



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

Date: October 16, 2024

To: Distribution List (See Attachment A)

From: Marcus Ruddicks, Assistant Planner
Planning and Community Development

Subject: USE PERMIT APPLICATION NO. PLN2024-0017- LAFOLLETTE TRUCKING

Comment Period: October 16, 2024 – November 21, 2024

Respond By: November 21, 2024

Public Hearing Date: December 19, 2024

Time: 6:00 P.M.

Location: Tenth Street Place
1010 10th Street, Modesto, CA 95354
Chambers – Basement Level

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: Chad LaFollette & Janelle LaFollette

Project Location: 5601 Pioneer Road, between East Grayson Road and East Keyes Road, in the Keyes area.

APN: 045-035-053

Williamson Act Contract: N/A

General Plan: Agriculture

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

Project Description: Request to permit a truck parking facility for 12 tractor-trailer combinations, on a 1.27± acre portion of a 9.81± 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. PLN2024-0017- LAFOLLETTE TRUCKING

Attachment A

Distribution List

X	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/SANITARY DIST	X	STAN CO PUBLIC WORKS
X	COOPERATIVE EXTENSION		STAN CO PUBLIC WORKS - SURVEY
	COUNTY OF:		STAN CO RISK MANAGEMENT
X	DER - GROUNDWATER RESOURCES DIVISION	X	STAN CO SHERIFF
X	FIRE PROTECTION DIST: KEYES FIRE	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 – DIV OF DRINKING WATER DIST. 10
X	MUNICIPAL ADVISORY COUNCIL: KEYES	X	SURROUNDING LAND OWNERS
X	PACIFIC GAS & ELECTRIC	X	INTERESTED PARTIES
X	POSTMASTER: KEYES	X	TELEPHONE COMPANY: AT&T
X	RAILROAD: SOUTHERN PACIFIC		TRIBAL CONTACTS (CA Government Code §65352.3)
X	SAN JOAQUIN VALLEY APCD		US ARMY CORPS OF ENGINEERS
X	SCHOOL DIST 1: KEYES UNION	X	US FISH & WILDLIFE
X	SCHOOL DIST 2: TURLOCK UNIFIED		US MILITARY (SB 1462)
	WORKFORCE DEVELOPMENT		USDA NRCS
X	STAN CO AG COMMISSIONER		WATER DIST:

**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. PLN2024-0017 – LAFOLLETTE TRUCKING

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. PLN2024-0017
LaFollette Trucking
2. **Lead agency name and address:** Stanislaus County
1010 10th Street, Suite 3400
Modesto, CA 95354
3. **Contact person and phone number:** Marcus Ruddicks, Assistant Planner
(209) 525-6330
4. **Project location:** 5601 Pioneer Road, between Pioneer Road
and East Keyes Road, in the Keyes area.
(APN: 045-035-053)
5. **Project sponsor's name and address:** Chad & Janelle LaFollette
5601 Pioneer 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 12 tractor-trailer combinations, on a 1.27± acre portion of a 9.81± acre parcel in the General Agriculture (A-2-40) zoning district. The project site is currently developed with a 3,842 square-foot single-family dwelling with an attached garage, and a 4,800 square-foot agricultural storage building that will not be used as part of the parking facility. The proposed truck parking facility will take place within a 1.27-acre graveled area with 12 employee parking stalls and 12 parking stalls for 12 tractors and 24 trailers. The site is presently used, without the required land use entitlements. Four of the tractor-trailer combinations proposed to be parked on-site are owned by the property owner, who also lives on-site. The proposed hours of operation are Monday through Saturday, from 5:00 am to 6:00 pm, with 24 truck trips (inbound and outbound trips for 12 trucks) and 24 passenger vehicle trips (inbound and outbound trips for 12 employees) per-day. The site will have 12 employees reporting to work on a maximum shift, one shift per-day. The trucks will transport nonhazardous dry goods consisting of almond shells, walnut shells, and wood chips. The trailers will be left empty when parked on-site between trips. Six of the trailers will be used primarily for the transport of field run almonds and walnuts during peak harvest season (approximately three to four months out of the year). The project site has two existing graveled driveways onto County-maintained Pioneer Road. The truck parking facility proposes to utilize only the southern 20-foot-wide driveway. A six-foot-tall chain link fence is proposed along the western boundary of the parking area, and a six-foot-tall hedge and single row of redwood trees are proposed along the other boundaries of the parking area. No fueling or major tractor-trailer maintenance or repairs, fluid changes, or washing will occur on-site. Minor maintenance limited to tire changes, light and windshield wiper replacements, and checking fluids will be conducted on-site. The parcel is served by an existing well, septic tank, and a 250-gallon propane tank. There will be no change to stormwater drainage, which will be maintained via overland runoff. No exterior lighting or signage is proposed. The applicant has also proposed to install frontage landscaping at the Pioneer Road entrance consisting of grass, trees, and flower beds.

- 9. Surrounding land uses and setting:** Orchards and rural ranchettes in all directions; a dairy to the southeast; Turlock Irrigation District (TID) Upper Lateral No. 2 ½ to the north; the Community of Keyes and State Route 99 to the west.
- 10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** Caltrans
Stanislaus County Department of Public Works
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.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature on file
Prepared by Marcus Ruddicks, Assistant Planner

October 11, 2024
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

ISSUES

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

Discussion: The site is currently improved with a single-family dwelling and an agricultural storage building, neither of which will be used as part of the parking area. The site previously had an almond orchard but is currently unfarmed. The gravel parking area will encompass approximately 1.27± acre of a 9.81± acre parcel and will be enclosed with a six-foot-tall chain link fence proposed along the western boundary of the parking area and a six-foot tall hedge and single row of redwood trees proposed along the other boundaries of the parking area to prevent trespass. The applicant has also proposed to install frontage landscaping at the Pioneer Road entrance consisting of grass, trees, and flower beds.

There is one building-mounted light existing as part of the parking facility, which is attached to the existing single-family dwelling 15-feet-high and facing west, away from the roadway and nearby residences. No other lighting is proposed for the facility. 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.

The only scenic designation in the County is along Interstate 5, which is not near the project site. The site itself is not considered to be a scenic resource or unique scenic vista. Orchards and scattered rural ranchettes are located in all directions. A dairy is located to the southeast, Turlock Irrigation District (TID) Upper Lateral No. 2 ½ to the north, and the Community of Keyes and State Route 99 are located to the west. 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 eastern portion of the project site that has already been developed with a single-family dwelling and agricultural storage building is classified as “Rural Residential Land” by the California Department of Conservation’s Farmland Mapping and Monitoring Program, and the western portion previously used as an orchard is classified as “Prime Farmland” if irrigated. The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that approximately 100 percent of the project site is comprised of Grade 3 Dinuba sandy loam, 0 to 1 percent slopes (DtA), which has a California Revised Storie Index Rating of 47. 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. The 47 Index rating equates to Grade 3 soils which are considered to be fair soil that may be suitable for some crop production. 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 not meet any of these criteria and would not be considered prime farmland under the County’s Uniform Rules. The parking area only comprises 1.27± acre of the 9.81± acre project site, and the portion of the site to be paved for the driveway apron is on Rural Residential Land rather than Prime Farmland. The remaining area of the project site would be left undeveloped and could be returned to agricultural production, and the existing gravel parking surface would not preclude the site from future agricultural production. 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 scattered single-family dwellings and irrigated agriculture in all directions, the Community of Keyes and State Route 99 to the west, a dairy to the southeast, and the Turlock Irrigation District (TID) Upper Lateral No. 2 ½ to the north. The project site itself is not enrolled in a Williamson Act Contract; however, the nearest parcels enrolled in a Williamson Act Contract are a 9.81± acre farmed parcel directly to the south of the project site, and the parcel to the east across Pioneer Road. Non-contracted production agriculture exists to the north and west of the project site.

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 nonagricultural uses. General Plan Amendment No. 2011-01 – Revised Agricultural Buffers was approved by the Board of Supervisors on December 20, 2011, to modify County requirements for buffers on agricultural projects. Facilities that may be located within a required agricultural buffer include parking lots. Based on the requested use consisting of an unmanned tractor-trailer parking facility, if the project is not considered people-intensive by the Planning Commission, the project is not subject to agricultural buffers. The facility will have 12 employees and no customer visits per-day. Up to 24 truck trips (inbound and outbound trips for 12 trucks) and 24 passenger vehicle trips (inbound and outbound trips for 12 employees) per-day are expected. Proposed hours of operation are Monday through Saturday from 5:00 a.m. to 6:00 p.m. The project was referred to the Stanislaus County Agricultural Commissioner, and no comments have been received to date. Therefore, staff believes the project can be considered low people-intensive, thus not subject to the County’s Agricultural Buffer requirements. However, the parking area will be enclosed with a six-foot-tall chain link fence proposed along the western boundary of the parking area and a six-foot tall hedge and single row of redwood trees proposed along the other boundaries of the parking area to prevent 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.

The project site is currently served by the Turlock Irrigation District (TID) for irrigation water. The project was referred to TID, who responded with no comments.

Based on this information, staff believes that the proposed project will not conflict with any agriculturally zoned land or Williamson Act Contracted land, nor will the project result in the conversion of unique farmland, farmland of statewide importance, timberland or forest land to a non-agricultural or non-forest use.

No forest lands or timberland exist in Stanislaus County.

Mitigation: None.

References: Application information; Referral response received from Turlock Irrigation District (TID) dated June 5, 2024; Natural Resources Conservation Service Soil Survey; Stanislaus Soil Survey (1957); Stanislaus County Zoning Ordinance (Title 21); California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2018; Stanislaus County General Plan and Support Documentation¹.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
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 facility will have 12 employees. Up to 24 passenger vehicle trips and 24 truck trips per-day are expected. Proposed hours of operation are Monday through Sunday, from 5:00 a.m. to 6:00 p.m.

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.

Potential impacts on local and regional air quality are anticipated to be less than significant, falling below SJVAPCD thresholds, as a result of the nature of the proposed project and project's operation after construction. Implementation of the proposed project would fall below the SJVAPCD significance thresholds for both short-term construction and long-term operational emissions, as discussed below. Because construction and operation of the project would not exceed the SJVAPCD significance thresholds, the proposed project would not increase the frequency or severity of existing air quality standards or the interim emission reductions specified in the air plans.

The project was referred to the SJVAPCD, who responded on August 6, 2024 with no comments.

Further, the SJVAPCD has published Guidance for Assessing and Mitigation Air Quality Impacts (GAMAQI) which has a Small Project Analysis Level (SPAL) screening tool. The SPAL establishes specific thresholds based on land use category with projects using various metrics corresponding to that land use type, including trips per-day, development size, number of students or dwelling units. Projects which fall under the respective threshold are presumed to have less than significant impact on air quality due to criteria pollutant emissions and are therefore excluded from quantifying criteria pollutants for CEQA purposes. For the general light industrial land use category, which is the closest category under which truck parking facilities would fall, 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 does not propose to utilize any structures; however, the project will utilize a 1.27± acre outdoor area for truck parking and a maximum of 24 heavy-truck trips per-day (total inbound and outbound), and a total of 24 passenger vehicle trips per-day (anticipated inbound and outbound trips by employees), for a total of 48 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. The proposed project will generate a low amount of vehicle trips with 24 passenger vehicle trips one-way per-day (inbound and outbound trips for 12 employees) and 24 truck trips one-way per-day (inbound and outbound trips for 12 trucks). As this is below the District’s threshold of significance for vehicle and heavy truck trips, no significant impacts from vehicle and truck trips to air quality are anticipated.

Based on this information, the proposed project is expected to have a less than significant impact on air quality.

Mitigation:

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; Referral response received from San Joaquin Valley Air Pollution Control District, dated August 6, 2024; 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: 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 is no known sensitive or protected species or natural community located on the site. The project is located within the Ceres Quad of the California Natural Diversity Database.

Based on results from the California Natural Diversity Database (CNDDDB), there are seven animal species (excluding fish and mollusk species for which there is no feasible or potential habitat on the project site due to the lack of hydrological features) which are state or federally listed, threatened, or identified as species of special concern or a candidate of special concern within the Ceres California Natural Diversity Database Quad. These species include Swainson’s hawk, tricolored

blackbird, burrowing owl, Crotch’s bumble bee, valley elderberry longhorn beetle, and Townsends big-eared bat. There are no reported sightings of any of the aforementioned species on the project site, aside from Swainson’s hawk. Within a 0.81-mile radius of the site. Swainson’s hawk, heartscale, and subtle orache have been spotted, but all three species are presumed extant in the area. However, the entire project site is already disturbed and improved with a single-family dwelling, and no rivers, creeks, ponds, or open canals exist on the project site. No construction is proposed as part of the project, and the project shall have no effect on Biological Resources.

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

Mitigation: None.

References: California Department of Fish and Wildlife’s Natural Diversity Database Quad Species List; California Natural Diversity Database, Planning and Community Development GIS, accessed September 18, 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, and the project site is developed with multiple structures. No construction of new structures is proposed; however, conditions of approval will be placed on the project, requiring that any future construction activities shall be halted, if any resources are found, until appropriate agencies are contacted, and an archaeological survey is completed.

Mitigation: None.

References: Application Materials; 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.

No construction is proposed as part of this project. The applicant is proposing to establish a 1.27± acre area for a truck parking facility. Energy consuming equipment and processes include the equipment to initially gravel the truck parking operation. These activities would not require any substantial use of heavy-duty construction equipment, or significant increase in Vehicle Miles Traveled (VMT) and would require little or no demolition or grading as the site is presently unimproved and considered to be topographically flat. Consequently, emissions would be minimal. However, should future construction occur, all construction activities shall be in compliance with all SJVAPCD regulations and with Title 24, Green Building Code, which includes energy efficiency requirements. Therefore, consumption of energy resources would be less than significant without mitigation for the proposed project.

The project was also referred to the San Joaquin Valley Air Pollution Control District, who responded with no comments on the project.

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

Energy consuming equipment and processes include construction equipment, trucks, and the employee vehicle. As discussed in Section III – *Air Quality*, these activities would not significantly increase Vehicle Miles Traveled (VMT), due to the number of vehicle trips not exceeding a total of 110 vehicle trips per-day. The proposed project will generate a low amount of vehicle trips with a total of 24 heavy-truck trips (inbound and outbound trips for 12 trucks) and 24 passenger vehicle trips (inbound and outbound trips for 12 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; Referral response received from San Joaquin Valley Air Pollution Control District, dated August 6, 2024; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; San Joaquin Valley Air Pollution Control District's Small Project Analysis Level (SPAL) guidance, November 13, 2020; Governor's Office of Planning and Research Technical Advisory, December 2018; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The USDA Natural Resources Conservation Service’s Eastern Stanislaus County Soil Survey indicates that the property primarily consists of Grade 3 Dinuba sandy loam, 0 to 1 percent slopes (DtA). As contained in Chapter 5 of the General Plan Support Documentation, the areas of the County subject to significant geologic hazard are located in the Diablo Range, west of Interstate 5; however, as per the California Building Code, all of Stanislaus County is located within a geologic hazard zone (Seismic Design Category D, E, or F) and a soils test may be required at building permit application. Results from the soils test will determine if unstable or expansive soils are present. If such soils are present, special engineering of the structure will be required to compensate for the soil deficiency. Any structures resulting from this project will be designed and built according to building standards appropriate to withstand shaking for the area in which they are constructed. Any earth moving is subject to Public Works Standards and Specifications, which consider the potential for erosion and run-off prior to permit approval. Likewise, any addition 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 the building shall be designed according to type and/or maximum occupancy of the proposed structure to the estimated waste/sewage design flow rate all applicable County Local Agency Management Program (LAMP) standards and setbacks are met. A referral response received from Public Works contained standard conditions of approval that will be applied to the project such as no parking, loading, or unloading of vehicles being permitted within the County road right-of-way, the developer being required to install or pay for the installation of any signs and/or markings (which are not

proposed), and an encroachment permit needing to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way. The project site is not located near an active fault or within a high earthquake zone. Landslides are not likely due to the flat terrain of the area.

DER, Public Works, and the Building Permits Division review and approve any building or grading permit to ensure their standards are met. Conditions of approval regarding these standards will be applied to the project and will be triggered when a building permit is requested. No construction is proposed as part of this project.

As the project will include the parking of up to 12 trucks and 24 trailers within a 1.27± acre graveled area, impacts to geology and soils are anticipated to be less than significant.

Mitigation: None.

References: Application information; United States Department of Agriculture NRCS Web Soil Survey; Referral response from the Department of Environmental Resources (DER), dated May 23, 2024; Referral response received from Public Works dated June 24, 2024; 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 Gasses (GHGs) are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] No. 32), which requires the California Air Resources Board (ARB) design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. Two additional bills, SB 350 and SB32, were passed in 2015 further amending the states Renewables Portfolio Standard (RPS) for electrical generation and amending the reduction targets to 40% of 1990 levels by 2030.

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

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

of 24 truck trips (inbound and outbound trips for 12 trucks) and 24 passenger vehicle trips (inbound and outbound trips for 12 employees) per-day, below the OPR threshold.

The project was referred to the SJVAPCD, who responded on August 6, 2024 and provided no comments. Staff will include a condition of approval on the project requiring that the applicant be in compliance with the SJVAPCD's rules and regulations. Consequently, GHG emissions are considered to be less than significant.

Less than significant impacts from greenhouse gas emissions occurring are anticipated as a result of this project.

Mitigation: None.

References: Application information; Referral Response received from San Joaquin Valley Air Pollution Control District, dated August 6, 2024; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; San Joaquin Valley Air Pollution Control District's Small Project Analysis Level (SPAL) guidance, November 13, 2020; Governor's Office of Planning and Research Technical Advisory, December 2018; Stanislaus County General Plan and Support Documentation¹.

IX. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

Discussion: The County Department of Environmental Resources (DER) is responsible for overseeing hazardous materials. This project was referred to the Department of Environmental Resources – Hazardous Materials Division, which responded that the project will not have a significant effect on the environment and also provided standard conditions of approval requiring the applicant contact DER for any appropriate permitting requirements for hazardous materials and/or wastes and to conduct at least a Phase I study prior to the issuance of a grading permit. 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 any new building requiring an on-site wastewater treatment system (OWTS) shall be designed according to type and/or maximum occupancy of the proposed structure to the estimated waste/sewage design flow rate. All applicable County Local Agency Management Program (LAMP) standards and required setbacks are to be met, and prior to issuance of any grading or building permit, the applicant(s) shall submit a site plan that includes the location of the existing on-site water well(s), and the location, layout and design of all existing on-site wastewater treatment systems (OWTS) and the Future 100% Expansion (Replacement) Areas.

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 on the adjacent parcel directly to the south of the project site. The project site itself also has a record of pesticide use but is not currently improved with production agriculture.

As Stated in Section II – *Agricultural and Forest Resources*, 12 individuals will be employed and generate up to 24 truck trips (inbound and outbound trips for 12 trucks) and 24 passenger vehicle trips (inbound and outbound trips for 12 employees) per-day. Proposed hours of operation are Monday through Saturday, from 5:00 a.m. to 6:00 p.m. The project was referred to the Stanislaus County Agricultural Commissioner, and no comments have been received to date. Therefore, staff believes the project can be considered low people-intensive, thus not subject to the County’s Agricultural Buffer requirements. However, the parking area is enclosed with a six-foot-tall chain link fence proposed along the western boundary of the parking area and a six-foot-tall hedge and single row of redwood trees proposed along the other boundaries of the parking area.

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 Keyes Fire Protection District. The project was referred to the Keyes Fire Protection District, and no comments have been received to date.

The project is not anticipated to interfere with the Stanislaus County Local Hazard Mitigation Plan, which identifies risks posed by disasters and identifies ways to minimize damage from those disasters.

The project site is not within the vicinity of any airstrip, airport land use plan area, or wildlands. No significant impacts associated with hazards or hazardous materials are anticipated to occur as a result of the proposed project.

Mitigation: None.

References: Application information; Referral response from the Department of Environmental Resources (DER) Environmental Health Division dated May 23, 2024; Referral response received from Stanislaus County Department of Environmental Resources – Hazardous Materials Division dated June 4, 2024; 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	

<p>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:</p>			X	
<p>i) result in substantial erosion or siltation on- or off-site;</p>			X	
<p>ii) substantially increase the rate of amount of surface runoff in a manner which would result in flooding on- or off-site.</p>			X	
<p>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</p>			X	
<p>iv) impede or redirect flood flows?</p>			X	
<p>d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</p>			X	
<p>e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</p>			X	

Discussion: Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act (FEMA). The project site is located in FEMA Flood Zone X, which includes areas determined to be outside the 0.2% annual chance floodplains. All flood zone requirements will be addressed by the Building Permits Division during the building permit process. The project proposes to handle stormwater drainage via overland runoff, and the current absorption patterns of water upon this property will not be altered. A referral response received from the Environmental Health Division of DER stated that any new building requiring an on-site wastewater treatment system (OWTS) shall be designed according to type and/or maximum occupancy of the proposed structure to the estimated waste/sewage design flow rate. All applicable County Local Agency Management Program (LAMP) standards and required setbacks are to be met, and prior to issuance of any grading or building permit, the applicant(s) shall submit a site plan that includes the location of the existing on-site water well(s), and the location, layout and design of all existing on-site wastewater treatment systems (OWTS) and the Future 100% Expansion (Replacement) Areas. 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. Any potential regulatory requirements regarding applicable County Local Agency Management Program (LAMP) standards and required setbacks can be enforced during the building permit review process. A referral response received from Public Works contained standard conditions of approval that will be applied to the project such as no parking, loading, or unloading of vehicles being permitted within the County road right-of-way, the developer being required to install or pay for the installation of any signs and/or markings (which are not proposed), and an Encroachment Permit needing to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way. Email correspondence received from Public Works on October 10, 2024 stated that no grading shall be performed without first obtaining a Grading Permit. An application for a Grading Permit shall be submitted to the Building Permits Division prior to the commencement of any grading, clearing, excavating, filling or other disturbance of natural terrain. New development and re-development projects shall contain all storm drainage on-site, and storm drainage facilities shall be designed using a 100-year, 24-hour storm. The drainage facility shall be capable of dewatering the 100-year, 24-hour storm within 48 hours. Calculations for the storm drainage capacity and dewatering shall be submitted to the Engineer for approval. A comprehensive soils report shall be submitted for the proposed project, and the soils report shall be prepared, stamped, and signed by a licensed geotechnical engineer experienced in soil. It shall include R-values taken at the site with a map showing the locations and depths of the test samples. A completed Regulated Project Worksheet per the Stanislaus County 2015 Post-Construction Standards Plan will also be required, as will regulated Project Volume Reduction Calculations, signed and stamped by a registered civil engineer licensed to practice in California, for each drainage management area, which must include any control measure(s) that meet the volumetric sizing criteria. An Operation and Maintenance Plan and owner-signed and notarized Statement of Responsibility is required for all proposed treatment control measures. Dischargers of stormwater associated with construction activity that result in the disturbance

of one acre or more of land area shall apply for and obtain coverage under 2022 Construction General Permit. All applicable standards under Public Works and the DER will be addressed under the building permit review process for any future construction as well.

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. 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 project was referred to the West Turlock Subbasin GSA, and no comments were received regarding the proposed project.

Stanislaus County adopted a Groundwater Ordinance in November 2014 (Chapter 9.37 of the County Code, hereinafter, the "Ordinance") that codifies requirements, prohibitions, and exemptions intended to help promote sustainable groundwater extraction in unincorporated areas of the County. The Ordinance prohibits the unsustainable extraction of groundwater and makes issuing permits for new wells, which are not exempt from this prohibition, discretionary. For unincorporated areas covered in an adopted GSP pursuant to SGMA, the County can require holders of permits for wells it reasonably concludes are withdrawing groundwater unsustainably to provide substantial evidence that continued operation of such wells does not constitute unsustainable extraction and has the authority to regulate future groundwater extraction. The site has an existing private well and septic system. There are no additional wells proposed as part of this request.

A referral response received from DER's Groundwater Resources Division stated that the Groundwater Resources Division had no comments on the project because any additional water demand supplied by the existing well will be de-minimus and therefore not impact Stanislaus County Groundwater Resources.

The Central Valley Regional Water Quality Control Board (RWQCB) provided an Early Consultation referral response on May 30, 2024 outlining the regulatory setting and permitting requirements of the Central Valley RWQCB. A condition of approval will be added to the project requiring the applicant coordinate with the RWQCB prior to issuance of a building or grading permit to determine if any permits or Water Board requirements need to be obtained/ met prior to operation.

The project site is located within the service boundaries of the Turlock Irrigation District (TID). The project was referred to TID, who responded with no comments.

As a result of the conditions of approval required for this project, impacts associated with drainage, water quality, and runoff are expected to have a less than significant impact.

Mitigation: None.

References: Application information; Referral response from the Department of Environmental Resources (DER) Environmental Health Division dated May 23, 2024; Referral response received from Central Valley Regional Water Quality Control Board dated May 30, 2024; Referral response received from the Department of Environmental Resources (DER) Groundwater Resources Division dated June 7, 2024; Referral response received from Turlock Irrigation District (TID) dated June 5, 2024; Referral response from Stanislaus County Public Works Department dated June 24, 2024; Email correspondence received from Stanislaus County Public Works Department dated October 10, 2024; Stanislaus County Code Title 9 Chapter 9.37 Groundwater; West Turlock Subbasin Groundwater Sustainability Agency and East Turlock Subbasin Groundwater Sustainability Agency GSAs; 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 A-2-40 (General Agriculture). This is a request to establish a truck parking facility currently operating for up to 12 tractors and 24 trailers in a 1.27± acre graveled area on a 9.81± acre parcel.

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 12 and the total number of trailers shall not exceed 2 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 12 employees and no customer visits per-day. Up to 24 passenger vehicle trips and 24 truck trips per-day are expected. Proposed hours of operation are Monday through Saturday, from 5:00 a.m. to 6:00 p.m. The project was referred to the Stanislaus County Agricultural Commissioner, and no comments have been received to date. Therefore, staff believes the project can be considered low people-intensive, thus not subject to the County’s Agricultural Buffer requirements. However, the project area exceeds the prescribed 150-foot distance from the next nearest parcels to the east and west in production agriculture and will be enclosed with a six-foot-tall chain link fence along the western boundary of the parking area and a six-foot-tall hedge and single row of redwood trees along the other boundaries of the parking area to screen the project site and prevent trespass.

As the project is located within the Keyes Municipal Advisory Council boundary, the project was referred to them, and no comments have been received to date. However, the initial study will be referred and presented to them for discussion.

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 groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion: The Stanislaus County General Plan identifies noise levels up to 75 dB Ldn (or CNEL) as the normally acceptable level of noise for industrial and agricultural uses. 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 7:00 a.m. to 10:00 p.m. and 45 hourly Leq, dBA and 65 Lmax, dBA from 10:00 p.m. to 7:00 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 Monday through Saturday, from 5:00 a.m. to 6:00 p.m. The nearest sensitive noise receptor is a residence 120-feet away. 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 Pioneer 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).

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 and Support Documentation¹.

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

Discussion: The site is not included in the vacant sites inventory for the 2016 Stanislaus County Housing Element, which covers the 5th cycle Regional Housing Needs Allocation (RHNA) 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:			X	
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

Discussion: The project site is served by the Keyes Fire Protection District for fire protection, the Stanislaus County Sheriff’s Office for police protection, Keyes Union School District for schools, Stanislaus County for parks, and Turlock Irrigation District for irrigation and electrical service. The project was referred to TID who responded with no comments.

The project was referred to these agencies, and no concerns were identified with respect to the proposed project. The County has adopted Public Facilities Fees, as well as Fire Facility Fees on behalf of the appropriate fire district, to address impacts to public services. No buildings are proposed as part of this project. However, should any construction occur on the property in the future, all adopted public facility fees will be required to be paid at the time of building permit issuance.

An early consultation referral response received from the Department of Public Works stated that no parking, loading, or unloading of vehicles shall 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 (which are not proposed), and an Encroachment Permit will need to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way. Additionally, to prevent trees, shrubs, and vines from encroaching on County roads, it is unlawful to plant, or cause to be planted, a tree, shrub, or vine less than ten feet from the edge of the right-of-way to the trunk or stem of the tree, shrub, or vine.

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.

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

Mitigation: None.

References: Application information; Referral response received from the Turlock Irrigation District (TID) dated June 5, 2024; Referral response from Stanislaus County Public Works Department dated June 24, 2024; Referral response from the Central Valley Regional Water Quality Control Board (CVRWQCB) dated May 30, 2024; Stanislaus County General Plan and Support Documentation¹.

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

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

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹.

XVII. TRANSPORTATION -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
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: The project proposes to establish a truck parking facility for up to 12 tractor-trailer combinations tractor, and 24 trailers. The project site has two access driveways on County-maintained Pioneer Road. However, the facility will only utilize the southern 20-foot-wide driveway. The employees will leave their vehicles on-site. The trucks will run for thirteen hours per-day, from 5:00 a.m. to 6:00 p.m. Monday through Saturday, with a maximum of 12 employees per shift. The number of trucks on-site will not exceed 12, and six of the trailers will be used primarily for the transport of field run almonds and walnuts during peak harvest season (approximately three to four months out of the year). No customer service is proposed at the project site. No hauled materials will be brought back to the site, and the trucks will be left empty when parked on-site between trips. The project will receive access via County-maintained Pioneer Road. It is not anticipated that the project would substantially affect the level of service on Pioneer Road.

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

This project was referred to the Stanislaus County Department of Public Works, Keyes Fire Protection District, Keyes Municipal Advisory Council, and the California Department of Transportation (Caltrans). Only Public Works provided comments, which included standard conditions of approval that will be applied to the project such as no parking, loading, or unloading of vehicles being permitted within the County road right-of-way, the developer being required to install or pay for the installation of any signs and/or markings (which are not proposed), and an Encroachment Permit needing to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way. Additionally, to prevent trees, shrubs, and vines from encroaching on County roads, it is unlawful to plant, or cause to be planted, a tree, shrub, or vine less than ten feet from the edge of the right-of-way to the trunk or stem of the tree, shrub, or vine.

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: Referral response from Public Works dated June 24, 2024; CEQA Guidelines; Stanislaus County General Plan and Support Documentation¹.

XVIII. TRIBAL CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California native American tribe, and that is:			X	
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set for the in subdivision (c) of Public Resource Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

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

Mitigation: None.

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

XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	

<p>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?</p>			<p>X</p>	
<p>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?</p>			<p>X</p>	
<p>e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>			<p>X</p>	

Discussion: Limitations on providing services have not been identified. The project proposes to utilize an existing private well for water and an existing septic system. Although no new structures are proposed, the Department of Environmental Resources (DER) Environmental Health Division commented that any new building requiring an on-site wastewater treatment system (OWTS) shall be designed according to type and/or maximum occupancy of the proposed structure to the estimated waste/sewage design flow rate. All applicable County Local Agency Management Program (LAMP) standards and required setbacks are to be met, and prior to issuance of any grading or building permit, the applicant(s) shall submit a site plan that includes the location of the existing on-site water well(s), and the location, layout and design of all existing on-site wastewater treatment systems (OWTS) and the Future 100% Expansion (Replacement) Areas. Conditions of approval will be added to the project to reflect these requirements, which will be triggered when a building permit is applied for.

A referral response received from DER’s Groundwater Resources Division on June 7, 2024 stated that the Groundwater Resources Division had no comments on the project because any additional water demand supplied by the existing well will be de-minimus and therefore not impact Stanislaus County Groundwater Resources.

No washing of trucks is proposed, and any maintenance on-site will be limited to tire changes, light and windshield wiper replacements, and checking fluids. Accordingly, additional wastewater discharge is not anticipated to occur as a result of this project. The Hazardous Materials Division of the DER provided a referral response on June 4, 2024 stating that the project will not have a significant effect on the environment and also provided standard conditions of approval requiring the applicant contact DER for any appropriate permitting requirements for hazardous materials and/or wastes and to conduct at least a Phase I study prior to the issuance of a grading permit. Conditions of approval will be added to the project to reflect these requirements.

A referral response received from Public Works stated that no parking, loading, or unloading of vehicles shall 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 (which are not proposed), and an Encroachment Permit will need to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way.

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 site receives power and irrigation water from the Turlock Irrigation District (TID). The project was referred to TID, who responded with no comments.

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

Mitigation: None.

References: Application information; Referral response from the Department of Environmental Resources (DER) Environmental Health Division dated May 23, 2024; Referral response received from Central Valley Regional Water Quality Control Board dated May 30, 2024; Referral response from Stanislaus County Public Works Department dated June 24, 2024; Referral response received from DER – Hazardous Materials Division dated June 4, 2024; Referral response received from DER- Groundwater Resources Division, dated June 7, 2024; Stanislaus County General Plan and Support Documentation¹.

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

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

A referral response received from Public Works stated that no parking, loading, or unloading of vehicles shall 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 (which are not proposed), and an Encroachment Permit will need to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way. Additionally, to prevent trees, shrubs, and vines from encroaching on County roads, it is unlawful to plant, or cause to be planted, a tree, shrub, or vine less than ten feet from the edge of the right-of-way to the trunk or stem of the tree, shrub, or vine.

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 June 24, 2024; 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: As was mentioned in *Section XI- Land Use and Planning*, the project site is designated Agriculture by the Stanislaus County General Plan land use diagrams and zoned A-2-40 (General Agriculture). 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.

The eastern portion of the project site that has already been developed with a single-family dwelling and agricultural storage building is classified as “Rural Residential Land” by the California Department of Conservation’s Farmland Mapping and Monitoring Program, and the western portion previously used as an orchard is classified as “Prime Farmland” if irrigated. The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that approximately 100 percent of the project site is comprised of Grade Grade 3 Dinuba sandy loam, 0 to 1 percent slopes (DtA), which has a California Revised Storie Index Rating of 47. 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. The 47 Index rating equates to Grade 3 soils which are considered to be fair soil that may be suitable for some crop production. The project site does not the definition of prime farmland under the County’s Uniform Rules. The site is not currently improved with any production agriculture.

The proposed project will not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

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

The surrounding area is comprised of scattered single-family dwellings and irrigated agriculture in all directions, the Community of Keyes and State Route 99 to the west, a dairy to the southeast, and the Turlock Irrigation District (TID) Upper

Lateral No. 2 ½ to the north. Any development of the surrounding area would be subject to the permitted uses of the A-2 Zoning District or would require additional land use entitlements and environmental review.

Five additional projects are currently in process for truck parking (UP PLN2024-0075– *Farmers Transport Inc*, located at 4213 E Barnhart Road; GPA/REZ PLN2021-0052- *Pattar Trucking*, located at 4325 W Taylor Road; UP PLN2022-0148- *Juan M Torres Trucking*, located at 6130 E Service Rd; UP PLN2023-0151- *Goblirsch Trucking Inc*, located at 4361 Faith Home Road; and UP PLN2022-0129 – *Satnam S. Nagra*, located at 6630 Foote Road) within the A-2 zoning district, within a 2-mile radius of the project site. The other four Use Permit applications are limited to up to 12 tractor-trailer combinations each and would be held to the same standards as this project application. GPA/REZ PLN2021-0052- *Pattar Trucking* is a request to establish a new Planned Development zoning district for an 80-space commercial semi-truck parking facility. To approve the project, the Planning Commission will have to weigh these projects in total and determine if the necessary findings can be made.

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

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.

LAFOLLETTE TRUCKING

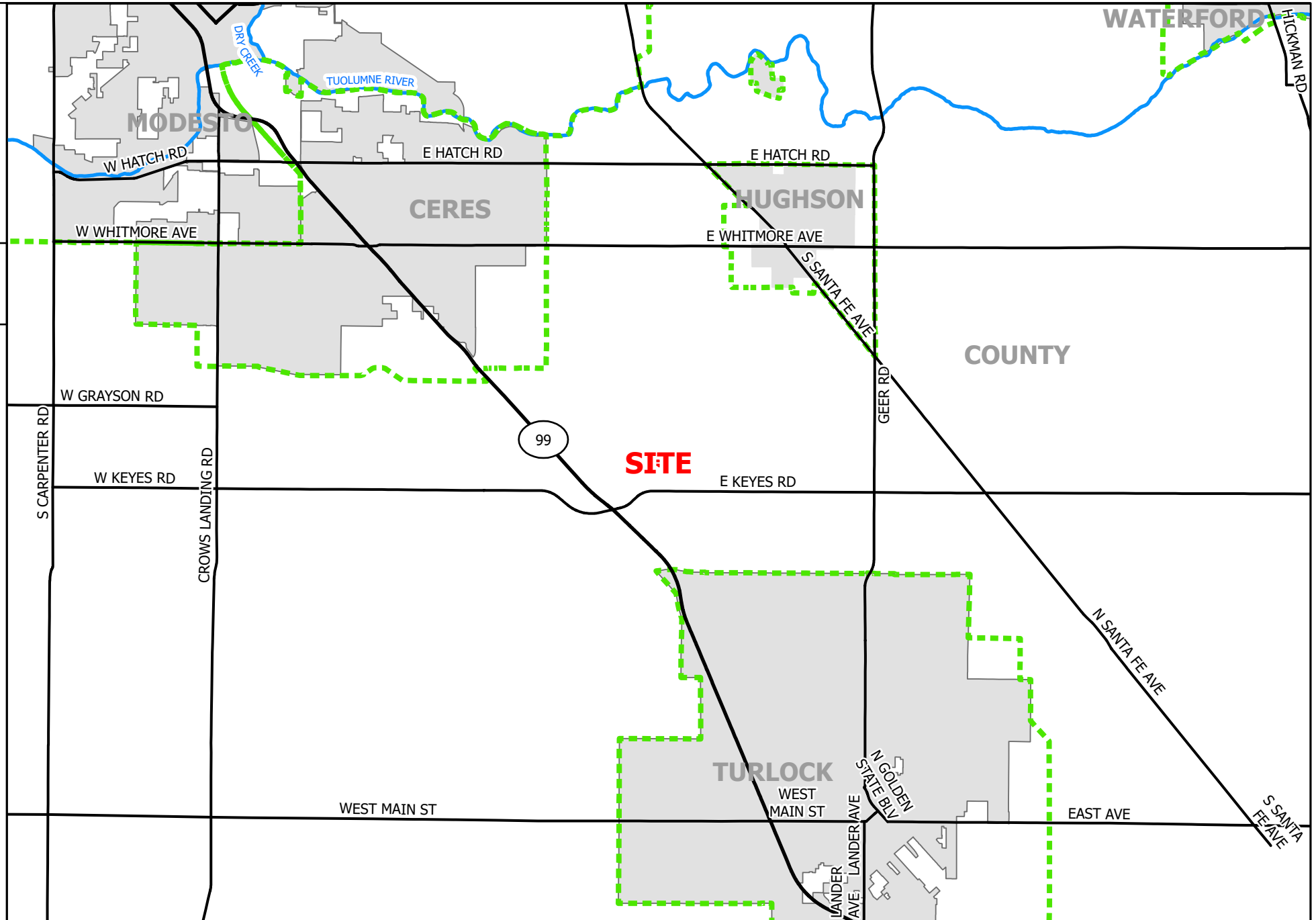
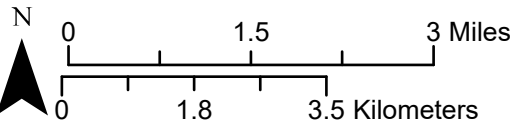
UP

PLN2024-0017

AREA MAP

LEGEND

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

















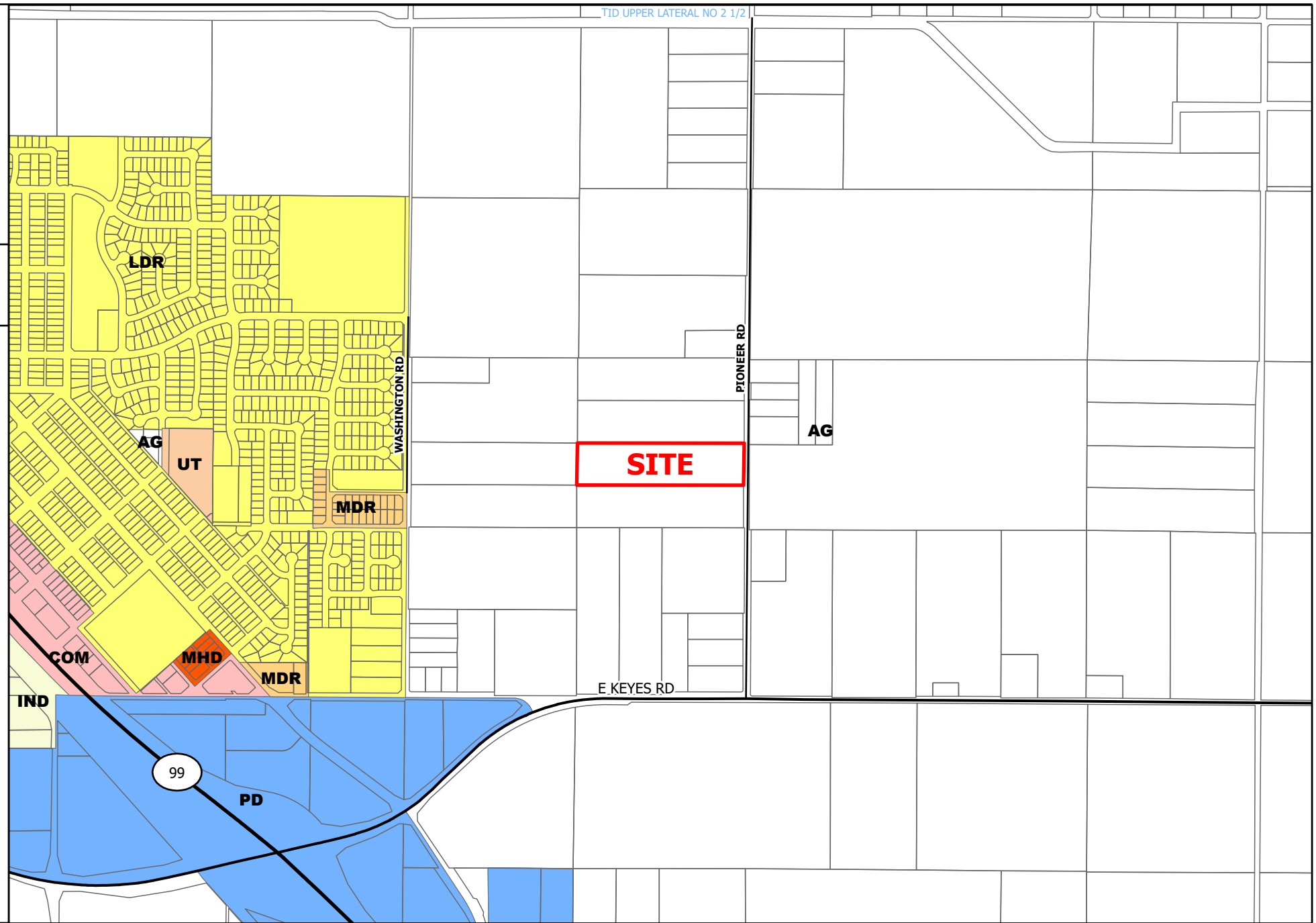
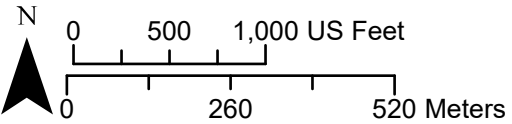
LAFOLLETTE TRUCKING

UP PLN2024-0017

GENERAL PLAN MAP

LEGEND

-  Project Site
-  Parcel
-  Highway
-  Major Road
-  Canal
-  Agriculture
-  Commercial
-  Industrial
-  Planned Development
-  Residential - Low Density
-  Residential - Medium Density
-  Residential - Medium/High Density
-  Urban Transition
-  Street








LAFOLLETTE TRUCKING









UP PLN2024-0017

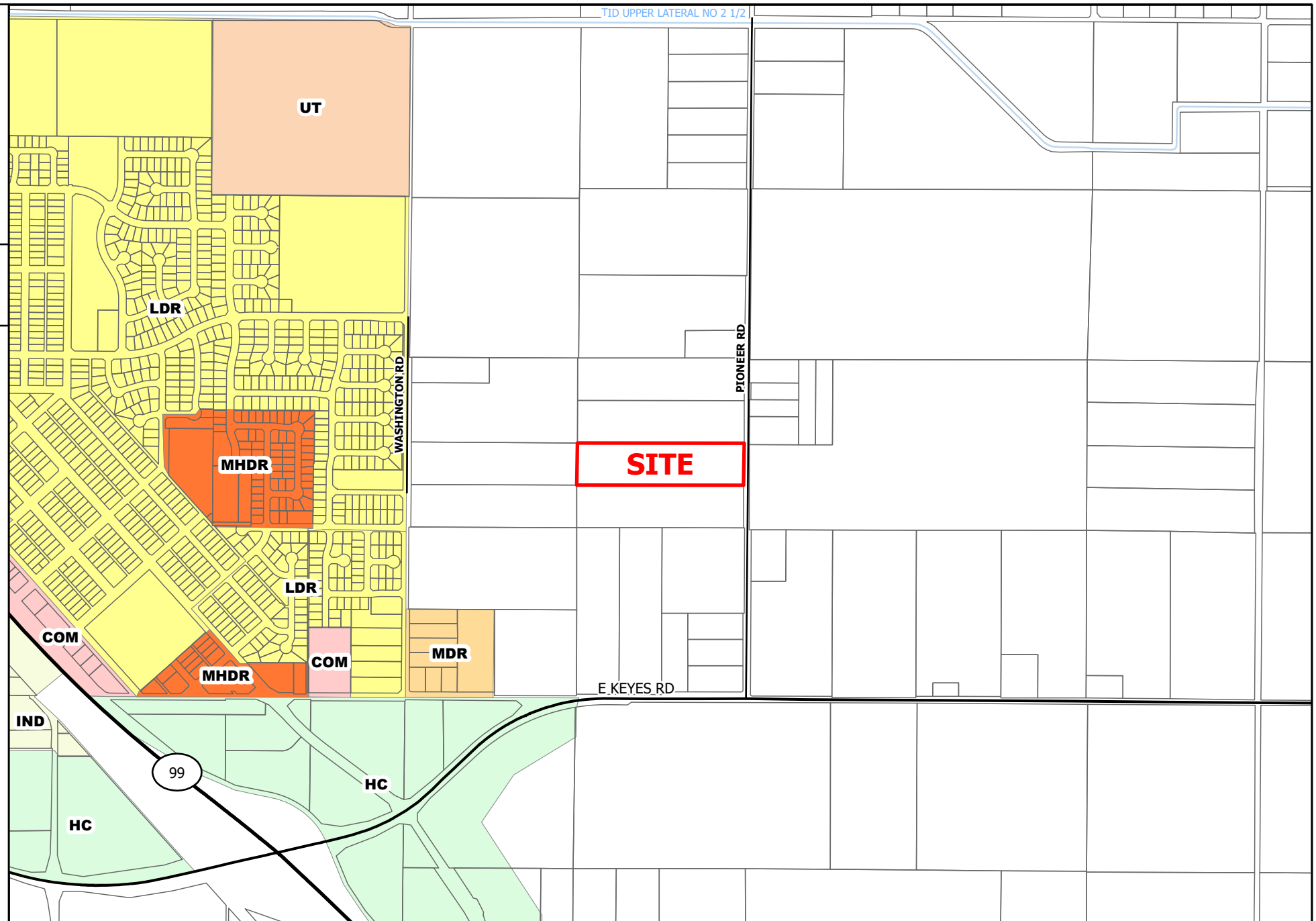
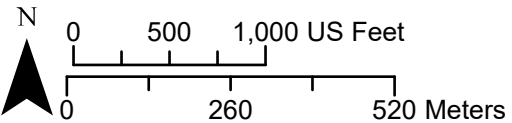
COMMUNITY PLAN MAP

LEGEND

-  Project Site
-  Parcel
-  Highway
-  Major Road
-  Canal

Community Plan

-  COM
-  HC
-  IND
-  LDR
-  MDR
-  MHDR
-  UT
-  Street



LAFOLLETTE TRUCKING

UP

PLN2024-0017

ZONING MAP

LEGEND

- Project Site
 - Parcel
 - Highway
 - Major Road
 - Canal
- Zoning Designation**
- General Agriculture 10 Acre
 - General Agriculture 40 Acre
 - Highway Frontage
 - Industrial
 - Planned Development; P-D (333); P-D (344); P-D (345); P-D
 - Planned Development; P-D (333); P-D (344); P-D (345); P-D
 - Planned Development; P-D (333); P-D (344); P-D (345); P-D
 - Planned Development; P-D (333); P-D (344); P-D (345); P-D
 - Single Family Residential
 - Single Family Residential - US
 - Medium Density Residential
 - Multiple Family
 - Rural Residential









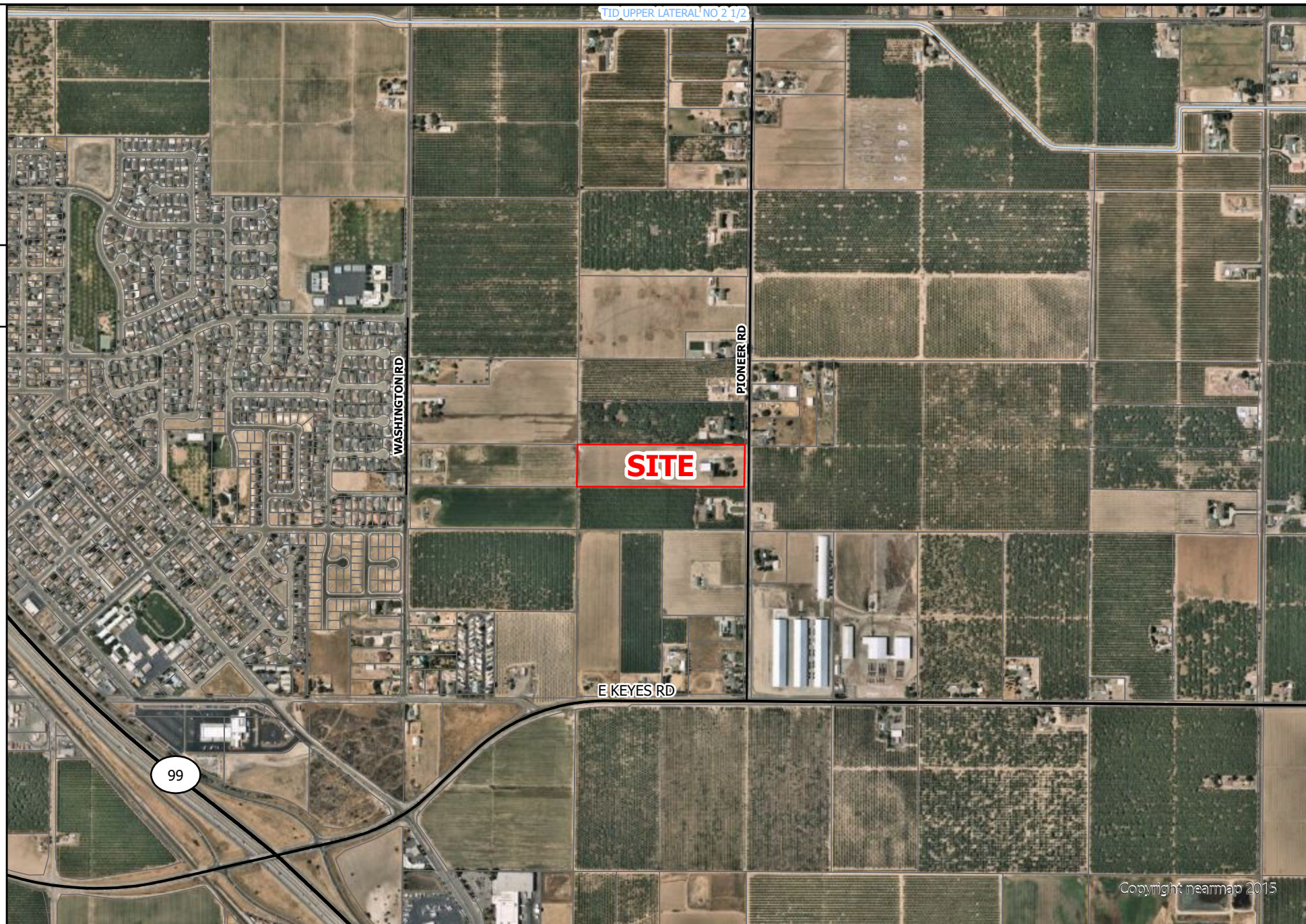
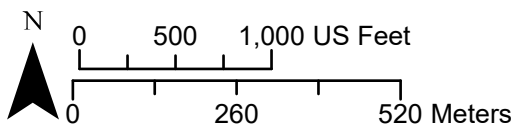
LAFOLLETTE TRUCKING

UP PLN2024-0017

2023 AERIAL AREA MAP

LEGEND

-  Project Site
-  Parcel
-  Highway
-  Major Road
-  Canal
-  Street






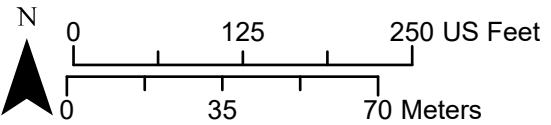
LAFOLLETTE TRUCKING

UP PLN2024-0017

2023 AERIAL SITE MAP

LEGEND

-  Project Site
-  Parcel
-  Street



LAFOLLETTE TRUCKING

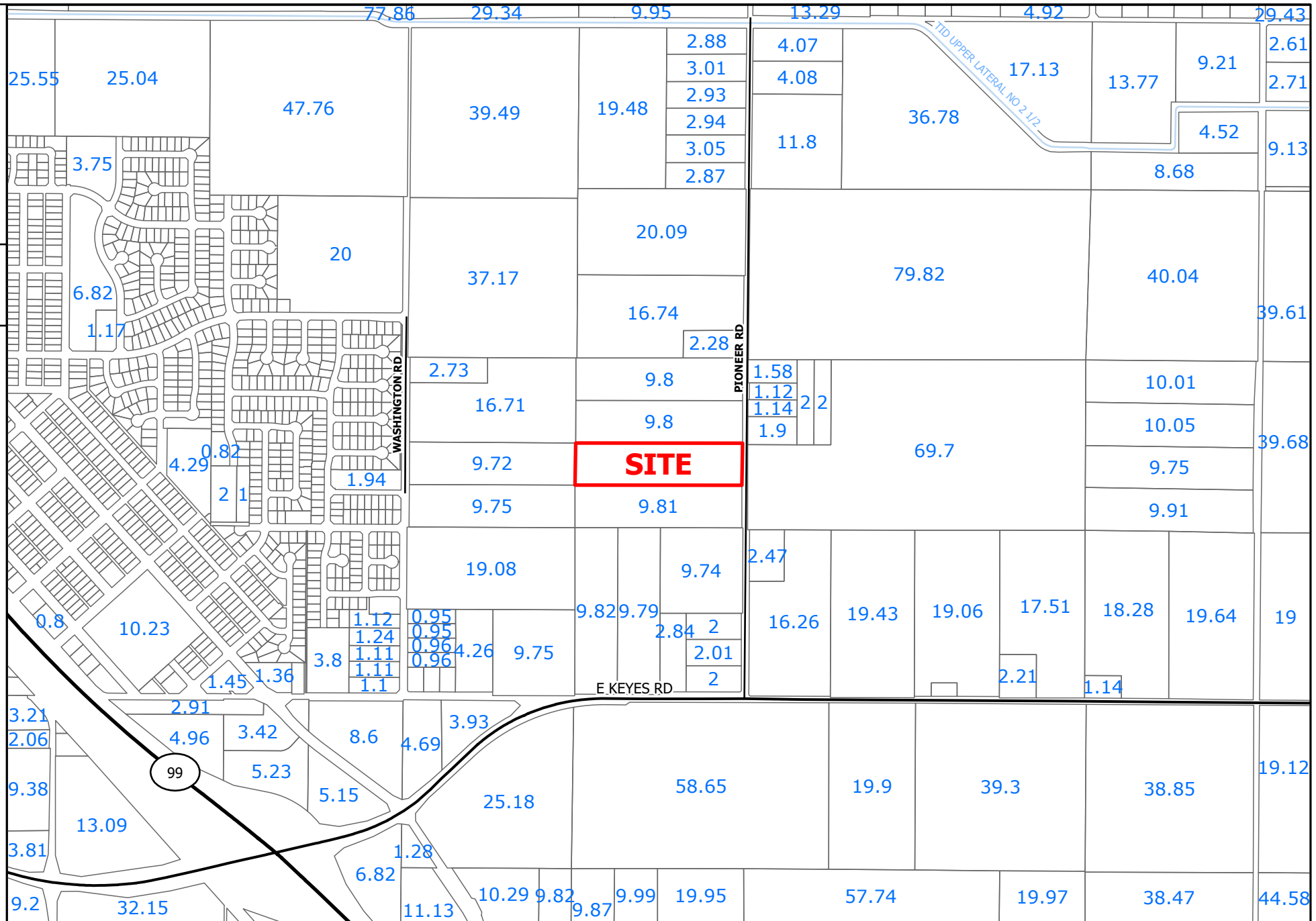
UP

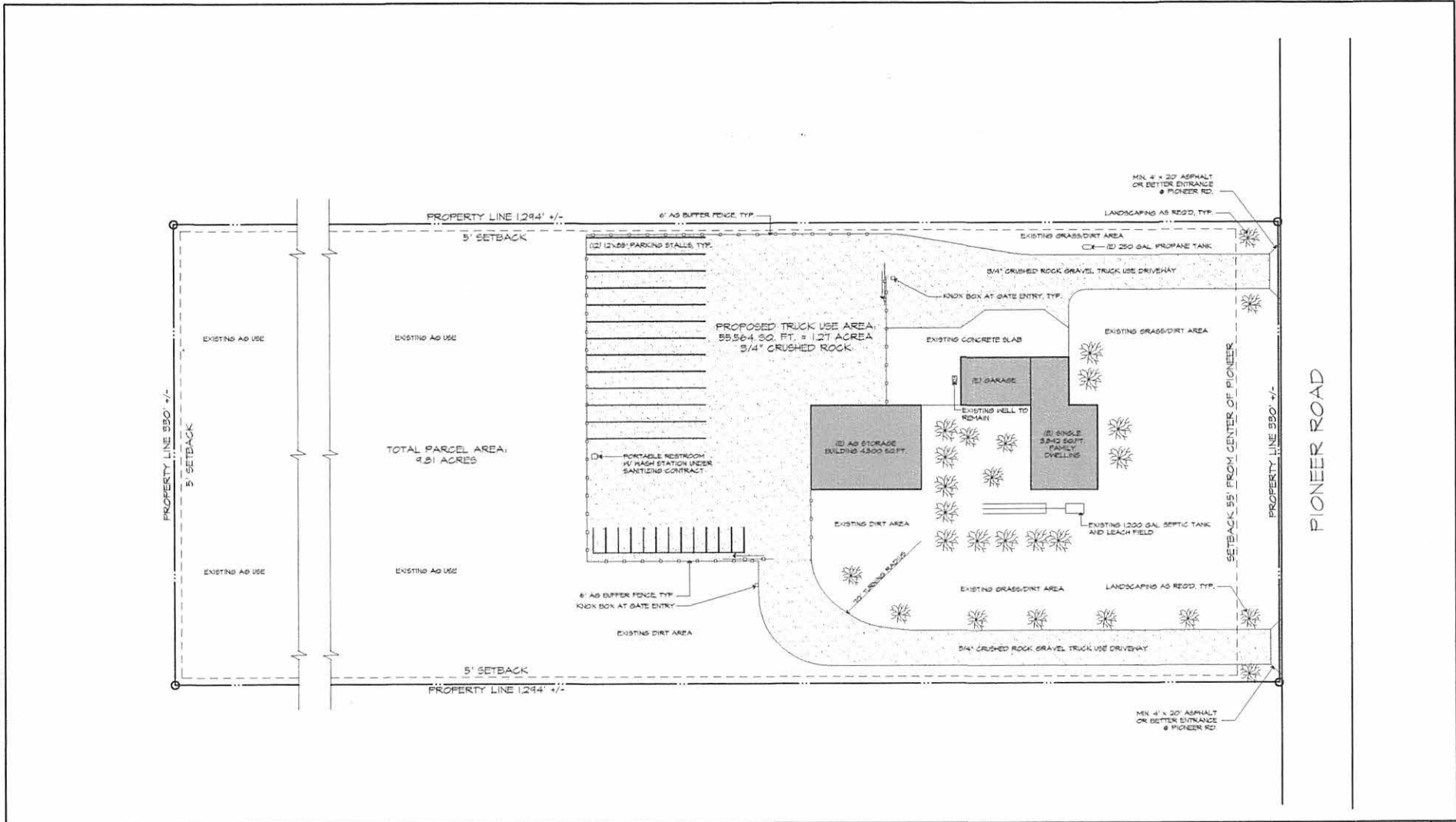
PLN2024-0017

ACREAGE MAP

LEGEND

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





1 | SITE PLAN

SCALE: 1"=50'-0"



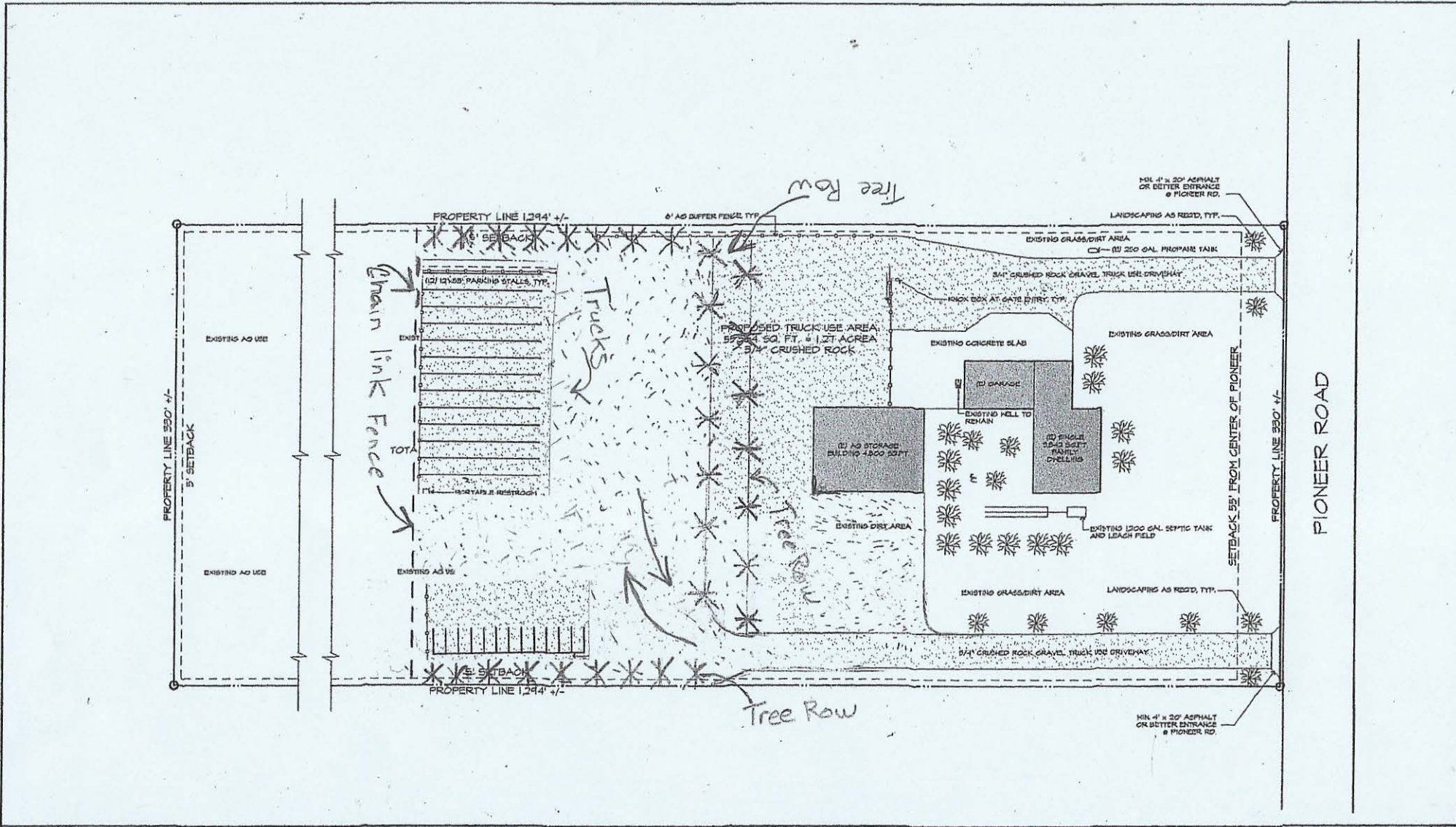
SCOPE OF WORK:
 THE PROJECT IS A REQUEST TO ESTABLISH AND OPERATE A PARKING FACILITY FOR UP TO TWELVE TRACTOR-TRAILER COMBINATIONS ON A PROPOSED 1.27 ACRE USE AREA LOCATED AT 5601 PIONEER RD. IN HUGHSON, CA (APN 048-009-003) FOR USE BY LAFOLLETTE TRUCKING. THE PARKING FACILITY WILL BE FENCED AND FILLED WITH 3/4 CRUSHED GRAVEL, AND WILL INCLUDE TWELVE (12)-FOOT BY 60-FOOT TRACTOR-TRAILER PARKING STALLS AND TWELVE (12)-FOOT BY 8-FOOT OPERATOR/EMPLOYEE PARKING STALLS. ACCESS WILL BE TAKEN OFF PIONEER RD. VIA A 4-FOOT-LONG BY 20-FOOT-WIDE ASPHALT OR BETTER APPROACH. LANDSCAPING WILL BE INSTALLED AT THE PIONEER RD. ENTRANCE. THE PROPOSED 1.27 ACRE USE AREA IS LOCATED WITHIN AN EXISTING 9.81 ACRE PARCEL AT 5601 PIONEER RD. IN HUGHSON, CA IN THE GENERAL AGRICULTURE 40 ACRE ZONING DISTRICT.

APN: 048-009-003
SETBACKS:
 PIONEER ROAD: 45' FROM CENTER OF ROAD
 SIDES AND REAR: 5'
ZONING: GENERAL AG 40 ACRE
NOTES:

**A TRUCK USE PERMIT
 FOR CHAD LAFOLLETTE**
 5601 PIONEER RD
 HUGHSON, CA 95326

PROJECT TITLE		SHEET NO.
DATE	ISSUED FOR	
	PERMIT / RED	
	PERMIT / RESUBMIT	
	RED / FINAL	
CONTRIBUTOR		
PROJECT NO.	239	
DRAWN BY:	LB	
PROJECTED	DEC. 8, 2023	

A1.0



I | SITE PLAN

SCOPE OF WORK:

THE PROJECT IS A REQUEST TO ESTABLISH AND OPERATE A PARKING FACILITY FOR UP TO TWELVE TRACTOR-TRAILER COMBINATIONS ON A PROPOSED 1.21 ACRE USE AREA LOCATED AT 5601 PIONEER RD. IN HUGHSON, CA (APN 048-009-009) FOR USE BY LAFOLLETTE TRUCKING. THE PARKING FACILITY WILL BE FENCED AND FILLED WITH 18\"/>

APN: 048-009-009
SETBACKS:
 PIONEER ROAD: 40' FROM CENTER OF ROAD SIDES AND REAR, 5'
ZONING: GENERAL AG-40 ACRE
NOTES:

A TRUCK USE PERMIT FOR CHAD LAFOLLETTE

5601 PIONEER RD
 HUGHSON, CA 95326

SCALE: 1"=50'-0"

PROJECT THESE		DATE
DESIGNED	DATE	
DRAWN	DATE	

PROJECT NO.	222
DRAWING	10

DATE	10/20/10
PROJECT #	222
DATE / PROJECT	
DATE / PROJECT	
DATE / PROJECT	
DATE / PROJECT	

A.I.O