

# STANISLAUS COUNTY PLANNING COMMISSION

October 2, 2025

## STAFF REPORT

USE PERMIT APPLICATION NO. PLN2024-0114  
SHERGILL AND SONS

**REQUEST: TO PERMIT AN EXISTING TRUCK PARKING FACILITY FOR UP TO 12 TRACTOR-TRAILER COMBINATIONS, ON A 1.47-ACRE PORTION OF A 19.2± ACRE PARCEL, IN THE GENERAL AGRICULTURE (A-2-40) ZONING DISTRICT.**

### APPLICATION INFORMATION

Applicant/Property Owner:	Surinderjit Shergill
Agent:	N/A
Location:	2500 West Barnhart Road, between Mountain View and North Tully Roads, in the Turlock area.
Section, Township, Range:	33-4-10
Supervisory District:	District Two (Supervisor Chiesa)
Assessor's Parcel:	045-055-003
Referrals:	See Exhibit G Environmental Review Referrals
Area of Parcel(s):	19.2± acres
Water Supply:	Private well
Sewage Disposal:	Private septic system
General Plan Designation:	Agriculture
Community Plan Designation:	N/A
Existing Zoning:	General Agriculture (A-2-40)
Sphere of Influence:	N/A
Williamson Act Contract No.:	N/A
Environmental Review:	Negative Declaration
Present Land Use:	Single-family dwelling, barn, modular office, and irrigated cropland.
Surrounding Land Use:	Irrigated orchards and scattered single-family dwellings in all directions; a dairy to the northwest; State Route 99 and the Community of Keyes to the west, and the City of Turlock to the south.

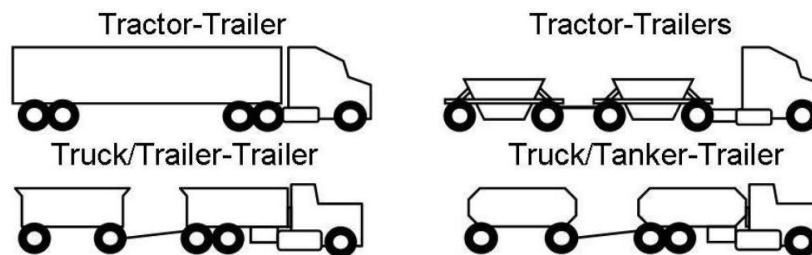
## **RECOMMENDATION**

Staff is not providing a recommendation of approval or denial of the project for reasons provided in the *Issues* section of this report. If the Planning Commission decides to approve the project, Exhibit A provides an overview of the findings and actions required for project approval.

## **BACKGROUND**

### History of Truck Parking in the A-2 District

On April 17, 2012, the Stanislaus County Board of Supervisors adopted amendments to Chapter 21.94 - Home Occupations and Chapter 21.20 - General Agriculture District (A-2) of the Stanislaus County Zoning Ordinance, to allow tractor-trailer parking in the A-2 zoning district. Specifically, the amendments addressed parking facilities for tractors, trailers, and tractor-trailer combinations with a minimum of five (5) axles, capable of hauling a combined gross vehicle weight of 80,000 pounds (hereafter referred to as “trucks”), as illustrated by the following:



Prior to the ordinance amendments’ adoption in 2012, truck parking in the A-2 zoning district was limited to trucks that were accessory and incidental to permitted agricultural operations, uses that are closely related to agriculture permitted by a Tier One use permit such as a huller-sheller, or as part of an agriculturally-related business permitted by a Tier Two use permit, such as an agricultural service establishment (meaning “a business engaging in activities designed to aid production agriculture”), or an agricultural processing facility. Accordingly, prior to the 2012 ordinance amendment the only pathway for permitting general freight trucking businesses in the A-2 zoning district was through a general plan amendment and/or rezoning process.

The process to initiate the 2012 ordinance amendment began in response to an increase in Code Enforcement (CE) cases, which intensified in 2008 when roughly 20 truck parking facilities were reported to the Stanislaus County Department of Environmental Resources (DER) CE Division, and each were given a notice and order to abate. Following these CE efforts, a number of truck operators formed an informal group in order to bring the issues associated with the commercial truck parking before the County. Throughout the ordinance amendment process, residents, landowners, truck drivers, businesses, and County officials provided a variety of feedback on the issue, related to concerns and benefits of truck parking in the A-2 zoning district, which shaped the amendments that were ultimately adopted by the Board of Supervisors. The resulting amendments allowed for truck parking in the A-2 zoning district via two permitting pathways:

1. Option one, established Zoning Ordinance Section 21.94.020(J)(4), which allows a maximum of three tractors and three trailers to be parked on any single parcel at least one

acre in size, provided all trucks are registered to the occupant, and a home occupation business license is issued by staff to an occupant of a dwelling on an A-2 zoned parcel.

2. Option two, established by Zoning Ordinance Section 21.20.030(G), allows the parking of up to 12 tractors and 24 trailers, provided a use permit is granted by the Planning Commission, subject to limitations that include the property owner being required to live on-site, size minimums and maximums for the operation and any office accessory to the operation, on-site improvements, and limits to how the truck parking facility can operate. Additionally, for truck parking requests via a use permit, the Planning Commission must find, in addition to the general finding required for approval of any use permit, that, "[t]he establishment [of the use] as proposed will not create a concentration of commercial and industrial uses in the vicinity".

For the parking of more than 12 tractors and 24 trailers in the A-2 zoning district, the only land use entitlement option remains a general plan amendment and/or rezone, which may be difficult to approve.

Since adoption of the ordinance amendment in 2012, the Stanislaus County Planning Department has received 27 Use Permit applications for truck parking in the A-2 zoning district, and five applications to amend the general plan and/or zoning designations of agricultural land to Planned Development for larger-scale facilities exceeding 12 trucks and 24 trailers. The following is the status of those 32 applications that have been received since the 2012 Ordinance Amendment:

- Nine Use Permit applications have been approved by the Planning Commission;
- Zero Use Permit applications have been denied by the Planning Commission;
- Two General Plan Amendment and Rezone applications, Nos. PLN2024-0016 – Atwal Properties and PLN2021-0052 – Pattar Trucking, have been approved by the Board of Supervisors, on August 19, 2025;
- Fifteen applications, consisting of 13 Use Permit applications and two General Plan Amendment and Rezone applications, have been withdrawn prior to public hearing due to either the inability to meet the established criteria in the case of use permits, or due to costs associated with developing the facilities in accordance with County standards; and
- Six applications (five Use Permit applications and one Rezone application) are in process, including the subject request.

Of the above 32 applications, 23 applications were submitted after 2021. In recent years, the County has seen a steady rise in complaints related to unpermitted truck parking uses in the A-2 zoning district. Between 2014 and 2020, the County received a relatively consistent number of complaints and associated CE cases annually, with an annual average of six complaints received and three CE cases opened after verifying noncompliance. While the number of complaints and opened CE cases have gradually increased since 2016, 2021 marks a steep increase of documented truck parking facilities established without use permits or home occupation business licenses, or for facilities exceeding allowances of the home occupation allowances. From 2022

to 2024, the number of complaints averaged 16, with an average of 10 cases opened for verified noncompliance per year in this three-year period. Of the 32 total applications received since 2012, 25 were submitted to legalize truck parking facilities which were subject to CE cases resulting from complaints received. In recent years, community complaints to CE and planning staff have touched on the following concerns:

- Increased truck traffic on substandard rural roads leading to worsened road conditions;
- Safety issues surrounding speeding and rural roadways being unsuitable to accommodate the required turning movements of tractor-trailers;
- Noise and air quality concerns from idling tractor-trailers;
- Concerns about soil and water impacts resulting from spills of hazardous materials stored on-site, such as engine oil and coolant;
- Conversion of farmland to trucking uses;
- Concerns over inflated agricultural real estate prices resulting from truck operators buying and operating illegal truck parking facilities on agricultural land in lieu of commercial- or industrial-zoned land;
- Aesthetic concerns resulting from sites being poorly maintained and allowing debris and junk to be stored and accumulate on-site;
- Additional on-site activities occurring in conjunction with the truck parking facility, that would not be permitted under the use permit allowances, such as truck repair, truck driving schools, etc; and
- An over-concentration of truck parking facilities, both permitted and unpermitted, in the south Ceres, Keyes, and south Turlock areas impacting the rural character of those areas.

As noted above, the A-2 district's allowance for truck parking facilities to develop with a use permit is, in part, contingent on a finding being made that "the establishment as proposed will not create a concentration of commercial and industrial uses in the vicinity". While staff has interpreted this finding to specifically apply to the concentration of trucking-related uses in a project's vicinity, the County's Zoning Ordinance does not quantify or define what a "concentration" is with respect to the number of facilities within a specific distance.

In response to the increase in CE cases resulting from complaints about truck parking facilities, the Board of Supervisors, at the request of the District Two, Supervisor Vito Chiesa, directed staff at the August 20, 2024, Board of Supervisors meeting, to bring the issue of unpermitted truck parking to the General Plan Update Committee (GPUC) meeting to evaluate next steps. Following a staff presentation of the history of the truck parking ordinance and recent CE data related to the use, the GPUC, at the December 5, 2024 meeting, directed staff to seek formation of an Ad Hoc Committee (AHC) consisting of members of the Board of Supervisors and Planning Commission.

### Formation of an Ad Hoc Committee (AHC)

On January 16, 2025, the Planning Director formed the AHC, comprised of District Two, Supervisor Vito Chiesa, and Planning Commission Chair Carmen Morad. The AHC, supported by staff from various County departments, has spent the last several months researching, conducting public outreach, and developing land use policy recommendations for how to address the truck parking in the A-2 zoning district, including large scale facilities, with a focus on minimizing conditions that result in community complaints over the use. Focused meetings with stakeholder groups (members of the trucking industry, concerned agricultural residents, and realtors) were conducted during this process to assess needs, concerns, and priority issues for both truckers and the agricultural community, and draft ordinance amendments were presented at a community meeting on July 23, 2025. Input from these meetings included the concerns above, and the following new concerns:

- Limited availability and cost of commercial and industrial-zoned land upon which truck parking can be developed;
- Truckers feeling misled by realtors on the probability and ease that agricultural land may be entitled to truck parking; and
- Concerns over the lack of CE action to address unpermitted facilities, and concerns that existing enforcement fines do not sufficiently dissuade new truck parking facilities from developing on agricultural land due to costs recovered by trucking facilities through leasing of parking spaces.

In addition to focused meetings with stakeholder groups, planning staff met with County departments, and outside agencies to identify issues with truck parking as it relates to each groups area of expertise or experience. Other efforts have included reviewing adjacent jurisdictions' ordinances addressing truck parking (San Joaquin and Merced Counties), and a tour by vehicle of existing truck parking sites in the County. These data collection efforts identified that there is a variety of unique issues stemming from the development and operation of truck parking facilities that existing codes and regulations do not thoroughly address. Specifically, the following issues have been raised by County departments:

- Difficulties in attaining compliance with registration and handling requirements for hazardous materials, such as engine oil used for oil changes;
- Safety concerns regarding the hazardous materials stored on-site combined with the proximity of parking stalls to adjacent structures posing a fire risk;
- Concerns about project feasibility from the Department of Public Works due to the costs associated with designating local roadways as Terminal Access routes for Surface Transportation Assistance Act (STAA) vehicles;
- Issues with assessing and collecting fines for noncompliant properties; and

- No means to collect impact fees that off-set road impacts, due to frequent scenarios where truck parking facility requests propose to develop with no buildings.

Additionally, the AHC identified a need for: more prescriptive aesthetic requirements for site maintenance, screening, and landscaping; more specific site criteria and limitations on where truck parking facilities may develop in the County; and to further define what a concentration means for facilities permitted by use permit. Accordingly, the AHC determined that there is both a need to update existing allowances to conduct truck parking in the A-2 zoning district and more dedicated enforcement of non-compliant properties to address the proliferation of properties with unpermitted truck parking facilities.

### Draft Amendments

Based on the feedback received and at the direction of the AHC, staff has drafted amendments to the County's General Plan and Zoning Ordinance to incorporate new requirements for truck parking development projects, to address the major issues and concerns that were identified through the outreach and data collection process. Draft zoning ordinance amendments aimed to refine the existing allowances for truck parking facilities to operate under a use permit or home occupation business license, and draft general plan text amendments aimed address requirements and policies for development of larger scale truck parking facilities which propose parking more than the use permit-allowed maximum of 12 trucks and 24 trailers. The amendments to the use permit allowance, which would apply to the applications like the subject request if adopted, focus on setting concentration thresholds (limiting the number of facilities allowed within a one-mile radius of each other based on proximity of a highway corridor), establishing limitations on activities permitted on-site, and requiring site enhancements to aesthetically improve and screen the parking facilities.

An early iteration of these drafts was presented to the GPUC on June 5, 2025, and updated drafts were presented at an informational meeting held on July 23, 2025 for preliminary input. The informational meeting was advertised to the general public with targeted notification provided to trucking operators with approved truck parking use permits, current and past applicants for truck parking use permits, property owners with parcels under CE cases for unpermitted truck parking, and concerned residents and interested parties who have submitted their contact information to staff for the express purpose of receiving notification of trucking-related items in the County. Community input covered concerns about road conditions, water and soil impacts, requests for clarification on the draft amended definition of a concentration, questions about exemptions for trucks that haul agricultural produce, fines for unpermitted activities and taxes, allowances to lease parking stalls to independent truckers, and requirements to live on-site.

Refined drafts were presented to the GPUC on August 7, 2025. At the GPUC, members of the public asked if the draft amendments would require the Planning Commission to take into consideration the location of proximate industrial or commercial land when considering if a use permit for truck parking on A-2 zoned parcels would create a concentration; whether projects will be required to contribute to off-set impacts to both state and local roadway facilities; and how use permit applications and general plan amendments scheduled for consideration by the Planning Commission and Board of Supervisors will be impacted by the draft amendments if considered before adoption of the amendments take place. While the location of industrial or commercial land can be considered by the Planning Commission, the amendments as presented to the

GPUC, did not factor sites with commercial or industrial zoning into the assessment of concentration limiting the siting of facilities. Each request to site a new facility will be subject to case-by-case environmental review that will include, if determined necessary and/or applicable, payment of fair-share contributions to roadway infrastructure improvements, the installation of specific infrastructure improvements, and payment of impact fees. Additionally, the pending consideration of the draft amendments does not preclude the Planning Commission or Board of Supervisors from considering individual applications for truck parking facilities that are presented to them for consideration. While the GPUC voiced support for the draft zoning ordinance amendments presented at the August 7, 2025, meeting, they directed staff to continue working with the AHC to refine concentration standards. Those refined concentration standards, in the form of a further refined draft, were shared with the County's Agricultural Advisory Committee on September 8, 2025, and final draft amendments are tentatively scheduled to be presented to the Planning Commission on October 16, 2025. The Planning Commission's recommendations are tentatively expected to be presented to the Board of Supervisors for final consideration in November (zoning ordinance amendment) and December (general plan text amendment).

The following list represents the draft changes to the use permit allowances for truck parking in the A-2 district that the Planning Commission will consider on October 16<sup>th</sup>:

- Defines the threshold on the number of truck parking facilities that may develop before constituting a concentration as: two truck parking facilities developed in any one-mile radius, with areas further than a mile from a state highway or interstate only allowing one truck parking facility within any one-mile radius. But an exception may be made if there is some physical or geographic barrier preventing facilities from traversing the same roads;
- Maintains an existing allowance for parking of up to 12 tractors, truck/trailers, or truck/tankers and tanker/tractors and 24 trailers, a 1.5 acre parking area;
- Maintains existing requirements that the business operator must be the property owner who lives on-site;
- Clarifies that driveways, any requested office, and newly-required on-site restrooms are included in the assessment of the allowed 1.5± acre parking area;
- Updates and establishes new criteria for developing a parking area, including new requirements for marked parking stalls, six-foot-tall uniform solid fencing around the parking area, frontage landscaping adjacent to adjacent roadway, setbacks from residences on adjoining parcels and from the right-of-way, and screening requirements;
- Updates and establishes new criteria for parcels and operators to qualify for a use permit, including a 10 acre maximum parcel size limit, prohibition of consideration for use permits on Williamson Act-contract parcels, requirements that the property owner must have lived on the parcel for the last six months prior to application, that all trucks and trailers are registered in the State of California, and that a parcel may not have outstanding fines related to code enforcement activity at the time of application or project consideration;

- Adds new restrictions limiting the scope of permitted activities on-site by prohibiting on-site maintenance, truck washes, and stockpiling of tires or parts;
- Establishes a five-year life for approved use permits, with extensions permitted via staff approvals for operations which have not violated any conditions of approval; and
- Creates a new process for annual inspections of permitted sites to verify compliance.

The subject application is being presented to the Planning Commission for consideration in advance of the final draft amendments to the use permit allowances and criteria. Accordingly, the subject application has been evaluated under the current existing criteria for truck parking in the A-2 zone, as defined by Section 21.20.030(G) (see Exhibit H – *Truck Parking Excerpt of Zoning Ordinance Section 21.20.30(G) – General Agriculture District (A-2) – Uses Requiring a Use Permit*).

### **PROJECT DESCRIPTION**

The project is a request to permit an existing truck parking facility for up to 12 tractor-trailer combinations, currently operating on a 19.2± acre parcel, in the General Agriculture (A-2-40) zoning district. The proposed truck parking facility will take place within a 1.47-acre graveled area with 12 parking stalls for 12 tractors and 24 trailers. Five of the tractor-trailer combinations proposed to be parked on-site are owned by the property owner, who also lives on the property.

The proposed hours of operation for the on-site office are from 8:00 a.m. to 5:00 p.m., seven days a week. Drivers will be able to access the site 24 hours a day, seven days a week. Thirteen employees, consisting of one on-site administrative staff and up to 12 drivers, will report to the site on a maximum shift, with an expected 24 passenger vehicle trips one-way per-day (inbound and outbound trips for 12 drivers reporting to the site) and 24 one-way truck trips per-day (inbound and outbound trips for 12 trucks). The trucks will transport non-hazardous dry goods and produce. No supply deliveries, loading, or unloading will occur as part of the project. No hauled materials will be brought back to the site. The trucks will be left empty when parked on-site between trips. No fueling, washing, or major tractor-trailer maintenance, nor repairs, fluid changes, or washing will occur on-site. The applicant proposes to utilize a 900± square-foot modular office on-site as part of the parking facility for dispatch and administration activities associated with the business. A restroom is also provided for the employees inside the office. The modular office and restrooms on-site are located outside of the designated parking area. The remainder of the parcel will be left planted in row crops. The site has an existing 20± square-foot wood informational sign and an approximately 20-foot-tall freestanding light pole within the parking area. No other exterior lighting or signage are proposed. Stormwater drainage will be handled via overland runoff. The site is served by an existing domestic well and septic system. Access to the parking area is proposed to be taken off County-maintained West Barnhart Road via an existing 20-foot-wide gravel driveway. The parking area is enclosed with a seven-foot-tall chain-link fence with barbed wire treatments and a wrought iron gate.

The applicant has stated that trucks leaving the site travel will travel west via West Barnhart Road to North Golden State Boulevard, north via North Golden State Boulevard to East Keyes Road, and then west via East Keyes Road to the State Route 99 onramps (see Exhibit B-7 – *Maps – Truck Route*). Trucks returning to the site travel the opposite direction via the same roadways.

The estimated Pavement Condition Index (PCI) for the subject roads is as follows:

- West Barnhart Road from North Tully Road to Mountain View Road: 75, which is considered good.
- West Barnhart Road from Mountain View Road to Keith Court (at Countryside Mobile Home Park): 79, which is considered good.
- West Barnhart Road from Keith Court (at Countryside Mobile Home Park) to North Golden State Boulevard: 84, which is also considered good.
- North Golden State Boulevard from West Barnhart Road to East Keyes Road: 24, which is considered failed.
- E Keyes Road from North Golden State Boulevard to State Route 99: 35, which is considered poor.

Shergill and Sons has been in operation, under the ownership and operation of the applicant, since 2006. The Department of Transportation's Safety and Fitness Electronic Records System (SAFERS) states that the company ships interstate, nonhazardous materials, with cargo consisting of dry general freight. The applicant acquired the property in 2021, and the subject truck parking facility was established on the project site that same year without obtaining any land use entitlements.

The subject application was initiated as a result of a CE case (No. CE22-0563) resulting from a complaint pertaining to the parking of a number of trucks on the property. The case was opened in September 2022, and a Notice and Order to Abate was issued in October 2022. The subject application was submitted in October 2024.

### **SITE DESCRIPTION**

The site is located at 2500 West Barnhart Road, between Mountain View Road and North Tully Road, in the Turlock area. The parcel is currently developed with a 2,100± square-foot single-family dwelling, a 2,500± square-foot barn that will not be used as part of the parking facility, and a 900± square-foot modular office that is proposed to be used as part of the parking facility for dispatch and administration activities associated with the business. Approximately 14.3± acres of the parcel (excluding portions devoted to the parking area and the residential and agricultural accessory structures on-site) are planted in row crops.

The project site is surrounded by irrigated orchards and scattered single-family dwellings in all directions, a dairy to the northwest, State Route 99 and the Community of Keyes to the west, and the City of Turlock to the south.

### **ISSUES**

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

### Community Opposition

General community concerns relating to truck parking in the A-2 zoning district have been primarily focused on operations in the Keyes/Turlock area. As required by state law and County policy, notice of this project has been provided to surrounding landowners. Notice of the project was also provided to persons with an interest in the County potentially amending the current truck parking allowances. In response, two letters have been received from interested parties in response to the project, generally citing opposition to truck parking operations in Stanislaus County and the conversion of farmland to truck parking related uses (see Exhibit D – *Correspondence*).

### Concentration

As mentioned in the *Background* and *Zoning Ordinance Consistency* sections of this report, one of the required findings to approve a use permit application is that approval of the use “will not create a concentration of commercial and industrial uses in the vicinity.” Since the definition of a concentration is not defined in the County’s Zoning Ordinance, the Planning Commission has discretion to determine what constitutes a concentration on a case-by-case basis.

During consideration of Use Permit Application No. PLN2023-0134 – Lucky Star Logistics, Inc., at the April 3, 2025, Planning Commission meeting, the commissioners discussed that more than two truck parking facilities in a one-mile radius of a project site might be an appropriate threshold to constitute a concentration. As part of the ordinance amendment development process, the concentration threshold has been further refined to establish a threshold dependent on a project sites’ proximity to a state highway and interstate (allowing a higher concentration of facilities closer to major transportation corridors, and fewer facilities when located further into rural agricultural areas of the County). The project site is located less than a one-mile distance from the edge of the State Route 99 right-of-way. For facilities which are located less than one-mile distance of a state highway or interstate, it has been proposed that there shall be no more than two truck parking facilities, based on any portion of the area of the parcel used for the truck parking, within any one-mile radius.

In other words, approval of a new truck parking facility should not result in any given property in the unincorporated A-2 zone of the County having more than two truck parking facilities in a one-mile radius of it, not just a one-mile radius measured from the proposed project site. When assessing surrounding approved truck parking facilities, there are four permitted truck parking facilities in the surrounding area. These include parcels in the A-2 or Planned Development (P-D) zone permitted for the principle use of truck parking which are not incidentally and accessory to production agriculture or agricultural processing on the same parcel or an agricultural service establishment:

1. General Plan Amendment (GPA) and Rezone (REZ) No. PLN2021-0052 – Pattar Trucking, located at 4325 Taylor Road, approximately 1.24 miles to the southwest.
2. Use Permit (UP) No. PLN2024-0017 – LaFollette Trucking, located at 5637 Pioneer Road, approximately 1.28 miles to the northwest.

3. Zoning Use Permit (ZUPA) No. 84-30 – Ernest Prouty, located at 6219 Geer Road, approximately 1.5 miles to the northeast.
4. UP No. PLN2019-0080 – Sun Valley Transport, located at 8125 Alderson Road, approximately 1.78 miles to the northeast.

All of these permitted facilities are more than one-mile from the project site; however, Exhibit B-8 provides a look at the permitted truck parking facilities in the vicinity of the project site, and illustrates two areas, centered west and east of the project site, where a concentration—based on the concentration standard being proposed in the draft ordinance amendments—would be created upon approval of the subject request due to the project site and two permitted facilities (i.e., more than two truck parking facilities) being situated within a one-mile radius of those areas (see Exhibit B-8 – *Maps – Truck Parking Concentrations*). The draft ordinance amendments have an exception to this concentration criteria, which states:

- A higher concentration of truck parking facilities may be allowed if the Planning Commission or Board of Supervisors determine that the facilities are sufficiently separated by a physical feature (river, canal, railroad, roadway, etc.) which precludes tractor-trailer combinations accessing the facilities from consistently traveling the same roadways.

In this case, staff believes Shergill and Sons could be excluded from a concentration assessment due to it being separated from the others by State Route 99 and utilizing a different on/off ramp than the other trucking operations; however, the other three permitted facilities have no physical separation from the project site that would minimize the likelihood of trucks utilizing the same roadways. Accordingly, if using the threshold that has been developed during the AHC ordinance development process, the project site would create a concentration. As no specific threshold has yet been adopted, the Planning Commission maintains the ability to assess a concentration by other standards or metrics on a case-by-case basis.

#### Conditions Addressing Community and Agency Concerns

As this project is being considered in advance of the draft zoning ordinance amendments detailed in the *Background* section of this report, only the currently adopted standards can be used to evaluate the project; however, conditions of approval applied to this request do take into consideration valid regulatory and operational issues that have been raised during the process of developing draft amendments to the truck parking allowances which are outlined in the *Zoning Ordinance Consistency* section of this report (see Exhibit C – *Conditions of Approval*).

Based on the draft amendments that have been presented to the public, this project would exceed the 10-acre maximum parcel size limit and the concentration limits for facilities within a one-mile radius. While the parcel size limit established in the draft amendments cannot be used to deny this request, the draft concentration standards, as discussed above, may be utilized by the Planning Commission.

#### Code Enforcement Action and Unpermitted Structures

As discussed in the *Background* section, the subject application process was initiated in 2024 following a code enforcement case (No. CE22-0563) resulting from a complaint pertaining to the

non-permitted parking of trucks on the property that was opened in 2022. The business has been in operation at this site since 2021 without having secured the proper land use entitlements. Subsequent to the code enforcement case being opened on the parcel, the property owner obtained a home occupation business license in 2023, allowing the parking of three tractor-trailer combinations owned and registered to the property owner within a 1.5-acre graveled area; however, the facility has since exceeded the permitted number of tractor-trailers parked on the property. The area designated for the parking area has already been graveled and enclosed by the applicant as allowed under the home occupation allowances. Improvements related to the parking area such as lighting, signage, and use of the existing unpermitted modular office on-site (which was installed on the property under prior ownership) have been installed without the proper building and grading permits having been obtained. Conditions of Approval Nos. 9 through 12 and 24 have been added to the project to require applicable building and grading permits to be obtained, and a timeline of three months to obtain permits and 12 months to final the associated improvements has been added to these conditions to ensure that the project site comes into compliance with Stanislaus County Code and Public Works Standards and Specifications as soon as possible.

### **GENERAL PLAN CONSISTENCY**

The site is currently designated “Agriculture” in the Stanislaus County General Plan. The agricultural designation recognizes the value and importance of agriculture by acting to preclude incompatible urban development within agricultural areas. This designation establishes agriculture as the primary use in land so designated, but allows dwelling units, limited agriculturally related commercial services, agriculturally related light industrial uses, and other uses which by their unique nature are not compatible with urban uses, provided they do not conflict with the primary use.

The Stanislaus County General Plan Sphere of Influence (SOI) policy states that development which requires discretionary approval and is outside the SOI of cities, but is located within one mile of a city’s adopted SOI, and within a city’s adopted general plan area, shall be referred out to the city for consideration. However, the County reserves the right for final discretionary action. The project site is located within the City of Turlock’s General Plan boundaries and within one mile of their Local Agency Formation Commission (LAFCO) adopted SOI. Accordingly, the project was referred to the City of Turlock, who responded with no comments.

As required by the General Plan’s Land Use Element SOI Policy, all discretionary projects within the SOI of a sanitary sewer district, domestic water district, or community services district, shall be forwarded to the district board for comment regarding the ability of the district to provide services. If the district serves an unincorporated community with a Municipal Advisory Council (MAC), the proposal shall also be referred to the MAC for comment. The proposed project is not within the SOI of a sanitary sewer, domestic water, or community services district; however, it is within the boundary of the Keyes MAC and, accordingly, was referred to the MAC for comment. This project was presented to the Keyes MAC at a special MAC meeting on July 31, 2025. Community members at the meeting raised concerns regarding whether West Barnhart Road would be widened as part of the project to accommodate trucks. Staff stated that the road is not set to be widened as a direct result of this project, but West Barnhart Road currently has a 40-foot-wide right-of-way with an ultimate 60-foot-wide right-of-way according to the General Plan Circulation Element. Public Works staff has added Condition of Approval No. 23 to the project

requiring an Irrevocable Offer of Dedication (IOD) for the remaining right-of-way along the project frontage. Members of the public also asked questions regarding what kind of products that the company hauls and whether truck parking stalls would be leased on the project site. While the applicant has proposed that the trucks to be parked on the property will only be used by Shergill and Sons, for the hauling of nonhazardous dry goods and produce, the leasing of stalls would not be prohibited in the future. There are no restrictions on leasing of stalls in the existing or proposed ordinance. Ultimately, the MAC voted 3-0 to recommend project approval to the Planning Commission.

To minimize conflicts between agriculture operations and non-agricultural operations, Buffer and Setback Guidelines (Appendix A of the Agricultural Element) have been adopted. The purpose of these guidelines is to protect the long-term health of local agriculture by minimizing conflicts resulting from normal agricultural practices as a consequence of new or expanding uses approved in or adjacent to the A-2 (General Agriculture) zoning district. Appendix A of these guidelines states that all projects shall incorporate a minimum 150-foot-wide buffer setback, or a 300-foot-wide buffer setback for people intensive outdoor activities, such as athletic fields; parking lots are a permitted use within the buffer area. Parking is a permitted use within the agricultural buffer. The existing office is subject to agricultural buffers and meets the 150-foot setback from all adjacent properties in agricultural production with the exception of the parcel to the south, which is 70± feet from the existing office. Accordingly, the Planning Commission will consider the proposed alternative to the 150-foot agricultural buffer standard for the office; however, as this request is for a parking facility with only one on-site administrative employee, and involves no construction, unless otherwise determined by the Planning Commission, staff supports the reduced buffer for the office as proposed, with the parking area not being subject to agricultural buffers. The project was referred to the Stanislaus County Agricultural Commissioner, and no comments have been received to date.

Staff believes that with conditions of approval in place, the project is consistent with the County's General Plan.

### **ZONING ORDINANCE CONSISTENCY**

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

1. 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.
2. The establishment as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity.

3. 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 development and operational requirements listed in Section 21.20.030(G)(3) of the A-2 Zoning Ordinance (see Exhibit H – *Truck Parking Excerpt of Zoning Ordinance Section 21.20.30(G) – General Agriculture District (A-2) – Uses Requiring a Use Permit*), which include:

- a. That the property owner owns at least one of the tractor-trailer combinations and lives on-site;
- b. That the parcel on which parking occurs is at least one acre in size;
- c. That the proposed parking facilities be no more than 50% of the parcel size, up to 1.5 acres;
- d. That if an office is proposed it be no larger than 1,200 square feet;
- e. That the parking area be adequately graveled and physically delineated through fencing or landscaping;
- f. That no storage of hazardous materials occur and no loading or unloading occur on-site; and
- g. That any on-site maintenance be limited to windshield wiper replacements and oil changes.

As conditioned, the project will meet all of the requirements listed. The site has an existing 20± square-foot wood informational sign and an approximately 20-foot-tall freestanding light pole within the parking area. Section 21.20.020(J) of the General Agriculture (A-2) zoning district sets a limit of one identification or informational sign not more than 12 square feet in area nor more than six feet in height be permitted in the front yard or side yard adjacent to each street frontage of a property which contains a lawful agricultural use. While the proposed is not an agricultural use, the standard has been applied to use permits for non-agricultural uses in the A-2. Condition of Approval No. 7 applies the A-2 district signage standards to this project. With regards to lighting, the A-2 does not establish a height standard. While staff has routinely recommended freestanding lights be limited to 15-feet in height, the applicant has proposed and been approved lighting at 20-feet in height. No other exterior lighting or signage is proposed.

While this project meets the minimum standards required by the County's current ordinance regulating truck parking, the draft ordinance amendment development process that the County has undergone over the last year to develop recommendations to update the current ordinance, has identified standards needed to be incorporated into project requests to ensure that truck parking facilities do not impact the surrounding area or create a concentration. In this case, the Planning Commission will be making a decision based on the current ordinance that allows the case-by-case assessment of concentration. As discussed in the *Issues* section, while this project would not meet the concentration standards of the draft ordinance, it could meet the standards that were discussed by the Planning Commission at the April 3, 2025, public hearing, for Use

Permit Application No. PLN2023-0134 – *Lucky Star Logistics, Inc.*, if a one-mile radius, set at the center of the project site, was applied to the project site (see Exhibit B-9 – *Maps – Truck Parking Concentrations*). Based on the lack of specifics in assessing concentration, staff is not providing a recommendation for this project.

While the draft ordinance amendments are not applicable to this request, the draft conditions of approval being recommended take into account input received during the development of the draft amendments with respect to considerations and concerns regarding aesthetics, noise, health, and safety that have been raised during the data collection and outreach process. Conditions of Approval Nos. 12 through 17 have been added to the project to address the following considerations:

- Condition of Approval (COA) No. 12 requires solid fencing to be installed around the parking area, and screen landscaping to be installed along the road frontage. To accommodate these requirements, the ultimate location of the parking area may need to be pushed further into the project site than the existing fence line to ensure the parking area and screen landscaping meets designated setbacks from the planned street line for West Barnhart Road for visibility purposes.
- COA No. 13 requires parking stalls to be demarcated and all parking to occur within the marked stalls to maintain orderly parking and enhance the aesthetics of the facility.
- COA No. 14 has been added restricting the parking of Surface Transportation Assistance Act (STAA) rated trucks on-site. These conditions are consistent with the requirements placed on Use Permit Application No. PLN2023-0134 – *Lucky Star Logistics, Inc.*, the most recent truck parking Use Permit application heard by the Planning Commission. Although no STAA trucks are proposed to be parked on-site, STAA trucks pose a potential safety concern when travelling County-maintained roadways due to excessive length, height, weight, width, and other dimensions which correspond with a larger turning radius.
- COA No. 15 requires that any refrigerated trailers to be powered off when stored on-site. Although no refrigerated trailers are proposed to be stored on-site, the condition has been added to prevent excessive noise and emissions being experienced by neighboring properties in the case that they are to be stored there in the future.
- COA No. 16 requires all tractor-trailer combinations parked on-site to be in full operable condition and prohibits any stockpiling of tires or truck parts, indoor or outdoor, on-site to address general aesthetic concerns raised by the community in regards to truck parking uses that have been brought to Planning staff's attention in the past.
- COA No. 17 requires on-site restrooms accessible to drivers and employees to be maintained on-site.

## **ENVIRONMENTAL REVIEW**

The California Environmental Quality Act (Section 21000, et seq. of the California Public Resources Code, hereafter "CEQA") requires analysis of agency approvals of discretionary

“projects.” A project under CEQA, is defined as “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” The proposed project is a project under CEQA.

Pursuant to CEQA, the proposed project was circulated to interested parties and responsible agencies for review and comment. While no significant issues were raised during the Early Consultation Referral, a comment was received in response to the project’s Initial Study from the San Joaquin Valley Air Pollution Control District (SJVAPCD) on August 21, 2025 (see Exhibit G - *Environmental Review Referrals*). The SJVAPCD has recommended further evaluation of Heavy Heavy-Duty (HHD) truck routing patterns for the project, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. As such, the Initial Study prepared and circulated for the project has been amended to provide further clarity to the project’s truck route and potential impacts to sensitive receptors, which are expected to be less than significant (see Exhibit D – *Amended Initial Study*).

As reflected in the *Project Description* section and required by COA No. 21, the truck route for this project has trucks entering and leaving the facility avoid roadways that do not permit heavy truck traffic such as East Taylor Road. Sensitive receptors along the permitted truck route are not expected to be significantly impacted by trucks coming and going from the project site due to limited number of trucks and the rural nature of the area. A previous Health Risk Assessment for a fueling stop project in the vicinity of the project site (Rezone Application No. PLN2018-0057 – *Kamir Incorporated*, located at Assessor Parcel Number (APN) 045-050-007, at the northwestern corner of the East Keyes Road and North Golden State Boulevard intersection) found air quality and greenhouse gas impacts to be less than significant. The *Kamir Incorporated* project proposed up to 1,150 vehicle trips to and from the site on a daily basis, and the project is located in close proximity to residentially developed areas within the Community of Keyes.

As permitted by CEQA Guidelines Section 15073.5(c), revisions to an initial study with either a negative declaration (ND) or a mitigated negative declaration (MND) may be approved without recirculation if the project revisions are added in response to written or verbal comments on the project’s effects identified in the proposed ND which are not new avoidable significant effects, or if the new information merely clarifies, amplifies, or makes insignificant modifications to the ND. The amendments to the Initial Study are considered to be informational in nature and to have no new significant effects. Staff believes that the amendments to the IS meet CEQA Guidelines Section 15073.5(c), and that recirculation of the Initial Study is not required.

A ND has been prepared for approval prior to action on the project itself 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*).

\*\*\*\*\*

**Note:** Pursuant to California Fish and Game Code Section 711.4, a filing fee shall be paid for all project applications subject to the California Environmental Quality Act (CEQA); therefore, the applicant will further be required to pay \$3,025.75 for the California Department of Fish and Wildlife and the Clerk-Recorder filing fees. The attached Conditions of Approval ensure that this will occur.

Contact Person: Marcus Ruddicks, Assistant Planner, (209) 525-6330

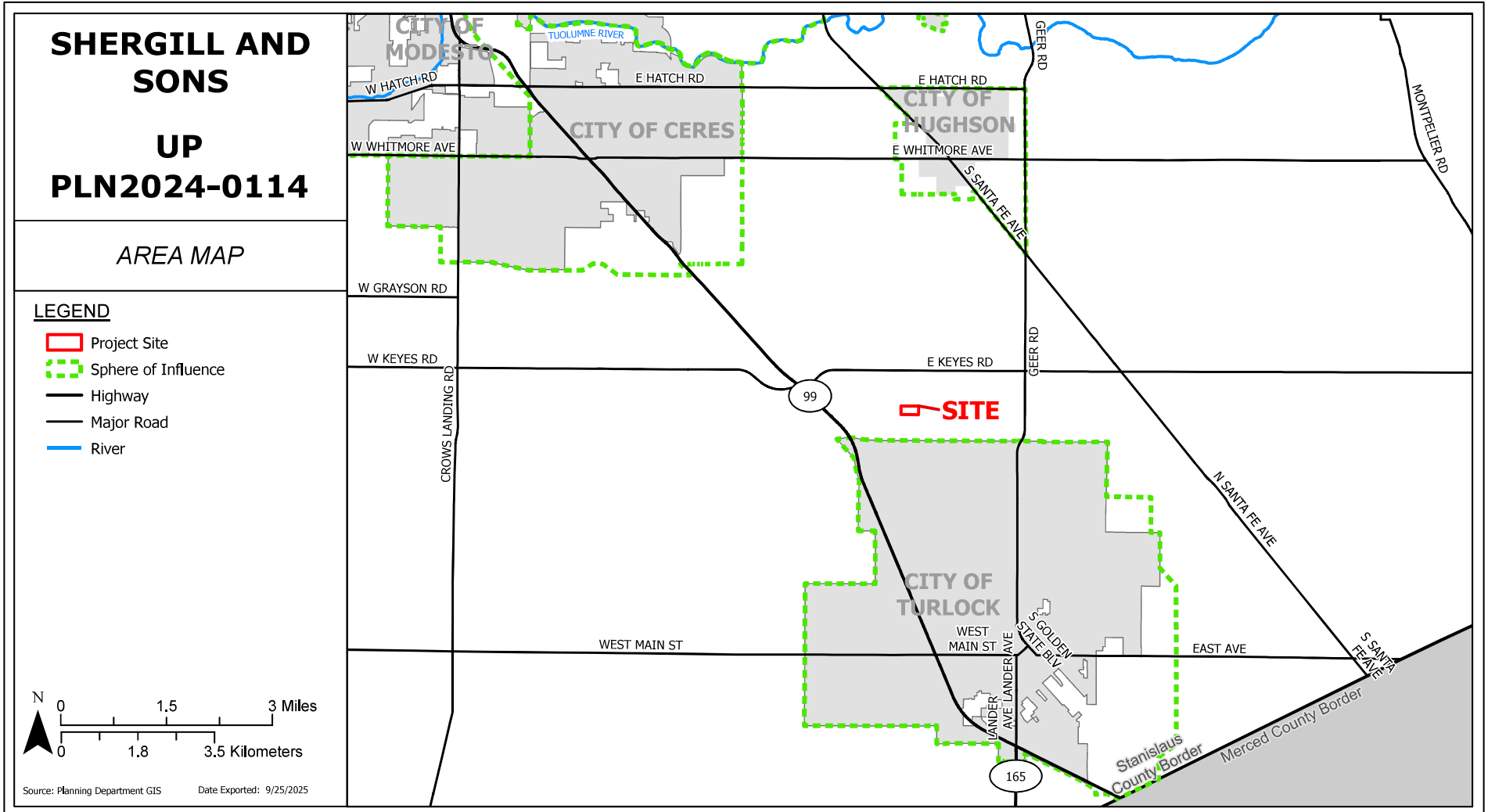
Attachments:

- Exhibit A - Findings and Actions Required for Project Approval
- Exhibit B - Maps
- Exhibit C - Conditions of Approval
- Exhibit D - Correspondence
- Exhibit E - Amended Initial Study
- Exhibit F - Negative Declaration
- Exhibit G - Environmental Review Referrals
- Exhibit H - Truck Parking Excerpt of Zoning Ordinance Section 21.20.030(G) – *General Agriculture District (A-2) – Uses Requiring a Use Permit*

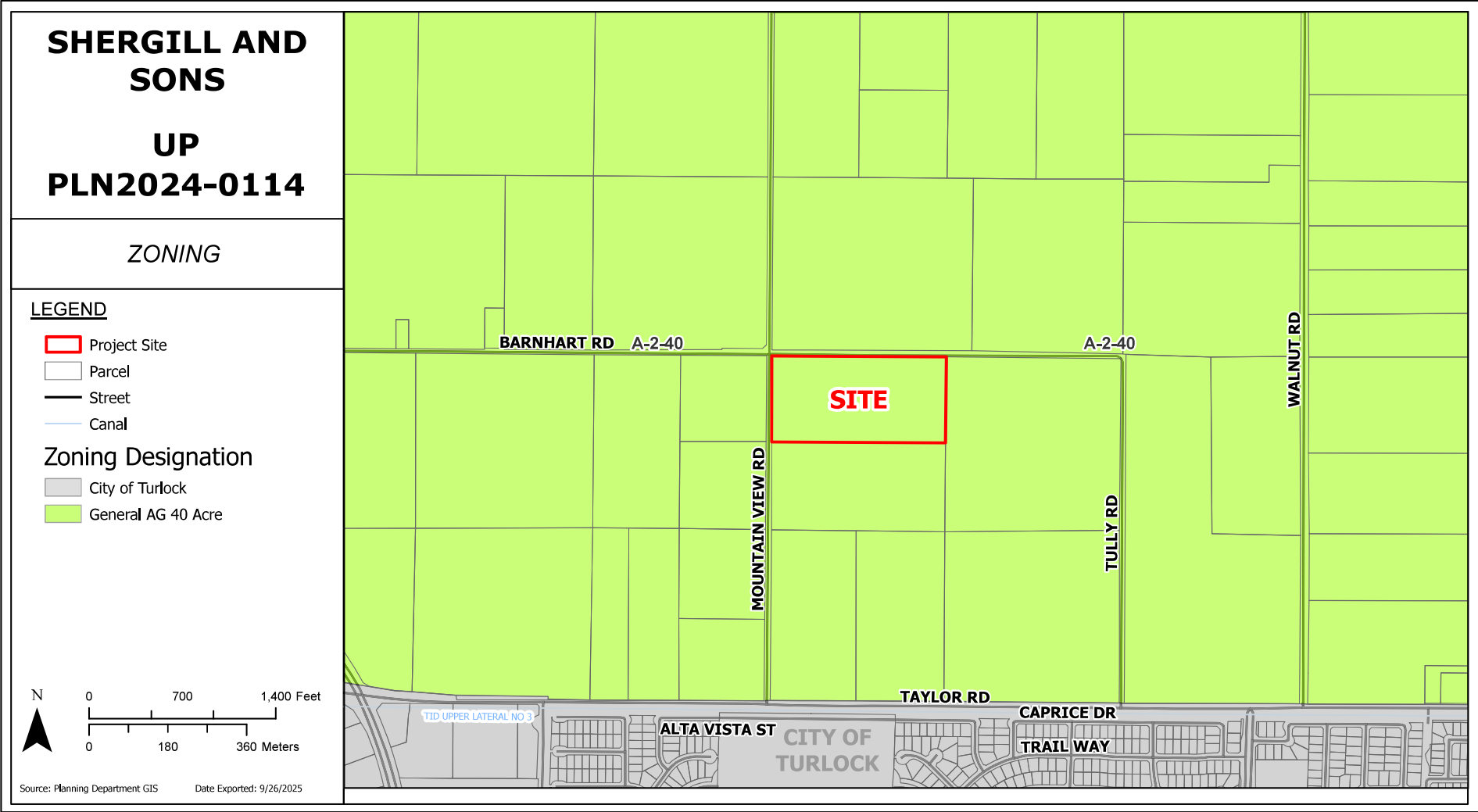
\\ITCDFS-PL\PLANNING\PLANNING\STAFF REPORTS\UP\2024\UP PLN2024-0114 - SHERGILL AND SONS\PLANNING COMMISSION\OCTOBER 2, 2025\STAFF REPORT\STAFF REPORT.DOCX

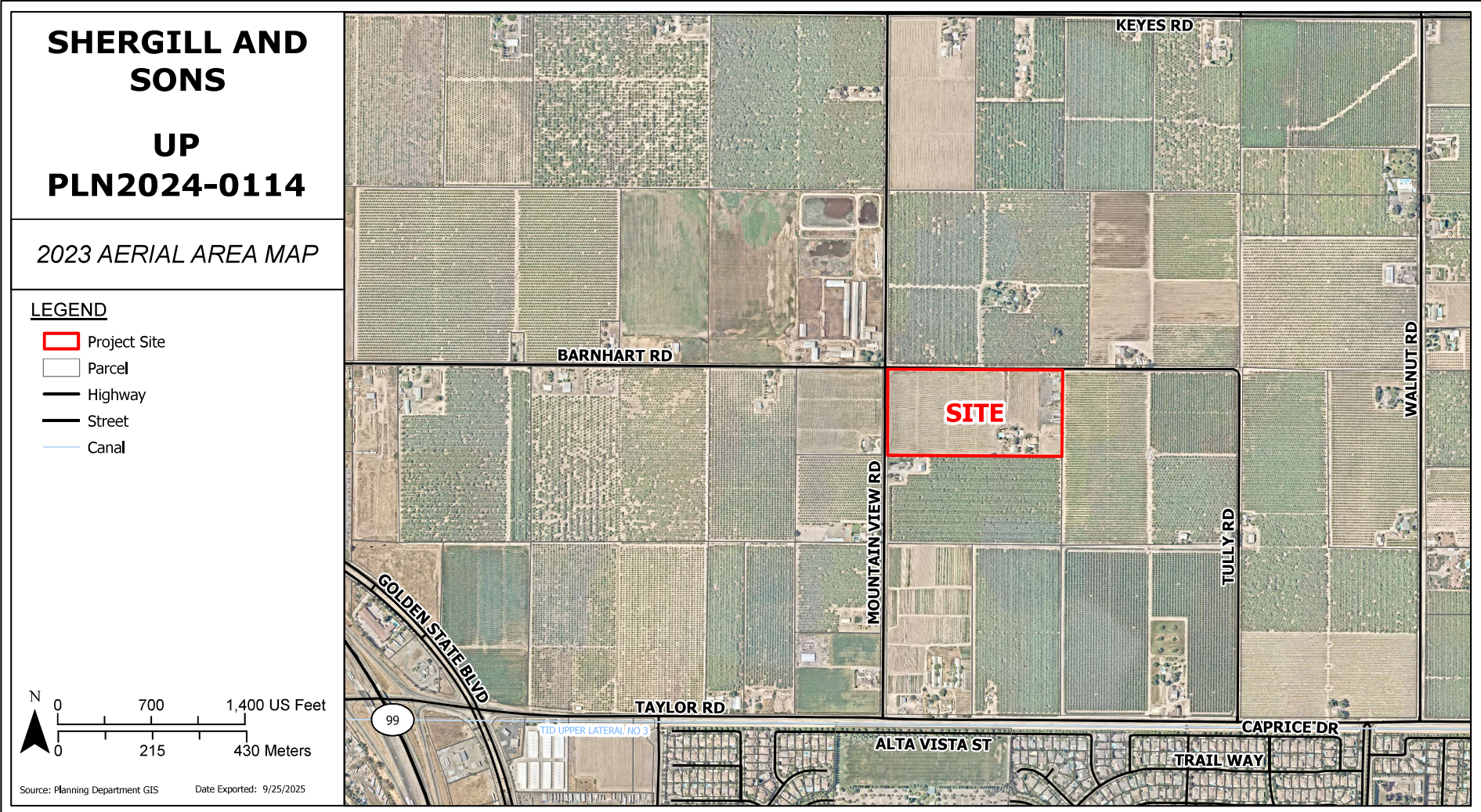
## **Findings and Actions Required for Project Approval**

1. Adopt the Negative Declaration (ND) pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15074(b), by finding that on the basis of the whole record, including the Amended 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 ND reflects Stanislaus County's independent judgment and analysis.
2. Order the filing of a Notice of Determination (NOD) with the Stanislaus County Clerk Recorder's Office pursuant to Public Resources Code Section 21152 and CEQA Guidelines Section 15075.
3. Find that:
  - a. The establishment, maintenance, and operation of the proposed use or building applied for is consistent with the General Plan designation of "Agriculture" 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. All the criteria listed under Stanislaus County Zoning Ordinance Section 21.20.030(G)(3) in effect at the time of approval are met.
4. Approve Use Permit Application No. PLN2024-0114 – Shergill and Sons subject to the attached Conditions of Approval.











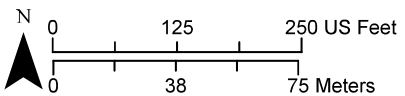
# SHERGILL AND SONS

UP  
PLN2024-0114

2023 AERIAL SITE MAP

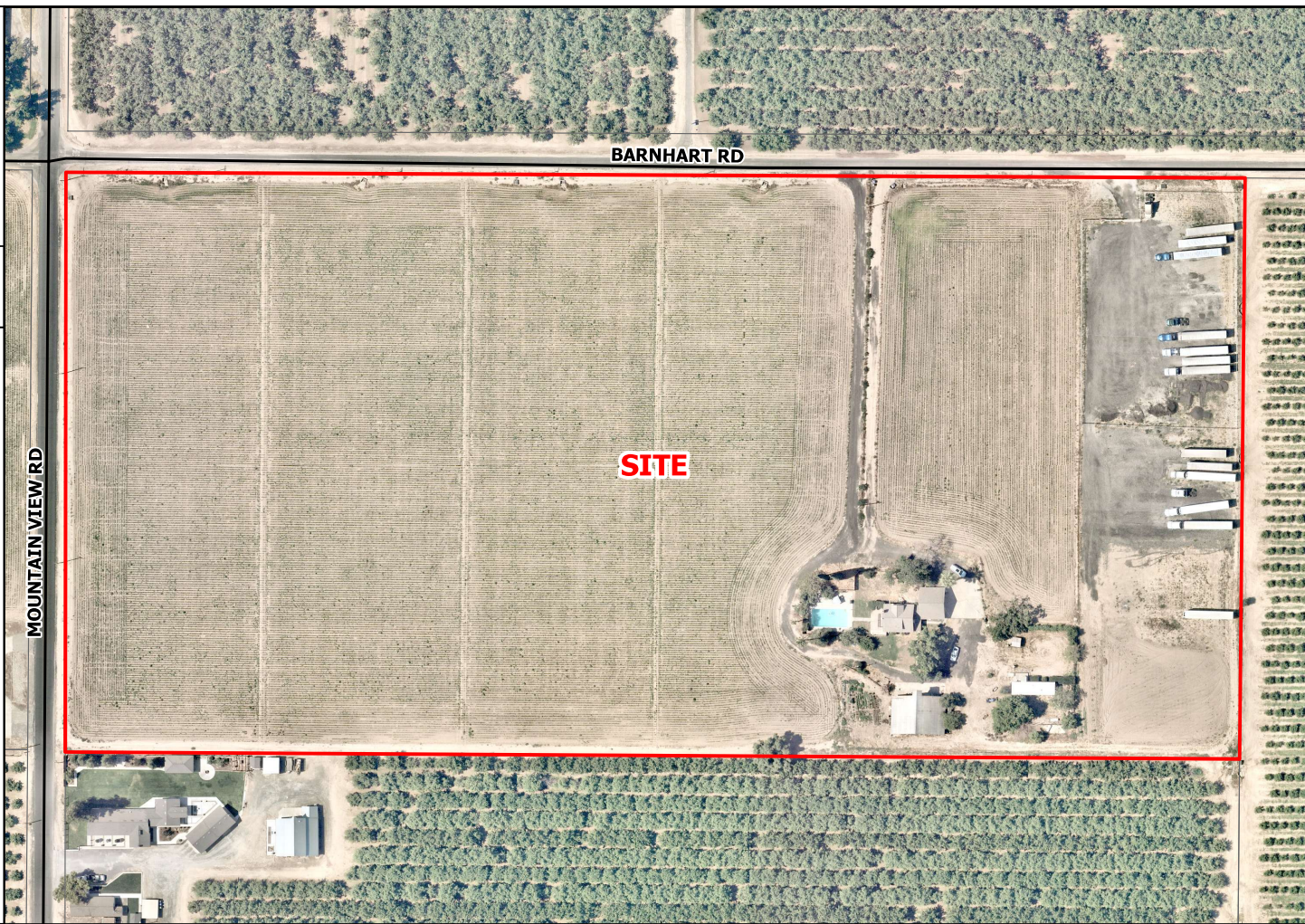
## LEGEND

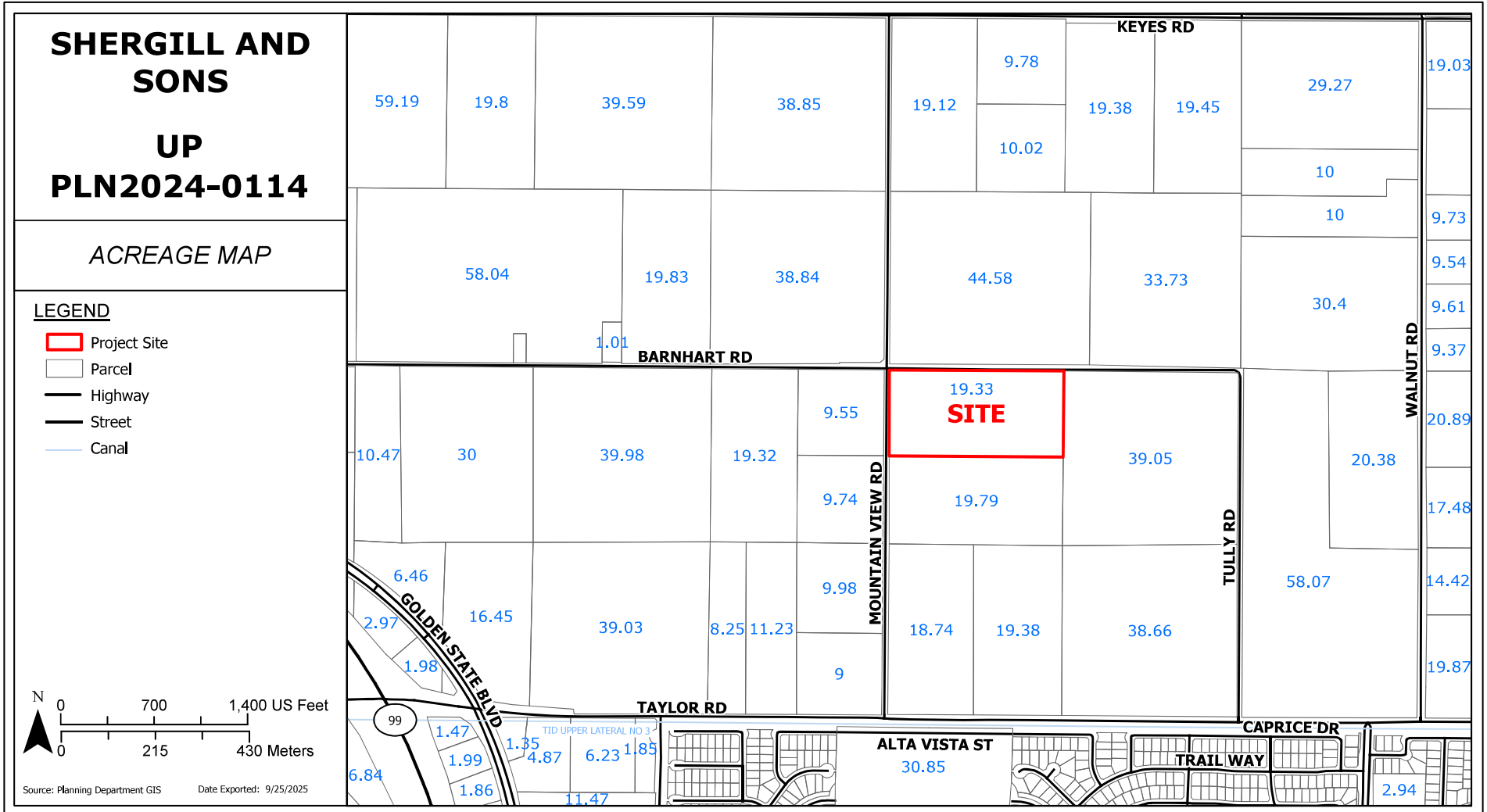
-  Project Site
-  Parcel
-  Street

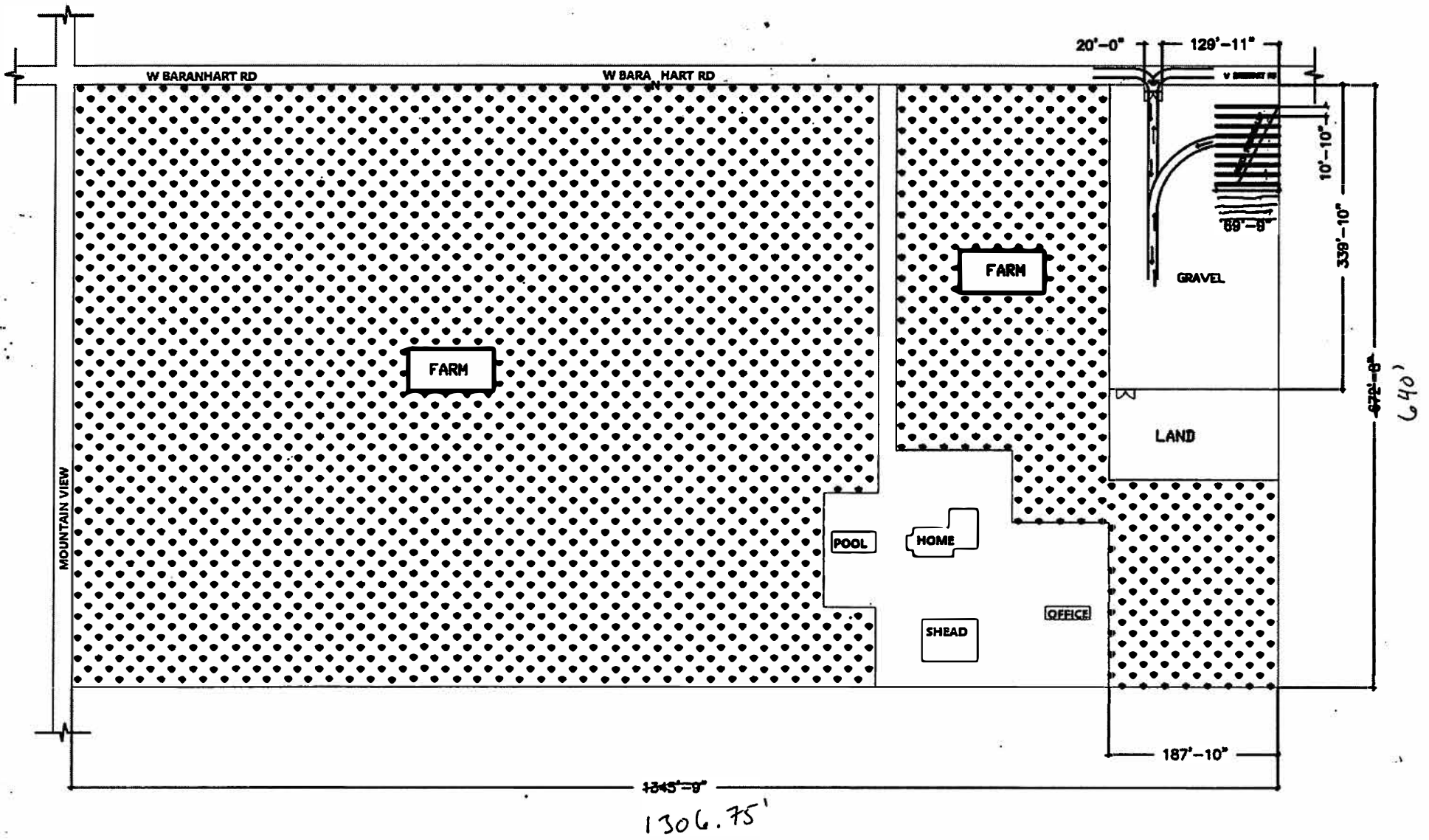


Source: Planning Department GIS

Date Exported: 9/25/2025







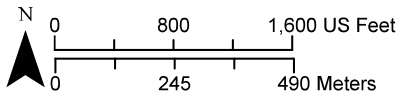
# SHERGILL & SONS

UP  
PLN2024-0114

## Truck Route

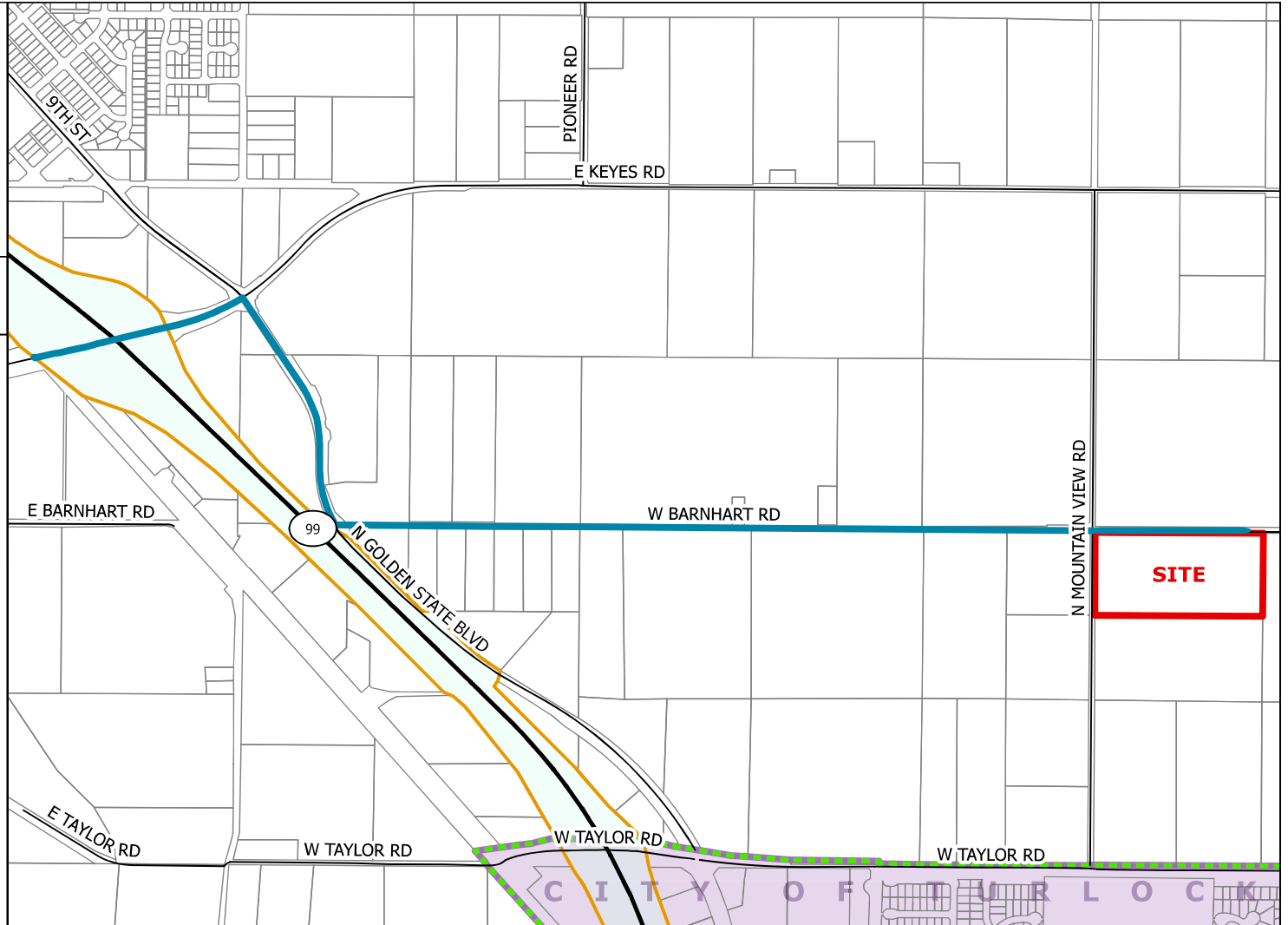
### LEGEND

-  Project Site
-  Highway
-  Highway 99 Boundary
-  Street
-  Shergill & Sons Truck Route
-  Sphere of Influence
-  City Limits



Source: Planning Department GIS

Date Exported: 9/25/2025



# SHERGILL & SONS

UP  
PLN2024-0114

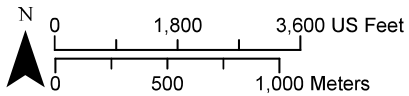
## TRUCK PARKING CONCENTRATIONS

### LEGEND

- Highway 99 Boundary
- Highway
- Street
- Area of Concentration
- Sphere of Influence
- City Limits

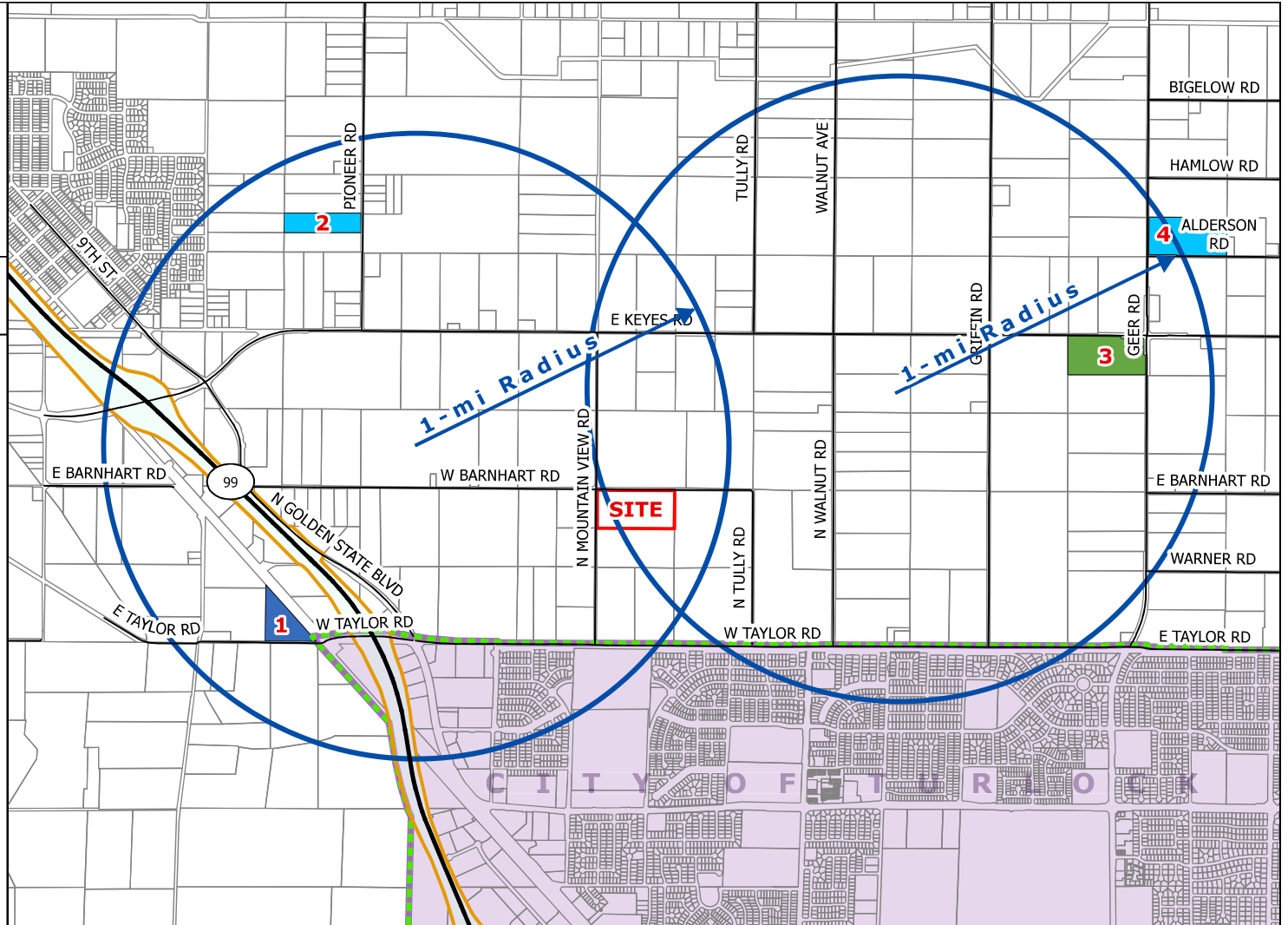
### TRUCK PARKING LOCATIONS

- Project site
- 1 - Pattar Trucking, Approved GPA/REZ
- 2 - LaFollette Trucking, Approved Use Permit Site
- 3 - Prouty Trucking, Legal Non-conforming Site
- 4 - Sun Valley Trucking, Approved Use Permit Site



Source: Planning Department GIS

Date Exported: 9/26/2025



# SHERGILL & SONS

UP  
PLN2024-0114

## TRUCK PARKING CONCENTRATIONS

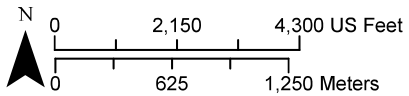
### LEGEND

- Highway
- Street
- Highway 99 Boundary
- Sphere of Influence
- City Limits
- Parcel
- Project Site 1mi Buffer

### TRUCK PARKING LOCATIONS

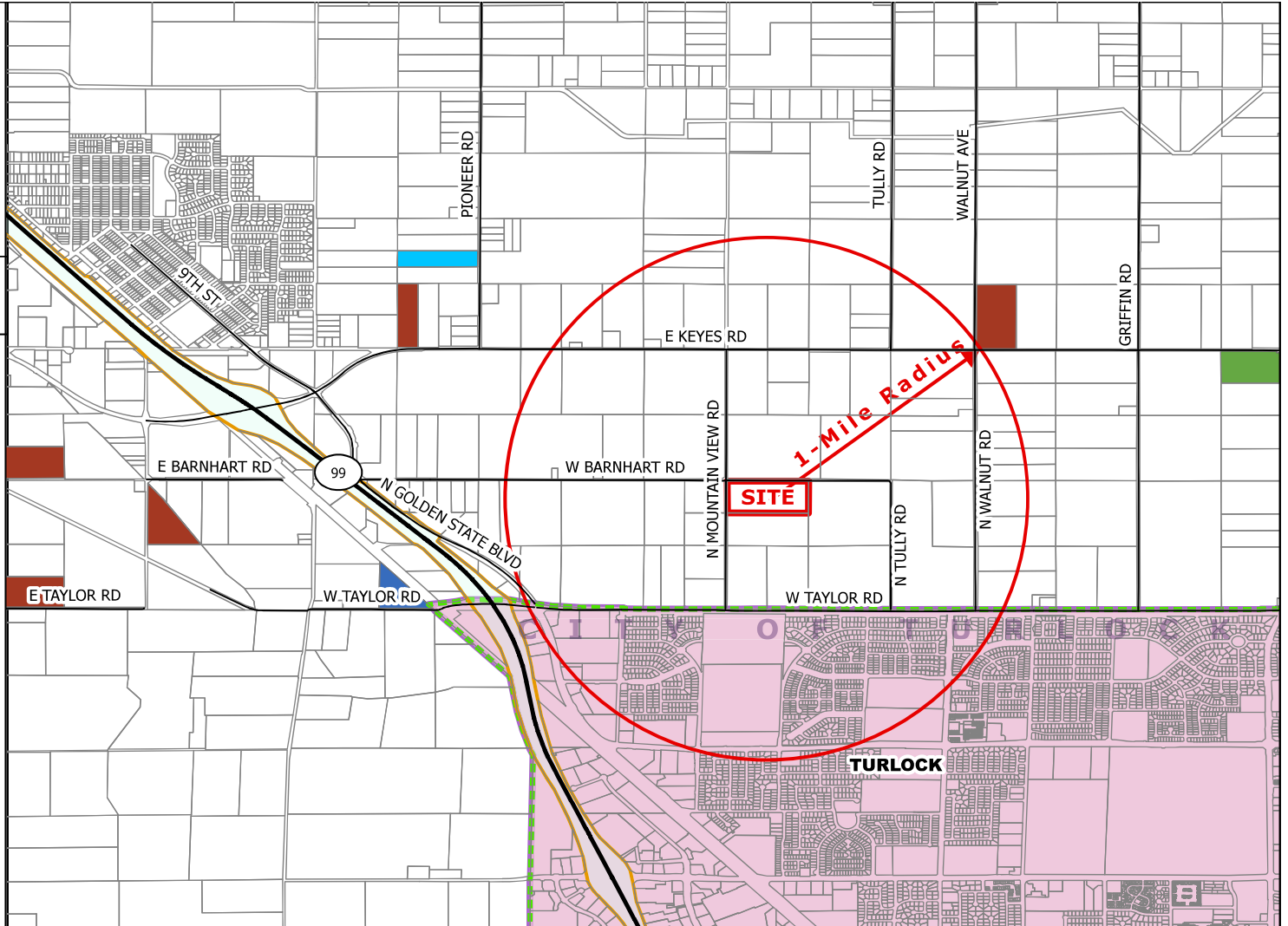
#### Parking Status

- Project site
- Code Enforcement Site
- Approved Use Permit Site
- Approved GPA/REZ
- Legal Non-conforming Site



Source: Planning Department GIS

Date Exported: 9/26/2025



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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. PLN2024-0114 SHERGILL AND SONS**

#### **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. The use shall cease at such a time that any of the criteria listed under Stanislaus County Zoning Ordinance Section 21.20.030(G)(3) in effect at the time of use permit approval is no longer met.
3. Pursuant to Section 711.4 of the California Fish and Game Code, the applicant is required to pay a California Department of Fish and Wildlife 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 **\$3,025.75**, made payable to **Stanislaus County**, for the payment of California Department of Fish and Wildlife and Clerk-Recorder filing fees.  
  
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. 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.
5. 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.
6. Pursuant to the federal and state Endangered Species Acts, prior to construction, the developer shall be responsible for contacting the US Fish and Wildlife Service and California Department of Fish and Game to determine if any special status plant or animal

species are present on the project site, and shall be responsible for obtaining all appropriate permits or authorizations from these agencies, if necessary.

7. 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.
8. 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.
9. A building permit shall be obtained for the existing light pole on-site within three (3) months of project approval and finalized within 12 months of project approval. Prior to issuance of any building permit, a photometric lighting plan shall be submitted for review and approval by the Planning Department. 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). The height of the lighting fixtures should not exceed 20 feet above grade. An extension may be granted at the discretion of the Planning Director or appointed designee provided sufficient justification is submitted illustrating the need for additional time.
10. A building permit shall be obtained for the existing sign on-site within three (3) months of project approval and finalized within 12 months of project approval. A sign plan for all proposed on-site signs indicating the location, height, area of the sign(s), and message must be approved by the Planning Director or appointed designee(s) prior to installation. The informational sign shall be not more than 12 square feet in area nor more than six feet in height. An extension may be granted at the discretion of the Planning Director or appointed designee provided sufficient justification is submitted illustrating the need for additional time.
11. A building permit shall be obtained within three (3) months of project approval and finalized within 12 months of project approval to permit the existing on-site office. An extension may be granted at the discretion of the Planning Director or appointed designee provided sufficient justification is submitted illustrating the need for additional time.
12. Within three (3) months of project approval, minimum six-foot-tall fencing of uniform construction shall be installed around the parking area, which shall be located at least 20 feet from the planned street line and shall be located at least 50 feet from any dwelling on an adjoining parcel. Screen landscaping a minimum of 15 feet tall at maturity shall be installed on the exterior of the parking area along the road frontage, set back 15 feet from the planned street line. The ultimate location of the parking area may need to be pushed further into the project site than the existing fence line to ensure the parking area and

screen landscaping meets designated setbacks from the planned street line for West Barnhart Road. Minor modifications to the approved fencing may be made by the Planning Director. Fencing shall be maintained in good condition and free of debris. An extension may be granted at the discretion of the Planning Director or appointed designee provided sufficient justification is submitted illustrating the need for additional time.

13. All parking stalls shall be clearly demarcated by approved markers. No vehicles associated with the use of the truck parking facility shall be parked in any location outside of the marked stalls, including in areas of the approved parking area used as a drive aisle or for maneuvering.
14. No vehicles exceeding the legal limits in, but not limited to, length, weight, width, or height of the California Vehicle Code (pursuant to California Vehicle Code Division 15 Sections 35000-35796) or Stanislaus County Code shall be permitted to travel to and from the project site without the required approvals from all affected agencies. Prior to the parking of Surface Transportation Assistance Act (STAA) rated trucks (trucks exceeding California legal limits for height, length, width, weight, and overhang) on-site, applicant shall obtain approval from applicable state, county, or city jurisdictions for the proposed route to be used to access the National Network. Applicant shall complete any improvements needed for the approved route to meet STAA requirements before any permitted truck parking occurs.
15. Refrigerated trailers shall not be powered while stored or parked on-site.
16. All tractors, truck/trailers, truck/tankers and trailers parking on-site shall be in full operable condition and no stockpiling of tires or truck parts, indoor or outdoor, shall occur on-site.
17. On-site restrooms accessible to drivers and employees shall be maintained on-site. Portable restrooms may be allowed unless fixed permanent restrooms are required by the California Plumbing Code.

#### **Department of Public Works**

18. No parking, loading, or unloading of vehicles shall be permitted within the County road right-of-way.
19. The applicant shall obtain an encroachment permit for driveway approaches to the project site and any other work done within the County right-of-way.
20. The developer will be required to install or pay for the installation of any signs and/or markings, if warranted.
21. Trucks entering and leaving the project site shall be limited to travelling along the route designated in Exhibit B-7 of the October 2, 2025 Planning Commission Staff Report, including West Barnhart Road, North Golden State Boulevard, East Keyes Road. Any revisions to the truck route shall be subject to a Staff Approval Permit (with referral to Stanislaus County Public Works and Caltrans).

22. The storage depth outside of any gate shall be adequate for trucks coming off the road. The entry vehicles shall not block any travel lane or shoulder. If the storage depth is inadequate, it may require that the fence be moved further into the property.
23. Prior to the issuance of any building or grading permit, an irrevocable offer of dedication (IOD) is required. Stanislaus County Public Works reserves the right to accept the IOD in the future. In the event of acceptance of the IOD, the removal of any improvements or modifications within the ultimate right-of-way shall be the responsibility of the current property owner.
  - a. Barnhart Road is classified as a 60-foot Local Road. The required  $\frac{1}{2}$  width of River Barnhart Road is 30 feet west of the centerline of the roadway. The existing right-of-way is 20 feet south of the centerline. The remaining 10 feet south of the centerline shall be dedicated as an IOD.
24. The parking area shall be upgraded to meet County Standards and Specifications. A grading permit shall be obtained within three (3) months of project approval and finalized within 12 months of project approval. No grading shall be performed without first obtaining a Grading Permit. An application for a Grading Permit shall be submitted to the Building Permits Division. A grading, drainage and erosion/sediment control plan for the project site shall be submitted. An extension may be granted at the discretion of the Public Works Director or appointed designee provided sufficient justification is submitted illustrating the need for additional time. The grading and drainage plan shall include the following information:
  - a. The plan shall contain drainage calculations and enough information to verify that runoff from the project will not flow onto adjacent properties and Stanislaus County road right-of-way. Public Works will review and approve the drainage calculations.
  - b. For projects greater than one acre in size, 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 Discharge Identification Number (WDID) and a copy of the Notice of Intent (NOI) and the project's Storm Water Pollution Prevention Plan (SWPPP) shall be provided prior to the approval of any grading, if applicable.
  - c. The applicant of the grading permit shall pay the current Stanislaus County Public Works weighted labor rate for review of the grading plan.
  - d. The applicant of the grading 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.
  - e. A calculation of the total acreage of the parking area to be graveled, which shall be limited to 1.5 acres maximum in size.

**Department of Environmental Resources (DER) - Environmental Health Division**

25. Prior to issuance of any future grading or building permit, the applicant shall submit a site plan that includes the location, layout and design of all-existing and proposed on-site wastewater treatment systems (OWTS), the Future 100% Expansion (Replacement) Areas, and water wells. Any new building requiring an on-site wastewater treatment system, shall be designed according to type and/or maximum occupancy of the proposed structure to the estimated waste/sewage design flow rate.
26. Prior to issuance of a grading, encroachment, or building permit or licenses to conduct business identified in this application, the property owner shall certify to the DER that the property use does not or will not constitute a public water system or submit an application for water supply permit and associated technical report to the State Water Boards.
27. Prior to the issuance of any new building permit, the applicant shall submit to the DER evidence that the existing on-site wastewater treatment system meets minimum sizing standards and setback requirements, as required by the County's Local Agency Management Program (LAMP), and conditions and guidelines, as established by Measure X, regarding Primary and Secondary wastewater treatment.
28. All applicable County LAMP standards and required setbacks are to be met.
29. The applicant shall demonstrate and secure any necessary permits for the destruction/relocation of all OWTS and/or water wells impacted or proposed by this project, under the direction of the DER.

**Department of Environmental Resources (DER) - Hazardous Materials Division**

30. The applicant shall contact the DER Hazardous Materials Division regarding regulatory requirements for hazardous materials and/or wastes. No oil changes nor truck maintenance shall occur on-site until the applicant has contacted DER to secure the proper permits and approvals to conduct this use.

**Turlock Irrigation District (TID)**

31. An irrigation pipeline belonging to Improvement District 59B, is located along the north and east sides of the project. The previously installed fence is within the standard 25 foot pipeline easement. The developer will be required to obtain an encroachment permit from TID for the fence encroachment into the pipeline easement.
32. TID shall review and approve all maps and plans of the project. Any improvements to this property which impact irrigation facilities shall be subject to TID's approval and meet all TID standards and specifications. If it is determined that irrigation facilities will be impacted, the applicant will need to provide irrigation improvement plans and enter into an Irrigation Improvements Agreement for the required irrigation facility modifications. There is a TID Board approved time and material fee associated with this review.

**San Joaquin Valley Air Pollution Control District (SJVAPCD)**

33. The proposed project may be subject to SJVAPCD Rules and Regulations in place at the time of operation. Prior to issuance of a grading, encroachment, or building permit, the applicant shall contact the SJVAPCD's Small Business Assistance Office to determine if any SJVAPCD permits are required, including but not limited to an Authority to Construct (ATC).
34. There shall be no idling of the primary diesel engine of truck-tractors parked on-site longer than five minutes at any time.

\*\*\*\*\*

*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 will be in bold font and deleted wording will be in strikethrough.*

## Marcus Ruddicks

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**From:** Christine Gemperle [REDACTED]  
**Sent:** Wednesday, November 27, 2024 5:41 PM  
**To:** Planning  
**Subject:** Re: Stanislaus County CEQA Early Consultation Referral - PLN2024-0114 – Shergill and Sons - Please Respond by December 17, 2024

\*\*\* **WARNING:** This message originated from outside of **Stanislaus County**. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe \*\*\*

From a look at all the early consultation list, the number of trucking operations moving on to ag land is out of hand. The density of trucking operations is equivalent to that of an area zoned industrial. Water run off over compacted soils with fuels and oils is likely to impact water quality and everyone in the country is on wells. As farmers we have to test all house wells because of SGMA. Do these operations have to do the same and if so how would you know they are turning in a legitimate water sample? The thing is most of them are already operating businesses on the land without permission. Is this all you have to do to get what you want? Just move in, set up shop and then you can't be denied rezoning. It seems that way. The county needs to figure out a way to curb this insidious spreading. These are generally not clean operations. I have seen them. A lot of them look like toxic dumping sites and their business practices are questionable if not largely illegal. In my neighborhood they are certainly not respectful of their neighbors and they do not abide by the laws. Don't be fooled that any of the ones that say they are farming actually are. That is a joke. The "farming" is just a cover.

Christine

On Wed, Nov 27, 2024 at 2:16 PM Planning <[planning@stancounty.com](mailto:planning@stancounty.com)> wrote:

Good afternoon,

The CEQA Early Consultation Referral for **Use Permit Application No. PLN2024-0114 – Shergill and Sons** is now available for your review and comments.

To view the item, please visit the Stanislaus County Planning and Community Development Department Active Projects web page (<https://www.stancounty.com/planning/pl/act-projects.shtm>).

Please note that responses are due by **December 17, 2024**.

Thank you,

*“Due to high volume, appointments are strongly recommended and will be given priority over walk-ins. For information on how to schedule an appointment please go to <http://www.stancounty.com/planning/contacts.shtm>”*



Krystal Hernandez

Administrative Clerk II

Stanislaus County

Planning Division

[209] 525-7673

[hernandezk@stancounty.com](mailto:hernandezk@stancounty.com)

Date: December 13, 2024

To: Project Planner, Marcus Ruddicks  
Stanislaus County

From: Randy & Edythe Watts



Dear Mr. Ruddicks,

I am writing in regard to the requests to allow trucking businesses to conduct their businesses on land zoned for agriculture. These businesses are as follows:

Juan M. Torres Trucking, Inc., Application No. PLN2022-0148 at 6130 E. Service Rd.

Shergill & Sons, Application No. PLN2024-0114, 2500 W. Barnhart Rd.

Pattar, Application No. PLN2021-0052, 4325 W. Taylor Rd.

Atwal Properties, Application No. PLN2024-0016, 1018 Welty Rd.

I strongly urge you to deny these requests. We on Golf Road have had these trucking lots on our road for over 15 years and we have strongly contested them. The county has fined them, cited them, put liens against their property, and brought them to the Nuisance Abatement Board where they were told to cease and desist. They continued to grow and expand and destroy our farm land. They also cause major traffic problems and they have destroyed our road, which is to be residential and ag traffic only, not big rig traffic. They have polluted the ground with their road base and chemicals related to the trucks. They have shown absolutely no regard for our laws.

Our valley used to be the richest in the world. Now it is being paved over acre by acre. The trucks can park on industrial land that is zoned for them. We can not farm on industrial land. On industrial land, they will pay the commercial and industrial rates that, at least to some degree, cover the cost of the damage they do.

Please protect our dwindling farm land and vote to protect the land use of agriculturally zoned land.

Thank you for your attention to our serious concerns.

Sincerely,

Randy & Edythe Watts



**DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT**

1010 10<sup>TH</sup> Street, Suite 3400, Modesto, CA 95354  
Planning Phone: (209) 525-6330 Fax: (209) 525-5911  
Building Phone: (209) 525-6557 Fax: (209) 525-7759

## AMENDED CEQA INITIAL STUDY

(New text is in bold font and deleted text is in strikethrough)

Adapted from CEQA Guidelines APPENDIX G Environmental Checklist Form, Final Text, January 1, 2020

1. **Project title:** Use Permit Application No. PLN2024-0114-Shergill and Sons
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:** Marcus Ruddicks, Assistant Planner  
(209) 525-6330
4. **Project location:** 2500 West Barnhart Road, between Mountain View Road and Walnut Road, in the Turlock area (APN: 045-055-003)
5. **Project sponsor's name and address:** Surinderjit Shergill  
2500 W Barnhart Road Turlock, CA 95382
6. **General Plan designation:** Agriculture
7. **Zoning:** General Agriculture (A-2-40)

8. **Description of project:**

Request to legalize a truck parking facility for up to 12 tractor-trailer combinations, currently operating on a 19.2± acre parcel, in the General Agriculture (A-2-40) zoning district. The proposed truck parking facility will take place within a 1.47-acre graveled area with 12 parking stalls for 12 tractors and 24 trailers. Five of the tractor-trailer combinations proposed to be parked on-site are owned by the property owner, who also lives on the property. The applicant proposes to utilize a 900 square-foot modular office outside of the parking area on-site as part of the parking facility for dispatch and administration activities associated with the business. A restroom is also provided for the employees inside the office. The trucks will transport non-hazardous dry goods and produce. The proposed hours of operation for the on-site office are from 8:00 a.m. to 5:00 p.m., seven days a week. Drivers will be able to access the site 24 hours a day, seven days a week. 13 employees, consisting of one on-site administrative staff and up to 12 drivers, will report to the site on a maximum shift, with an expected 24 passenger vehicle trips one-way per-day (inbound and outbound trips for 12 drivers reporting to the site) and 24 one-way truck trips per-day (inbound and outbound trips for 12 trucks). Access is proposed to be taken off County-maintained West Barnhart Road via a 20-foot-wide gravel driveway. The parking area is enclosed with a seven-foot-tall chain-link fence with barbed wire and a wrought iron gate. Minor maintenance limited to tire changes, lights, windshield wiper replacements, and checking fluids will be conducted on-site. The parcel is currently developed with a 2,100± square-foot single-family dwelling and an approximately 2,500± square-foot barn that will not be used as part of the parking facility. The parcel is served by an existing well and septic system. Stormwater drainage will be handled via overland runoff. This application was submitted to correct Code Enforcement Case No. 22-0563, which opened on October 13, 2022.

9. **Surrounding land uses and setting:** Irrigated orchards and scattered single-family dwellings in all directions; a dairy to the northwest; State Route 99 and the Community of Keyes to the west; and City of Turlock to the south.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** Caltrans  
Stanislaus County Department of Public Works  
Stanislaus County Department of Environmental Resources

11. Attachments:

None

**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.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources        | <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Energy                             |
| <input type="checkbox"/> Geology / Soils             | <input type="checkbox"/> Greenhouse Gas Emissions         | <input type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Hydrology / Water Quality   | <input type="checkbox"/> Land Use / Planning              | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                       | <input type="checkbox"/> Population / Housing             | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                  | <input type="checkbox"/> Transportation                   | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire                         | <input type="checkbox"/> 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.

Signature on File

Prepared by Marcus Ruddicks, Assistant Planner

August 1, 2025 (Amended September 19, 2025)

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, then 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 – Except as provided in Public Resources Code Section 21099, could 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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			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 parcel is currently developed with a 2,100± square-foot single-family dwelling, 900± square-foot modular office and an approximately 2,500± square-foot barn. The proposed truck parking facility will take place within a 1.47± acre graveled area of a 19.2± acre parcel and will be enclosed with a seven-foot-tall chain-link fence with barbed wire and a wrought iron gate. The site has an existing 20± square-foot wood informational sign and an approximately 20-foot-tall freestanding light pole within the parking area. Conditions of approval will be added requiring solid fencing around the parking area, which will require either slats to be inserted or an alternative solid type of fencing installed, and a 15-foot-wide strip of landscaping to screen the parking area from view of the road. As part of the permitting for the project, a photometric lighting plan will be required to be submitted to ensure the lighting does not result in skyglow, or light trespass onto adjoining properties. A plot plan and elevation of the sign plan will be required to be submitted to ensure the sign meets applicable development standards for the General Agriculture (A-2) zoning district, including the sign being not more than 12 square feet in area nor more than six feet in height. No other exterior lighting or signage is proposed. The remainder of the parcel is planted in row crops.

The only scenic designation in the County is along Interstate 5, which is not near the project site. The site itself is not considered to be a scenic resource or unique scenic vista. Irrigated orchards and scattered single-family dwellings are located in all directions. A dairy is located to the northwest. State Route 99 and the Community of Keyes are located to the west, and the City of Turlock is located to the south. Structures within the surrounding area consist primarily of metal agricultural buildings, and residential and accessory structures with stucco, metal, and wood facades. No adverse impacts to the existing visual character of the site or its surroundings are anticipated.

**Mitigation:** None.

**References:** Application information; Stanislaus County Zoning Ordinance; 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 entirety of the project site is classified as "Prime Farmland" by the California Department of Conservation's Farmland Mapping and Monitoring Program. The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that approximately 73.2 percent of the project site is comprised of Dinuba sandy loam, 0 to 1 percent slopes (DrA), which has a California Revised Storie Index Rating of 86. The California Revised Storie Index is a rating system based on soil properties that dictate the potential for soils to be used for irrigated agricultural production in California. The 86 Index rating equates to Grade 1 soils which are considered to be excellent soil to be used for irrigated agriculture. The remaining 26.8 percent of the project site is comprised of Hanford sandy loam, 0 to 3 percent slopes (HdA), which has a California Revised Storie Index Rating of 93. The 93 Index rating also equates to Grade 1 soils.

Stanislaus County considers land that meets at least one of the following requirements to be prime farmland under the Uniform Rules: parcels comprised of Class 1 or Class 2 soils; parcels comprised of Grade 1 or Grade 2 soils; irrigated pastureland which supports livestock used for the production of food and fiber; and land used for unprocessed agricultural plant production with an annual gross value of not less than eight hundred dollars per-acre. Although the project site does meet the definition of prime farmland under the County's Uniform Rules, the site is not enrolled under the Williamson Act.

The project site is located in one of the most productive agricultural areas of the County. The project site is comprised of grade 1 soils with Storie index ratings of 93 and 90 which are considered to be prime farmland. Aside from the 1.47± acre parking area and the portions of the site developed with residential and accessory agricultural structures, the site is planted in row crops and will continue to be farmed. Based on this information, the project site will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use and will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. Additionally, the 1.47± acre parking area is proposed to have a graveled parking surface, which would not preclude the site from future agricultural production.

The surrounding area is comprised of irrigated orchards and scattered single-family dwellings in all directions, a dairy to the northwest, State Route 99 and the Community of Keyes to the west, and the City of Turlock to the south.

The project site has a General Plan designation of Agriculture and Zoning Destination of General Agriculture (A-2-40). As allowed under Section 21.020.030G, the A-2 zoning district permits the parking of up to 12 tractor trucks on a parcel when specific criteria is met, including that the parking area does not exceed 1.5± acres or 50% of the total parcel, and when the Planning Commission finds that the use will not be substantially detrimental to or in conflict with agricultural use of other property and will not create a concentration of commercial and industrial uses in the vicinity.

The project site itself is not enrolled in a Williamson Act Contract; however, the nearest parcels enrolled in a Williamson Act Contract is a 44.88± acre farmed parcel located approximately 50± feet to the north across West Barnhart Road. Non-contracted production agriculture exists in all directions of the project site.

Buffer and Setback Guidelines are applicable to new or expanding uses approved in or adjacent to the General Agriculture (A-2-40) zoning district and are required to be designed to physically avoid conflicts between agricultural and nonagricultural uses. General Plan Amendment No. 2011-01 – Revised Agricultural Buffers was approved by the Board of Supervisors on December 20, 2011, to modify County requirements for buffers on agricultural projects. Facilities that may be located within a required agricultural buffer include parking lots. Based on the requested use consisting of a tractor-trailer parking facility, the project is not subject to agricultural buffers. A maximum of 12 drivers will access the site per-day, and the facility will have no customer visits per-day. Up to 24 truck trips (inbound and outbound trips for 12 trucks) and 24 passenger vehicle trips (inbound and outbound trips for 12 drivers accessing the site) per-day are expected. Proposed hours of operation are Monday through Sunday from 8:00 a.m. to 5:00 p.m. The project was referred to the Stanislaus County Agricultural Commissioner, and no comments have been received to date.

The project site is currently served by the Turlock Irrigation District (TID) for irrigation water. The project was referred to TID. TID responded to the project requiring that the developer obtain an encroachment permit from the District because the existing fence is within one of the District's 25' pipeline easement, which runs along the north and east sides of the property. Additionally, the District shall review and approve all maps and plans of the project. Any improvements to this property which impact irrigation facilities shall be subject to the District's approval and meet all District standards and specifications. If it is determined that irrigation facilities will be impacted, the applicant will need to provide irrigation improvement plans and enter into an Irrigation Improvements Agreement for the required irrigation facility modifications. Conditions of approval will be added to the project to reflect these requirements.

Based on this information, staff believes that the proposed project will not conflict with any agriculturally zoned land or Williamson Act Contracted land, nor will the project result in the conversion of unique farmland, farmland of statewide importance. No forest lands or timberland exist in Stanislaus County. Therefore, this project will have no impact to forest land or timberland.

**Mitigation:** None.

**References:** Application Information; Natural Resources Conservation Service Soil Survey; Referral response from the Turlock Irrigation District, dated December 16, 2024; Stanislaus Soil Survey (1957); California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2018; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district 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) 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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those odors adversely affecting a substantial number of people?			X	

**Discussion:** 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 (StanCOG), the SJVAPCD is responsible for formulating and implementing air pollution control strategies. The SJVAPCD's most recent air quality plans are the 2007 PM<sub>10</sub> (respirable particulate matter) Maintenance Plan, the 2008 PM<sub>2.5</sub> (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. The facility will have 12 drivers reporting to the site. Up to 24 passenger vehicle trips and 24 truck trips per-day are expected. Proposed hours of operation are Monday through Sunday, from 8:00 a.m. to 5:00 p.m.

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 after construction. Implementation of the proposed project would fall below the SJVAPCD significance thresholds for both short-term construction and long-term operational emissions, as discussed below. Because construction and 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 project was referred to the SJVAPCD, and no response has been received to date.

Further, the SJVAPCD has published Guidance for Assessing and Mitigation Air Quality Impacts (GAMAQI) which has a Small Project Analysis Level (SPAL) screening tool. The SPAL establishes specific thresholds based on land use category with projects using various metrics corresponding to that land use type, including trips per-day, development size, number of students or dwelling units. Projects which fall under the respective threshold are presumed to have less than significant impact on air quality due to criteria pollutant emissions and are therefore excluded from quantifying criteria pollutants for CEQA purposes. For the general light industrial land use category, which is the closest category under which truck parking facilities would fall, 280,000 square feet in size and generating 550 one-way vehicle trips or less, or 70 one-way heavy-truck trips or less, would meet the screening the criteria. In this case, the project does not propose to utilize any structures; however, the project will utilize a 1.47± acre outdoor area for truck parking and a maximum of 24 heavy-truck trips per-day (total inbound and outbound), and a total of 24 passenger vehicle trips per-day (anticipated inbound and outbound trips by employees), for a total of 48 trips per-day, which are below the SJVAPCD thresholds of significance under SPAL.

As required by CEQA Guidelines Section 15064.3, potential impacts regarding Air Quality should be evaluated using Vehicle Miles Traveled (VMT). Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are

treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. The CEQA Guidelines identify vehicle miles traveled (VMT), which is the amount and distance of automobile travel attributable to a project, as the most appropriate measure of transportation impacts. According to the same technical advisory from OPR, projects that generate or attract fewer than 110 trips per-day generally may be assumed to cause a less-than significant transportation impact. While heavy trucks are not considered in the definition of automobiles for which VMT is calculated for, heavy-duty truck VMT could be included for modeling convenience. The proposed project will not exceed the screening criteria for VMT analysis with a total of 24 passenger vehicle trips one-way per-day (inbound and outbound trips for 12 drivers accessing the site) and 24 one-way truck trips per-day (inbound and outbound trips for 12 trucks). As this is below the District's threshold of significance for vehicle and heavy truck trips, no significant impacts from vehicle and truck trips to air quality are anticipated.

No construction is proposed; however, should future construction occur as a result of this project, construction activities associated with new development can temporarily increase localized PM10, PM2.5, volatile organic compound (VOC), nitrogen oxides (NOX), sulfur oxides (SOX), and carbon monoxide (CO) concentrations a project's vicinity. The primary source of construction-related CO, SOX, VOC, and NOX emission is gasoline and diesel-powered, heavy-duty mobile construction equipment. Primary sources of PM10 and PM2.5 emissions are generally clearing and demolition activities, grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed surfaces. Future construction activities associated with the proposed project may require use of heavy-duty construction equipment. However, all construction activities would occur in compliance with all SJVAPCD regulations; therefore, construction emissions would be less than significant without mitigation.

The closest sensitive receptor is a single-family dwelling approximately 550 feet away, located across West Barnhart Road to the northeast (APN 045-054-009). Project activities on-site are not expected to impact this receptor. Additionally, odors are not expected to impact off-site receptors, as no construction is proposed and use of the project site under this request will be for parking of tractor-trailer combinations. **Trucks associated with the business will haul nonhazardous dry goods and produce and will primarily engage in interstate hauling using State Route 99. The applicant has stated that trucks leaving the site travel west via West Barnhart Road to North Golden State Boulevard, north via North Golden State Boulevard to East Keyes Road, and then west via East Keyes Road to the State Route 99 onramp. Trucks returning to the site travel the opposite direction via the same roadways. This route, which is approximately 1.84 miles long, is the most direct route from the project site to State Route 99 while avoiding roadways that do not permit heavy truck traffic such as East Taylor Road. Sensitive receptors along this route include 17 single-family dwellings and a mobile home park on West Barnhart Road, which are not expected to be significantly impacted by trucks coming and going from the project site. The proposed project will generate less than fewer than 110 trips per-day, which is below the SJVAPCD's threshold of significance for vehicle and heavy truck trips. Further, a previous Health Risk Assessment for a project in the vicinity of the project site (Rezone Application No. PLN2018-0057- Kamir Incorporated, located at 4952, 4960, 4964, 4972, and 4982 North Golden State Boulevard) found air quality and greenhouse gas impacts to be less than significant. The Nunes Road Travel Plaza site is located approximately 1.48 miles away from the Shergill and Sons site at the northwestern corner of the East Keyes Road and North Golden State Boulevard intersection.**

As the project must comply with District regulations, the project's emissions would be less than significant for all criteria pollutants, would not be inconsistent with any applicable air quality attainment plans, and would result in less than significant impacts to air quality.

**Mitigation:** None.

**References:** San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; [www.valleyair.org](http://www.valleyair.org); San Joaquin Valley Air Pollution Control District's Small Project Analysis Level (SPAL) Guidance dated November 13, 2020; Governor's Office of Planning and Research Technical Advisory, December 2018; **Response to comments dated November 16, 2018 Kamir Inc. Travel Plaza, Keyes, CA, prepared February 2, 2020;** Stanislaus County General Plan and Support Documentation<sup>1</sup>.

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 state or federally protected wetlands (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:** It does not appear this project will result in impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors. There is no known sensitive or protected species or natural community located on the site. The project is located within the Denair and Ceres Quads of the California Natural Diversity Database.

Based on results from the California Natural Diversity Database (CNDDDB), there are six animal species (excluding fish and mollusk species for which there is no feasible or potential habitat on the project site due to the lack of hydrological features) which are state or federally listed, threatened, or identified as species of special concern or a candidate of special concern within the Ceres California Natural Diversity Database Quad. These species include Swainson's hawk, tricolored blackbird, burrowing owl, Crotch's bumble bee, valley elderberry longhorn beetle, and Townsend's big-eared bat. There are nine animal species (excluding fish and mollusk species for which there is no feasible or potential habitat on the project site due to the lack of hydrological features) which are state or federally listed, threatened, or identified as species of special concern or a candidate of special concern within the Denair California Natural Diversity Database Quad. These species include Swainson's hawk, greater sandhill crane, burrowing owl, Crotch's bumble bee, valley elderberry longhorn beetle, American badger, Northern California legless lizard, and northwestern pond turtle.

Swainson's hawk, heartscale, and subtle orache have been spotted within a 1.55-mile radius of the site, but all three species are presumed extant in the area since 2007 per the database. However, the entire project site is already disturbed and improved with a single-family dwelling, barn, and modular office, and no rivers, creeks, ponds, or open canals exist on the project site. No construction is proposed as part of the project, and the project shall have no effect on Biological Resources.

The project will not conflict with a Habitat Conservation Plan, a Natural Community Conservation Plan, or other locally approved conservation plans. Impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors are considered to be less than significant.

An early consultation was referred to the California Department of Fish and Wildlife, and no response has been received to date. The project will not conflict with a Habitat Conservation Plan, a Natural Community Conservation Plan, or other locally approved conservation plans. Impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors are considered to be less than significant.

**Mitigation:** None.

**References:** California Department of Fish and Wildlife's Natural Diversity Database Quad Species List; California Natural Diversity Database, Planning and Community Development GIS, accessed July 8, 2025; 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 pursuant to in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

**Discussion:** It does not appear this project will result in significant impacts to any archaeological or cultural resources. No construction is proposed however, conditions of approval will be placed on the project, requiring that any future construction activities shall be halted, if any resources are found, until appropriate agencies are contacted, and an archaeological survey is completed.

**Mitigation:** None.

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

VI. ENERGY -- Would the project:				
	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

**Discussion:** The California Environmental Quality Act (CEQA) Guidelines Appendix F states that energy consuming equipment and processes, which will be used during construction or operation such as: energy requirements of the project by fuel type and end use, energy conservation equipment and design features, energy supplies that would serve the project, total estimated daily vehicle trips to be generated by the project, and the additional energy consumed per trip by mode, shall be taken into consideration when evaluating energy impacts. Additionally, the project's compliance with applicable state or local energy legislation, policies, and standards must be considered. The project was also referred to the San Joaquin Valley Air Pollution Control District (SJVAPCD), and no response has been received to date.

The applicant is proposing to establish a 1.47± acre gravel area for a truck parking facility. Existing lighting and signage on-site consist of existing advertising sign and an approximately 20-foot-tall freestanding light aimed downward at the next to the gate. No additional signage or lighting is proposed as part of this request. Any future construction would be subject

to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11). Additionally, any future construction activities will be required to occur in compliance with all SJVAPCD regulations.

The project was referred to the Turlock Irrigation District (TID) which serves the project site and surrounding area for electrical service. TID responded to the project with no comments related to electrical utility service to the site.

Senate Bill 743 (SB743) requires that the transportation impacts under the California Environmental Quality Act (CEQA) evaluate impacts by using Vehicle Miles Traveled (VMT) as a metric. Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis. As discussed in Section III – *Air Quality*, these activities would not significantly increase VMT due to the number of vehicle trips not exceeding a total of 110 vehicle trips per-day. The proposed project will generate a low amount of vehicle trips with a total of 24 passenger vehicle trips one-way per-day (inbound and outbound trips for 12 drivers accessing the site) and 24 one-way truck trips per-day (inbound and outbound trips for 12 trucks). The trucks will be subject to applicable Air District regulations, including rules and regulations that increase energy efficiency. Accordingly, VMT impacts are anticipated to be less than significant.

It does not appear that this project will result in significant impacts to the wasteful, inefficient, or unnecessary consumption of energy resources. Accordingly, the potential impacts to Energy are considered to be less than significant.

**Mitigation:** None.

**References:** Application information; Referral response received from Turlock Irrigation District, dated December 16, 2024; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; [www.valleyair.org](http://www.valleyair.org); Title 16 of County Code; CA Building Code; Governor's Office of Planning and Research Technical Advisory, December 2018; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County General Plan and Support Documentation<sup>1</sup>.

VII. GEOLOGY AND SOILS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
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, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect 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	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

**Discussion:** The USDA Natural Resources Conservation Service's Eastern Stanislaus County Soil Survey indicates that approximately 73.2 percent of the project site is comprised of Dinuba sandy loam, 0 to 1 percent slopes (DrA), and the remaining 26.8 percent of the project site is comprised of Hanford sandy loam, 0 to 3 percent slopes (HdA). As contained in Chapter 5 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 at building permit application. 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 new construction is proposed; however, any future structures resulting from this project 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 or expansion of a septic tank or alternative wastewater 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. A referral response received from DER stated that if any future structure will be built requiring an on-site wastewater treatment system (OWTS), that the building shall be designed according to type and/or maximum occupancy of the proposed structure to the estimated waste/sewage design flow rate all applicable County Local Agency Management Program (LAMP) standards and setbacks are met. An early consultation referral response received from the Department of Public Works contained standard requirements that will be applied to the project as conditions of approval, such as an encroachment permit needing to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way and all storm drainage facilities being designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours. DER, Public Works, and the Building Permits Division review and approve any building or grading permit to ensure their standards are met. Conditions of approval regarding these standards will be applied to the project and will be triggered when a building permit is requested.

The project site is not located near an active fault or within a high earthquake zone. Landslides are not likely due to the flat terrain of the area.

Impacts to geology and soils are anticipated to be less than significant.

**Mitigation:** None.

**References:** Application information; Referral response from the Department of Environmental Resources (DER) Environmental Health Division, dated December 13, 2024; Referral response from the Stanislaus County Department of Public Works dated June 17, 2025; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

VIII. GREENHOUSE GAS EMISSIONS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	

<b>b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</b>			<b>X</b>	
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**Discussion:** The principal Greenhouse Gasses (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) 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. Two additional bills, SB 350 and SB32, were passed in 2015 further amending the states Renewables Portfolio Standard (RPS) for electrical generation and amending the reduction targets to 40% of 1990 levels by 2030.

The short-term emissions of GHGs during construction, primarily composed of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O, would be the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (HFCs, PFCs, and SF<sub>6</sub>) are typically associated with specific industrial sources and are not expected to be emitted by future construction at this project site. As described above in Section III - *Air Quality*, no new construction is proposed; however, should future construction occur as a result of the project, the use of heavy-duty construction equipment would be very limited; therefore, the emissions of CO<sub>2</sub> from future construction would be less than significant. Any future construction resulting from the project would be required to meet mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures, of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11) which includes minimum statewide standards to significantly reduce GHG emissions from new construction. Future construction activities associated with this project would be considered less than significant as they are temporary in nature and subject to meeting San Joaquin Valley Air Pollution Control District (SJVAPCD) standards for emissions.

Direct emissions of GHGs from the operation of the proposed project are primarily due to the truck trips to drop off and pick up equipment. As required by California Environmental Quality Act (CEQA) Guidelines section 15064.3, potential impacts regarding Green House Gas Emissions should be evaluated using Vehicle Miles Traveled (VMT). The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. Total vehicle trips as a result of this project will not exceed 110 trips per-day. As discussed in Section III – Air Quality, 24 passenger vehicle trips one-way per-day (inbound and outbound trips for 12 drivers accessing the site) and 24 one-way truck trips per-day (inbound and outbound trips for 12 trucks).

The project was referred to the SJVAPCD, and no response has been received to date. Staff will include a condition of approval on the project requiring that the applicant contact the SJVAPCD and be in compliance with all applicable rules and regulations. Consequently, GHG emissions are considered to be less than significant.

Based on project details and the conditions of approval to be placed on the project requiring that the applicant be in compliance with the District's rules and regulations, GHG emissions are considered to be less than significant for the project.

**Mitigation:** None.

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

<b>IX. 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>			<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?			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 or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

**Discussion:** The project is not anticipated to interfere with the Stanislaus County Local Hazard Mitigation Plan, which identifies risks posed by disasters and identifies ways to minimize damage from those disasters. The County Department of Environmental Resources (DER) is responsible for overseeing hazardous materials. A referral response from the Hazardous Materials Division of DER indicated that the project is not anticipated to have a significant effect on the environment in terms of hazards and hazardous materials, and advised the applicant contact DER regarding regulatory requirements for hazardous materials and/or wastes. A referral response received from the Environmental Health Division of DER requested that the applicant demonstrate and secure any necessary permits for the destruction/relocation of all on-site wastewater treatment systems (OWTS) and/or water wells impacted or proposed by this project; and that all applicable County Local Agency Management Program (LAMP) standards and required setbacks are maintained. No new construction or modifications of any existing structures, wells, or septic systems are proposed as part of this request. The project is subject to meeting all applicable hazardous materials handling procedures.

Pesticide exposure is a risk in areas located in the vicinity of agriculture. Sources of exposure include contaminated groundwater from drift from spray applications. Application of sprays is strictly controlled by the Agricultural Commissioner and can only be accomplished after first obtaining permits. Additionally, agricultural buffers are intended to reduce the risk of spray exposure to surrounding people. The nearest properties in production agriculture with a record of pesticide use are the parcels directly adjacent to the project site in all directions. The project site itself also has a record of pesticide use but is not currently improved with production agriculture. As Stated in Section II – *Agricultural and Forest Resources*, staff believes the project can be considered low people-intensive, thus not subject to the County's Agricultural Buffer requirements. However, the parking area is enclosed with a seven-foot-tall chain link fence with barbed wire. The project was referred to the Stanislaus County Agricultural Commissioner, who regulates pesticide use, and no comments have been received to date.

The project site is not listed on the EnviroStor database managed by the CA Department of Toxic Substances Control. The site is located in a Local Responsibility Area (LRA) for fire protection and is served by Keyes Fire Protection District. The project was referred to the Keyes Fire Protection District, and no comments have been received to date. The project is not anticipated to interfere with the Stanislaus County Local Hazard Mitigation Plan, which identifies risks posed by disasters and identifies ways to minimize damage from those disasters.

The project site is not within the vicinity of any airstrip or wildlands. No significant impacts associated with hazards or hazardous materials are anticipated to occur as a result of the proposed project.

**Mitigation:** None.

**References:** Application information; Referral response from the Department of Environmental Resources (DER) Environmental Health Division, dated December 13, 2024; Referral response from the Department of Environmental Resources (DER) Hazardous Materials Division, dated December 16, 2024; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

<b>X. HYDROLOGY AND WATER QUALITY -- 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) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			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 or through the addition of impervious surfaces, in a manner which would:			X	
i) result in substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate of amount of surface runoff in a manner which would result in flooding on- or off-site.			X	
iii) 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; or			X	
iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

**Discussion:** Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act (FEMA). The project site is located in FEMA Flood Zone X, which includes areas determined to be outside the 0.2% annual chance floodplains. All flood zone requirements will be addressed by the Building Permits Division during the building permit process. The project proposes to handle stormwater drainage via overland runoff, and the current absorption patterns of water upon this property will not be altered. A referral response received from the Environmental Health Division of DER stated that any new building requiring an on-site wastewater treatment system (OWTS) shall be designed according to type and/or maximum occupancy of the proposed structure to the estimated waste/sewage design flow rate. All applicable County Local Agency Management Program (LAMP) standards and required setbacks are to be met, and prior to issuance of any grading or building permit, the applicant(s) shall submit a site plan that includes the location of the existing on-site water well(s), and the location, layout and design of all existing on-site wastewater treatment systems (OWTS) and the Future 100% Expansion (Replacement) Areas. As part of the building permit review process, the Department of Environmental Resources (DER) will evaluate the existing wastewater treatment systems (OWTS), and the site's adherence to current Local Agency Management Program (LAMP) standards. LAMP standards include minimum setback from wells

to prevent negative impacts to groundwater quality. Conditions of approval will be added to the project to reflect these requirements.

The site is currently served by a private septic system and well. No new wells or septic tanks are proposed as part of this request. Any future wells constructed on-site will be subject to review under the County's Well Permitting Program, which will determine whether a new well will require environmental review. Any potential regulatory requirements regarding applicable County Local Agency Management Program (LAMP) standards and required setbacks can be enforced during the building permit review process. An early consultation referral response received from the Department of Public Works contained standard requirements that will be applied to the project as conditions of approval, such as an encroachment permit needing to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way and all storm drainage facilities being designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours. While no construction is proposed as part of this request, all applicable standards under Public Works and DER will be addressed under the building permit review process for any future building permit obtained for the site.

The Sustainable Groundwater Management Act (SGMA), passed in 2014 requires the formation of local Groundwater Sustainability Agencies (GSAs) to oversee the development and implementation of Groundwater Sustainability Plans (GSPs), with the ultimate goal of achieving sustainable management of the state's groundwater basins. Stanislaus County is a participating member in five GSAs across four groundwater subbasins, including: the Eastern San Joaquin Groundwater Subbasin, which covers a portion of Stanislaus County occurring north of the Stanislaus River; commonly referred to as the "northern triangle"; the Modesto Groundwater Subbasin, which covers an area of land located between the Stanislaus and Tuolumne rivers, occurring west of the Sierra Nevada foothills and east of the San Joaquin River; the Turlock Groundwater Subbasin which covers an area of land located between the Tuolumne and Merced rivers, occurring west of the Sierra Nevada Foothills and occurring east of the San Joaquin River; and the Delta-Mendota Groundwater Subbasin which covers an area of land within Stanislaus County located west of the San Joaquin River and east of the basement rock of the Coast Range. Public and private water agencies and user groups within each of the four groundwater subbasins work together as GSAs to implement SGMA. The project site is located in Turlock Subbasin, which is administered by the West Turlock Subbasin GSA. The project was referred to the West Turlock Subbasin GSA, and no comments were received regarding the proposed project.

Stanislaus County adopted a Groundwater Ordinance in November 2014 (Chapter 9.37 of the County Code, hereinafter, the "Ordinance") that codifies requirements, prohibitions, and exemptions intended to help promote sustainable groundwater extraction in unincorporated areas of the County. The Ordinance prohibits the unsustainable extraction of groundwater and makes issuing permits for new wells, which are not exempt from this prohibition, discretionary. For unincorporated areas covered in an adopted GSP pursuant to SGMA, the County can require holders of permits for wells it reasonably concludes are withdrawing groundwater unsustainably to provide substantial evidence that continued operation of such wells does not constitute unsustainable extraction and has the authority to regulate future groundwater extraction. The site has an existing private well and septic system. There are no additional wells proposed as part of this request.

The project was referred to DER's Groundwater Resources Division, who responded with no comments on the project.

The project was referred to the Central Valley Regional Water Quality Control Board (RWQCB). A referral response received from the RWQCB outlined the regulatory setting and permitting requirements of the Central Valley RWQCB. A condition of approval will be added to the project requiring the applicant coordinate with the RWQCB prior to issuance of a building or grading permit to determine if any permits or Water Board requirements need to be obtained/ met prior to operation.

The project site is currently served by the Turlock Irrigation District (TID) for irrigation water. The project was referred to TID. As was discussed in Section II- *Agriculture and Forest Resources*, TID responded to the project requiring that the developer obtain an encroachment permit from the District because the existing fence is within one of the District's 25' pipeline easement, which runs along the north and east sides of the property. Any improvements to this property which impact irrigation facilities shall be subject to the District's approval and meet all District standards and specifications. Conditions of approval will be added to the project to reflect these requirements.

As a result of the development standards required for this project, impacts associated with drainage, water quality, and runoff are expected to have a less than significant impact.

**Mitigation:** None.

**References:** Application information; Referral response from the Department of Environmental Resources (DER) Environmental Health Division, dated December 13, 2024; Referral response received from Turlock Irrigation District, dated December 16, 2024; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

XI. 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) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

**Discussion:** The project site is designated Agriculture by the Stanislaus County General Plan land use diagrams and zoned A-2-40 (General Agriculture). This is a request to establish a truck parking facility currently operating for up to 12 tractors and 24 trailers in a 1.47± acre graveled area on a 19.2± acre parcel. The proposed hours of operation for the on-site office are from 8:00 a.m. to 5:00 p.m., seven days a week. Drivers will be able to access the site 24 hours a day, seven days a week. 13 employees, consisting of one on-site administrative staff and up to 12 will report to the site on a maximum shift, with an expected 24 one-way passenger vehicle trips per-day (inbound and outbound trips for 12 drivers accessing the site) and 24 one-way truck trips per-day (inbound and outbound trips for 12 trucks).

Within the General Agriculture (A-2) zoning district, the County has determined that certain uses not directly related to agriculture may be necessary to serve the A-2 district or may be difficult to locate in an urban area. In the A-2 zoning district, a Use Permit must be obtained to operate a truck parking operation over three tractor-trailers and up to 12, provided other criteria is met outlined under Section 21.20.030(G) is met, and the following findings are made by the Planning Commission:

1. The establishment as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity; and
2. The establishment as proposed 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.

Additionally, criteria established under Section 21.20.030(G) which must be met includes that at least one of the combinations shall be registered to the property owner and the property owner shall live on the parcel; that the total number of tractors shall not exceed 12 and the total number of trailers shall not exceed two per tractor; that the parcel is at least one acre in size; and that the parking area does not exceed 1.5± acres nor exceed 50% of the total parcel. The proposed project meets all criteria established under Section 21.20.030(G) and proposes to operate in compliance with the operational restrictions related to maintenance, no storage of hazardous materials, and no off-loading of trailers on-site. Additionally, while a concentration is not defined in the ordinance, the Planning Commission has asserted that having more than two truck parking facilities within any 1-mile radius would constitute a concentration having been met. In this case, the nearest truck parking facility operating under an approved Use Permit is LaFollette Trucking, approved under Use Permit No. PLN2024-0017 and located 1.15 miles away measured from the nearest edges of each parcel. Furthermore, the County is currently undergoing review of existing truck parking allowances and requirements through an ad hoc committee, in light of an influx of unpermitted and non-compliant truck parking facilities and associated community complaints regarding the land use in the A-2 zoning district. Based on the complaints heard through this process, conditions of approval may be added on a project-by-project basis to address nuisance concerns stemming from truck parking uses, with future ordinance amendments proposed to be considered by the General Plan Update Committee, Planning Commission, and Board of Supervisors. In the meantime, conditions of approval will be added to incorporate solid fencing, frontage landscaping intended to screen the facility from view of the roadway, and additional operational criteria to minimize land use conflicts

such as prohibition on truck washing, outdoor storage, delineation of parking stalls and restricting all parking to occur only within said stalls.

Additionally, there are a number of commercial truck parking facilities that have developed in the unincorporated areas surrounding Keyes, south and west Turlock, and along major roadways feeding into the State Route (SR) 99 corridor. Within the Keyes area, and within a 1.5-mile radius of the project site, there are seven truck parking facilities that have been documented as of 2025. These facilities include one approved truck parking facility permitted to park up to 12 tractor-trailer combinations (Use Permit No. PLN2016-0029 – LaFollette Trucking, which also has an active Code Enforcement case for parking more than the permitted 12 tractor-trailer combinations on-site) to the northwest; two unpermitted truck parking facilities to the northwest and northeast; and four facilities with home occupation business licenses to park up to three tractor-trailer combinations to the west (of which one has an application for a General Plan Amendment and Rezone to park more than 12 tractor-trailer combinations in review: Application No. PLN2021-0052- Pattar Trucking). Any truck parking facility on A-2 zoned property which proposed parking of more than three tractors and three trailers is subject to a use permit and discretionary environmental review. The two other documented commercial tractor-trailer parking facilities that are unpermitted and without land use entitlements under consideration would require permits to be submitted for consideration, either a use permit if they meet the criteria of County Code Section 21.20.030(G) or a general plan amendment and rezone if these requirements are exceeded. Otherwise, these sites are presently subject to code enforcement action to abate the uses as unpermitted facilities.

As Stated in Section II – *Agricultural and Forest Resources*, the project is not subject to agricultural buffer requirements as the proposed use consists of parking facilities for tractor-trailers. The project was referred to the Stanislaus County Agricultural Commissioner, and no comments have been received to date. The request is not expected to result in any significant conversion of farmland to non-agriculture use. No impacts to agriculture are anticipated to occur as a result of this project as the project site is currently developed with residential and accessory structures and considered topographically flat.

The County's General Plan Land Use Element Sphere of Influence policy states that any development, other than agricultural uses and churches, which requires discretionary approval and is within the sphere of influence of cities, shall not be approved unless first approved by the city within whose sphere of influence it lies or by the city for which areas of specific designation were agreed. Development requests within the spheres of influence or areas of specific designation of any incorporated city shall not be approved unless the development is consistent with agreements with the cities which are in effect at the time of project consideration. Such development must meet the applicable development standards of the affected city as well as any public facilities fee collection agreement in effect at the time of project consideration. The project site is located approximately 0.37 miles north of the City of Turlock city limits but is not located within Turlock's Local Agency Formation Commission (LAFCO)-adopted Sphere of Influence (SOI). However, it is located within Turlock's adopted general plan area and is within one mile of Turlock's adopted sphere of influence. The Stanislaus County General Plan Land Use Element Policy 27 requires all discretionary projects outside the sphere of influence of cities, but located within one mile of a city's adopted sphere of influence, and within a city's adopted general plan area, to be referred out to the city for consideration. The County shall consider applying city development standards to discretionary projects located within one mile of a city's adopted SOI boundary and within the city's adopted general plan area to the extent such standards are appropriate for the type of development. Great weight will be given towards city development standards; however, the County reserves the right for final discretionary action. The project was referred to the City of Turlock, who responded that they would not have any comments.

Based on the specific features and design of this project, it does not appear this project will impact the long-term productive agricultural capability of surrounding contracted lands in the A-2 zoning district. There is no indication this project will result in the removal of adjacent contracted land from agricultural use. Additionally, subsection 21.020.030(G)(2) requires that the truck parking establishment as proposed will not create a concentration of commercial and industrial uses in the vicinity. It is the Planning Commission's discretion as to whether a concentration is met as a concentration is not defined in County Codes. The project will not physically divide an established community nor conflict with any habitat conservation plans.

**Mitigation:** None.

**References:** Referral response from City of Turlock, dated December 13, 2024; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

<b>XII. MINERAL RESOURCES -- 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) 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, nor is the project site located in a geological area known to produce resources.

**Mitigation:** None.

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

<b>XIII. NOISE -- Would the project result in:</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) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or 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	

**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 and agricultural uses. The Stanislaus County General Plan identifies noise levels for residential or other noise-sensitive land uses of up to 55 hourly Leq, dBA and 75 Lmax, dBA from 7:00 a.m. to 10:00 p.m. and 45 hourly Leq, dBA and 65 Lmax, dBA from 10:00 p.m. to 7:00 a.m. Pure tone noises, such as music, shall be reduced by five dBA; however, when ambient noise levels exceed the standards, the standards shall be increased to the ambient noise levels. The proposed hours of operation are from 8:00 a.m. to 5:00 p.m., seven days a week. The nearest sensitive noise receptor is a single-family dwelling approximately 550 feet away, located across West Barnhart Road to the northeast (APN 045-054-009). Noise impacts associated with on-site activities and traffic are not anticipated to exceed the normally acceptable level of noise. The site itself is impacted by the noise generated from traffic on West Barnhart Road and farming operations in the surrounding area. Noise impacts associated with on-site activities will include trucks entering and exiting the property and the idling of engines. Such uses should be under the threshold established by the General Plan's Noise Element and Chapter 10.46 of the County Code – Noise Control. No construction is proposed as part of this request. If future construction occurs, on-site grading and construction resulting from this project may result in a temporary increase in the area's ambient noise levels; however, noise impacts associated with on-site activities and traffic are not anticipated to exceed the normally acceptable level of noise.

The site is not located within an airport land use plan.

**Mitigation:** None.

**References:** Application information; Stanislaus County Noise Control Ordinance (Title 10); Stanislaus County Health and Safety Ordinance (Title 9); Stanislaus County General Plan, Chapter IV – Noise Element; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

<b>XIV. POPULATION AND HOUSING -- 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) Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?			X	

**Discussion:** The site is not included in the vacant sites inventory for the 2016 Stanislaus County Housing Element, which covers the 5<sup>th</sup> cycle Regional Housing Needs Allocation (RHNA) for the County and will therefore not impact the County's ability to meet their RHNA. No population growth will be induced nor will any existing housing be displaced as a result of this project.

**Mitigation:** None.

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

<b>XV. PUBLIC SERVICES --</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) 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:			X	
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

**Discussion:** This project was circulated to all applicable school, fire, police, irrigation, and public works departments and districts during the early consultation referral period including Keyes Fire Protection District, the Stanislaus County Sheriff's Office, Keyes Union and Turlock Unified School District, Stanislaus County Public Works Department, Caltrans and Turlock Irrigation District (TID).

TID responded to the project with no comments related to electrical utility service to the site. As was discussed in Section II- *Agriculture and Forest Resources*, TID responded to the project requiring that the developer obtain an encroachment permit from the District because the existing fence is within one of the District's 25' pipeline easement, which runs along the north and east sides of the property. Any improvements to this property which impact irrigation facilities shall be subject to

the District's approval and meet all District standards and specifications. Conditions of approval will be added to the project to reflect these requirements.

The project was referred to the Central Valley Regional Water Quality Control Board (CVRWQCB) who responded with a list of the Board's permits and programs that may be applicable to the proposed project. The developer will be required to contact CVRWQCB to determine which permits/standards must be met prior to construction as a condition of approval.

An early consultation referral response received from the Department of Public Works contained standard requirements that will be applied to the project as conditions of approval, such as an encroachment permit needing to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way and all storm drainage facilities being designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours.

The County has adopted Public Facilities Fees, as well as Fire Facility Fees on behalf of the appropriate fire district, to address impacts to public services. No buildings are proposed as part of this project. However, should any construction occur on the property in the future, all adopted public facility fees will be required to be paid at the time of building permit issuance.

**Mitigation:** None.

**References:** Application Information; Referral response from the Turlock Irrigation District, dated December 16, 2024; Referral response from the Stanislaus County Department of Public Works dated June 17, 2025; Referral response from the Central Valley Regional Water Quality Control Board, dated December 12, 2024; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

XVI. 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:** This project will not increase demands for recreational facilities, as such impacts typically are associated with residential development.

**Mitigation:** None.

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

XVII. TRANSPORTATION -- Would the project:				
	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

**Discussion:** The project is a request to establish a truck parking facility currently operating for up to 12 tractors and 24 trailers in a 1.47± acre graveled area on a 19.2± acre parcel. The proposed hours of operation for the facility are from 8:00 a.m. to 5:00 p.m., seven days a week. 13 employees, consisting of one on-site administrative staff and up to 12 drivers, will report to the site on a maximum shift, with an expected 24 one-way passenger vehicle trips per-day (inbound and outbound trips for 12 drivers accessing the site) and 24 one-way truck trips per-day (inbound and outbound trips for 12 trucks). Access is proposed to be taken off County-maintained West Barnhart Road via a 20-foot-wide asphalt driveway. Potential impacts to transportation from the proposed project are also evaluated by Vehicle Miles Traveled (VMT). The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. California Environmental Quality Act (CEQA) Guidelines Section 15064.3, subdivision (a), defines VMT as the amount and distance of automobile travel attributable to a project. A technical advisory on evaluating transportation impacts in CEQA published by the Governor's Office of Planning and Research (OPR) in December of 2018 clarified the definition of automobiles as referring to on-road passenger vehicles, specifically cars and light trucks. While heavy trucks are not considered in the definition of automobiles for which VMT is calculated for, heavy-duty truck VMT could be included for modeling convenience. According to the same OPR technical advisory, many local agencies have developed a screening threshold of VMT to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or General Plan, projects that generate or attract fewer than 110 trips per-day generally may be assumed to cause a less than significant transportation impact. The proposed project will generate 24 passenger vehicle trips one-way per-day, and 24 truck trips one-way per-day. As this is below the screening threshold of significance for vehicle and heavy truck trips, no significant impacts from vehicle and truck trips to transportation are anticipated.

This project was referred to the Stanislaus County Department of Public Works, Keyes Fire Protection District, and the California Department of Transportation (Caltrans). Only Public Works provided comments, which included standard conditions of approval that will be applied to the project such as an encroachment permit needing to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way and all storm drainage facilities being designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours.

Trucks that meet the threshold of Surface Transportation Assistance Act (STAA) requirements due to larger length, height, weight, width, and other dimensions which correspond with a larger turning radius, are limited to traveling on state highways, and local roads which are designated as approved STAA access routes based on accommodating necessary turn-arounds and turning movements to safely facilitate truck traffic to and from a site to the freeway. The process to establish new STAA access routes involves analysis of proposed routes from the end destination to other STAA approved roadways, which includes evaluating turning movements at intersections and off- and on-ramps to determine if turning movements can be safely made without trucks intervening into oncoming lanes or on private property. If turning movements cannot safely be made, incompatible intersections may require upgrades such as restriping, road widening, relocation of street improvements such as lights, power poles, or signage, and in some cases, require dedication of property to accommodate these changes and provide more room for turns. In the case where dedication is necessary to upgrade a route to STAA-rating, the County would need to initiate the process and make a finding that requiring dedication serves the public good. Although the applicant has stated no STAA rated trucks will be parked on-site, conditions of approval will be added to the project requiring STAA route approval to be acquired prior to the parking of STAA rated vehicles being permitted to park on-site.

The proposed project is not anticipated to conflict with any transportation program, plan, ordinance or policy. Transportation impacts associated with the project are considered to be less than significant.

**Mitigation:** None.

**References:** Application information; Referral response from the Stanislaus County Department of Public Works dated June 17, 2025; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

<b>XVIII. TRIBAL CULTURAL RESOURCES -- 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) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California native American tribe, and that is:			X	
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set for the in subdivision (c) of Public Resource Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

**Discussion:** It does not appear that this project will result in significant impacts to any archaeological or cultural resources. The project does not include any construction or ground-disturbance. In accordance with SB 18 and AB 52, this project was not referred to the tribes listed with the Native American Heritage Commission (NAHC) as the project is not a General Plan Amendment and no tribes have requested consultation or project referral noticing. While the site is already developed, if any resources are found during future construction, construction activities would halt until a qualified survey takes place and the appropriate authorities are notified. A condition of approval regarding the discovery of cultural resources during any future construction process will be added to the project.

**Mitigation:** None.

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

<b>XIX. 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) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	

c) 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	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

**Discussion:** The project proposes to utilize an existing private well for water and an existing septic system. Although no new structures are proposed, the Department of Environmental Resources (DER) Environmental Health Division commented that any new building requiring an on-site wastewater treatment system (OWTS) shall be designed according to type and/or maximum occupancy of the proposed structure to the estimated waste/sewage design flow rate. All applicable County Local Agency Management Program (LAMP) standards and required setbacks are to be met, and prior to issuance of any grading or building permit, the applicant(s) shall submit a site plan that includes the location of the existing on-site water well(s), and the location, layout and design of all existing on-site wastewater treatment systems (OWTS) and the Future 100% Expansion (Replacement) Areas. Conditions of approval will be added to the project to reflect these requirements, which will be triggered if a building permit is applied for in the future.

The project was referred to the Turlock Irrigation District (TID), who responded to the project with no comments related to electrical utility service to the site.

The project was referred to the Central Valley Regional Water Quality Control Board (CVRWQCB) who responded with a list of the Board's permits and programs that may be applicable to the proposed project. The developer will be required to contact CVRWQCB to determine which permits/standards must be met prior to construction as a condition of approval.

The project was also referred to DER's Groundwater Resources Division, who responded with no comments.

An early consultation referral response received from the Department of Public Works contained standard requirements that will be applied to the project as conditions of approval, such as an encroachment permit needing to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way and all storm drainage facilities being designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours.

The project is not anticipated to have a significant impact to utilities and service systems.

**Mitigation:** None.

**References:** Application information; Referral response from the Department of Environmental Resources (DER) Environmental Health Division, dated December 13, 2024; Referral response from the Department of Environmental Resources (DER) Groundwater Resources Division, dated December 6, 2024; Referral response from the Turlock Irrigation District, dated December 16, 2024; Referral response from the Stanislaus County Department of Public Works dated June 17, 2025; Referral response from the Central Valley Regional Water Quality Control Board, dated December 12, 2024; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation of maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

**Discussion:** The Stanislaus County Local Hazard Mitigation Plan identifies risks posed by disasters and identifies ways to minimize damage from those disasters. With the Wildfire Hazard Mitigation Activities of this plan in place, impacts to an adopted emergency response plan or emergency evacuation plan are anticipated to be less than significant. The terrain of the site is relatively flat, and the site has access to County-maintained West Barnhart Road. The site is located in a Local Responsibility Area (LRA) for fire protection and is served by Keyes Fire Protection District. The project was referred to the Keyes Fire Protection District, and no response has been received to date. California Building and Fire Code establishes minimum standards for the protection of life and property by increasing the ability of a building to resist intrusion of flame and burning embers. No construction is proposed; however, any future construction will be subject to building permits and will be reviewed by the County's Building Permits Division and Fire Prevention Bureau to ensure all State of California Building and Fire Code requirements are met prior to construction.

Wildfire risk and risks associated with postfire land changes are considered to be less than significant.

**Mitigation:** None.

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

XXI. 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 substantially 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, substantially 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:** The 19.2± acre project site is designated Agriculture by the Stanislaus County General Plan land use diagrams and zoned A-2-40 (General Agriculture). The USDA Natural Resources Conservation Service's Eastern Stanislaus County Soil Survey indicates that approximately 73.2 percent of the project site is comprised of Dinuba sandy loam, 0 to 1 percent slopes (DrA), and the remaining 26.8 percent of the project site is comprised of Hanford sandy loam, 0 to 3 percent slopes (HdA). The parcel is not enrolled in a Williamson Act Contract. While the site's soils are characterized as prime farmland under the County's Uniform Rules, it is not currently improved with any production agriculture and has not been for several years. The proposed project will not permanently convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. The surrounding area is comprised of irrigated orchards and scattered single-family dwellings in all directions, a dairy to the northwest, State Route 99 and the Community of Keyes to the west, and the City of Turlock to the south.

As mentioned in Section XI - *Land Use and Planning*, within the A-2 zoning district, a Use Permit must be obtained to operate a truck parking operation over three tractor-trailers and up to 12, provided other criteria is met outlined under Section 21.20.030(G) is met, and the following findings are made by the Planning Commission:

1. The establishment as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity; and
2. The establishment as proposed 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 proposed project meets all criteria established under Section 21.20.030(G) and proposes to operate in compliance with the operational restrictions related to maintenance, no storage of hazardous materials, and no off-loading of trailers on-site.

The proposed project will generate a low amount of vehicle trips with 24 passenger trips per-day (inbound and outbound trips for 12 drivers accessing the site) and 24 heavy-truck trips (inbound and outbound trips for 12 trucks) per-day. Accordingly, no significant impacts from vehicle and truck trips to transportation are anticipated.

As discussed in Section XI – *Land Use and Planning*, a number of commercial truck parking facilities have developed in the unincorporated areas surrounding Keyes, south and west Turlock, and along major roadways feeding into the State Route (SR) 99 corridor. Within the Keyes area, and within a 1.5-mile radius of the project site, there are seven truck parking facilities that have been documented as of 2025. These facilities include one approved truck parking facility permitted to park up to 12 tractor-trailer combinations to the northwest; two unpermitted truck parking facilities to the northwest and northeast; and four facilities with home occupation business licenses to park up to three tractor-trailer combinations to the west (of which one has an application for a General Plan Amendment and Rezone to park more than 12 tractor-trailer combinations in review). Any truck parking facility on A-2-zoned property which proposed parking of more than three tractors and three trailers is subject to a use permit and discretionary environmental review. The two other documented commercial tractor-trailer parking facilities that are unpermitted and without land use entitlements under consideration would require permits to be submitted for consideration, either a use permit if they meet the criteria of County Code Section 21.20.030(G) or a general plan amendment and rezone if these requirements are exceeded. Otherwise, these sites are presently subject to code enforcement action to abate the uses as unpermitted facilities. Additionally, an ad hoc committee was formed at the direction of the County's General Plan Update Committee in January 2025, with the intention that the committee reviews existing truck parking allowances in the unincorporated A-2 zone to identify issues with the existing Ordinance and reduce issues between the truck parking facilities and the adjacent residents and farming operations. Recommendations have been put forth from the ad hoc committee to further restrict the operation of truck parking facilities, to define a concentration, and to reduce the allowance for home occupation business licenses. Although recommendations may not be considered by the Board of Supervisors in advance of the Planning Commission considering the subject request, conditions of approval will be added to address project specific issues in light of the research conducted by the ad hoc committee as supported by staff.

The land surrounding the project site is zoned A-2 and is subject to the permitted uses of the A-2 zoning district. Any use requiring land use entitlements would be subject to further environmental review, application of conditions of approval and necessary mitigation, and discretionary vote by the decision-making body, either the Planning Commission or Board of Supervisors.

The project site is not located within Turlock's LAFCO-adopted Sphere of Influence (SOI). However, it is located within Turlock's adopted general plan area and is within one mile of Turlock's adopted sphere of influence. Accordingly, the project was referred to the City of Turlock, and no response has been received to date.

The project requests to be served by an existing well and septic system; however, no impacts with respect to either have been raised. No construction is proposed as part of the project.

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

**Mitigation:** None.

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

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<sup>1</sup>Stanislaus County General Plan and Support Documentation adopted in August 23, 2016, as amended. **Housing Element** adopted on April 5, 2016.



## NEGATIVE DECLARATION

**NAME OF PROJECT:** Use Permit Application No. PLN2024-0114 – Shergill and Sons

**LOCATION OF PROJECT:** 2500 West Barnhart Road, between Mountain View and North Tully Roads, in the Turlock area.

**PROJECT DEVELOPERS:** Surinderjit Shergill  
2500 West Barnhart Rd  
Turlock, CA 95382

**DESCRIPTION OF PROJECT:** Request to permit an existing truck parking facility for up to 12 tractor-trailer combinations, on a 1.47-acre portion of a 19.2± acre parcel, in the General Agriculture (A-2-40) zoning district.

Based upon the Amended Initial Study, dated **August 1, 2025**, 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 Amended 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: Marcus Ruddicks, Assistant Planner

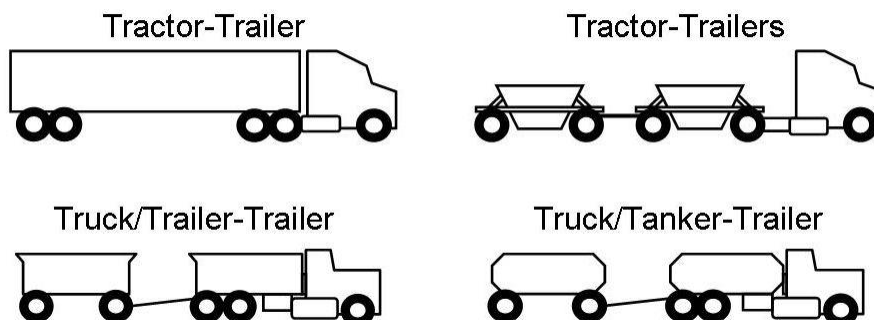
Submit comments to: Stanislaus County  
Planning and Community Development Department  
1010 10th Street, Suite 3400  
Modesto, California 95354

SUMMARY OF RESPONSES FOR ENVIRONMENTAL REVIEW REFERRALS												
PROJECT: USE PERMIT APPLICATION NO. PLN2024-0114- SHERGILL AND SONS												
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 CONSERVATION: Land Resources		X			X							
CA DEPT OF FISH & WILDLIFE	X	X			X							
CA DEPT OF TRANSPORTATION DIST 10	X	X			X							
CA OPR STATE CLEARINGHOUSE	X	X			X							
CA RWQCB CENTRAL VALLEY REGION	X	X			X							
CITY OF: TURLOCK	X	X		X				X		X		X
COOPERATIVE EXTENSION	X	X			X							
DISPOSAL DIST: TURLOCK SCAVENGER	X	X			X							
FIRE PROTECTION DIST: KEYES	X	X			X							
GSA: WEST TURLOCK SUBBASIN	X	X			X							
IRRIGATION DISTRICT: TURLOCK	X	X		X				X		X	X	
MOSQUITO DISTRICT: TURLOCK	X	X			X							
STANISLAUS COUNTY EMERGENCY MEDICAL	X	X			X							
MUNICIPAL ADVISORY COUNCIL: KEYES	X	X		X				X		X		X
PACIFIC GAS & ELECTRIC	X	X			X							
RAILROAD: UNION PACIFIC	X	X			X							
SAN JOAQUIN VALLEY APCD	X	X		X				X		X	X	
SCHOOL DISTRICT 1: KEYES UNION	X	X			X							
SCHOOL DISTRICT 2: TURLOCK UNIFIED	X	X			X							
STAN CO AG COMMISSIONER	X	X			X							
STAN CO BUILDING PERMITS DIVISION	X	X			X							
STAN CO CEO	X	X			X							
STAN CO DER	X	X		X		X				X	X	
STAN CO GROUNDWATER RESOURCES	X	X		X				X		X		X
STAN CO FARM BUREAU	X	X			X							
STAN CO HAZARDOUS MATERIALS	X	X		X		X				X	X	
STAN CO PUBLIC WORKS	X	X		X				X		X	X	
STAN CO SHERIFF	X	X			X							
STAN CO SUPERVISOR DIST 2: CHIESA	X	X			X							
STAN COUNTY COUNSEL	X	X			X							
STANISLAUS FIRE PREVENTION BUREAU	X	X			X							
STANISLAUS LAFCO	X	X			X							
SURROUNDING LAND OWNERS		X			X							
INTERESTED PARTIES	X	X		X				X		X		X
TELEPHONE COMPANY: AT&T	X	X			X							
US FISH & WILDLIFE	X	X			X							
STATE OF CA SWRCB – DIV OF DRINKING WATER DIST. 10	X	X			X							

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**21.20.030** Uses requiring use permit

6. Such other limitations or conditions as may be imposed by the planning commission or board of supervisors. (Ord. CS 501 Section 1, 1992; Ord. CS 424 Section 1, 1991; Ord. CS 305 Section 1, 1988; Ord CS 294 Section 1, 1988; Ord. CS 260 Section 1, 1987; Ord. CS 141 Section 3 (part), 1985; Ord. CS 106 Section 2 (part), 1984).
- E. Repealed December 18, 2007 (Ord. CS 1020 Sec. 6, 2007).
- F. New confined animal facility and expansions of existing confined animal facility requiring a new or modified permit, waiver, order, or waste discharge requirements from the Regional Water Quality Control Board, where the issuance of such permit, waiver, order or waste discharge requirements requires compliance with the California Environmental Quality Act. Lagoons or ponds for the storage of animal wastes shall be located a minimum of fifty feet from any property line and three hundred feet from any dwelling on an adjacent property. (CS Ord. 861, Sec. 3, effective December 25, 2003)
- 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.

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- 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)

- H. Commercial cannabis cultivation or nursery activities and distribution activities (limited to permitted commercial cannabis product grown on-site) subject to Section 21.08.020(D) of this Title, may be allowed when conducted within a greenhouse or accessory agricultural storage building as permitted by Title 6 of the County Code. (Ord. CS 1205, Sec. 3, 2018).