

STANISLAUS COUNTY PLANNING COMMISSION

December 5, 2024

STAFF REPORT

USE PERMIT APPLICATION NO. PLN2023-0151
GOBLIRSCH TRUCKING

REQUEST: TO ALLOW AN EXISTING TRACTOR-TRAILER PARKING FACILITY TO OPERATE WITH UP TO TWELVE TRACTORS AND TRAILER COMBINATIONS, ON A 1.9± ACRE PARCEL, IN THE GENERAL AGRICULTURE (A-2-40) ZONING DISTRICT.

APPLICATION INFORMATION

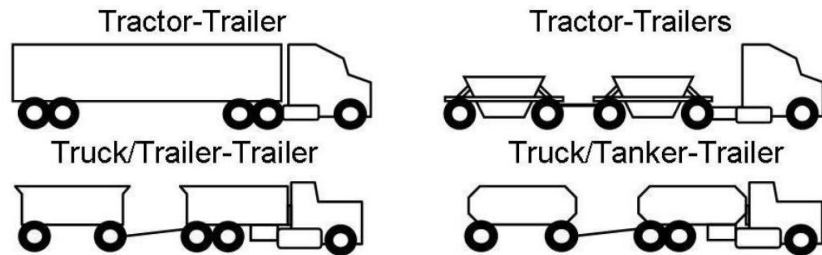
Applicant:	Lance Goblirsch, Goblirsch Trucking, Inc.
Property owner:	Lance and Trina Goblirsch
Agent:	N/A
Location:	4361 Faith Home Road, between East Service and Redwood Roads, in the Ceres area.
Section, Township, Range:	24-4-9
Supervisory District:	District Five (Supervisor C. Condit)
Assessor's Parcel:	041-021-019
Referrals:	See Exhibit G Environmental Review Referrals
Area of Parcel(s):	1.9± acres
Water Supply:	Private well
Sewage Disposal:	Private septic system
General Plan Designation:	Urban Transition
Community Plan Designation:	N/A
Existing Zoning:	General Agriculture (A-2-10)
Sphere of Influence:	City of Ceres
Williamson Act Contract No.:	N/A
Environmental Review:	Negative Declaration
Present Land Use:	Single-family dwelling, residential accessory structures, and an unpermitted truck parking facility.
Surrounding Land Use:	Rural ranchettes and irrigated agriculture in all directions; a mobile home park and the Community of Keyes to the south; the City of Ceres and State Route 99 to the west; and the City of Ceres and the Turlock Irrigation District (TID) Lateral No. 6 to the north.

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.

BACKGROUND

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



Prior to the ordinance amendments’ adoption in 2012, truck parking in the A-2 zoning district was limited to trucks that were accessory and incidental to permitted agricultural operations, uses that are closely related to agriculture permitted by a Tier One use permit, such as a huller-sheller, or as part of an agriculturally-related business permitted by a Tier Two use permit, such as an agricultural service establishment or agricultural processing facility.

An “agricultural service establishment” is defined as meaning “a business engaging in activities designed to aid production agriculture”. Generally, a trucking business could be considered an agricultural service establishment if exclusively engaged in the transport of raw and unprocessed produce. The transport of processed agricultural goods (e.g. bottled milk, frozen vegetables, cheese, etc.) or goods used in the processing or packaging of processed goods (e.g. cans, boxes, crates, etc.) may be permitted in the A-2 zoning district when accessory to a permitted agricultural processing facility; however, the A-2 zoning district did not provide an allowance for truck parking when not accessory to another on-site permitted use. Accordingly, prior to the 2012 ordinance amendment there were no pathways for permitting a large portion of trucking businesses who lease parking stalls to individual contract truck operators, or would be operated by an independent trucking business, and who hauled goods other than raw and unprocessed produce from locating in the A-2 zoning district.

The process to initiate the 2012 Ordinance Amendment began in response to an increase in code enforcement activity which intensified in 2008 when roughly 20 truck parking facilities were reported to the Stanislaus County Department of Environmental Resources (DER) Code Enforcement Division, and each were given a notice and order to abate. Following these code

enforcement efforts, a number of truck operators formed an informal group in order to bring the issues associated with the commercial truck parking before the County. Throughout the ordinance amendment process, residents, landowners, truck drivers, businesses, and County officials provided a variety of feedback on the issue, related to concerns and benefits of truck parking in the A-2, which shaped the amendment that was ultimately adopted by the Board of Supervisors. The resulting amendments allowed truck parking in the A-2 via two permitting pathways:

1. Option one, established Zoning Ordinance Section 21.94.020(J)(4), which allows a maximum of three tractors and three trailers to be parked on any single parcel at least one acre in size, provided all trucks are registered to the occupant, and a home occupation business license is issued by staff to an occupant of a dwelling on an A-2-zoned parcel.
2. Option two, established by Zoning Ordinance Section 21.20.030(G), allows the parking of up to 12 tractors and 24 trailers, provided a use permit is granted by the Planning Commission, subject to the following limitations (see Exhibit D - *Tractor-Trailer Parking Excerpt of Zoning Ordinance Section 21.20.030(G) – General Agriculture District (A-2) – Uses Requiring a Use Permit*):
 - a. That the property owner owns one of the tractor-trailer combinations and lives on-site;
 - b. That the parcel on which parking occurs is at least one acre in size;
 - c. That the proposed parking facilities be no more than 50% of the parcel size, up to 1.5 acres;
 - d. That if an office is proposed it be no larger than 1,200 square-feet;
 - e. That the parking area be adequately graveled and physically delineated through fencing or landscaping;
 - f. That no storage of hazardous materials occur and no loading or unloading occur on-site; and
 - g. that any on-site maintenance be limited to windshield wiper replacements and oil changes.

Additionally, for truck parking requests via a use permit, the Planning Commission must find, in addition to the general finding required for approval of any use permit, that:

The establishment [of the use] as proposed will not create a concentration of commercial and industrial uses in the vicinity.

Since the ordinance amendment in 2012 to date, the Stanislaus County Planning Department has received 29 use permit applications for truck parking in the A-2 zoning district. The following is the status of those applications:

- Seven applications have been approved by the Planning Commission.
- Zero applications have been denied by the Planning Commission.
- Twelve applications have been withdrawn prior to public hearing due to either inability to meet the established criteria—often due to the business operators not living on-site as required or due to exceeding the number of trucks permitted, or due to costs associated with developing the facilities in accordance with County standards.
- Ten applications are in process to be considered by the Planning Commission.

Of the 29 total applications received, 22 were subject to code enforcement action for unpermitted truck parking facilities. The subject application received a complaint related to truck parking; however, a formal code enforcement case for the site was never opened due to an inability to substantiate any complaint.

As of November 2024, there are 14 active code enforcement cases for unpermitted truck parking facilities which have yet to submit any type of application for a land use entitlement to legalize the non-permitted use. Most of the truck parking facilities with active code enforcement cases have a home occupation business license but are operating beyond the scope of the home occupation allowances for truck parking.

Since the adopted 2012 ordinance amendment, the County has received six applications for General Plan amendments and rezones of A-2 zoned lands to allow for the legalization or establishment of truck-parking facilities exceeding the 12-truck maximum allowance by Use Permit. Of these applications, three applications are still under review; two are pending Board of Supervisors action, with one application having received recommendation from the Planning Commission that the Board of Supervisors approve the project, and one application receiving a recommendation of denial; and one application has been approved by the Board of Supervisors.

Upon an audit of the location of these various truck parking sites associated with code enforcement cases and land use entitlement applications, staff has noted that the majority of these facilities, permitted or otherwise, have developed in the unincorporated areas surrounding Keyes, south and west Turlock, and along major roadways feeding into the Highway 99 corridor (see Exhibit B-7 – *Maps and Site Plan – Map of Truck Parking Locations*). Due to the increase in cases resulting in complaints about truck parking facilities, the County has started the process to reconsider the allowance of parking facilities for tractor-trailers in the A-2 zoning district, which may include amendments to the current ordinances to reduce or eliminate the allowance. If the County's current allowance for truck parking in the A-2 zoning district is reduced or eliminated, the only option to pursue a land use entitlement for those in violation may be a General Plan amendment and rezone.

The subject truck parking facility established on the project site in 2018 under a home occupation business license, which was obtained in response to a code enforcement investigation following a complaint received on the property regarding parking of multiple tractor-trailers. While the site is not subject to an active code enforcement case, the subject application process was initiated following a second code enforcement investigation on the property resulting from complaints pertaining to parking a number of trucks on the property in excess of the home occupation allowances; however, this complaint was never substantiated by Code Enforcement staff and a case was never formally opened. Additional discussion on the subject project request and the required findings for approval are provided in the *Issues and Zoning Ordinance Consistency* Sections of this report.

PROJECT DESCRIPTION

This project is a request to allow for the operation of an existing truck parking facility for up to 12 tractors and trailer combinations, within a 0.9± acre portion of a 1.9± acre parcel, in the General Agriculture (A-2-10) zoning district. The applicant proposes to utilize the rear graveled 0.9± acres of the parcel to develop 12 parking stalls for the parking of up to 12 tractor-trailer combinations, all owned by Goblirsch Trucking (see Exhibit B – *Maps and Site Plan*). Although the applicant is currently only operating with nine tractors and 12 trailers, this request would allow the maximum number of trucks, trailers, and truck-trailer combinations permitted under the A-2 ordinance.

Up to 12 employees could be employed by the business and would park their personal vehicles in the truck parking spaces while trucks are being utilized off-site. All tractor-trailer combinations are registered to the property owner, who also lives on-site. Proposed hours of operation are 5:00 a.m. to 6:00 p.m. daily, seven days a week, with up to 12 truck trips and 12 passenger trips per-day accessing the site within these hours. With exception of the business owner, who lives on-site, the facility is proposed to be unmanned. A home office located within the existing residence will be utilized exclusively by the property owner. The trucking business activities consist of the interstate trucking of non-hazardous materials (such as general freight, building materials, farm produce, and dry bulk commodities). No supply deliveries, loading, or unloading will occur on-site and the trailers on-site will be empty. Refrigerated trailers may be parked on-site; however, they will not be running or powered while on-site. Minor oil changes and windshield wiper repairs are to take place on-site; however, all other maintenance and major repairs are proposed to take place off-site, typically at the Peterbilt service facility in Keyes. No signage or landscaping is proposed; however, exterior lighting, consisting of three lights, approximately 30-foot-tall, are collocated on existing Turlock Irrigation District (TID) power poles and illuminate the parcel.

Access to the site is provided via County-maintained Faith Home Road. The entire 158-foot length of the parcel's road frontage is paved with asphalt, without a driveway specifically demarcated. Two gated asphalt drive aisles provide access from the parcel's frontage to the rear yard parking area; however, only the southern-most drive aisle, 25-feet in width, is proposed to be utilized by the truck parking facility to access the rear parking area. Stormwater will be handled via overland discharge into the on-site gravel and soils. The existing on-site dwelling is served by a domestic well and septic system. On-site "porta-potties" are proposed to be used for employees picking up or dropping off the tractor-trailer combinations daily.

SITE DESCRIPTION

The 1.9± acre project site is located at 4361 Faith Home Road, between East Service and Redwood Roads, in the Ceres area. The parcel is located within the Local Agency Formation Commissions (LAFCO) adopted Sphere of Influence (SOI) of the City of Ceres (see Exhibit B – *Maps and Site Plan*). The project site is improved with a 2,854 square-foot single-family dwelling with attached garage, a 2,160 square-foot metal shop, a 120 square-foot shed, and two carports which are not proposed to be part of the operation.

The project site is surrounded by rural ranchettes and irrigated agriculture in all directions; a mobile home park and the Community of Keyes to the south; the City of Ceres and State Route 99 to the west; and the City of Ceres and the Turlock Irrigation District (TID) Lateral No. 6 to the north.

ISSUES

Community concerns relating to truck parking in the A-2 zoning district have been primarily focused on operations in the Keyes/Turlock area. As required by state law and County policy, notice of this project has been provided to surrounding landowners and no objections to the project have been received by the County. Notice of the Planning Commission's public hearing was also provided to persons with an interest in the County potentially amending the current truck parking allowances. While there has never been a formal code enforcement case opened on the project site, complaints have been received by Code Enforcement staff related to the parking of trucks on the property exceeding the home occupation allowances, and truck traffic generated from the site causing backups in traffic for others traveling on Faith Home Road. Following contact by Code Enforcement staff, the applicant obtained a home occupation business license, and code enforcement closed the investigation as no code violations were found. During the processing of this application, however, Planning staff did note that aerial imagery indicates the facility is currently operating in excess of the home occupation allowances.

As discussed in the *Zoning Ordinance* section of this report, staff believes the general Use Permit finding can be made for this use. While not in compliance with zoning requirements, the use has operated for six years under a home occupation business license. If this use permit is approved the business would be operating in compliance with zoning requirements.

As outlined in the *Background* section and discussed in the *Zoning Ordinance* section of this report, use permits for truck parking in the A-2 are also required to meet a finding that a concentration will not occur.

It is staff's belief that based on the makeup of the surrounding unincorporated area outside of the Keyes Community Plan and City limits, there is neither an existing commercial concentration, nor will the proposed project contribute to or create a concentration of similarly-situated commercial or industrial uses in the vicinity; however, the definition of a concentration is not defined in the County's Zoning Ordinance and, as such, the Planning Commission has discretion to apply a standard on a case-by-case basis.

The subject project is located approximately one mile east of the City of Ceres, it is within the City's Local Agency Formation Commission (LAFCO) adopted Sphere of Influence (SOI), and it

is approximately 0.33± miles north of the Keyes Community Plan boundary. Land located within the boundaries of the Keyes Community Plan or City limits may be excluded from consideration of whether there is a concentration, as these areas have uniformly-planned land use designations where commercial concentrations may occur. Similarly, the LAFCO-adopted SOI of a city denotes an area where urban development will only occur upon annexation to a city, unless such development obtains written support of the affected city. In this case, the City of Ceres has indicated support of the request as proposed.

Within a one-mile radius of the project site, not including land within Ceres' city limits or within the Keyes Community Plan boundary, land uses can be characterized primarily by agricultural production and concentrations of ranchettes. Truck parking activities within this one-mile radius, but outside the Community Plan or City limits, include one truck parking site with an approved use permit north of the project site on Faith Home Road; two sites with a home occupation business license to park up to three trucks, immediately south of the site on the northwest corner of Redwood Road and Faith Home Road, and southwest of the site on Esmar Road; and one site with both a home occupation and an active code enforcement case for exceeding the home occupation allowances, north on Don Pedro Road (see Exhibit B-8 – *Maps and Site Plan – 1-Mile Radius of Project Site*). If the subject application is approved, there would be two truck parking facilities permitted with a use permit within a one-mile radius of each other in the A-2 zoning district.

Aside from the County-wide issues associated with truck parking in the A-2 zoning district, no other project specific issues have been identified as a part of this request and standard conditions of approval have been added to the project.

GENERAL PLAN CONSISTENCY

The site is currently designated “Urban Transition” in the Stanislaus County General Plan. The purpose of the Urban Transition designation is to ensure that land remains in agricultural usage until urban development consistent with a city's (or unincorporated community's) General Plan designation is approved. Generally, urban development will only occur upon annexation to a city, but such development may be appropriate prior to annexation provided the development is not inconsistent with the land use designation of the General Plan of the affected city. In this case, the project site lies within the Local Agency Formation Commission (LAFCO) adopted Sphere of Influence (SOI) for the City of Ceres and is designated Low Density Residential in the City's General Plan land use diagrams. The County General Plan identifies the General Agriculture zoning as consistent with the Urban Transition designation until such a time as the property is annexed. The Sphere of Influence policy of the Stanislaus County General Plan Land Use Element states that development, other than agricultural uses and churches, which requires discretionary approval shall be referred to the city for preliminary approval. The project shall not be approved by the County unless written communication is received from the city memorializing their approval. If approved by the city, the city should specify what development standards are necessary to ensure that development will comply with city development standards. Approval from a city does not preclude the County's decision-making bodies from exercising discretion, and it may either approve or deny the project. The project was referred to the City of Ceres, who responded with a written support of the request and deferred to County standards for development.

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. Appendix A of the Stanislaus County General Plan Agricultural Element includes 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. These guidelines state that all projects shall incorporate a minimum 150-foot-wide buffer setback; projects which propose people-intensive outdoor activities, such as athletic fields, shall incorporate a minimum 300-foot-wide buffer setback. Parking is a permitted use within the agricultural buffer and as this request is for an unmanned parking facility and involves no construction, unless otherwise determined by the Planning Commission, the project is not subject to agricultural buffers. The project was referred to the Stanislaus County Agricultural Commissioner, and no comments have been received to date.

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

ZONING ORDINANCE CONSISTENCY

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

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

In addition to these required findings, the project must also meet project site and operations related requirements listed in Section 21.20.030(G)(3) of the A-2 Zoning Ordinance (see Exhibit D - *Tractor-Trailer Parking Excerpt of Zoning Ordinance Section 21.20.030(G) – General Agriculture District (A-2) – Uses Requiring a Use Permit*).

The County's Zoning Ordinance restricts parking facilities to parcels at least one acre in size, not to comprise a footprint larger than 50 percent of the total parcel area, up to a 1.5± acre maximum area that includes any required stormwater drainage facilities. In this case, the parcel is 1.9±

acres in size, and the proposed parking area located at the rear of the parcel takes up no more than 0.9± acre graveled area. Stormwater will be handled overland, and the site is proposed to remain graveled to maintain groundwater permeability. No signage or new lighting is proposed; however, existing lighting, installed by Turlock Irrigation District (TID) on existing power poles within the project site have been installed to illuminate the exterior of the parcel. Although the project site is in Ceres' SOI, the City has responded to the project deferring to the County's standards.

Additionally, subsection (i) of 21.20.030(G)(3) requires that the truck parking area be delineated through fencing or vegetative landscaping to distinguish the authorized parking area. The proposed truck parking facility is bound by the parcels' existing six-foot-tall chain-link fencing to the north and west and south, and the existing residence to the east. Based on application information, the project is consistent with the criteria established under 21.20.030(G)(3).

No impacts to agriculture are anticipated to occur as a result of this project as the proposal does not include any new construction and is in an existing topographically flat area that is not currently in agricultural production. Staff believes the establishment as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity. There is no indication that this project, as proposed and conditioned, will be detrimental to the health, safety and general welfare of persons residing or working in the neighborhood of the use and that it will not be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the County.

As discussed in the *Issues* section of this report, if the Planning Commission finds that the proposed project will not create a concentration of commercial or industrial uses in the vicinity, staff believes the project is consistent with the existing General Agriculture zoning.

ENVIRONMENTAL REVIEW

An environmental assessment for the project has been prepared in accordance with the California Environmental Quality Act (CEQA). The assessment included preparation of an Initial Study (see Exhibit E – *Initial Study*). Pursuant to CEQA, the proposed project was circulated to interested parties and responsible agencies for review and comment and no significant issues were raised (see Exhibit G – *Environmental Review Referrals*).

A Negative Declaration has been prepared for approval prior to action on the project itself as the project will not have a significant effect on the environment (see Exhibit F - *Negative Declaration*). Conditions of Approval reflecting referral responses have been placed on the project (see Exhibit C - *Conditions of Approval*).

Note: Pursuant to California Fish and Game Code Section 711.4, all project applicants subject to the California Environmental Quality Act (CEQA) shall pay a filing fee for each project; therefore, the applicant will further be required to pay **\$2,973.75** 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: Kristen Anaya, Senior Planner, (209) 525-6330

Attachments:

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

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Findings and Actions Required for Project Approval






1. Adopt the Negative Declaration pursuant to CEQA Guidelines Section 15074(b), by finding that on the basis of the whole record, including the Initial Study and any comments received, that there is no substantial evidence the project will have a significant effect on the environment and that the Negative Declaration reflects Stanislaus County's independent judgment and analysis.
2. Order the filing of a Notice of Determination with Stanislaus County Clerk-Recorder's Office pursuant to Public Resources Code Section 21152 and CEQA Guidelines Section 15075.
3. Find that:
 - a. The establishment, maintenance, and operation of the proposed use or building applied for is consistent with the General Plan and will not, under the circumstances of the particular case, be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the use and that it will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County.
 - b. The establishment as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity.
 - c. The establishment as proposed will not create a concentration of commercial and industrial uses in the vicinity.
 - d. All the criteria listed under Stanislaus County Zoning Ordinance Section 21.20.030(G)(3) in effect at the time of approval are met.
 - e. The project will increase activities in and around the project area, and increase demands for roads and services, thereby requiring dedication and improvements.
4. Approve Use Permit Application No. PLN2023-0151 – Goblirsch Trucking.

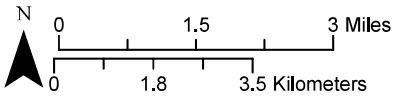
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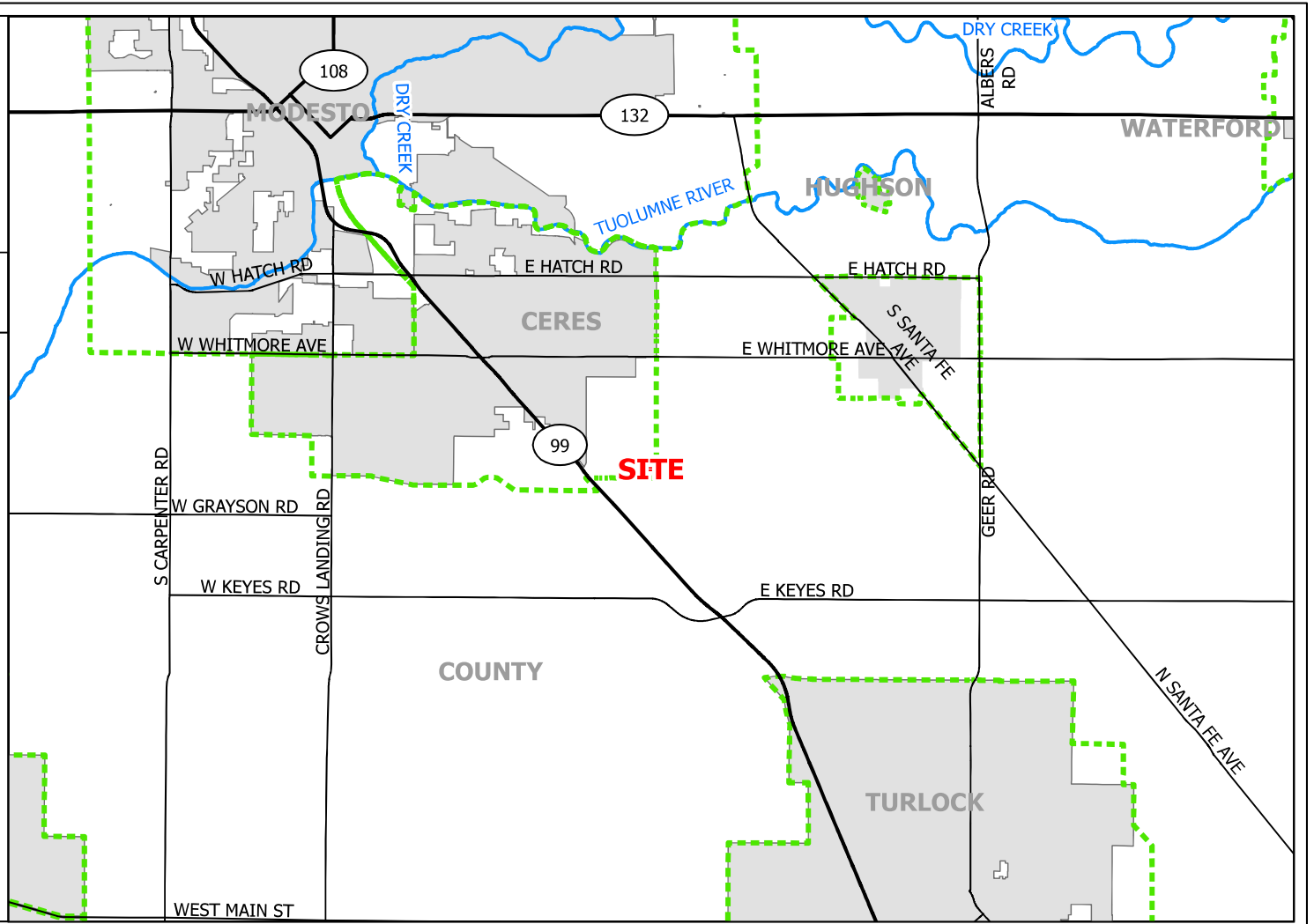
AREA MAP

LEGEND

-  Project Site
-  Highway
-  Major Road
-  River
-  Sphere of Influence



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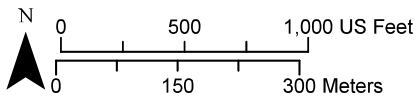
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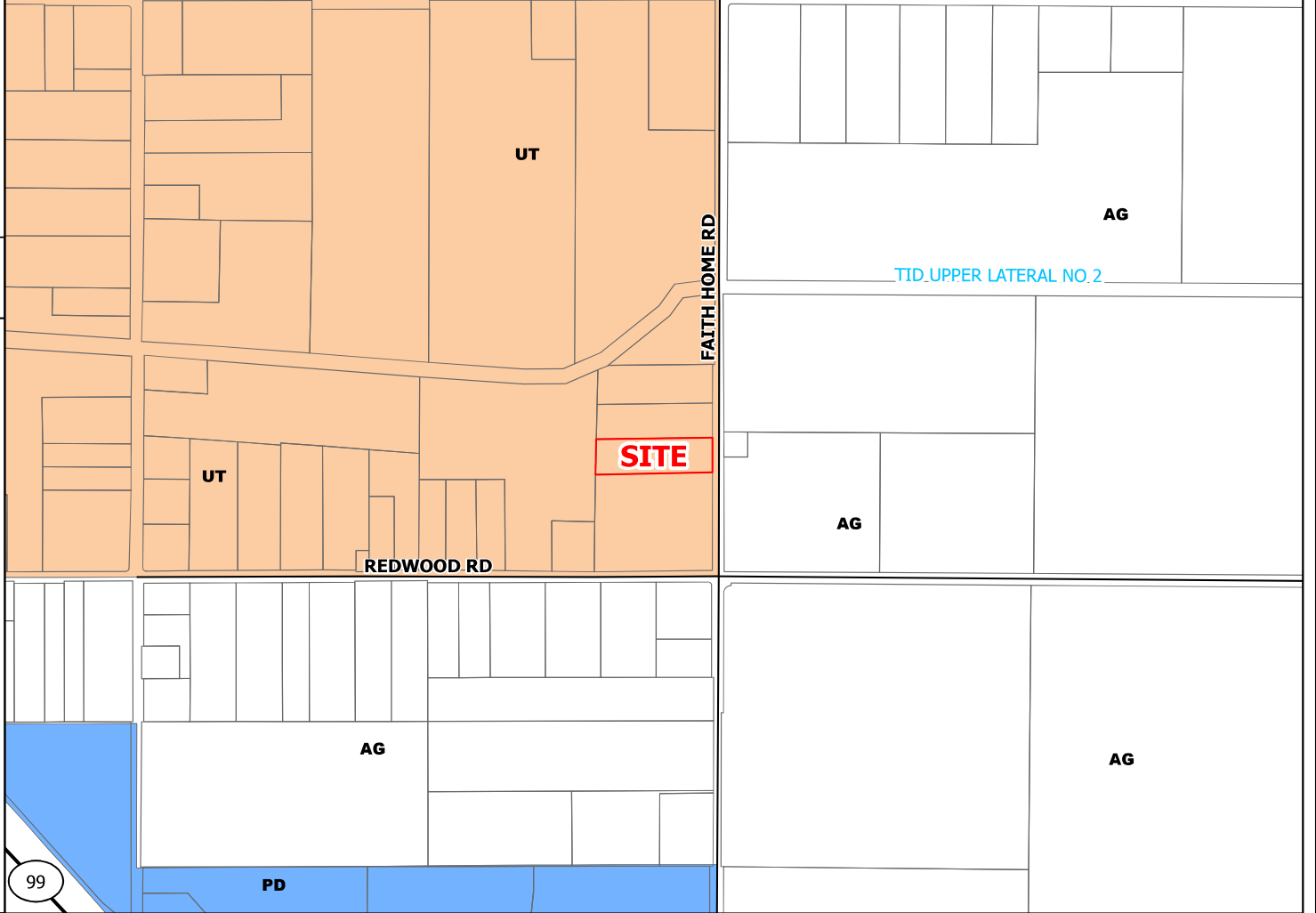
GENERAL PLAN MAP

LEGEND

- Project Site
- Parcel
- Highway
- Canal
- Agriculture (AG)
- City
- Urban Transition (UT)
- Planned Development (PD)



Source: Planning Department GIS Date Exported: 2/13/2024



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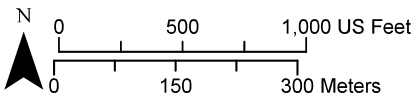
ZONING MAP

LEGEND

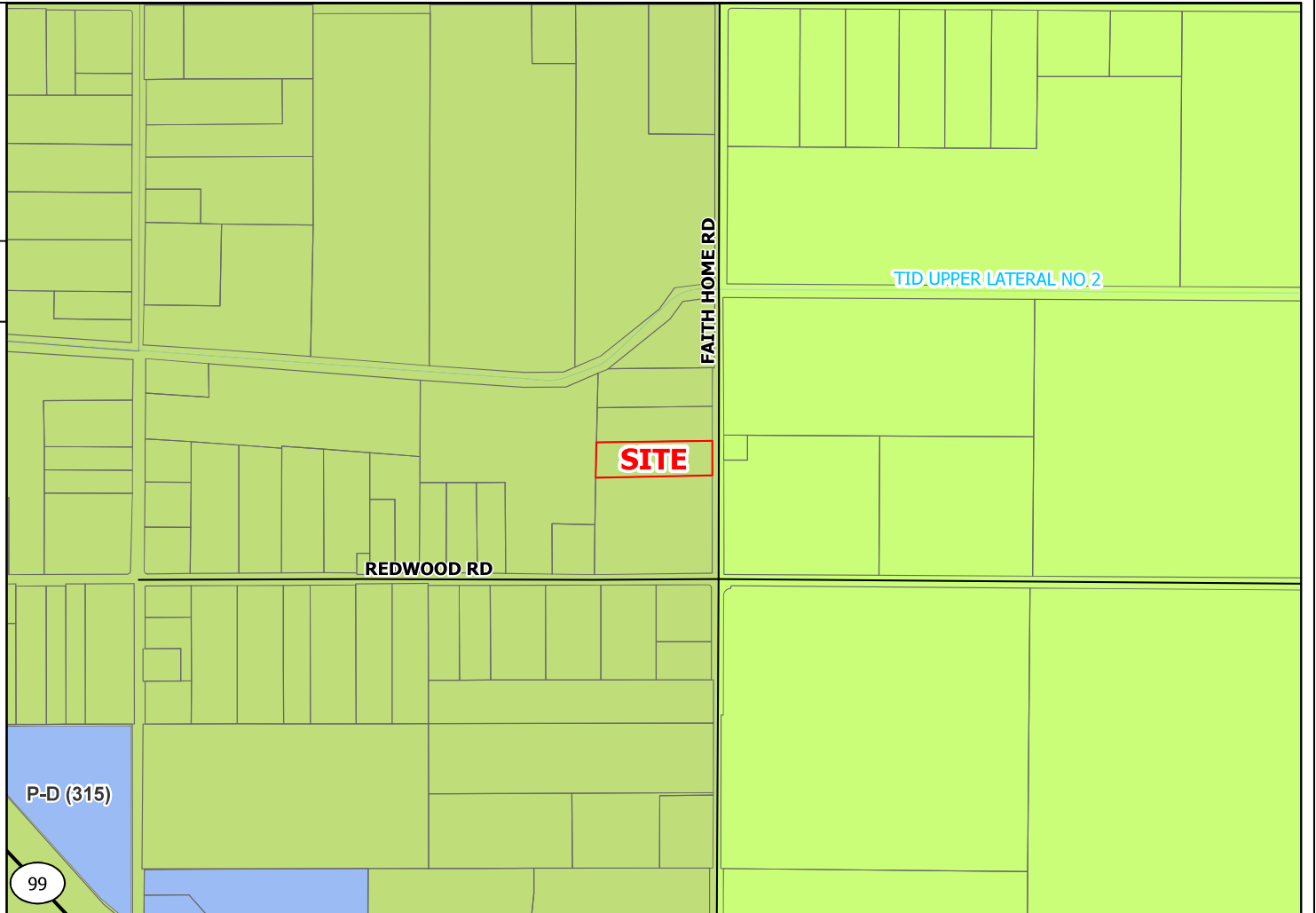
- Project Site
- Parcel
- Highway
- Canal

Zoning Designation

- General Agriculture 10 Acre
- General Agriculture 40 Acre
- Planned Development; P-D (333); P-D (344); P-D (345); P-D
- Planned Development; P-D (333); Street



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


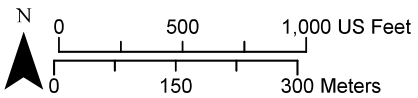
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UP PLN2023-0151

2023 AERIAL AREA MAP

LEGEND

-  Project Site
-  Parcel
-  Highway
-  Canal
-  Street



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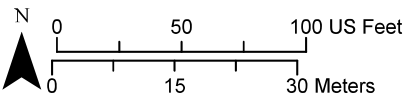
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2023 AERIAL SITE MAP

LEGEND

-  Project Site
-  Parcel



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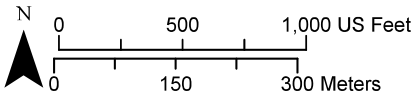
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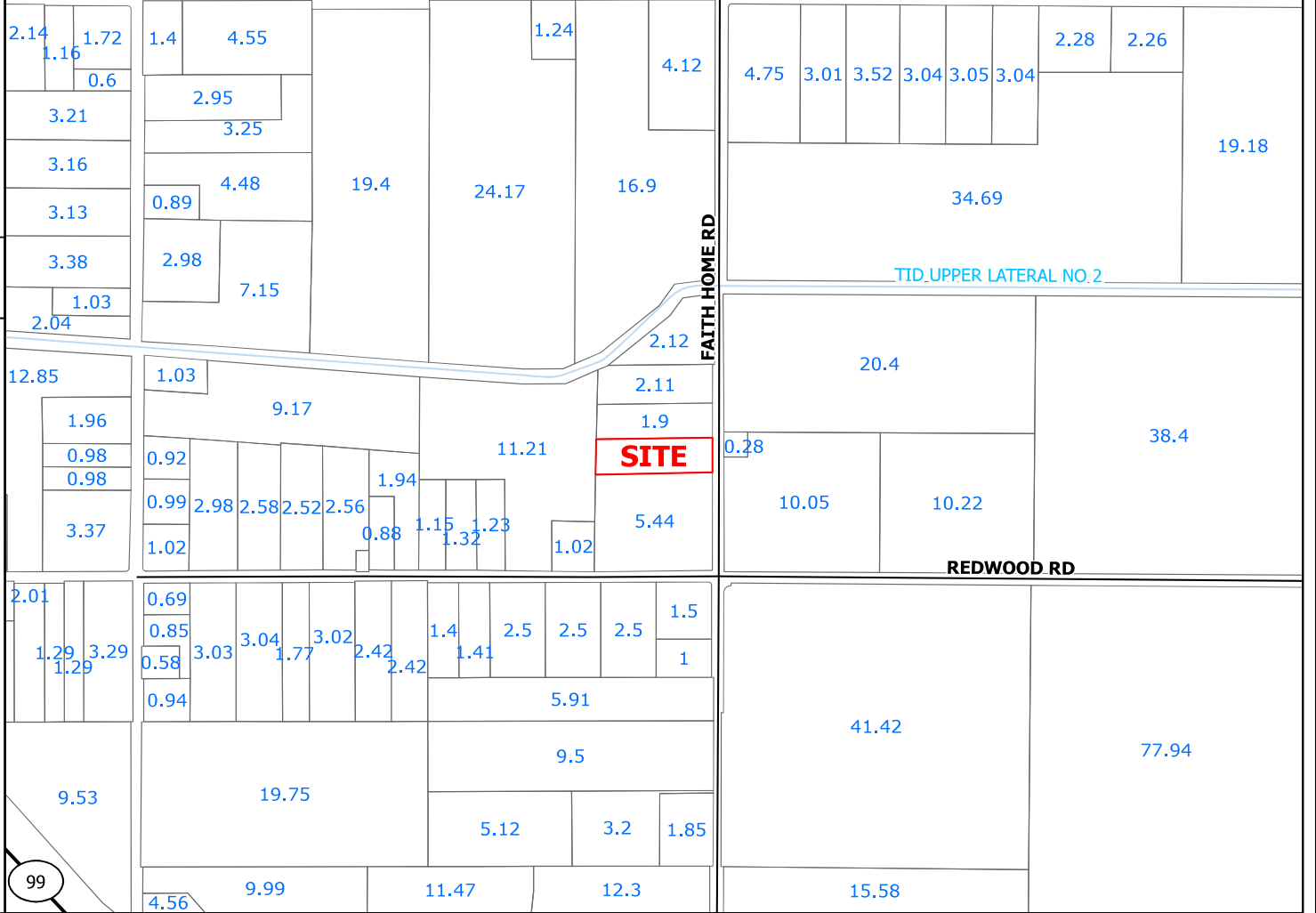
ACREAGE MAP

LEGEND

-  Project Site
-  Parcel
-  Acres
-  Highway
-  Canal
-  Street

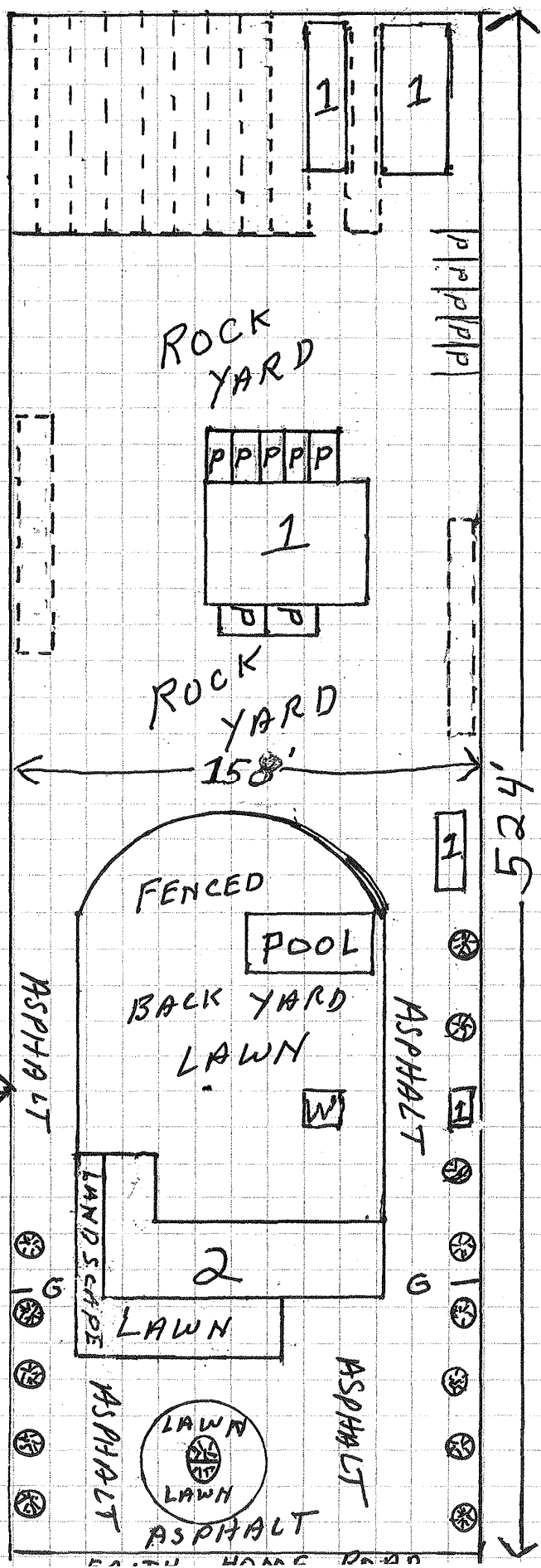


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1/4" = 12'

- 1 = BUILDINGS
- 2 = HOUSE
- W = WELL
- ⊗ = TREES
- G = GATE
- [---] = PROPOSED TRUCK PARKING
- P = EMPLOYEE PARKING



4361 FAITH HOME ROAD

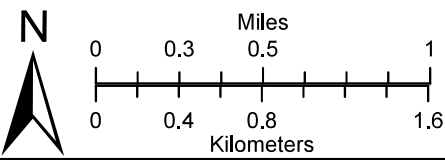
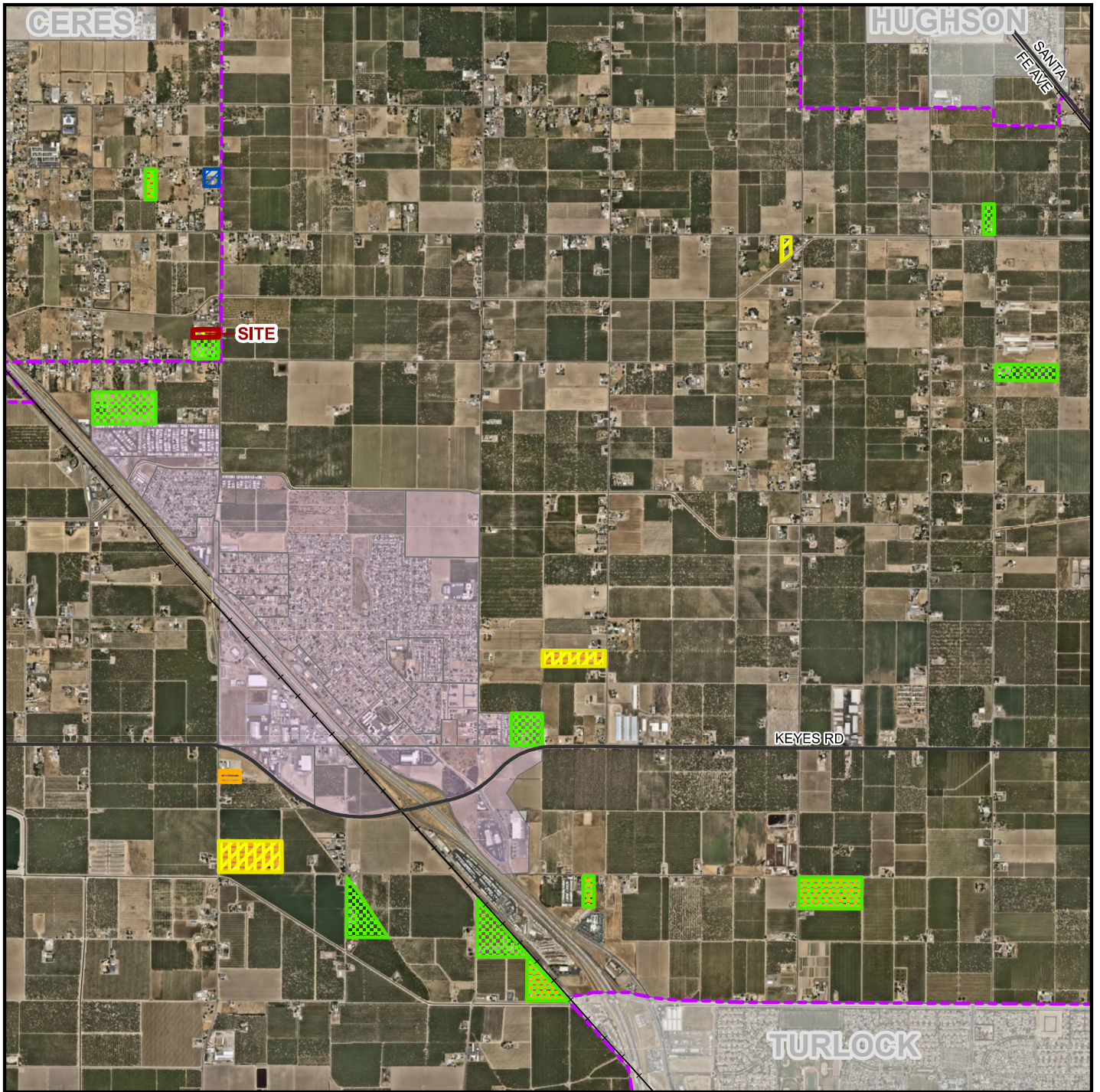
GOBLIRSCH TRUCKING, INC.

UP PLN2023-0151

MAP OF TRUCK PARKING LOCATIONS

Legend

- MAJOR ROAD
- Railroad
- Project Site
- Home Occupation Business License
- Current Planning Application
- Approved Use Permit
- Code Enforcement Case
- Sphere of Influence
- Keyes Community Plan



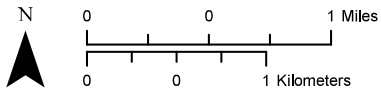
GOBLIRSCH TRUCKING, INC.

UP PLN2023-0151

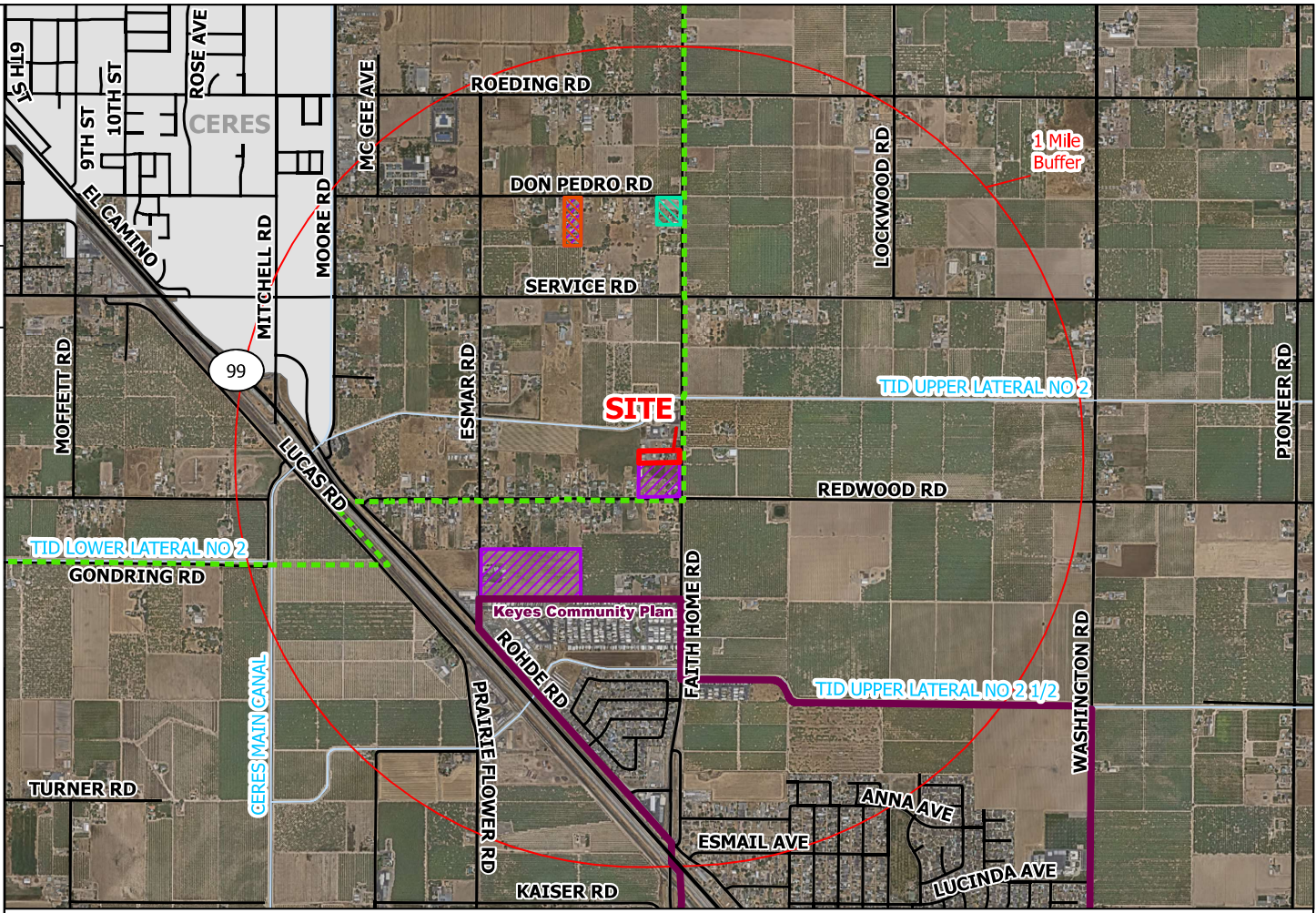
1-MILE RADIUS OF PROJECT SITE

LEGEND

-  Project Site
-  Sphere of Influence
-  Home Occupation Business Licenses
-  Code Enforcement Cases
-  Approved Use Permits
-  Community Plan Boundary
-  Highway
-  Street
-  Canal



Source: Planning Department GIS Date Exported: 11/26/2024



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. PLN2023-0151 GOBLIRSCH TRUCKING

Department of Planning and Community Development

1. Use(s) shall be conducted as described in the application and supporting information (including the plot plan) as approved by the Planning Commission and/or Board of Supervisors and in accordance with other laws and ordinances.
2. That the use shall cease at such a time that any of the criteria listed under Stanislaus County Zoning Ordinance Section 21.20.030(G)(3) in effect at the time of use permit approval is no longer met.
3. Pursuant to Section 711.4 of the California Fish and Game Code, the applicant is required to pay a California Department of Fish and Wildlife (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 **\$2,973.75**, made payable to **Stanislaus County**, for the payment of California Department of Fish and Wildlife and Clerk-Recorder filing fees.

Pursuant to Section 711.4 (e) (3) of the California Fish and Game Code, no project shall be operative, vested, or final, nor shall local government permits for the project be valid, until the filing fees required pursuant to this section are paid.
4. Developer shall pay all Public Facilities Impact Fees and Fire Facilities Fees as adopted by Resolution of the Board of Supervisors. The fees shall be payable at the time of issuance of a building permit for any construction in the development project and shall be based on the rates in effect at the time of building permit issuance.
5. The applicant/owner is required to defend, indemnify, or hold harmless the County, its officers, and employees from any claim, action, or proceedings against the County to set aside the approval of the project which is brought within the applicable statute of limitations. The County shall promptly notify the applicant of any claim, action, or proceeding to set aside the approval and shall cooperate fully in the defense.
6. Prior to installation of any new exterior lighting, a photometric lighting plan shall be submitted for review and approval by the Planning Department. All exterior lighting shall be designed (aimed down and toward the site) to provide adequate illumination without a

glare effect. This shall include, but not be limited to, the use of shielded light fixtures to prevent skyglow (light spilling into the night sky) and the installation of shielded fixtures to prevent light trespass (glare and spill light that shines onto neighboring properties). The height of the lighting fixtures should not exceed 15 feet above grade.

7. Should any archaeological or human remains be discovered during development, work shall be immediately halted within 150 feet of the find until it can be evaluated by a qualified archaeologist. If the find is determined to be historically or culturally significant, appropriate mitigation measures to protect and preserve the resource shall be formulated and implemented. The Central California Information Center shall be notified if the find is deemed historically or culturally significant.
8. 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; 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.

Department of Public Works

10. No parking, loading or unloading of vehicles shall occur within the County road right-of-way.
11. The developer shall install or pay for the installation of any street signs and/or markings, if warranted.
12. The storage depth outside of any gate shall be adequate for trucks coming off the road. The entry vehicles shall not block any travel lane or shoulder. If the storage depth is inadequate, it may require that the fence be moved further into the property.
13. Within six months of project approval, an encroachment permit shall be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way. An extension may be granted at the discretion of the Director of Public Works provided sufficient justification is submitted illustrating the need for additional time.
 - a. Driveway location and design shall be reviewed and approved by Stanislaus County Public works prior to encroachment permit issuance.
14. Prior to final of any encroachment or building permit, an Irrevocable Offer of Dedication shall be recorded. Faith Home Road is classified as a 135-foot Principal Arterial. The required ½ width of Faith Home Road is 67.5 feet west of the centerline of the roadway.

The existing right-of-way is 30 feet west of the centerline. The remaining 37.5 feet west of the centerline shall be dedicated as an Irrevocable Offer of Dedication.

Department of Environmental Resources (DER) – Environmental Resources

15. Prior to issuance of any future grading or building permit, the applicant shall submit a site plan that includes the location, layout and design of all-existing and proposed on-site wastewater treatment systems (OWTS), the Future 100% Expansion (Replacement) Areas, and water wells.
16. The dispersal field shall not be paved over or covered by concrete or a material that is capable of reducing or prohibiting a possible evaporation of the sewer effluent.
17. Prior to issuance of any future grading or building permit, the applicant shall demonstrate that all applicable County LAMP standards and required setbacks are met.

Department of Environmental Resources (DER) – Hazardous Materials Division

18. Prior to issuance of any grading permit, the applicant shall determine, to the satisfaction of DER, that a site containing (or formerly containing) residences or farm buildings, or structures, has been fully investigated (via Phase I 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.

Turlock Irrigation District (TID)

19. Any improvements to this property which may impact irrigation facilities shall be subject to the TID's approval and meet all TID standards and specifications. If it is determined that irrigation facilities will be impacted, the applicant will need to provide irrigation improvement plans and enter into an Irrigation Improvements Agreement for the required irrigation facility modifications. There is a TID Board approved time and material fee associated with this review.

San Joaquin Valley Air Pollution Control District (SJVAPCD)

20. The proposed project may be subject to SJVAPCD District Rules and Regulations, including Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving, and Maintenance Operations).

Please note: If Conditions of Approval/Development Standards are amended by the Planning Commission or Board of Supervisors, such amendments will be noted in the upper right-hand corner of the Conditions of Approval/Development Standards; new wording will be in bold font and deleted wording will be in strikethrough.

21.20.030 Uses requiring use permit

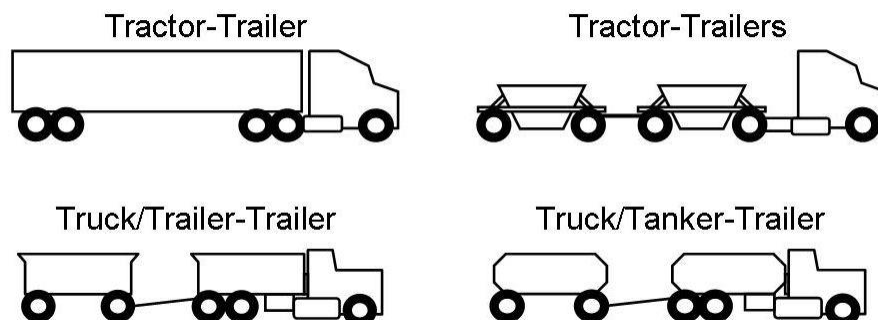
6. Such other limitations or conditions as may be imposed by the planning commission or board of supervisors. (Ord. CS 501 Section 1, 1992; Ord. CS 424 Section 1, 1991; Ord. CS 305 Section 1, 1988; Ord CS 294 Section 1, 1988; Ord. CS 260 Section 1, 1987; Ord. CS 141 Section 3 (part), 1985; Ord. CS 106 Section 2 (part), 1984).

E. Repealed December 18, 2007 (Ord. CS 1020 Sec. 6, 2007).

F. New confined animal facility and expansions of existing confined animal facility requiring a new or modified permit, waiver, order, or waste discharge requirements from the Regional Water Quality Control Board, where the issuance of such permit, waiver, order or waste discharge requirements requires compliance with the California Environmental Quality Act. Lagoons or ponds for the storage of animal wastes shall be located a minimum of fifty feet from any property line and three hundred feet from any dwelling on an adjacent property. (CS Ord. 861, Sec. 3, effective December 25, 2003)

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

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



- b) At least one of the combinations shall be registered to the property owner and the property owner shall live on the parcel.

21.20.030 Uses requiring use permit

- c) The total number of tractors, truck/trailers and truck/tankers shall not exceed twelve (12) and the total number of trailers shall not exceed two (2) per tractor, truck/trailer, or truck/tanker. For the purpose of this ordinance, a set of double trailers shall be equivalent to one trailer.
- d) The parcel on which parking will occur is one acre or more in size, the total area of the parcel used for the parking operation does not exceed 1.5 acres in size, and the area used for parking, including employee parking, shall not exceed fifty percent of the entire parcel.
- e) No off-loading of trailers shall occur on-site.
- f) All tractors, truck/trailers, truck/tankers and trailers parking on-site shall be in full operable condition for at least six consecutive months of every year.
- g) One on-site office, accessory to the parking operation, not to exceed 1,200 square feet in size, may be maintained within an on-site dwelling or within an accessory structure provided all applicable building permits are obtained and public facility fees paid, if applicable.
- h) Access to the site shall be available without violation of any state, county, or city roadway weight restrictions, and a driveway approach acceptable to the Department of Public Works is provided.
- i) Parking areas, including employee parking, and driveways shall be adequately graveled to reduce dust emissions and all parking areas shall be located outside any required front yard or corner lot side yard and delineated through fencing or vegetative landscaping to distinguish the authorized parking area.
- j) On-site maintenance shall be limited to oil and tire changes, light and windshield wiper replacements, and checking fluids.
- k) No signs advertising parking shall be placed on the property.
- l) On-site storage and use of related equipment may be considered by the Planning Commission as part of the application consideration.

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

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



CEQA INITIAL STUDY

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

1. **Project title:** Use Permit Application No. PLN2023-0151
Goblirsch Trucking
2. **Lead agency name and address:** Stanislaus County
1010 10th Street, Suite 3400
Modesto, CA 95354
3. **Contact person and phone number:** Kristen Anaya, Senior Planner
(209) 525-6330
4. **Project location:** 4361 Faith Home Road, between East Service
and East Redwood Roads, in the Ceres area
(APN: 041-021-019).
5. **Project sponsor's name and address:** Lance Goblirsch
PO Box 1805
Ceres, CA 95307
6. **General Plan designation:** Urban Transition
7. **Zoning:** General Agriculture (A-2-10)
8. **Description of project:**

This is a request to establish a truck parking facility for 12 tractor-trailer combinations, on a 1.9± acre parcel, in the General Agriculture (A-2-40) zoning district. The project site is improved with a 2,854 square-foot single-family dwelling with attached garage, a 2,160 square-foot metal shop, a 120 square-foot shed and two carports which are not proposed to be part of the operation. The applicant proposes to utilize the rear graveled 0.9± acres of the parcel to develop 12 tractor-trailer parking stalls for the parking of up to 12 tractor-trailer combinations. The site is presently used, without the required land use entitlements, for the parking of nine tractor-trailers and 10 trailers, all owned and operated by employees of Goblirsch Trucking; however, if the use is approved, the A-2 zoning district allows up to 12 tractor-trailer combinations to be parked. Up to 12 employees will be employed by the business and park their personal vehicles in the truck parking spaces. All tractor-trailer combinations are registered to the property owner, who also lives on-site. Proposed hours of operation are 5:00 a.m. to 6:00 p.m. daily, with up to 12 truck trips and 12 passenger trips per-day accessing the site within these hours. With exception of the business owner, who lives on-site, the facility proposes to be unmanned. A home office located within the existing residence will be utilized by the property owner. The off-site business activities consist of interstate trucking and involve the transport of non-hazardous materials consisting of general freight, building materials, farm produce and dry bulk commodities. No supply deliveries, loading, or unloading will occur on-site and the trailers on-site will be empty. Refrigerated trailers may be parked on-site; however, they will not be running or powered while on-site. Minor oil changes and windshield wiper repairs are to take place on-site; however, all other maintenance and major repairs are proposed to take place off-site, typically at Peterbilt service facilities in Keyes. No signage or landscaping is proposed; however, exterior lighting, consisting of three lights, approximately 30-foot-tall, are collocated on existing Turlock Irrigation District (TID) power poles and illuminate the parcel.

Access to the site is provided via County-maintained Faith Home Road, with the entire 158-foot length of the parcel's road frontage paved with asphalt with a driveway not specifically delineated. Two gated asphalt drive aisles provide access from the parcel's frontage to the rear yard parking area; however, only the southern-most drive aisle, 25-feet in width, is proposed to be utilized by the truck parking facility to access the rear parking area. Stormwater will be handled via percolation into on-site gravel and soils. The existing on-site dwelling is served by a well and septic system. On-

site “porta-potties” are proposed to be used for employees picking up or dropping off the tractor-trailer combinations daily. The parcel is located within the City of Ceres’ Local Agency Formation Commissions’ (LAFCO) Sphere of Influence.

The facility is already operating, and the subject application was submitted in response to a Code Enforcement case.

- 9. Surrounding land uses and setting:** Rural ranchettes and irrigated agriculture in all directions; a mobile home park and the Community of Keyes to the south; the City of Ceres and State Route 99 to the west; and the Turlock Irrigation District (TID) Lateral No. 6 to the north.
- 10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** Stanislaus County Department of Public Works
- 11. Attachments:** None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature on File
Prepared by Kristen Anaya, Senior Planner

September 27, 2024
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

ISSUES

I. AESTHETICS – Except as provided in Public Resources Code Section 21099, could the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion: The site is currently improved with a 2,854 square-foot single-family dwelling with attached garage, a 2,160 square-foot metal shop, a 120 square-foot shed, and two carports composed of primarily stucco, metal, and wood materials; the balance of the property is currently graveled and enclosed with a seven-foot-tall chain-link fence. Surrounding land uses include rural ranchettes and irrigated agriculture in all directions, a mobile home park and the Community of Keyes to the south, the City of Ceres and State Route 99 to the west, and the Turlock Irrigation District (TID) Lateral No. 6 to the north. With exception of parking of tractor-trailer combinations, the character of the site is not anticipated to change as a result of the project.

The only designated scenic highway in the County is along I-5, which is well over 15 miles southwest of the project site and outside of the line-of-sight of the project site. The site itself is not considered to be a scenic resource or a unique vista. No signage or new exterior lighting is proposed as part of the project request. Existing exterior lighting is currently installed on Turlock Irrigation District (TID) electrical poles, and illuminate the site at the rear. Standard conditions of approval will be added to this project to address glare from any additional on-site lighting. The project site is located within the Local Agency Formation Commission’s (LAFCO) adopted Sphere of Influence (SOI) of the City of Ceres. The project was referred to Ceres and applicable standards related to signage, landscaping, parking, and screening may be applied as conditions of approval. With conditions of approval in place, the project is not expected to degrade the existing visual character or quality of the site or its surroundings. No adverse impacts to the existing visual character of the site or its surroundings are anticipated.

Mitigation: None.

References: Application information; Stanislaus County Zoning Ordinance; Stanislaus County General Plan and Support Documentation¹.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

Discussion: The 1.9± acre project site is classified as “Rural Residential Land” by the California Department of Conservation’s Farmland Mapping and Monitoring Program. The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that approximately 90 percent of the project site is comprised of Hanford sandy loam, 0 to 3 percent slopes (HdA), which has a California Revised Storie Index rating of 99, and a land capability classification Class rating of 1 if irrigated. The northwest 10 percent of the project site is comprised of Hanford sandy loam, moderate to deep over silt, 0 to 1 percent slopes (HdpA), which has a Revised Storie Index rating of 77, and land capability rating of Class 2 if irrigated. The California Revised Storie Index is a rating system based on soil properties that dictate the potential for soils to be used for irrigated agricultural production in California. This rating system equates soils with an Index rating of 99 to Grade 1 soils which are considered optimal soil to be used for irrigated agriculture. The 77 Index rating equates to Grade 2 soils which are good soils for irrigated agriculture. The land capability Class rating of 1 and 2 indicates that the soils’ ability to grow a variety of crops with minimal or some limitations, respectively. Stanislaus County considers land that meets at least one of the following requirements to be prime farmland under the Uniform Rules: parcels comprised of Class 1 or Class 2 soils; parcels comprised of Grade 1 or Grade 2 soils; irrigated pastureland which supports livestock used for the production of food and fiber; and land used for unprocessed agricultural plant production with an annual gross value of not less than eight hundred dollars per acre. The site is not currently irrigated, nor is it improved with any production agriculture, or of a viable size to sustain a new commercial production agriculture operation. While the project site does meet the definition of prime farmland under the County’s Uniform Rules, the project and surrounding area are designed Urban Transition in the County General Plan and are located within the Local Agency

Formation Commission’s (LAFCO) adopted Sphere of Influence (SOI) of the City of Ceres. Areas within a LAFCO-adopted SOI are not considered the County’s “Most Productive Agricultural Lands”. The proposed project will not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

The surrounding area is comprised of rural ranchettes and irrigated agriculture in all directions, a mobile home park and the Community of Keyes to the south, the City of Ceres and State Route 99 to the west, and the Turlock Irrigation District (TID) Lateral No. 6 to the north. The project site itself is not enrolled in a Williamson Act Contract; however, the nearest parcel enrolled in a Williamson Act Contract is a 10± acre farmed parcel, two parcels to the east across Faith Home Road and approximately 760± feet away from the project site. Non-contracted production agriculture exists to the north and west of the project site. During project review, this application was referred to the Department of Conservation (DOC) for review and input and no response has been received to date.

The project is not currently irrigated but is within the service boundaries of the Turlock Irrigation District (TID). The project was referred to TID who responded indicating the presence of an irrigation pipeline located at the west property line of the project site, requested it be protected at all times, and requested to review and approve all maps related to the project. They also responded with requirements for irrigation facility modifications in the event that TID infrastructure may be impacted by the project. A condition of approval will be applied to the project requiring any development that impacts irrigation facilities to meet the TID’s requirements.

Buffer and Setback Guidelines are applicable to new or expanding uses approved in or adjacent to the General Agriculture (A-2-40) zoning district and are required to be designed to physically avoid conflicts between agricultural and non-agricultural uses. General Plan Amendment No. 2011-01 – *Revised Agricultural Buffers* was approved by the Board of Supervisors on December 20, 2011, to modify County requirements for buffers on agricultural projects. Facilities that may be located within a required agricultural buffer include parking lots. Based on the requested use consisting of an unmanned tractor-trailer parking facility, if the project is not considered people-intensive by the Planning Commission, the project is not subject to agricultural buffers. The facility will have 12 employees and no customer visits per-day. Up to 12 passenger vehicle trips and 12 truck trips per-day are expected. Proposed hours of operation are Monday through Sunday from 5:00 a.m. to 6:00 p.m. The project was referred to the Stanislaus County Agricultural Commissioner, and no comments have been received to date. Therefore, staff believes the project can be considered low people-intensive, thus not subject to the County’s Agricultural Buffer requirements. However, with the exception of wheat/fodder grown on the parcel immediately to the west, the project area exceeds the prescribed 150-foot distance from the next nearest parcels in production agriculture and is enclosed with an existing seven-foot-tall chain-link fence to prevent potential trespass.

The request is not expected to result in any significant conversion of farmland to non-agriculture use. No impacts to agriculture are anticipated to occur as a result of this project as the project site is currently developed with residential and accessory structures and considered topographically flat.

Based on the specific features and design of this project, it does not appear this project will impact the long-term productive agricultural capability of surrounding contracted lands in the A-2 zoning district. There is no indication this project will result in the removal of adjacent contracted land from agricultural use. No forest lands exist in Stanislaus County. The project will have less than significant impacts to Agriculture and Forest Resources.

Mitigation: None.

References: Application information; Referral response from the Turlock Irrigation District (TID), dated March 15, 2024; Natural Resources Conservation Service Soil Survey; Stanislaus Soil Survey (1957); California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2018; Stanislaus County General Plan and Support Documentation¹.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	

<p>b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?</p>			<p>X</p>	
<p>c) Expose sensitive receptors to substantial pollutant concentrations?</p>			<p>X</p>	
<p>d) Result in other emissions (such as those odors adversely affecting a substantial number of people?</p>			<p>X</p>	

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

The primary source of air pollutants generated by this project would be classified as being generated from "mobile" sources. Mobile sources would generally include dust from roads, farming, and automobile exhausts. Mobile sources are generally regulated by the Air Resources Board of the California EPA which sets emissions for vehicles and acts on issues regarding cleaner burning fuels and alternative fuel technologies. As such, the SJVAPCD has addressed most criteria air pollutants through basin wide programs and policies to prevent cumulative deterioration of air quality within the Basin. The facility will have 12 employees. Up to 12 passenger vehicle trips and 12 truck trips per-day are expected. Proposed hours of operation are Monday through Sunday, from 5:00 a.m. to 6:00 p.m. No construction is proposed.

A comment was received from SJVAPCD in response to the Early Consultation prepared for the proposed project indicating that operation-related emissions for the project would have a less than significant impact on air quality and are not expected to exceed any of the SJVAPCD’s annual emissions significant thresholds, including: 100 tons per-year of carbon monoxide (CO), ten tons per-year of oxides of nitrogen (NOx), ten tons per-year of reactive organic gases (ROG), 27 tons per-year of oxides of sulfur (SOx), 15 tons per-year of particulate matter of ten microns or less in size (PM10), or 15 tons per-year of particulate matter of 2.5 microns or less in size (PM2.5). Additionally, the project may be subject to the following District Rules: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 Nuisance, Rules 4601 Architectural Coatings, 4641 Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations, Rule 4550 (Conservation Management Practices), and Rule 4570 (Confined Animal Facilities). A condition of approval will be placed on the project requiring that the applicant be in compliance with the SJVAPCD’s rules and regulations. As the project must comply with SJVAPCD regulations, the project’s emissions would be less than significant for all criteria pollutants, would not be inconsistent with any applicable air quality attainment plans, and would result in less than significant impacts to air quality.

Further, the SJVAPCD has published Guidance for Assessing and Mitigation Air Quality Impacts (GAMAQI) which has a Small Project Analysis Level (SPAL) screening tool. The SPAL establishes specific thresholds based on land use category with projects using various metrics corresponding to that land use type, including trips per-day, development size, number of students or dwelling units. Projects which fall under the respective threshold are presumed to have less than significant impact on air quality due to criteria pollutant emissions and are therefore excluded from quantifying criteria pollutants for CEQA purposes. For the general light industrial land use category, which is the closest category under which truck parking facilities would fall, a project size which is less 510,000 square feet in size would meet the screening the criteria. In this case, the project does not propose to utilize any structures; however, the proposed parking area is 0.9± acres in size.

Potential impacts to air quality from the proposed project are also evaluated by Vehicle Miles Traveled (VMT). The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. California Environmental Quality Act (CEQA) Guidelines Section 15064.3, subdivision (a), defines VMT as the amount and distance of automobile travel attributable to a project. A technical advisory on evaluating transportation impacts in CEQA published by the Governor’s Office of Planning and Research (OPR) in December of 2018 clarified the definition of automobiles as referring to on-road passenger vehicles, specifically cars and light trucks. While heavy trucks are not considered in the definition of automobiles for which VMT is calculated for, heavy-duty truck VMT could be included for modeling convenience. According to the same OPR technical advisory, many local agencies have developed a screening threshold of VMT to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially

significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per-day generally may be assumed to cause a less than significant transportation impact. The proposed project will generate a low amount of vehicle trips with 24 passenger vehicle trips one-way per-day, and 12 truck trips per-day, for a total of 24 heavy-truck trips (inbound and outbound trips for 12 trucks). As this is below the District’s threshold of significance for vehicle and heavy truck trips, no significant impacts from vehicle and truck trips to air quality are anticipated.

Based on the response from the SJVAPCD, the proposed project is expected to have a less than significant impact on air quality.

Mitigation: None.

References: Application information; Referral response from the San Joaquin Valley Air Pollution Control District, dated March 29, 2024; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; San Joaquin Valley Air Pollution Control District’s Small Project Analysis Level (SPAL) guidance, November 13, 2020; Governor’s Office of Planning and Research Technical Advisory, December 2018; 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 state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

Discussion: The project site itself is fairly developed, consisting of a 2,854 square-foot single-family dwelling with attached garage, a 2,160 square-foot metal shop, a 120 square-foot shed and two carports, and otherwise graveled/paved and fenced. There are no riparian habitats or hydrological features within the project site. The surrounding area is comprised of rural ranchettes and irrigated agriculture in all directions, a mobile home park and the Community of Keyes to the south, the City of Ceres and State Route 99 to the west, and the Turlock Irrigation District (TID) Lateral No. 6 to the north.

The project is located within the Ceres Quad of the California Natural Diversity Database. There are four animals, which are state or federally listed, threatened, or identified as species of special concern or a candidate of special concern within this quad (excluding fish and mollusk species for which there is no feasible or potential habitat on the project site due to the lack of hydrological features). These species include the Swainson’s hawk, tricolored blackbird, burrowing owl, Crotchs bumble bee, valley elderberry longhorn beetle, Townsends big-eared bat, heartscale, and subtle orache. There are no reported siting’s of any of the aforementioned species on the project site or within a 0.4± mile radius of the site. There is a 5-mile buffer centered on City of Modesto, the nearest edge of which is located 0.4± miles to the northwest, which indicates past reportings of the moestan blister beetle, valley elderberry longhorn beetle, Crotch’s bumble bee, American bumble bee, and obscure bumble bee; however, the buffer associated with past documented sightings of these species was last updated in 1984 and the CNDDDB indicates the animals associated with this buffer are presumed extant or presumed extirpated. There is a very low likelihood that these species are present on the project site as it is vacant, has already been disturbed and developed with various structures.

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

Mitigation: None.

References: Application information; California Department of Fish and Wildlife’s Natural Diversity Database Quad Species List; 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 pursuant to in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

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

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The California Environmental Quality Act (CEQA) Guidelines Appendix F states that energy consuming equipment and processes, which will be used during construction or operation such as: energy requirements of the project by fuel type and end use, energy conservation equipment and design features, energy supplies that would serve the project, total estimated daily vehicle trips to be generated by the project, and the additional energy consumed per trip by mode, shall be taken into consideration when evaluating energy impacts. Additionally, the project’s compliance with applicable state or local energy legislation, policies, and standards must be considered.

As stated above in Section III - *Air Quality*, the proposal includes a request to utilize a 0.9± acre area for the parking of up to 12 tractor-trailer combinations. A comment was received from SJVAPCD in response to the Early Consultation prepared for the proposed project indicating that operation-related emissions for the project would have a less than significant impact on air quality and are not expected to exceed any of the District’s annual emissions significant thresholds, including: 100 tons per-year of carbon monoxide (CO), ten tons per-year of oxides of nitrogen (NOx), ten tons per-year of reactive organic gases (ROG), 27 tons per-year of oxides of sulfur (SOx), 15 tons per-year of particulate matter of ten microns or less in size (PM10), or 15 tons per-year of particulate matter of 2.5 microns or less in size (PM2.5). Additionally, the project may be subject to the following District Rules: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 Nuisance, Rules 4601 Architectural Coatings, 4641 Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations, Rule 4550 (Conservation Management Practices), and Rule 4570 (Confined Animal Facilities). Staff will include a condition of approval on the project requiring that the applicant be in compliance with the District’s rules and regulations. As the project must comply with District regulations, the project would result in less than significant impacts to energy.

No construction is proposed; however, any future construction would be subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11). The project was referred to the Turlock Irrigation District (TID) who serves the project site and surrounding area for electrical service; however, no response related to electrical facilities has been provided to date. Additionally, any future construction activities will be required to occur in compliance with all SJVAPCD regulations.

Energy consuming equipment and processes include construction equipment, trucks, and the employee vehicle. As discussed in Section III – *Air Quality*, these activities would not significantly increase Vehicle Miles Traveled (VMT), due to the number of vehicle trips not exceeding a total of 110 vehicle trips per-day. The proposed project will generate a low amount of vehicle trips with 9 truck trips per-day, for a total of 18 heavy-truck trips (inbound and outbound trips for 9 trucks) and 12 passenger vehicle trips. The trucks are the main consumers of energy associated with this project but will be subject to applicable Air District regulations, including rules and regulations that increase energy efficiency. Therefore, consumption of energy resources would be less than significant without mitigation for the proposed project.

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

Mitigation: None.

References: Application information; Referral response from the San Joaquin Valley Air Pollution Control District, dated March 29, 2024; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; San Joaquin Valley Air Pollution Control District’s Small Project Analysis Level (SPAL) guidance, November 13, 2020; Governor’s Office of Planning and Research Technical Advisory, December 2018; Stanislaus County General Plan and Support Documentation¹.

VII. GEOLOGY AND SOILS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Discussion: The USDA Natural Resources Conservation Service’s Eastern Stanislaus County Soil Survey indicates that approximately 90 percent of the project site is comprised of Hanford sandy loam, 0 to 3 percent slopes (HdA). The northwest 10 percent of the project site is comprised of Hanford sandy loam, moderate to deep over silt, 0 to 1 percent slopes (HdpA), 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. Likewise, any addition or expansion 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. No construction is proposed.

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

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

Mitigation: None.

References: Application information; United States Department of Agriculture NRCS Web Soil Survey; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The principal Greenhouse Gases (GHGs) are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] No. 32), which requires the California Air Resources Board (ARB) design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. Two additional bills, SB 350 and SB32, were passed in 2015 further amending the states Renewables Portfolio Standard (RPS) for electrical generation and amending the reduction targets to 40% of 1990 levels by 2030.

The short-term emissions of GHGs during construction, primarily composed of CO₂, CH₄, and N₂O, would be the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (HFCs, PFCs, and SF₆) are typically associated with specific industrial sources and are not expected to be emitted by future construction at this project site. As described above in Section III - *Air Quality*, the use of heavy-duty construction equipment would be very limited; therefore, the emissions of CO₂ from future construction would be less than significant. While no construction is proposed, any future construction resulting from the project would be required to meet mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures, of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11) which includes minimum statewide standards to significantly reduce GHG emissions from new construction. Any future construction activities associated with this project are considered to be less than significant as they are temporary in nature and are subject to meeting San Joaquin Valley Air Pollution Control District (SJVAPCD) standards for emissions.

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

This project was referred to the San Joaquin Valley Air Pollution Control District (SJVAPCD). As discussed in Section III – *Air Quality*, the project is not anticipated to significantly contribute to an exceedance of state or federal Ambient Air Quality Standards which include standards for GHGs. Based on the Air District’s referral response, the project may also be subject to other applicable Air District permits including but not limited to the following District Rules: Regulation VIII (Fugitive PM₁₀ Prohibitions), Rule 4102 Nuisance, Rules 4601 Architectural Coatings, and 4641 Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations. Staff will include a condition of approval requiring the applicant to comply

with all appropriate District rules and regulations. Consequently, GHG emissions associated with this project are considered to be less than significant.

Mitigation: None.

References: Application information; Referral response from the San Joaquin Valley Air Pollution Control District, dated March 29, 2024; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; San Joaquin Valley Air Pollution Control District's Small Project Analysis Level (SPAL) guidance, November 13, 2020; Governor's Office of Planning and Research Technical Advisory, December 2018; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The County Department of Environmental Resources (DER) is responsible for overseeing hazardous materials. A referral response from the Hazardous Materials Division of the Stanislaus County Department of Environmental Resources (DER) indicated that the project is anticipated to not have a significant impact with respect to hazards and hazardous materials, and requires the applicant to contact the Hazardous Materials Division for information regarding regulatory requirements for hazardous materials and/or wastes. These comments will be reflected through the application of a condition of approval. During building permit review, the Environmental Health Division of the Department of Environmental Resources (DER) will review the on-site wastewater treatment systems (OWTS) and/or water wells and ensure that all applicable County Local Agency Management Program (LAMP) standards and required setbacks are maintained as applicable.

Pesticide exposure is a risk in areas located in the vicinity of agriculture. Sources of exposure include contaminated groundwater from drift from spray applications. Application of sprays is strictly controlled by the Agricultural Commissioner and can only be accomplished after first obtaining permits. Additionally, agricultural buffers are intended to reduce the risk of spray exposure to surrounding people.

As Stated in Section II – *Agricultural and Forest Resources*, 12 individuals will be employed and generate up to 12 vehicle trips and 12 truck trips per-day. Proposed hours of operation are Monday through Sunday, from 5:00 a.m. to 6:00 p.m. The project was referred to the Stanislaus County Agricultural Commissioner, and no comments have been received to date. Therefore, staff believes the project can be considered low people-intensive, thus not subject to the County’s Agricultural Buffer requirements. However, with the exception of wheat/fodder grown on the parcel immediately to the west, the project area exceeds the prescribed 150-foot distance from the next nearest parcels in production agriculture and is enclosed with an existing seven-foot-tall chain-link fence.

The project site is not listed on the EnviroStor database managed by the CA Department of Toxic Substances Control or within the vicinity of any airport. The site is located in a Local Responsibility Area (LRA) for fire protection and is served by Ceres Fire Protection District. The project was referred to the District, and no comments have been received to date.

The project site is not located within the vicinity of any airstrip or airport land use plan area.

No significant impacts associated with hazards or hazardous materials are anticipated to occur as a result of the proposed project.

Mitigation: None.

References: Application information; Referral response from the Department of Environmental Resources – Hazardous Materials Division, dated March 7, 2024; California Department of Toxic Substances Control - EnviroStor database; Stanislaus County General Plan and Support Documentation¹.

X. 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 or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i) result in substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate of amount of surface runoff in a manner which would result in flooding on- or off-site.			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?			X	

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Discussion: Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act (FEMA). The project site is located in FEMA Flood Zone X, which includes areas determined to be outside the 0.2 percent annual chance floodplains. The project proposes to handle stormwater drainage overland. As part of the building permit review process, the Department of Environmental Resources (DER) will evaluate the existing wastewater treatment systems (OWTS), and the site’s adherence to current Local Agency Management Program (LAMP) standards. LAMP standards include minimum setback from wells to prevent negative impacts to groundwater quality. The site is currently served by a private septic system and well. No new wells or septic tanks are proposed as part of this request. Any future wells constructed on-site will be subject to review under the County’s Well Permitting Program, which will determine whether a new well will require environmental review. The project was referred to DER, who provided no comment on the project. Any potential regulatory requirements regarding applicable County Local Agency Management Program (LAMP) standards and required setbacks can be enforced during the building permit review process. All applicable standards under Public Works and the DER will be addressed under the building permit review process for any future construction as well. However, as mentioned in the Project Description, the facility is proposed to be unmanned with the exception of the property owner who will work in a home office located on-site. “Porta-potties” are proposed to be utilized for employee’s needs as they pick up and drop off tractor-trailers.

The Sustainable Groundwater Management Act (SGMA) was passed in 2014 with the goal of ensuring the long-term sustainable management of California’s groundwater resources. SGMA requires agencies throughout California to meet certain requirements including forming Groundwater Sustainability Agencies (GSA), developing Groundwater Sustainability Plans (GSP), and achieving balanced groundwater levels within 20 years. The site is located in the West Turlock Subbasin GSA. The East Turlock Subbasin GSA and West Turlock Subbasin GSA collaboratively developed one GSP to manage groundwater sustainably through at least 2042. The GSAs adopted the Turlock Subbasin GSP on January 6, 2022, and submitted the GSP to the California Department of Water Resources (DWR) on January 28, 2022. DWR has until the end of 2024 to review the plan. Currently, the GSAs are preparing for GSP implementation.

The Department of Environmental Resources - Groundwater Resources Division provided a referral response for the project indicating no comment on the project.

The project site is located within the boundaries of the Turlock Irrigation District (TID). The project was referred to TID who responded indicating the presence of an existing irrigation pipeline at the western edge of the project site, and provided requirements related to plan review and facility modifications. Conditions will be applied addressing their comments. As a result of the conditions of approval required for this project, impacts associated with drainage, water quality, and runoff are expected to have a less than significant impact.

Mitigation: None.

References: Application information; Referral response from the Department of Environmental Resources – Groundwater Division, dated March 7, 2024; Referral response from the Turlock Irrigation District, dated March 15, 2024; Referral response from the Department of Public Works, dated April 24, 2024; Stanislaus County General Plan and Support Documentation¹.

XI. LAND USE AND PLANNING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Physically divide an established community?			X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Discussion: The project site is designated Urban Transition by the Stanislaus County General Plan land use diagrams and zoned General Agriculture (A-2-10). The applicant is requesting to establish a tractor-trailer parking facility on a 0.9± portion of a 1.9± acre parcel.

In the A-2 zoning district, a Use Permit must be obtained to operate a truck parking operation over 3 tractor-trailers and up to 12, provided other criteria is met outlined under Section 21.20.030(G) is met, and the following findings are made by the Planning Commission:

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

As discussed in Section II – *Agricultural and Forest Resources*, there is no immediately adjacent commercial agriculture operation with the exception of irrigated pasture to the south and west, and the minimum 150-foot buffer is maintained as recommended. In evaluation of whether the use may create a concentration of commercial or industrial uses in the vicinity, an analysis of the surrounding area must occur. While there have previously been unpermitted truck parking operations documented in the vicinity, the subject application is the only current commercial truck parking request currently under review for the surrounding area. There is commercial development within the City limits approximately 0.75 miles to the west. Additionally, commercial development, has been approved to the south within the Community of Keyes. In addition, the Planning Commission must find that the establishment, maintenance, and operation of the proposed use is consistent with the General Plan and will not be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the use and that it will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County. From an environmental perspective, there is not evidence to suggest that the proposed project will create a significant impact with respect to conflicts with land use policy.

As Discussed in Section II – *Agricultural and Forest Resources*, Buffer and Setback Guidelines are applicable to new or expanding uses approved in or adjacent to the General Agriculture (A-2-40) zoning district, and are required to be designed to physically avoid conflicts between agricultural and non-agricultural uses. As the site is generally unmanned exception for the business operator who lives on-site and drivers who visit the site to pick up or drop off tractor-trailers, staff believes the project can be considered low people-intensive, thus not subject to the County’s Agricultural Buffer requirements. However, with the exception of wheat/fodder grown on the parcel immediately to the west, the project area exceeds the prescribed 150-foot distance from the next nearest parcels in production agriculture and is enclosed with an existing seven-foot-tall chain-link fence to prevent potential trespass.

The County’s General Plan Sphere of Influence policy states that any development, other than agricultural uses and churches, which requires discretionary approval and is within the sphere of influence of cities, shall not be approved unless first approved by the city within whose sphere of influence it lies or by the city for which areas of specific designation were agreed. Development requests within the spheres of influence or areas of specific designation of any incorporated city shall not be approved unless the development is consistent with agreements with the cities which are in effect at the time of project consideration. Such development must meet the applicable development standards of the affected city as well as any public facilities fee collection agreement in effect at the time of project consideration. The project site is located 0.75 miles from the City of Ceres city limits and is located within Ceres’s Local Agency Formation Commission (LAFCO)-adopted Sphere of Influence (SOI). The Stanislaus County General Plan Land Use Element Policy 27 requires all discretionary projects within the sphere of influence of a city gain written support of the project and be referred to that city for an application of that city’s development standards. Consequently, the project was referred to the City of Ceres who indicated support for

the project and deferred to the County’s development standards. Any applicable city standards may be applied as conditions of approval to the project.

With the application of conditions of approval, there is no indication that, under the circumstances of this particular case, the proposed operation 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.

The project will not physically divide an established community nor conflict with any habitat conservation plans.

Mitigation: None.

References: Application information; E-mail correspondence from the City of Ceres, dated September 28, 2024; Stanislaus County General Plan and Support Documentation¹.

XII. 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, nor is the project site located in a geological area known to produce resources.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹.

XIII. NOISE -- Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

Discussion: The Stanislaus County General Plan identifies noise levels up to 75 dB Ldn (or CNEL) as the normally acceptable level of noise for industrial and agricultural uses. No construction is proposed and noise impacts associated with on-site activities and traffic are not anticipated to exceed the normally acceptable level of noise. Moreover, proposed operating hours are year-round Monday through Sunday, from 5:00 a.m. to 6:00 p.m. The nearest sensitive noise receptor is a residence on a parcel located 180-feet to the northeast of the project area. The applicant proposes that all trucks accessing the parking area at the rear of the parcel will utilize the southern-most drive aisle to reduce noise at the adjacent residence. The site itself is impacted by the noise generated from traffic on Faith Home Road and farming operations in the surrounding area. While no construction is currently proposed, any future construction activities will be required to meet the noise ordinance and Noise Element standards.

The site is not located within an airport land use plan. Noise impacts associated with the proposed project are considered to be less than significant.

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation¹.

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

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

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹.

XV. 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 project site is served by the Ceres Fire Protection District for fire protection, the Stanislaus County Sheriff's Office for police protection, Ceres Unified for schools, Stanislaus County for parks, and Turlock Irrigation District for irrigation and electrical service. The project was referred to these agencies and no concerns were identified with respect to the proposed project. The County has adopted Public Facilities Fees, as well as Fire Facility Fees on behalf of the appropriate fire district, to address impacts to public services. School Districts also have their own adopted fees. The project was referred to the Central Valley Regional Water Quality Control Board; however, no response was received to date. The project was also referred to the City of Ceres due to the project being within their Local Agency Formation Commission's (LAFCO) adopted Sphere of Influence (SOI), who indicated support for the project and deferred to the County's development standards. Any applicable city standards may be applied as conditions of approval to the project.

This project was circulated to all applicable school, fire, police, irrigation, and public works departments and districts during the Early Consultation referral period and no concerns or limitations were identified with regard to public services.

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation¹.

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

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

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹.

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

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

Discussion: The project proposes to establish a truck parking facility for up to 12 tractor-trailers. Proposed hours of operation are Monday through Sunday, from 5:00 a.m. to 6:00 p.m. The facility will have 12 employees and expects 12 truck trips and 12 passenger vehicle trips per-day.

Potential impacts to transportation from the proposed project are also evaluated by Vehicle Miles Traveled (VMT). The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. California Environmental Quality Act (CEQA) Guidelines Section 15064.3, subdivision (a), defines VMT as the amount and distance of automobile travel attributable to a project. A technical advisory on evaluating transportation impacts in CEQA published by the Governor’s Office of Planning and Research (OPR) in December of 2018 clarified the definition of automobiles as referring to on-road passenger vehicles, specifically cars and light trucks. While heavy trucks are not considered in the definition of automobiles for which VMT is calculated for, heavy-duty truck VMT could be included for modeling convenience. According to the same OPR technical advisory, many local agencies have developed a screening threshold of VMT to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per-day generally may be assumed to cause a less than significant transportation impact. The proposed project will generate 12 passenger vehicle trips per-day, and 12 truck trips per-day, for a total of 24 heavy-truck trips (inbound and outbound trips for 12 trucks). As this is below the screening threshold of significance for vehicle and heavy truck trips, no significant impacts from vehicle and truck trips to transportation are anticipated.

Access to the site is provided via County-maintained Faith Home Road, with the entire 158-foot length of the parcel’s road frontage paved with asphalt with a driveway not specifically delineated. Two gated asphalt drive aisles provide access from the parcel’s frontage to the rear yard parking area; however, only the southern-most drive aisle, 25-feet in width, is proposed to be utilized by the trucking facility to access the rear parking area. It is not anticipated that the project would substantially affect the level of service on Faith Home Road. The project was referred to Public Works, who responded to the project with requirements for installation of signage if warranted, an encroachment permit, providing adequate storage depth for trucks accessing the site, an irrevocable offer of dedication (IOD), and prohibition of parking and unloading of vehicles in the right-of-way. Specific to the IOD requirements, Public Works indicated that Faith Home Road is classified as a 135-foot Principal Arterial. The existing right-of-way is 30-feet west of centerline, and that the remaining 37.5-feet west of the centerline of Faith Home Road be dedicated as an IOD. Public Works’ comments will be added to the project as conditions of approval.

The proposed project is not anticipated to conflict with any transportation program, plan, ordinance, or policy.

Mitigation: None.

References: Application information; Referral response from Public Works, dated April 16, 2024; Governor’s Office of Planning and Research Technical Advisory, December 2018; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: It does not appear that this project will result in significant impacts to any archaeological or cultural resources. The project does not include any construction or ground-disturbance. In accordance with SB 18 and AB 52, this project was not referred to the tribes listed with the Native American Heritage Commission (NAHC) as the project is not a General Plan Amendment and no tribes have requested consultation or project referral noticing. A condition of approval regarding the discovery of cultural resources will be added to the project.

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation¹.

XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion: Limitations on providing services have not been identified. The project proposes to utilize an existing private well and existing private septic facilities. Stormwater is proposed to be handled overland. There are no additional wells proposed as part of this request. The project was referred to Department of Environmental Resources – Environmental Health Division who did not provide comments on the project.

The Department of Environmental Resources - Groundwater Resources Division provided a referral response for the project indicating no comment on the project.

While the project site does not currently receive irrigation water, the project site is located within the boundaries of the Turlock Irrigation District (TID). The project was referred to TID who responded indicating the presence of an existing irrigation pipeline at the western edge of the project site, and provided requirements related to plan review and facility modifications. Conditions will be applied addressing their comments. As a result of the conditions of approval required for this project, impacts associated with drainage, water quality, and runoff are expected to have a less than significant impact.

The project was referred to the Central Valley Regional Water Quality Control Board; however, no response was received to date.

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

Mitigation: None.

References: Application information; Referral response from the Department of Environmental Resources – Groundwater Division, dated March 7, 2024; Referral response from the Turlock Irrigation District, dated March 15, 2024; Stanislaus County General Plan and Support Documentation¹.

XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation of maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Discussion: The Stanislaus County Local Hazard Mitigation Plan identifies risks posed by disasters and identifies ways to minimize damage from those disasters. The terrain of the site is relatively flat, and the site has access to County-maintained Faith Home Road. The site is located in a Local Responsibility Area (LRA) for fire protection and is served by Ceres Fire Protection District. The project was referred to the District, and no comments have been received to date. California Building and Fire Code establishes minimum standards for the protection of life and property by increasing the ability of a building to resist intrusion of flame and burning embers. No construction is proposed; however, any future construction will be subject to building permits and will be reviewed by the County’s Building Permits Division and Fire Prevention Bureau to ensure all State of California Building and Fire Code requirements are met prior to construction.

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

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation¹.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	

<p>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.)</p>			<p>X</p>	
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>			<p>X</p>	

Discussion: The 1.9± acre project parcel is designated Urban Transition by the Stanislaus County General Plan land use diagrams and zoned General Agriculture (A-2-10). The site is classified as “Rural Residential” by the California Department of Conservation’s Farmland Mapping and Monitoring Program. The USDA Natural Resources Conservation Service’s Eastern Stanislaus County Soil Survey indicates that approximately 90 percent of the project site is comprised of Hanford sandy loam, 0 to 3 percent slopes (HdA). The northwest 10 percent of the project site is comprised of Hanford sandy loam, moderate to deep over silt, 0 to 1 percent slopes (HdpA). The parcel is not enrolled in a Williamson Act Contract. While the site’s soils are characterized as prime farmland under the County’s Uniform Rules; however, the parcel size, location within a Local Agency Formation Commission’s (LAFCO) adopted Sphere of Influence (SOI) for the City of Ceres dictate that the parcel is not within the County’s “most productive agricultural lands” and is therefore not considered Prime Farmland. The proposed project will not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

The project proposes to be served by an existing well and septic system; however, no impacts with respect to either have been raised. The project will be unmanned, and no construction is proposed.

The surrounding area is comprised of rural ranchettes and irrigated agriculture in all directions, a mobile home park and the Community of Keyes to the south, the City of Ceres and State Route 99 to the west, and the Turlock Irrigation District (TID) Lateral No. 6 to the north. Any development of the surrounding area would be subject to the permitted uses of the A-2 Zoning District or would require additional land use entitlements and environmental review. The project was also referred to the City of Ceres due to the project being within their Local Agency Formation Commission’s (LAFCO) adopted Sphere of Influence (SOI), who indicated support for the project and deferred to the County’s development standards. Any applicable city standards may be applied as conditions of approval to the project.

The project is not anticipated to substantially degrade the quality of the impact.

The proposed project will generate a low amount of vehicle trips with 12 passenger trips per-day and 12 truck trips per-day, for a total of 24 heavy-truck trips (inbound and outbound trips for 9 trucks). Accordingly, no significant impacts from vehicle and truck trips to transportation are anticipated.

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

Mitigation: None.

References: Initial Study; Stanislaus County General Plan and Support Documentation¹.

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



NEGATIVE DECLARATION

NAME OF PROJECT: Use Permit Application No. PLN2023-0151 – Goblirsch Trucking

LOCATION OF PROJECT: 4361 Faith Home Road, between East Service and Redwood Roads, in the Ceres area.

PROJECT DEVELOPERS: Lance Goblirsch, Goblirsch Trucking, Inc.
4361 Faith Home Road, Ceres, CA 95307

DESCRIPTION OF PROJECT: Request to allow an existing tractor-trailer parking facility to operate with up to twelve tractors and trailer combinations, on a 1.9± acre parcel, in the General Agriculture (A-2-40) zoning district.

Based upon the Initial Study, dated **October 2, 2024**, 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: Kristen Anaya, Senior Planner

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

SUMMARY OF RESPONSES FOR ENVIRONMENTAL REVIEW REFERRALS

PROJECT: USE PERMIT APPLICATION NO. PLN2023-0151 - GOBLIRSCH TRUCKING

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 TRANSPORTATION DIST 10	X	X	X		X							
CA DEPT OF FISH & WILDLIFE	X	X	X		X							
CA OPR STATE CLEARING HOUSE	X	X	X		X							
STATE OF CA SWRBC - DIV OF DRINKING WATER DIST: 10	X	X	X		X							
CA RWQCB CENTRAL VALLEY REGION	X	X	X	X				X		X	X	
COOPERATIVE EXTENSION	X	X	X		X							
DER GROUNDWATER RESOURCES DIVISION	X	X	X		X							
FIRE PROTECTION DIST: CERES FIRE	X	X	X		X							
CITY: CERES	X	X	X	X				X		X		X
GSA: WEST TURLOCK SUBBASIN	X	X	X		X							
IRRIGATION DISTRICT: TURLOCK	X	X	X	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							
SAN JOAQUIN VALLEY APCD	X	X	X		X			X		X	X	
SCHOOL DISTRICT 1: CERES UNIFIED	X	X	X		X							
STAN CO AG COMMISSIONER	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 FARM BUREAU	X	X	X		X							
STAN CO HAZARDOUS MATERIALS	X	X	X	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: C. CONDIT	X	X	X		X							
STAN COUNTY COUNSEL	X	X	X		X							
STANISLAUS FIRE PREVENTION BUREAU	X	X	X		X							
RAILROAD: CALIFORNIA NORTHERN	X	X	X		X							
STANISLAUS LAFCO	X	X	X		X							
TELEPHONE COMPANY: AT&T	X	X	X		X							
SURROUNDING LAND OWNERS		X	X		X							

**COUNTY OF STANISLAUS CAMPAIGN CONTRIBUTION DISCLOSURE FORM
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT**

Application Number: PLN2023-0151
Application Title: GOBLIRSCH TRUCKING
Application Address: 4361 Faith home RD Ceres CA 95307
Application APN: 041-021-019

Was a campaign contribution, regardless of the dollar amount, made to any member of a decision-making body involved in making a determination regarding the above application (i.e. Stanislaus County Board of Supervisors, Planning Commission, Airport Land Use Commission, or Building Code Appeals Board), hereinafter referred to as Member, during the 12-month period preceding the filing of the application, by the applicant, property owner, or, if applicable, any of the applicant's proposed subcontractors or the applicant's agent or lobbyist?

Yes No

If no, please sign and date below.

If yes, please provide the following information:

Applicant's Name: _____
Contributor or Contributor Firm's Name: _____
Contributor or Contributor Firm's Address: _____

Is the Contributor:

The Applicant	Yes <input type="checkbox"/>	No <input type="checkbox"/>
The Property Owner	Yes <input type="checkbox"/>	No <input type="checkbox"/>
The Subcontractor	Yes <input type="checkbox"/>	No <input type="checkbox"/>
The Applicant's Agent/ Lobbyist	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Note: Under California law as implemented by the Fair Political Practices Commission, campaign contributions made by the Applicant and the Applicant's agent/lobbyist who is representing the Applicant in this application or solicitation must be aggregated together to determine the total campaign contribution made by the Applicant.


Identify the Member(s) to whom you, the property owner, your subcontractors, and/or agent/lobbyist made campaign contributions during the 12-month period preceding the filing of the application, the name of the contributor, the dates of contribution(s) and dollar amount of the contribution. Each date must include the exact month, day, and year of the contribution.

Name of Member: _____
Name of Contributor: _____
Date(s) of Contribution(s): _____
Amount(s): _____

(Please add an additional sheet(s) to identify additional Member(s) to whom you, the property owner, your subconsultants, and/or agent/lobbyist made campaign contributions)

By signing below, I certify that the statements made herein are true and correct. I also agree to disclose to the County any future contributions made to Member(s) by the applicant, property owner, or, if applicable, any of the applicant's proposed subcontractors or the applicant's agent or lobbyist after the date of signing this disclosure form, and within 12 months following the approval, renewal, or extension of the requested license, permit, or entitlement to use.

11-5-24
Date


Signature of Applicant

Goblirsch Trucking INC.
Print Firm Name if applicable

Lance Goblirsch
Print Name of Applicant

UP PLN2024-0151

GOBLIRSCH TRUCKING

Planning Commission
December 5, 2024



Overview

- Use Permit to permit a tractor-trailer parking facility
- To allow an existing tractor-trailer parking facility to operate with up to twelve tractors and trailer combinations, on a 1.9± acre parcel, in the General Agriculture (A-2-10) zoning district.

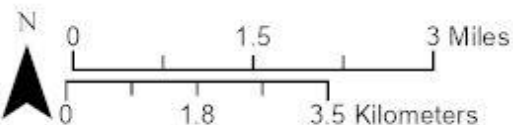
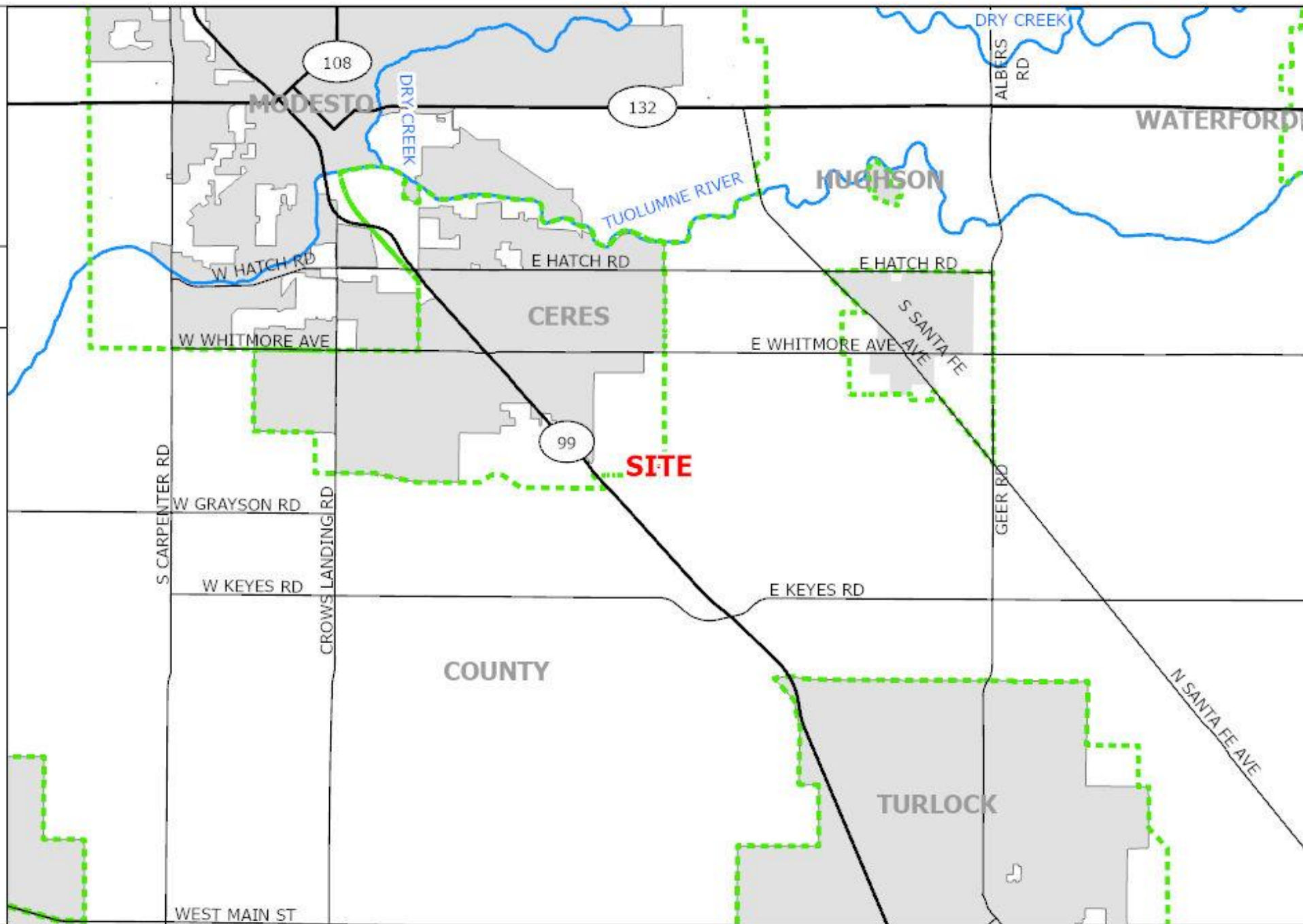
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AREA MAP

LEGEND

-  Project Site
-  Highway
-  Major Road
-  River
-  Sphere of Influence



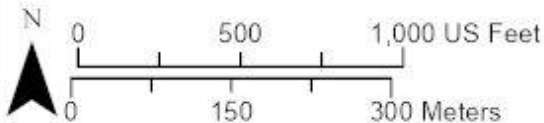
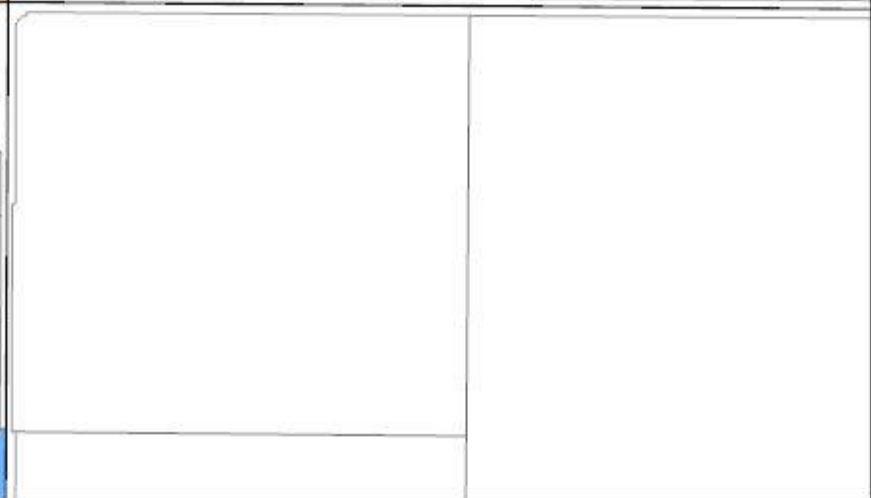
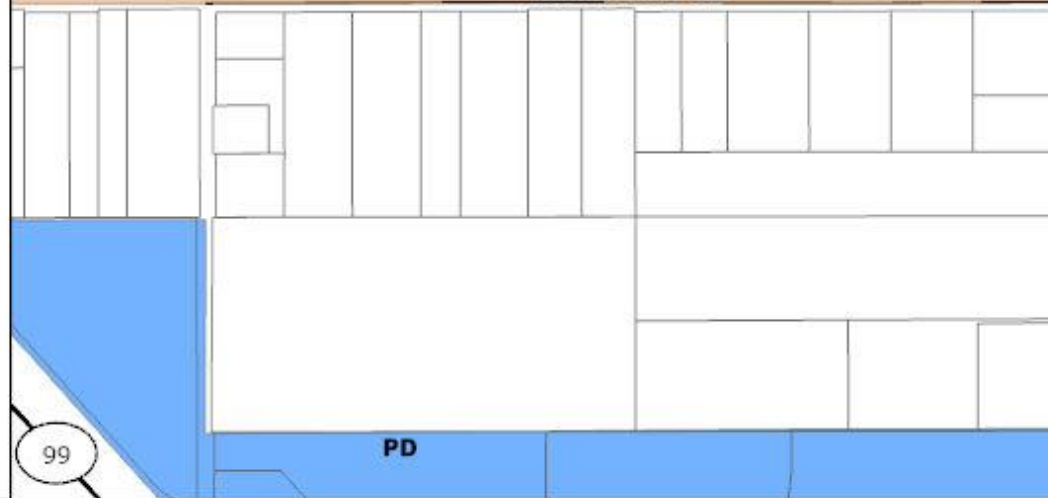
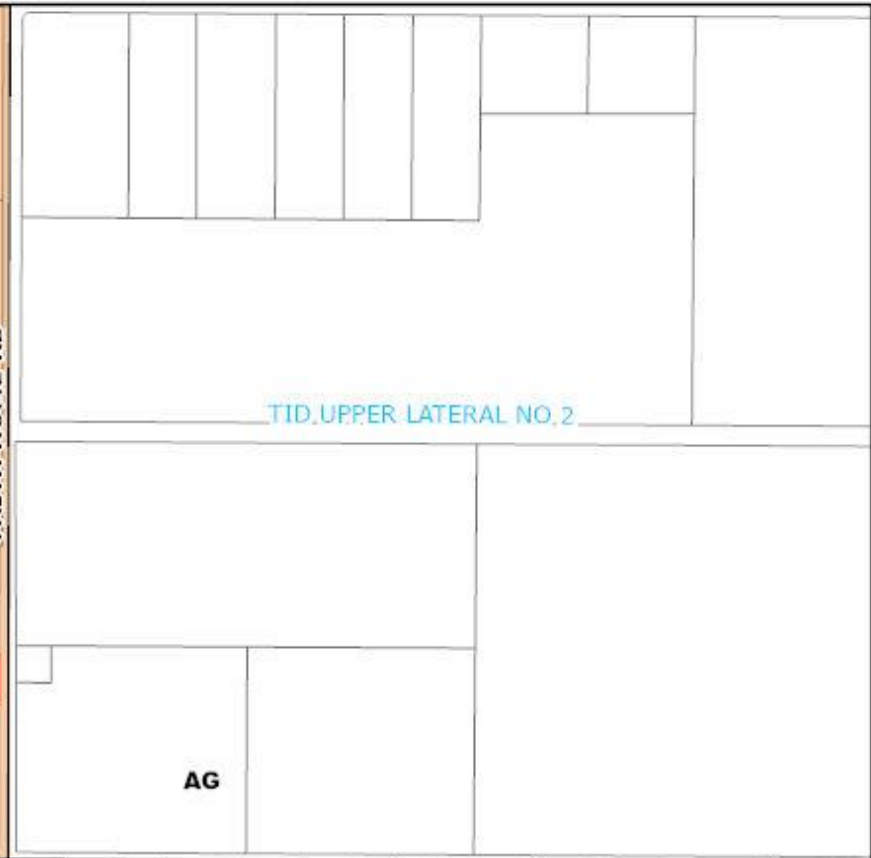
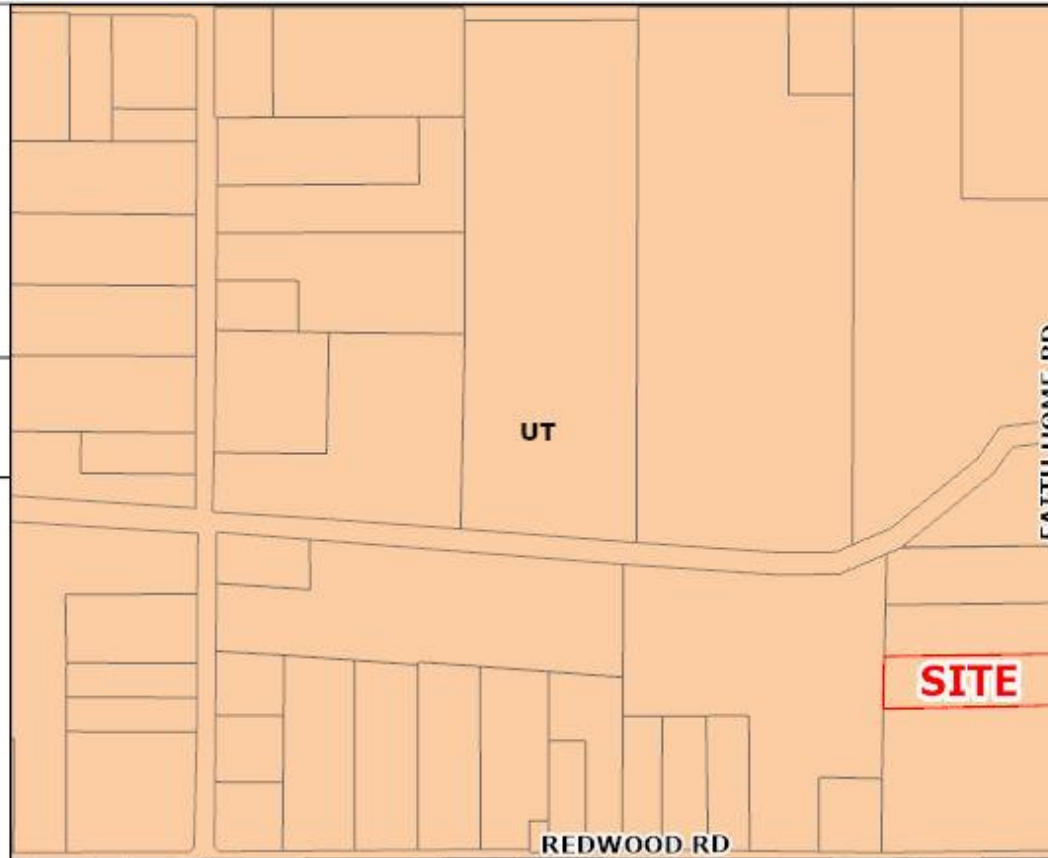
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GENERAL PLAN MAP

LEGEND

- Project Site
- Parcel
- Highway
- Canal
- Agriculture
- City
- Commercial
- Estate Residential
- Highway Commercial/Planned Development
- Historical
- Industrial
- Industrial Transition
- Planned Development
- Planned Industrial
- Residential - Low Density
- Residential - Medium Density
- Residential - Medium/High Density
- Salida Community Plan A-2
- Salida Community Plan C-2
- Salida Community Plan IBP
- Salida Community Plan PI



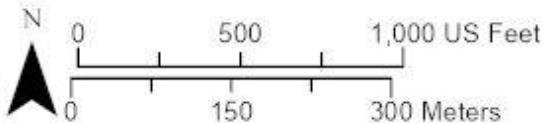
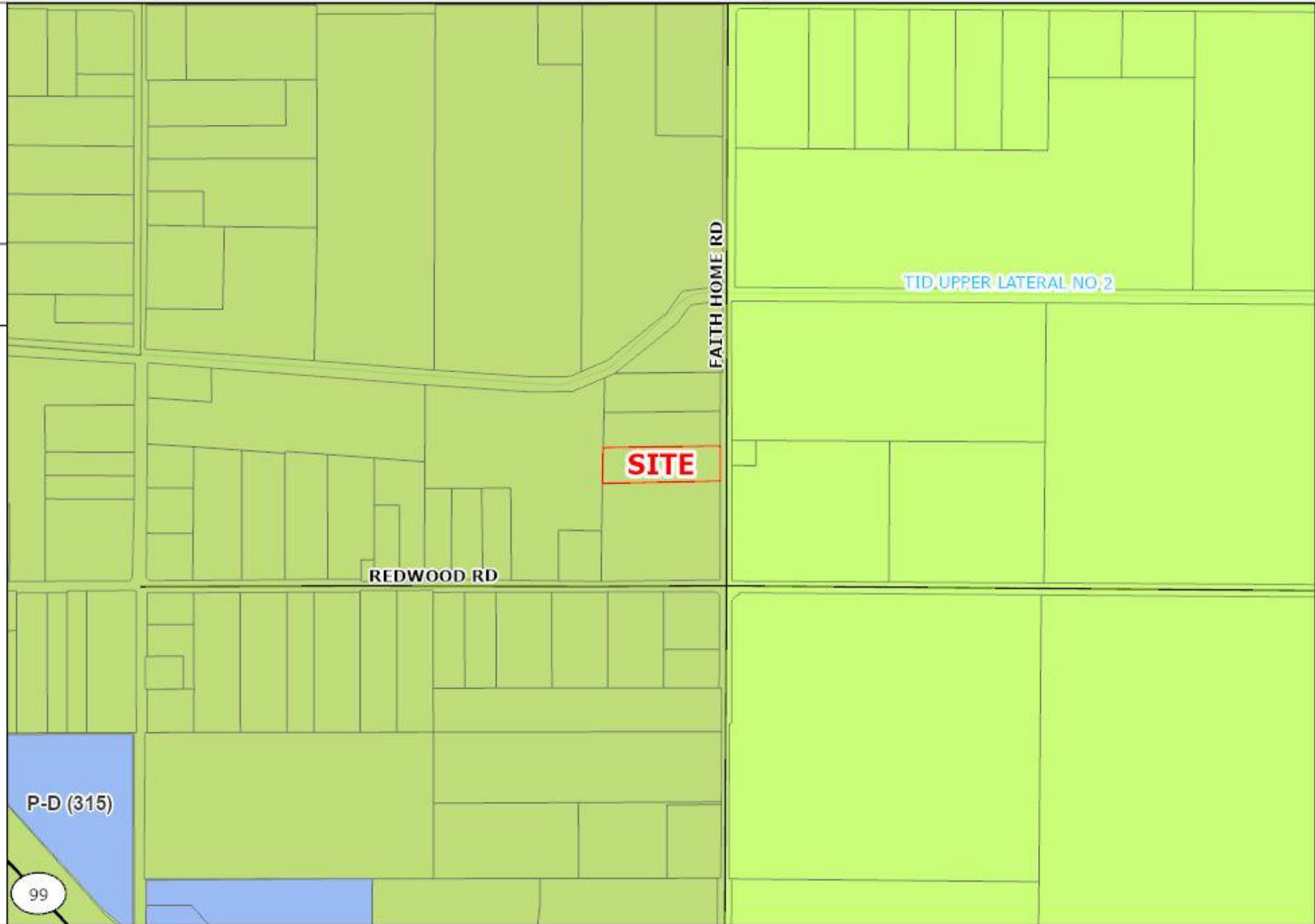
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ZONING MAP

LEGEND

-  Project Site
 -  Parcel
 -  Highway
 -  Canal
- Zoning Designation
-  General Agriculture 10 Acre
 -  General Agriculture 40 Acre
 -  Planned Development; P-D (333); P-D (344); P-D (345); P-D
 -  Planned Development; P-D (333); P-D (344); P-D (345); P-D
 -  Street



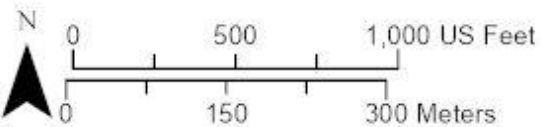
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2023 AERIAL AREA MAP

LEGEND

-  Project Site
-  Parcel
-  Highway
-  Canal
-  Street



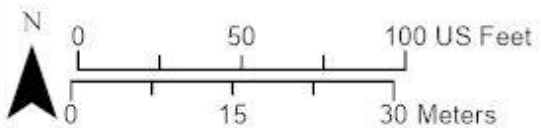
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2023 AERIAL SITE MAP

LEGEND

-  Project Site
-  Parcel
-  Street



Source: Planning Department GIS

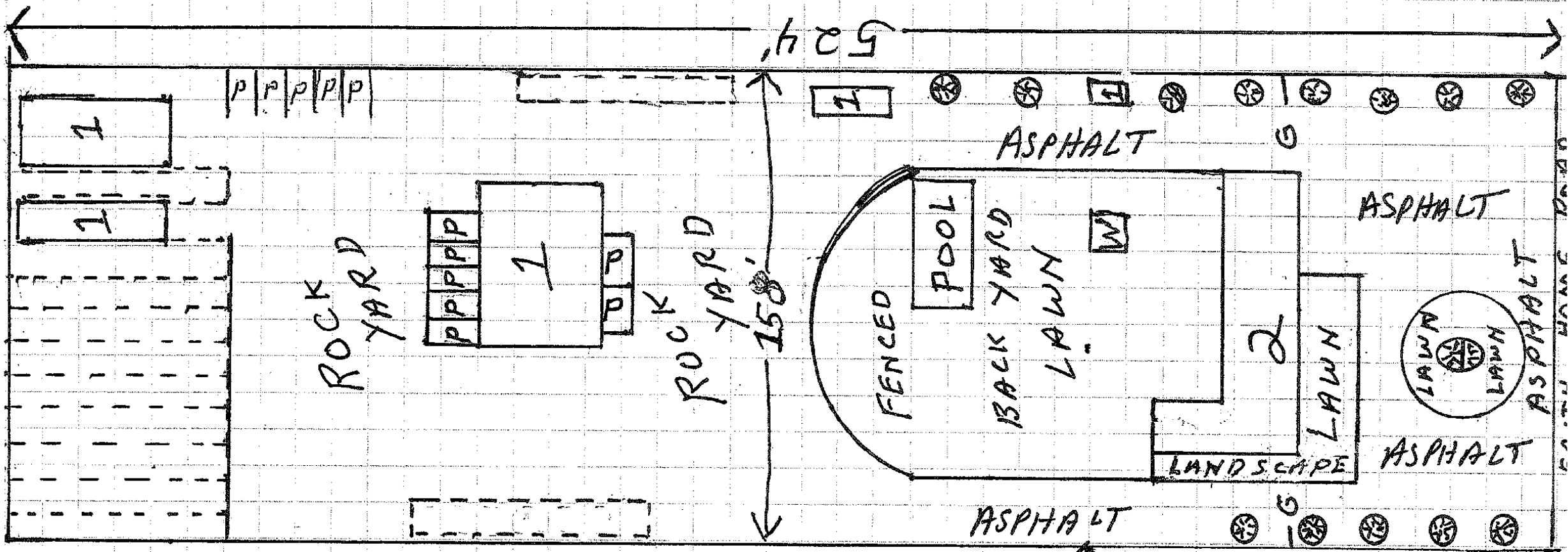
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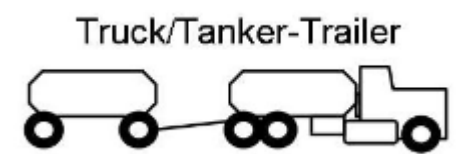
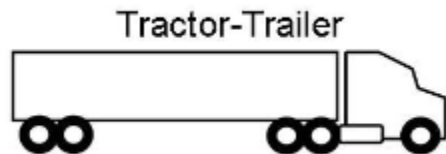
- 1 = BUILDINGS
- 2 = HOUSE
- W = WELL
- ⊗ = TREES
- G = GATE

- [---] = PROPOSED TRUCK PARKING
- P = EMPLOYEE PARKING



Background

- Truck Parking allowance in the A-2 Zoning District, created by Ordinance Amendment in 2012
- Applicable to tractor-trailer combinations defined as:
 - “Tractor-trailer, truck/trailer, or truck/tanker-trailer combination with a minimum of five axles and capable of hauling a combined gross vehicle weight (GVW) of eighty thousand pounds” – §21.94.050 & 21.20.030(G)
- Trucks used by other permitted businesses not included



Background – Truck Parking in the A-2

- **Prior to 2012 Ordinance Amendment:**
 - Truck parking facilities only permitted if:
 - Considered an Agricultural Service Establishment (i.e. serving farmers exclusively for raw unprocessed produce)
 - Accessory to another permitted A-2 use (processors, hullers, shellers, etc.)
 - A General Plan Amendment & Rezone was obtained to amend the GP/zoning
 - 2008: intensification of unpermitted truck parking facilities
 - 20 concurrent code enforcement cases
 - In response, truck operators formed informal group to discuss with County
 - Ad Hoc Committee formed by the General Plan Update Committee to help develop the 2012 Ordinance Amendments to create parameters/framework to create allowance while addressing nuisances/concerns related to the use

Background – Truck Parking in the A-2

- 2012 Ordinance Amendment adopted by Board of Supervisors (BOS):
- Two permitting pathways:
 1. **Home Occupation Business License (over-the-counter) – 21.94.020(J)(4)**
 - Park up to 3 tractors, 3 trailers, all registered to business operator
 - Business operator = on-site resident
 - 1-acre parcel minimum; parking area no more than 50% of parcel up to 1.5 acres
 - Limited on-site maintenance
 2. **Use Permit (Planning Commission) – 21.20.030(G) <= Current Request**
 - Park up to 12 tractors, 24 trailers, one registered to business operator
 - Business operator = property owner, must live on-site
 - 1-acre parcel minimum; parking area no more than 50% of parcel up to 1.5 acres
 - Limited on-site maintenance
 - 1,500sf office only
 - **Subject to finding that approval will not result in a concentration of commercial/industrial uses in vicinity**

Background – Truck Parking in the A-2

- Since 2012 Ordinance Amendment – Application Activity
- 29 Use Permit applications received; 22 resulted from CE cases
 - 7 approved
 - 0 denied
 - 12 withdrawn due to:
 - Exceedance or inability to meet criteria (don't live on-site; more than 12 tractors, etc.)
 - Costs associated with developing to County standards
- 10 concurrent applications currently in process

Background – Truck Parking in the A-2

- Since 2012 Ordinance Amendment – Application Activity
- 6 General Plan Amendments and Rezone applications for A-2 zoned parcels to allow truck parking which exceeds allowance
 - 3 in review
 - 2 pending BOS action (PC recommendations Nov 21: 1 denial/1 approval)
 - 1 approved
- 14 open CE cases that have yet to submit any type of application

Background – Truck Parking in the A-2

- Since 2012 Ordinance Amendment – Code Enforcement (CE) Activity

		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*	2023*	2024*
Complaints		8	8	6	3	4	6	6	7	7	8	16	17	21
CE Cases Opened		6	6	5	1	1	2	2	2	2	4	9	7	13
CE Cases Closed	Closed	6	6	5	1	1	2	2	2	2	4	6	3	1
	< 45 Days	3	1	2	1	1	2	2	1	2	1	3	2	0
	> 45 Days	6	6	5	1	1	2	2	2	2	3	3	1	1
# Trucks Documented In CE Case	Highest	6	12	6	4	5	5	6	6	5	10	20	12	15
	Lowest	4	4	4	4	5	4	4	5	4	4	4	4	4
	Average	5	5	5	4	5	4.5	5	5.5	4.5	6	10.5	7	7
Fines Issued	Cases Fined	No Fines									2	5	5	6
	Highest \$	No Fines									\$3,700	\$12,500	\$4,900	\$700
	Lowest \$	No Fines									\$100	\$300	\$100	\$100
	Average \$	No Fines									\$1,900	\$18,220	\$6,900	\$233

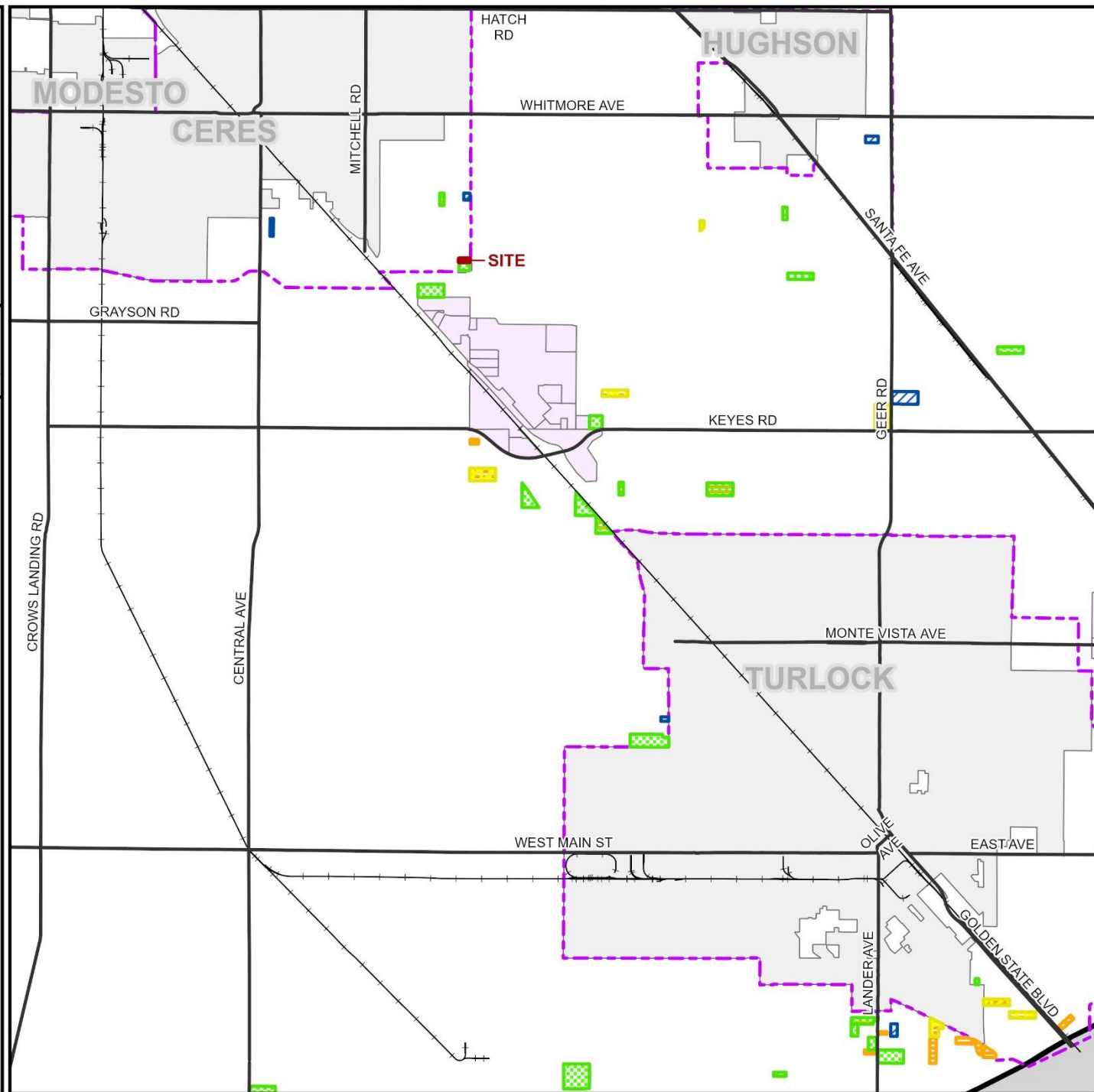
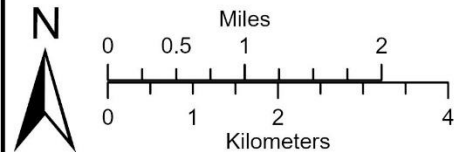
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UP PLN2023-0151

TRUCK PARKING IN THE STATE ROUTE 99 CORRIDOR

Legend

-  MAJOR ROAD
-  Railroad
-  Project Site
-  Home Occupation Business License
-  Current Planning Application
-  Approved Use Permit
-  Code Enforcement Case
-  Sphere of Influence
-  Keyes Community Plan



Background - Truck Parking in the A-2

- Current: Intensification in complaints and code enforcement (CE) cases
- Staff directed by Board of Supervisors (BOS) to assess the current status and provisions of allowances for standalone Truck Parking operations
 - General Plan Update Committee (GPUC)
 - Agricultural Advisory Board (AAB)

Issues – Project Specific

- Landowner Noticing – No opposition received directly to project
- City of Ceres Sphere of Influence - Support
- Concentration Finding

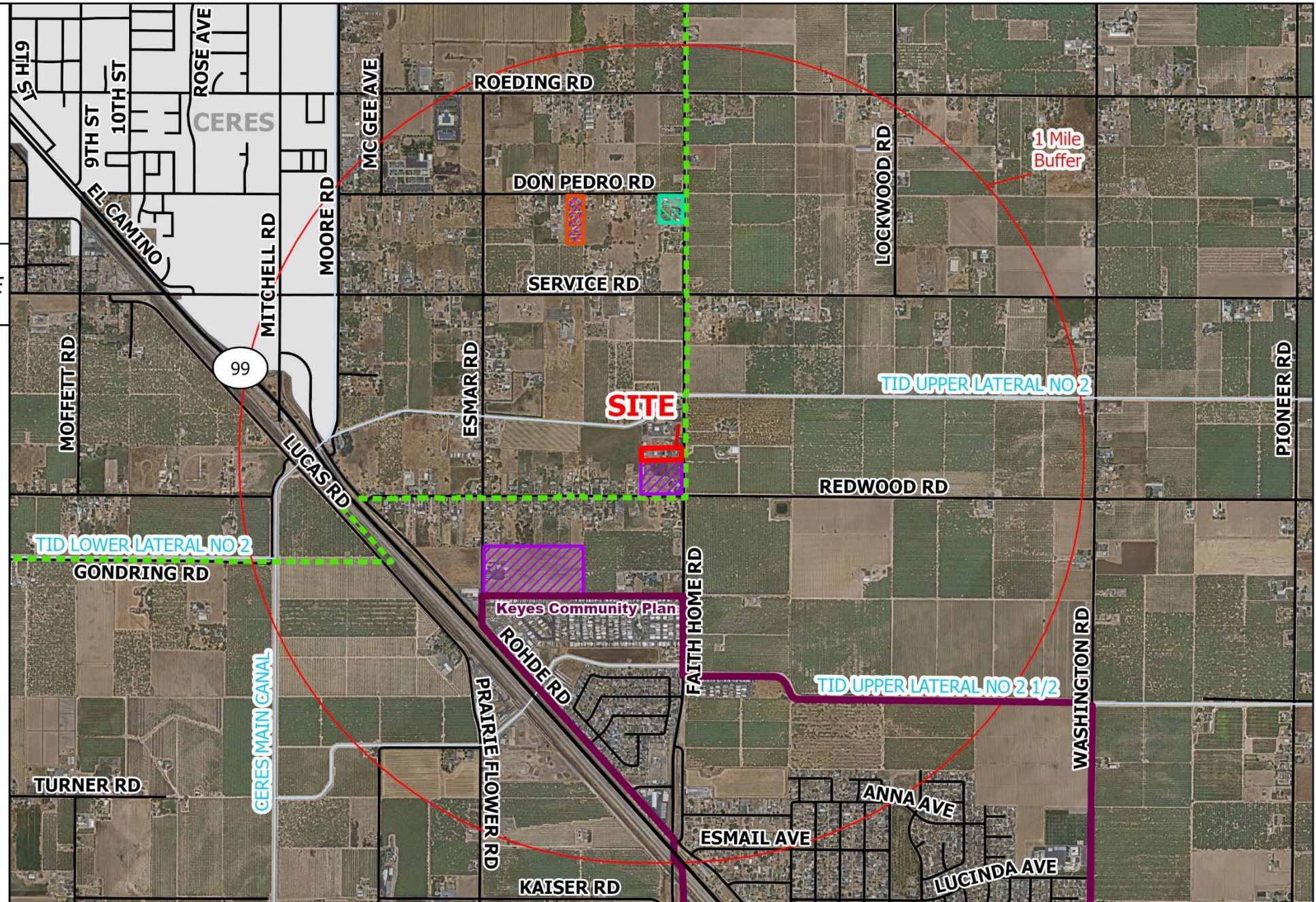
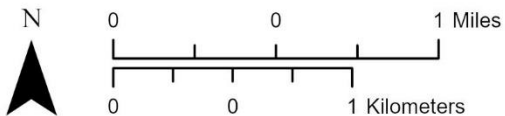
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1-MILE RADIUS OF PROJECT SITE

LEGEND

-  Project Site
-  Sphere of Influence
-  Home Occupation Business Licenses
-  Code Enforcement Cases
-  Approved Use Permits
-  Community Plan Boundary
-  Highway
-  Street
-  Canal



General Plan and Zoning Consistency

General Plan

- Land Use Element designation
 - Urban Transition
 - Sphere of Influence – City of Ceres - Support
- Agricultural Element
 - Policy 1.10 – Agricultural Buffers

Zoning

- General Agriculture (A-2-10)
 - Use Permit
 - Meets all Use Permit Criteria for Truck Parking



Environmental Review

- CEQA
 - Negative Declaration
 - Conditions of Approval

Planning Commission Determination

- Findings – Exhibit A
 - Environmental Review
 - Use Permit findings
 - Concentration
 - Truck Parking Criteria met – 21.20.030(G)
 - Agricultural buffer
 - Road dedication
 - Project Approval

Questions?

