



CEQA Referral Initial Study and Notice of Intent to Adopt a Negative Declaration

Date: May 26, 2106

To: Distribution List (See Attachment A)

From: Rachel Wyse, Associate Planner, Planning and Community Development

Subject: WILLIAMSON ACT CANCELLATION, GENERAL PLAN AMENDMENT, & REZONE APPLICATION NO. PLN2016-0013 – FINDLAY AUTOMOTIVE GROUP

Comment Period: May 26, 2016 – June 29, 2016

Respond By: June 29, 2016

Public Hearing Date: A separate hearing notice will be sent once the item is scheduled.

You may have previously received an Early Consultation Notice regarding this project, and your comments, if provided, were incorporated into the Initial Study. Based on all comments received, Stanislaus County anticipates adopting a Mitigated Negative Declaration for this project. This referral provides notice of a 30-day comment period during which Responsible and Trustee Agencies and other interested parties may provide comments to this Department regarding our proposal to adopt the Mitigated Negative Declaration.

All applicable project documents are available for review at: Stanislaus County Department of Planning and Community Development, 1010 10th Street, Suite 3400, Modesto, CA 95354. Please provide any additional comments to the above address or call us at (209) 525-6330 if you have any questions. Thank you.

Applicant: Findlay Automotive Group

Project Location: 4201 McHenry Avenue (State Route 108), southwest of the Pelandale and McHenry Avenue intersection, currently bisected by Wells Avenue, north of the City of Modesto.

APN: 046-008-024, 046-008-016, 046-005-010, and 046-005-014

Williamson Act Contract: 1975-2013

General Plan: Planned Development & Urban Transition

Current Zoning: P-D (Planned Development) 143 & A-2-10 (General Agriculture)

Project Description: Request to cancel Williamson Act Contract No. 75-2013 on a .71 acre parcel, amend the General Plan designation on a 9.42 acre parcel from Urban Transition to Planned Development (PD), and rezone four parcels totaling 11.06 acres from General Agriculture and PD 143 to a new PD zone to allow development of an auto dealership. The project site is located at the southwest corner of Pelandale and McHenry Avenues in the Modesto area. The Planning Commission will recommend adoption of a CEQA Negative Declaration for this project.

Full document with attachments available for viewing at:
<http://www.stancounty.com/planning/pl/act-projects.shtm>

**WILLIAMSON ACT CANCELLATION , GENERAL PLAN AMENDMENT, & REZONE APPLICATION
NO. PLN2016-0013 – FINDLAY AUTOMOTIVE GROUP**
Attachment A

Distribution List

X	CA DEPT OF CONSERVATION Land Resources		STAN CO ALUC
X	CA DEPT OF FISH & WILDLIFE		STAN CO ANIMAL SERVICES
	CA DEPT OF FORESTRY (CAL FIRE)	X	STAN CO BUILDING PERMITS DIVISION
X	CA DEPT OF TRANSPORTATION DIST 10	X	STAN CO CEO
X	CA OPR STATE CLEARINGHOUSE		STAN CO CSA
X	CA RWQCB CENTRAL VALLEY REGION	X	STAN CO DER
	CA STATE LANDS COMMISSION	X	STAN CO ERC
	CEMETERY DISTRICT	X	STAN CO FARM BUREAU
	CENTRAL VALLEY FLOOD PROTECTION	X	STAN CO HAZARDOUS MATERIALS
X	CITY OF: MODESTO	X	STAN CO PARKS & RECREATION
	COMMUNITY SERVICES/SANITARY DIST	X	STAN CO PUBLIC WORKS
X	COOPERATIVE EXTENSION		STAN CO RISK MANAGEMENT
	COUNTY OF:	X	STAN CO SHERIFF
X	FIRE PROTECTION DIST: SALIDA	X	STAN CO SUPERVISOR DIST 4: MONTEITH
	HOSPITAL DIST:	X	STAN COUNTY COUNSEL
X	IRRIGATION DIST: MODESTO	X	StanCOG
X	MOSQUITO DIST: EASTSIDE	X	STANISLAUS FIRE PREVENTION BUREAU
X	MOUNTIAN VALLEY EMERGENCY MEDICAL SERVICES	X	STANISLAUS LAFCO
	MUNICIPAL ADVISORY COUNCIL:	X	SURROUNDING LAND OWNERS (on file w/the Clerk to the Board of Supervisors)
X	PACIFIC GAS & ELECTRIC	X	TELEPHONE COMPANY: ATT
X	POSTMASTER:	X	TRIBAL CONTACTS (CA Government Code §65352.3)
X	RAILROAD: UNION PACIFIC		TUOLUMNE RIVER TRUST
X	SAN JOAQUIN VALLEY APCD	X	US ARMY CORPS OF ENGINEERS
X	SCHOOL DIST 1: SYLVAN UNION	X	US FISH & WILDLIFE
X	SCHOOL DIST 2: MODESTO UNION	X	US MILITARY (SB 1462) (7 agencies)
X	STAN ALLIANCE	X	USDA NRCS
X	STAN CO AG COMMISSIONER	X	WATER DIST: Modesto
X	SAN FRANCISCO PUC		

**STANISLAUS COUNTY
CEQA REFERRAL RESPONSE FORM**

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

FROM: _____

SUBJECT: WILLIAMSON ACT CANCELLATION, GENERAL PLAN AMENDMENT, &
REZONE APPLICATION NO. PLN2016-0013 – FINDLAY AUTOMOTIVE
GROUP

Based on this agencies 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:

Name Title Date



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

1010 10th Street, Suite 3400, Modesto, CA 95354
Phone: 209.525.6330 Fax: 209.525.5911

CEQA INITIAL STUDY

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

1. **Project title:** Williamson Act Contract Cancellation, General Plan Amendment, and Rezone Application No. PLN2016-0013 – Findlay Automotive Group
2. **Lead agency name and address:** Stanislaus County
1010 10th Street, Suite 3400
Modesto, CA 95354
3. **Contact person and phone number:** Rachel Wyse, Associate Planner
4. **Project location:** 4201 McHenry Avenue (State Route 108), southwest of the Pelandale and McHenry Avenue intersection, currently bisected by Wells Avenue, in the City of Modesto's Sphere of Influence. APN: 046-008-024, 046-008-016, 046-005-010, and 046-005-014.
5. **Project sponsor's name and address:** Findlay Automotive Group
310 N. Gibson Road
Henderson, NV 89014
6. **General Plan designation:** Planned Development (P-D) & Urban Transition (UT)
7. **Zoning:** P-D (Planned Development) 143 & A-2-10 (General Agriculture)
8. **Description of project:**

This is a request to cancel Williamson Act Contract No. 75-2013 on a .71 acre parcel, amend the General Plan designation on a 9.42 acre parcel from Urban Transition to Planned Development (PD) 143, rezone 11.06± acres, comprising four parcels, from General Agriculture to a new PD zone, abandon a portion of Wells Avenue, and construct an 11,620 square foot auto sales building and a 13,700 square foot auto service building. Operating hours are seven days a week from 7 a.m. to 9 p.m. with 65 employees on a maximum shift, 20± customers, and 10 truck loadings/deliveries per day. Proposed access includes two driveways off of Detroit Lane and a driveway adjacent to the southern property line on McHenry Avenue. The project is within the City of Modesto's Sphere of Influence.
9. **Surrounding land uses and setting:** Pelandale Avenue and Motor City Court to the north, second-hand store, McHenry Avenue (SR 108) and Infiniti car dealership to the east, Hetch-Hetchy Aqueduct, mobile home park, and Grecian Avenue to the south, single-family dwelling, vacant land, and mini storage to the west.

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10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** City of Modesto,
California Department of Transportation,
California Department of Conservation,
Stanislaus County Department of Public Works,
San Francisco Public Utilities Commission,
Modesto Irrigation District.
11. **Attachments:** Maps
Williamson Act Contract
CCIC Report
Early Consultation Referral Responses
Pinnacle Traffic Memos

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Rachel Wyse
Signature

May 24, 2016
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

ISSUES

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

Discussion: The site itself is not considered to be a scenic resource or unique scenic vista. The site is currently vacant land, improved with an agricultural storage building. The applicant will provide landscaping as required by Ordinance, which will be held to City of Modesto standards. Conditions of approval will be added to the project requiring: City of Modesto design standards for plant types, irrigation methods, lighting standards, and that all lighting be designed (aimed down and towards the site) to provide adequate illumination without glare effect and unnecessary light spillage onto nearby residential uses. The City of Modesto has Industrial and Commercial Design Guidelines and included and is requiring that the actual building elevations, all four sides, be submitted to the City Planning Division for design conformance prior to final discretionary approval. Consequently, with the implementation of Design Guidelines it is expected that the proposed project will have a less than significant impact on the existing visual character and quality of the site.

Mitigation: None.

References: Application information; Referral response from City of Modesto dated March 30, 2016; Stanislaus County Zoning Ordinance; Stanislaus County General Plan and Support Documentation¹.

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

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

Discussion: The project site and its surrounding area are classified as “Urban and Built-Up Land” and “Vacant or Disturbed Land” by the Farmland Mapping and Monitoring Program, and soils include Hanford Sandy Loam. Consequently, development of the project will not result in the conversion of farmland of statewide importance or conversion of prime and/or unique farmland. Although approval of this project will result in the rezoning of land to a commercial use, the impact to agriculture is less than significant as this property has not been farmed for some time, is surrounded by urban development, and within the City of Modesto’s Sphere of Influence. Moreover, a City of Modesto condition of approval requires that when applying for water and/or sewer service for this parcel the property owner agree to annex the property to the City, when requested to do so.

Mitigation: None.

References: Referral response dated March 30, 2016, from the City of Modesto; California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2014; Department of Conservation California Farmland Finder; USDA – NRCS Web Soil Survey.

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

Discussion: The proposed project is located within the San Joaquin Valley Air Basin (SJVAB) and, therefore, falls under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In conjunction with the Stanislaus Council of Governments (StanCOG), the SJVAPCD is responsible for formulating and implementing air pollution control strategies. The SJVAPCD’s most recent air quality plans are the 2007 PM10 (respirable particulate matter) Maintenance Plan, the 2015 for the 1997 PM2.5 standard (fine particulate matter), and the 2007 Ozone Plan (The District has also adopted similar ozone plans such as 2014 RACT SIP and 2013 Plan for the Revoked 1-Hour Ozone Standard). These plans establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the SJVAB, which has been classified as “extreme non-attainment” for ozone, “attainment” for respirable particulate matter (PM-10), and “non-attainment” for PM 2.5, as defined by the Federal Clean Air Act.

The primary source of air pollutants generated by this project would be classified as being generated from "mobile" sources. Mobile sources would generally include dust from roads, farming, and automobile exhausts. Mobile sources are generally regulated by the Air Resources Board of the California EPA which sets emissions for vehicles and acts on issues regarding cleaner burning fuels and alternative fuel technologies. As such, the District has addressed most criteria air pollutants through basin wide programs and policies to prevent cumulative deterioration of air quality within the Basin. The project will increase traffic in the area and, thereby, impacting air quality. The applicant estimates that there will be a maximum of 65 employees on a maximum shift, 20± customers, and 10 truck loadings/deliveries per day.

Construction activities associated with the proposed project would consist primarily of construction of the 11,620 square foot auto sales building and a 13,700 square foot auto service building, associated parking lot, and drainage basin. These activities should not require substantial and sustained use of heavy-duty construction equipment nor major grading as the site is presently improved with an agricultural storage building and considered to be topographically flat. Demolition of the existing agricultural storage building is required to construct the auto dealership. Prior to application for a demolition permit, the applicant must obtain a release from the SJVAPCD.

For these reasons, the proposed project would be consistent with the applicable air quality plans and would not conflict with applicable regional plans or policies adopted by agencies with jurisdiction over the project and would be considered to have a less than significant impact.

Construction activities associated with new development can temporarily increase localized PM10, PM2.5, volatile organic compound (VOC), nitrogen oxides (NOX), sulfur oxides (SOX), and carbon monoxide (CO) concentrations in a project's vicinity. The primary source of construction-related CO, SOX, VOC, and NOX emission is gasoline and diesel-powered, heavy-duty mobile construction equipment. Primary sources of PM10 and PM2.5 emissions are generally clearing and demolition activities, grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed surfaces.

Based on comments on a similar project involving two auto dealerships and auto related uses on a single parcel, potential impacts on local and regional air quality are anticipated to be less than significant, falling below SJVAPCD thresholds, as a result of the nature of the proposed project and project's operation after construction. Implementation of the proposed project should fall below the SJVAPCD significance thresholds for both short-term construction and long-term operational emissions. Because construction and operation of the project is not expected to exceed the SJVAPCD significance thresholds, the proposed project should not increase the frequency or severity of existing air quality standards or the interim emission reductions specified in the air plans.

A referral response from the SJVAPCD was not received for this project; however, comment letters on similar auto dealership projects have stated that those projects were subject to District Rule 9510, an Air Impact Assessment, and Rules 4102, 4601 and 4641. Based on past comments and the nature of the proposed use, a standard condition of approval will be added to the project requiring the applicant to contact the SJVAPCD to determine if the project is subject to an Authority to Construct permit, an Air Impact Assessment application, best management practices, or fees prescribed by the air district. Additionally, a standard condition will be added to this project requiring all construction activities comply with all SJVAPCD regulations.

Mitigation: None.

References: San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; Stanislaus County General Plan and Support Documentation¹

IV. BIOLOGICAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

Discussion: It does not appear this project will result in impacts to endangered species or habitats, locally designated species, wildlife dispersal, or mitigation corridors. There are no known sensitive or protected species or natural communities located on the site and/or in the surrounding area which is almost entirely built up with urban uses. While the parcel is currently undeveloped, it is considered in-fill as the surrounding area has been developed with light industrial, residential, and commercial uses. If approved, the development would have a less than significant impact on biological resources.

Mitigation: None.

References: Application material; California Natural Diversity Database; Stanislaus County General Plan and Support Documentation¹

V. CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Discussion: It does not appear this project will result in significant impacts to any archaeological or cultural resources. A records search, conducted by the Central California Information Center (CCIC), indicated that there was a low probability of discovery of prehistoric or historic resources onsite; nor have any cultural resources been discovered or reported in the immediate vicinity. Since ground disturbance and construction can reveal archaeological resources a standard condition of approval will be added to this project to address any discovery of cultural resources during any ground disturbing activities. The project was referred to the Native American Heritage Commission (NAHC) via the State Clearinghouse. The referral response that was received outlined the requirements for tribal consultation as adopted by the California Congress. Because this application includes a General Plan Amendment individual letters were sent to the tribes as required. No response has been received from the consulted tribes to date.

Mitigation: None.

References: Central California Information Center report dated February 8, 2016; Stanislaus County General Plan and Support Documentation¹

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

Discussion: As contained in Chapter Five of the General Plan Support Documentation, the areas of the County subject to significant geologic hazard are located in the Diablo Range, west of Interstate 5; however, as per the California Building Code, all of Stanislaus County is located within a geologic hazard zone (Seismic Design Category D, E, or F) and a soils test may be required as part of the building permit process. Results from the soils test will determine if unstable or expansive soils are present. If such soils are present, special engineering of the structure will be designed and built according to building standards appropriate to withstand shaking for the area in which they are constructed. Any earth moving is subject to Public Works Standards and Specifications which consider the potential for erosion and run-off prior to permit approval. Likewise, any addition of a septic tank or alternative waste water disposal system would require the approval of the Department of Environmental Resources (DER) through the building permit process, which also takes soil type into consideration within the specific design requirements. At this point, the project site will be served by an onsite septic system. A denitrification system will be added to this system to limit nitrification of the soils. Conditions of approval will be added to meet denitrification as required by DER.

Mitigation: None.

References: Referral response from the Department of Environmental Resources dated March 16, 2016; California Building Code; Stanislaus County General Plan and Support Documentation¹

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

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
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Discussion: The principal Greenhouse Gasses (GHGs) are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] No. 32), which requires the California Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. As a requirement of AB 32, the ARB was assigned the task of developing a Climate Change Scoping Plan that outlines the state’s strategy to achieve the 2020 GHG emissions limits. This Scoping Plan includes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the state’s dependence on oil, diversify the state’s energy sources, save energy, create new jobs, and enhance public health. The Climate Change Scoping Plan was approved by the ARB on December 22, 2008. According to the September 23, 2010, AB 32 Climate Change Scoping Plan Progress Report, 40 percent of the reductions identified in the Scoping Plan have been secured through ARB actions and California is on track to its 2020 goal.

Although not originally intended to reduce GHGs, California Code of Regulations (CCR) Title 24, Part 6: California’s Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. Since then, Title 24 has been amended with recognition that energy-efficient buildings require less electricity and reduce fuel consumption, which in turn decreases GHG emissions. The current Title 24 standards were adopted to respond to the requirements of AB 32. Specifically, new development projects within California after January 1, 2011, are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11).

The proposed project would result in short-term emissions of GHGs during construction. These emissions, primarily CO₂, CH₄, and N₂O, are the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (HFCs, PFCs, and SF₆) are typically associated with specific industrial sources and are not expected to be emitted by the proposed project. As described above in Section III - Air Quality, the use of heavy-duty construction equipment would be very limited; therefore, the emissions of CO₂ from construction would be less than significant.

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

Mitigation: None.

References: Application materials; Stanislaus County General Plan and Support Documentation¹

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	

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

Discussion: The proposed project will consist of the sale of automobiles and routine maintenance associated with most auto dealerships. Maintenance operations generally include the handling of hazardous materials such as motor oil and other hazardous liquids. DER is responsible for overseeing hazardous materials and has not indicated any particular concern. A hazardous waste plan will be required to be submitted as a part of normal business operations, and will be reviewed by the DER-HazMat Division and the Fire Department. The presence and use of engine fluids and lubricants is expected to have a less than significant impact due to existing use, disposal, and storage requirements for any business engaging in engine repair.

The site is currently zoned PD 143 (Planned Development) and A-2-10 (General Agriculture), but is not currently in agricultural production. However, given the history of the area, it is quite likely that the project site has previously engaged in production agriculture. A comment referral response received from DER’s HAZMAT Division is requiring a Phase 1 Study (and Phase II if deemed necessary) to determine if any underground storage of chemicals took place during past activities. Conditions of approval will be placed on the project to address this. The project site is not within the vicinity of any airstrip or wildlands.

Mitigation: None.

References: Referral Response from Department of Environmental Resources HAZMAT Division dated March 15, 2016; Stanislaus County General Plan and Support Documentation¹

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

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

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

By virtue of the proposed paving for the building pads, parking, and driveways, the current absorption patterns of water upon this property will be altered; however, current standards require that all of a project's stormwater be maintained on site and, as such, a Grading and Drainage Plan will be included in this project's conditions of approval. As a result of the development standards required for this project, impacts associated with drainage, water quality, and runoff are expected to have a less than significant impact. The project design indicates that stormwater runoff generated by the development of this site will be kept on site and stored in a storm drainage basin. This project was referred to the Regional Water Quality Control Board (RWQCB) which responded with standards of development and requirements that will be incorporated into this project's conditions of approval.

Conditions of approval regarding storm drainage were provided by the City of Modesto and are expected from Stanislaus County Public Works; however, at the time this study was drafted, no conditions have been received to date. Currently, on-site drainage is within the purview of the County and, as such, County conditions supersede the City's. However, should the project be annexed to the City of Modesto prior to construction stormwater conditions, as listed in the City's March 30, 2016 referral response, shall be applicable to this project in lieu of County Public Works conditions.

The project site will receive potable water from the City of Modesto and will be metered and subject to all conservation efforts or ordinances the City maintains for groundwater.

Mitigation: None.

References: Referral response from the City of Modesto dated March 30, 2016; Referral response from the Regional Water Quality Control Board dated March 15, 2016; Stanislaus County General Plan and Support Documentation¹

X. LAND USE AND PLANNING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Discussion: The project site has General Plan Designations of Urban Transition and Urban currently zoned P-D 143 (Planned Development) and A-2-10 (General Agriculture). The applicant is requesting to cancel the Williamson Act on a 0.71 acre parcel, amend the General Plan from Urban Transition to Planned Development on the 9.42 acre parcel and rezone all four parcels to Planned Development to allow an automobile dealership. The site falls within the Sphere of Influence of the City of Modesto, and accordingly, a referral was sent to Modesto to ensure consistency with their General Plan for the area. The City commented that this project is consistent with their General Plan designation of Regional Commercial, which allows auto dealerships, and have provided conditions of approval to be added to this project. The project will not physically divide an established community nor conflict with any habitat conservation plans.

Mitigation: None.

References: Referral response from the City of Modesto dated March 30, 2016; Stanislaus County General Plan and Support Documentation¹

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

Discussion: The location of all commercially viable mineral resources in Stanislaus County has been mapped by the State Division of Mines and Geology in Special Report 173. There are no know significant resources on the site, nor is the project site located in a geological area known to produce important mineral resources.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹

XII. NOISE -- Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion: The Stanislaus County General Plan identifies noise levels up to 70 dB Ldn (or CNEL) as the normally acceptable level of noise for commercial uses. On-site grading and construction resulting from this project may result in a temporary increase in the area’s ambient noise levels; however, noise impacts associated with on-site activities and traffic are not anticipated to exceed the normally acceptable level of noise. The site itself is impacted by the noise generated from existing McHenry (SR 108) and Pelandale Avenues; however, it is expected that dealership noise will have a less than significant effect on residents to the south due to the proposed building setback of 103 feet in addition to the 110-foot Hetch Hetchy right of way. Moreover, operating hours are limited to 7:00 a.m. to 9:00 p.m. daily. A condition of approval will be added prohibiting the use of an outdoor public announcement (P.A.) system to contact employees and/or customers. Therefore, the development of the proposed project will have less than significant impacts from exposure to excessive noise levels. The site is not located within an airport land use plan.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹

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

Discussion: The proposed development of the site will utilize available existing infrastructure and construct a new on-site infrastructure to tie into the City of Modesto’s potable water line. LAFCO approval is required for extension of the water line as the subject parcel has not been annexed into the City’s water district. Sewer is in the general area; however, due to the lack of existing City infrastructure, the City has given the applicant options to bring sewer to the site or utilize a septic system with denitrification capabilities. Currently, the applicant is proposing to construct a septic system. No housing or persons will be displaced by the project site’s development.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹

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

Discussion: The County has adopted Public Facility Fees, as well as Fire Facility Fees on behalf of the appropriate fire district, to address impacts to public services from the development of the site. Such fees are required to be paid at the time of building permit issuance. Conditions of approval will be added to this project to ensure the proposed development complies with all applicable fire department standards with respect to access and water for fire suppression. A Comment referral was received from the Salida Fire Protection District (SFPD) requiring the applicant to form or annex into the services district to provide for operational services. This condition and others, as provided by SFPD, will be added to the Conditions of approval for this project.

Mitigation: None.

References: Referral response from the Salida Fire Protection District dated March 15, 2016; Stanislaus County General Plan and Support Documentation¹

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

Discussion: The proposed project does not have a residential element and is not anticipated to significantly increase demand for any recreational activities or facilities.

Mitigation: None.

References: Application material, Stanislaus County General Plan and Support Documentation¹

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

Discussion: The project site will have access to Detroit Avenue and McHenry Avenue (SR 108), once constructed. Currently, the City of Modesto is asking for dedication alone. No conditions requiring improvement of Detroit Lane were provided; however, at the time of construction of Detroit Lane, the development of the subject street shall comply with City of Modesto standards and specifications for road construction. The applicant is anticipating a maximum shift of 65 employees and 20± customers per day. Truck traffic is expected to include 10 loadings/deliveries per day.

This project was referred to the Department of Public Works, City of Modesto, and the California Department of Transportation (Caltrans). Caltrans responded with conditions upon receiving requested information and clarification on traffic movement. These conditions require the McHenry Ave. (SR 108) driveway to be: as far from the McHenry and Pelandale Avenue intersection as possible, right in/right out only, no vehicle parking within 50-feet of the driveway, and no semi-truck access permitted on the McHenry driveway. Caltrans additionally requested the Synchro files that were utilized in the traffic memo. The files were forwarded to Caltrans and are attached with the Early Consultation referral responses.

The proposed project was reviewed by the City of Modesto staff for safe access and vehicle circulation. Recommended conditions of approval include: reciprocal access between the site and adjacent southern parcel, a deceleration lane on Pelandale Avenue, Detroit Lane driveways are to be setback 350 feet from Pelandale Avenue, and dedication of 60-feet of right of way for the future construction Detroit Lane.

Mitigation: None

References: Pinnacle Traffic Analysis and response to Caltrans comments dated March 14 and April 25, 2016, respectively; Referral response from City of Modesto dated March 30, 2015; Stanislaus County General Plan and Support Documentation¹

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

Discussion: As stated earlier, storm drainage is proposed to be handled on-site via a storm drain basin. The project site will extend and connect to an existing City of Modesto water line and will be served by the City. The comment letter received from the City of Modesto identified standards the applicant will be required to meet when extending utility infrastructure. The project site will utilize an onsite septic facility for sanitary services for the time being. Because the City's sewer infrastructure is not in the immediate area, the developer has the option of bringing the sewer line to the site or installing a septic system. Any water or sewer on or off-site is required to be constructed in compliance with City of Modesto standards. All existing irrigation utilities and electric facilities on site operated by the Modesto Irrigation District will be subject to any easement and/or relocation requirements that the District may prescribe.

Mitigation: None.

References: Referral response from the City of Modesto dated March 30, 2016; Stanislaus County General Plan and Support Documentation¹

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

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	
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Discussion: Review of this project has not indicated any features which might significantly impact the environmental quality of the site and/or surrounding areas.

¹Stanislaus County General Plan and Support Documentation adopted in October 1994, as amended. Optional and updated elements of the General Plan and Support Documentation: **Agricultural Element** adopted on December 18, 2007; **Housing Element** adopted on April 5, 2016; **Circulation Element** and **Noise Element** adopted on April 18, 2006.

NEGATIVE DECLARATION

NAME OF PROJECT: Williamson Act Cancellation, General Plan Amendment, & Rezone Application No. PLN2016-0013 – Findlay Automotive Group

LOCATION OF PROJECT: 4201 McHenry Avenue (State Route 108), southwest of the Pelandale and McHenry Avenue intersection, currently bisected by Wells Avenue, north of the City of Modesto. APN: 046-008-024, 046-008-016, 046-005-010, and 046-005-014

PROJECT DEVELOPERS: Findlay Automotive Group
310 N. Gibson Road
Henderson, NV 89014

DESCRIPTION OF PROJECT: Request to cancel Williamson Act Contract No. 75-2013 on a .71 acre parcel, amend the General Plan designation on a 9.42 acre parcel from Urban Transition to Planned Development (PD), and rezone four parcels totaling 11.06 acres from General Agriculture and PD 143 to a new PD zone to allow development of an auto dealership. The project site is located at the southwest corner of Pelandale and McHenry Avenues in the Modesto area.

Based upon the Initial Study, dated **May 24, 2016**, the Environmental Coordinator finds as follows:

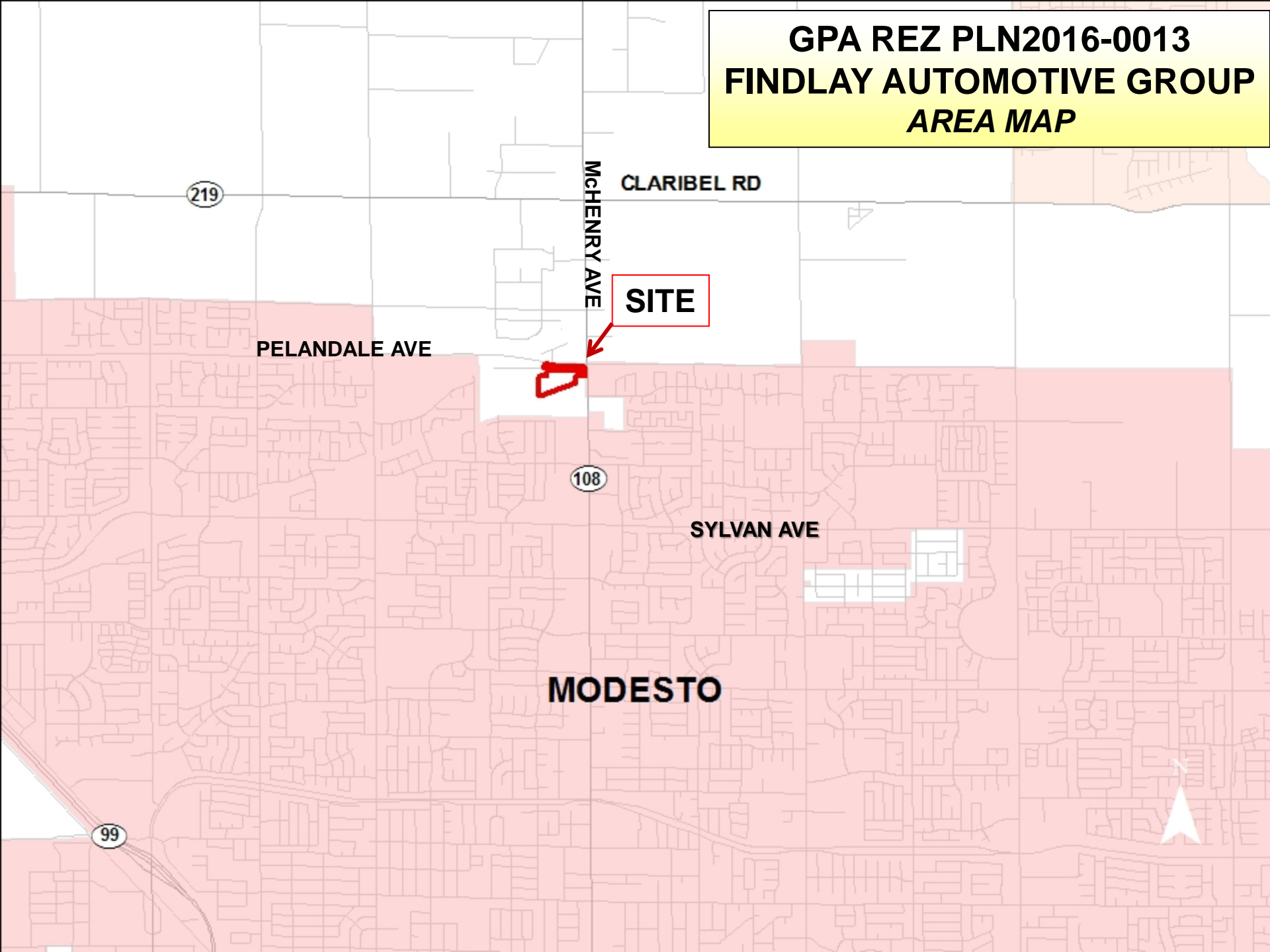
1. This project does not have the potential to degrade the quality of the environment, nor to curtail the diversity of the environment.
2. This project will not have a detrimental effect upon either short-term or long-term environmental goals.
3. This project will not have impacts which are individually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

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

Initial Study prepared by: Rachel Wyse, Associate Planner

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

**GPA REZ PLN2016-0013
FINDLAY AUTOMOTIVE GROUP
AREA MAP**



219

MCHENRY AVE

CLARIBEL RD

SITE

PELANDALE AVE

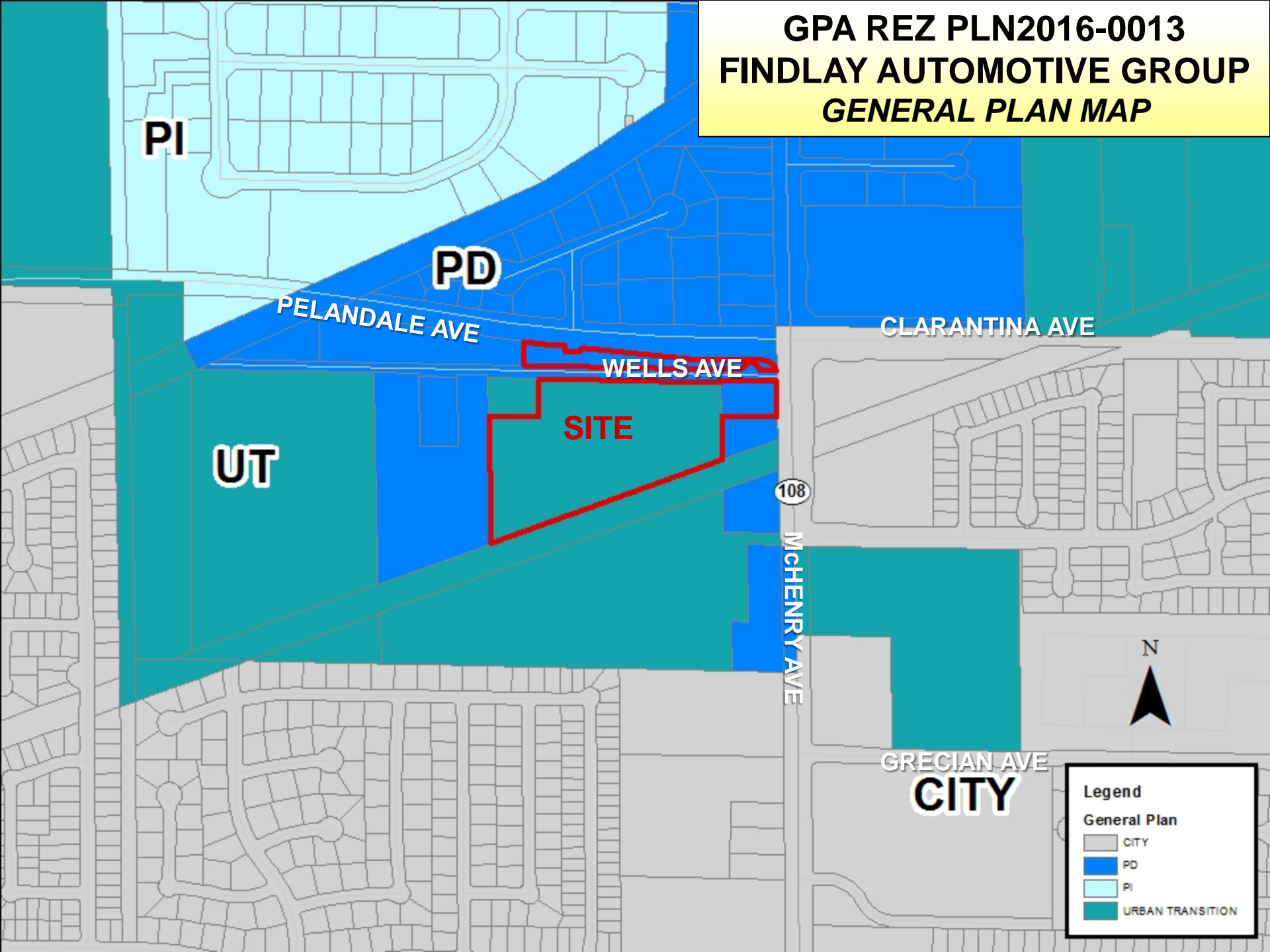
108

SYLVAN AVE

MODESTO

99

**GPA REZ PLN2016-0013
FINDLAY AUTOMOTIVE GROUP
GENERAL PLAN MAP**



PI

PD

PELANDALE AVE

WELLS AVE

CLARANTINA AVE

UT

SITE

108

MCHENRY AVE

GRECIAN AVE

CITY

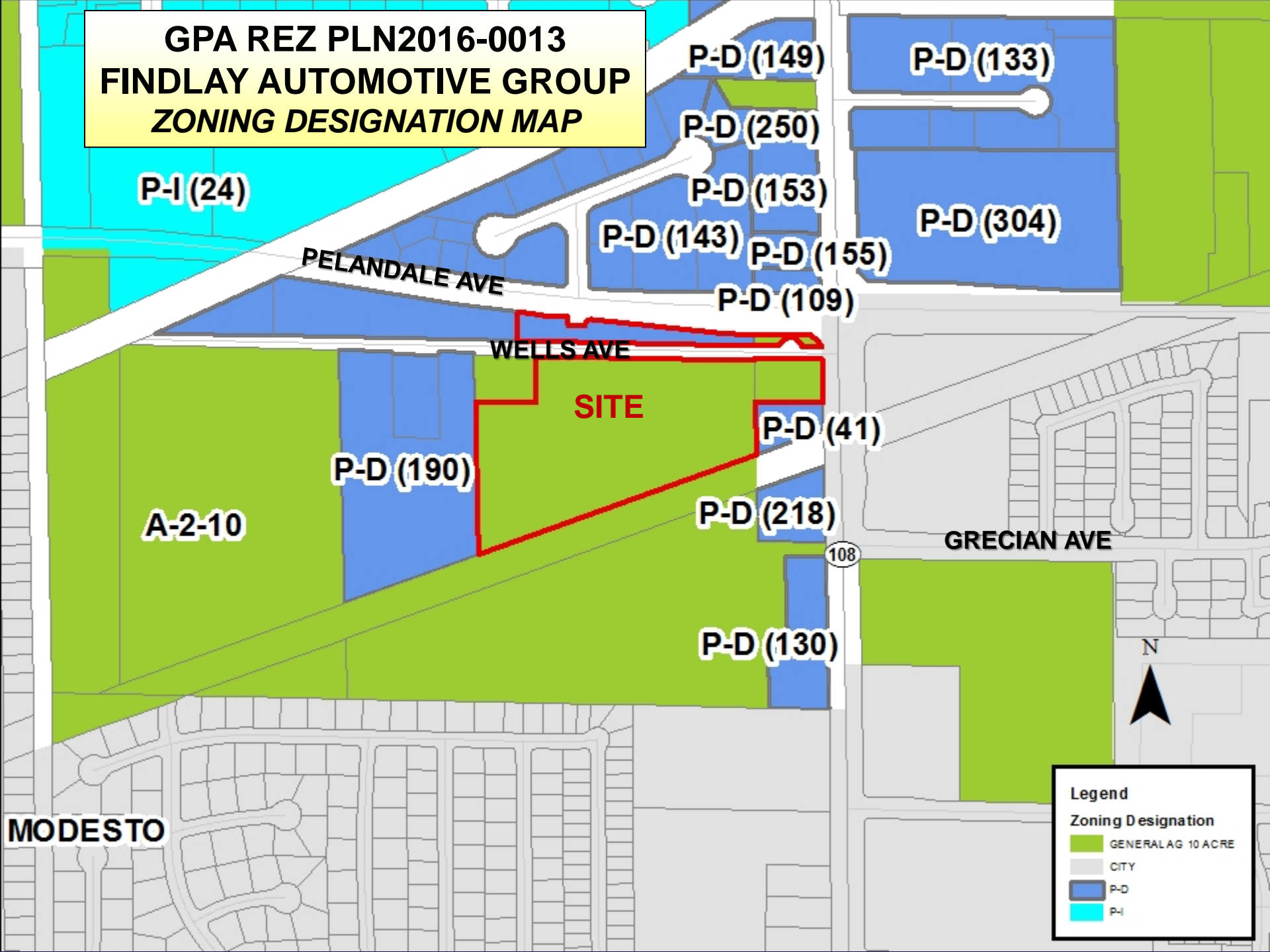
N

Legend

General Plan

- CITY
- PD
- PI
- URBAN TRANSITION

**GPA REZ PLN2016-0013
FINDLAY AUTOMOTIVE GROUP
ZONING DESIGNATION MAP**



P-I (24)

P-D (149)

P-D (133)

P-D (250)

P-D (153)

P-D (304)

P-D (143)

P-D (155)

P-D (109)

PELANDALE AVE

WELLS AVE

SITE

P-D (190)

P-D (41)

A-2-10

P-D (218)

GRECIAN AVE

108

P-D (130)

N

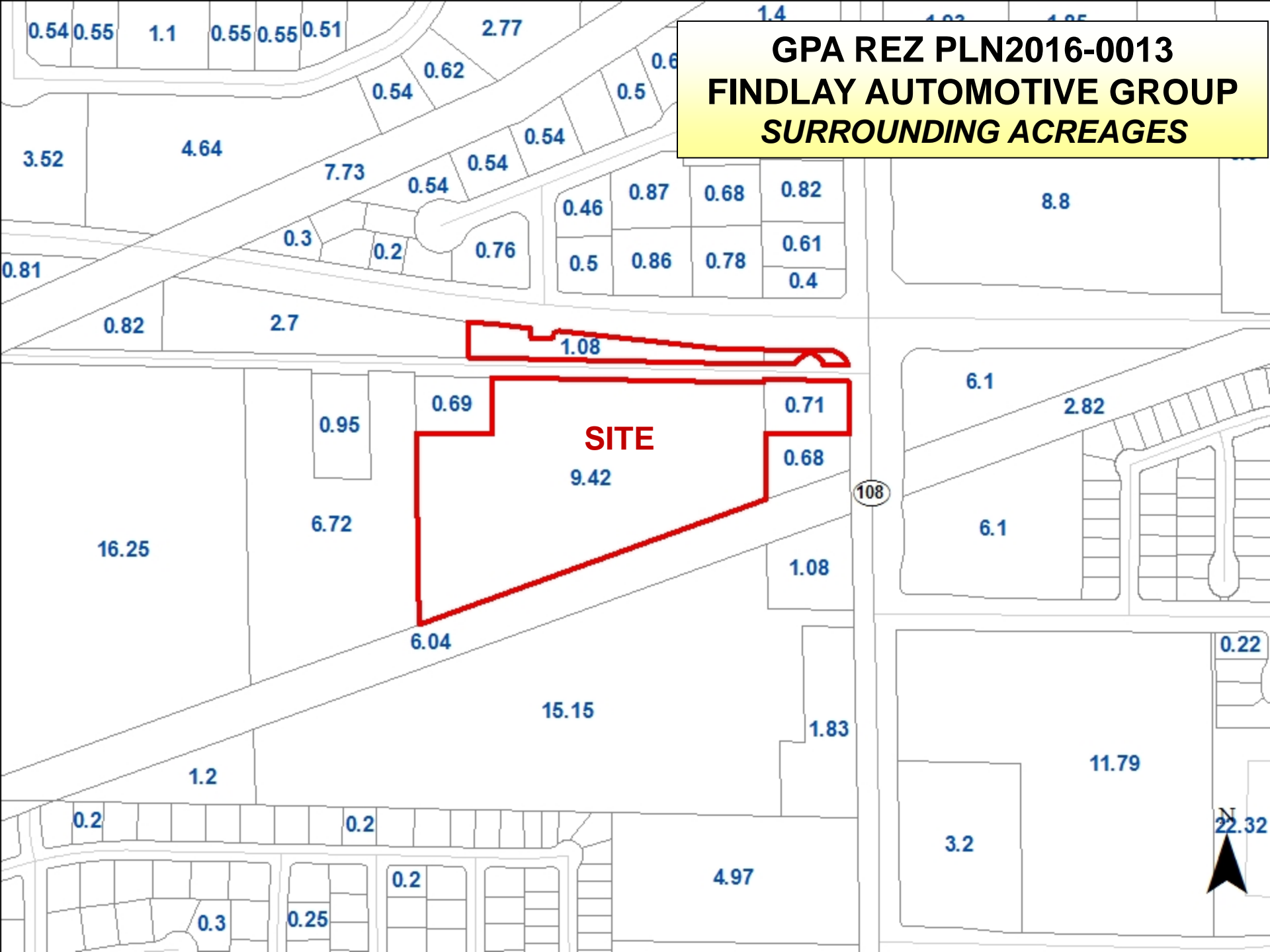
MODESTO

Legend

Zoning Designation

- GENERALAG 10 ACRE
- CITY
- P-D
- P-I

**GPA REZ PLN2016-0013
FINDLAY AUTOMOTIVE GROUP
SURROUNDING ACREAGES**



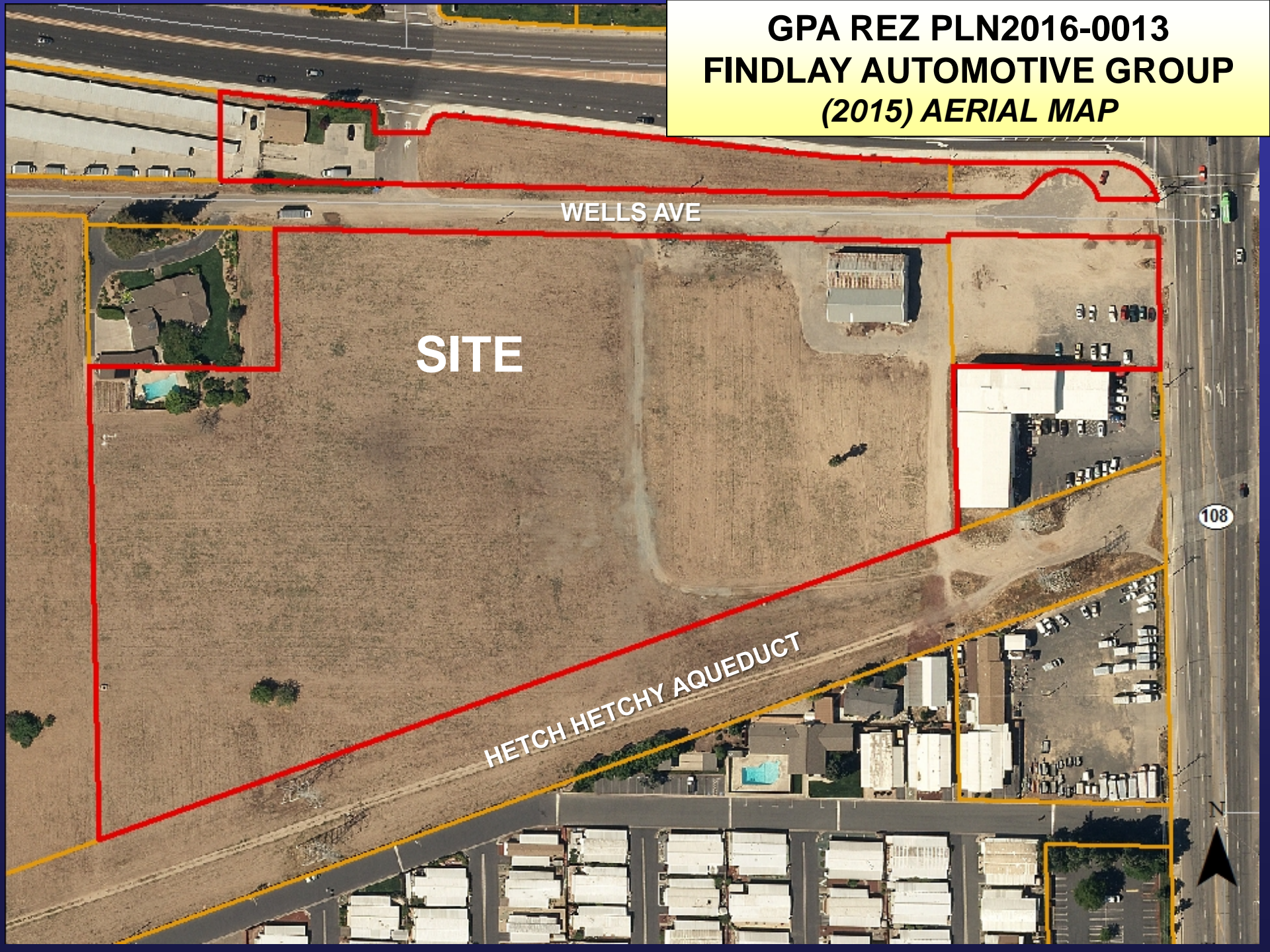
**GPA REZ PLN2016-0013
FINDLAY AUTOMOTIVE GROUP
(2015) AERIAL MAP**

WELLS AVE

SITE

HETCH HETCHY AQUEDUCT

108



OWNER:

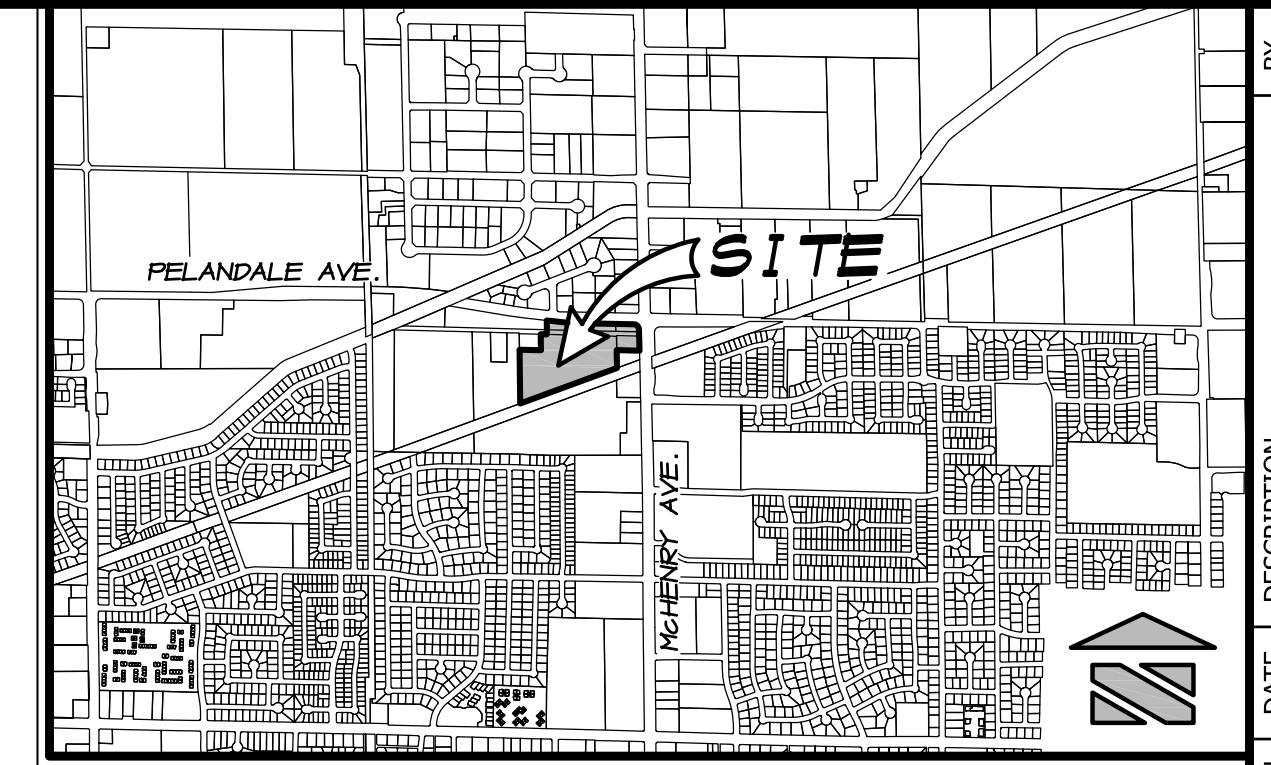
BURCHELL NURSERY INC.
1200 HWY 120
OAKDALE, CA 95361

APPLICANT:

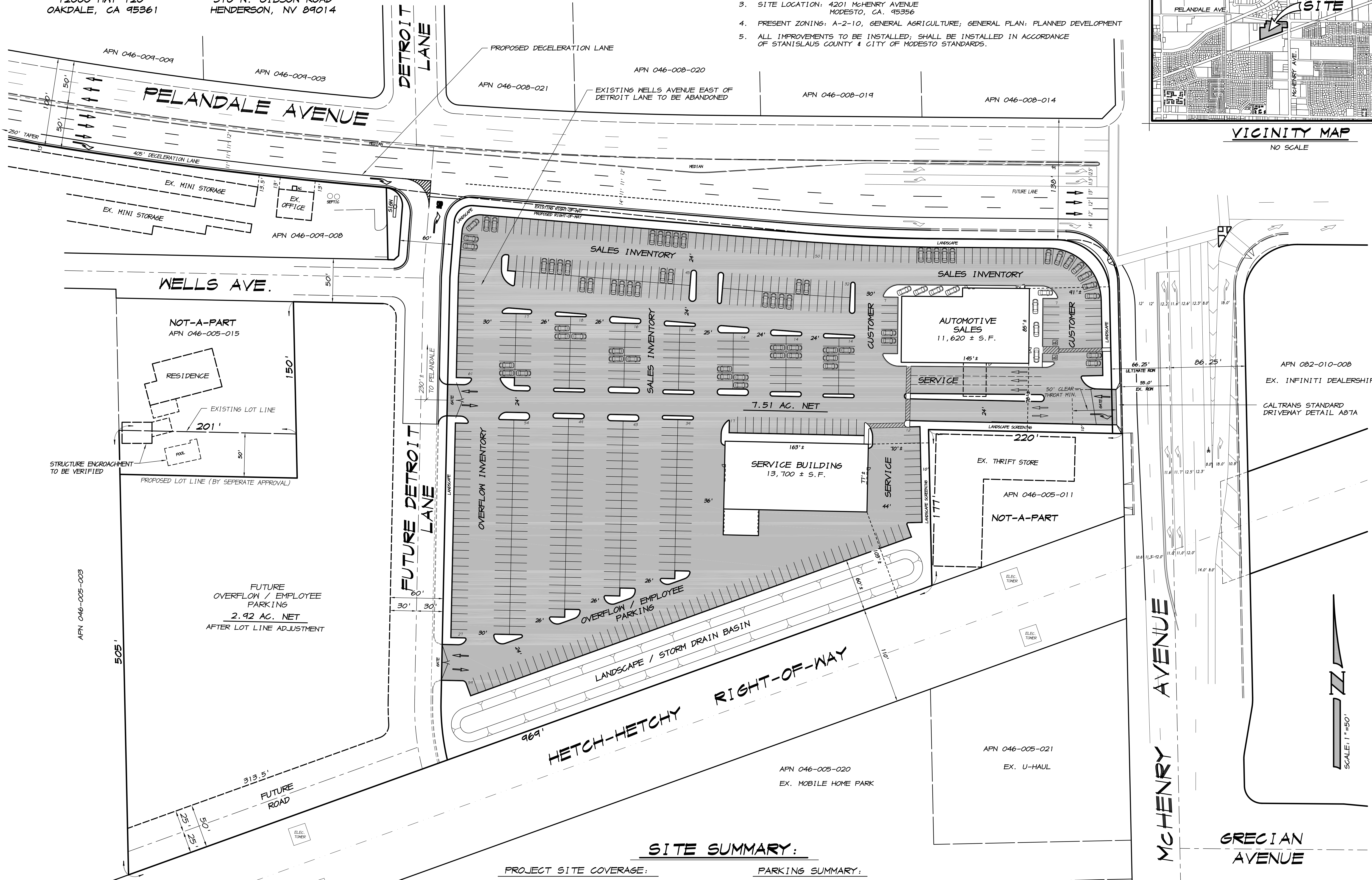
FINDLAY AUTOMOTIVE GROUP
310 N. GIBSON ROAD
HENDERSON, NV 89014

GENERAL NOTES:

- ASSESSOR'S PARCEL NUMBER: 046-008-16, 046-008-24, 046-005-010 & 046-005-014
- SITE SUMMARY: TOTAL SITE 11.07± AC. BEING ADJUSTED AFTER ROAD ABANDONEMENT 11.7± AC.
- SITE LOCATION: 4201 MCHENRY AVENUE, MODESTO, CA. 95356
- PRESENT ZONING: A-2-10, GENERAL AGRICULTURE; GENERAL PLAN: PLANNED DEVELOPMENT
- ALL IMPROVEMENTS TO BE INSTALLED; SHALL BE INSTALLED IN ACCORDANCE OF STANISLAUS COUNTY & CITY OF MODESTO STANDARDS.



VICINITY MAP
NO SCALE



SITE SUMMARY:

PROJECT SITE COVERAGE:

PROPOSED SITE = 11.7 ± ACRES NET (AFTER ABANDONMENT)
PROPOSED BUILDING = 25,320 S.F.

PARKING SUMMARY:

PROVIDED:
CUSTOMER PARKING 14
SALES INVENTORY 283
SERVICE PARKING 100
EMPLOYEE/OVERFLOW 214
TOTAL: 611

NOTE:
THE PROPERTY LINE DISTANCES, BEARINGS, AND ALL OTHER DIMENSIONS SHOWN ON THIS MAP ARE TAKEN FROM RECORD MAPS, ASSESSOR'S MAPS, OR BOTH, AND PRELIMINARY FIELD OBSERVATIONS BY OFFICE PERSONNEL AND DO NOT REFLECT AN ACTUAL FIELD SURVEY.

REVISION	DATE	DESCRIPTION	BY
1	4/4/16	COUNTY PLANNING AND CALTRANS COMMENTS	

ASSOCIATED ENGINEERING GROUP
4206 TECHNOLOGY DRIVE, SUITE 4, MODESTO, CA 95356
PHONE: (209) 345-3390 FAX: (209) 345-3675 www.aeseng.com

SITE PLAN TO ACCOMPANY PLANNED DEVELOPMENT (PD)
SITE DEVELOPMENT PLAN
FINDLAY AUTOMOTIVE GROUP
STANISLAUS COUNTY CALIFORNIA

RYAN CARREL, R.C.E. 61619
DAVE SKIDMORE, L.S. 7126

DRAWN BY: J.F.
DATE: 4/4/16
SCALE: 1"=50'
DWG: 1060SITE.pdr rev2
CHECKED:
JOB #: 1060-15
SHEET 1 OF 1