

STANISLAUS COUNTY PLANNING COMMISSION

July 6, 2017

STAFF REPORT

USE PERMIT APPLICATION NO. PLN2016-0128
JON E. MARING - AIRPORT HANGAR

REQUEST: TO EXPAND A PRIVATE AIRPORT FACILITY LOCATED ON TWO PARCELS TOTALING 96.65 ACRES, BY CONSTRUCTING A 3,850 SQUARE FOOT AIRPLANE HANGAR.

APPLICATION INFORMATION

Applicant/Property owner:	Jon E. Maring/Grayson Partners
Agent:	Elwyn Heinan, Advanced Design Group, Inc.
Location:	10050 Cox Road, southeast of Frank Cox Road, northwest of Condit Avenue, near the communities of Grayson and Westley.
Section, Township, Range:	35 & 36-4-7
Supervisory District:	Five (Supervisor DeMartini)
Assessor's Parcel:	016-043-004 & 016-043-005
Referrals:	See Exhibit H Environmental Review Referrals
Area of Parcel(s):	96.65 total acres (39.99 acres, and 56.66 acres)
Water Supply:	Private well
Sewage Disposal:	Private septic system
Existing Zoning:	A-2-40 (General Agriculture)
General Plan Designation:	Agriculture
Sphere of Influence:	Not applicable
Community Plan Designation:	Not applicable
Williamson Act Contract No.:	1972-1007, 1971-0201
Environmental Review:	Negative Declaration
Present Land Use:	Private airport facility, including a 2,800-foot runway, and three airplane hangars totaling 7,300 square feet in size; row crops and an almond orchard
Surrounding Land Use:	Row crops; orchards; and scattered single-family dwellings

RECOMMENDATION

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

PROJECT DESCRIPTION

This is a request to expand a private airport facility located on two parcels totaling 96.65 acres, by constructing a 3,850 square foot airplane hangar for the purpose of assisting the property owner's agricultural operations. The private airport is utilized to review the operator's crops and land from the air which are in several counties, to travel to and from work, and to go on private trips related to the operator's farming business.

Currently, the private airport facility includes a 2,800-foot runway, and three airplane hangars, which total 7,300 square feet and have a capacity to house a maximum of four aircrafts. The additional airplane hangar will house a maximum of two additional aircrafts. However, no additional flights per week are proposed. The project proposes to maintain the ten flights per week that were approved with the Use Permit that originally permitted the private use airport facility (UP PLN2012-0006 – Maring Private Airport). There will be no aircrafts stored outside of the hangars. All repairs and maintenance activities are proposed to be conducted off-site, with the exception of oil and fluid checks, flight check-off inspections, hand cleaning and waxing, and other similar minor maintenance tasks. No hazardous materials are to be stored on-site, with the exception of twelve quarts of engine oil for additive requirements. No fuel will be stored on-site and all fueling will be done off-site and / or by a delivery truck on an impervious surface.

SITE DESCRIPTION

The site is located at 10050 Cox Road, southeast of Frank Cox Road, northwest of Condit Avenue, near the communities of Grayson and Westley. Currently, the site contains row crops and an almond orchard and a private airport facility which includes a 2,800-foot runway, and three airplane hangars, which total 7,300 square feet and have a capacity to house a maximum of four aircrafts.

The existing private airport facility was approved by the Board of Supervisors on May 7, 2013, under Use Permit UP PLN2012-0006 – Maring Private Airport.

ISSUES

No issues have been identified as a part of this request. Standard conditions of approval, along with those discussed in the "Environmental Review" section of this report, have been added to the project.

GENERAL PLAN CONSISTENCY

The site is currently designated as "Agriculture" in the Stanislaus County General Plan which recognizes the value and importance of agriculture by acting to preclude incompatible urban development within agricultural areas.

On March 6, 1984, the Board of Supervisors approved "*Policies for the Siting of New Airports, Agricultural Service Airports, and Temporary Agricultural Service Airports*", which have been incorporated into the Stanislaus County Safety Element as an attachment. A proposed airport/helipad may be approved if found to be consistent with the following guidelines:

1. Provide a clear zone for a distance of 200 feet from the end of the runway. The clear zone shall start at the ends of the runway and at a point 200 feet from the end of the runway be three times the width of the runway.

2. Be no closer to any neighboring dwelling, barn, shop, poultry building, or similar agricultural structure than: (a) 1,000 feet from the ends of the runway, or (b) 500 feet to the sides of the runway. This shall not be construed so as to prohibit the owner of any airport from having their own dwelling(s), shop(s), poultry building(s), or similar agricultural structure(s) within this area.
3. Be located so that air or surface traffic shall not constitute a nuisance or danger to neighboring property, farms, dwellings, or structures.
4. Show that adequate controls or measures will be taken to prevent offensive dust, noise, vibrations, or bright lights.
5. Obtain when necessary approval of the California Department of Transportation Division of Aeronautics and the Federal Aviation Administration prior to the issuance of the use permit.

The Board of Supervisors found the existing private airport facility to meet the standards required within the General Plan when they approved the project on May 7, 2013, under Use Permit No. PLN2012-0006 – Maring Private Airport. Clear zones at the ends of the runway and setbacks from the ends and sides of the runway are adequate to meet the requirements defined above. The lack of runway lighting limits any potential impact of runway lights on the surrounding area. An Environmental Noise Assessment dated February 6, 2013, conducted by Brown-Buntin Associates, Inc. in conjunction with UP PLN2012-0006, indicated that the existing private airport does not exceed the noise level standards of the State of California (65 dB CNEL) or Stanislaus County (60 dB CNEL). (See Exhibit D - *Environmental Noise Assessment - Brown-Buntin Associates.*)

The proposed airplane hangar will house a maximum of two additional aircrafts. However, no additional flights per week are proposed. The proposed hangar will include a security lighting system and a concrete slab system and concrete slab pavement approach to the existing concrete runway system. The floor area within the hangar will be dry cleaned only, to prevent run-off discharge to the site's drainage system. Accordingly, as no flights are proposed to be added, the proposed project is considered to maintain consistency with the requirements set forth within the General Plan.

In regards to item number 5, the applicant and Staff have been in contact with Caltrans Division of Aeronautics throughout the course of processing this application. Caltrans has confirmed that based on the current use of the airport, this project is exempt from obtaining State permits; however, as reflected in the conditions of approval applied to the use permit for the airport (UP PLN2012-0006), if changes to the current airport operations occur the applicant/owner is required to obtain any applicable Federal Aviation Administration (FAA) and Caltrans Division of Aeronautics permits.

In addition to the above information regarding the "Airport Siting Standards", the proposed project is addressed by goals, policies, and implementation measures of the Land Use and Agriculture Elements of the General Plan.

Goal Two, Policy Fourteen, Implementation Measure 1 of the Land Use Element requires all development proposals that require discretionary action to be carefully reviewed to ensure that approval will not adversely affect an existing agricultural area and to ensure compatibility between land uses.

Goal Three, Policy Eighteen of the Land Use Element encourages promotion of diversification and growth of the local economy; including the allowance of private recreational uses where they are not found to cause land use conflicts.

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 the Agricultural Element requires a buffer between agricultural and non-agricultural uses. The proposed project meets the recommended 150-foot buffer for non-people intensive uses from the use to all property lines.

This project is considered to be consistent with the General Plan policies detailed above. The project is a request to expand an existing private use airport which was previously found to meet the required private airport siting standards and to be consistent with the General Plan.

ZONING & SUBDIVISION ORDINANCE CONSISTENCY

The site has a zoning designation of A-2-40 (General Agriculture). The Stanislaus County Zoning Ordinance, Section 21.20.040 (A-2 - General Agriculture) allows for both public and private airports provided a use permit is obtained and the establishment of the airport can be found to be consistent with the General Plan, consistent with any adopted County policies, and found that it will not be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the use, and that it will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County.

Establishment of a new private or public airport facility in the A-2 zoning district requires approval by the Planning Commission and by the Board of Supervisors. However, because the Board of Supervisors has already approved the existing private airport facility and because no additional flights are proposed as part of this request, Board approval is not required for approval of this project.

The entire project site, comprised of two separate assessor parcel numbers (APNs), are each enrolled in a separate Williamson Act Contract (Nos. 1972-1007 & 1971-0201). Uses requiring a use permit to be approved on contracted land must be found consistent with specific Williamson Act Principles of Compatibility. The following are the required 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.
3. The use will not result in the significant removal of adjacent contracted land from agricultural or open-space use.

Private “agricultural” airports are considered to be consistent with agriculture uses in the County and to support the agricultural economy. This project was referred to the Department of Conservation (DOC) for review and comment regarding the Williamson Act. To date, DOC staff has not responded.

Staff believes the necessary findings can be made showing that the airport will be used primarily in support of agriculture and will be compatible with agricultural operations surrounding the project site. With conditions of approval in place, there is no indication that, under the circumstances of this particular case, the proposed project will be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the use, or that it will be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County.

ENVIRONMENTAL REVIEW

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

Note: Pursuant to California Fish and Game Code Section 711.4, all project applicants subject to the California Environmental Quality Act (CEQA) shall pay a filing fee for each project; therefore, the applicant will further be required to pay **\$2273.25** for the California Department of Fish and Wildlife (formerly the Department of Fish and Game) and the Clerk Recorder filing fees. The attached Conditions of Approval ensure that this will occur.

Contact Person: Kristin Doud, Senior Planner, (209) 525-6330

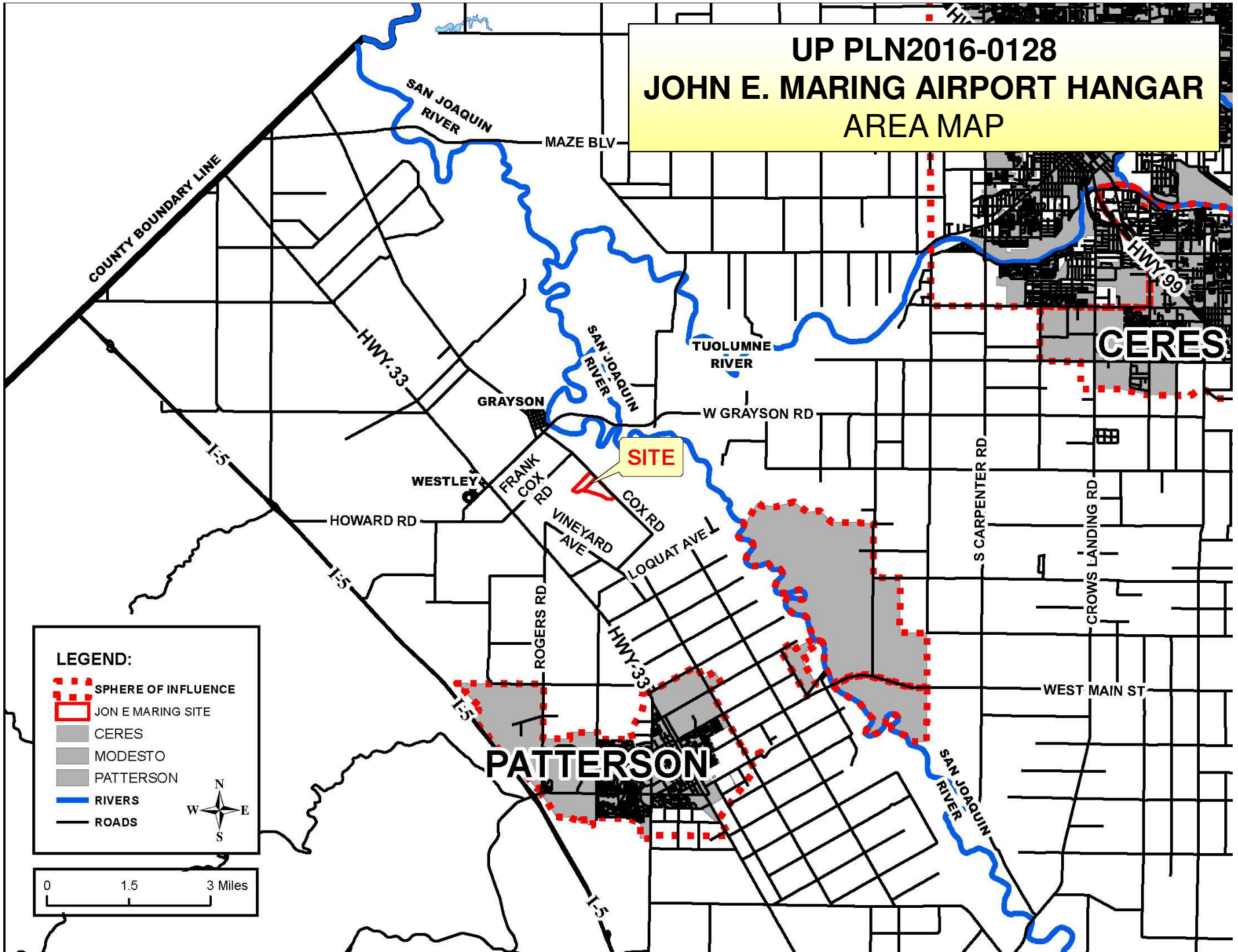
Attachments:

- Exhibit A - Findings and Actions Required for Project Approval
- Exhibit B - Maps
- Exhibit C - Conditions of Approval
- Exhibit D - Environmental Noise Assessment, dated February 6, 2013 - Brown-Buntin Associates
- Exhibit E - Airport Siting Standards – Appendix V-A of the Safety Element, Stanislaus County General Plan
- Exhibit F - Initial Study
- Exhibit G - Negative Declaration
- Exhibit H - Environmental Review Referral

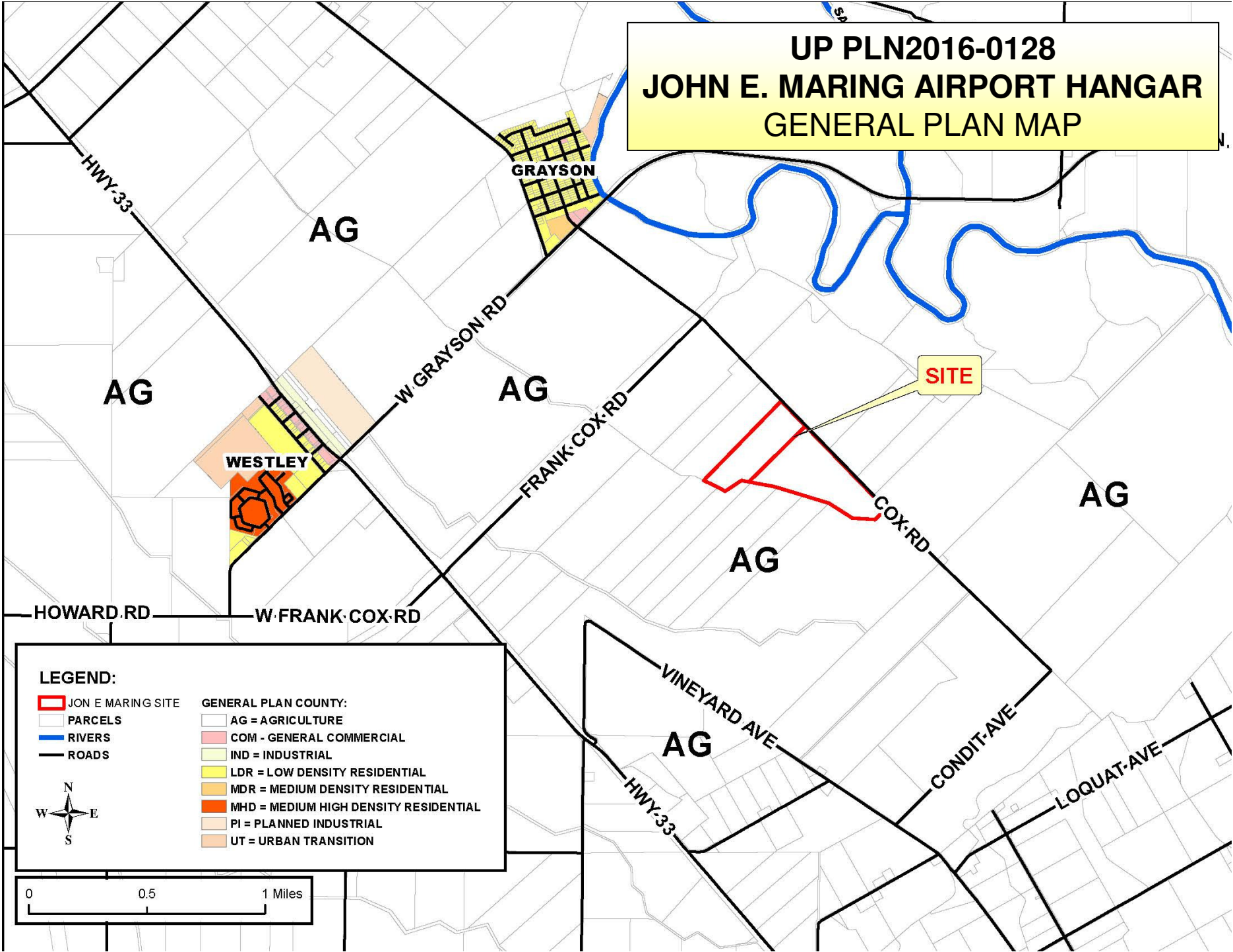
Exhibit A
Findings and Actions Required for Project Approval

1. Adopt the Negative Declaration pursuant to CEQA Guidelines Section 15074(b), by finding that on the basis of the whole record, including the Initial Study and any comments received, that there is no substantial evidence the project will have a significant effect on the environment and that the Negative Declaration reflects Stanislaus County's independent judgment and analysis.
2. Find that:
 - (a) That the establishment, maintenance and operation of the proposed use or building applied for is consistent with the general plan and will not, under the circumstances of the particular case, be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the use and that it will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the county.
 - (b) The 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.
 - (c) The use will not significantly displace or impair current or reasonably foreseeable agricultural operations on the subject contracted parcel or parcels may be deemed compatible if they relate directly to the production of commercial agricultural product on the subject contracted parcel or parcels or neighboring lands, including activities such as harvesting, processing, or shipping.
 - (d) The use will not result in the significant removal of adjacent contracted land from agricultural or open-space use.
3. Approve Use Permit Application No. PLN2016-0128 – Jon E. Maring - Airport Hangar, subject to the attached Conditions of Approval.

**UP PLN2016-0128
JOHN E. MARING AIRPORT HANGAR
AREA MAP**



**UP PLN2016-0128
JOHN E. MARING AIRPORT HANGAR
GENERAL PLAN MAP**



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LEGEND:

JON E MARING SITE	GENERAL PLAN COUNTY:
PARCELS	AG = AGRICULTURE
RIVERS	COM - GENERAL COMMERCIAL
ROADS	IND = INDUSTRIAL
	LDR = LOW DENSITY RESIDENTIAL
	MDR = MEDIUM DENSITY RESIDENTIAL
	MHD = MEDIUM HIGH DENSITY RESIDENTIAL
	PI = PLANNED INDUSTRIAL
	UT = URBAN TRANSITION

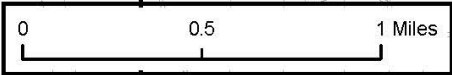
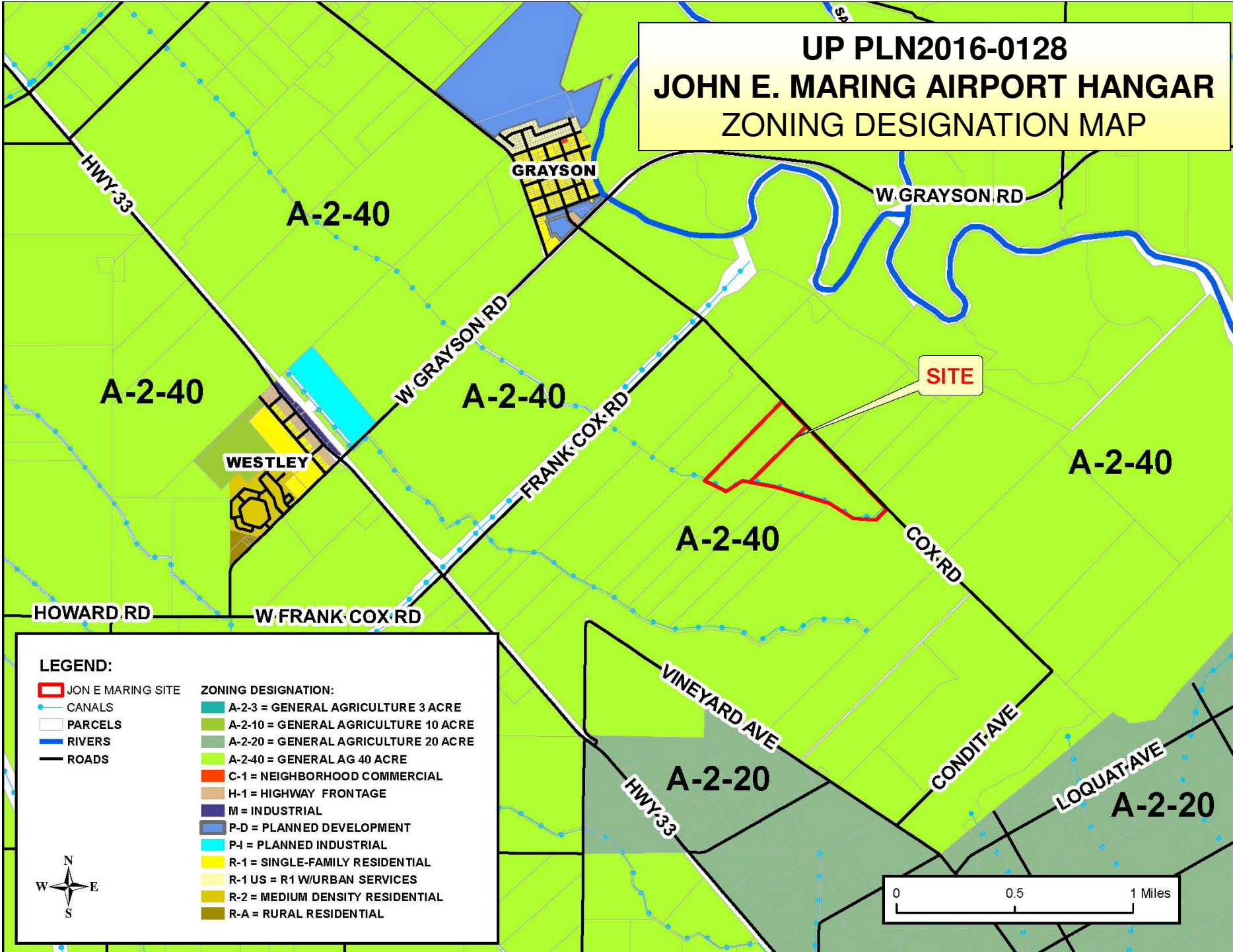


EXHIBIT B-1

**UP PLN2016-0128
JOHN E. MARING AIRPORT HANGAR
ZONING DESIGNATION MAP**



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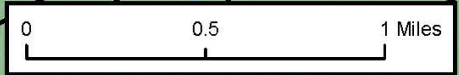
EXHIBIT B-2

LEGEND:

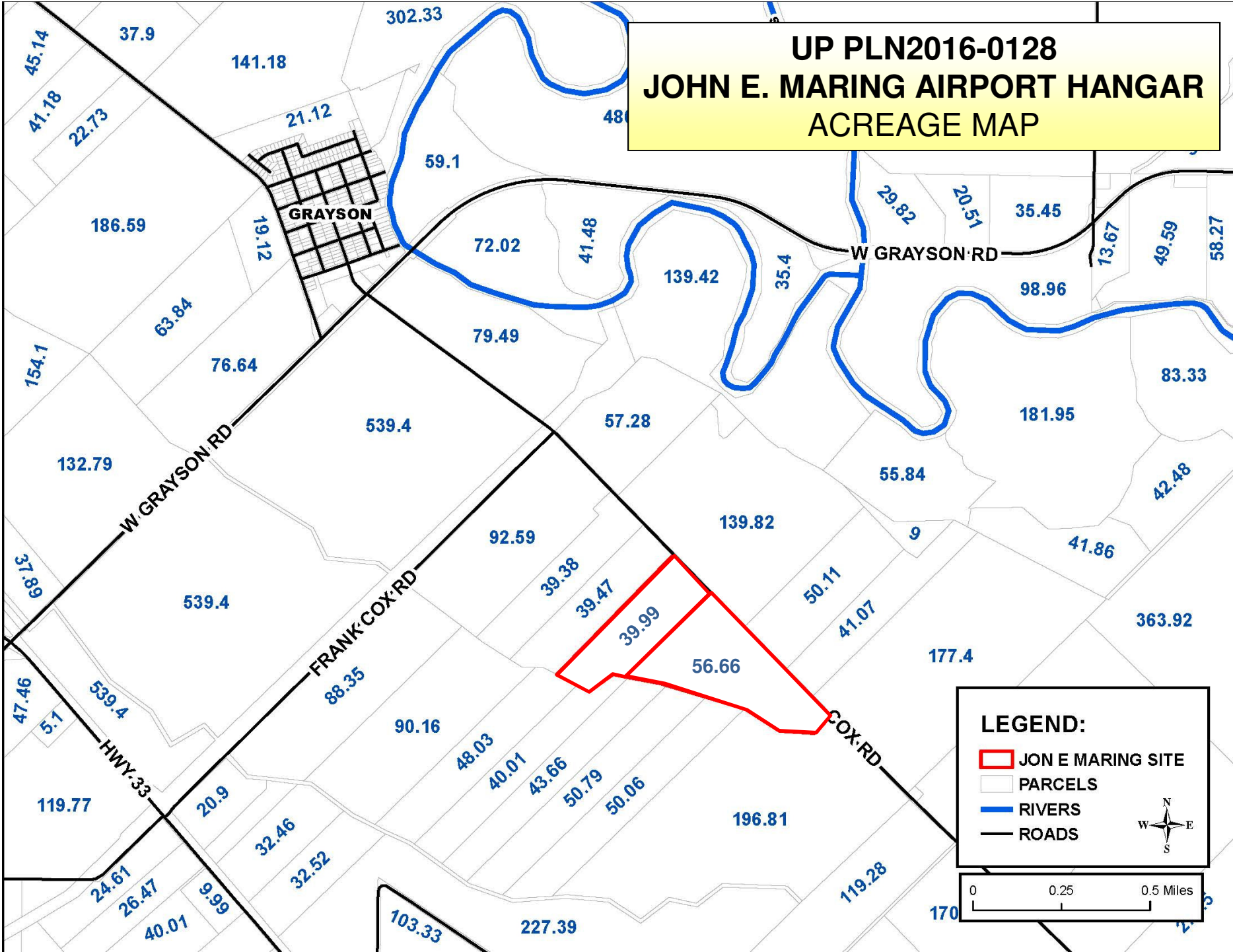
- JON E MARING SITE
- CANALS
- PARCELS
- RIVERS
- ROADS

ZONING DESIGNATION:

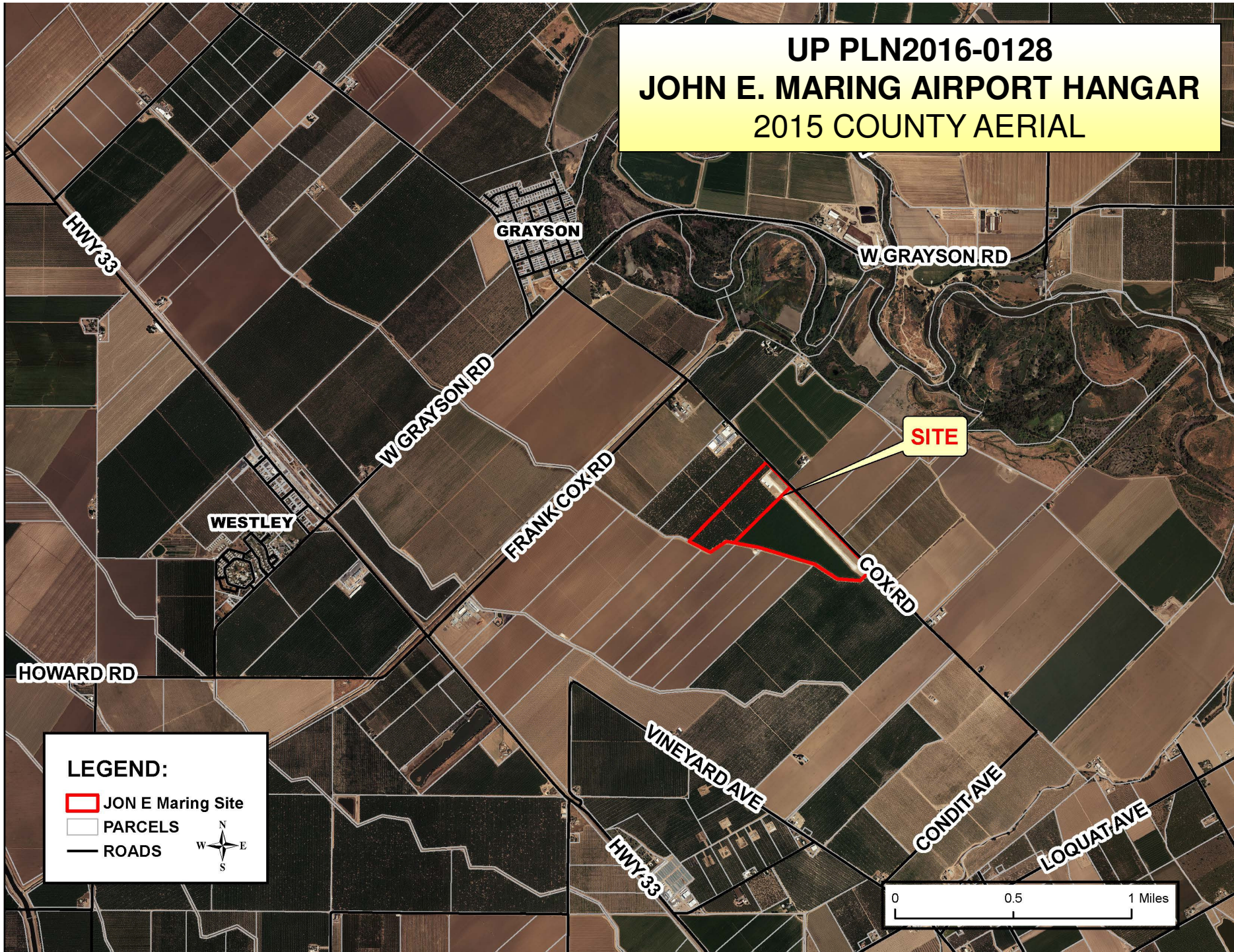
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- A-2-10 = GENERAL AGRICULTURE 10 ACRE
- A-2-20 = GENERAL AGRICULTURE 20 ACRE
- A-2-40 = GENERAL AG 40 ACRE
- C-1 = NEIGHBORHOOD COMMERCIAL
- H-1 = HIGHWAY FRONTAGE
- M = INDUSTRIAL
- P-D = PLANNED DEVELOPMENT
- P-I = PLANNED INDUSTRIAL
- R-1 = SINGLE-FAMILY RESIDENTIAL
- R-1 US = R1 W/URBAN SERVICES
- R-2 = MEDIUM DENSITY RESIDENTIAL
- R-A = RURAL RESIDENTIAL



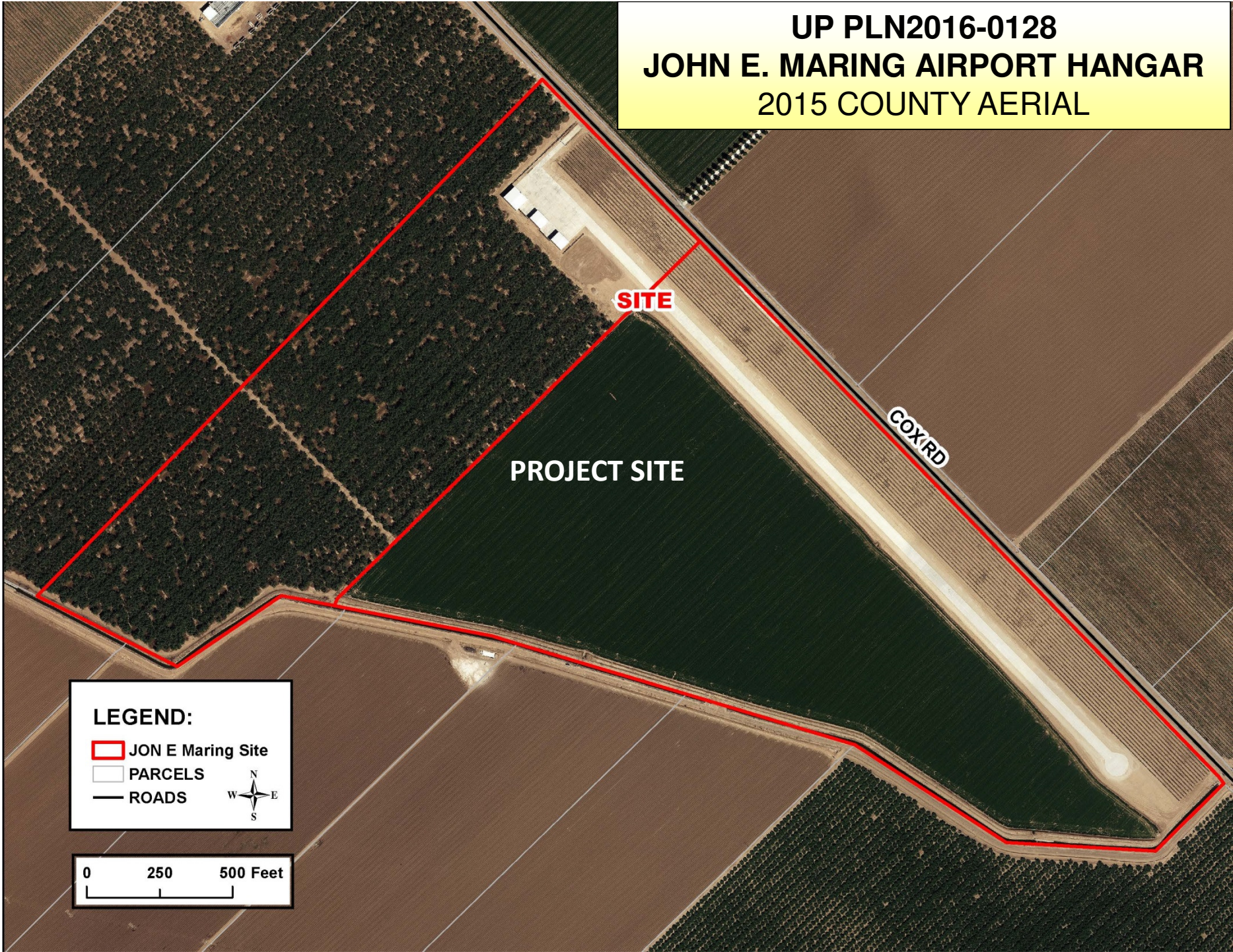
**UP PLN2016-0128
JOHN E. MARING AIRPORT HANGAR
ACREAGE MAP**



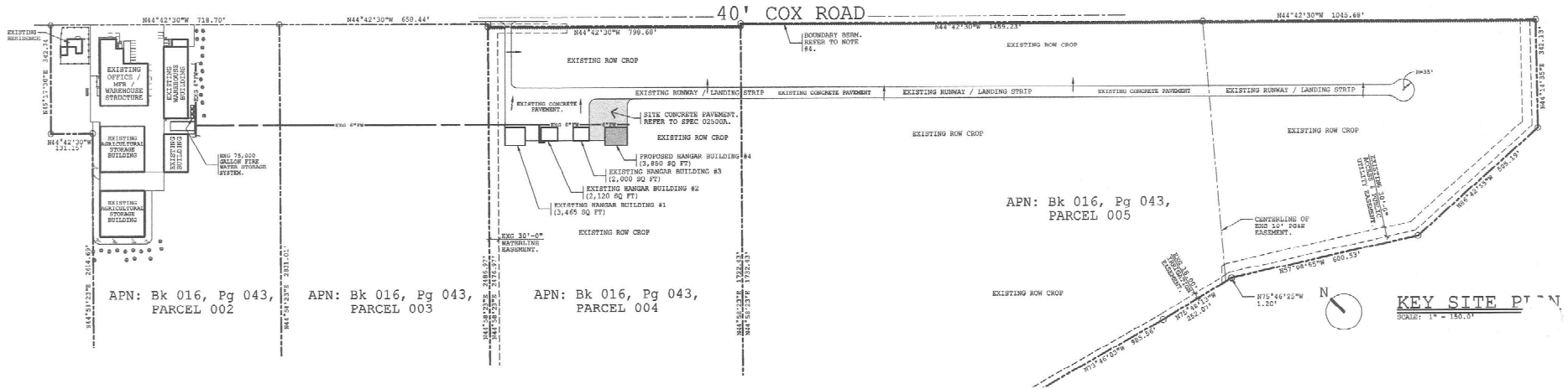
**UP PLN2016-0128
JOHN E. MARING AIRPORT HANGAR
2015 COUNTY AERIAL**



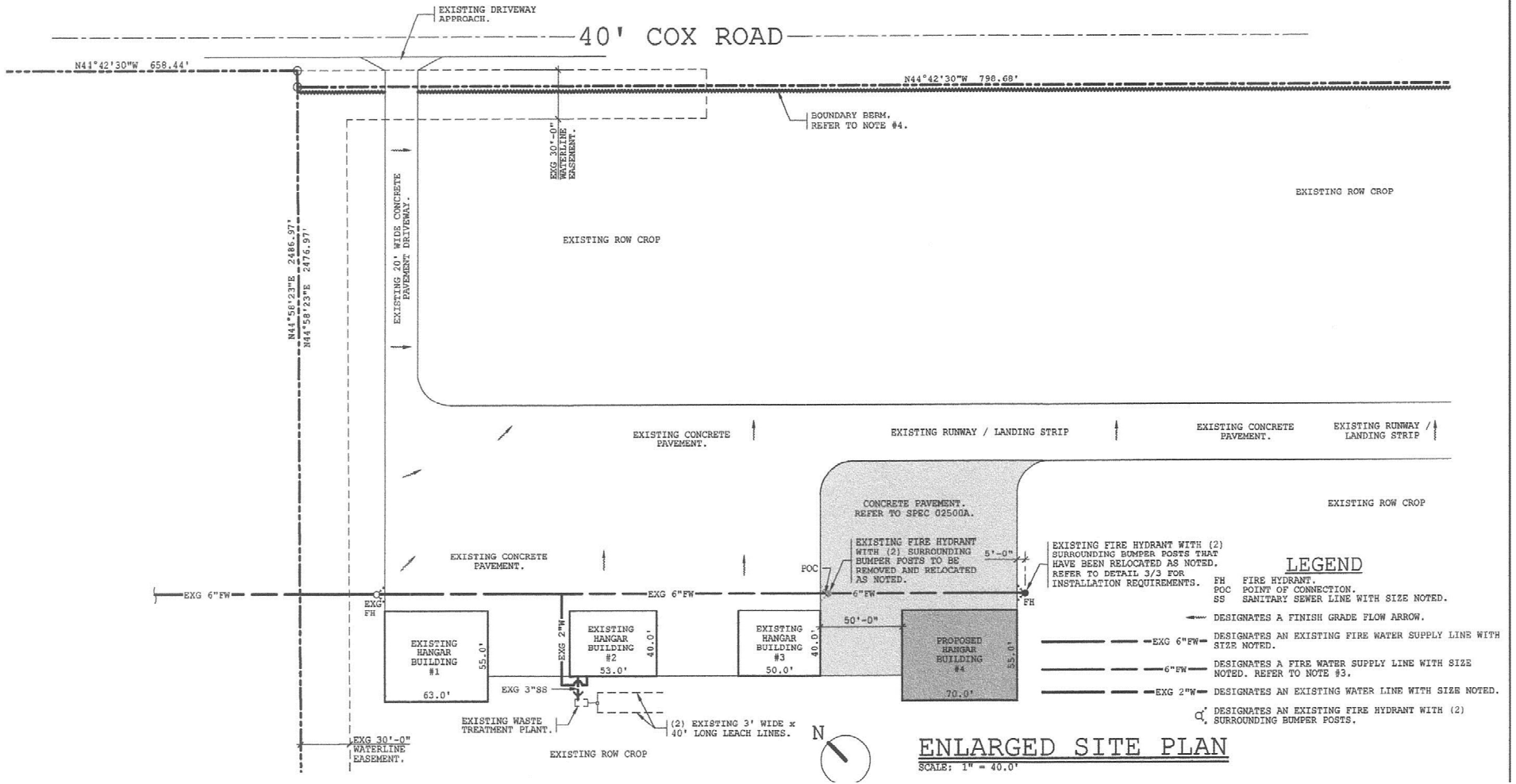
**UP PLN2016-0128
JOHN E. MARING AIRPORT HANGAR
2015 COUNTY AERIAL**



UP PLN2016-0128 JOHN E. MARING AIRPORT HANGAR SITE PLAN

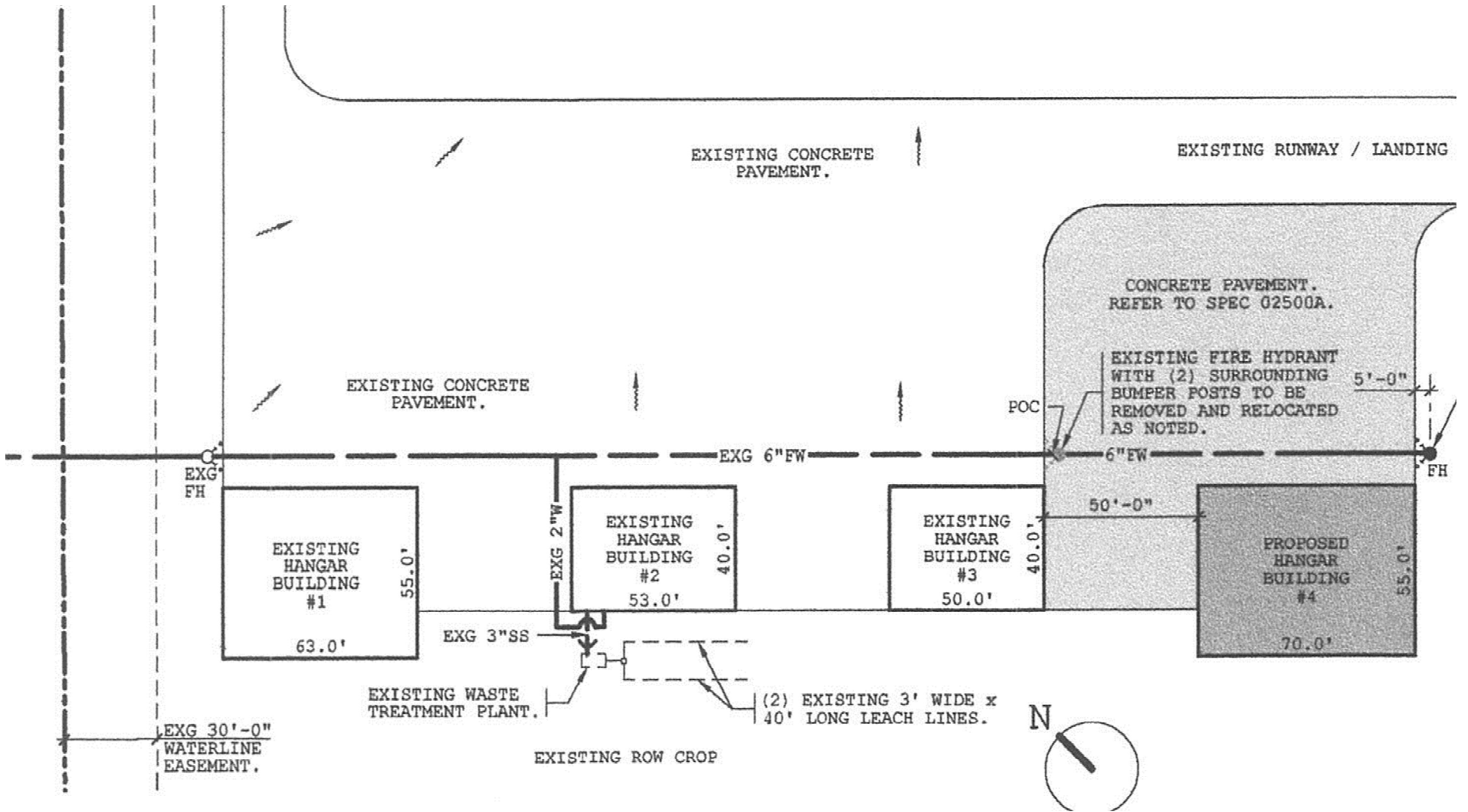


UP PLN2016-0128 JOHN E. MARING AIRPORT HANGAR SITE PLAN

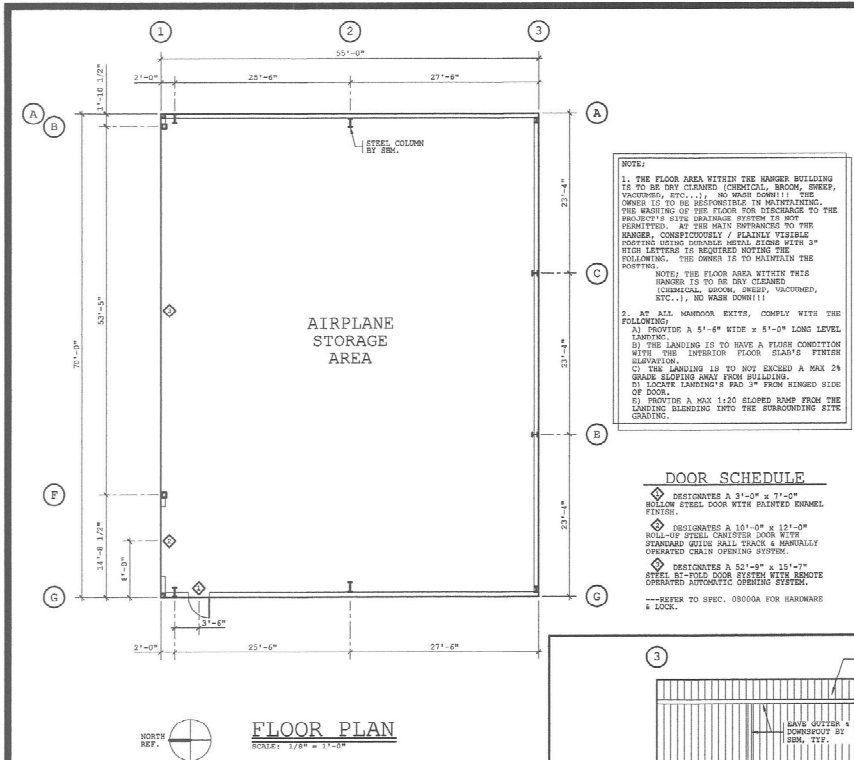


- LEGEND**
- FH FIRE HYDRANT.
 - POC POINT OF CONNECTION.
 - SS SANITARY SEWER LINE WITH SIZE NOTED.
 - DESIGNATES A FINISH GRADE FLOW ARROW.
 - EXG 6"FW— DESIGNATES AN EXISTING FIRE WATER SUPPLY LINE WITH SIZE NOTED.
 - 6"FW— DESIGNATES A FIRE WATER SUPPLY LINE WITH SIZE NOTED. REFER TO NOTE #3.
 - EXG 2"W— DESIGNATES AN EXISTING WATER LINE WITH SIZE NOTED.
 - ⊙ DESIGNATES AN EXISTING FIRE HYDRANT WITH (2) SURROUNDING BUMPER POSTS.

UP PLN2016-0128 JOHN E. MARING AIRPORT HANGAR SITE PLAN



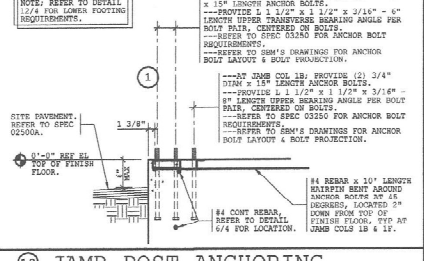
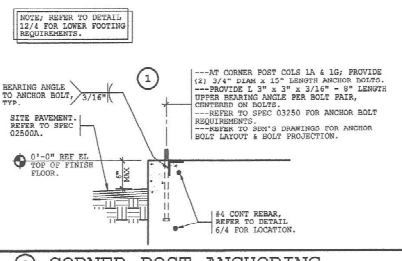
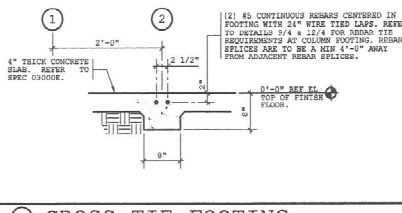
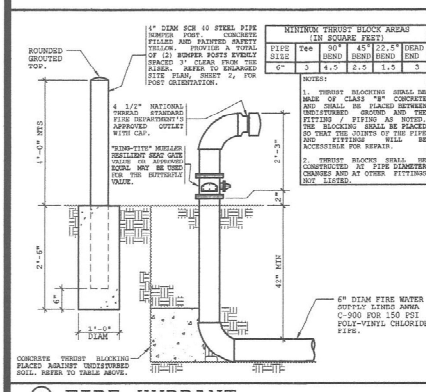
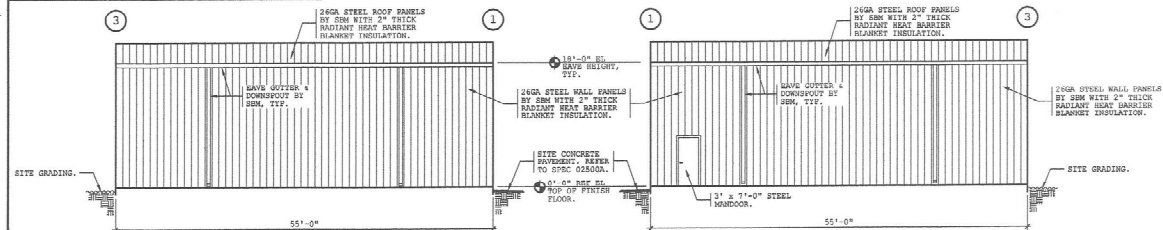
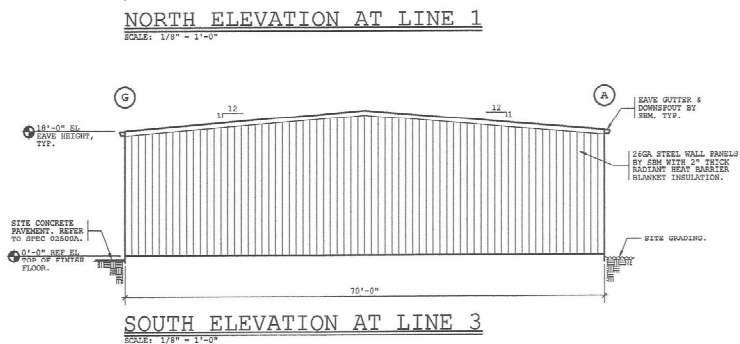
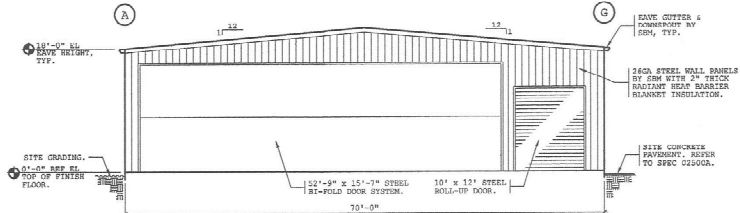
UP PLN2016-0128 JOHN E. MARING AIRPORT HANGAR FLOOR PLAN AND ELEVATIONS



NOTE:
1. THE FLOOR AREA WITHIN THE HANGAR BUILDING IS TO BE DRY CLEANED (CHEMICAL, BROOM, SWEEP, VACUUMING, ETC.,...) AND WASH DOWN!!! THE OWNER IS TO BE RESPONSIBLE IN MAINTAINING THE FINISHING OF THE FLOOR FOR DURABILITY TO THE SUBJECT'S SITE DRAINAGE SYSTEM IS NOT PERMITTED. AT THE MAIN ENTRANCE TO THE HANGAR, CONSPICUOUSLY / PLAINLY VISIBLE LETTERS USING DOMICANE METAL SIGN WITH 3" HIGH LETTERS IS REQUIRED NOTING THE FOLLOWING: THE OWNER IS TO MAINTAIN THE POSTING.
NOTE: THE FLOOR AREA WITHIN THIS HANGAR IS TO BE DRY CLEANED (CHEMICAL, SWEEP, BRUSH, VACUUMING, ETC.,...) AND WASH DOWN!!!
2. AT ALL MAINDOOR EXITS, COMPLY WITH THE FOLLOWING:
A) PROVIDE A 5'-8" WIDE x 5'-0" LONG LEVEL LANDING.
B) THE LANDING IS TO HAVE A FLOOR FINISH WITH THE UNDERSOFT FLOOR SLAB'S FINISH ELEVATION.
C) THE LANDING IS TO NOT EXCEED A MAX 2% GRADE SLOPING AWAY FROM BUILDING.
D) LOCATE LANDING PAD 1" FROM RISED SIDE OF DOOR.
E) PROVIDE A MAX 1:20 SLOPED RAMP FROM THE LANDING BLENDING INTO THE SURROUNDING SITE GRADING.

DOOR SCHEDULE

- ◆ DESIGNATES A 3'-0" x 7'-0" HOLLOW STEEL DOOR WITH PAINTED ENAMEL FINISH.
 - ◆ DESIGNATES A 10'-0" x 12'-0" ROLL-UP STEEL CANISTER DOOR WITH SPANNED STEEL WALL TRACK & MANUALLY OPERATED CRANK OPENING SYSTEM.
 - ◆ DESIGNATES A 5'-0" x 15'-0" STEEL ROLL-UP DOOR SYSTEM WITH REMOTE OPERATED AUTOMATIC OPENING SYSTEM.
- REFER TO SPEC. 08000A FOR HARDWARE & LOCK.



PROJECT: PRIVATE AIRCRAFT HANGAR BUILDING #4
OWNER: GRAYSON PARTNERS
LOCATION: 10050 COX RD., PATTERSON, CA
CONTRACTOR: JIM FERNANDES CONSTRUCTION, INC.

REV	BY	DATE

DRAWN BY: BAO
CHECKED BY: SE
DATE: 10/28/16
SCALE: AS SHOWN

PROJECT
16043A

SHEET NUMBER
3

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

CONDITIONS OF APPROVAL

USE PERMIT APPLICATION NO. PLN 2016-0128 JON E. MARING - AIRPORT HANGAR

Department of Planning and Community Development

1. Use(s) shall be conducted as described in the application and supporting information (including the plot plan) as approved by the Planning Commission and/or Board of Supervisors and in accordance with other laws and ordinances. All conditions of approval from Use Permit number PLN2012-0006 remain applicable. As identified in the application and project related information, there shall be a maximum of six aircrafts on-site. Any expansion or modification may be subject to further discretionary actions.
2. Pursuant to Section 711.4 of the California Fish and Game Code (effective January 1, 2017), the applicant is required to pay a California Department of Fish and Wildlife (formerly the Department of Fish and Game) fee at the time of filing a "Notice of Determination." Within five (5) days of approval of this project by the Planning Commission or Board of Supervisors, the applicant shall submit to the Department of Planning and Community Development a check for **\$2,273.25**, made payable to **Stanislaus County**, for the payment of California Department of Fish and Wildlife and Clerk Recorder filing fees.

Pursuant to Section 711.4 (e) (3) of the California Fish and Game Code, no project shall be operative, vested, or final, nor shall local government permits for the project be valid, until the filing fees required pursuant to this section are paid.
3. Developer shall pay all Public Facilities Impact Fees and Fire Facilities Fees as adopted by Resolution of the Board of Supervisors. The fees shall be payable at the time of issuance of a building permit for any construction in the development project and shall be based on the rates in effect at the time of building permit issuance.
4. The applicant/owner is required to defend, indemnify, or hold harmless the County, its officers, and employees from any claim, action, or proceedings against the County to set aside the approval of the project which is brought within the applicable statute of limitations. The County shall promptly notify the applicant of any claim, action, or proceeding to set aside the approval and shall cooperate fully in the defense.
5. All exterior lighting shall be designed (aimed down and toward the site) to provide adequate illumination without a glare effect. This shall include, but not be limited to, the use of shielded light fixtures to prevent skyglow (light spilling into the night sky) and the installation of shielded fixtures to prevent light trespass (glare and spill light that shines onto neighboring properties).

6. During any future construction, if any human remains, significant or potentially unique, are found, all construction activities in the area shall cease until a qualified archeologist can be consulted. Construction activities shall not resume in the area until an on-site archeological mitigation program has been approved by a qualified archeologist. The Central California Information Center shall be notified if the find is deemed historically or culturally significant.
7. Any construction resulting from this project shall comply with standardized dust controls adopted by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and may be subject to additional regulations/permits, as determined by the SJVAPCD.
8. The Department of Planning and Community Development shall record a Notice of Administrative Conditions and Restrictions with the County Recorder's Office within 30 days of project approval. The Notice includes: Conditions of Approval/Development Standards and Schedule; any adopted Mitigation Measures; and a project area map.
9. Pursuant to the federal and state Endangered Species Acts, prior to construction, the developer shall be responsible for contacting the US Fish and Wildlife Service and California Department of Fish and Game to determine if any special status plant or animal species are present on the project site, and shall be responsible for obtaining all appropriate permits or authorizations from these agencies, if necessary.
10. Pursuant to State Water Resources Control Board Order 99-08-DWQ and National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002, prior to construction, the developer shall be responsible for contacting the California Regional Water Quality Control Board to determine if a "Notice of Intent" is necessary, and shall prepare all appropriate documentation, including a Storm Water Pollution Prevention Plan (SWPPP). Once complete, and prior to construction, a copy of the SWPPP shall be submitted to the Stanislaus County Department of Public Works.

Department of Public Works

11. The applicant shall obtain an encroachment permit prior to any work being done in the Stanislaus County road right-of-way.
12. No parking, loading, or unloading of vehicles is permitted within the Cox Road right-of-way. The developer shall install or pay for the installation of any off-site signs and/or markings, as required by Stanislaus County.
13. The area for fueling the planes shall be located on an impervious pavement; i.e. Portland Concrete Cement.
14. An on-site grading and drainage plan shall be prepared by a California Civil Professional Engineer and submitted to Stanislaus County Public Works for review and approval prior to the issuance of any Grading or Building Permit for the site. Public Works will review and approve the drainage calculations. The grading and drainage plan shall conform to the requirements of the Stanislaus County Standards and Specifications that is current at the time of the plan submittal. Please note that the geotechnical report shall include the water table elevation and the percolation rates at the elevation of the proposed storm drainage system (Stanislaus County Department of Public Works Standards and Specifications, Chapter 4, Section 4.3, subsections I and j).

15. Prior to issuance of any Grading or Building Permit, the property owner shall obtain coverage for the project under the current State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) Construction General Permit, if applicable.
16. The applicant of the building permit shall pay the current Stanislaus County Public Works weighted labor rate for the review of the building and/or grading plans and all related inspection fees.

Department of Environmental Resources

17. Prior to issuance of a grading permit, the applicant shall determine, to the satisfaction of the Department of Environmental Resources (DER), that a site containing (or formerly containing) residences or farm buildings, or structures, has been fully investigated (via Phase 1 study, and if necessary, Phase II study). Any discovery of underground storage tanks, former underground storage tank locations, buried chemicals, buried refuse, or contaminated soil shall be brought to the immediate attention of DER.
18. The applicant should contact the Department of Environmental Resources (DER) regarding appropriate permitting requirements for hazardous materials and/or wastes. Applicant and/or occupants handling hazardous materials or generating hazardous wastes must notify DER relative to the following: (California Health & Safety, Division 20)
 - A. Permits for the underground storage of hazardous substances at new or the modification of an existing tank facility.
 - B. Requirements for registering as a handler of hazardous materials in the County.
 - C. Submittal of Hazardous Materials Business information into the California Electronic Reporting System (CERS) by handlers of materials in excess of 55 gallons, 500 pounds of a hazardous material, or of 200 cubic feet of compressed gas.
 - D. The handling of acutely hazardous materials may require the preparation of a Risk Management Prevention Program, which must be implemented prior to operation of the facility. The list of acutely hazardous materials can be found in SARA, Title III, Section §302.
 - E. Generators of hazardous waste must notify the Department relative to the: (1) quantities of waste generated; (2) plans for reducing wastes generated; and (3) proposed waste disposal practices. Generators of hazardous waste must also use the CERS data base to submit chemical and facility information to DER.
 - F. Permits for the treatment of hazardous waste on-site will be required from the hazardous materials division.
 - G. Medical waste generators must complete and submit a questionnaire to DER for determination if they are regulated under the Medical Waste Management Act.

Building Permits Division

19. Building permits are required for the new hangars. The project must conform to the California Code of Regulations, Title 24 and all applicable impact fees shall be paid.

San Joaquin Valley Air Pollution Control District

20. The proposed project may be subject to Air District permits. Prior to the start of construction, the property owner/operator shall contact the District's Small Business Assistance Office at (559) 230-5888 to determine if an Authority to Construct (ATC) is required, or if any other District rules or permits are required.

Central Valley Regional Water Quality Control Board

21. Prior to ground disturbance or issuance of a building permit, the Central Valley Regional Quality Control Board shall be consulted to obtain any necessary permits and to implement any necessary measures, including but not limited to Construction Storm Water General Permit, Phase I and II Municipal Separate Storm Sewer System (MS4) Permits, Industrial Storm Water General Permit, Clean Water Act Section 404 Permit, Clean Water Act Section 401 Permit (Water Quality Certification), Waste Discharge Requirements, Low or Limited Threat General NPDES Permit, and any other applicable Regional Water Quality Control Board permit.

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

**AIRCRAFT NOISE ANALYSIS
MARING PRIVATE AIRPORT
STANISLAUS COUNTY, CALIFORNIA**

BBA Report No. 13-004

PREPARED FOR

**DEL MAR FARMS
P.O. BOX 97
WESTLEY, CALIFORNIA 95387**

PREPARED BY

**BROWN-BUNTIN ASSOCIATES, INC.
VISALIA, CALIFORNIA**

FEBRUARY 6, 2013

INTRODUCTION

The project is a proposed private airport to be owned and operated by Jon E. Maring (Del Mar Farms) on Cox Road near Patterson in Stanislaus County. The proposed airport would consist of a single 2,800 foot-long runway that would be used for 5-10 flights per week on an annual average basis. Stanislaus County has required that an aircraft noise analysis be prepared for the project to assist the county with preparation of environmental documentation as required by the California Environmental Quality Act (CEQA) and the State Division of Aeronautics.

This analysis, prepared by Brown-Buntin Associates, Inc. (BBA), is based upon project information provided by the project applicant and the project engineer (Advanced Design Group, Inc.). Revisions to the information utilized to prepare this analysis may require a re-evaluation of the findings of this report.

Attachment A provides a description of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported are in A-weighted decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighting, as it provides a high degree of correlation with human annoyance and health effects.

CRITERIA FOR ACCEPTABLE NOISE EXPOSURE

The California Airport Noise Regulation (CCR Title 21, Chapter 2.5, Subchapter 6) establishes 65 dB CNEL as the acceptable level of exterior aircraft noise for persons living in the vicinity of airports. The Stanislaus County Noise Element of the General Plan also utilizes the CNEL for assessing noise compatibility around airports. The county's standard for residential land uses is 60 dB CNEL, which is 5 dB *more* restrictive than the above-described state standard.

The CNEL is the energy average sound level for a 24-hour period determined after addition of penalties of 5 dB to aircraft noise events during the evening hours (7:00 p.m.-10:00 p.m.) and 10 dB to aircraft noise events during the nighttime hours (10:00 p.m.-7:00 a.m.). The CNEL is calculated based upon annual average conditions regarding aircraft operations and runway use. That means that the noise exposure on a particular day is likely to be either higher or lower than the annual average for a given location.

The Federal Aviation Administration (FAA) and U.S. Department of Housing and Urban Development (HUD) both apply an exterior noise level standard of 65 dB, as defined by the Day-Night Average Level (DNL), when evaluating land use compatibility around airports. The only difference between the DNL and the CNEL noise metrics is that the CNEL includes a 5 dB penalty during the evening hours and the DNL does not. Both metrics apply a 10 dB penalty during the nighttime hours of 10:00 p.m. to 7:00 a.m., and they are considered to be equivalent descriptors of the community noise environment within +/- 1.0 dB.

The FAA also has responsibility for establishing noise level standards for the development and manufacture of new aircraft. Local or state jurisdictions may not impose their own noise level standards to the noise generated by *individual* aircraft operations, but may consider noise compatibility criteria, as described above, for the purpose of noise compatibility planning around existing or proposed airport or heliport/helipad facilities.

AIRCRAFT NOISE EXPOSURE CALCULATIONS

Aircraft noise exposure was calculated using the Federal Aviation Administration (FAA) Integrated Noise Model (INM), airport configuration information provided by the project engineer and aircraft operations data provided by the project developer. Aircraft noise exposure was calculated using the CNEL noise metric.

The INM was developed for the FAA and represents the federally sanctioned and required method for quantifying aircraft noise exposure for noise compatibility planning purposes. Version 7.0c is the current version of the INM.

The INM calculates aircraft noise exposure by mathematically combining aircraft noise levels and airport operations factors at a series of points within a cartesian coordinate system which defines the location of airport runways and generalized aircraft flight tracks. User inputs to the INM include the following:

- Runway configuration
- Aircraft flight track definitions
- Distribution of aircraft to flight tracks
- Aircraft traffic volume and fleet mix
- Temporal distribution of flights (day/evening/night)

The INM database includes aircraft performance parameters and noise level data that may be used to model noise from operations by most of the civilian aircraft presently in service at U.S. airports. When a user specifies a particular aircraft type from the INM database, the model automatically provides the necessary inputs concerning aircraft power settings, speed, departure profiles and noise levels. In its present form, the INM accounts for changes in the distance from a receptor to an aircraft noise source (slant range distance) due to variations in local terrain. The INM does *not* take into account reflections from nearby buildings or acoustical shielding caused by buildings or vegetation that may surround an airport.

According to the project developer, there will be approximately 5-10 flights per week on an annual average basis. Assuming that a flight consists of a takeoff and landing, this translates into 520-1,040 operations per year or an average of 1.4-2.8 operations per day. A worst-case operational scenario of 2.8 operations per day has been utilized for this analysis.

The project developer plans to have four aircraft based at the airport, including a PA32, C182, TBM8 and C55. The PA32 and C182 are single-engine piston-powered aircraft, the TBM8 is a single-engine turboprop and the C55 is a twin-engine piston-powered aircraft. According to the project developer, the Cessna 182 will be utilized for most flights. The C182 aircraft type from the INM database has therefore been used to model typical aircraft operations at the proposed airport.

Annual average runway use has been estimated by the project developer to be 97% to the northwest and 3% to the southeast. Ninety-nine percent of aircraft operations would occur between the hours of 7:00 a.m. and 10:00 p.m. Aircraft would utilize a standard left downwind pattern for arrivals and would typically either make a straight-out or left downwind departure. It was assumed for noise modeling that 50% of aircraft arrivals and departures would follow the extended runway centerline (straight in/out) and that 50% would execute left-hand arrival and departure patterns. Exhibits illustrating typical aircraft traffic patterns provided by the project engineer are included in Attachment B.

The INM was used to calculate aircraft noise exposure as defined by the annual average CNEL at the three closest noise-sensitive receptors. Those receptors are noted in Attachment C as R1, R2 and R3. Receptor R1 represents the closest home to the northwest of the airport and is located approximately 300 feet south of the extended centerline of the runway. Receptor R2 is located to the north and abeam the runway at a distance of approximately 800 feet north of the center of the runway. Receptor R3 represents the closest home to the southeast of the airport and is located approximately 400 feet north of the extended centerline of the runway. Table I summarizes calculated CNELs at the closest sensitive receptors based upon an average of 2.8 aircraft operations per day.

TABLE I		
SUMMARY OF CALCULATED AIRCRAFT NOISE EXPOSURE		
MARING PRIVATE AIRPORT		
STANISLAUS COUNTY		
Receptor	Location	Annual Average CNEL
R1	2,400 ft. northwest of runway and 300 feet south of ECL	47.1 dB
R2	800 ft. north of runway	47.3 dB
R3	2,300 feet southeast and 400 feet north of ECL	34.5 dB
<p>Note: ECL means extended centerline of runway.</p> <p>Sources: Brown-Buntin Associates, Inc. Integrated Noise Model v.7.0c</p>		

From Table I it may be determined that the CNEL values calculated by the INM comply with the State of California noise compatibility standard of 65 dB CNEL and the Stanislaus County standard of 60 dB CNEL. As previously noted, CNEL values on any given day may be higher or lower than the annual average CNEL due to the number of aircraft operations and runway use on that day.

CONCLUSIONS

The proposed Maring Private Airport will generate annual average noise levels in the range of 34.5-47.3 dB CNEL at the closest existing homes to the project site. Such levels do not exceed the noise compatibility standards of the State of California or Stanislaus County.

The conclusions of this analysis are based upon the best information known to Brown-Buntin Associates, Inc. (BBA) at the time the analysis was prepared concerning the proposed airport location, airport configuration, projected number of aircraft operations and aircraft fleet mix. Any significant changes to these factors may require revisions to the findings of this report. Additionally, any significant future changes in aircraft technology, aircraft fleet mix, noise regulations or other factors beyond BBA's control may result in long-term noise results different from those described by this analysis.

Respectfully submitted,



Robert E. Brown
President

REB:reb

ATTACHMENT A

ACOUSTICAL TERMINOLOGY

AMBIENT NOISE LEVEL: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

CNEL: Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

DECIBEL, dB: A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

DNL/ L_{dn} : Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

L_{eq} : Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over 1, 8 and 24-hour sample periods.

NOTE: The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while L_{eq} represents the average noise exposure for a shorter time period, typically one hour.

L_{max} : The maximum noise level recorded during a noise event.

L_n : The sound level exceeded "n" percent of the time during a sample interval (L_{90} , L_{50} , L_{10} , etc.). For example, L_{10} equals the level exceeded 10 percent of the time.

ACOUSTICAL TERMINOLOGY

**NOISE EXPOSURE
CONTOURS:**

Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

**NOISE LEVEL
REDUCTION (NLR):**

The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of noise level reduction combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

SEL or SENEL:

Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

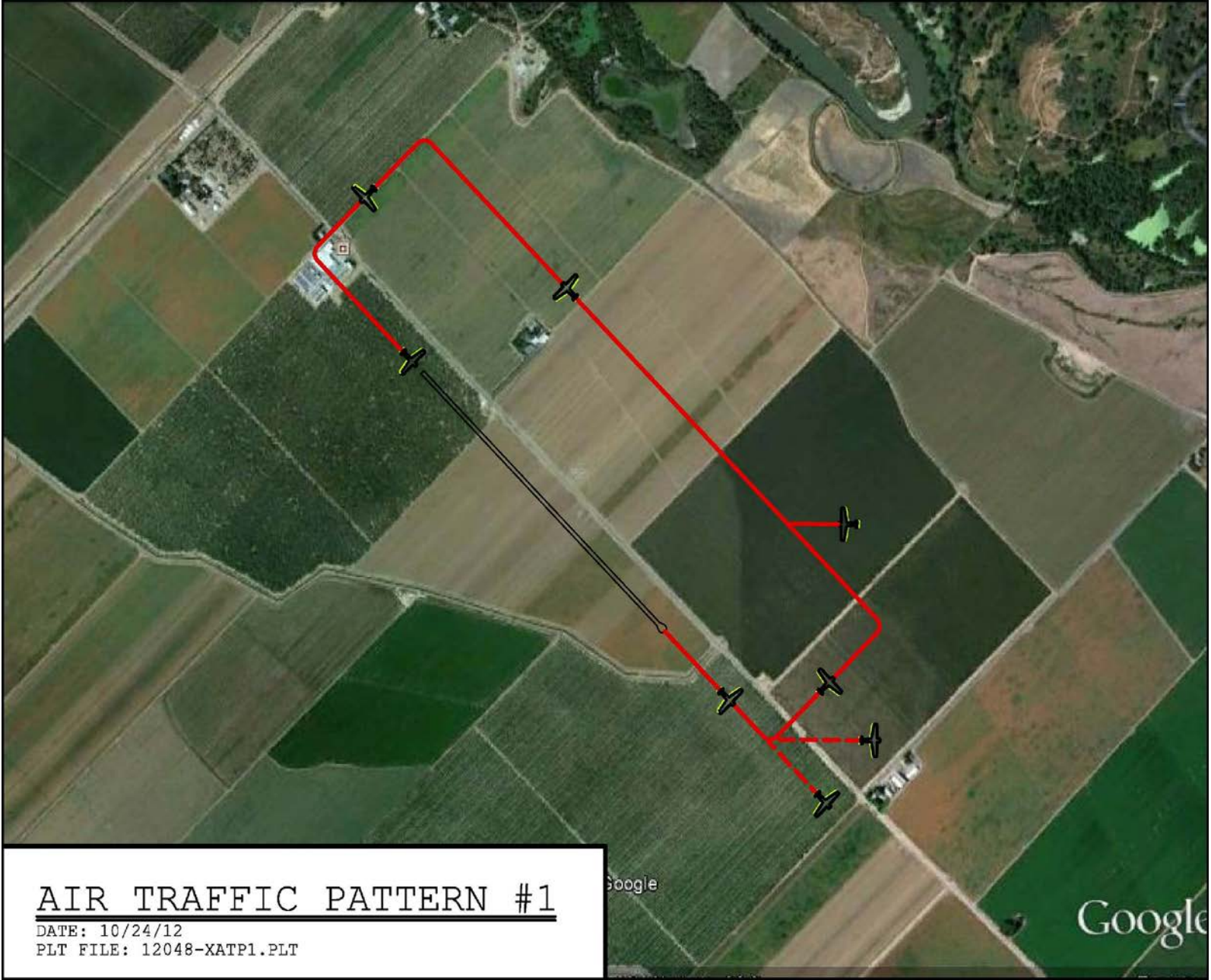
SOUND LEVEL:

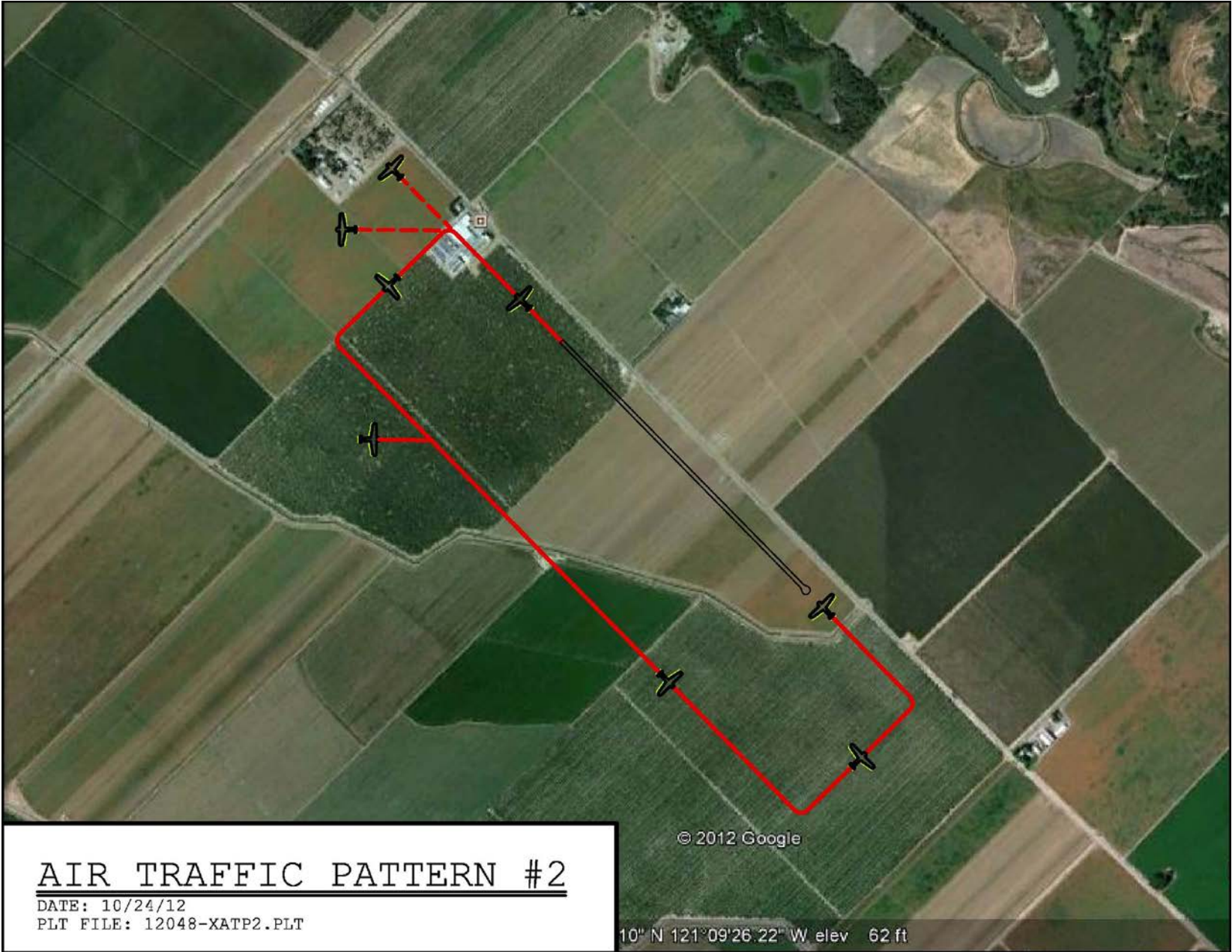
The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

**SOUND TRANSMISSION
CLASS (STC):**

The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

ATTACHMENT B-1: TYPICAL SOUTHEAST FLOW OPERATIONS





ATTACHMENT C: NOISE-SENSITIVE RECEPTORS USED FOR NOISE MODELING



APPENDIX V-A
AIRPORT SITING STANDARDS

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THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
STATE OF CALIFORNIA

Date: March 6, 1984

No. 84-367

On motion of Supervisor Blom, Seconded by Supervisor Simon,
and approved by the following vote,
Ayes: Supervisors: Blom, Simon, Cannella and Chairman Starn
Noes: Supervisors: None
Excused or Absent: Supervisors: Terry
Abstaining: Supervisor: None

D-2

THE FOLLOWING RESOLUTION WAS ADOPTED:

IN RE: ESTABLISHING POLICIES FOR THE SITING OF NEW AIRPORTS, AGRICULTURAL
SERVICE AIRPORTS AND TEMPORARY AGRICULTURAL SERVICE AIRPORTS

WHEREAS, after receiving a report concerning private airports in Stanislaus
County, this Board referred the matter to the Planning Commission for study and
possible recommendations; and

WHEREAS, the Commission held a public hearing to gain input from private
airport owners, pilots, cropdusters and other interested parties; and

WHEREAS, after much discussion, the Planning Commission recommends that this
Board adopt the "Establishing Policies for the Siting of New Airports, Agricultural
Service Airports and Temporary Agricultural Service Airports" as submitted,

NOW, THEREFORE, BE IT RESOLVED that this Board of Supervisors does hereby
adopt the "Establishing Policies for the Siting of New Airports, Agricultural Service
Airports and Temporary Agricultural Service Airports" to wit:

ATTEST: BETH MEYERSON-MARTINEZ, Clerk
Stanislaus County Board of Supervisors,
State of California.



By: Rochelle A. Tilton, Assistant Clerk

File No. S-18-CC-27

ESTABLISHING POLICIES FOR THE SITING OF NEW
AIRPORTS, AGRICULTURAL SERVICE AIRPORTS, AND TEMPORARY
AGRICULTURAL SERVICE AIRPORTS

WHEREAS, it is the duty of the Stanislaus County Board of Supervisors to promote and protect the health, safety, comfort, convenience and general welfare of the residents of Stanislaus County; and

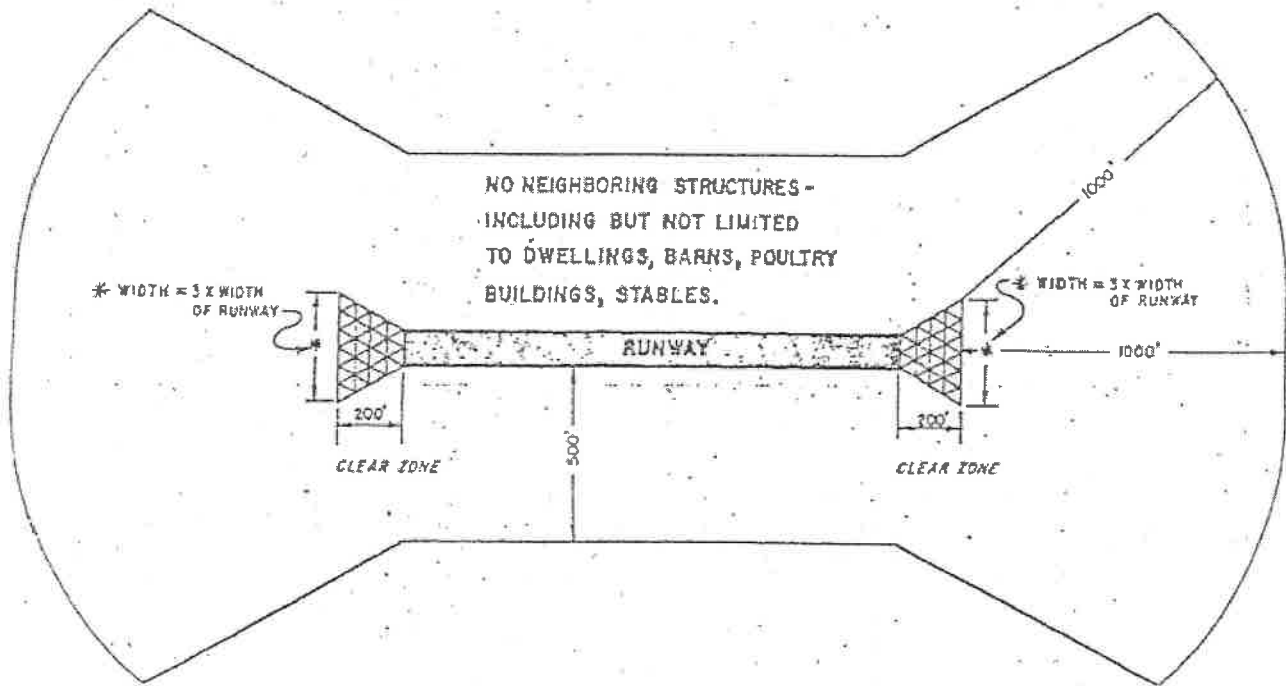
WHEREAS, private airstrips, private airports, crop duster landing strips and heliports are presently permitted upon approval of a use permit in A-2 (Exclusive Agriculture) and certain R-A (Rural Residential) zones; and

WHEREAS, the Board of Supervisors recognizes the fact that airports, agricultural service airports and temporary agricultural service airports are necessary for the economy and convenience of the people of Stanislaus County; and

WHEREAS, careful consideration must be given to the siting, layout and design of any new airport, agricultural service airport or temporary agricultural service airport in these areas to protect the health, safety, comfort, and general welfare of the residents of Stanislaus County,

NOW, THEREFORE, BE IT RESOLVED that the following policies shall be utilized as guidelines by Stanislaus County when considering an application for a use permit or staff approval application to locate any new airport or temporary agricultural service airport or expand any existing airport or temporary agricultural service airport.

1. Provide a clear zone for a distance of two-hundred feet (200') from the end of the runway. The clear zone shall start at the ends of the runway and at a point two-hundred feet (200') from the end of the runway be three (3) times the width of the runway.
2. Be no closer to any neighboring dwelling, barn, shop, poultry building, or similar agricultural structure than: (a) 1000 feet from the ends of the runway, or (b) 500 feet to the sides of the runway. This shall not be construed so as to prohibit the owner of any airport from having their own dwelling(s), barn(s), shop(s), poultry building(s), or similar agricultural structure(s) within this area.
3. Be located so that air or surface traffic shall not constitute a nuisance or danger to neighboring property, farms, dwellings or structures.
4. Show that adequate controls or measures will be taken to prevent offensive dust, noise, vibrations, or bright lights.
5. Obtain when necessary approval of the California Department of Transportation, Division of Aeronautics and the Federal Aviation Administration prior to the issuance of the use permit.





CEQA INITIAL STUDY

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

1. **Project title:** Use Permit Application No. PLN2016-0128 – Jon E. Maring Airport Hangar
2. **Lead agency name and address:** Stanislaus County
1010 10th Street, Suite 3400
Modesto, CA 95354
3. **Contact person and phone number:** Kristin Doud, Senior Planner
(209) 525-6330
4. **Project location:** 10050 Cox Road, southeast of Frank Cox Road, northwest of Condit Avenue, near the communities of Grayson and Westley. APN: 016-043-004 & 005
5. **Project sponsor's name and address:** Grayson Partners, Jon E. Maring
P.O. Box 97
Westley, CA 95387
6. **General Plan designation:** General Agriculture
7. **Zoning:** A-2-40 (General Agriculture)
8. **Description of project:**

This is a request to expand a private airport facility located on two parcels totaling 96.65 acres, by constructing a 3,850 square foot airplane hangar for the purpose of assisting the property owner's agricultural operations. Currently, the private airport facility includes a 2,800-foot runway, and three airplane hangars, which total 7,300 square feet and have a capacity to house a maximum of four aircrafts. The additional airplane hangar will house a maximum of two additional aircrafts. However, no additional flights per week are proposed. The project proposes to maintain the 10 flights per week that were approved with the Use Permit that originally permitted the private use airport facility (UP PLN2012-0006 – Maring Private Airport). The airport is limited to noncommercial activities of Mr. Maring, his family, and occasional invited guests. All flights are to be in compliance with the California Code of Regulations (CCR), Title 21, Section 3533. A common left hand flight pattern will be used landing into the predominant N/W wind when appropriate. There will be no aircrafts stored outside of the hangars. The proposed hangar will include a security lighting system and a concrete slab system and concrete slab pavement approach to the existing concrete runway system. The floor area within the hangar will be dry cleaned only, to prevent run-off discharge to the site's drainage system. All repairs and maintenance activities are proposed to be conducted off-site, with the exception of oil and fluid checks, flight check-off inspections, hand cleaning and waxing, and other similar minor maintenance tasks. No hazardous materials are to be stored on-site, with the exception of 12 quarts of engine oil for additive requirements. No fuel will be stored on-site and all fueling will be done off-site and / or by a delivery truck on an impervious surface.

9. **Surrounding land uses and setting:** Agricultural uses and single-family dwellings.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** Department of Public Works
CalTrans - Division of Aeronautics

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Kristin Doud, Senior Planner
Signature

May 5, 2017
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

Discussion: The site itself is not considered to be a scenic resource or a unique scenic vista. New development resulting from this project will include the construction of a 3,850 square foot aircraft hangar building. The existing site includes a 2,800-foot runway, and three airplane hangars, which total 7,300 square feet. The remainder of the parcel is farmed in row crops. Lighting will be installed around the hangar area for security purposes; however, because the project site is located in a relatively remote area of the County, and the nearest residence is approximately 900± feet from the proposed project site, it is unlikely that the security lighting will have a significant negative impact on the aesthetics of the area. Furthermore, standard conditions of approval will be added to this project to address glare from any proposed security lighting, operational lighting, and/or supplemental on-site lighting.

Mitigation: None.

References: Application information; Use Permit No. 2012-06 – Maring Private Airport; and the 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				X

51104(g)?				
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 site is designated Agriculture and zoned A-2-40 (General Agriculture). The County Zoning Ordinance, Section 21.20.040, allows for public and private airports upon the granting of a use permit and the approval of the Board of Supervisors. Construction and operation of a private "agricultural" airport is considered to be consistent with agriculture uses in the County and supports the agricultural economy rather than having a negative impact. The entire project site, comprised of two separate assessor parcel numbers (APNs), are each enrolled in a separate Williamson Act Contract (Nos. 1972-1007 & 1971-0201). The project site is classified as "Prime Farmland" by the Farmland Mapping and Monitoring Program and the soils on-site are listed as Stomar clay loam (0-2% slopes, Index Rating of 68, Grade 2).

This project will have no impact to forest land or timberland. The site presently contains a 2,800-foot runway, and three airplane hangars, which total 7,300 square feet and have a capacity to house a maximum of four aircrafts. The remaining property is farmed with both seasonal row crops and an orchard. This project will not conflict with any agricultural activities in the area and/or lands enrolled in the Williamson Act. The project was referred to the Department of Conservation, but a response has not been received to date.

Surrounding uses consist of seasonal row crop land and orchards to the north, south, east, and west. The applicant controls several properties surrounding the site, including a property just north of the project site, developed as part of an agricultural commodity "packing" business.

In December of 2007, Stanislaus County adopted an updated Agricultural Element which incorporated guidelines for the implementation of agricultural buffers applicable to new and expanding non-agricultural uses within or adjacent to the A-2 zoning district. The purpose of these guidelines is to protect the long-term health of agriculture by minimizing conflicts such as spray drift and trespassing resulting from the interaction of agricultural and non-agricultural uses. Alternatives may be approved provided the Planning Commission finds that the alternative provides equal or greater protection than the existing buffer standards. The proposed project meets the recommended 150-foot buffer for non-people intensive uses from the use to all property lines.

On March 6, 1984, the Board of Supervisors approved "Policies for the Siting of New Airports, Agricultural Service Airports, and Temporary Agricultural Service Airports" on March 6, 1984, which have been incorporated into the Stanislaus County Safety Element as an attachment. The standards require a clear zone for a distance of 200 feet from the end of the runway. The clear zone shall start at the ends of the runway and at a point 200 feet from the end of the runway be three times the width of the runway. The standards also require the runway be no closer to any neighboring dwelling, barn, shop, poultry building, or similar agricultural structure than: (a) 1,000 feet from the ends of the runway, or (b) 500 feet to the sides of the runway. There are three residences in the vicinity of the proposed airport. The closest residence is located approximately 800 feet east of the middle runway edge, a second residence is located 2,300 feet from the southern runway edge, and the third residence is located 2,400 feet from the northern runway edge. Clear zones at the ends of the runway are adequate to meet the requirements defined above.

Mitigation: None.

References: Application information; Use Permit No. 2012-06 – Maring Private Airport; Stanislaus County Agricultural Element¹; Stanislaus County Safety Element, VI - Airport Siting Standards; Stanislaus County Zoning Ordinance; California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2004; United States Department of Agriculture Soil Survey 2002 - Western Stanislaus Area, California; and the Stanislaus County General Plan and Support Documentation¹.

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 project site is within the San Joaquin Valley Air Basin, which has been classified as "non-attainment" for ozone and respirable particulate matter (PM-10 and PM-2.5) as defined by the Federal Clean Air Act. The San Joaquin Valley Air Pollution Control District (SJVAPCD) has been established by the State in an effort to control and minimize air pollution. As such, the District maintains permit authority over stationary sources of pollutants.

Construction activities associated with the proposed project would consist primarily of grading in preparation of the aircraft hangar. This activity would not require any substantial use of heavy-duty construction equipment and would require little or no demolition or grading as the site is presently vacant and considered to be topographically flat. Consequently, emissions would be minimal. Furthermore, all construction activities are required to comply with all SJVAPCD regulations; therefore, construction emissions would be less than significant without mitigation.

Operational emissions would be generated by mobile sources as a result of normal operation of the airport. The additional airplane hangar will house a maximum of two additional aircrafts. However, no additional flights per week are proposed. The project proposes to maintain the ten flights per week that were approved with the Use Permit that originally permitted the private use airport facility (UP PLN2012-0006 – Maring Private Airport). Therefore, the operational emissions are not considered to be a significant impact.

The project was referred to the SJVAPCD and no response was received. Comments were received from the Air District in response to Use Permit No. 2012-06 – Maring Private Airport, which stated that the project would not have a significant adverse impact on air quality due to the District’s analysis that the project is not expected to exceed the District emissions/pollutant significance thresholds of 10 tons per year of NOX, 10 tons per year of ROG, and 15 tons per year of PM-10; however, the district did state that the project would be subject to Indirect Source Review (Rule 9510), Regulation VIII (Fugitive PM-10 Prohibitions), 4002 (National Standards for Hazardous Air Pollutants), District Rules 4102 (Nuisance), 4550 (Conservation Management Practices), 4601 (Architectural Coatings), and 4641 (Cutback, Slow Cure, & Emulsified Asphalt, Paving & Maintenance Operations). These comments are considered to be applicable to this project, as the number of flights is not proposed to be increased. Accordingly, these requirements will be incorporated into the project’s conditions of approval. With conditions of approval incorporated into the project, no significant impacts to greenhouse gas emissions occurring as a result of this project are anticipated.

Mitigation: None.

References: Referral response received in response to UP2012-06 – Maring Private Airport, received October 12, 2012; Application information; Use Permit No. 2012-06 – Maring Private Airport; and the Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The project is located within the Westley Quad of the California Natural Diversity Database. There are thirty-six plants and animals which are state or federally listed, threatened, or identified as species of special concern within the Westley California Natural Diversity Database Quad. These species include the California tiger salamander, Swainson’s hawk, northern harrier, cackling (Aleutian Canada goose), great egret, great blue heron, song sparrow, tricolored blackbird, loggerhead shrike, yellow warbler, burrowing owl, willow flycatcher, least Bell’s vireo, vernal pool fairy shrimp, Sacramento hitch, hardhead, Sacramento splittail, Sacramento-San Joaquin tule perch, Pacific lamprey, steelhead, chinook salmon, valley elderberry longhorn beetle, moestan blister beetle, San Joaquin kit fox, riparian brush rabbit, western ridged mussel, western pond turtle, Coastal and Valley Freshwater Marsh, Great Valley Valley Oak Riparian Forest, Delta button-celery, big tarplant, Lemmon’s jewelflower, round-leaved filaree, diamond-petaled California poppy, and California alkali grass. However, the project is proposed to be developed on the portion of the property which is already developed and the remainder of the parcel will remain planted in row crops making impacts to biological resources less than significant.

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

An early consultation was referred to the California Department of Fish and Wildlife (formerly the Department of Fish and Game) and no response was received.

Mitigation: None.

References: Application information; Use Permit No. 2012-06 – Maring Private Airport; California Department of Fish and Wildlife (formerly the Department of Fish and Game) California Natural Diversity Database; and the 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: A letter was received from the Native American Heritage Commission (NAHC), outlining the basic procedures for AB 52 and SB 18, which both require tribal consultation or notification of projects under certain circumstances. This project does not fall under either AB 52 or SB 18, as it is not a General Plan or Specific Plan Amendment, and none of the tribes listed by the NAHC have contacted the County to request project referrals.

This project has low sensitivity for cultural, historical, paleontological, or tribal resources, due to its being farmed in row crops for many years. It does not appear that this project will result in significant impacts to any archaeological or cultural resources; however, a standard condition of approval will be added to this project to address any discovery of cultural resources during any ground disturbing activities.

Mitigation: None.

References: Referral response received from the Native American Heritage Commission on February 6, 2017; Application information; Use Permit No. 2012-06 – Maring Private Airport; 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:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil 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: The USDA Natural Resources Conservation Service’s Eastern Stanislaus County Soil Survey indicates that the soils on the project site are made up of Stomar clay loam (0-2% slopes, Index Rating of 68, Grade 2). As contained in Chapter 5 of the General Plan Support Documentation, the areas of the County subject to significant geologic hazard are located in the Diablo Range, west of Interstate 5; however, as per the California Building Code, all of Stanislaus County is located within a geologic hazard zone (Seismic Design Category D, E, or F) and a soils test may be required at building permit application. Results from the soils test will determine if unstable or expansive soils are present. If such soils are present, special engineering of the structure will be required to compensate for the soil deficiency. Any structures resulting from this project will be designed and built according to building standards appropriate to withstand shaking for the area in which they are constructed. An early consultation referral response received from the Department of Public Works indicated that a grading, drainage, and erosion/sediment control plan for the project is required, subject to Public Works review and Standards and Specifications. 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.

DER, Public Works, and the Building Permits Division review and approve any building or grading permit to ensure their standards are met. Conditions of approval regarding these standards will be applied to the project.

Mitigation: None.

References: Referral response received from the Department of Public Works on March 2, 2017; Application information; Use Permit No. 2012-06 – Maring Private Airport; California Building Code (2016); 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	

Discussion: The principal Greenhouse Gasses (GHGs) are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and tropospheric Ozone (O₃). 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) 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.

The additional airplane hangar will house a maximum of two additional aircrafts. However, no additional flights per week are proposed. The project proposes to maintain the ten flights per week that were approved with the Use Permit that originally permitted the private use airport facility (UP PLN2012-0006 – Maring Private Airport).

The proposed structures 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). Minimal greenhouse gas emissions will occur during construction. Construction activities are considered to be less than significant as they are temporary in nature and are subject to meeting SJVAPCD standards for air quality control.

The project was referred to the SJVAPCD and no response was received. Comments were received from the Air District in response to Use Permit No. 2012-06 – Maring Private Airport, which stated that the project would not have a significant adverse impact on air quality due to the District’s analysis that the project is not expected to exceed the District

emissions/pollutant significance thresholds of 10 tons per year of NOX, 10 tons per year of ROG, and 15 tons per year of PM-10; however, the district did state that the project would be subject to Indirect Source Review (Rule 9510), Regulation VIII (Fugitive PM-10 Prohibitions), 4002 (National Standards for Hazardous Air Pollutants), District Rules 4102 (Nuisance), 4550 (Conservation Management Practices), 4601 (Architectural Coatings), and 4641 (Cutback, Slow Cure, & Emulsified Asphalt, Paving & Maintenance Operations). These comments are considered to be applicable to this project, as the number of flights is not proposed to be increased. Accordingly, these requirements will be incorporated into the project's conditions of approval. With conditions of approval incorporated into the project, no significant impacts to greenhouse gas emissions occurring as a result of this project are anticipated.

Mitigation: None.

References: Referral response received in response to UP2012-06 – Maring Private Airport, received October 12, 2012; Application information; Use Permit No. 2012-06 – Maring Private Airport; California Building Code (2016); 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 floor area within the hangar will be dry cleaned only, to prevent runoff discharge to the site's drainage system. All repairs and maintenance activities are proposed to be conducted off-site, with the exception of oil and fluid checks, flight check-off inspections, hand cleaning and waxing, and other similar minor maintenance tasks. No hazardous materials are to be stored on-site, with the exception of twelve quarts of engine oil for additive requirements. No fuel will be stored on-site and all fueling will be done off-site or by a delivery truck on an impervious surface. The airstrip will be subject to any FAA and CalTrans safety requirements such as inclusion of flight maps, periodic safety checks, and any continuous licensing requirements. Additionally, all structures must be adequately designed and

constructed for the appropriate uses. The project is located outside of the nearest Airport Land Use Planning Area (Modesto City-County Airport) and, as such, will have no direct impact on the planning area.

A referral response received from the Department of Environmental Resources (DER) Hazardous Materials Division requires that the applicant fully investigate sites containing or formally containing residences or farm buildings via Phase I or Phase II study to determine if any underground storage tanks, former underground storage tanks, buried chemicals or refuse, or contaminated soil exists on the project site. Additionally, DER requires that the applicant contact the Department regarding obtaining the appropriate hazardous materials and waste permits. These requirements will be incorporated into the project as conditions of approval.

A referral response was also received from the Public Works Department which provided conditions of approval specific to the area on the site where planes will be fueled, including a requirement for it to take place on impervious pavement.

A Special Use Airport Permit is defined in the California Code of Regulations (CCR) Title 21, section 3527, *Definitions* as an airport not open to the general public, access to which is controlled by the owner in support of commercial activities, public service operations and/or personal use. This project was referred to the Caltrans Division of Aeronautics for comment, who responded that based on the project description, that the private airport was required to obtain a Special-Use Airport Permit from Caltrans. The applicant provided clarification that the project is restricted to non-commercial activities of Mr. Maring and his family and occasional invited guest. Caltrans then responded that provided the future use and type of operations at the airport is limited to the noncommercial activities of Mr. Maring, his family, and occasional invited guest, the airport qualifies to be classified as a Personal Use Airport by Caltrans, which would exempt the airport from the state permitting requirements. If Mr. Maring changes airport operations, it may be required to apply for and obtain a Special Use Airport Permit. Additionally, the airport must maintain the minimum clear zone setbacks required within the Safety Element, which includes 1000 feet from the ends of the runway and 500 feet from the sides of the runway.

Mitigation: None.

References: Public Works Department referral response, dated January 11, 2017, and revised on March 2, 2017; Department of Environmental Resources Hazardous Materials Division referral response dated January 26, 2017; Caltrans referral response, dated February 1, 2017, and February 15, 2017; California Code of Regulations (CCR) Title 21, section 3527; Use Permit No. 2012-06 – Maring Private Airport; Stanislaus County Safety Element, VI - Airport Siting Standards ; Application information; 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 a relative flat terrain of the subject site and relatively low rainfall intensities. Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act. The project site itself is not located within a recognized flood zone and, as such, flooding is not an issue with respect to this project. The floor area within the hangar will be dry cleaned only, to prevent run-off discharge to the site's drainage system. All repairs and maintenance activities are proposed to be conducted off-site, with the exception of oil and fluid checks, flight check-off inspections, hand cleaning and waxing, and other similar minor maintenance tasks. No hazardous materials are to be stored on-site, with the exception of 12 quarts of engine oil for additive requirements. No fuel will be stored on-site and all fueling will be done offsite and / or by a delivery truck on an impervious surface to prevent groundwater contamination. DER is responsible for reviewing and permitting septic systems in Stanislaus County. Conditions of approval requiring the property owner/applicant obtain all required permits from the Department of Environmental Resources and from the Central Valley Regional Water Quality Control Board will be incorporated into the project's conditions of approval.

The Department of Public Works provided a project referral indicating that the project must meet the current State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) Construction General Permit standards. This will be incorporated into the project's conditions of approval.

Mitigation: None.

References: Public Works Department referral response, dated January 11, 2017, and revised on March 2, 2017; Application information; Use Permit No. 2012-06 – Maring Private Airport; 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 site is designated Agriculture and zoned A-2-40 (General Agriculture). The County Zoning Ordinance, Section 21.20.040, allows for public and private airports upon the granting of a use permit and the approval of the Planning Commission and Board of Supervisors. This project will be considered by the Planning Commission. However, because no additional flights are proposed as part of this request, Board approval is not required. Construction and operation of a private "agricultural" airport is considered to be consistent with agriculture uses in the County and supports the agricultural economy rather than having a negative impact.

This project will not result in the physical division of an established community. The site is adjacent to established agricultural uses and the proposed agricultural airfield operations facility is considered compatible with agriculture. The proposed project is consistent with the site's general plan designation and zoning classification. The project does not conflict with any conservation plans.

Mitigation: None.

References: Application information; Use Permit No. 2012-06 – Maring Private Airport; Stanislaus County Zoning Ordinance; 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 known significant resources on the site.

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: Air flight operations and air space restrictions are governed by the Federal Aviation Administration and California Department of Transportation. The Stanislaus County General Plan also provides policies for siting of new airports including Agricultural Service Airports. These policies include a requirement that the facility be located so that air or surface travel does not constitute a nuisance or danger to neighboring property, farms, dwellings, or structures. The policy further requires the runways to be no closer to any neighboring dwelling, barn, shop, poultry building, or similar agricultural structure than: (a) 1000 feet from the ends of the runway, or (b) 500 feet to the sides of the runway. Additionally, adequate controls or measures must be taken to prevent offensive dust, noise, vibrations, or bright lights. Siting of this facility meets the distance guidelines described in the General Plan.

The California Airport Noise Regulation (CCR Title 21, Chapter 2.5, Sub-chapter 6) establishes 65 dB CNEL as the acceptable level of exterior aircraft noise for persons living in the vicinity of airports. The Stanislaus County Noise Element of the General Plan also utilizes the CNEL for assessing noise compatibility around airports. The County's standard for residential land uses is 60 dB CNEL, which is five (5) dB more restrictive than the above-described state standard. Typically noise concerns related to airports are due to the close proximity of residential structures or "sensitive noise receptors".

An Environmental Noise Assessment was conducted by Brown-Buntin Associates, Inc. to review potential noise impacts associated with on-site activities of the proposed airport. The assessment was finalized on February 6, 2013. The assessment identified that the project's noise sources will primarily be aircraft noise with the closest sensitive receptors being three (3) residential structures. The residential structures are located at 800, 2,300, and 2,400 feet from the runway edge. The assessment determined that the proposed airport will generate annual average noise levels in the range of 34.5-47.3 dB CNEL at the closest existing homes to the project site. Such levels do not exceed the noise compatibility standards of the State of California (65 dB CNEL) or Stanislaus County (60 dB CNEL).

The additional airplane hangar will house a maximum of two additional aircrafts. However, no additional flights per week are proposed. The project proposes to maintain the ten flights per week that were approved with the Use Permit that originally permitted the private use airport facility (UP PLN2012-0006 – Maring Private Airport). Accordingly, noise impacts occurring as a result of this project are considered to be less than significant.

Mitigation: None.

References: Environmental Noise Assessment conducted by Brown-Buntin Associates, Inc. dated February 6, 2013; Application information; Use Permit No. 2012-06 – Maring Private Airport; Stanislaus County Zoning Ordinance; 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 use of the site will not create significant service extensions or new infrastructure which could be considered as growth inducing. No housing or persons will be displaced by this project. As the project site is surrounded by agricultural land, it is unlikely that residential development will occur due to the fact that County voters passed the Measure E vote in February of 2008. Measure E, which was incorporated into Zoning Ordinance Chapter 21.118 (the 30-Year Land Use Restriction), requires that redesignation or rezoning of land from agricultural/open space to residential use shall require approval by a majority vote of the County voters at a general or special local election.

Mitigation: None.

References: Stanislaus County Zoning Ordinance; 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:			X	
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

Discussion: The County has adopted Public Facilities Fees, as well as one for the Fire Facility Fees on behalf of the appropriate fire district, to address impacts to public services. Such fees are required to be paid at the time of building permit issuance. Conditions of approval will be added to this project to insure the proposed development complies with all applicable fire department standards with respect to access and water for fire protection.

Mitigation: None.

References: Application information; Use Permit No. 2012-06 – Maring Private Airport; 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: This project is not anticipated to increase significant demands for recreational facilities as such impacts typically are associated with residential development.

Mitigation: None.

References: 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: Significant impacts to traffic and transportation were not identified by reviewing agencies. The site has direct access onto Cox Road which is a County-maintained road. The access onto the project site is large enough to offer emergency access and the size of the parcel is large enough to offer adequate on-site parking opportunities.

The additional airplane hangar will house a maximum of two additional aircrafts. However, no additional flights per week are proposed. The project proposes to maintain the ten flights per week that were approved with the Use Permit that originally permitted the private use airport facility (UP PLN2012-0006 – Maring Private Airport).

The Stanislaus County General Plan also provides policies for siting of new airports including Agricultural Service Airports. These policies include a requirement that the facility be located so that air or surface travel does not constitute a nuisance or danger to neighboring property, farms, dwellings, or structures. The policy further requires the runways to be no closer to any neighboring dwelling, barn, shop, poultry building, or similar agricultural structure than: (a) 1000 feet from the ends of the runway, or (b) 500 feet to the sides of the runway. Additionally, adequate controls or measures must be taken to prevent offensive dust, noise, vibrations, or bright lights. Siting of this facility meets the distance guidelines described in the General Plan.

The project was referred to the Stanislaus County Department of Public Works and Caltrans District 10 for review. As discussed in Section VIII. Hazards and Hazardous Materials the Caltrans Division of Aeronautics did provide comments stating that the airport may continue to be classified as a Personal Use Airport, rather than a Special Use Airport which requires a permit through Caltrans, provided the future use and type of operations at the airport is limited to the noncommercial activities of Mr. Maring, his family, and occasional invited guest. The Department of Public Works has

requested conditions of approval to address site grading, new driveway approaches, and the need for meeting the current State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) Construction General Permit standards. Comments from both agencies will be incorporated into the project’s conditions of approval.

Mitigation: None.

References: Public Works Department referral response, dated January 11, 2017, and revised on March 2, 2017; Caltrans referral response, dated February 1, 2017, and February 15, 2017; Application information; Use Permit No. 2012-06 – Maring Private Airport; 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: Limitations on providing services have not been identified. There is no indication the proposed project will result in diminished water quality standards. Any development resulting from this project will be served by an on-site septic system. The project will not result in the construction and/or expansion of storm water drainage facilities. The project site will be served by an individual water well. Concerns regarding groundwater quality and availability have not been expressed. The project will not conflict with any applicable solid waste regulations. The project was referred to the Department of Environmental Resources, who regulates well and septic systems, and they responded that the Department had no comments.

Mitigation: None.

References: Referral response received from the Department of Environmental Resources, dated January 17, 2017; Application information; Use Permit No. 2012-06 – Maring Private Airport; 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	

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

¹Stanislaus County General Plan and Support Documentation adopted on August 23, 2016. **Housing Element** adopted on April 5, 2016.

NEGATIVE DECLARATION

NAME OF PROJECT: Use Permit Application No. PLN2016-0128 – Jon E. Maring – Airport Hangar

LOCATION OF PROJECT: 10050 Cox Road, southeast of Frank Cox Road, northwest of Condit Avenue, near the communities of Grayson and Westley. APN: 016-043-004 & 016-043-005

PROJECT DEVELOPERS: Grayson Partners, Jon E. Maring
P.O. Box 97
Westley, CA 95387

DESCRIPTION OF PROJECT: Request to expand a private airport facility located on two parcels totaling 96.65 acres, by constructing a 3,850 square foot airplane hangar for the purpose of assisting the property owner's agricultural operations in the A-2-40 zoning district. No additional flights are proposed as part of this project.

Based upon the Initial Study, dated **May 5, 2017**, the Environmental Coordinator finds as follows:

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

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

Initial Study prepared by: Kristin Doud, Senior Planner

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

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SUMMARY OF RESPONSES FOR ENVIRONMENTAL REVIEW REFERRALS

PROJECT: USE PERMIT APPLICATION NO. PLN2016-0128 - JON E. MARING - AIRPORT HANGAR

REFERRED TO:				RESPONDED		RESPONSE			MITIGATION MEASURES		CONDITIONS	
	2 WK	30-DAY	PUBLIC HEARING NOTICE	YES	NO	WILL NOT HAVE SIGNIFICANT IMPACT	MAY HAVE SIGNIFICANT IMPACT	NO COMMENT NON CEQA	YES	NO	YES	NO
CA DEPT OF CONSERVATION, LAND RESOURCES	X	X	X		X							
CA DEPT OF FISH & WILDLIFE	X	X	X		X							
CA DEPT OF TRANSPORTATION: DISTRICT 10	X	X	X		X							
CA DEPT OF TRANSPORTATION: DIVISION OF AERONAUTICS	X	X	X	X				X		X	X	
CA NATIVE AMERICAN HERITAGE COMM	X	X		X				X		X		X
CA OPR STATE CLEARINGHOUSE	X	X	X	X				X		X		X
CA RWQCB CENTRAL VALLEY REGION	X	X	X	X				X		X	X	
CEMETARY DISTRICT: PATTERSON	X	X	X		X							
CENTRAL VALLEY FLOOD PROTECTION	X	X	X		X							
DISPOSAL DISTRICT: BERTOLOTTI	X	X	X		X							
COOPERATIVE EXTENSION	X	X	X		X							
FIRE PROTECTION DIST: WEST STANISLAUS	X	X	X		X							
IRRIGATION DISTRICT: WEST STANISLAUS	X	X	X		X							
MOSQUITO DISTRICT: TURLOCK	X	X	X		X							
MT VALLEY EMERGENCY MEDICAL	X	X	X		X							
PACIFIC GAS & ELECTRIC	X	X	X		X							
RAILROAD: CA NORTHERN	X	X	X		X							
SAN JOAQUIN VALLEY APCD	X	X	X		X							
SCHOOL DISTRICT 1: PATTERSON	X	X	X		X							
STAN COUNTY AG COMMISSIONER	X	X	X		X							
STAN COUNTY ALUC	X	X	X		X							
STAN CO BUILDING PERMITS DIVISION	X	X	X		X							
STAN CO CEO	X	X	X		X							
STAN CO DER	X	X	X	X				X		X	X	
STAN CO ERC	X	X	X	X				X		X		X
STAN CO FARM BUREAU	X	X	X		X							
STAN CO HAZARDOUS MATERIALS	X	X	X		X							
STAN CO PUBLIC WORKS	X	X	X	X				X		X	X	
STAN CO SHERIFF	X	X	X		X							
STAN CO SUPERVISOR DIST #5: DEMARTINI	X	X	X		X							
STAN COUNTY COUNSEL	X	X	X		X							
STANCOG	X	X	X		X							
STANISLAUS FIRE PREVENTION BUREAU	X	X	X		X							
STANISLAUS LAFCO	X	X	X		X							
TELEPHONE COMPANY: AT&T	X	X	X		X							
TRIBAL CONTACT: TORRES MARTINEZ DESERT CHUILLA INDIANS	X	X	X		X							
US ARMY CORP OF ENGINEERS	X	X	X		X							
US FISH & WILDLIFE	X	X	X		X							
US MILITARY (5 AGENCIES)	X	X	X		X							