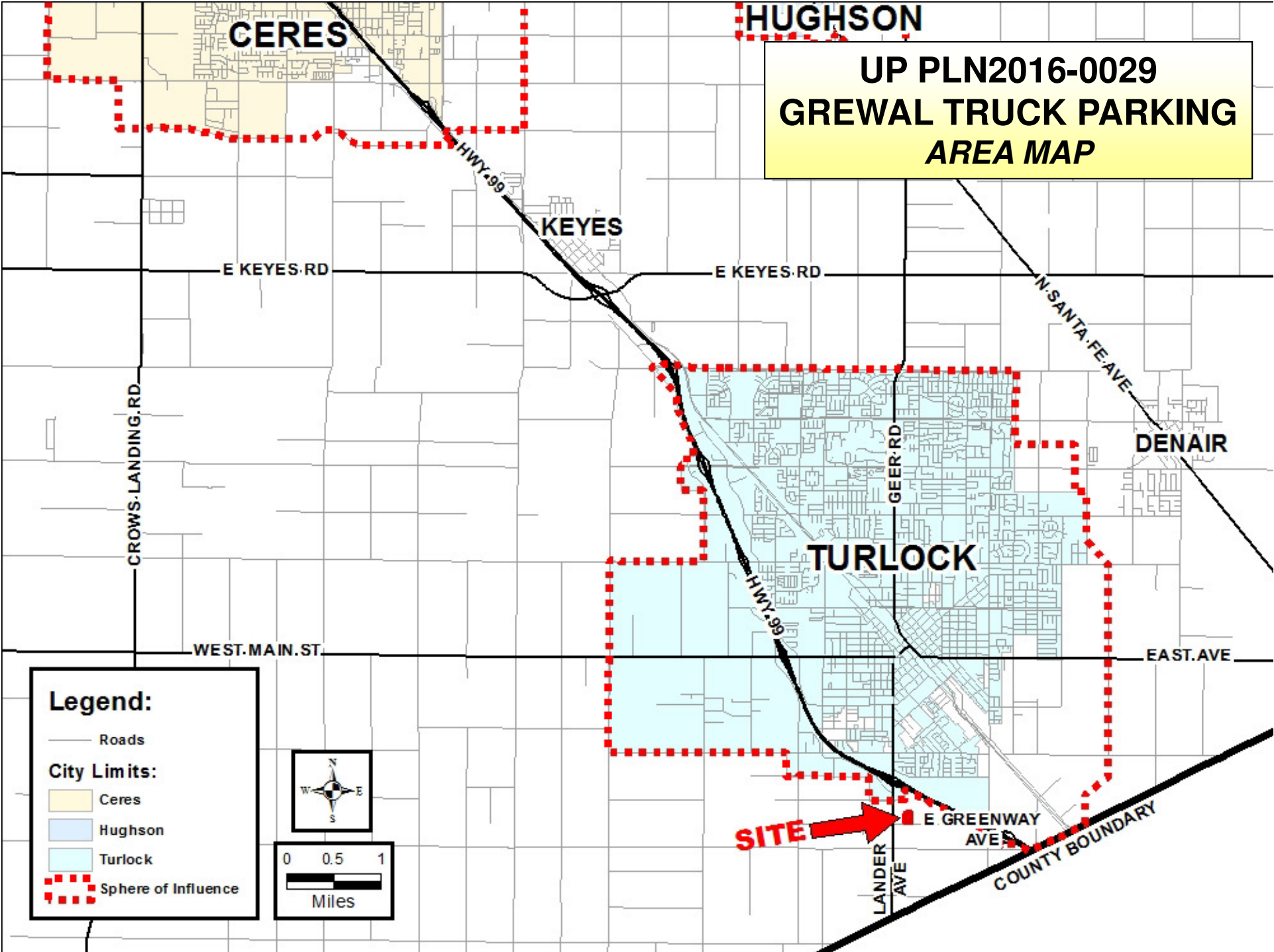
#### Attachments:

- Exhibit A - Findings and Actions Required for Project Approval
- Exhibit B - Maps
- Exhibit C - Conditions of Approval
- Exhibit D - Zoning Ordinance Section 21.20.030(G) - Parking of Tractor-Trailer Combinations
- Exhibit E - Initial Study
- Exhibit F - Negative Declaration
- Exhibit G - Environmental Review Referral

**Exhibit A**  
**Findings and Actions Required for Project Approval**

1. Adopt the Negative Declaration pursuant to CEQA Guidelines Section 15074(b), by finding that on the basis of the whole record, including the Initial Study and any comments received, that there is no substantial evidence the project will have a significant effect on the environment and that the Negative Declaration reflects Stanislaus County's independent judgment and analysis.
2. Order the filing of a Notice of Determination with the Stanislaus County Clerk Recorder's Office pursuant to Public Resources Code Section 21152 and CEQA Guidelines Section 15075.
3. Find that the proposed project is consistent with the Stanislaus County General Plan as described in the staff report.
4. Find that:
  - (a) The establishment, maintenance and operation of the proposed use or building applied for is consistent with the General Plan and will not, under the circumstances of the particular case, be detrimental to the health, safety and general welfare of persons residing or working in the neighborhood of the use and that it will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County.
  - (b) The establishment as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity.
  - (c) The establishment as proposed will not create a concentration of commercial and industrial uses in the vicinity.
  - (d) The project meets all criteria identified in Section 21.20.030(G)(3) in the Stanislaus County Zoning Ordinance.
5. Approve Use Permit Application No. PLN2016-0029 – Grewal Truck Parking, subject to the attached Conditions of Approval.

**UP PLN2016-0029  
GREWAL TRUCK PARKING  
AREA MAP**



**Legend:**

- Roads
- City Limits:**
- Ceres
- Hughson
- Turlock
- Sphere of Influence

North arrow and scale bar (0, 0.5, 1 Miles).

EXHIBIT B

**UP PLN2016-0029  
GREWAL TRUCK PARKING  
AREA MAP**


**TURLOCK**

**SITE**

**SITE**


**COUNTY BOUNDARY**

**Legend**

 Sphere of Influence

**City Limits**

 COUNTY

 TURLOCK



0 0.5 1 Miles

EXHIBIT B-1

**UP PLN2016-0029  
GREWAL TRUCK PARKING  
GENERAL PLAN MAP**

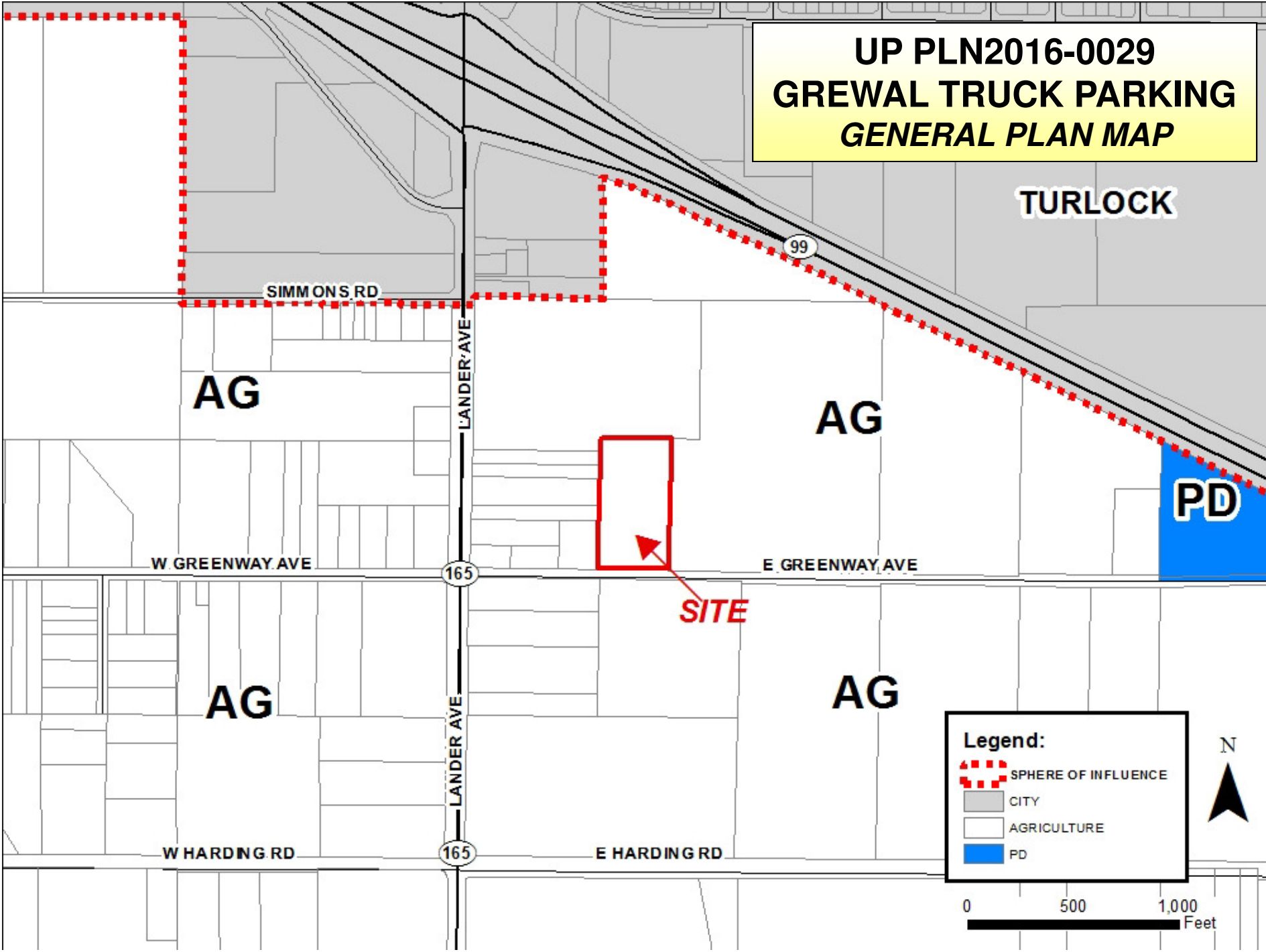


EXHIBIT B-2





**UP PLN2016-0029  
GREWAL TRUCK PARKING  
ACREAGE MAP**

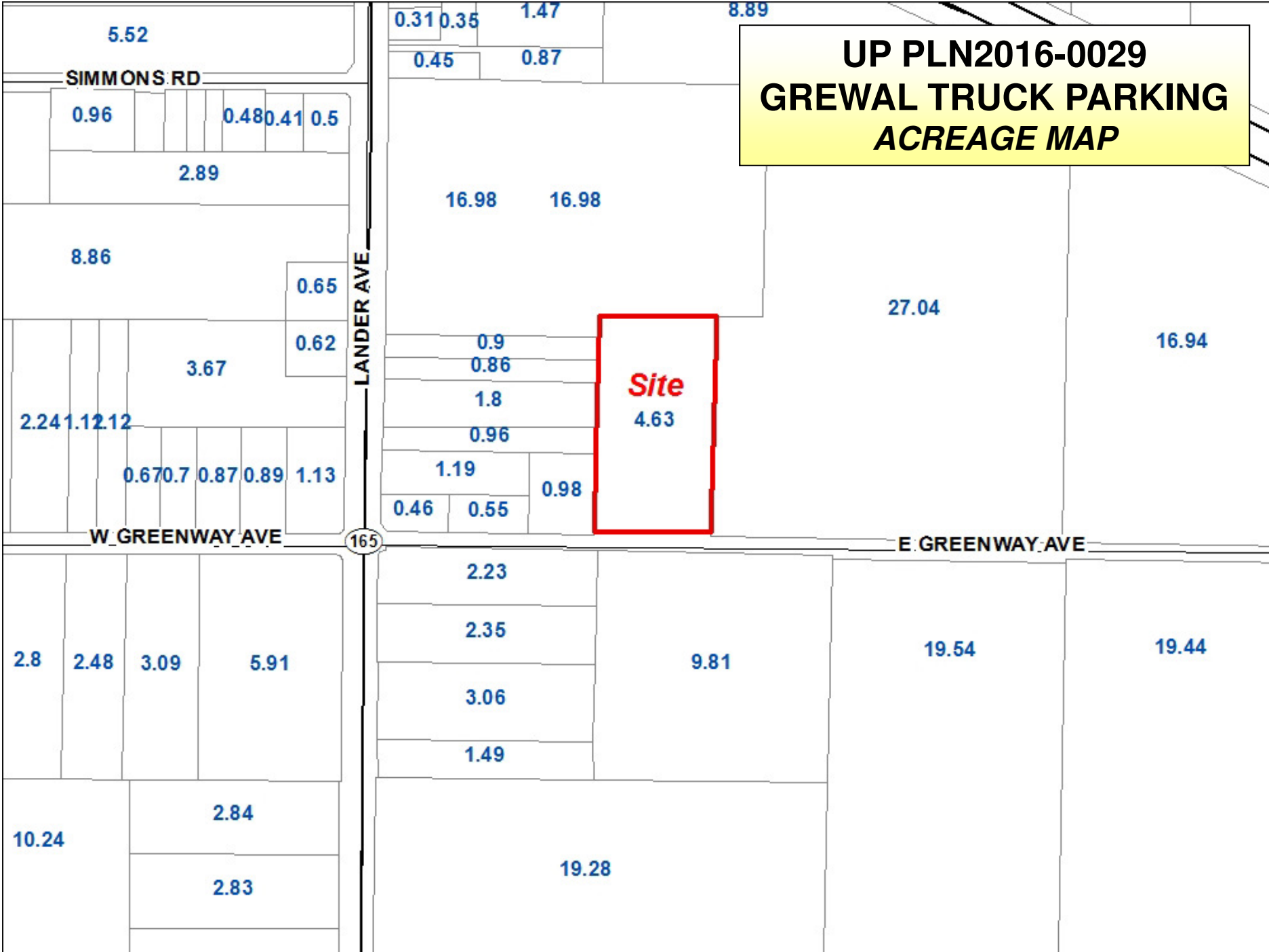


EXHIBIT B-4

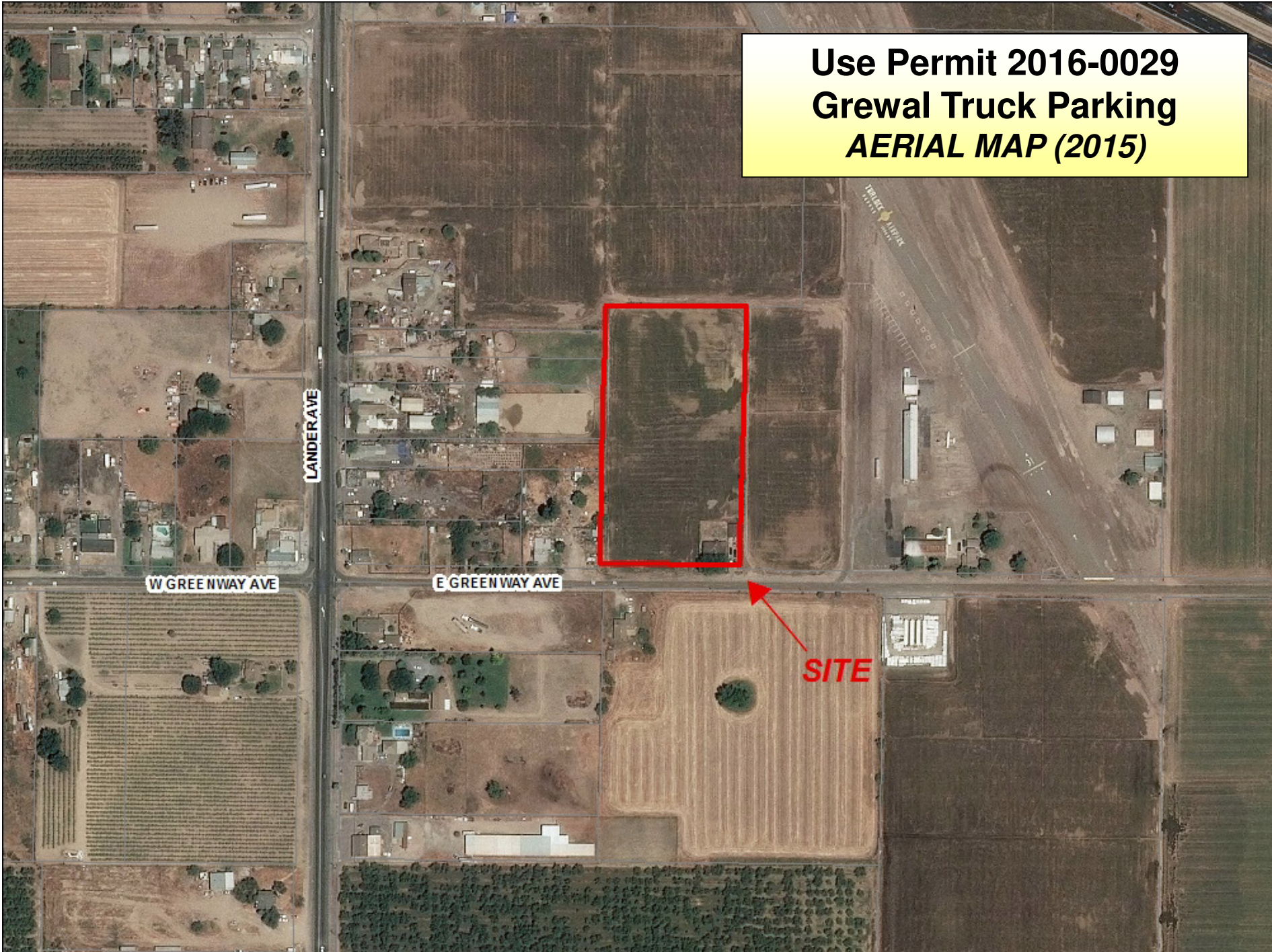
**UP PLN2016-0029  
GREWAL TRUCK PARKING  
AERIAL SITE MAP (2015)**

**SITE**

E GREENWAY AVE

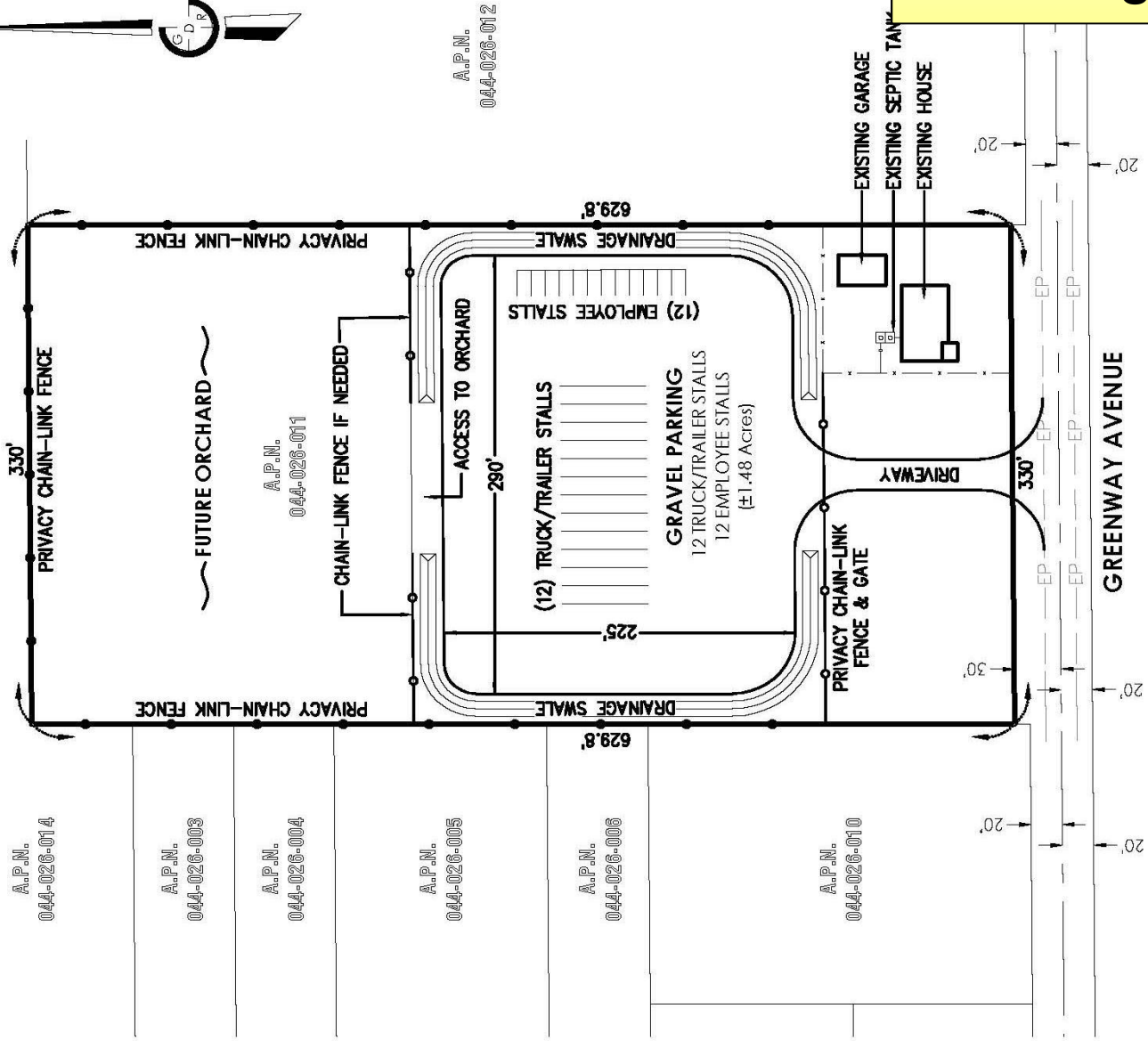
EXHIBIT B-5

**Use Permit 2016-0029  
Grewal Truck Parking  
AERIAL MAP (2015)**



# Use Permit 2016-0029 Grewal Truck Parking SITEPLAN

EXHIBIT B-7



**PROPERTY OWNER**

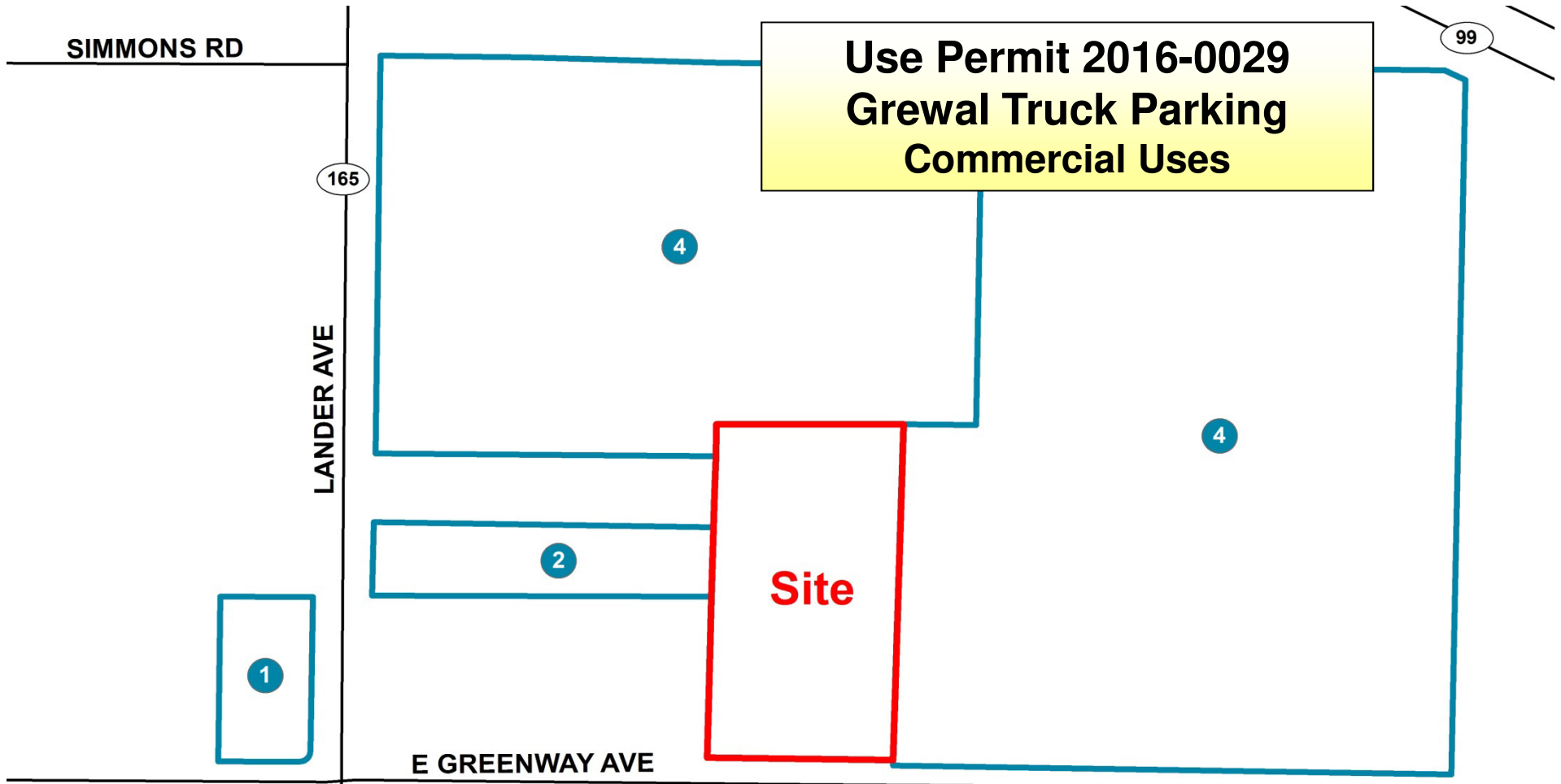
A.P.N. 044-026-011  
 Area: ±4.77 Acres  
 Name: Jasvir Singh Grewal  
 Mailing Address: 2911 Sandstone Street  
 City/State/Zip: Turlock, CA 95382  
 Property Address: 515 E. Greenway Avenue  
 City/State/Zip: Turlock, CA 95380



**GDR ENGINEERING, Inc.**  
 ENGINEERING/SURVEYING/PLANNING  
 5525 MITCHELL ROAD, SUITE G GERRIS, CA 95307  
 TELEPHONE: (209) 538-3360 FAX: (209) 538-7370  
 www.gdrengineering.com

**PLOT PLAN FOR  
 JASVIR SINGH GREWAL &  
 GURJIT SINGH GREWAL**

Date: 10/03/2017	S
Drawn: J. Jantz	Jk
Checked: R.R.	S



**LEGEND**

- 1 Grocery & Liquor Store
- 2 Outdoor Equipment Sales and Services
- 3 Petroleum Storage
- 4 Turlock Airstrip

- Grewal UP Site
- Road

N

0 400 ft  
0 80 m

Source: Planning Department Date: 12/15/2017

EXHIBIT B-8

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NOTE: Approval of this application is valid only if the following conditions are met. This permit shall expire unless activated within 18 months of the date of approval. In order to activate the permit, it must be signed by the applicant and one of the following actions must occur: (a) a valid building permit must be obtained to construct the necessary structures and appurtenances; or, (b) the property must be used for the purpose for which the permit is granted. (Stanislaus County Ordinance 21.104.030)

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## **CONDITIONS OF APPROVAL**

### **USE PERMIT APPLICATION NO. PLN2016-0029 GREWAL TRUCK PARKING**

#### **Department of Planning and Community Development**

1. Use(s) shall be conducted as described in the application and supporting information (including the plot plan) as approved by the Planning Commission and/or Board of Supervisors and in accordance with other laws and ordinances.
2. Pursuant to Section 711.4 of the California Fish and Game Code (effective January 1, 2017), the applicant is required to pay a California Department of Fish and Wildlife (formerly the Department of Fish and Game) fee at the time of filing a "Notice of Determination." Within five (5) days of approval of this project by the Planning Commission or Board of Supervisors, the applicant shall submit to the Department of Planning and Community Development a check for \$2,273.25, made payable to Stanislaus County, for the payment of California Department of Fish and Wildlife and Clerk Recorder filing fees.
3. Pursuant to Section 711.4 (e) (3) of the California Fish and Game Code, no project shall be operative, vested, or final, nor shall local government permits for the project be valid, until the filing fees required pursuant to this section are paid.
4. Developer shall pay all Public Facilities Impact Fees and Fire Facilities Fees as adopted by Resolution of the Board of Supervisors. The fees shall be payable at the time of issuance of a building permit for any construction in the development project and shall be based on the rates in effect at the time of building permit issuance.
5. The applicant/owner is required to defend, indemnify, or hold harmless the County, its officers, and employees from any claim, action, or proceedings against the County to set aside the approval of the project which is brought within the applicable statute of limitations. The County shall promptly notify the applicant of any claim, action, or proceeding to set aside the approval and shall cooperate fully in the defense.
6. All exterior lighting shall be designed (aimed down and toward the site) to provide adequate illumination without a glare effect. This shall include, but not be limited to, the use of shielded light fixtures to prevent skyglow (light spilling into the night sky) and the installation of shielded fixtures to prevent light trespass (glare and spill light that shines onto neighboring properties).

7. Pursuant to Section 404 of the Clean Water Act, prior to construction, the developer shall be responsible for contacting the US Army Corps of Engineers to determine if any "wetlands," "waters of the United States," or other areas under the jurisdiction of the Corps of Engineers are present on the project site, and shall be responsible for obtaining all appropriate permits or authorizations from the Corps, including all necessary water quality certifications, if necessary.
8. Any construction resulting from this project shall comply with standardized dust controls adopted by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and may be subject to additional regulations/permits, as determined by the SJVAPCD.
9. The Department of Planning and Community Development shall record a Notice of Administrative Conditions and Restrictions with the County Recorder's Office within 30 days of project approval. The Notice includes: Conditions of Approval/Development Standards and Schedule; any adopted Mitigation Measures; and a project area map.
10. Should any archeological or human remains be discovered during development, work shall be immediately halted within 150 feet of the find until it can be evaluated by a qualified archaeologist. If the find is determined to be historically or culturally significant, appropriate mitigation measures to protect and preserve the resource shall be formulated and implemented. The Central California Information Center shall be notified if the find is deemed historically or culturally significant.
11. All businesses operating on-site shall obtain and maintain a valid business license. Application may be made with the Planning Department. (Section 6.04 of the Stanislaus County Ordinance Code)
12. The area north of the truck parking area shall be maintained free of pests, weeds, and litter. Use of the area shall be limited to agricultural uses permitted in the A-2 zoning district and shall not be used for general storage, except as accessory to the agricultural use of the property, or any use associated with the truck parking facility.

**Department of Public Works**

13. The applicant shall obtain an encroachment permit prior to the issuance of a building or grading permit, whichever comes first. The encroachment permit shall be taken out for an asphalt driveway for the truck parking operation.
14. No parking, loading, or unloading of vehicles is permitted within the county road right of way.
15. Prior to operations as specified in the use permit application, the applicant shall obtain a grading permit for the site. The plan shall include grading, drainage, and an erosion/sediment control plan. Public Works will review and approve the drainage calculations. The grading and drainage plan shall include the following information:
  - A. The plan shall contain enough information to verify that all runoff will be kept from going onto adjacent properties and Stanislaus County road right-of-way.
  - B. The grading drainage and erosion/sediment control plan shall comply with the current State of California National Pollutant Discharge Elimination System (NPDES)



General Construction Permit. A Waste Discharger Identification Number and a copy of the Notice of Intent and the projects Storm water Pollution Prevention Plan shall be provided prior to approved grading or building permits, if applicable.

- C. The grading, drainage, and associated work shall be accepted by Stanislaus County Public Works prior to a final inspection or occupancy, as required by the building permit.
- D. The applicant of the building permit shall pay the current Stanislaus County Public Works weighted labor rate for the plan review of the building and/or grading plan.
- E. The applicant of the building permit shall pay the current Stanislaus County Public Works weighted labor rate for all on-site inspections. The Public Works inspector shall be contacted 48 hours prior to the commencement of any grading or drainage work on-site.

**Turlock Irrigation District (TID)**

- 16. A 30" diameter unreinforced cast in place concrete irrigation pipe belongs to improvement District 791, known as the Upper Greenway Avenue line is located adjacent, and parallel to the north side of Greenway Avenue. The proposed truck traffic could potentially damage this unreinforced pipe, so it will need to be upgraded to current development standards. The applicant shall provide the County with written confirmation from TID that all concerns with the irrigation pipe have been fully addressed prior to the parking of any tractor-trailer combination subject to this use permit.
- 17. Developer shall submit plans to TID detailing the existing irrigation facilities, relative to the proposed site improvements, prior to issuance of a grading permit.
- 18. Any improvements to this property which impact irrigation facilities shall be subject to the District's approval and meet all District standards and specifications. The applicant will need to provide irrigation improvement plans and enter into an irrigation improvement agreement for the required irrigation facility modifications. There is a district Board approved time and material fee associated with this review.
- 19. Work on irrigation facilities shall only be performed during the non-irrigation season which typically runs from November 1, through March 1, but can vary.

**Department of California Transportation**

- 20. Surface Transportation Assistance Act (STAA) trucks shall not be used at this facility.

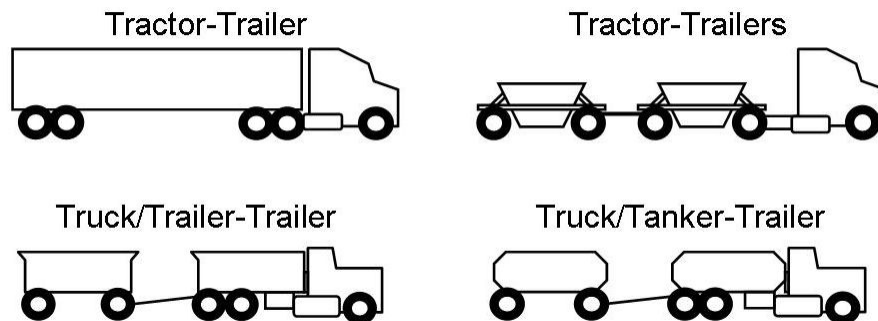
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*Please note: If Conditions of Approval/Development Standards are amended by the Planning Commission or Board of Supervisors, such amendments will be noted in the upper right-hand corner of the Conditions of Approval/Development Standards; new wording is in **bold**, and deleted wording will have a ~~line through it~~.*

**21.20.030** Uses requiring use permit

G. Parking of tractor-trailer combinations may be allowed when the Planning Commission finds that, in addition to the findings required under Section 21.96.050:

1. The establishment as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity;
2. The establishment as proposed will not create a concentration of commercial and industrial uses in the vicinity; and
3. All the following criteria are met:
  - a) For the purpose of this ordinance, a tractor-trailer combination shall include a tractor-trailer, truck/trailer-trailer, or truck/tanker-trailer combination with a minimum of five (5) axles and capable of hauling a combined gross vehicle weight (GVW) of 80,000 pounds. The following illustrates the type of permitted combinations:



- b) At least one of the combinations shall be registered to the property owner and the property owner shall live on the parcel.
- c) The total number of tractors, truck/trailers and truck/tankers shall not exceed twelve (12) and the total number of trailers shall not exceed two (2) per tractor, truck/trailer, or truck/tanker. For the purpose of this ordinance, a set of double trailers shall be equivalent to one trailer.
- d) The parcel on which parking will occur is one acre or more in size, the total area of the parcel used for the parking operation does not exceed 1.5 acres in size, and the area used for parking, including employee parking, shall not exceed fifty percent of the entire parcel.
- e) No off-loading of trailers shall occur on-site.
- f) All tractors, truck/trailers, truck/tankers and trailers parking on-site shall be in full operable condition for at least six consecutive months of every year.

- g) One on-site office, accessory to the parking operation, not to exceed 1,200 square feet in size, may be maintained within an on-site dwelling or within an accessory structure provided all applicable building permits are obtained and public facility fees paid, if applicable.
- h) Access to the site shall be available without violation of any state, county, or city roadway weight restrictions, and a driveway approach acceptable to the Department of Public Works is provided.
- i) Parking areas, including employee parking, and driveways shall be adequately graveled to reduce dust emissions and all parking areas shall be located outside any required front yard or corner lot side yard and delineated through fencing or vegetative landscaping to distinguish the authorized parking area.
- j) On-site maintenance shall be limited to oil and tire changes, light and windshield wiper replacements, and checking fluids.
- k) No signs advertising parking shall be placed on the property.
- l) On-site storage and use of related equipment may be considered by the Planning Commission as part of the application consideration.

This subsection is intended to allow for the parking of tractor-trailer, truck/trailer-trailer, and truck/tanker-trailer combinations used to transport goods and materials and requiring a California commercial A license for operation on a public roadway. This subsection is not intended to allow the parking of commercial vehicles used for the transportation of people or pick-up trucks, tow trucks, delivery trucks, box trucks, fleet vehicles or other similar vehicles. Trucks used solely for permitted agricultural operations on site are exempt from this provision. (Ord. CS 1117 Section 1, 2012)



## CEQA INITIAL STUDY

Adapted from CEQA Guidelines APPENDIX G Environmental Checklist Form, Final Text, December 30, 2009

1. **Project title:** Use Permit Application No. PLN2016-0029  
Grewal Truck Parking  
SCH No. 2016052070
2. **Lead agency name and address:** Stanislaus County  
1010 10<sup>th</sup> Street, Suite 3400  
Modesto, CA 95354
3. **Contact person and phone number:** Denzel Henderson, Assistant Planner  
(209) 525-6330
4. **Project location:** 515 E Greenway Ave, 95380  
east of the intersection of Lander Avenue and  
E. Greenway Avenue south of the city of  
Turlock APN 044-026-011.
5. **Project sponsor's name and address:** Jasvir Singh Grewal  
515 E. Greenway Avenue  
Turlock, CA 95380
6. **General Plan designation:** AG (Agriculture)
7. **Zoning:** A-2-10 (General Agriculture)
8. **Description of project:**  

Request to operate a truck parking facility for up to 12 truck-tractors/trailers, on approximately 1.5 acres of a 4.77± acre parcel. The truck parking area will be graveled and fenced with chain-link fencing. Trucks will not exceed California legal truck length. Truck drivers will work day and overnight shifts. This request includes an additional 18-foot by 45-foot automobile parking area, west of the detached garage, which will be provided for employee parking. Site hours of operation are from 7:00 a.m. to 7:00 p.m. daily, with up to a maximum of two employees expected to remain on-site. The project site consists of a single-family dwelling and a detached garage. No additional buildings are being proposed as a part of this project. The project site is served by a private well and septic system.
9. **Surrounding land uses and setting:** To the west and south of the parcel are scattered single-family dwellings and farmland, an airport surrounds the parcel to the north and east
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** City of Turlock  
Department of Public Works  
Department of Environmental Resources (DER)  
Environmental Review Committee (ERC)  
DER-Hazardous Materials  
Turlock Irrigation District  
California Department of Transportation (Caltrans)

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- Aesthetics
- Agriculture & Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology / Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology / Water Quality
- Land Use / Planning
- Mineral Resources
- Noise
- Population / Housing
- Public Services
- Recreation
- Transportation / Traffic
- Utilities / Service Systems
- Mandatory Findings of Significance

**DETERMINATION: (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

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

Denzel Henderson, Assistant Planner  
Prepared By

July 20, 2017  
Date



**EVALUATION OF ENVIRONMENTAL IMPACTS:**

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, than the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration.

Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

- a) **Earlier Analysis Used.** Identify and state where they are available for review.
  - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
  - 7) **Supporting Information Sources:** A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
  - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
  - 9) The explanation of each issue should identify:
    - a) the significant criteria or threshold, if any, used to evaluate each question; and
    - b) the mitigation measure identified, if any, to reduce the impact to less than significant.

**ISSUES**

I. AESTHETICS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

**Discussion:** The site itself is not considered to be a scenic resource or a unique scenic vista. Community standards generally do not dictate the need or desire for an architectural review of structures allowed in the A-2 zoning district. Any development resulting from this project will be consistent with existing area developments. The site is currently improved with a single-family dwelling and a detached garage. The remaining acreage is vacant with a small garden approximately 400 square feet in area. The trucking operation will encompass 1.5 acres of a 4.77± acre parcel. An 18-foot by 45-foot graveled parking area, west of the detached garage, will be utilized by employees of the trucking operation to park their personal vehicles. The truck parking area will be graveled and fenced with chain-link fencing. Trucks will not exceed California legal trucks length. Truck drivers will work day and overnight shifts. Site hours are from 7:00 a.m. to 7:00 p.m. The proposed trucking operation will not result in a substantial change to the visual character of the area. On-site lighting is not being proposed as a part of this project; however, a condition of approval will be added to minimize potential impacts from on-site lighting, requiring all existing and future exterior lighting to be shielded and pointed downward so as to provide adequate illumination without off-site light spillage or a glare effect.

**Mitigation:** None.

**References:** Stanislaus County General Plan and Support Documentation<sup>1</sup>.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

**Discussion:** The project is approximately 4.77 acres in size and is not currently enrolled in a Williamson Act Contract. California State Department of Conservation has classified this parcel by the Farmland Mapping and Monitoring Program as being Urban and Built-up Land. The project site is currently developed with a single-family home and detached garage with the majority of the property consisting of open undeveloped land. The trucking operation will encompass 1.5 acres of a 4.77± acre parcel. An 18-foot by 45-foot graveled parking area, west of the detached garage, will be utilized by employees of the trucking operation to park their personal vehicles. The truck parking area will be graveled and fenced with chain-link fencing. Trucks will not exceed California legal truck length. Truck drivers will work day and overnight shifts. Site hours of operation are from 7:00 a.m. to 7:00 p.m.

The project site is currently zoned A-2-10 (General Agriculture). Within the A-2 zoning district, the County has determined that certain uses related to agricultural production are “necessary for a healthy agricultural economy.” The County allows the parking of tractor-trailer combinations if specific criteria can be met and if specific findings can be made. Those findings include that the establishment, as proposed, will not be substantially detrimental to, or in conflict with, the agricultural use of other property in the vicinity and that it will not create a concentration of commercial and industrial uses in the vicinity. In addition, the Planning Commission must find that the establishment, maintenance, and operation of the proposed use is consistent with the General Plan and will not be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the use and that it will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the county.

The project is not expected to result in a significant amount of conversion of farmland to non-agricultural use because the site is only 4.77± acres in size and is not classified as prime farmland. The proposed use is also considered to be a low people intensive use with a maximum of 12 employees per shift. Only one-two employees will remain on-site during office hours, and no customers will report to the site. This site is not considered to be forest land and, as such, this project will not result in any effect on forest land.

**Mitigation:** None.

**References:** Stanislaus County General Plan and Support Documentation<sup>1</sup>. California State Department of Conservation Farmland mapping and monitoring Program

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	



d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

**Discussion:** The site is improved with a single family dwelling and a detached garage. The remainder of the property is vacant with a small garden less 20-feet by 20-feet. The trucking operation will encompass 1.5 acres of a 4.77± acre parcel. An 18-foot by 45-foot graveled parking area, west of the detached garage, will be utilized by employees of the trucking operation to park their personal vehicles. The truck parking area will be graveled and fenced with chain-link fencing. Trucks will not exceed California legal truck length. Truck drivers will work day and overnight shifts. Site hours of operation are from 7:00 a.m. to 7:00 p.m.

The proposed project is located within the San Joaquin Valley Air Basin (SJVAB) and, therefore, falls under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In conjunction with the Stanislaus Council of Governments (StanCOzaG), the SJVAPCD is responsible for formulating and implementing air pollution control strategies. The SJVAPCD’s most recent air quality plans are the 2007 PM10 (respirable particulate matter) Maintenance Plan, the 2008 PM2.5 (fine particulate matter) Plan, and the 2007 Ozone Plan. These plans establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the SJVAB, which has been classified as “extreme non-attainment” for ozone, “attainment” for respirable particulate matter (PM-10), and “non-attainment” for PM 2.5, as defined by the Federal Clean Air Act.

The primary source of air pollutants generated by this project would be classified as being generated from "mobile" sources. Mobile sources would generally include dust from roads, farming, and automobile exhausts. Mobile sources are generally regulated by the Air Resources Board of the California EPA which sets emissions for vehicles and acts on issues regarding cleaner burning fuels and alternative fuel technologies. As such, the District has addressed most criteria air pollutants through basin-wide programs and policies to prevent cumulative deterioration of air quality within the Basin. Potential impacts on local and regional air quality are anticipated to be less than significant, falling below SJVAPCD thresholds, as a result of the nature of the proposed project and project’s operation. Because operation of the project would not exceed the SJVAPCD significance thresholds, the proposed project would not increase the frequency or severity of existing air quality standards or the interim emission reductions specified in the air plans.

The San Joaquin Valley Air Pollution Control District has published guidance on determining CEQA applicability, significance of impacts, and potential mitigation of significant impacts, in its *Guidance for Assessing and Mitigating Air Quality Impacts* (GAMAQI). The District has established thresholds of significance for criteria pollutant emissions, which are based on District New Source Review (NSR) offset requirements for stationary sources. Using project type and size, the District has pre-quantified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants. In the interest of streamlining CEQA requirements, projects that fit the descriptions and project sizes provided below are deemed to have a less than significant impact on air quality and as such are excluded from quantifying criteria pollutant emissions for CEQA purposes. For the potential industrial use such as truck parking, the threshold for significance is 1,506 trips per day. Potential impacts on local and regional air quality are anticipated to be less than significant, falling below SJVAPCD thresholds and further should not expose sensitive receptors to substantial pollution.

For these reasons, the proposed project would be consistent with the applicable air quality plans. Also, the proposed project would not conflict with applicable regional plans or policies adopted by agencies with jurisdiction over the project and would be considered to have a less than significant impact. This project has been referred to SJVAPCD, but no response has been received to date.

**Mitigation:** None.

**References:** San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis and Small Project Analysis (SPAL) June 2012; the Stanislaus County General Plan and Support Documentation1.

IV. BIOLOGICAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

**Discussion:** The project site is currently developed with a single-family home and detached garage, with the majority of the property consisting of open undeveloped pasture land. The trucking operation will encompass 1.5 acres of a 4.77± acre parcel. An 18-foot by 45-foot graveled parking area, west of the detached garage, will be utilized by employees of the trucking operation to park their personal vehicles. The truck parking area will be graveled and fenced with chain-link fencing. Trucks will not exceed California legal truck length. Truck drivers will work day and overnight shifts. Site hours of operation are from 7:00 a.m. to 7:00 p.m. This project was referred to the State of California Department of Fish and Wildlife but no referral responses have been received to date.

The California Department of Fish and Wildlife website identifies Swainson’s hawk, Tricolored blackbird and Townsend’s big-eared bat as being threatening in the Turlock Quad containing the project site. There is no evidence to suggest that this project would result in impacts to any of sensitive and endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors. The project will not conflict with a Habitat Conservation Plan, a Natural Community Conservation Plan, or other locally approved conservation plans.

**Mitigation:** None.

**References:** California Department of Fish and Wildlife California Natural Diversity Data base. Stanislaus County General Plan and Support Documentation<sup>1</sup>

V. CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			X	

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

**Discussion:** The trucking operation will encompass 1.5 acres of a 4.77± acre parcel. An 18-foot by 45-foot graveled parking area, west of the detached garage, will be utilized by employees of the trucking operation to park their personal vehicles. The truck parking area will be graveled and fenced with chain-link fencing. Trucks will not exceed California legal truck in length, and tractor-trailer combinations will not exceed 12 tractor-trailers. Truck drivers will work day and overnight shifts. Site hours of operation are from 7:00 a.m. to 7:00 p.m. The remainder of the site is pasture. It does not appear this project will result in significant impacts to any archaeological or cultural resources. No structures are proposed as part of the truck parking operation; however, a condition of approval will be added to address potential discovery of cultural resources.

**Mitigation:** None.

**References:** Stanislaus County General Plan and Support Documentation<sup>1</sup>

VI. GEOLOGY AND SOILS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	

**Discussion:** As contained in Chapter Five of the General Plan Support Documentation, the areas of the County subject to significant geologic hazard are located in the Diablo Range, west of Interstate 5; however, as per the California Building Code, all of Stanislaus County is located within a geologic hazard zone (Seismic Design Category D, E, or F) and a soils test may be required as part of the building permit process. Results from the soils test will determine if unstable or expansive soils are present. If such soils are present, special engineering of the structure will be required to compensate for the soil deficiency. No structures are being proposed as a part of this project; however, any future structures will be designed and built according to building standards appropriate to withstand shaking for the area in which they are constructed. Any earth moving is subject to Public Works Standards and Specifications which consider the potential for

erosion and run-off prior to permit approval. Likewise, any addition of a septic tank or alternative waste water disposal system would require the approval of the Department of Environmental Resources (DER) through the building permit process, which also takes soil type into consideration within the specific design requirements.

**Mitigation:** None.

**References:** California Building Code, Stanislaus County General Plan and Support Documentation<sup>1</sup>

<b>VII. GREENHOUSE GAS EMISSIONS -- Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Included</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</b>			X	
<b>b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</b>			X	

**Discussion:** The principal Greenhouse Gases (GHGs) are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H<sub>2</sub>O). CO<sub>2</sub> is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO<sub>2</sub> equivalents (CO<sub>2</sub>e). In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] No. 32), which requires the California Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. As a requirement of AB 32, the ARB was assigned the task of developing a Climate Change Scoping Plan that outlines the state’s strategy to achieve the 2020 GHG emissions limits. This Scoping Plan includes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the State’s dependence on oil, diversify the State’s energy sources, save energy, create new jobs, and enhance public health. The Climate Change Scoping Plan was approved by the ARB on December 22, 2008. According to the September 23, 2010, AB 32 Climate Change Scoping Plan Progress Report, 40 percent of the reductions identified in the Scoping Plan have been secured through ARB actions and California is on track to its 2020 goal.

The proposed use is to allow 12 tractor/truck-trailers to be able to park on site at any given time. The truck parking facility will operate with a maximum of 12 drivers and two on-site employees.

The project would also result in direct annual emissions of GHGs during operation. Direct emissions of GHGs from the operation of the proposed project are primarily due to passenger vehicles and truck trips. This project would not result in emission of GHGs from any other sources. Consequently, GHG emissions are considered to be less than significant.

**Mitigation:** None.

**References:** Stanislaus County General Plan and Support Documentation<sup>1</sup>

<b>VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Included</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</b>			X	
<b>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</b>			X	

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X	
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

**Discussion:** No known hazardous materials are on-site. Pesticide exposure is a risk in agricultural areas. Sources of exposure include contaminated groundwater, which is consumed, and drift from spray applications. Application of sprays is strictly controlled by the Agricultural Commissioner and can only be accomplished after first obtaining permits. DER is responsible for overseeing hazardous materials in this area. The Envirostor database was accessed to determine if any of the properties were listed as potential hazardous waste or superfund sites. 515 E. Greenway Avenue was not identified as a hazardous site or any of the surrounding parcels. The Environmental Review Committee requests that the applicant address ways to mitigate potential environmental impacts associated with minor maintenance (oil changes) and truck washing, on-site. According to the applicant no truck maintenance or truck washing will occur on-site. Since minor maintenance and truck washing is permitted as per the Ordinance, conditions of approval will be added to the project requiring the applicant consult with DER-Hazardous Materials Division and the Public Works Department to insure that a plan for handling waste water and potential contaminants is put in place before truck washing or minor maintenance occurs on-site.

**Mitigation:** None.

**References:** Referral responses from the Environmental Review Committee dated June 10, 2016; referral response from the Department of Environmental Resources - Hazardous Materials Division dated June 8, 2016; Department of Toxic Substances Control Envirostor; Stanislaus County General Plan and Support Documentation<sup>1</sup>

IX. HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

**Discussion:** Run-off is not considered an issue because of several factors which limit the potential impact. These factors include the relatively flat terrain of the subject site and relatively low rainfall intensities in the Central Valley. Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act. The project site itself is located in Zone X (outside the 0.2% floodplain) and, as such, exposure of people or structures to a significant risk of loss/injury/death involving flooding due to levee/dam failure and/or alteration of a watercourse, is not an issue at this location with respect to this project.

Currently Public Works standards require that all of a project’s storm water be maintained on-site and, as such, a Grading and Drainage Plan is required and will be included in this project’s Conditions of Approval. The project is expected to result in less than significant impacts to drainage, water quality, and runoff; due to the incorporation of conditions of approval to address any associated impacts. This project was referred to the Regional Water Quality Control Board (RWQCB) which responded with standards of development and requirements that will be incorporated into this project’s Conditions of Approval.

The project is not expected to significantly impact water quality, groundwater supplies, or groundwater recharge. The parking areas will no longer be available for crops and, as such, lessen the existing demands on water for irrigation. Moreover, trucks will be washed off-site and a condition of approval will be added to encourage the use of a truck wash facility which utilizes reclaimed/recycled water. Parking areas will be graveled instead of paved. Paving limits a site’s groundwater recharge ability and changes a site’s drainage patterns.

**Mitigation:** None.

**References:** Referral response from the Regional Water Quality Control Board dated June 02, 2016; referral response from Public Works dated July 26, 2016; and the Stanislaus County General Plan and Support Documentation<sup>1</sup>

X. LAND USE AND PLANNING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Physically divide an established community?			X	

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

**Discussion:** The project site is zoned A-2-10 (General Agriculture), the General Plan designation is AG (Agriculture). The features of this project will not physically divide an established community or conflict with any habitat conservation plan or natural community conservation plan. The parking of tractor/truck-trailer combinations is permitted in the Agriculture zone provided a Tier Three Use Permit, approved by the Planning Commission, is obtained.

**Mitigation:** None.

**References:** Stanislaus County General Plan and Support Documentation<sup>1</sup>

XI. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

**Discussion:** The location of all commercially viable mineral resources in Stanislaus County has been mapped by the State Division of Mines and Geology in Special Report 173. There are no known significant resources on the site.

**Mitigation:** None.

**References:** Stanislaus County General Plan and Support Documentation<sup>1</sup>

XII. NOISE -- Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X	
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**Discussion:** The Stanislaus County General Plan identifies noise levels up to 75 dB Ldn (or CNEL) as the normally acceptable level of noise for industrial, manufacturing, utility, and agricultural uses. On-site activities include the trucks entering and exiting the property and the idling of engines. Such uses, under normal circumstances, should be under the threshold established by the General Plan. Although the applicant would not be restricted on the number of truck trips for the operation, a condition of approval, prohibiting the idling of trucks for any period of time beyond the absolute minimum necessary to bring engines to safe operating conditions, will be added to the project to ensure that the operation does not exceed the 75 dB Ldn (or CNEL). The site is not located within an airport land use plan; however, it does border a private airport that the Caltrans Division of Aeronautics identified as inoperable and without a valid operating permit, as documented in the Stanislaus County Airport Land Use Compatibility Plan.

**Mitigation:** None.

**References:** Stanislaus County Airport Land Use Compatibility Plan, Stanislaus County General Plan and Support Documentation<sup>1</sup>

XIII. POPULATION AND HOUSING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

**Discussion:** The proposed use of the site will not result in utility service extensions or new infrastructure which could be considered as growth inducing. No housing or persons will be displaced by this project.

**Mitigation:** None.

**References:** Stanislaus County General Plan and Support Documentation<sup>1</sup>

XIV. PUBLIC SERVICES --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Would the project result in the substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?				X
Parks?				X
Other public facilities?			X	



**Discussion:** The County has adopted Public Facilities Fees, as well as one for the Fire Facility Fees on behalf of the appropriate fire district, to address impacts to public services. Such fees are required to be paid at the time of building permit issuance. The need for additional or expanded schools and parks is normally associated with residential development. Establishment of the project will not result in additional on-site housing, nor is additional housing being requested as a part of this project. Parks associated with commercial development are generally utilized by employees during breaks and lunchtimes; however, the parcel is sufficiently sized, at 4.77± acres, to allow for rest/recreation during employees break/lunch period. Consequently, the project is not expected to result in impacts to school and park facilities or services. The project was referred to the Stanislaus County Environmental Review Committee (ERC) which includes the Sheriff's Department. No response has been received to date.

**Mitigation:** None.

**References:** Stanislaus County General Plan and Support Documentation<sup>1</sup>

XV. RECREATION --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

**Discussion:** The project is not anticipated to significantly increase demands for recreational facilities as such impacts are typically associated with residential development. Moreover, the parcel is sufficiently sized, at 4.77± acres, to allow for rest/recreation during break/lunch periods for employees.

**Mitigation:** None.

**References:** Stanislaus County General Plan and Support Documentation<sup>1</sup>

XVI. TRANSPORTATION/TRAFFIC -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	

e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

**Discussion:** The trucking operation will encompass 1.5 acres of a 4.77± acre parcel. An 18-foot by 45-foot graveled parking area, west of the detached garage, will be utilized by employees of the trucking operation to park their personal vehicles. The truck parking area will be graveled and fenced with chain-link fencing. Trucks will not exceed California legal truck length, and tractor-trailer combinations will not exceed 12 tractors. Truck drivers will work day and overnight shifts. Site hours of operation are from 7:00 a.m. to 7:00 p.m. The remainder of the site is pasture. No deliveries will be made to the project site, nor will hauled product be brought back to the site in conformance with the rules and regulations of County Code §21.20.030(G). With the exception of overnight hauls, trucks will exit the project site in the morning and return to the project site at the end of each day. The project was referred to the Public Works Department and Caltrans, neither agency identified any significant impacts related to traffic and transportation. However, Public Works is requiring the applicant to obtain an encroachment permit for an asphalt driveway for the parking operation. No significant effects are anticipated for air traffic patterns, increases in hazards or conflicting adopted policies. Public Works requirements will be added as a condition of approval for this project. Also conditions of approval will be added to the project restricting the type of trucks present and operable at this location which will be limited to California legal trucks and no use of Interstate STAA (Surface Transportation Assistance Act) Trucks. STAA trucks have the capability of unlimited length and would trigger state road improvements and further evaluation by the Department of Transportation.

**Mitigation:** None.

**References:** Referral response from the Public Works Department dated July 26, 2016; Referral response from the California Department of Transportation (Caltrans) dated June 15, 2016; Stanislaus County General Plan and Support Documentation<sup>1</sup>

<b>XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Included</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

**Discussion:** The trucking operation will encompass 1.5 acres of a 4.77± acre parcel. An 18-foot by 45-foot graveled parking area, west of the detached garage, will be utilized by employees of the trucking operation to park their personal vehicles. The truck parking area will be graveled and fenced with chain-link fencing. Trucks will not exceed California legal truck length, and tractor-trailer combinations will not exceed 12 tractor/truck-trailers. Truck drivers will work day and

overnight shifts. The remainder of the site is vacant. Employee restrooms are not being proposed as part of this project. The site is served by a private well and septic system. On-site drainage is overland. The project was referred to the Stanislaus County Department of Public Works, Department of Environmental Resources (DER) and Turlock Irrigation District (TID) for comments. Public Works is requiring a grading and drainage plan as part of its conditions of approval. Turlock Irrigation District (TID) is requiring that a 30" diameter unreinforced pipe, that runs parallel to Greenway Avenue, be upgraded to current development standards. On-site truck washing and maintenance are not being proposed as a part of this project; however oil and tire changes, light and windshield wiper replacement, and checking fluids are permitted by the Zoning Ordinance. Consequently, a condition of approval will be added to this project requiring the applicant consult with DER-Hazmat and the Public Works Department prior to implementing on-site truck washing or maintenance to insure that all requirements regarding waste water and contaminants are met. Comments from Public Works, DER and TID will all be added as conditions of approval to the project.

**Mitigation:** None.

**References:** Public Works referral response dated July 26, 2016; Department of Environmental Resources referral response dated June 8, 2016; Environmental Review Committee referral response dated June 10, 2016; Stanislaus County General Plan and Support Documentation<sup>1</sup>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

**Discussion:** Review of this project has not indicated any features which might significantly impact the environmental quality of the site and/or the surrounding area.

<sup>1</sup>Stanislaus County General Plan and Support Documentation adopted in August 23, 2016. Optional and updated elements of the General Plan and Support Documentation: **Housing Element** adopted on April 5, 2016 **Circulation Element** and **Noise Element** adopted on April 18, 2006.

## NEGATIVE DECLARATION

**NAME OF PROJECT:** Uses Permit Application No. PLN2016-0029 Grewal Truck Parking

**LOCATION OF PROJECT:** 515 E Greenway Avenue, east of Lander Avenue north of Harding Road, in the Turlock area. APN: 044-026-011.

**PROJECT DEVELOPERS:** Jasvir Singh Grewal  
515 E Greenway Avenue  
Turlock, CA 95380

**DESCRIPTION OF PROJECT:** Request to operate a truck parking facility for up to 12 truck-tractors/trailers, on approximately 1.5 acres of a 4.77± acre parcel. The truck parking area will be graveled and fenced with chain-link fencing. Trucks will not exceed California legal truck length. Truck drivers will work day and overnight shifts. An 18-foot by 45-foot parking area, west of the detached garage, will be provided for employee parking. Site hours of operation are from 7:00 a.m. to 7:00 p.m. daily, with two employees expected to remain on-site. The project site consists of a single-family dwelling and a detached garage. No additional buildings are being proposed as a part of this project. The project site is served by a private well and septic system.

Based upon the Initial Study, dated **July 20, 2017**, the Environmental Coordinator finds as follows:

1. This project does not have the potential to degrade the quality of the environment, nor to curtail the diversity of the environment.
2. This project will not have a detrimental effect upon either short-term or long-term environmental goals.
3. This project will not have impacts which are individually limited but cumulatively considerable.
4. This project will not have environmental impacts which will cause substantial adverse effects upon human beings, either directly or indirectly.

The Initial Study and other environmental documents are available for public review at the Department of Planning and Community Development, 1010 10th Street, Suite 3400, Modesto, California.

Initial Study prepared by: Denzel Henderson, Assistant Planner

Submit comments to: Stanislaus County  
Planning and Community Development Department  
1010 10th Street, Suite 3400  
Modesto, California 95354

**SUMMARY OF RESPONSES FOR ENVIRONMENTAL REVIEW REFERRALS**

**PROJECT: Use Permit 2016-0029 Grewal Truck Parking**

REFERRED TO:	RESPONDED			RESPONSE			MITIGATION MEASURES		CONDITIONS			
	2 WK	30 DAY	PUBLIC HEARING NOTICE	YES	NO	WILL NOT HAVE SIGNIFICANT IMPACT	MAY HAVE SIGNIFICANT IMPACT	NO COMMENT NON CEQA	YES	NO	YES	NO
CA DEPT OF FISH & WILDLIFE	X	X			X							
CA DEPT OF TRANSPORTATION DIST 10	X	X		X				X		X		X
CA OPR STATE CLEARINGHOUSE	X	X		X				X		X		X
CA RWQCB CENTRAL VALLEY REGION	X	X		X				X		X		X
CITY OF: TURLOCK	X	X			X							
COOPERATIVE EXTENSION	X	X			X							
FIRE PROTECTION DIST: TURLOCK RURAL	X	X			X							
IRRIGATION DISTRICT: TURLOCK	X	X		X		X				X	X	
MOSQUITO DISTRICT: TURLOCK	X	X			X							
MT VALLEY EMERGENCY MEDICAL	X	X			X							
PACIFIC GAS & ELECTRIC	X	X			X							
RAILROAD: UNION PACIFIC	X	X			X							
SAN JOAQUIN VALLEY APCD	X	X			X							
SCHOOL DISTRICT 1: TURLOCK JOINT UNIC	X	X			X							
STAN CO AG COMMISSIONER	X	X			X							
STAN CO ALUC	X	X			X							
STAN CO BUILDING PERMITS DIVISION	X	X			X							
STAN CO CEO	X	X			X							
STAN CO DER	X	X			X							
STAN CO ERC	X	X		X		X				X		X
STAN CO FARM BUREAU	X	X			X							
STAN CO HAZARDOUS MATERIALS	X	X		X								
STAN CO PUBLIC WORKS	X	X		X		X				X	X	
STAN CO SHERIFF	X	X			X							
STAN CO SUPERVISOR DIST # :CHIESA	X	X			X							
STAN COUNTY COUNSEL	X	X			X							
STANISLAUS FIRE PREVENTION BUREAU	X	X			X							
STANISLAUS LAFCO	X	X			X							
TELEPHONE COMPANY:	X	X			X							