



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

Date: October 11, 2024

To: Distribution List (See Attachment A)

From: Teresa McDonald, Associate Planner
Planning and Community Development

Subject: USE PERMIT APPLICATION NO. PLN2022-0148 – JUAN M TORRES TRUCKING, INC.

Comment Period: October 11, 2024 – November 15, 2024

Respond By: November 15, 2024

Public Hearing Date: Not yet scheduled. A separate notice will be sent to you when a hearing is scheduled.

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

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

Applicant: Juan M. Torres

Project Location: 6130 East Service Road, between Mountain View and Tegner Roads, in the Hughson area.

APN: 045-005-047

Williamson Act Contract: N/A

General Plan: Agriculture

Current Zoning: General Agriculture (A-2-40)

Project Description: Request to establish a truck parking facility for ten tractor-trailer combinations, on a 2± acre parcel, in the General Agriculture (A-2-40) zoning district.

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



USE PERMIT APPLICATION NO. PLN2022-0148 – JUAN M TORRES TRUCKING, INC.

Attachment A

Distribution List

	CA DEPT OF CONSERVATION Land Resources / Mine Reclamation		STAN CO ALUC
X	CA DEPT OF FISH & WILDLIFE		STAN CO ANIMAL SERVICES
	CA DEPT OF FORESTRY (CAL FIRE)	X	STAN CO BUILDING PERMITS DIVISION
X	CA DEPT OF TRANSPORTATION DIST 10	X	STAN CO CEO
X	CA OPR STATE CLEARINGHOUSE		STAN CO CSA
X	CA RWQCB CENTRAL VALLEY REGION	X	STAN CO DER
	CA STATE LANDS COMMISSION		STAN CO ERC
	CEMETERY DISTRICT	X	STAN CO FARM BUREAU
	CENTRAL VALLEY FLOOD PROTECTION	X	STAN CO HAZARDOUS MATERIALS
	CITY OF:		STAN CO PARKS & RECREATION
	COMMUNITY SERVICES DIST:	X	STAN CO PUBLIC WORKS
X	COOPERATIVE EXTENSION	X	STAN CO PUBLIC WORKS - SURVEY
	COUNTY OF:		STAN CO RISK MANAGEMENT
X	DER GROUNDWATER RESOURCES DIVISION	X	STAN CO SHERIFF
X	FIRE PROTECTION DIST: HUGHSON	X	STAN CO SUPERVISOR DIST 2: CHIESA
X	GSA: WEST TURLOCK SUBBASIN	X	STAN COUNTY COUNSEL
	HOSPITAL DIST:		StanCOG
X	IRRIGATION DIST: TURLOCK	X	STANISLAUS FIRE PREVENTION BUREAU
X	MOSQUITO DIST: TURLOCK	X	STANISLAUS LAFCO
X	STANISLAUS COUNTY EMERGENCY MEDICAL SERVICES	X	STATE OF CA SWRCB DIVISION OF DRINKING WATER DIST. 10
	MUNICIPAL ADVISORY COUNCIL:	X	SURROUNDING LAND OWNERS
X	PACIFIC GAS & ELECTRIC		INTERESTED PARTIES
	POSTMASTER:	X	TELEPHONE COMPANY: AT&T
X	RAILROAD: BURLINGTON NORTHERN / SANTA FE RAILROAD		TRIBAL CONTACTS (CA Government Code §65352.3)
X	SAN JOAQUIN VALLEY APCD		US ARMY CORPS OF ENGINEERS
X	SCHOOL DIST 1: HUGHSON UNIFIED	X	US FISH & WILDLIFE
	SCHOOL DIST 2:		US MILITARY (SB 1462) (7 agencies)
	WORKFORCE DEVELOPMENT		USDA NRCS
X	STAN CO AG COMMISSIONER	X	CA DEPT OF TOXIC SUBSTANCES CONTROL
	TUOLUMNE RIVER TRUST		

**STANISLAUS COUNTY
CEQA REFERRAL RESPONSE FORM**

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

FROM: _____

SUBJECT: USE PERMIT APPLICATION NO. PLN2022-0148 – JUAN M TORRES TRUCKING, INC.

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

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

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

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

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

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

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

Response prepared by:

Name Title Date



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

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

CEQA INITIAL STUDY

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

1. **Project title:** Use Permit Application No. PLN2022-0148 – Juan M Torres Trucking, Inc.
2. **Lead agency name and address:** Stanislaus County
1010 10th Street, Suite 3400
Modesto, CA 95354
3. **Contact person and phone number:** Teresa McDonald, Associate Planner
(209) 525-6330
4. **Project location:** 6130 East Service Road, between Mountain View and Tegner Roads, in the Hughson area (APN: 045-005-047).
5. **Project sponsor's name and address:** Juan M. Torres
6130 East Service Road
Hughson, CA 95326
6. **General Plan designation:** Agriculture
7. **Zoning:** General Agriculture (A-2-40)
8. **Description of project:**

This is a request to establish a truck parking facility for the parking of up to ten tractor-trailer combinations, on a 2± acre parcel, in the General Agriculture (A-2-40) zoning district. The project site is improved with a 2,116 square-foot single-family dwelling, 1,080 square-foot personal storage building with a restroom for the operators, and a 2,400 square-foot shop utilized for personal storage. The applicant proposes to utilize the rear graveled 0.71± acre of the parcel to develop ten tractor-trailer parking stalls for the parking of up to ten tractor-trailer combinations. The site is presently used, without the required land use entitlements, for the parking of ten tractors and ten trailers; however, if the use is approved, the A-2 zoning district allows up to 12 tractor-trailer combinations to be parked. Up to ten operators will be employed by the business and park their personal vehicles in the truck parking spaces. One of the tractors (semi-trucks) is registered to the applicant and property owner, who also lives on-site. The remaining tractors are owned by independent operators who the applicant employs to haul loads. The trailers (consisting of tankers and a flatbed) are owned by the applicant. Proposed hours of operation are seven days a week 24 hours a day, with up to ten round trip truck trips and ten round trip passenger trips in per-day. 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 hazardous materials including sulfuric acid, phosphoric acid, potassium hydroxide, sodium hydroxide, and aluminum chloralhydrate. Approximately 60% of the truck trips are short haul and 40% are long haul. No supply deliveries, loading, or unloading will occur on-site and the trailers on-site will be empty. No maintenance or washing of the trucks or trailers will take place on-site. No signage or landscaping is proposed; however, existing lighting consisting of three light poles nine-feet-tall are located within the existing parking area. A six-foot-tall chain link fence surrounds the site on the eastern, southern, and western property lines and a six-foot-tall decorative brick and wrought iron fence is located along a portion of the northern property line adjacent to the road frontage with a six-foot-tall wrought iron entrance gate recessed 100-feet from East Service Road. Existing landscaping consists of a combination of trees, shrubs, and grass planted towards the front of the site around the dwelling. No structures will be built as part of the project. Storm drainage will be handled via overland drainage within the graveled parking area. Access to County-maintained East Service Road for the truck parking facility will be provided via an existing 70-foot-wide graveled opening along the northeastern frontage of the parcel which leads to a 20-foot-wide gravel drive aisle approximately 298± feet in length extending from the parcel's frontage to the rear yard

parking area. Access to East Service Road for the single-family dwelling is provided via an existing asphalt horseshoe driveway along the northwestern frontage of the parcel. The site is served by a private well and septic systems.

The facility is already operating, and the subject application was submitted in response to a Code Enforcement case. The 1,080 square-foot storage building and parking lot lighting were constructed without building permits.

- 9. Surrounding land uses and setting:** Ranchettes to the east, west, and south across Turlock Irrigation District Lateral No. 2; orchards and scattered single-family dwellings in all directions.

- 10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** Stanislaus County Department of Public Works
Stanislaus County Department of Environmental Resources

- 11. Attachments:** None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- Aesthetics
- Agriculture & Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology / Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology / Water Quality
- Land Use / Planning
- Mineral Resources
- Noise
- Population / Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities / Service Systems
- Wildfire
- 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.
Teresa McDonald, Associate Planner

September 26, 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 project site is improved with a 2,116 square-foot single-family dwelling, 1,080 square-foot personal storage building with a restroom for employees (constructed without a permit), and a 2,400 square-foot shop utilized for personal storage. The truck parking operation is proposed to be within an existing .71± acre graveled parking area and driveway within the rear portion of the parcel and will include up to ten truck-tractors and ten trailers. Lighting consists of three existing light poles nine-feet-tall (installed without a permit) within the existing parking area. A six-foot-high chain link fence surrounds the site on the side and rear property lines with a wrought-iron entrance gate recessed 100-feet from East Service Road. Existing landscaping consists of a combination of trees, shrubs, and grass planted towards the front of the site around the dwelling. Interstate 5 (I-5) is the only scenic designation in the County, which is not near the project site. The site itself is not considered to be a scenic resource or a unique vista. Ranchettes are located to the east, west, and south across Turlock Irrigation District Lateral No. 2. Orchards and scattered single-family dwellings are located in all directions. While no additional lighting is proposed, standard conditions of approval will be added to this project to require a building permit for the existing lighting ensuring that they are aimed downward, and light spillage or glare are addressed from any proposed on-site lighting. No signage or landscaping is proposed. 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 (Title 21); Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The project site is improved with a 2,116 square-foot single-family dwelling, 1,080 square-foot personal storage building with a restroom for employees, and a 2,400 square-foot shop utilized personal storage. The truck parking operation is proposed to be within an existing .71± acre graveled parking area and driveway within the southern portion of the parcel and will include up to ten truck-tractors and ten trailers.

The project site and 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 the project site is comprised of Hanford sandy loam, 0 to 3 percent slopes (California Revised Storie Index Rating: 93) and Hanford sandy loam, moderately deep over silt, 0 to 1 percent slopes (California Revised Storie Index Rating: 77). 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 93 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 project site does meet the definition of prime

farmland under the County's Uniform Rules, it 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. 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 to the east, west, and south across Turlock Irrigation District Lateral No. 2. Orchards and scattered single-family dwellings are located in all directions. The project site itself is not enrolled in a Williamson Act Contract; however, the nearest parcel enrolled in a Williamson Act Contract is a neighboring 39.04± acre parcel located 49-feet to the north and separated from the project site by East Service Road. Non-contracted production agriculture exists to the south 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 belonging to Improvement District 506 on the property and that TID's Upper Lateral 2 canal is located along the south side of the property. TID requested to review and approve all maps and plans of the project and stated that any improvements which 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 have been impacted, the applicant will need to provide irrigation improvement plans and enter into an Irrigation Improvements. Conditions of approval will be applied to the project requiring the applicant to comply with TID's comments.

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 ten employees per-day and no customer visits. Up to ten passenger vehicle trips and ten truck trips per-day are expected. Proposed hours of operation are seven days a week, 24 hours a day. 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 the orchard 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 six-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; United States Department of Agriculture NRCS Web Soil Survey; California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2022; Referral response from the Turlock Irrigation District, dated November 2, 2023; Stanislaus County Zoning Ordinance (Title 21); 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	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those odors adversely affecting a substantial number of people?			X	

Discussion: The proposed project is located within the San Joaquin Valley Air Basin (SJVAB) and, therefore, falls under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In conjunction with the Stanislaus Council of Governments (StanCOG), the SJVAPCD is responsible for formulating and implementing air pollution control strategies. The SJVAPCD’s most recent air quality plans are the 2007 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 Proposed hours of operation are seven days a week 24 hours a day, and will have ten employees. Up to ten round trip truck trips and ten round trip vehicle trips are expected per-day.

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

The project was referred to SJVAPCD, and no response has been received to date. However, 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 280,000 square feet in size and generating 550 one-way vehicle trips or less, or 70 one-way heavy-truck trips or less, would meet the screening the criteria. In this case, the project will utilize a 1,080± square-foot storage building with a restroom for operators, a 0.71± acre (30,928± square feet) outdoor area for truck parking and a maximum of 20 heavy-truck trips per-day (total inbound and outbound), and a total of 20 automobile trips per-day (anticipated inbound and outbound trips by employees), for a total of 40 trips per-day, which are below the SJVAPCD thresholds of significance under SPAL.

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. Typically, trucking operations fall into two categories: "Long haul" or "Local Distribution or Agricultural Harvesting / Processing Support." The project anticipates approximately 60% of the truck trips will be short haul, which may be daily. The remaining 40% of truck trips are expected to be long haul, which are expected to be gone for approximately one week at a time. If 100% of the trips were short haul, the proposed project will generate a low amount of vehicle trips with a total of 20 passenger vehicle trips one-way per-day, and 20 truck trips one-way per-day. 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.

The proposed project is expected to have a less than significant impact on air quality.

Mitigation: None.

References: Application information; 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 dated 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 2,116 square-foot single-family dwelling, 1,080 square-foot personal storage building with a restroom for employees, and a 2,400 square-foot shop utilized personal storage. The truck parking operation is proposed to be within an existing .71± acre paved parking area and driveway within the southern portion of the parcel. There are no riparian habitats or hydrological features within the project site. The surrounding area is comprised of rural ranchettes to the east, west, and south across Turlock Irrigation District Lateral No. 2. Orchards and scattered single-family dwellings are located in all directions. The project is located within the Ceres Quad of the California Natural Diversity Database. There are twelve species, which are state or federally listed, threatened, or identified as species of special concern or a candidate of special concern within this quad. These species include the Swainson's hawk, tricolored blackbird, burrowing owl, Townsends big-eared bat, riffle sculpin, hardhead, steelhead – Central Valley DPS, chinook salmon – Central Valley fall/lat fall-run ESU, Crotchs bumble bee, valley elderberry longhorn beetle, heartscale, and subtle orache. There are no reported sightings of any of the aforementioned species on the project site, however, according to the CNDDDB, a Crotch bumble bee site was observed on May 25, 1946 approximately 2.5± miles west of the project, located within the Crows Riverbank Quad.

An early consultation was referred to the California Department of Fish and Wildlife and no response has been received to date. There is a very low likelihood that these species are present on the project site as it has already been disturbed and developed. It does not appear this project will result in impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors. There are no known sensitive or protected species or natural communities located on the site. Therefore, the project is considered to be less than significant.

Mitigation: None.

References: Application information; California Department of Fish and Wildlife’s Natural Diversity Database Quad Species List; California Natural Diversity Database, Planning and Community Development GIS, accessed October 7, 2024; 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 parking area for the tractor-trailer combinations is already graveled with crushed asphalt and the project site is developed with multiple structures. No structures are proposed as part of the truck parking operation. However, since ground disturbance and construction can reveal archaeological resources, standard conditions of approval regarding the discovery of cultural resources during any future construction processes will be added to the project requiring that any construction activities shall be halted, if any resources are found, until appropriate agencies are contacted, and an archaeological survey is completed.

No significant impacts to cultural resources are anticipated to occur as a result of this project.

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 project was referred to the San Joaquin Valley Air Pollution Control District (the District) and no response has been received to date. 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.

While no new construction is proposed; an existing 1,080 square-foot storage building and parking lot lighting were constructed without permits and will be subject to the mandatory planning and design, energy efficiency, water efficiency

and conservation, material conservation, 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; who responded with no comments pertaining to electric service.

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 a total of 20 heavy-truck trips (inbound and outbound trips for ten trucks) and 20 passenger vehicle trips (inbound and outbound trips for ten employees) per-day. 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; 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:				
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 United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that the project site is comprised of Hanford sandy loam, 0 to 3 percent slopes (California Revised Storie Index Rating: 93) and Hanford sandy loam, moderately deep over silt, 0 to 1 percent slopes (California Revised Storie Index Rating: 77). 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. The Department of Environmental Resources (DER), Public Works, and the Building Permits Division review and approve any building or grading permit to ensure their standards are met. While no new construction is proposed, there is an existing 1,080 square-foot storage building with restroom and three nine-foot-tall light poles that were constructed without permits. These structures will require building permits and will be designed and built according to building standards appropriate to withstand shaking for the area in which they are constructed. An early consultation referral response received from the Department of Public Works indicated that a grading, drainage, and erosion/sediment control plan for the project will be required, subject to Public Works review and Standards and Specifications, which will be applied to the project as a condition of approval. Likewise, any addition or expansion of a septic tank or alternative wastewater disposal system would require the approval of the Department of Environmental Resources (DER) through the building permit process, which also takes soil type into consideration within the specific design requirements. A referral response received from DER, stated that if any future structure will be built requiring an on-site wastewater treatment system (OWTWS), that all applicable

County Local Agency Management Program (LAMP) standards and setbacks are met. Conditions of approval regarding these standards will be applied to the project and will be triggered when a building permit is requested.

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

Mitigation: None.

References: Application information; United States Department of Agriculture NRCS Web Soil Survey; Referral Response received from Stanislaus County Public Works Department, dated November 30, 2023; Referral Response received from Department of Environmental Resources, dated October, 31, 2023; 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 new construction is proposed, building permits will be required for an existing 1,080 square-foot storage building and three nine-foot-tall light poles constructed without permits, which will be required to meet mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation, 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 20 one-way vehicle and 20 one-way truck trips per-day, below the OPR threshold.

This project was referred to the San Joaquin Valley Air Pollution Control District (SJVAPCD) and no response has been received to date. Staff will include a condition of approval requiring the applicant to comply with all appropriate SJVAPCD rules and regulations. Consequently, GHG emissions associated with this project are considered to be less than significant.

Mitigation: None.

References: Application information; 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. A referral response received from the Environmental Health Division of DER stated that if any future structure will be built requiring an on-site wastewater treatment system (OWTWS), that all applicable County Local Agency Management Program (LAMP) standards and setbacks are met. Conditions of approval regarding these standards will be applied to the project and will be triggered when a building permit is requested. There is an existing 1,080 square-foot storage building with restroom on the project site which was constructed without a permit and a building permit will be required to be obtained, which will be reviewed by DER.

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

the neighboring orchard 171-feet to the south which is separated from the project site by the Turlock Irrigation District (TID) Lateral No. 2.

As Stated in Section II – *Agricultural and Forest Resources*, ten individuals will be employed and generate up to 20 one way vehicle trips and 20 one way truck trips per-day. Proposed hours of operation are 24 hours a day seven days a week. 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 orchard 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 six-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 Hughson 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 received from Stanislaus County Department of Environmental Resources – Hazardous Materials Division dated October 31, 2023; Referral Response received from Department of Environmental Resources, dated October, 31, 2023; Department of Toxic Substances Control's Data Management System (EnviroStar); Stanislaus County Zoning Ordinance (Title 21); 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:				
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	

<p>e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</p>			<p>X</p>	
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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. A referral response received from DER stated that if any future structure will be built requiring an on-site wastewater treatment system (OWTWS), that it will be subject to Measure X and all applicable County Local Agency Management Program (LAMP) standards and setbacks are required to be met. Conditions of approval regarding these standards will be applied to the project and will be triggered if a building permit is requested.

An early consultation referral response received from the Department of Public Works stated that a grading, drainage, and erosion/sediment control plan for the project will be required, subject to Public Works review and Standards and Specifications. These comments will be applied to the project as conditions of approval.

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. On January 18, 2024, the California DWR provided comments on the Turlock Subbasin’s Groundwater Sustainability Plan (GSP) following a two-year review period. The Turlock Subbasin’s GSP was determined to be incomplete by DWR and is required to be revised within 180 days. The final revised GSP was subsequently submitted to DWR. The GSAs prepared their annual report for the Turlock Subbasin addressing groundwater and surface water conditions during Water Year (WY) 2023 and submitted the report to DWR on March 27, 2024. Total groundwater extractions in the Turlock Subbasin during WY 2023 were approximately 363,900 AF. This total is based on both direct measurements by local water agencies and estimates for private agricultural and domestic pumping. During WY 2023, agricultural groundwater extraction accounts for 90 percent (328,700 AF) of the total pumping in the Turlock Subbasin, while urban and industrial groundwater extraction accounted for the remaining 10% (35,200 AF). The proposed truck parking facility will be subject to the requirements of the GSP for the region which was adopted to minimize impacts to groundwater supplies.

The Central Valley Regional Water Quality Control Board (CVRWQCB) provided an Early Consultation referral response requesting that the applicant coordinate with their agency to determine if any permits or Water Board requirements be obtained/met prior to operation. The comments will be applied as conditions of approval. The Department of Environmental Resources - Groundwater Resources Division was referred the project and no comments have 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 belonging to Improvement District 506 on the property and that TID’s Upper Lateral 2 canal is located along the south side of the property. TID requested to review and approve all maps and plans of the project and stated that any improvements which 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 have been impacted, the applicant will need to provide irrigation improvement plans and enter into an Irrigation Improvements. These comments will be applied as conditions of approval. 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 Central Valley Regional Water Quality Control Board (CVRWQCB) dated November 2, 2023; Referral response received from Department of Environmental Resources dated

October 31, 2023; Referral response from Stanislaus County Department of Public Works dated November 30, 2023; Referral response from the Turlock Irrigation District, dated November 2, 2023; Local Agency Management Program (LAMP) for Stanislaus County DER; Sustainable Groundwater Management Act; Stanislaus County Code Title 9 Chapter 9.37 Groundwater; West Turlock Subbasin Groundwater Sustainability Agency and East Turlock Subbasin Groundwater Sustainability Agency GSAs; Turlock Subbasin Annual Report WY 2023; 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 Agriculture by the Stanislaus County General Plan land use diagrams and zoned General Agriculture (A-2-40). This is a request to establish a truck parking facility for the parking of up to ten tractor-trailer combinations, on a 2± acre parcel. The project site is improved with a 2,116 square-foot single-family dwelling, 1,080 square-foot personal storage building with a restroom for the operators, and a 2,400 square-foot shop utilized for personal storage. The applicant proposes to utilize the rear graveled 0.71± acre of the parcel to develop ten tractor-trailer parking stalls for the parking of up to ten tractor-trailer combinations. The site is presently used, without the required land use entitlements, for the parking of ten tractors and ten trailers; however, if the use is approved, the A-2 zoning district allows up to 12 tractor-trailer combinations to be parked. Up to ten operators will be employed by the business and park their personal vehicles in the truck parking spaces. One of the tractors (semi-trucks) is registered to the applicant and property owner, who also lives on-site. The remaining tractors are owned by independent operators who the applicant employs to haul loads. The trailers (consisting of tankers and a flatbed) are owned by the applicant. Proposed hours of operation are seven days a week 24 hours a day, with up to ten round trip truck trips and ten round trip passenger trips in per-day. 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 hazardous materials including sulfuric acid, phosphoric acid, potassium hydroxide, sodium hydroxide, and aluminum chloralhydrate. Approximately 60% of the truck trips are short haul and 40% are long haul. No supply deliveries, loading, or unloading will occur on-site and the trailers on-site will be empty. No maintenance or washing of the trucks or trailers will take place on-site. No signage or landscaping is proposed; however, existing lighting consisting of three light poles nine-feet-tall are located within the existing parking area. A six-foot-tall chain link fence surrounds the site on the eastern, southern, and western property lines and a six-foot-tall decorative brick and wrought iron fence is located along a portion of the northern property line adjacent to the road frontage with a six-foot-tall wrought iron entrance gate recessed 100-feet from East Service Road. Existing landscaping consists of a combination of trees, shrubs, and grass planted towards the front of the site around the dwelling. No new structures will be built as part of the project. However, the 1,080 square-foot storage building and parking lot lighting were constructed without building permits and will be required to obtain a building permit. Storm drainage will be handled via overland drainage within the graveled parking area. Access to County-maintained East Service Road for the truck parking facility will be provided via an existing 70-foot-wide graveled opening along the northeastern frontage of the parcel which leads to a 20-foot-wide gravel drive aisle approximately 298± feet in length extending from the parcel's frontage to the rear yard parking area. Access to East Service Road for the single-family dwelling is provided via an existing asphalt horseshoe driveway along the northwestern frontage of the parcel. The site is served by a private well and septic systems.

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

As stated in Section II - *Agriculture and Forest Resources*, this project was referred to the Department of Conservation (DOC), and no response has been received to date.

Within the A-2 (General Agriculture) zoning district, the County has determined that certain uses not directly related to agriculture may be necessary to serve the A-2 district or may be difficult to locate in an urban area. The County allows the parking of tractor-trailer combinations if specific criteria can be met and if the establishment, as proposed, will not be substantially detrimental to, or in conflict with, the agricultural use of other property in the vicinity, that it will not create a concentration of commercial and industrial uses in the vicinity. In addition, the Planning Commission must find that the

establishment, maintenance, and operation of the proposed use is consistent with the General Plan and will not be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the use and that it will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the county.

As allowed under Section 21.020.030G, the A-2 zoning district permits the parking of up to 12 tractor-trailer combinations with a use permit, provided that at least one of the combinations shall be registered to the property owner and the property owner shall live on the parcel, the total number of tractors shall not exceed twelve and the total number of trailers shall not exceed two per tractor, the parcel is at least one acre in size, and the parking area does exceed 1.5± acres nor exceed 50% of the total parcel. 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.

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 ten employees per-day and no customer visits. Up to ten passenger vehicle trips and ten truck trips per-day are expected. Proposed hours of operation are seven days a week, 24 hours a day. 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 the orchard 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 six-foot-tall chain-link fence to prevent potential trespass.

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; Stanislaus County Zoning Ordinance (Title 21); 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 ground borne vibration or ground borne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion: The Stanislaus County General Plan identifies noise levels up to 75 dB Ldn (or CNEL) as the normally acceptable level of noise for industrial and agricultural uses. The Stanislaus County General Plan identifies noise levels for residential or other noise-sensitive land uses of up to 55 hourly Leq, dBA and 75 Lmax, dBA from 7 a.m. to 10 p.m. and 45 hourly Leq, dBA and 65 Lmax, dBA from 10 p.m. to 7 a.m. Pure tone noises, such as music, shall be reduced by five dBA; however, when ambient noise levels exceed the standards, the standards shall be increased to the ambient noise levels. The proposed hours of operation are 24 hours a day. The nearest sensitive noise receptor is a residence on a parcel located on the adjacent parcel. Noise impacts associated with on-site activities and traffic are not anticipated to exceed the normally acceptable level of noise. The site itself is impacted by the noise generated from traffic on East Service Road and farming operations in the surrounding area. Noise impacts associated with on-site activities will include trucks entering and exiting the property and the idling of engines. Such uses should be under the threshold established by the General Plan. Although the applicant would not be restricted on the number of truck trips for the operation, a condition of approval, prohibiting the idling of trucks for any period of time beyond the absolute minimum necessary to bring engines to safe operating conditions, will be added to the project to ensure that the operation does not exceed the 75 dB Ldn (or CNEL).

While no new construction is currently proposed, there is an existing 1,080 square-foot storage building and three nine-foot-tall light poles that were constructed without permits which will be required to be permitted. 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 Noise Control Ordinance (Title 10); Stanislaus County Health and Safety Ordinance (Title 9); Stanislaus County General Plan, Chapter IV – Noise Element; Stanislaus County General Plan and SupportDocumentation¹.

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) or the draft 2023 6th cycle 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: Application information; Stanislaus County General Plan Draft 6th Cycle Housing Element, dated August 29, 2024; 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:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

Discussion: The project site is served by the Hughson Fire Protection District for fire protection, the Stanislaus County Sheriff’s Office for police protection, Hughson Unified for schools, and Stanislaus County for parks. The project was referred to these agencies and no concerns were identified with respect to the proposed project. 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 belonging to Improvement District 506 on the property and that TID’s Upper Lateral 2 canal is located along the south side of the property. TID requested to review and approve all maps and plans of the project and stated that any improvements which 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 have been impacted, the applicant will need to provide irrigation improvement plans and enter into an Irrigation Improvements. TID’s comments will be applied as conditions of approval to the project. TID had no comments regarding electrical service. 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.

An early consultation referral response received from the Department of Public Works stated that no parking, loading or unloading of vehicles will be permitted within the County road right-of-way, the developer will be required to install or pay for the installation of any signs and/or markings, an encroachment Permit shall be obtained for driveway approaches at all points of ingress and egress on the project site, that an Irrevocable Offer of Dedication for the remaining half-width of Service Road is required, and that a grading, drainage, and erosion/sediment control plan for the project will be required, subject to Public Works review and Standards and Specifications. These comments will be applied to the project as conditions of approval.

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

Mitigation: None.

References: Application information; Referral response received from the Turlock Irrigation District (TID), dated November 2, 2023; Referral response from Stanislaus County Public Works Department dated November 30, 2023; Referral response from the Central Valley Regional Water Quality Control Board (CVRWQCB), dated November 2, 2023; 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: Application information; 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	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

Discussion: This is a request to permit a truck parking facility on a 2± acre parcel in the General Agriculture (A-2-40) zoning district. The truck parking facility is proposed to be within a .71± acre graveled area and will include ten tractors and ten trailers. The project site has two access points onto East Service Road. The ingress and egress for trucks will be from East Service Road via the existing eastern driveway. Proposed hours of operation are 24 hours a day seven days a week. No supply deliveries, loading, or unloading will occur as part of the project. No maintenance of the tractor-trailers will take place on-site. Up to ten employees will park passenger vehicles on-site, while out on assignments. No structures will be built as part of the project. Storm drainage will be via overland within the existing graveled parking area.

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. Typically, trucking operations fall into two categories: “Long haul” or “Local Distribution or Agricultural Harvesting / Processing Support.” The project anticipates approximately 60% of the truck trips will be short haul, which may be daily. The remaining 40% of truck trips are expected to be long haul, which are expected to be gone for approximately one week at a time. If 100% of the trips were short haul, the proposed project will generate a low amount of vehicle trips with 20 passenger vehicle trips one-way per-day, and 20 heavy-truck trips (inbound and outbound trips for ten trucks) per-day. As this is below the threshold of significance for vehicle and heavy truck trips, no significant impacts from vehicle and truck trips to air quality are anticipated.

An early consultation referral response received from the Department of Public Works stated that no parking, loading or unloading of vehicles will be permitted within the County road right-of-way, the developer will be required to install or pay for the installation of any signs and/or markings, an encroachment Permit shall be obtained for driveway approaches at all points of ingress and egress on the project site, that an Irrevocable Offer of Dedication for the remaining half-width of Service Road is required, and that a grading, drainage, and erosion/sediment control plan for the project will be required, subject to Public Works review and Standards and Specifications. These comments will be applied to the project as conditions of approval.

This project was referred to the California Department of Transportation (Caltrans) and Hughson Fire Protection District, and no response has been received to date.

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

Mitigation: None.

References: Application information; Governor’s Office of Planning and Research Technical Advisory, December 2018; Referral response from Stanislaus County Public Works Department dated November 30, 2023; 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:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set for the in subdivision (c) of Public Resource Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

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

No significant impacts to Tribal Cultural resources are anticipated to occur as a result of this 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 existing facility is served by a private well and septic system. A referral response received from the Department of Environmental Resources (DER) stated that if any future structures will be built requiring an on-site wastewater treatment system (OWTWS), that it will be subject to Measure X and all applicable County Local Agency Management Program (LAMP) standards and setbacks are required to be met. While no additional structures or amendments to the existing well or septic system are currently proposed there is an existing 1,080 square-foot storage building with restroom that was constructed without a permit and will be required to obtain a building permit. DERs comments will be applied to the project as conditions of approval.

An early consultation referral response received from the Department of Public Works stated that a grading, drainage, and erosion/sediment control plan for the project will be required, subject to Public Works review and Standards and Specifications, which will be applied to the project as a condition of approval.

The Central Valley Regional Water Quality Control Board (CVRWQCB) provided an Early Consultation referral response requesting that the applicant coordinate with their agency to determine if any permits or Water Board requirements be obtained/met prior to operation, which will be applied as conditions of approval.

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 belonging to Improvement District 506 on the property and that TID’s Upper Lateral 2 canal is located along the south side of the property. TID requested to review and approve all maps and plans of the project and stated that any improvements which 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 have been impacted, the applicant will need to provide irrigation improvement plans and enter into an Irrigation Improvements. These comments will be applied as conditions of approval. TID had no comments regarding electrical service.

The project was also referred to PG&E and AT&T and no response has been 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 Stanislaus County Department of Environmental Resources dated October 31, 2023; Referral response from Stanislaus County Public Works Department dated November 30, 2023; Referral response from Central Valley Regional Water Quality Control Board dated November 2, 2023; Referral response from the Turlock Irrigation District dated November 2, 2023; 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. With the Wildfire Hazard Mitigation Activities of this plan in place, impacts to an adopted emergency response plan or emergency evacuation plan are anticipated to be less than significant. The terrain of the site is relatively flat, and the site has access to a County-maintained road. The site is located in a Local Responsibility Area (LRA) for fire protection and is served by the Hughson Fire Protection District. The project was referred to the District, but no response was received. California Building Code establishes minimum standards for the protection of life and property by increasing the ability of a building to resist intrusion of flame and embers. Building permits will be required for the any tenant improvements or change of occupancy type and will be required to meet fire code, which will be verified through the building permit review process. An early consultation referral response received from the Department of Public Works stated that a grading, drainage, and erosion/sediment control plan for the project will be required, subject to Public Works review and Standards and Specifications and all fire protection and emergency vehicle access standards will be required to be met. These requirements will be applied as conditions of approval for the project.

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

Mitigation: None.

References: Application information; California Fire Code Title 24, Part 9; California Building Code Title 24, Part 2, Chapter 7; Referral response from Stanislaus County Public Works Department dated November 30, 2023; Stanislaus County Local Hazard Mitigation Plan; 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	
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion: The 2± acre project parcel is designated Agriculture by the Stanislaus County General Plan land use diagrams and zoned General Agriculture (A-2-40). The project site and 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 the project site is comprised of Hanford sandy loam, 0 to 3 percent slopes (California Revised Storie Index Rating: 93) and Hanford sandy loam, moderately deep over silt, 0 to 1 percent slopes (California Revised Storie Index Rating: 77). While the project site does meet the definition of prime farmland under the County’s Uniform Rules, it 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. 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 new construction is proposed. There is an existing 1,080 square-foot storage building with restroom and three light poles that were constructed without a permit. A building permit will be required for these structures.

Ranchettes are located to the east, west, and south across Turlock Irrigation District Lateral No. 2. Orchards and scattered single-family dwellings are located in all directions. 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. General Plan Amendment and Rezone Application No. PLN 2023-0062 - Meetinder Rai Truck Parking, is currently being processed to amend the General Plan and zoning designation of an A-2 parcel (located at 5519 E Hatch Road, approximately 2± miles north of the project site) to Planned Development to allow for a truck parking operation for 334 trucks.

The proposed project will generate a low amount of vehicle trips with 20 passenger trips per-day and 20 heavy-truck trips (inbound and outbound trips for ten trucks) per-day. 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.

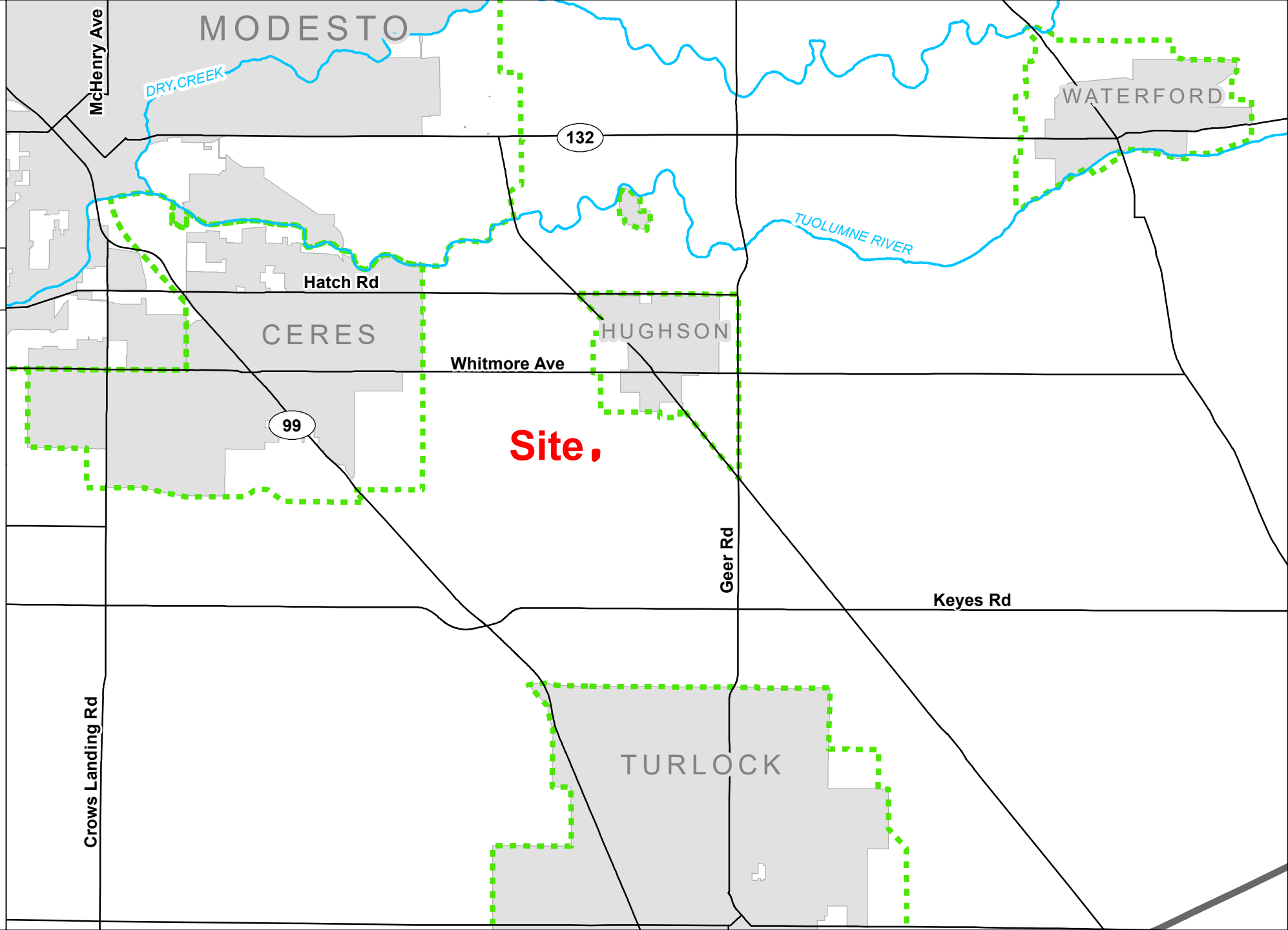
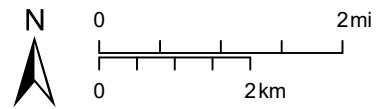
JUAN M TORRES TRUCKING INC

UP PLN2022-0148

AREA MAP

LEGEND

-  Project Site
-  Sphere of Influence
-  City
-  Road
-  River









JUAN M TORRES TRUCKING INC

UP PLN2022-0148

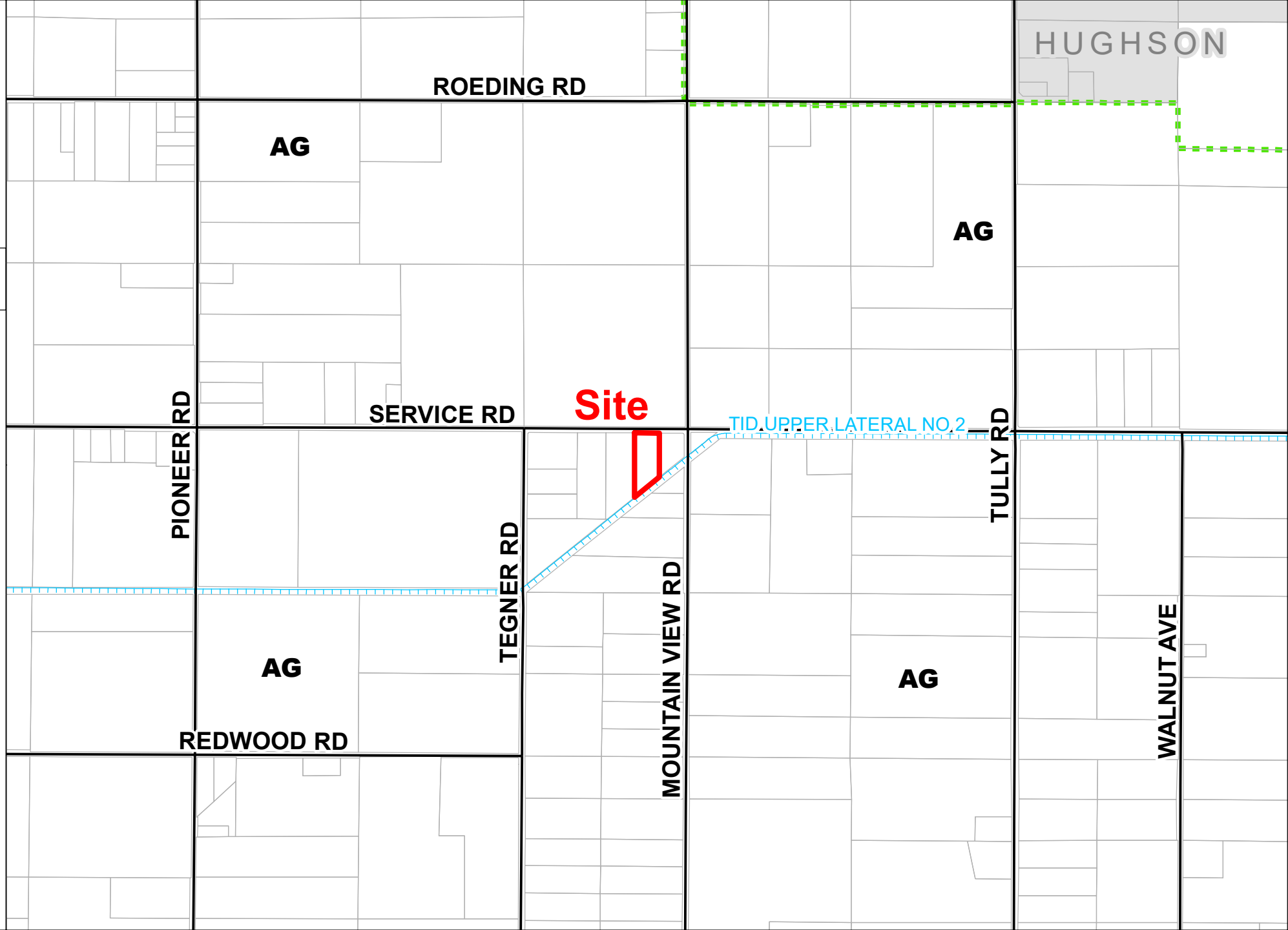
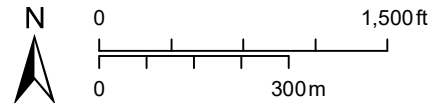
GENERAL PLAN MAP

LEGEND

-  Project Site
-  Sphere of Influence
-  City of
-  Parcel
-  Road
-  Canal

General Plan

-  Agriculture










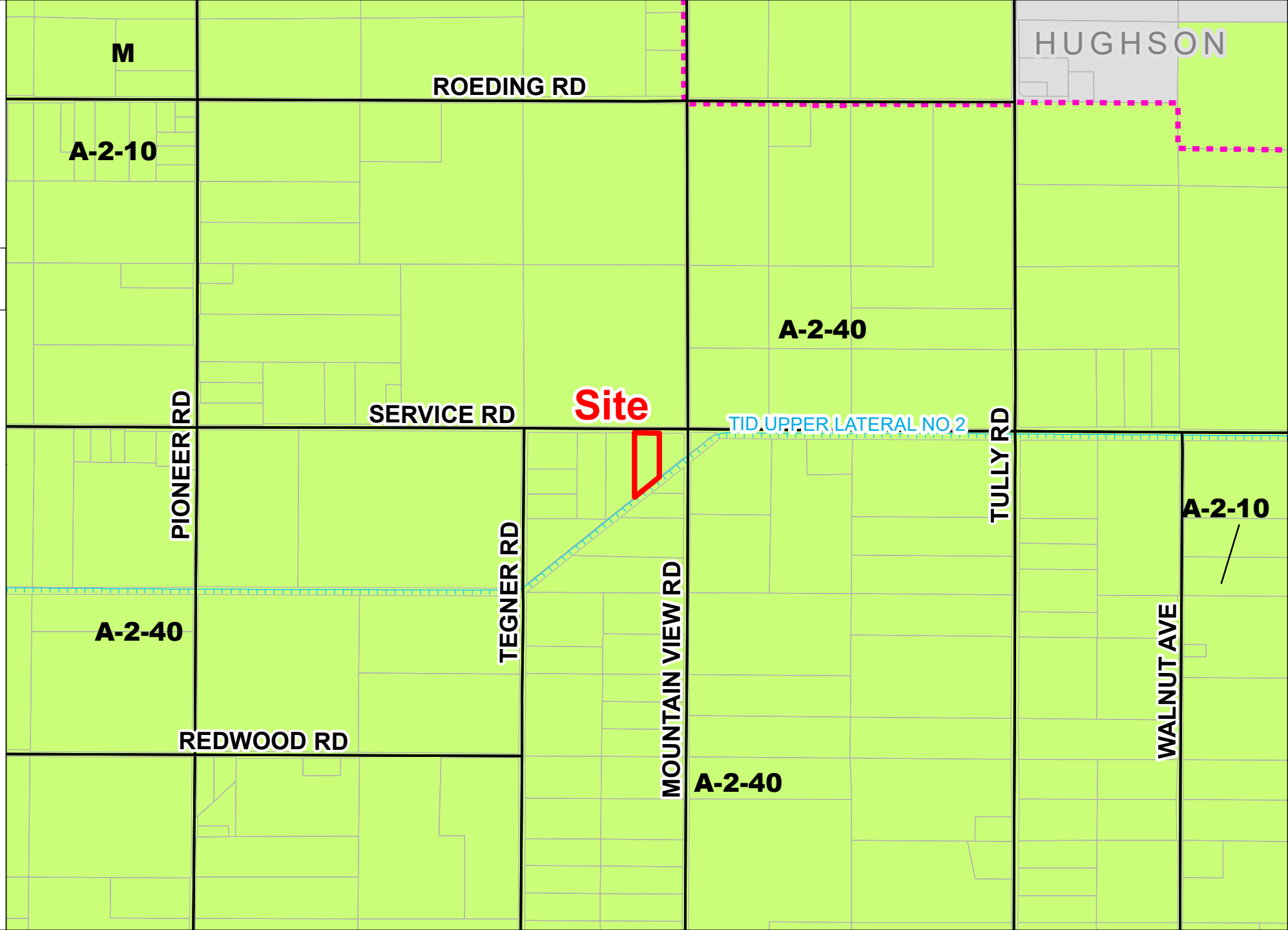
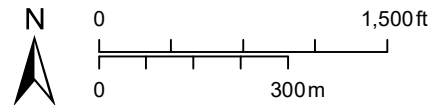
JUAN M TORRES TRUCKING INC

UP PLN2022-0148

ZONING MAP

LEGEND

-  Project Site
 -  Sphere of Influence
 -  City of
 -  Parcel
 -  Road
 -  Canal
- Zoning Designation**
-  General Agriculture 40 Acre







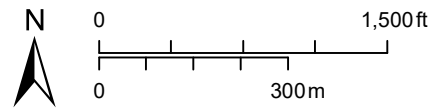
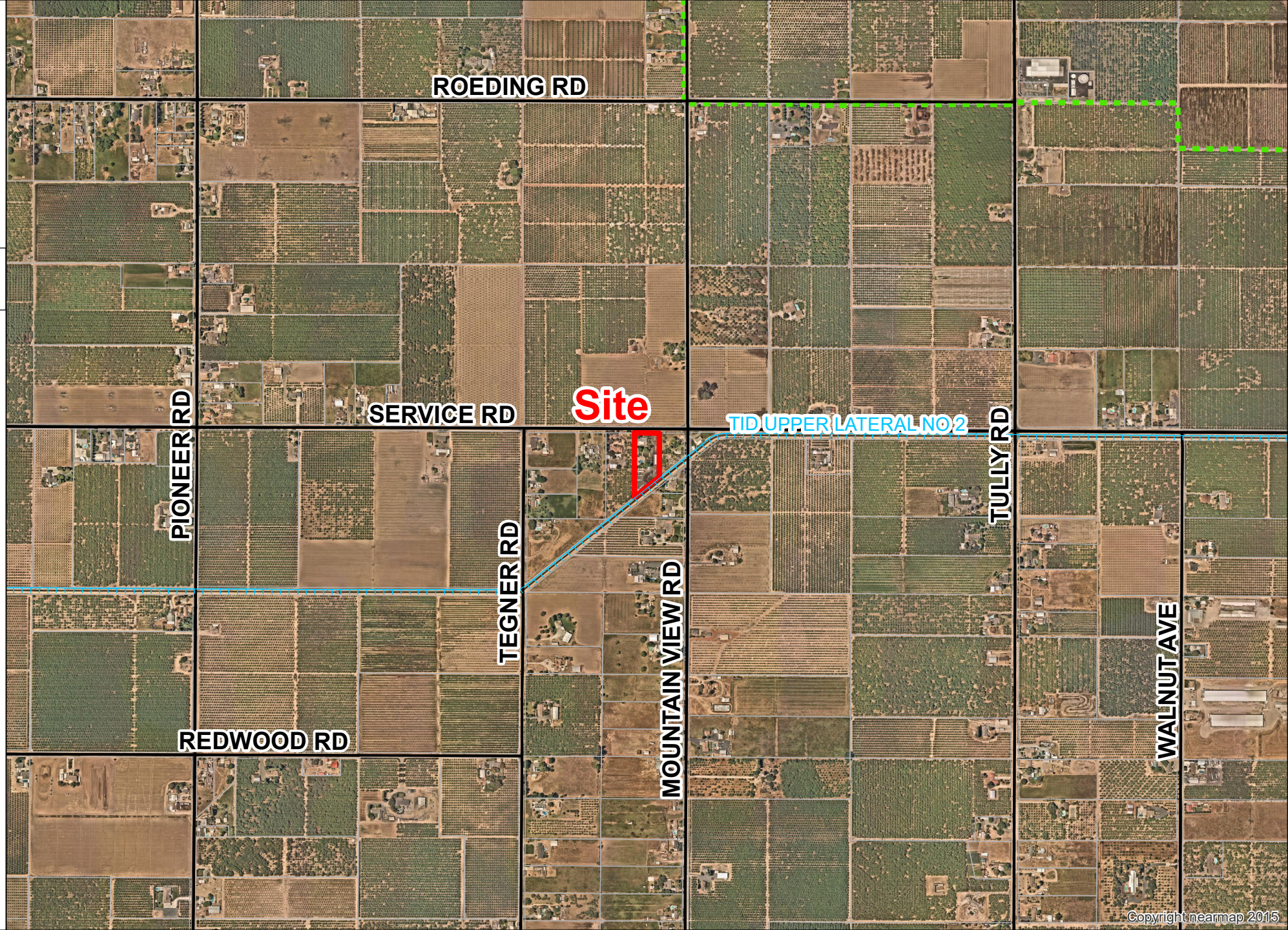
JUAN M TORRES TRUCKING INC

UP PLN2022-0148

2022 AERIAL AREA MAP

LEGEND

-  Project Site
-  Sphere of Influence
-  Road
-  Canal






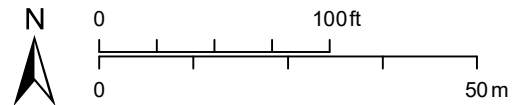
JUAN M TORRES TRUCKING INC

UP PLN2022-0148

2022 AERIAL SITE MAP

LEGEND

-  Project Site
-  Road
-  Canal



SERVICE RD

MOUNTAIN VIEW RD

TID UPPER LATERAL NO 2

Site


JUAN M TORRES TRUCKING INC

UP PLN2022-0148

ACREAGE MAP


LEGEND

 Project Site

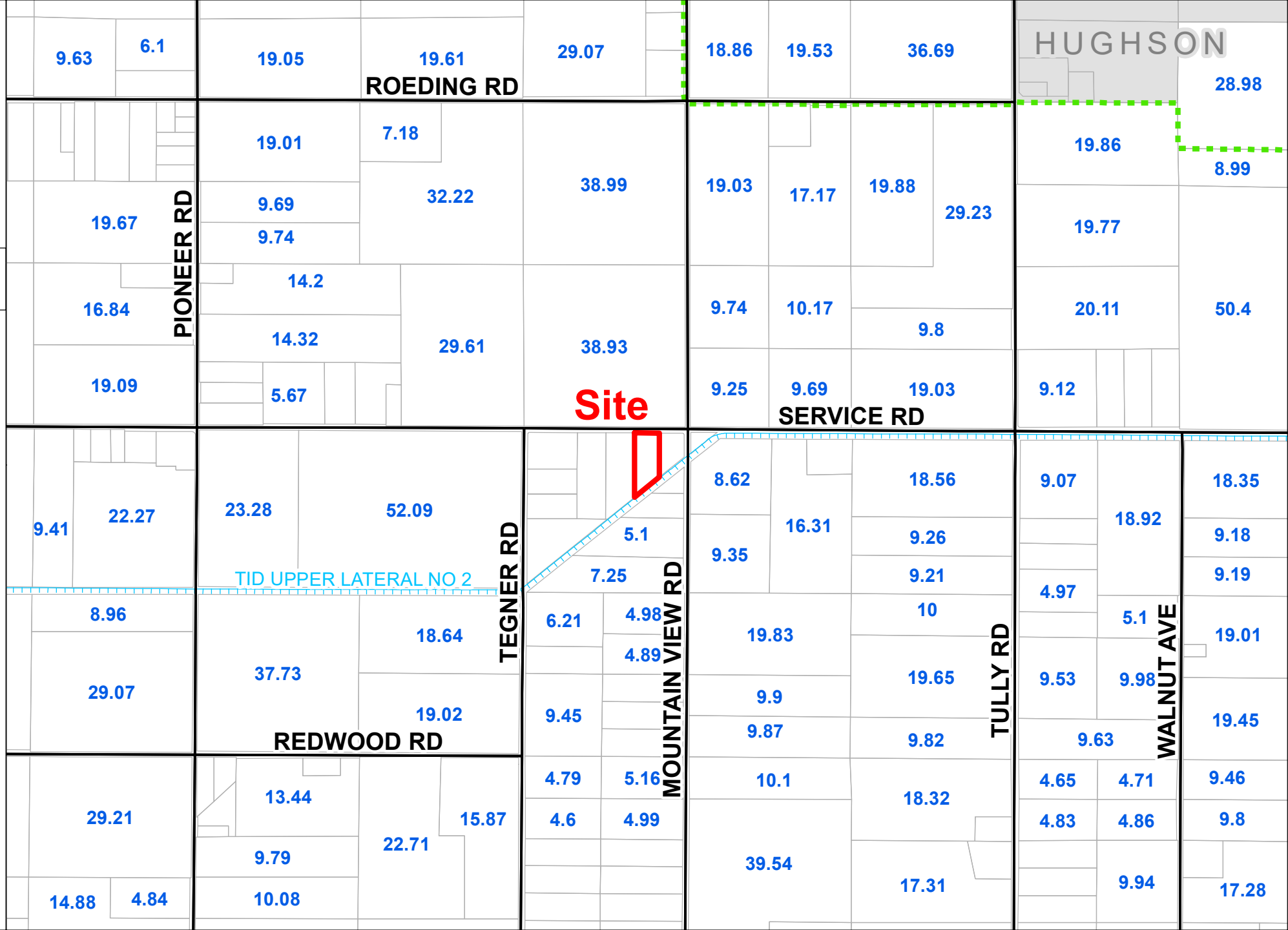
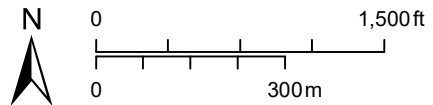
 Sphere of Influence

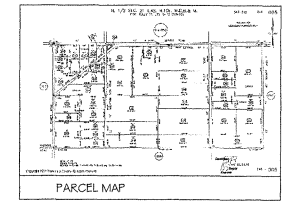
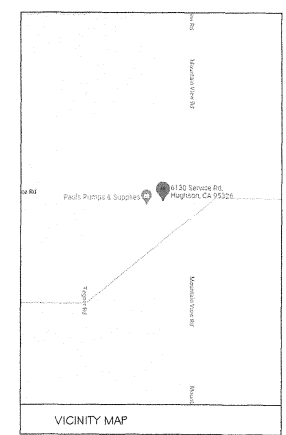
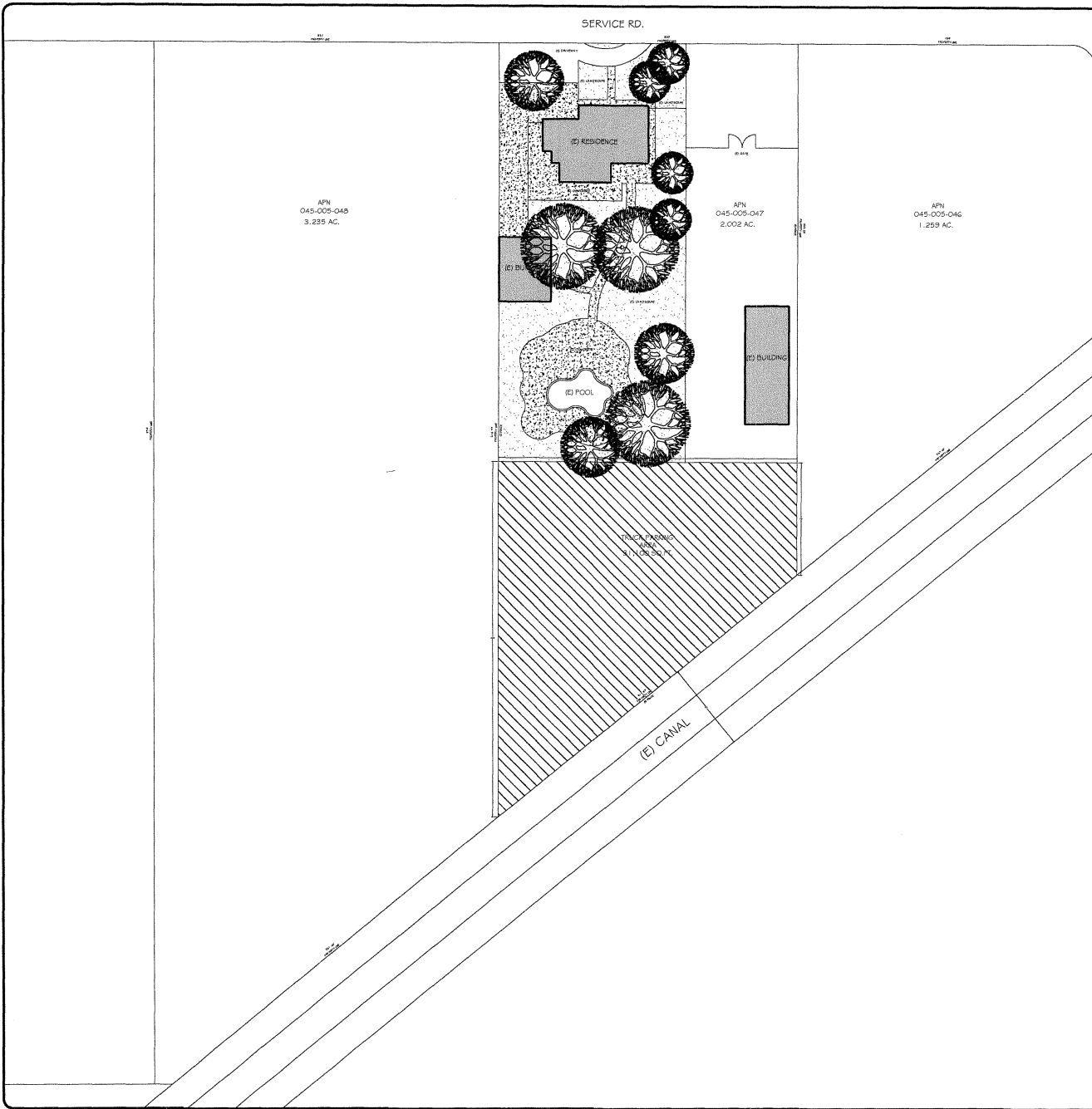
 City of

 Parcel/Acres

 Road

 Canal





REVISIONS	BY

SITE PLAN

TRUCK PARKING AREA
FOR: JUAN TORRES
6130 E. SERVICE RD.
HUGHSON, CA 95326

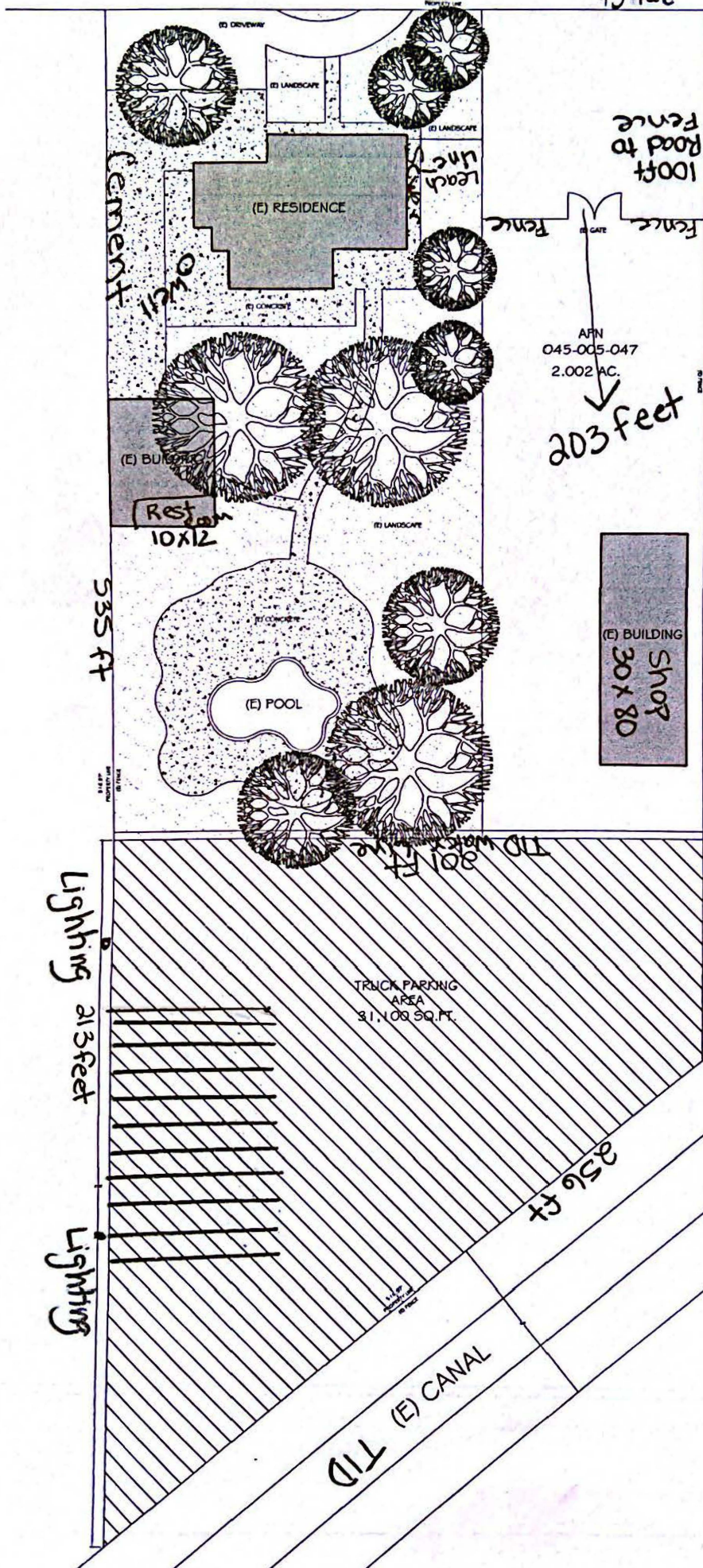
DATE	1/20/22
SCALE	1/8" = 1'-0"
DRAWN	M. BARRETO
JOB	
SHEET	

A 1.0

NORTH
SITE PLAN
1/8" = 1'-0"

SERVICE RD.

101 ft



14,819 Sq ft

AFN 045-005-047 2.002 AC.

203 feet

373 Ft

535 ft

Lighting 213 feet

Lighting

Lighting

256 ft

TLD (E) CANAL