

October 16, 2025

MEMO TO: Stanislaus County Planning Commission

FROM: Kristen Anaya, Senior Planner, Department of Planning and Community Development

SUBJECT: **ORDINANCE AMENDMENT APPLICATION NO. PLN2025-0069 – TRUCK PARKING**

RECOMMENDATION

Based on the discussion below and on the whole of the record provided, staff is requesting that the Planning Commission provide a recommendation of approval of Ordinance Amendment Application No. PLN2025-0069 – *Truck Parking* to the Board of Supervisors. If the Planning Commission decides to provide a recommendation of approval, Exhibit A provides an overview of all of the findings required for project approval.

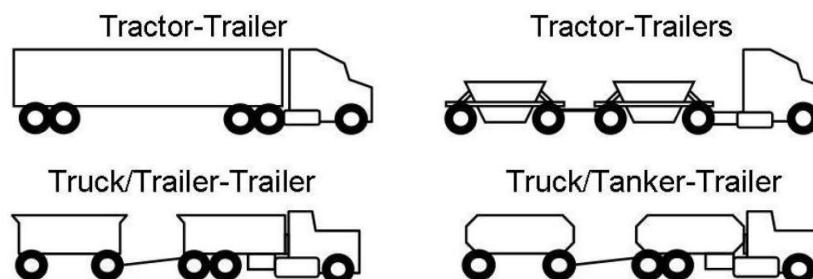
All amendments being recommended for approval are reflected in Exhibit C – *Draft Ordinance Amendments*, which shows all proposed text additions in bold and underlined font and all proposed text deletions are in strikethrough font, with the exception of Chapter 21.89 – *Truck Parking Facilities* which is entirely new.

BACKGROUND

Exhibit B of this report provides a detailed background of truck parking in the General Agriculture District (A-2) and the issues that have led to this request.

PROJECT DESCRIPTION

This project is a request to amend Chapters 21.20 - *General Agriculture District (A-2)* and 21.94 – *Home Occupations* of the Stanislaus County Zoning Ordinance, and to adopt a new ordinance chapter, Chapter 21.89 – *Truck Parking Facilities*, to update existing allowances for truck parking in the unincorporated General Agriculture (A-2) zoned areas of Stanislaus County. Specifically, these amendments address requirements for parking of tractor-trailer combinations including tractors, truck/trailers, and truck/tankers with a minimum of five (5) axles, capable of hauling a combined gross vehicle weight (GVW) of 80,000 pounds (hereafter referred to as “trucks”), as illustrated by the following:



Presently, the existing Zoning Ordinance allows truck parking to be conducted on A-2 zoned land when directly incidental and accessory to production agriculture situated on the same or contiguous parcel(s), or when incidental and accessory to an agriculturally-related use permitted with a Tier One or Two use permit, or as a standalone use when operated as an agricultural service establishment serving local farmers under a Tier Two use permit. For truck parking facilities which do not qualify as one of these agriculturally-related operations, small scale owner-operator truck parking facilities, for the parking of three (3) tractor-trailer combinations, may be established on A-2 zoned land under a home occupation business license provided all criteria listed under Section 21.94.020(J)(4) are met. Up to 12 tractor-trailer combinations may be parked provided a use permit is obtained and all applicable requirements under Section 21.20.030(G) are met.

The requirements for truck parking facilities in the A-2 district conducted under a home occupation business license or use permit (excluding those eligible under a Tier One and Tier Two use permit) are proposed to be amended in order to provide clearer objective standards for development and to introduce new criteria. The criteria establishes new minimum requirements for parcels and operators to be eligible for truck parking and also proposes to prohibit certain activities that are currently permitted with the aim of reducing potential for violations of regulatory requirements, and to minimize truck-related nuisances and conflicts with surrounding agriculture and residents.

Proposed amendments to the following Stanislaus County Zoning Ordinance chapters regulating truck parking on A-2 zoned property have been developed through an ordinance development process, with input from an ad hoc committee formed to evaluate truck parking issues, as discussed in Exhibit C – *Draft Ordinance Amendments*:

- **Chapter 21.20 - General Agriculture District (A-2)** – This chapter has been amended to delete Section 21.20.030(G) which details the criteria for obtaining a use permit in the A-2 zone to allow for the development of a truck parking facility and replaces it with a reference to new criteria and limitations that are now consolidated in a new Zoning Ordinance Chapter 21.89 – *Truck Parking Facilities*.
- **Chapter 21.94 - Home Occupations** – This chapter has been amended to reduce the allowance for parking of three (3) tractor-trailer combinations and three (3) trailers down to one (1) tractor-trailer combination and two (2) trailers; Section 21.94.020(J) which includes criteria for truck parking under a home occupation in the A-2 District is proposed to be deleted and replaced with a reference to updated criteria and limitations that are now consolidated in the new Zoning Ordinance Chapter 21.89 – *Truck Parking Facilities*. The amendments to this section also include removal of the current allowance for parking of one commercial vehicle used in conjunction with contractors and sub-contractors offices.
- **Chapter 21.89 – Truck Parking Facilities** – Permitted requirements for truck parking in the A-2 zone allowed under a home occupation or use permit have been amended and consolidated into a single new chapter.

As proposed Chapter 21.89 includes guidance on how to permit and develop truck parking facilities in the A-2 zoning district, including new and amended criteria for use permits and home

occupation permits, a requirement for annual inspections, and for the expiration of permits. The following amendments to the use permit criteria are proposed:

- Concentration – Approval of a new use permit for truck parking currently requires the Planning Commission find that the proposed truck parking facility will not create a concentration of commercial or industrial uses in a vicinity. However, the existing ordinance does not define what constitutes a concentration. The amendments propose to define a concentration, with different standards proposed based on proximity to a highway, allowing a higher intensity of truck parking facilities to develop in proximity of one another when located closer to a state route or interstate. For areas within a one-mile distance from a state highway or interstate, more than two permitted truck parking facilities established in any one-mile radius would qualify as a concentration. For areas further than one-mile from a state highway or interstate, more than one permitted truck parking facility established in any one-mile radius would qualify as a concentration, or two if the second permitted facility is within the one-mile distance of a state highway. The amendments propose to allow the Planning Commission or Board of Supervisors to make an exception to the concentration threshold if a new site which would create a concentration is separated by a physical barrier (such as a state highway, canal, river or railroad) which preclude the trucks of proximate facilities from traveling the same roads.
- Number/Type of Trucks – The existing allowance for parking of up to 12 tractors, truck/trailers, or truck/tankers, and 24 trailers is maintained, and a new requirement that all tractor, truck/trailers, and truck/tankers being parked on-site be registered in the State of California has been added.
- Facility Area – The existing allowance for a parking area not to exceed 50 percent of the overall parcel size, up to 1.5± acres maximum has been maintained, and clarification that the area of driveways, any restroom and office proposed with the use, including areas used to access the restroom and office from the parking area, shall be included in the allowed parking area size has been added.
 - Maintained the existing allowance for graveled parking areas and adds a new allowance for pavement to be used in areas that have not been in agricultural production in recent years.
 - Maintains the existing allowances for a 1,200 square-foot office and adds a new requirement that restrooms be provided for drivers and employees. Portable restrooms may be allowed provided fixed, permanent plumbed restrooms are not required by California Plumbing Code or the Stanislaus County Department of Environmental Resources.
 - Establishes new criteria for developing the 1.5± acre parking area, requiring demarcated parking stalls, six-foot-tall uniform solid fencing around the approved parking area, a 50-foot setback from residences on adjoining parcels, and a 20-foot-setback and screen landscaping installed along any adjacent rights-of-way.

- Residency Requirements – Maintains the existing requirement that the business operator must be the property owner who lives on-site and adds a new requirement that the property owner must have lived on-site for six months at the time of application.
- Parcel Requirements – Establishes new parcel size limit of 10-acres and prohibition on Williamson Act contracted parcels.
- Access Requirements – Requires Surface Transportation Assistance Act (STAA) route approval for trucks which exceed the California size and weight limits prior to project consideration.
- On-Site Activities – Adds new restrictions to on-site activities including a prohibition on on-site maintenance, truck washes, powering of any parked refrigerated trailers, and on the stockpiling of tires or parts.
- Off-Site Advertising – Prohibits the off-site advertisement of the facility's address and limits on-site signage to one twelve square-foot identification sign adjacent to the driveway used to access the site.
- Fees – Adds a requirement that applicable impact fees, including fair share contributions agreed upon by Stanislaus County Public Works and the respective city for usage of city-maintained roadways, be paid before permits are issued or before truck parking begins, and specifies that a parcel may not have outstanding unpaid fines related to code enforcement activity at the time of application or project consideration.
- Annual Inspection – Establishes a new process for annual inspections of permitted sites to verify compliance.
- Expiration – Establishes a five-year life for approved use permits, with extensions permitted via staff approvals for facilities that have maintained compliance with their use permit conditions. The amendments also propose to automatically expire a use permit upon any ownership changes.

The following amendments to the home occupation criteria are proposed:

- Reduces the permitted number of trucks to be parked on-site from three (3) tractor-trailer combinations and three (3) trailers to one (1) tractor-trailer combination and two (2) trailers.
- Requires the tractor-trailer combination to be registered with the State of California.
- Adds new restrictions limiting the scope of permitted activities on-site, prohibiting any on-site maintenance or storage and removing the 1.5-acre parking area allowance.

If approved, the proposed amendments would apply to use permit applications that have not yet been considered by the Planning Commission, and to new home occupation businesses and home occupations whose renewal has lapsed and requires reapplication. The County currently has four applications in review for use permits to allow new truck parking facilities. The

following is an assessment of their current status and whether they will be eligible for applying under the new requirements, if adopted, and provided all newly applicable operational and parking area development requirements are incorporated into the project design.

- Use Permit Application No. PLN2024-0084 – *Jasson Trucking* – Located at 2519 Youngstown Road (Assessor Parcel Number [APN] 044-032-006), a 9.99± gross acre (9.85± net) parcel located in the south Turlock area. This application is pending a transportation impact analysis being submitted so the environment assessment can be prepared. Under the proposed ordinance amendments, Jasson Trucking would create a concentration of truck parking facilities in the south Turlock area, unless the Planning Commission finds that State Route 99 sufficiently separates the site from other permitted truck parking facilities on Greenway Avenue.
- Use Permit Application No. PLN2025-0013 – *Pattar Trans, Inc.* – Located at 3960 Faith Home Road (APN 018-045-022), an 18.58± gross acre (17.7± net) parcel located north of Keyes and southeast of Ceres. Under the proposed ordinance amendments, if approved, Pattar Trans, Inc. would create a concentration of truck parking facilities, with three truck parking facilities located within a 0.7± mile stretch of Faith Home Road. Additionally, the parcel exceeds the 10-acre maximum parcel size requirement. This project would not be eligible under the proposed amendments.
- Use Permit Application No. PLN2025-0038 – *Arreola Trucking* – Located at 4036 Tegner Road (APN 045-005-038), a 4.82± gross acre (3.84± net) parcel located southwest of Hughson. Under the proposed ordinance amendments, Arreola Trucking would be the third truck parking facilities in a one-mile radius. Because the project site is located in an area further than a mile from State Route 99 (the nearest state route/interstate) and because there would be more than one truck parking facility located in a one-mile radius, this project would constitute a concentration. Accordingly, this project would not be eligible under the proposed amendments.
- Use Permit Application No. PLN2025-0040 – *Rashpal Singh Trucking* – Located at 906 East Greenway Avenue (APN 044-029-001), an 10.2± gross acre (9.85± net) parcel located in the south Turlock area. Under the proposed ordinance amendments, the project would create a concentration of permitted truck parking facilities, with three truck parking facilities within a 0.3± mile stretch of Greenway Avenue. Accordingly, this project would not be eligible under the proposed amendments due to both concentration and parcel size.

Concurrent with consideration of this request is a General Plan Text Amendment No. PLN2025-0070 – *Highway Commercial Planned Development*, a request to amend the text of the Highway Commercial Planned Development land use designation of the Land Use Element of the Stanislaus County General Plan, setting new policies and direction for the development of large-scale truck parking facilities for the parking of 13 or more trucks which require a rezone or general plan amendment.

CORRESPONDENCE

In response to the Early Consultation referrals circulated for both this project and General Plan Amendment Application No. PLN2025-0070 – *Highway Commercial Planned Development*, correspondence was received from multiple agencies and a member of the trucking industry (see Exhibit D – *Early Consultation Referral Responses*). The following is a summary of the response received:

- The Stanislaus County Department of Environmental Resources (DER) Groundwater Division, West Stanislaus Fire Protection District, and Hills Ferry Cemetery District responded with no comments.
- The Stanislaus County DER Hazardous Materials Division requested that the proposed ordinance enumerate that no lead acid battery replacements may occur. This has been incorporated into the proposed ordinance amendments (see Exhibit C).
- The California Department of Transportation (Caltrans) responded stating that projects along state highways require review by Caltrans to verify Surface Transportation Assistance Act (STAA) requirements are met, for sight distance and safety issues.
- The City of Modesto responded with general comments pertaining to the updated allowance and concerns about how the proposed amendments will impact land use compatibility and community character within the City's Local Agency Formation Commission (LAFCO) adopted Sphere of Influence (SOI). They emphasized their opposition to any truck parking development within the City's SOI unless the property's designation is Industrial due to concerns over noise, air quality, and traffic impacting commercially or residentially-designated areas. To support a truck parking development project on industrially-designated land in the City's General Plan Land Use Element, the City also indicated they would only support a development under a rezone application subject to all applicable City standards. A discussion on the County's General Plan Land Use Element policies regulating the development of land in a LAFCO adopted SOI of a city or special district is provided in the *General Plan Consistency* Section of this memo.
- The Central Valley Regional Water Quality Control Board (CVRWQCB) requested that CVRWQCB permits that may be required for truck parking applications be included in the record, including Construction Storm Water General Permit, Clean Water Act Section 404 Permit including Water Quality Certification, Waste Discharge Requirements, Dewatering Permit, Limited Threat General NPDES Permit, and NPDES Permit.
- Turlock Irrigation District (TID) responded with general comments pertaining to the updated allowances and criteria proposed for the Zoning Ordinance and General Plan text amendments. TID requested that any development projects located in their service boundaries continue to be referred to TID to determine project-specific improvements and appropriate mitigation for impacted TID irrigation facilities. Any discretionary application for a land use entitlement to conduct truck parking on property within TID's service boundary or with a potential to impact TID facilities will continue to be referred to

TID to request feedback on the project's potential impacts to services and conditions of approval as part of standard practice.

- Hetch Hetchy Regional Water and Power responded specifying that truck parking projects operated under a home occupation or use permit would not be compatible with the San Francisco Public Utility Commission right-of-way and specified that any project proposing crossing, use of, rezoning, or work on City and County of San Francisco property must be reviewed prior to consideration by the Planning Commission.
- Applicant, Ranjit Pattar, of Use Permit Application No. PLN2025-0013 – *Pattar Trans, Inc.* responded stating that impacts from truck parking facilities will not be significant based on traffic volume not increasing beyond what is typical for agricultural or truck operations, air emissions being reduced by eliminating trips to different off-site parking locations, operations generally occurring during normal business hours and therefore no nighttime noise disturbance, and no further grading needing to occur beyond that already done for existing truck parking operations, with permeable or stabilized surfaces used to minimize runoff and erosion. He further stated that impacts to these areas could be addressed through requirements for proper signage and clear driveways, posting and enforcement of no-idling signage, restricting routine truck movement to standard daytime hours, and implementing dust control measures. He also stated that he strongly supports the County's efforts to create clear, fair rules for truck parking, but requested flexibility for fencing and setback requirements to prevent costly unnecessary upgrades when sites are already safe and secure, streamlined renewal process for five-year permits to ensure trucking businesses can continue without delay, and reasonable and predictable annual inspections, coordinated in advance to prevent operational disruptions.

GENERAL PLAN CONSISTENCY

The General Plan is a comprehensive, long-term plan for the physical development of the County. The General Plan consists of a statement of development policies, standards, and plan proposals. All land use ordinances, such as the zoning ordinance, and development proposals must be found to be consistent with the general plan in order to be approved.

The A-2 zoning district is consistent with the Agriculture, Urban Transition, Highway Commercial Planned Development, Industrial Transition, or Planned Development land use designations in the Stanislaus County General Plan; however, the majority of A-2 zoned land have an Agriculture land use designation, or Urban Transition when located on the periphery of a city or unincorporated community. The Agriculture designation recognizes the value and importance of agriculture by acting to preclude incompatible urban development within agricultural areas and, as such, should generally be zoned with 40- to 160-acre minimum parcel sizes. This designation establishes agriculture as the primary use, 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 purpose of the Urban Transition designation is to ensure that land remains in agricultural usage until urban development consistent with a city's (or unincorporated community's) general plan designation is approved. Generally, urban development will only occur upon annexation to a city, but such development may be appropriate prior to annexation provided the development is not inconsistent with the land use

designation of the general plan of the affected city. The existing allowance for truck parking was determined to be consistent with the General Plan at the time of the adoption of the current ordinances regulating the use in 2012. Generally, the A-2 zoning district is exclusive to agriculture and agriculturally-related industries. Both agriculturally-related truck parking and truck parking for trucks which haul general freight are already a permitted use in the A-2 district provided a use permit is first secured. The proposed amendments will establish new standardized criteria for truck parking uses to minimize conflicts between trucks and adjacent residences and agriculture, such as screening requirements, setbacks, restricting more permanent surfacing such as paving on any areas that have been in agricultural production in the last decade, and prohibition on land in a Williamson Act Contract or over 10 acres in size to minimize impacts or conflict with agriculture on adjoining properties.

Policy Twenty-Six and Twenty-Seven of the Land Use Element of the Stanislaus County General Plan requires city support of projects located within a city sphere of influence (SOI) and consultation with cities when a project is located within one mile of a city SOI and within the city's General Plan area. The proposed ordinance amendment was referred to all nine cities within the County. As mentioned in the *Correspondence* section of this memo, the City of Modesto responded with concerns about truck parking projects located within their SOI, and to obtain support for any truck parking request in the City's SOI, it would need to be located on industrially-designated land in the City's General Plan Land Use Element. The City also indicated they would only support a development under a Rezone application to a Planned Development (P-D) zone subject to all applicable City standards. Whether or not the proposed ordinance amendments are approved, any project request in a city's SOI would be referred to the city and unable to be considered by the County Planning Commission or Board of Supervisors unless written approval is obtained and all applicable development standards applied.

Further, 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.

Goal Two of the Land Use Element requires the County to "Ensure compatibility between uses". The proposed amendments include new setback, fencing, and landscaping restrictions intended to minimize conflicts between truck parking uses and adjacent agriculture and residents. Implementation Measure No. 1 of Goal Two of the Land Use Element and Implementation Measure No. 1 of Goal Three of the Conservation/Open Space Element both specify that all development proposals that require discretionary action shall be carefully reviewed to ensure that approval will not adversely affect an existing agricultural area. New prohibitions on use of pavement on areas in recent production agriculture, on-site maintenance, and requirements for annual inspection have been added to minimize impacts to agricultural land and support compliance with the proposed ordinance.

The Agricultural Element of the General Plan, and by extension the A-2 zoning district, recognizes ranchette areas with minimum lot size requirements of 3, 5, 10, and 20 acres. Ranchette areas have been identified based on significant existing parcelization of property, poor soil, location, and other factors which limit the agricultural productivity of the area. Policy 2.3 of Goal Two of the Agricultural Element requires that "the County shall ensure all lands

enrolled in the Williamson Act are devoted to agricultural and compatible uses supportive of the long-term conservation of agricultural land.” The proposed amendments include a new requirement that no land enrolled in a Williamson Act Contract may qualify for a truck parking facility, to preclude the possibility of degradation of contracted agricultural land and remove concerns related to reverting graveled or paved truck parking areas back to agricultural in the event the use discontinues on a property. Further, Policy 2.10 of Goal Two of the Agricultural Element states that the County’s Agricultural land use designation and corresponding A-2 (General Agriculture) zoning recognize ranchette areas with minimum lot size requirements of 3, 5, 10, and 20 acres. Ranchette areas have been identified based on significant existing parcelization of property, poor soil, location, and other factors which limit the agricultural productivity of the area. Furthermore, 10 acres is identified in state law and the County General Plan and Williamson Act Uniform Rules as the minimum possible acreage for enrollment in a Williamson Act Contract. Accordingly, the amendments to the truck parking allowance propose to establish a maximum parcel size of 10 gross acres to qualify to apply for a use permit to conduct truck parking. This maximum parcel size limit will direct truck parking to occur on ranchette parcels and preclude productive agricultural parcels which are eligible for enrollment into a Williamson Act Contract from qualifying.

Goal Three, Policy Nineteen of the Land Use Element is “Accommodate the siting of industries with unique requirements”. The County recognizes the state-wide shortage of available truck parking facilities, and the limited quantity of land adjacent to highway corridors. To support the logistics industry while recognizing the safety and environmental issues that result when there is insufficient supply of parking facilities, the County proposes to maintain the allowance for small-scale truck parking facilities to develop while adding objective standards and requirements to quantify and restrict the concentration of these uses from developing, and minimize conflicts between these sites and adjacent agriculture and residents. This also furthers the Agricultural Element’s Goal One, Policy 1.7 which states:

“Concentrations of commercial and industrial uses, even if related to surrounding agricultural activities, are detrimental to the primary use of the land for agriculture and shall not be allowed.”

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 six-foot-tall fencing and 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. Offices are subject to the 150-foot-wide buffer. All projects requesting a use permit will be subject to these setback and buffer requirements. As part of the new proposed requirements, all projects will have a six-foot-tall solid uniform fence around the perimeter of the parking area, and will need to demonstrate compliance with the setback requirements.

There are other General Plan goals and policies that may apply directly and indirectly to projects that would result from this ordinance amendment. These goals and policies are related traffic, public services, safety, hazards, water quality, and other items that will be reviewed with each

project. The proposed ordinance amendment requires that each proposed parking facility, with the exception of home occupations, go through the use permit process which includes discretionary approval and California Environmental Quality Act (CEQA) review. Each project will be reviewed by the responsible agencies for comments, conditions, and mitigation if required.

Planning staff believes the proposed ordinance amendments to be in compliance with the General Plan policies listed above.

ZONING ORDINANCE CONSISTENCY

Staff believes that with these amendments to the zoning ordinance in place, the County will maintain a path for operators to have small-scale parking facilities to have safe and secure places to park to obtain permits after all potential land use conflicts have been mitigated. The findings required for approval of a use permit have been clarified with the intent to limit the placement and intensity of truck parking sites within the A-2 zoning district. The proposed ordinance amendment includes provisions that require annual inspection to enforce conditions of the use permit and maintain consistency with the new zoning ordinance requirements, if approved.

ENVIRONMENTAL REVIEW

This project has been determined to be generally exempt from CEQA pursuant to Section 15061(b)(3) of the California Code of Regulations. A CEQA Exempt Referral and Notice of Public Hearing was circulated to all interested parties and responsible agencies for review and comment (see Exhibit F – *Environmental Review Referrals*). A Notice of Exemption has been prepared for approval as the project will not have a significant effect on the environment (see Exhibit E – *Notice of Exemption*). There are no conditions of approval for this project.

Contact Person: Kristen Anaya, Senior Planner, (209) 525-6330

Attachments:

- Exhibit A – Findings and Actions Required for Project Approval
- Exhibit B – Background of Truck Parking in the General Agriculture District (A-2)
- Exhibit C – Draft Ordinance Amendments:
 - Chapter 21.20 – General Agriculture District (A-2)
 - Chapter 21.94 – Home Occupations
 - Chapter 21.89 – Truck Parking Facilities
- Exhibit D – Early Consultation Referral Responses
- Exhibit E – Notice of Exemption
- Exhibit F – Environmental Review Referrals

Findings and Actions Required for Project Approval

The Planning Commission recommends that the Board of Supervisors:

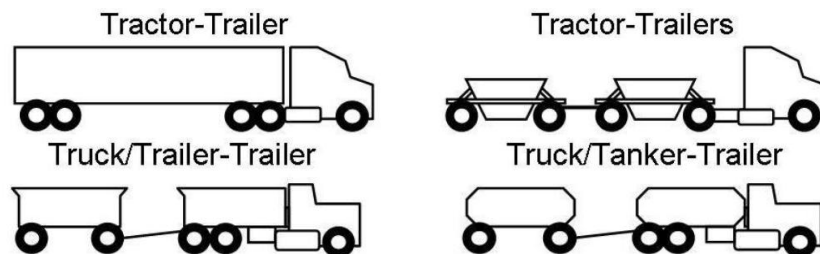
1. Find the project is generally exempt for the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061 and Section 15282(h) and order the filing of a Notice of Exemption with the Stanislaus County Clerk-Recorder pursuant to CEQA Guidelines Section 15062.
2. Find that there is no substantial evidence the project will have a significant effect on the environment and that the Exemption reflects Stanislaus County's independent judgement and analysis.
3. Find the project is consistent with the overall goals and policies of the Stanislaus County General Plan.
4. Approve Ordinance Amendment No. PLN2025-0069 – *Truck Parking* and introduce, waive the reading, and adopt the revised ordinances.

Background of Truck Parking in the General Agriculture District (A-2)

This exhibit provides an overview of the initial creation of allowances for truck parking in the A-2 district, issues surrounding truck parking in the unincorporated agricultural areas of Stanislaus County since the current ordinances' adoption, and the 2025 formation of an ad hoc committee and ordinance development process.

History of Truck Parking in the A-2 District and 2012 Ordinance Adoption

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. As mentioned in the *Project Description* section of this memo, the 2012 amendments addressed the parking of 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 amendment that was 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, "The 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;
- One use permit applications has 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 thirteen 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
- Five applications (four use permit applications and one rezone application) are in process.

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 code enforcement (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 consisting of members of the Board of Supervisors and the Planning Commission.

Formation of the 2025 Ad Hoc Committee

On January 16, 2025, the Planning Director formed the truck parking Ad Hoc Committee (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 Stanislaus County 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.

2025 Ordinance Amendment Development Process

Based on the feedback received and at the direction of the AHC, staff 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. These included draft Zoning Ordinance amendments that 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 which 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.

Due to statewide shortages of truck parking locations in California, and market trends reflecting an increasing demand for facilities which support the shipping and logistics industry, the allowance for the parking of 12 tractor-trailer combinations and 24 trucks is not proposed to be reduced; however, changes have been proposed to the parameters under which facilities permitted under a use permit may operate to address the truck-related issues that have been identified with truck parking in agricultural areas. Based on concerns related to these facilities impacting water and soil quality of agricultural land due to improper storage of hazardous materials resulting in contaminants leaking onto the bare ground, and based on the Stanislaus County Department of Environmental Resources Hazardous Materials Division's reported issues with some applicants and CE sites not accurately reporting and meeting storage requirements for storing hazardous materials such as fuel, engine oil, and coolants, staff is proposing to remove any allowance for on-site maintenance, and to further prohibit any repair, truck washing, or storage of any kind. Other concerns related to aesthetic concerns and visual impacts of truck parking facilities on the character of the surrounding neighborhood or agricultural area, are proposed to be addressed through clearer requirements for solid fencing, requirements for setbacks from the adjacent roadways and residences, and implementation of landscaping along any road frontage to screen the facilities from view of the road. Other significant changes to the existing use permit criteria for truck parking in the A-2 zone include a new requirement for restrooms serving drivers accessing the parking facility and requirements that tractor-trailer combinations parked on-site be registered with the State of California Department of Motor Vehicles. Additionally, while it is a current requirement that the property owner live on-site to qualify for a use permit, concerns were raised during the data collection process over clear trends of A-2 parcels being purchased to be immediately converted to truck parking without any permits being obtained. To disincentivize the immediate conversion of agricultural land upon sale of a property, a new requirement is being proposed to require a property owner to demonstrate that they have lived on a site for at least six months prior to a new use permit application being accepted. Additionally, to further address concerns about productive agricultural land from being converted to a non-agricultural use such as truck parking, the amendments propose to now prohibit any parcel under a Williamson Act Contract, or parcels greater than 10-acres in size, which is the minimum acreage considered by the Williamson Act to be presumed viable for production agriculture, from being eligible to obtain a use permit. Another major change includes an added threshold for what constitutes a concentration, through a limit the number of facilities allowed within a one-mile radius of each other based on proximity of a highway corridor.

Additionally, CE of non-compliant or unpermitted truck parking facilities has remained a major concern of County representatives and members of the public. To address these concerns and

ensure consistent monitoring to enforce compliance with County codes, the amendments propose to establish a five-year lifespan for use permits for truck parking, with extensions allowed with a staff approval only in instances where no documented violation of the use permit conditions or ordinance criteria have occurred. To monitor compliance, the amendments propose to require annual inspections through the County's Code Enforcement Division. In the event that noncompliance occurs, or in the event that a property sells and a new operator takes control of a parking facility, the use permit would be considered expired and a new use permit would need to be obtained.

With respect to home occupation allowances for truck parking, similar restrictions on maintenance, on-site storage and truck washing are proposed to be implemented for any truck parking which may be permitted under a home occupation. Because home occupation business licenses are permitted by right without discretionary approvals required for issuance, there is no review of concentration limitations on the location and intensity at which they may develop in the A-2 areas of the County. To address concerns have been raised through the AHC review process about the visual and traffic impacts home occupations have the potential to cumulatively contribute to, notwithstanding any concentration limits set on facilities permitted with use permits or through a general plan amendment and/or rezone process, staff propose to reduce the current allowances for the parking of three tractor-trailer combinations and three trailers to one tractor-trailer combination and two trailers. Additionally, the amendments propose to remove the allowance for home occupations to develop a parking area. Currently, truck operators with a home occupation may develop up to 50 percent of the total parcel size, not to exceed 1.5 acres with a graveled parking area, mirroring the allowance for use permits which permit up to 12 trucks and 24 trailers. This similar development allowance has raised concerns over permitting home occupations to build-out a parking area to a level that would sustain a higher intensity of parking, particularly in light of the issues with unpermitted facilities developing or operating without permits.

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 proposed 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 proposed amendments would require the Planning Commission to take into consideration the location of proximate industrial or commercial land when considering if a truck parking facility request would create a concentration; whether projects will be required to contribute payments to offset 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 proposed amendments if considered before adoption of the amendments take place. While the location of nearby industrial or commercial land can be considered by the Planning Commission, the amendments as presented to the GPUC and as currently proposed, do not take into account 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 proposed amendments does not preclude the Planning Commission or the Board of Supervisors from considering individual applications for truck parking facilities that are presented to them for consideration.

While the GPUC has 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 develop concentration standards for the Highway Commercial Planned Development (HCPD) designation and to present the AHC's recommendation to the Planning Commission as part of the request to consider the amendments. Since August 7, 2025, staff has coordinated with the AHC to identify that large scale truck parking facilities permitted under an HCPD designation should be incorporated and mirror the concentration criteria used for use permits. Accordingly, the recommendations will be shared with the Planning Commission and the Board of Supervisors as part of the staff report for General Plan Text Amendment Application No. PLN2025-0070 – *Highway Commercial Planned Development*. The Planning Commission's recommendation on the Zoning Ordinance amendments are expected to be presented to the Board of Supervisors for final consideration at the November 18, 2025 meeting, with the recommendations for the General Plan text amendments to be heard at the December 16, 2025 meeting.

On September 8, 2025, the amendments recommended by the GPUC were presented to the Agricultural Advisory Board (AAB) at a regularly scheduled meeting for input. Questions raised by members of the AAB included whether the concentration assessment for use permit applications for truck parking would take into account truck parking facilities within city limits. Staff responded that the current drafts will not consider any development within city limits, adopted community plans, or land zoned commercial or industrial in the unincorporated County. At the meeting, a member of the public inquired whether the Board of Supervisors would have the ability to approve or consider projects which do not meet or exceed the recommended criteria, if adopted. Staff responded that projects being considered after adoption of amendments, if any, would require approval of a variance in order to not meet the operational and developmental criteria that may be approved; however, the only exception to the proposed criteria, as currently recommended, is to the concentration threshold. In that instance, the Planning Commission or the Board of Supervisors may determine that a concentration is not met, even in the event that approval of a new project request results in more than two truck parking facilities being permitted to develop in a one-mile radius of any property in the County. In order to allow this exception, it must be found that a physical or geographic barrier prevents multiple truck parking facilities from reasonably traveling on the same roadways. The member of the public also expressed to the AHC that they felt the community was going unheard in spite of repeatedly voicing concerns surrounding trucking-related uses. At the end of the meeting, the AAB voted to unanimously support the amendments provided that enforcement on unpermitted truck parking facilities continue concurrent to efforts to bring updated truck parking requirements to the Planning Commission and the Board of Supervisors.

Since the August 7, 2025, General Plan Update Committee (GPUC) and September 8, 2025, Agricultural Advisory Board (AAB) meetings, and circulation of the Early Consultation referrals on September 10, 2025, staff has made minor adjustments to refine the language in the proposed Chapter 21.89 – *Truck Parking Facilities* ordinance, primarily oriented on re-ordering

the standards and requirements, adding findings required for approval, clarifying that maximum and minimum parcel size requirements should be calculated using gross acreage, modifying landscaping and screening requirements to retain flexibility in type of landscaping required, and streamlining the concentration language while maintaining the standards previously presented.

**Added text is shown in bold and underline and deleted text is shown in strikeout.*

CHAPTER 21.20

GENERAL AGRICULTURE DISTRICT (A-2)

SECTIONS:

21.20.010	PURPOSE
21.20.020	PERMITTED USES
21.20.030	USES REQUIRING USE PERMIT
21.20.040	USES REQUIRING BOARD OF SUPERVISORS APPROVAL
21.20.045	USES ON LANDS SUBJECT TO WILLIAMSON ACT
	CONTRACTS
21.20.050	DIVISION OF LAND
21.20.060	SITE AREA
21.20.070	YARDS
21.20.080	HEIGHT LIMITS

21.20.010 PURPOSE

It is the intent of these district regulations to support and enhance agriculture as the predominant land use in the unincorporated areas of the county. These district regulations are also intended to protect open-space lands pursuant to Government Code Section 65910. The procedures contained in this chapter are specifically established to ensure that all land uses are compatible with agriculture and open space, including natural resources management, outdoor recreation and enjoyment of scenic beauty. (Ord. CS 106 Section 2 (part), 1984).

21.20.020 PERMITTED USES

Uses permitted in the A-2 districts:

- A. All agricultural uses not requiring a staff approval or a use permit pursuant to Sections 21.20.030 and 21.20.040; provided, however, that within areas designated on the land use element of the general plan as urban transition the maintenance of animals shall be limited to the provision of Chapter 21.24 (R-A rural residential zoning regulations) unless approval of additional animals is first obtained from the director of planning and community development;
- B. Single-family dwelling(s) and accessory dwellings on parcels meeting the following criteria (Ord. CS 1290, 2021):
 - 1. Parcels less than 20 acres in size and zoned A-2-3, -5, -10, or -20 - One-single family dwelling is permitted on all parcels that meet or exceed the minimum building site area requirements of this chapter.
 - a. Accessory dwellings as regulated by Chapter 21.74. (Ord. CS 1290, 2021).

21.20.020 Permitted uses

2. Parcels less than 20 acres in size and zoned A-2-40, or -160 - One-single family dwelling is permitted with approval of a Staff Approval Permit in accordance with Section 21.100.050(C) of the Zoning Ordinance.
 - a. Accessory dwellings as regulated by Chapter 21.74. (Ord. CS 1290, 2021).
3. Parcels of 20 acres or more in size - Two-single family dwellings may be constructed on a parcel, regardless of the minimum parcel size zoning requirement. The second dwelling shall be placed to take maximum advantage of existing facilities including utilities and driveways. New driveways may be authorized by the County Public Works Department when it can be shown public safety will not be degraded, now or in the future, based on both existing traffic conditions and future traffic projected in the County General Plan.
 - a. Any parcel created with a 'no build' restriction shall meet the criteria specified in Section 21.20.050 prior to the construction of any dwelling. Any parcel enrolled in the Williamson Act, and not subject to a 'no build' restriction, shall be in agricultural use prior to the construction of any dwelling. (Ord. CS 1020, Sec. 4, 2007; Ord. CS 741, 2000).
 - b. Accessory dwellings, as regulated by Chapter 21.74, may be permitted in lieu of the permitted second single-family dwelling. (Ord. CS 1290, 2021).
- C. A mobile home in lieu of any permitted single-family dwelling as regulated by Chapter 21.72.-(Ord. CS 1290, 2021).
- D. Buildings, appurtenances, and uses such as custom contract harvesting or land preparation where the buildings, appurtenances, or uses are incidental and accessory to the use of the subject property for farming purposes.
- E. Home occupations as regulated by Chapter 21.94.
- F. Racing homer pigeons as regulated in Chapter 21.92.
- G. Garage sales.
- H. Temporary agricultural service airports.
- I. Detached accessory buildings, the uses of which are incidental to, and reasonably related to, a main building on the same lot or to the primary use of the property as determined by the director of planning and community development.
- J. One identification or informational sign not more than twelve square feet in area nor more than six feet in height may be permitted in the front yard or side yard adjacent to each street frontage of a property which contains a lawful agricultural use, or commercial, or industrial nonconforming use in lieu of any other freestanding sign which may be permitted, provided that:

21.20.020 Permitted uses

1. It does not bear any advertising message,
 2. It is nonflashing, nonmoving and nonanimated,
 3. It is located wholly on private property on the premises to which it pertains,
 4. A plot plan and elevation of the sign is approved by the planning and community development director prior to request for building and electrical permits and installation;
- K. Lagoons or ponds for the storage of animal wastes, except when a use permit is required under Section 21.20.030 F. Such lagoons or ponds shall be located a minimum of fifty feet from any property line and three hundred feet from any dwelling on an adjacent property. Other standards may be imposed by other county or state agencies.
- L. Christmas tree sales lots and Halloween pumpkin sales lots provided they meet the required setbacks and provide at least ten accessible and useable off-street parking spaces in addition to one space per employee on a maximum shift. Such lots shall be limited to two double-faced signs not to exceed twelve square feet on each face. No off-site signs shall be permitted. Such Halloween pumpkin sales lots may not be established prior to October 1 of any year and shall be removed and the property returned to its previous condition prior to November 15; Christmas tree sales lots may not be established prior to November 15 of any year and shall be removed and the property returned to its previous condition prior to January 1.
- M. Fireworks stands provided they meet all required setbacks and provide at least five accessible and usable off-street parking spaces in addition to one space per employee on a maximum shift. Such stands shall meet all the requirements of the department of fire safety and shall be erected and removed within the time period prescribed by that department.
- N. Produce stands as defined and regulated in Chapter 21.90.
- O. Small family day care homes for eight or fewer persons.
- P. Large family day care homes for seven through fourteen persons when the following criteria are met:
1. One off-street parking space shall be provided for each employee plus two spaces;
 2. The two additional parking spaces shall be located so that vehicles will head-in and head-out and not use the public road for maneuvering, loading, or unloading;
 3. There shall be no other day care facilities for more than eight persons within three hundred feet of the exterior boundary of the property.

(Ord. CS 861, Section 2, 2003; Ord. CS 591 Section 1, 1995; Ord. CS 350 Sections 1 (part), 2, 1989; Ord. CS 349 Section 1, 1989; Ord. CS 142 Section 1, 1985; Ord. CS 141 Section 1, 1985; Ord. CS 106 Section 2 (part), 1984).

21.20.020 Permitted uses

Q. Cultivation of hemp as defined and regulated in Chapter 6.85. (Ord. CS 1293, 2021).

21.20.030 USES REQUIRING USE PERMIT

Uses permitted in the A-2 districts subject to first securing a use permit in each case:

- A. TIER ONE. The uses listed below are closely related to agriculture and are necessary for a healthy agricultural economy. Tier One uses may be allowed when the planning commission finds that, in addition to the findings required under Section 21.96.050, the use as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity.
1. Stationary installations such as alfalfa and feed dehydrators; commercial viners; fuel alcohol stills designed to serve a localized area; nut hulling, shelling, and drying; agricultural experiment stations; warehouses for storage of grain and other farm produce; weighing, loading and grading stations; wholesale nurseries and landscape contractors when conducted in conjunction with a wholesale nursery; agricultural backhoe services; sale of firewood; and similar agricultural facilities;
 2. Farm labor camps and agricultural service airports;
 3. Permanent housing for persons employed on a full-time basis in connection with the agricultural use of the property or other property owned or leased by the same owner. The parcel(s) shall be large enough in terms of acreage, crops, production, number of animals, to clearly support and justify the establishment of an additional dwelling(s) for a full-time employee. Applicants will be required to substantiate that the employee is, in fact, a full-time employee. Permits granted for employee housing shall require that new residences be placed in close proximity to existing dwelling to minimize the disruption of agricultural land and to take maximum advantage of existing facilities, including utilities and driveways;
 4. Produce markets as defined and regulated in Chapter 21.90. (Ord. CS 591 Section 2, 1995)
- B. TIER TWO. The uses listed below are agriculture-related commercial and industrial uses that may be allowed when the planning commission or board of supervisors 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; and
 2. The establishment as proposed will not create a concentration of commercial and industrial uses in the vicinity; and
 3. It is necessary and desirable for such establishment to be located within the agricultural area as opposed to areas zoned for commercial or industrial usage.

21.20.030 Uses requiring use permit

- a. Agricultural service establishments primarily engaging in the provision of agricultural services to farmers, including contract harvesting when not allowed under Section 21.20.020D. Such establishments shall be designed to serve the immediately surrounding area as opposed to having a widespread service area.
- b. Agricultural processing plants and facilities, such as wineries, dehydrators, canneries, and similar agriculture-related industrial uses, provided:
 - i. The plant or facility is operated in conjunction with, or as a part of, a bona fide agricultural production operation;
 - ii. At least fifty percent of the produce to be processed is grown on the premises or on property located in Stanislaus County in the same ownership or lease; and
 - iii. The number of full-time, year-round employees involved in the processing shall not exceed ten, and the number of part-time, seasonal employees shall not exceed twenty.
- c. In conjunction with an agricultural processing plant or facility, incidental retail sales, tasting rooms and/or facilities for on-site consumption of agricultural produce processed on the premises, provided:
 - i. The primary purpose is to promote sales of the agricultural product(s) produced and processed on the premises;
 - ii. The use is subordinate to the production of such product and the use of such agricultural processing facility; and
 - iii. The number of full-time, year-round employees involved in the operation shall not exceed ten, and the number of part-time, seasonal employees shall not exceed twenty.
 - iv. However, the total number of full-time, year-round employees allowed under Subsections b(iii) and c(iii) shall not exceed ten, and the total number of part-time, seasonal employees shall not exceed twenty.
- d. Soil reclamation, or the process of cleaning or decontaminating soil that has been contaminated by gasoline or other toxic materials.

21.20.030 Uses requiring use permit

- e. Commercial or municipal composting, processing and/or spreading of whey, treated sludge or biosolids (including Class A and Class B), or other organic matter when the matter to be composted, processed and/or spread is not generated on site and the composting, processing and/or spreading is not part of a routine farming practice. Composting operations with less than 1,000 cubic yards or 300 tons of active composting material on site at any given time shall be considered an agricultural use and shall be exempt from this provision. (This provision is intended to apply to operations whose primary function is the composting, processing and/or spreading of organic matter; it is not intended to apply to composting and/or the use of fertilizers and other soil amendments or feed additives in conjunction with agricultural production.)

C. TIER THREE. The uses listed below are not directly related to agriculture but may be necessary to serve the A-2 District or may be difficult to locate in an urban area. Some of these uses can be people-intensive and, as a result, have the potential to adversely impact agriculture; these people-intensive uses are generally required to be located within LAFCO-approved spheres of influence of cities or community services districts and sanitary districts serving unincorporated communities. Tier Three uses may be allowed when the planning commission finds that, in addition to the findings required under Section 21.96.050:

1. The use as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity, and
2. The parcel on which such use is requested is not located in one of the County's "most productive agricultural areas," as that term is used in the Agricultural Element of the General Plan; or the character of the use that is requested is such that the land may reasonably be returned to agricultural use in the future.

In determining "most productive agricultural areas," factors to be considered include but are not limited to soil types and potential for agricultural production; the availability of irrigation water; ownership and parcelization patterns; uniqueness and flexibility of use; the existence of Williamson Act contracts; existing uses and their contributions to the agricultural sector of the economy. "Most productive agricultural areas" does not include any land within LAFCO-approved spheres of influence of cities or community services districts and sanitary districts serving unincorporated communities.

- a. Public stables, including boarding and training, and kennels,
- b. Bridle paths, riding academies, roping arenas and similar facilities for the training, exercising or exhibiting of horses, dogs or other animals,
- c. Recreational camps without housing for permanent residents and dude or guest ranches,
- d. Cemeteries,
- e. Schools offering general academic instruction equivalent to the standards prescribed by the State Board of Education,
- f. Churches,

21.20.030 Uses requiring use permit

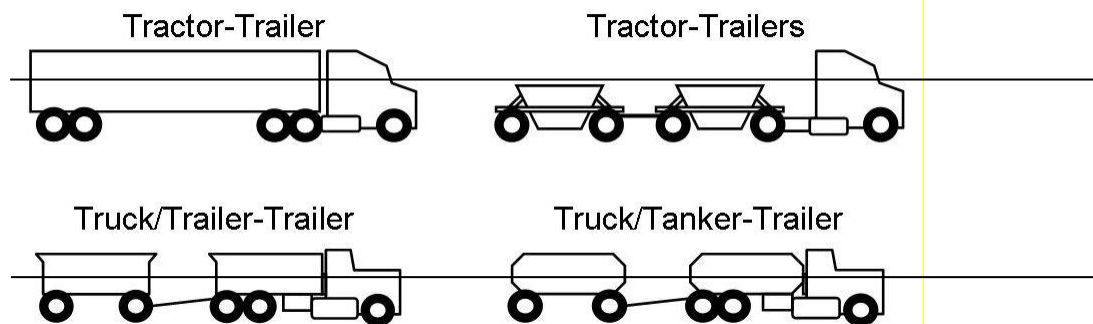
- g. The raising or keeping for commercial or noncommercial purposes of fur-bearing animals, zoo-type animals, exotic birds, fish or wildlife regulated by the California Department of Fish and Game or dangerous animals as described in Chapter 7.28 of this code,
- h. Off-road vehicle parks, motorcycles, bicycle, go-cart and automobile race tracks; rifle ranges; trap and skeet ranges,
- i. Public buildings, parks or other facilities operated by political subdivisions,
- j. Facilities for public utilities and communication towers,
- k. Sanitary landfills,
- l. Circuses, carnivals, outdoor festivals, rallies, revivals, concerts, open-air churches, and similar uses provided that they do not last for more than seven days,
- m. Day care centers when accessory to a school offering general academic instruction equivalent to the standards prescribed by the State Board of Education,
- n. Gun clubs and hunting clubs.
- o. Golf courses (excluding miniature golf), golf driving ranges and practice putting greens, athletic fields and facilities (when operated by a non-profit organization or club), and related facilities (including, but not limited to, clubhouses, pro-shop, and food and drink facilities).
- p. Commercial excavation of earth, minerals, building materials or removal of oil or gas, together with the necessary apparatus and appurtenances incidental thereto.
- q. Corn mazes, hay mazes, and similar seasonal activities when determined by the Planning Director to be similar in nature and when they do not qualify for the exception in Section 21.100.050(E). (Ord. CS 890, Section 1, 2004)
- r. Weddings, and similar events, provided they are not located on Williamson Act Contracted land. (CS 1181 Section 3, 2016).

D. Notwithstanding any other provision of this title relating to the use of property zoned A-2, a factory for processing rabbits shall be allowed after issuance of a use permit subject to the following limitations:

- 1. The property proposed for use shall contain a minimum of ten acres;
- 2. There shall be no more than five employees involved in the processing operation;
- 3. The proposed facility shall satisfy all of the applicable regulations enacted by the California State Department of Food and Agriculture relating to processing of rabbits;
- 4. There shall not be retail sales at the property;
- 5. The processor shall submit a plan for disposing of the animal waste;

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 12 tractor-trailer combinations as defined and regulated by Chapter 21.89 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.~~

21.20.030 — ~~Uses requiring use permit~~

- ~~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).

21.20.040 USES REQUIRING BOARD OF SUPERVISORS APPROVAL

Public and private airports are permitted subject to board of supervisor's approval when the following procedure is followed:

- A. Application shall be made in writing on a form prescribed by the planning commission and shall be accompanied by a filing fee in such amount as may be fixed from time to time by order of the board of supervisors as well as a plot plan and other pertinent data as may be deemed necessary by the planning director.
- B. In order to obtain an airport permit, the applicant must introduce evidence in support of this application sufficient to enable the planning commission and the board of supervisors to find that the establishment of the airport is consistent with the general plan, consistent with any adopted county policies 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.
- C. The application shall be referred to the Airport Land Use Commission for review prior to approval by the planning commission and board of supervisors.
- D. A public hearing shall be held by the planning commission. Notice of hearing shall be given as required by Section 21.96.040. The planning commission shall make a report of its findings and recommendation to the board of supervisors.
- E. Upon receipt of the report from the planning commission a public hearing shall be held by the board of supervisors. Notice of the hearing shall be given as required by Section 21.96.040. At the conclusion of any hearing held by the board of supervisors, the board

may approve the airport permit if the findings listed in Section 21.20.040B can be established. (Ord. CS 106 Section 2 (part), 1984).

21.20.045 USES ON LANDS SUBJECT TO WILLIAMSON ACT CONTRACTS

- A. As required by Government Code Section 51238.1, the Planning Commission and/or Board of Supervisors shall find that uses requiring use permits that are approved on lands under California Land Conservation Contracts (Williamson Act Contracts) shall be consistent with all of the following principles of compatibility:
 - 1. The use will not significantly compromise the long-term productive agricultural capability of the subject contracted parcel or parcels or on other contracted lands in the A-2 zoning district.
 - 2. The use will not significantly displace or impair current or reasonably foreseeable agricultural operations on the subject contracted parcel or parcels or on other contracted lands in the A-2 zoning district. Uses that significantly displace agricultural operations on the subject contracted parcel or parcels may be deemed compatible if they relate directly to the production of commercial agricultural products on the subject contracted parcel or parcels or neighboring lands, including activities such as harvesting, processing, or shipping.

21.20.045 Uses on lands subject to Williamson Act contracts

3. The use will not result in the significant removal of adjacent contracted land from agricultural or open-space use.
- B. Unless the Planning Commission and/or the Board of Supervisors makes a finding to the contrary, the following uses are hereby determined to be consistent with the principles of compatibility and may be approved on contracted land:
1. The erection, construction, alteration, or maintenance of gas, electric, water, communication facilities,
 2. Farm labor camps and farm employee housing, and
 3. All Tier One uses requiring use permits listed in Section 21.20.030 A.
- C. The following uses are hereby determined to be inconsistent with the principles of compatibility and shall not be approved on contracted land:
1. Churches,
 2. Schools, and
 3. Day care centers when accessory to a school offering general academic instruction equivalent to the standards prescribed by the State Board of Education.
- D. Mineral extraction on contracted land may be approved consistent with Government Code Section 51238.2.
- E. Uses on nonprime contracted land may be approved consistent with subdivision (c) of Government Code Section 51238.1.
- F. All other uses requiring use permits on contracted lands, except those specified in Subsections B, C, D and E of this Section, shall be evaluated on a case-by-case basis by the Planning Commission and/or Board of Supervisors to determine whether they are consistent with the principles of compatibility set forth in Government Code Section 51238.1.

21.20.050 DIVISION OF LAND

All divisions of land on property zoned A-2 (General Agriculture) shall conform to the minimum parcel designation exhibited on the county's sectional district maps. The subdivision of agricultural land consisting of unirrigated farmland, unirrigated grazing land, or land enrolled under the Williamson Act, into parcels of less than 160-acres in size shall be allowed provided a "no build" restriction on the construction of any residential development on newly created parcel(s) is observed until one or both of the following criteria is met:

21.20.050 Division of land

- A. 90% or more of the parcel shall be in production agriculture use with its own on-site irrigation infrastructure and water rights to independently irrigate. For land which is not irrigated by surface water, on-site irrigation infrastructure may include a self-contained drip or sprinkler irrigation system. Shared off-site infrastructure for drip or sprinkler irrigation systems, such as well pumps and filters, may be allowed provided recorded long-term maintenance agreements and irrevocable access easements to the infrastructure are in place.
- B. Use of the parcel includes a confined animal facility (such as a commercial dairy, cattle feedlot, or poultry operation) or a commercial aquaculture operation. (Ord. CS 1020 Sec. 7, 2007; Ord. CS 344 Section 4, 1989; Ord. CS 106 Section 2 (part), 1984).

21.20.060 SITE AREA

The minimum allowable area for creation of a parcel shall be either three, five, ten, twenty, forty, or one hundred sixty acres as designated on the sectional district map following the zone symbol. Minimum parcel size may be determined by including internal area occupied by irrigation canals, laterals and other facilities and area up to the centerline of public roads, railroads, transmission lines, aqueducts or irrigation laterals which are located at a parcel's boundary. The following shall be exempt as to the minimum parcel size requirements provided the parcels are consistent with the subdivision ordinance and all other applicable county regulations:

- A. Parcels created or used for public utility or communication purposes.
- B. Repealed December 18, 2007 (CS 1020 Sec. 8, 2007; prior code CS 741, effective November 24, 2000)
- C. Repealed December 18, 2007 (CS 1020 Sec. 9, 2007).
- D. Parcels created and used pursuant to Sections 21.20.030 and 21.20.040, or where there exists a nonresidential legal nonconforming use, approved by the planning commission based upon findings that such parcel exhibits size, location and orientation characteristics which are supportive of the use without detriment to other agricultural usage in the vicinity.
- E. Parcels created by a lot line adjustment between two or more adjacent parcels, where the land taken from one parcel is added to an adjacent parcel, and where a greater number of parcels than originally existed is not thereby created, where the integrity and purpose of Section 21.20.010 is maintained, where one of the parcels is already below the minimum lot area of the zone in which it is located, where a greater number of nonconforming parcels, in terms of parcel size and permitted dwelling(s), is not thereby created and the following criteria can be met:

21.20.060 Site area

1. Parcels greater than 10-acres in size shall not be adjusted to a size smaller than 10-acres, unless the adjustment is needed to address a building site area or correct for a physical improvement which is found to encroach upon a property line. In no case shall a parcel enrolled in the Williamson Act be reduced to a size smaller than 10-acres; and
2. Parcels less than 10-acres in size may be adjusted to a larger size, 10 acres or greater in size if enrolled in the Williamson Act, or reduced, if not enrolled in the Williamson Act, as needed to address a building site area or correct for a physical improvement which is found to encroach upon a property line. (Ord. CS 1020 Section 10, 2007; Ord. CS 501 Section 2, 1992; Ord. CS 344 Section 5, 1989; Ord. CS 333 Section 1, 1989; Ord. CS 142 Section 2, 1985; Ord. CS 106 Section 2 (part), 1984).

21.20.070 YARDS

Yards required in A-2 districts:

A. Front yards:

1. Not less than seventy feet from the existing centerline of the street, nor less than fifteen feet from the planned street line on a major street or expressway, whichever is the greater. The vehicle opening of any building shall be no closer than twenty feet to the property line toward which the opening faces.
2. Not less than forty-five feet from the existing centerline of the street on a collector street sixty feet wide, nor less than fifteen feet from the planned street line where a specific plan has been adopted. The vehicle opening of any building shall be no closer than twenty feet to the property line toward which the opening faces.
3. Not less than forty feet from the existing centerline of the street on a minor street (fifty feet wide), nor less than fifteen feet from the planned street line where a specific plan has been adopted. The vehicle opening of any building shall be no closer than twenty feet to the property line toward which the opening faces.

B. Side yards, interior lot line and rear yards: Five feet.

C. Side yards, corner lot: The main building and accessory building or garages not having direct access to the street may be five feet closer to the planned street line than at the front yard. (Ord. CS 106 Section 2 (part), 1984).

21.20.080 HEIGHT LIMITS

No fence, hedge or screen planting, in excess of three feet in height, shall be constructed or permitted to grow within any required front yard or side yard of a corner lot unless the director determines that visibility will not be obstructed. (Ord. CS 106 Section 2 (part), 1984).

**Added text is shown in bold and underline and deleted text is shown in strikeout.*

CHAPTER 21.94

HOME OCCUPATIONS

SECTIONS:

21.94.010	APPLICATION
21.94.020	CRITERIA
21.94.030	PROHIBITED USES
21.94.050	DEFINITIONS

21.94.010 APPLICATION

Applications for home occupations are administered by the department of planning and community development. (Ord. CS 9 (part), 1983).

21.94.020 CRITERIA

It is the intent of the following criteria to reduce the impact of the home occupation to the degree that its effects on the neighborhood are undetectable from normal and usual residential activity.

- A. Only occupants of the dwelling shall be engaged in the home occupation on the subject property. In the event of a partnership or corporation, at least one of the members must be a resident of the subject property.
- B. Off-site employees or partners are permitted so long as they do not work or report for work at subject property.
- C. The use of the dwelling for the home occupation shall be clearly incidental and subordinate to its use for residential purposes. The home occupation may be conducted in the principal dwelling or accessory structures on the subject property provided that the area does not exceed twenty percent of the habitable floor area of the principal dwelling.
- D. There shall be no mechanical equipment or operation used which creates or makes noise, dust, odor, vibration or other effects detectable at the property line. Noise level at the property line shall not exceed sixty-five dBA.
- E. There shall be no display of products produced by the home occupation visible in any manner from the outside of the dwelling unit.
- F. The use shall not generate pedestrian or vehicular traffic beyond that which is normal in a residential district nor in any case require the parking of more than two additional vehicles at any one time.
- G. There shall be no storage of materials or supplies out-of-doors.

21.94.020 Criteria

- H. There shall be no change in the outside appearance of the building premises, or any visible evidence of the conduct of such home occupations other than one sign not to exceed two square feet. Visible evidence shall include, but not be limited to, any vehicles associated with the home occupation, except as allowed by Section 21.94.020(J)(2) and (4). (Ord. CS 1117, Sec 2, 2012)
- I. There shall be no advertising, including phone book advertising, newspaper ads, etc., of the home occupation which depicts the address of location. (Ord. CS 350, Sec. 4, 1989; Ord CS 9 (part), 1983).
- J. The following specific home occupation uses shall be permitted subject to further limitations as follows:
1. Beauty/barber shops limited to one operator only.
 2. Contractors and subcontractors offices are permitted as home occupations. However, the storage of materials, equipment or **parking of a** ~~more than one commercial~~ vehicle not normally associated with residential uses shall be prohibited.
 3. Furniture repair, restoration and reupholstery shall be limited to one occupant of the dwelling subject to approval of building inspection and fire marshall as applicable. There shall be no pick up or delivery at this location by the public.
 4. Trucking operations with on-site parking of ~~up to~~ **no more than one** ~~three~~ tractor-trailer combinations, as **defined and regulated by Chapter 21.89**, ~~defined in this chapter, provided:~~
 - a. ~~The home occupation is located within the A-2 (general agriculture) zoning district, the parcel on which the parking will occur is at least one acre or more in size, the total area of the acres used for the parking operation does not exceed 1.5 acres, and the area to be used for parking shall not exceed fifty percent of the entire parcel.~~
 - b. ~~All of the tractor-trailer combinations parked on the parcel shall be registered to an occupant of a dwelling located on the parcel. On parcels with more than one trucking operation operating as a home occupation, the total number of tractor-trailer combinations parking on-site shall not exceed three.~~
 - c. ~~Any trailers parked on-site shall be operational and accessory to the use of any tractor, truck/trailer, or truck/tanker permitted to be parked on-site.~~
 - d. ~~On-site maintenance shall be limited to oil and tire changes, light and windshield wiper replacements, and checking fluids.~~
 - e. ~~No off loading of any trailer, and no parking of any trailer housing hazardous materials, shall occur on-site.~~

21.94.030 PROHIBITED USES

The following uses are expressly prohibited as home occupations:

- A. Repair or reconditioning of motorized vehicles or equipment, on site;
- B. Manufacturing, including cabinet shops and similar uses;

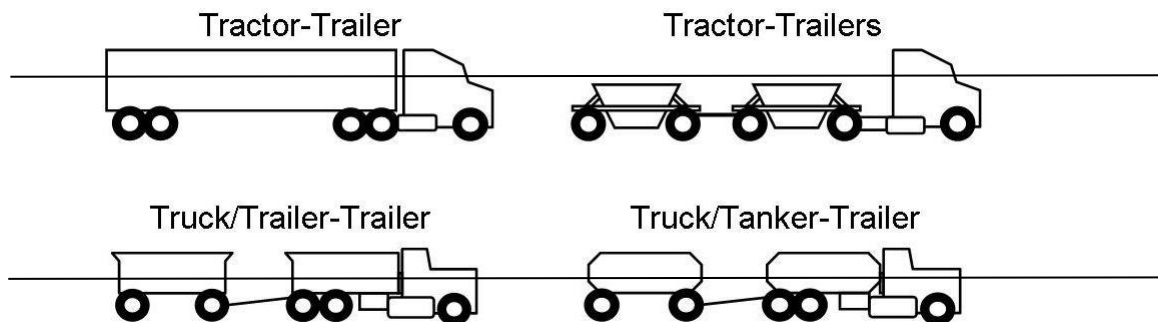
21.94.030 Prohibited Uses

- C. Repair or reconditioning of major household appliances, including refrigerators, freezers, clothes washers and dryers, dishwashers, stoves, heating and air conditioning equipment, and lawn mowers;
- D. Repair or reconditioning of boats or recreational vehicles;
- E. Medical, dental and chiropractic clinics and offices. (Ord. CS 9 (part), 1983).

~~21.94.050~~ DEFINITIONS

~~The definition set forth in this section shall apply to this chapter.~~

~~“Tractor-Trailer Combinations” mean a tractor-trailer, truck/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 vehicles:~~



~~(Ord. CS 1117, Sec 4, 2012)~~

**The below chapter is a new chapter.*

CHAPTER 21.89

TRUCK PARKING FACILITIES

SECTIONS:

21.89.010	PURPOSE AND INTENT
21.89.020	APPLICABILITY
21.89.030	DEFINITIONS
21.89.040	USE PERMIT
21.89.050	HOME OCCUPATION
21.89.060	ANNUAL INSPECTIONS
21.89.070	EXPIRATION

21.89.010 PURPOSE AND INTENT

The purpose of this chapter is to provide land use regulations for the parking of tractor-trailer combinations which are not incidental and accessory to the agricultural use of the property and do not qualify to operate as an agricultural service establishment.

These regulations are intended to allow for the limited parking of tractor-trailer combinations while minimizing impacts on agricultural land and avoiding the creation of a concentration of commercial and industrial uses in the vicinity. The allowance for non-agriculturally related truck parking in the A-2 (General Agriculture) zoning district recognizes a shortage in truck parking options that impact roadway driver safety and community character, when trucks must park on the side of the road. Limitations on the life of a use permit issued under this chapter for truck parking recognizes the use is transitional in nature and ongoing parking outside of commercial and industrial zoning districts is intended to be short term with limited improvements that will not impact the ongoing agricultural use of the property on which the use is located or the surrounding properties.

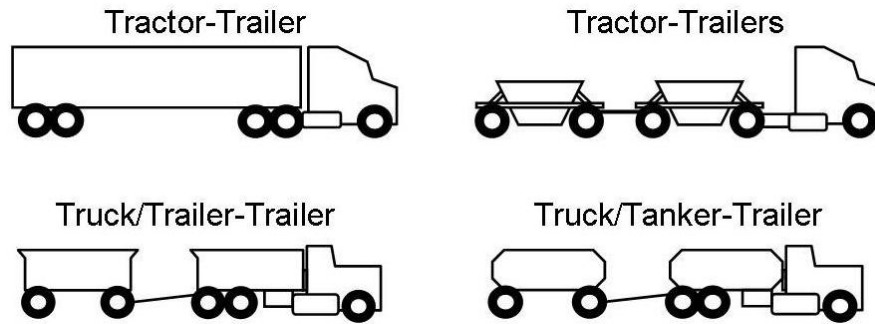
21.89.020 APPLICABILITY

The regulations set forth in this chapter shall apply in the General Agriculture (A-2) zoning district.

21.89.030 DEFINITIONS

- A. "Truck parking" means the parking of any tractor-trailer combination.
- B. "Truck parking facility" means a property used for the parking of more than one tractor-trailer combination.
- C. "Tractor-trailer combination" means 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:

21.89.030 Definitions



21.89.040 USE PERMIT

Parking of tractor-trailer combinations may be allowed subject to first securing a use permit, when the Planning Commission finds that, in addition to the findings required under Section 21.96.050:

- A. The establishment as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity;
- B. The establishment as proposed will not create a concentration of truck parking facilities in the vicinity, as defined in 21.89.040(C)(3); and
- C. All the following standards and requirements are met:
 1. The parcel on which truck parking will occur is at least one gross acre in size and less than ten gross acres in size and is not enrolled in a Williamson Act Contract.
 2. 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 chapter, a set of double trailers shall be equivalent to one trailer.
 3. Concentration. For the purposes of this section, a concentration shall be deemed to occur when the number of truck parking facilities within the designated area exceeds the limits set forth in the following criteria:
 - a. In determining concentration, all truck parking facilities located in an A-2, or a P-D zoning district where truck parking is the principal use, shall be considered, with the exception of the following:
 - i. Truck parking which is incidental or accessory to an agricultural operation or permitted by use permit as a Tier One or Tier Two use in the A-2 zoning district;
 - ii. Truck parking which is permitted as a home occupation with a valid business license issued by the county treasurer-tax collector;

21.89.040 Use permit

- iii. Truck parking which has been established in violation of this title;
 - iv. Truck parking which is located both within the boundaries of an adopted community plan.
 - b. For areas within a one-mile distance from the edge of a right of way of a designated interstate or state route, a concentration is considered any situation where there are more than two truck parking facilities (or portion thereof) within a one-mile radius of any property. A property's distance to an interstate or state route is determined based on the location of the driveway apron serving a permitted truck parking facility
 - c. For areas a distance of more than one-mile from the edge of a right-of-way of a designated interstate or state route, a concentration is considered any situation where there is more than one truck parking facility (or portion thereof) within a one-mile radius of any property; however, where a second existing facility is located within a one-mile distance from a designated interstate or state route, there may be up to two truck parking facilities. A property's distance to an interstate or state route is determined based on the location of the driveway apron serving a permitted truck parking facility.
 - d. Exception: 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 (e.g., river, canal, railroad, highway etc.) which precludes trucks accessing the facilities from consistently traveling the same roadways.
 - e. Designated interstates and state routes shall be considered the following:
 - i. Interstate 5;
 - ii. State Route 33;
 - iii. State Route 99;
 - iv. State Route 108;
 - v. State Route 120
 - vi. State Route 132;
 - vii. State Route 165;
 - viii. State Route 219.
4. At least one of the tractor-trailer combinations shall be registered to the property owner and the property owner shall live on the parcel.

21.89.040 Use permit

- a. All tractors-trailer combinations parked on-site shall be registered with the State of California Department of Motor Vehicles.
 - b. The property owner shall have lived on the property for no less than six months at the time of application for a use permit is submitted and shall continue to live on the property while the use is in operation.
5. Access to the truck parking facility shall be available without violation of any state, county, or city roadway truck access or weight restrictions:
 - a. Any driveway providing access to a truck parking facility shall be approved by the Stanislaus County Department of Public Works.
 - b. Surface Transportation Assistance Act (STAA) requirements. Truck parking facilities proposing to accommodate vehicles that exceed California legal limits for height, length, width, weight, or overhang shall obtain prior approval from the applicable state, county, or city jurisdictions for the proposed access route to the National Network. This approval shall be secured before the planning commission considers the use permit. Any roadway improvements necessary to bring the route into compliance with STAA standards shall be completed before truck parking operations begin.
6. The truck parking facility shall meet the following criteria:
 - a. The total area of the parcel used for parking of any vehicles associated with the truck parking facility shall not exceed 1.5 acres in size nor 50 percent of the entire parcel. The allowable area for parking shall be inclusive of any driveway or turning areas utilized to access the parking area.
 - b. 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.
 - c. The area in which parking will occur shall be located at least 20 feet from any planned street line.
 - d. A minimum six-foot-tall solid fence of uniform construction shall be installed around the perimeter of the approved parking area. The material and design of the fencing shall be approved by the planning commission and minor modifications to the approved fencing may be made by the planning director.
 - e. Evergreen landscaping meeting vision clearance requirements shall be incorporated into the design of the project to screen the parking area from view of any public right-of-way. A landscape plan shall be approved by planning commission and minor modifications to the approved landscaping may be made by the planning director.

21.89.040 Use permit

- f. The parking area shall be located at least 50 feet from any dwelling on an adjoining parcel.
 - g. Parking areas and driveways shall be adequately graveled to reduce dust emissions. The use of pavement, asphalt, or similar hardscape may be used in lieu of gravel in areas which have not been in production agriculture in the last 20 years. Aerial imagery shall be used to verify that an area has not been in production agriculture.
- 7. One on-site office, accessory to the truck parking facility, 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. The area where a detached office is located shall be evaluated in the total area allowed for the parking facility.
- 8. 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. The area where the restroom is located shall be evaluated in the total area allowed for the parking facility.
- 9. The following conditions shall be maintained continuously for the duration of the use:
 - a. All tractor-trailer combinations and trailers parked on-site shall be fully operable.
 - b. No storage associated with the on-site truck parking, including the stockpiling of tires or truck parts, indoor or outdoor, shall occur on-site.
 - c. No washing of tractor-trailer combinations or trailers, loading or unloading of trailers, or parking of a trailer containing hazardous materials shall occur on-site.
 - d. Maintenance or repair work, including but not limited to oil and tire changes, lead acid battery replacements, light and windshield wiper replacements, and checking fluids, is not permitted on-site.
 - e. Refrigerated trailers shall remain unpowered while stored or parked on-site.
- 10. There shall be no off-site advertising, of any type, which depicts the address of the truck parking facility. One identification or informational sign not more than twelve square feet in area nor more than four feet in height may be permitted in the yard where the driveway used to access the facility is located. Placement and size of the sign shall be approved by planning commission and minor modifications to the approved sign may be made by the planning director.

21.89.040 Use permit

11. All applicable impact fees shall be paid before any encroachment, grading, or building permits for the truck parking facility are issued or, if no permits are needed, before truck parking operations begin. If routes used to access a truck parking facility include city-maintained roadways, a fair-share contribution agreed upon by the Stanislaus County Public Works Department and applicable city department shall be paid.
12. The truck parking facility shall not have outstanding fines or fees related to unpermitted land use or development at the time of use permit application submittal or consideration by the planning commission.
13. If a parcel with an approved truck parking facility is sold, the use permit shall automatically expire and the new owner shall apply for and obtain a new use permit in accordance with this chapter.

21.89.050 **HOME OCCUPATION**

Parking of one tractor-trailer combination may be allowed as a home occupation subject to the following standards and requirements:

- A. All applicable criteria of Chapter 21.94 of this title shall be met.
- B. The parcel on which the truck parking will occur shall be at least one (1) gross acre or more in size.
- C. The total number of tractor-trailer combinations shall not exceed one (1) and the total number of trailers shall not exceed two (2). For the purpose of this chapter, a set of double trailers shall be equivalent to one trailer.
- D. The tractor-trailer combination parked on-site shall be registered with the State of California Department of Motor Vehicles to an occupant of a dwelling located on the parcel. Only one trucking business may be licensed to operate on a parcel at any given time.
- E. The following conditions shall be maintained continuously for the duration of the use:
 - a. The tractor-trailer combination parked on-site shall be in fully operable and any trailers shall be accessory to the use of the tractor, truck/trailer, or truck/tanker permitted to be parked on-site.
 - b. No storage associated with the on-site truck parking, including the stockpiling of tires or truck parts, indoor or outdoor, shall occur on-site.
 - c. No washing of tractor-trailer combinations or trailers, loading or unloading of trailers, or parking of a trailer containing hazardous materials shall occur on-site.

21.89.050 Home occupation

- d. Maintenance or repair work, including but not limited to oil and tire changes, lead acid battery replacements, light and windshield wiper replacements, and checking fluids, is not permitted on-site.
 - e. Refrigerated trailers shall not be powered while stored or parked on-site.
- F. Access to the truck parking facility shall be available without violation of any state, county, or city roadway truck access or weight restrictions:
- a. Any driveway providing access to a truck parking facility shall be approved by the Stanislaus County Department of Public Works.
 - b. Surface Transportation Assistance Act (STAA) requirements. Truck parking facilities proposing to accommodate vehicles that exceed California legal limits for height, length, width, weight, or overhang shall obtain prior approval from the applicable state, county, or city jurisdictions for the proposed access route to the National Network. This approval shall be secured before the planning commission considers the use permit. Any roadway improvements necessary to bring the route into compliance with STAA standards shall be completed before truck parking operations begin.

21.89.060 ANNUAL INSPECTION

Any truck parking facility operating under a use permit issued in accordance with this chapter, shall be subject to an annual inspection by the county to verify that the facility is in compliance with all conditions of approval. The property owner shall be solely responsible for all costs associated with the annual inspection and shall annually deposit the estimated cost of the annual inspection, as determined by the county, within 60-days of being provided written notice of the estimated cost. Payment of any costs exceeding the estimate shall be paid to the county within 30-days of a written invoice for payment being provided.

- A. Following the annual inspection, the county may take any step provided for under the law to address any nuisance conditions or violations of the Stanislaus County Code determined to exist and that are not abated by the property owner within 45-days of written notice being provided by the county.

21.89.070 EXPIRATION

Any use permit issued under this chapter shall automatically expire five (5) years from the date of approval, regardless of whether the use has been initiated. Issuance of any permit required as a condition of approval or operation of the approved use shall not extend or vest rights beyond the five-year term. Upon expiration, continuation of the use shall be subject to the following:

- A. Staff approval. Any truck parking facility that operates during the five years following approval of the use permit without any documented violations of the applicable conditions of approval may be permitted for continued operation for an additional five (5) years by approval of a staff approval permit. Additional conditions of approval, as determined necessary by the planning director, may be applied to the staff approval

21.89.070 Expiration

permit, including but not limited to the collection of any adopted fees not previously collected. Additional staff approval permits may be issued for subsequent five (5) year terms. An application for the staff approval permit shall be submitted before the date of expiration.

STANISLAUS COUNTY CEQA REFERRAL RESPONSE FORM

TO: Stanislaus County Planning & Community Development
1010 10th Street, Suite 3400
Modesto, CA 95354

FROM: WEST STANISLAUS COUNTY FIRE PROT. DISTRICT

SUBJECT: ORDINANCE AMENDMENT APPLICATION NO. PLN2025-0069 – TRUCK
PARKING

Based on this agency's particular field(s) of expertise, it is our position the above described project:

- ☐ Will not have a significant effect on the environment.
☐ May have a significant effect on the environment.
☒ No Comments.

Listed below are specific impacts which support our determination (e.g., traffic general, carrying capacity, soil types, air quality, etc.) – (attach additional sheet if necessary)

- 1.
- 2.
- 3.
- 4.

Listed below are possible mitigation measures for the above-listed impacts: *PLEASE BE SURE TO INCLUDE WHEN THE MITIGATION OR CONDITION NEEDS TO BE IMPLEMENTED (PRIOR TO RECORDING A MAP, PRIOR TO ISSUANCE OF A BUILDING PERMIT, ETC.):*

- 1.
- 2.
- 3.
- 4.

In addition, our agency has the following comments (attach additional sheets if necessary).

Response prepared by:

<u>Hugo Rayo</u>	<u>FIRE MARSHAL</u>	<u>09-15-2025</u>
Name	Title	Date



STANISLAUS COUNTY CEQA REFERRAL RESPONSE FORM

TO: Stanislaus County Planning & Community Development
1010 10th Street, Suite 3400
Modesto, CA 95354

FROM:

Hill Valley Cemetery District

SUBJECT: GENERAL PLAN TEXT AMENDMENT APPLICATION NO. PLN2025-0070 –
HIGHWAY COMMERCIAL PLANNED DEVELOPMENT UPDATE

Based on this agency's particular field(s) of expertise, it is our position the above described project:

- ☐ Will not have a significant effect on the environment.
☐ May have a significant effect on the environment.
☒ No Comments.

Listed below are specific impacts which support our determination (e.g., traffic general, carrying capacity, soil types, air quality, etc.) – (attach additional sheet if necessary)

- 1.
- 2.
- 3.
- 4.

Listed below are possible mitigation measures for the above-listed impacts: *PLEASE BE SURE TO INCLUDE WHEN THE MITIGATION OR CONDITION NEEDS TO BE IMPLEMENTED (PRIOR TO RECORDING A MAP, PRIOR TO ISSUANCE OF A BUILDING PERMIT, ETC.):*

- 1.
- 2.
- 3.
- 4.

In addition, our agency has the following comments (attach additional sheets if necessary).

Response prepared by:

Vanessa Lefler

Name

Secretary

Title

9/16/25

Date



California Department of Transportation

OFFICE OF THE DISTRICT 10 DIRECTOR
P.O. BOX 2048 | STOCKTON, CA 95201
(209) 948-7943 | FAX (209) 948-7179 TTY 711
www.dot.ca.gov



October 2, 2025

10-STA-132-PM 14.98
General Plan Text Amendment
Application No. PLN2025-0070
Highway Commercial Planned
Development Update

Kristen Anaya
Stanislaus County Department of
Planning & Community Development
1010 10th Street, Suite 3400
Modesto, CA 95354

Dear Ms. Anaya:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the General Plan Text Amendment Application No. PLN2025-0070 - Highway Commercial Planned Development Update. The project site is located in the Unincorporated Stanislaus County.

Caltrans has the following comments:

Traffic Operations

1. Any projects along State Highway involving trucks will need to be reviewed by Caltrans to verify Surface Transportation Assistance Act (STAA).
2. Any projects along State Highway will also need to be reviewed for sight distance for any safety issues.
3. Depending on the proposed Highway parking, there may be parking restrictions. That must be approved by Caltrans, District 10.

If you have any questions, please contact Janet Jaramillo at (209) 986-9825 (email: janet.jaramillo-landeros@dot.ca.gov) or me at (209) 483-2582 (email: tom.dumas@dot.ca.gov).

Sincerely,

A handwritten signature in blue ink that reads 'Janet Jaramillo'.

A handwritten signature in blue ink that reads 'Tom Dumas'.
-for- Tom Dumas
Chief, Office of Metropolitan Planning

**STANISLAUS COUNTY
CEQA REFERRAL RESPONSE FORM**

TO: Stanislaus County Planning & Community Development
1010 10th Street, Suite 3400
Modesto, CA 95354

FROM: _____

SUBJECT: ORDINANCE AMENDMENT APPLICATION NO. PLN2025-0069 – TRUCK
PARKING

Based on this agency's particular field(s) of expertise, it is our position the above described project:

- ☒ Will not have a significant effect on the environment.
☐ May have a significant effect on the environment.
☐ No Comments.

Listed below are specific impacts which support our determination (e.g., traffic general, carrying capacity, soil types, air quality, etc.) – (attach additional sheet if necessary)

1. SEE ATTACHMENT PAGE 1
- 2.
- 3.
- 4.

Listed below are possible mitigation measures for the above-listed impacts: PLEASE BE SURE TO INCLUDE WHEN THE MITIGATION OR CONDITION NEEDS TO BE IMPLEMENTED (PRIOR TO RECORDING A MAP, PRIOR TO ISSUANCE OF A BUILDING PERMIT, ETC.):

1. SEE ATTACHMENT PAGE 1
- 2.
- 3.
- 4.

In addition, our agency has the following comments (attach additional sheets if necessary).

SEE ATTACHMENT PAGE 2

Response prepared by:

RANJIT SINGH PATTAR
Name

OWNER
Title

9/17/2025
Date

Specific Impacts Traffic General, Carrying Capacity, Soil types, Air Quality)

1. **Traffic & Circulation:** Truck parking will use existing legal access points, causing minimal impact on public roadways. No significant increase in traffic volume beyond what is typical for agricultural or trucking operations.
2. **Air Quality:** Parking trucks on-site may slightly reduce emissions by eliminating unnecessary trips to off-site storage facilities, supporting better air quality overall.
3. **Noise:** Operations will occur during normal business hours, with minimal idling and no significant nighttime disturbance, keeping noise levels consistent with rural/agricultural use.
4. **Soil & Drainage:** No grading beyond what is already permitted for agricultural use. Permeable or stabilized surfaces will be used where possible to minimize runoff and erosion.

Possible Mitigation Measures

1. **Traffic Safety Improvements:** Ensure proper signage and clear driveways prior to permit issuance to maintain safe ingress/egress for trucks.
2. **Air Quality Controls:** Post and enforce "no-idling" signage on-site prior to operation commencement to limit emissions.
3. **Noise Mitigation:** Restrict routine truck movement to standard daytime hours (unless emergencies occur) as a permit condition to reduce potential disturbance to neighbors.
4. **Drainage & Surface Control:** Implement dust control measures (e.g., gravel, recycled asphalt, or water truck) before site inspection and approval to avoid air quality issues from unpaved areas.

Additional Comments

We strongly support the County's efforts to create clear, fair rules for truck parking. We respectfully request:

- Flexibility in fencing and setback requirements for existing operations to avoid costly unnecessary upgrades when sites are already safe and secure.
- A streamlined renewal process for five-year permits, to ensure trucking businesses can continue operating without delays.
- Reasonable and predictable annual inspections, coordinated with property owners in advance, to prevent operational disruptions.

From: [Christy McKinnon](#)
To: [Kristen Anaya](#)
Cc: [Alondra Estrada](#)
Subject: FW: Stanislaus County CEQA Early Consultation Referral – PLN2025-0069 – Truck Parking - Please Respond by September 30, 2025
Date: Monday, September 22, 2025 2:20:14 PM
Attachments: [PLN2025-0069 Early Consultation.pdf](#)
Importance: High

Hi Kristen,

I have no comments from the Groundwater Division regarding the above project. If you have any questions, please reach out to be during normal business hours.

Respectfully,

Christy McKinnon, R.E.H.S.

Water Resources Manager

Groundwater Resources Division

Stanislaus County Department of Environmental Resources

3800 Cornucopia Way, Suite C,

Modesto, CA 95358

Phone 209-525-6818

Fax 209-525-6774

cmckinnon@envres.org

Kristen Anaya

From: Miranda E. Brumbaugh <mebrumbaugh@TID.ORG>
Sent: Tuesday, September 23, 2025 9:56 AM
To: Planning
Cc: Angela Freitas; Kristin Doud; Kristen Anaya; Angelica Duenas; Patricia Sanchez; Serena Baca
Subject: RE: Stanislaus County CEQA Early Consultation Referral – PLN2025-0070 – Highway Commercial Planned Development Update - Please Respond by September 30, 2025

*** **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 ***

Good morning Angelica,

I'm emailing to confirm TID's receipt of the below referral, **PLN2025-0070 – Highway Commercial Planned Development Update**. Regarding the amendments to the General Plan, we ask that the County continues to include TID on any truck parking development referrals to determine required improvements or appropriate mitigation for impacted TID irrigation facilities.

Thank you,

Miranda Brumbaugh

Project Coordinator

Turlock Irrigation District | 333 East Canal Drive | P.O. Box 949 | Turlock, CA 95381

Office: (209) 883-8362

Cell: (209) 648-4024

mebrumbaugh@tid.org | www.TID.org



From: [Edwin Borquez](#)
To: [Planning](#)
Cc: [Angela Freitas](#); [Kristin Doud](#); [Kristen Anaya](#); [Serena Baca](#); [Patricia Sanchez](#); [Angelica Duenas](#); [Jeremy Ballard](#); [Marcus Ruddicks](#); [Paul Richardson](#); [Jessica Hill](#); [Michael Hren](#); [Katharine Martin](#); [Radha Hayagreev](#); [Vanessa Castro](#); [Michael Schubert](#); [Amber Dick](#)
Subject: FW: Stanislaus County CEQA Early Consultation Referral – PLN2025-0069 – Truck Parking - Please Respond by September 30, 2025
Date: Thursday, September 25, 2025 8:01:07 AM
Attachments: [PLN2025-0069 Early Consultation.pdf](#)
Importance: High

***** 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 *******

Good morning,

The City of Modesto has reviewed the proposed amendments to the Highway Commercial Planned Development (HCPD) land use designation for large-scale truck parking. While we appreciate the County's effort to address unpermitted truck parking, we have significant concerns about how these changes could impact the Modesto Sphere of Influence (SOI), particularly regarding land use compatibility and community character.

The City of Modesto maintains a clear position on this matter: we would not be in favor of such development within our SOI if the general land use designation is Residential or Commercial, or in near proximity to these zoning designations. These areas are not suitable for large-scale truck parking due to potential negative impacts like noise, air quality issues, traffic congestion, and conflicts with existing land uses.

Any proposal for a truck parking facility within the Modesto SOI would only be considered in an industrial zone. This is the only land use designation that is compatible with the scale and nature of such an operation.

Any future development proposed within our SOI would have to meet all City of Modesto standards and regulations, not just those outlined by the County. This includes our specific requirements for design, environmental review, traffic, and public works. Even in an industrial zone, we would require a Planned Development (PD) entitlement. This process allows for a thorough review and ensures that specific conditions and design standards are met to mitigate potential impacts on surrounding properties.

Respectfully,



Edwin Borquez,

Associate Planner

Community & Economic Development Department, Planning Division

Central Valley Regional Water Quality Control Board

29 September 2025

Kristen Anaya
Stanislaus County
Planning and Community Development
1010 10th Street, Suite 3400
Modesto, CA 95354
planning@stancounty.com

COMMENTS TO REQUEST FOR REVIEW FOR THE EARLY CONSULTATION, ORDINANCE AMENDMENT APPLICATION NO. PLN2025-0069 – TRUCK PARKING PROJECT, SCH#2025090604, STANISLAUS COUNTY

Pursuant to the State Clearinghouse's 12 September 2025 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Early Consultation* for the Ordinance Amendment Application No. PLN2025-0069 – Truck Parking Project, located in Stanislaus County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has

adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the

State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality/certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources

Control Board website at:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

Ordinance Amendment Application No. - 5 -
PLN2025-0069 – Truck Parking Project
Stanislaus County

29 September 2025

If you have questions regarding these comments, please contact me at (916) 464-4684
or Peter.Minkel2@waterboards.ca.gov.

A handwritten signature in blue ink that reads "Peter G. Minkel". The signature is written in a cursive, flowing style.

Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento

September 30, 2025

Via Email Only

Stanislaus County Planning & Community Development
Attn: Kristen Anaya, Senior Planner
planning@stancounty.com
anayak@stancounty.com

Re: HHWP Response to Stanislaus County Referral Early Consultation
Applicant: Stanislaus County Dept of Planning and Community Development
ORDINANCE AMENDMENT APPLICATION NO. PLN2025-0069 – TRUCK
PARKING
Project Location/APN: Unincorporated Stanislaus County
Notice dated: 9/10/2025, Response due by: 9/30/2025

To Whom it May Concern:

The San Francisco Public Utilities Commission, Hetch Hetchy Water & Power (HHWP), received the attached Stanislaus County Referral Early Consultation Notice for the above-referenced project.

HHWP hereby responds with the following comments:

- The San Francisco Public Utilities Commission (SFPUC), Hetch Hetchy Water & Power (HHWP) owns and maintains Right-of-Way (ROW) utility corridors through unincorporated and incorporated Stanislaus County.
- The SFPUC ROW contains above-ground high-voltage power transmission lines and underground water transmission lines.
- Ordinance Amendment Application No. PLN-2025-0069, to amend Chapters 21.20 General Agriculture District (A-2) and 21.94 Home Occupations of the Stanislaus County Zoning Ordinance, and to adopt a new ordinance Chapter 21.89 Truck Parking to update existing allowances for truck parking in the unincorporated General Agriculture (A-2) zoned areas of Stanislaus County is **not compatible with the SFPUC ROW**.
- HHWP will need to conduct a review of this project, including all plans and drawings, to ensure that this project does not interfere with the use of City and County of San Francisco (CCSF) property, prior to approval by the Stanislaus County Planning Commission.
- **A HHWP Project Review and Land Use Application must be submitted to Hetch Hetchy Water and Power for any proposed crossing, use of, proposed rezoning, or work on CCSF-owned land.** I have attached a blank copy of the application for your reference. You may email a completed application to: hhwp_row@sfwater.org.

Please confirm receipt of this email.

Daniel L. Lurie
Mayor

Kate H. Stacy
President

Joshua Arce
Vice President

Avni Jamdar
Commissioner

Stephen E. Leveroni
Commissioner

Meghan Thurlow
Commissioner

Dennis J. Herrera
General Manager

Stanislaus County Planning & Community Development
Attn: Kristen Anaya, Senior Planner
September 30, 2025
Page 2

Thank you in advance for your cooperation and attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mia Ottieri', with a small dot above the 'i'.

Mia Ottieri
ROW Permit Liaison
Hetch Hetchy Water & Power

:mo

Encl: HHWP-completed Stanislaus County CEQA Referral Response Form PLN2025-0069,
dated 9/30/25; HHWP Project Review and Land Use Application
ecc: Dina Brasil, SFPUC Right of Way Manager
Margaret Hannaford, HHWP Division Manager
Adam Mazurkiewicz, Operations & Maintenance Manager
Joy Meller, ROW Manager
John Gisler, HHWP ROW Maintenance Manager
Moccasin Records

STANISLAUS COUNTY
DEPARTMENT OF PLANNING AND
COMMUNITY DEVELOPMENT
1010 10th Street, Suite 3400
Modesto, California 95354

NOTICE OF EXEMPTION

Project Title: Ordinance Amendment Application No. PLN2025-0069 – Truck Parking

Applicant Information: Stanislaus County Planning and Community Development, 1010 10th Street, Ste. 3400, Modesto CA 95354 **Phone No:** (209) 525-6330

Project Location: Unincorporated County

Description of Project: Request to amend Chapters 21.20 General Agriculture District (A-2) and 21.94 Home Occupations of the Stanislaus County Zoning Ordinance, and to adopt a new ordinance chapter, Chapter 21.89 Truck Parking, to update existing allowances for truck parking in the unincorporated General Agriculture (A-2) zoned areas of Stanislaus County.

Name of Agency Approving Project: Stanislaus County Board of Supervisors

Lead Agency Contact Person: Kristen Anaya, Senior Planner **Telephone:** (209) 525-6330

Exempt Status: (check one)

- ☐ Ministerial (Section 21080(b)(1); 15268);
- ☐ Declared Emergency (Section 21080(b)(3); 15269(a));
- ☐ Emergency Project (Section 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number: _____
- ☐ Statutory Exemptions. State code number: _____
- ☒ Common Sense Exemption. 15061 (b)(3)

Reasons why project is exempt: This project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) Common Sense Exemption. This request is a Zoning Ordinance text amendment to be more restrictive than existing allowances for truck parking, through both a ministerial Home Occupation Business License and discretionary Use Permit. Individual project-level environmental will be conducted to assess project-specific impacts of requests which require use permits.

Dated

Kristen Anaya
Senior Planner

SUMMARY OF RESPONSES FOR ENVIRONMENTAL REVIEW REFERRALS

PROJECT: ZONING ORDINANCE AMENDMENT NO. PLN2025-0069 - TRUCK PARKING

REFERRED TO:				RESPONDED		RESPONSE			MITIGATION MEASURES		CONDITIONS	
	2 WK	30 DAY	PUBLIC HEARING NOTICE	YES	NO	WILL NOT HAVE SIGNIFICANT IMPACT	MAY HAVE SIGNIFICANT IMPACT	NO COMMENT NON CEQA	YES	NO	YES	NO
CA DEPT OF CONSERVATION:												
Land Resources / Mine Reclamation	X		X		X							
CA DEPT OF FISH & WILDLIFE	X		X		X							
CA DEPT OF FORESTRY (CAL FIRE)	X		X		X							
CA DEPT OF HOUSING & COMMUNITY DEV					X							
CA DEPT OF TRANSPORTATION DIST 10	X		X	X								
CA DEPT OF WATER RESOURCES	X		X		X							
CA OPR STATE CLEARINGHOUSE	X		X		X							
CA RWQCB CENTRAL VALLEY REGION	X		X	X								
CA STATE LANDS COMMISSION	X		X		X							
CEMETERY DISTRICT	X		X		X							
CENTRAL VALLEY FLOOD PROTECTION	X		X		X							
CITY OF: ALL WITHIN STANISLAUS COUNTY	X		X	X				X		X	X	
COMMUNITY SERVICES / SANITARY DIST: ALL	X		X		X							
COOPERATIVE EXTENSION	X		X		X							
COUNTY OF: ALL SURROUNDING	X		X		X							
CROP DUSTERS	X		X		X							
DISPOSAL DIST: ALL	X		X		X							
FIRE PROTECTION DIST: ALL	X		X	X								
FLOOD CONTROL DISTRICT: ALL	X		X		X							
GSA: ALL	X		X		X							
HOSPITAL DISTRICT: ALL	X		X		X							
IRRIGATION DISTRICT: ALL	X		X	X								
MOSQUITO DISTRICT: ALL	X		X		X							
MT VALLEY EMERGENCY MEDICAL	X		X		X							
MUNICIPAL ADVISORY COUNCIL: ALL	X		X		X							
PACIFIC GAS & ELECTRIC	X		X		X							
PIPELINES	X		X		X							
POSTMASTER: ALL	X		X		X							
PUBLIC UTILITIES COMMISSION	X		X		X							
RAILROAD: ALL	X		X		X							
SAN JOAQUIN VALLEY APCD	X		X	X				X		X	X	
SAN LUIS/DELTA-MENDOTA WATER AUTH	X		X		X							
SCHOOL DISTRICT 1: ALL	X		X		X							
SCHOOL DISTRICT 2:					X							
STAN ALLIANCE	X		X		X							
STAN CO AG COMMISSIONER	X		X		X							
STAN CO ALUC	X		X		X							
STAN CO ANIMAL SERVICES					X							
STAN CO BUILDING PERMITS DIVISION	X		X		X							
STAN CO CEO	X		X		X							
STAN CO CSA					X							
STAN CO DER	X		X	X				X		X		X
STAN CO ERC					X							
STAN CO FARM BUREAU	X		X		X							
STAN CO HAZARDOUS MATERIALS	X		X	X				X		X	X	
STAN CO PARKS & RECREATION	X		X		X							
STAN CO PUBLIC WORKS	X		X		X							

SUMMARY OF RESPONSES FOR ENVIRONMENTAL REVIEW REFERRALS

PROJECT: ZONING ORDINANCE AMENDMENT NO. PLN2025-0069 - TRUCK PARKING

REFERRED TO:				RESPONDED		RESPONSE			MITIGATION MEASURES		CONDITIONS	
	2 WK	30 DAY	PUBLIC HEARING NOTICE	YES	NO	WILL NOT HAVE SIGNIFICANT IMPACT	MAY HAVE SIGNIFICANT IMPACT	NO COMMENT NON CEQA	YES	NO	YES	NO
STAN CO RISK MANAGEMENT					X							
STAN CO SHERIFF	X		X		X							
STAN CO SUPERVISOR DIST #: ALL	X		X		X							
STAN COUNTY COUNSEL	X		X		X							
StanCOG	X		X		X							
STANISLAUS FIRE PREVENTION BUREAU	X		X		X							
STANISLAUS LAFCO	X		X		X							
SURROUNDING LAND OWNERS					X							
TELEPHONE COMPANY: ALL	X		X		X							
TRIBAL CONTACTS (CA Government Code §65352.3)												
TUOLUMNE RIVER TRUST	X		X		X							
US ARMY CORPS OF ENGINEERS	X		X		X							
US FISH & WILDLIFE	X		X		X							
US MILITARY AGENCIES (SB 1462) (5 agencies)					X							
USDA NRCS	X		X		X							
WATER DISTRICT: ALL	X		X	X				X		X	X	