



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

Date: August 21, 2023

To: Distribution List (See Attachment A)

From: Daniel Burk, Assistant Planner Trainee
Planning and Community Development

Subject: USE PERMIT APPLICATION NO. PLN2023-0027 – JAMMU LOGISTICS INC.

Comment Period: August 21, 2023 – September 25, 2023

Respond By: September 25, 2023

Public Hearing Date: October 19, 2023

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: Nirmal Singh, Jammu Logistics Inc.

Project Location: 4213 East Barnhart Road, between Faith Home and Foote Roads, in the Keyes area.

APN: 045-047-002

Williamson Act Contract: 1978-3275

General Plan: Agriculture

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

Project Description: Request to permit an existing truck parking operation on a 19.1± acre parcel in the General Agriculture (A-2-40) zoning district. The truck parking operation is proposed to be within a 1.5± acre graveled area and will include up to 12 truck-tractors and 15 trailers, all owned by applicant.

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

USE PERMIT APPLICATION NO. PLN2023-0027 – JAMMU LOGISTICS INC.

Attachment A

Distribution List

X	CA DEPT OF CONSERVATION Land Resources		STAN CO ALUC
X	CA DEPT OF FISH & WILDLIFE		STAN CO ANIMAL SERVICES
	CA DEPT OF FORESTRY (CAL FIRE)	X	STAN CO BUILDING PERMITS DIVISION
X	CA DEPT OF TRANSPORTATION DIST 10	X	STAN CO CEO
X	CA OPR STATE CLEARINGHOUSE		STAN CO CSA
X	CA RWQCB CENTRAL VALLEY REGION	X	STAN CO DER
	CA STATE LANDS COMMISSION		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	X	STAN CO SUPERVISOR DIST #2: CHIESA
X	GSA: WEST TURLOCK SUBBASIN	X	STAN COUNTY COUNSEL
	HOSPITAL DIST:		StanCOG
X	IRRIGATION DIST: TID	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		INTERESTED PARTIES
	POSTMASTER:	X	TELEPHONE COMPANY: AT&T
X	RAILROAD: UNION PACIFIC		TRIBAL CONTACTS (CA Government Code §65352.3)
X	SAN JOAQUIN VALLEY APCD		US ARMY CORPS OF ENGINEERS
X	SCHOOL DIST 1:KEYES UNION SCHOOL DISTRICT	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. PLN2023-0027 – JAMMU LOGISTICS INC.

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

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

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

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

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

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

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

Response prepared by:

Name	Title	Date
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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. PLN2023-0027 – Jammu Logistics Inc.
2. **Lead agency name and address:** Stanislaus County
1010 10th Street, Suite 3400
Modesto, CA 95354
3. **Contact person and phone number:** Daniel Burk, Assistant Planner Trainee
(209) 525-6330
4. **Project location:** 4213 East Barnhart Road, between Faith Home and Foote Roads, in the Keyes area. (APN: 045-047-002).
5. **Project sponsor's name and address:** Nirmal Singh, Jammu Logistics, Inc.
4213 East Barnhart Road
Ceres, CA 95307
6. **General Plan designation:** Agriculture
7. **Zoning:** General Agriculture (A-2-40)
8. **Description of project:**

This is a request to permit a truck parking operation on a 19.1± acre parcel in the General Agriculture (A-2-40) zoning district. The truck parking operation is proposed to be within a 1.5± acre graveled area and will include 12 truck-tractors and 18 trailers, all owned by applicant. The applicant has installed a seven-foot-tall chain link fence with privacy slats along the East Barnhart and Faith Home Roads frontage to screen the parking area. The ingress and egress for trucks will be from Faith Home Road via a new driveway with a security gate. Proposed hours of operation are Monday through Friday, from 7:00 a.m. to 4:00 p.m. No supply deliveries, loading, or unloading will occur as part of the project. The trucks will transport agricultural products such as lettuce, sweet potatoes, cilantro, watermelons, cauliflower, and almonds. No maintenance of the tractor-trailers will take place on-site. Up to 10 employees will park passenger vehicles onsite, while out on long-haul assignments. No structures will be built as part of the project. Storm drainage will be via a French drain system, to be developed within the parking area. No restroom or water facilities are proposed for employees utilizing the parking area. The balance of the parcel has been developed with a single-family dwelling, garage, and agricultural accessory building served by a private well and septic system.
9. **Surrounding land uses and setting:** Irrigated orchards scattered ranchettes, and irrigated pastures in all directions; the Community of Keyes and industrial development to the north; and State Route 99 to the east.
10. **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 Daniel Burk, Assistant Planner Trainee

August 21, 2023
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, residential, and agricultural accessory structures. The remaining balance of the parcel was previously irrigated pasture but is now vacant and unfarmed. The gravel parking area will encompass approximately 1.5± acres of a 19.1± acre parcel. The applicant has installed a seven-foot-tall chain link fence with privacy slats along the East Barnhart and Faith Home Roads frontage to screen the parking area. Interstate 5 (I-5) is the only scenic designation in the County, which is not near the project site. The site itself is not considered to be a scenic resource or a unique vista. No development of lighting is proposed as part of this project. Standard conditions of approval will be added to this project to ensure that any future lighting fixtures are aimed downward, and light spillage or glare are addressed from any proposed on-site lighting. 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; the Stanislaus County General Plan; and Support Documentation¹.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact

<p>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?</p>			<p>X</p>	
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>			<p>X</p>	
<p>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))?</p>				<p>X</p>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>				<p>X</p>
<p>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?</p>			<p>X</p>	

Discussion: The site is currently improved with a single-family dwelling, residential, and agricultural accessory structures. The remaining balance of the parcel was previously irrigated pasture but is now vacant and unfarmed. The project would permit a truck parking operation on a 1.5± acre portion of a 19.1± acre parcel in the General Agriculture (A-2-40) zoning district. The truck parking operation will include 12 truck-tractors and 18 trailers which will transport agricultural products such as lettuce, sweet potatoes, cilantro, watermelons, cauliflower, and almonds. No maintenance of the tractor-trailers will take place on-site. No structures will be built as part of the project.

The project site is enrolled in a Williamson Act Contract No. 1978-3275. The parcel is classified as “Prime Farmland” by the California Department of Conservation’s Farmland Mapping and Monitoring Program. The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that property is primarily comprised of: Grade 1 Hanford sandy loam, 0 to 3 percent slopes (California Revised Storie Index Rating: 93); and Grade 1 Dinuba sandy loam, 0 to 1 percent slopes (California Revised Storie Index Rating: 86). The California Revised Storie Index is a rating system based on soil properties that dictate the potential for soils to be used for irrigated agricultural production in California. This rating system grades soils with an index rating of 86 and 93 as excellent. Grade 1 soils are deemed prime farmland by Stanislaus County’s Uniform Rules, which comprises the entirety of the project site.

County Code Section 21.20.045, in compliance with Government Code Section 51238.1, specifies that uses approved on contracted lands shall be consistent with three principles of compatibility. Those principles state that the proposed use shall not significantly compromise, displace, impair, or remove current or reasonably foreseeable agricultural operations on the subject contracted parcel or parcels or on other contracted lands in the A-2 zoning district. Pursuant to Section 21.20.045(F) of the Stanislaus County Zoning Code, all other uses requiring use permits on contracted lands, except those specified in subsections B, C, D and E of the subject section, shall be evaluated on a case-by-case basis by the planning commission and/or board of supervisors to determine whether they are consistent with the principles of compatibility set forth in Government Code Section 51238.1. Those principles state that the proposed use shall not significantly compromise, displace, impair or remove current or reasonably foreseeable agricultural operations on the subject contracted parcel or parcels or on other contracted lands in the A-2 zoning district. Pursuant to Section 21.20.045(F) of the Stanislaus County Zoning Code, compatibility with the Williamson Act shall be evaluated on a case-by-case basis by the planning commission set forth in Government Code Section 51238.1.

This project was referred to the Department of Conservation (DOC), which expressed concerns over the permanent reduction and significant impact to California’s agricultural land resources, as a result of the project. The 1.5± acre portion of the 19.1± acre project site proposes a gravel parking surface, which would not preclude the site from future agricultural production. The DOC recommended further discussion of the following issues: type, amount, and location of farmland conversion resulting directly and indirectly from implementation of the proposed project; impacts on any current and future agricultural operations in the vicinity; incremental impacts leading to cumulative impacts on agricultural land including impacts from the proposed project, as well as impacts from past, current, and likely future projects; proposed mitigation

measures for all impacted agricultural lands within the proposed project area; project’s compatibility with lands within an agricultural preserve and/or enrolled in a Williamson Act contract; and if applicable, notification of Williamson Act contract non-renewal and/or cancellation.

As allowed under Section 21.020.030G, the A-2 zoning district permits the parking of up to 12 tractor trucks on a parcel when specific criteria is met, including that the parking area does exceed 1.5± acres or 50% of the total parcel, and when the Planning Commission finds that the use will not be substantially detrimental to or in conflict with agricultural use of other property and will not create a concentration of commercial and industrial uses in the vicinity. The project site consists of a total of 19.1± acres and has been previously farmed. If approved, the truck parking area could be reasonably returned to agricultural production, as no structures will be constructed, and no paving of the parking area will take place. Two other projects are currently in process for truck parking within the A-2 zoning district in the vicinity of the project site, however, each would be held to the same restrictions on size and ability to return to agricultural practices in the future. Additionally, surrounding parcels are primarily 19 to 42 acres in size in active agricultural production with approximately eight parcels enrolled in Williamson Act Contracts. There is no indication this project will result in the removal of adjacent contracted land from agricultural use.

To minimize conflicts between agriculture operations and non-agricultural operations Buffer and Setback Guidelines (Appendix A of the Agricultural Element) will be adopted for this project. Policy 1.10, Buffer and Setback Guidelines is applicable to new or expanding uses approved in or adjacent to the A-2 (General Agriculture) zoning district. Appendix A states: “All projects shall incorporate a minimum 150-foot-wide buffer setback. Projects which propose people intensive outdoor activities, such as athletic fields, shall incorporate a minimum 300-foot-wide buffer setback. Permitted uses within a buffer area shall include landscaping, parking lots, and similar low-people intensive uses.”

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 specific findings can be made. Those findings include that the establishment, as proposed, will not be substantially detrimental to, or in conflict with, the agricultural use of other property in the vicinity and 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 project is anticipated to have less than significant impacts to Agriculture Resources. No forest or timberland exist in Stanislaus County. Therefore, this project is not anticipated to have impact to forest land or timberland.

Mitigation: None.

References: Application information; United States Department of Agriculture NRCS Web Soil Survey; California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2022; Referral response from California Department of Conservation dated May 24, 2023; Stanislaus County Zoning Ordinance (Title 22); 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	
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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 operate with up to 10 employees with hours of operation from 7:00 a.m. to 4:00 p.m., Monday through Friday. The applicant has indicated that the trucks are typically out on long haul assignments with durations of several days. However, in a worst-case scenario, there will be a maximum of up to 24 heavy-truck trips per day (total inbound and outbound), and a total of 24 automobile trips per day (anticipated inbound and outbound trips by employees), for a total of 48 trips per day which is below the SJVAPCD threshold of significance.

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.

Construction activities associated with the proposed project would consist primarily of installing a French drain system and covering the parking and driving surfaces with gravel. These activities would not require any substantial use of heavy-duty construction equipment and would require little or no demolition or grading as the site is presently unimproved and considered to be topographically flat. No structures are proposed to be constructed as part of the project. Consequently, emissions would be minimal. Furthermore, all construction activities would occur in compliance with all SJVAPCD regulations; therefore, construction emissions would be less than significant without mitigation.

The project was referred to SJVAPCD, and no response has been received to date. However, the SJVAPCD’s Small Project Analysis Level (SPAL) guidance identifies thresholds of significance for criteria pollutant emissions, which are based on the SJVAPCD’s New Source Review (NSR) offset requirements for stationary sources. The SJVAPCD has pre-qualified emissions and determined a size below, which is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants. Any project falling below the thresholds identified by the SJVAPCD are deemed to have a less-than significant impact on air quality due to criteria pollutant emissions. The SJVAPCD’s threshold of significance for industrial projects is identified as 1,506 additional trips per day. As stated previously, the project has the potential to generate an additional 24 employee vehicles and 24 truck-trips per day. As this is below the SJVAPCD’s threshold of significance, no significant impacts to air quality are anticipated.

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. As stated previously, the proposed project will generate a low amount of vehicle trips with up to 24 truck trips per day, and a maximum of 24 vehicle trips per day (anticipated inbound and outbound trips by employees). As this is below the SJVAPCD’s threshold of significance for vehicle and heavy truck trips, no significant impacts from vehicle and truck trips to air quality are anticipated.

For these reasons, 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.

Additionally, the proposed project would be consistent with the applicable air quality plans, nor would it conflict with applicable regional plans or policies adopted by agencies with jurisdiction over the project, thus it would be considered to have a less than significant impact.

Mitigation: None.

References: Application information; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; San Joaquin Valley Air Pollution Control District’s Small Project Analysis Level (SPAL) Guidance dated November 13, 2020; and the Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The project is located within the Ceres Quad of the California Natural Diversity Database (CNDDDB). There are ten animal species and two plant species, which are state or federally listed, threatened, or identified as species of special concern or a candidate of special concern within this quad. These species include the Swainson’s hawk, tricolored blackbird, burrowing owl, ruffle sculpin, hardhead, steelhead (Central Valley DPS), chinook salmon (Central Valley fall / late fall-run ESU), Crotch bumble bee, valley elderberry longhorn beetle, Townsend’s big-eared bat, heartscale, and subtle orache. There are no reported sightings of any of the aforementioned species on the project site, however, according to the CNDDDB, a Swainson’s hawk nesting site was observed in 1979 and 1988, approximately 2± miles southeast of the project, located within the Crows Landing Quad.

An early consultation was referred to the California Department of Fish and Wildlife and no response has been received to date.

There is a very low likelihood that these species are present on the project site as it has already been disturbed for agricultural purposes and developed with various residential and agricultural structures. It does not appear this project will result in impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors. There are no known sensitive or protected species or natural communities located on the site. Therefore, the project is considered to be less than significant.

Mitigation: None.

References: Application information; California Department of Fish and Wildlife’s Natural Diversity Database Quad Species List; 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 proposed project includes graveling a 1.5± acre area for the parking of tractor-trailer combinations. No structures are proposed as part of the truck parking operation. However, since ground disturbance and construction can reveal archaeological resources, standard conditions of approval regarding the discovery of cultural resources during any future construction processes will be added to the project requiring that any construction activities shall be halted, if any resources are found, until appropriate agencies are contacted, and an archaeological survey is completed.

Mitigation: None.

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

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

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	
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Discussion: The 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.

Any construction activities shall be in compliance with all SJVAPCD regulations and with Title 24, Green Building Code, which includes energy efficiency requirements. The applicant is proposing to establish a 1.5± acre area for a truck parking facility, which will only consist of grading the parking area and installing gravel. Energy consuming equipment and processes include the trucks and the employee vehicles.

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. As stated previously, the proposed project will generate a low amount of vehicle trips with up to 24 truck trips per day, and a maximum of 24 vehicle trips per day (anticipated inbound and outbound trips by employees). As this is below the SJVAPCD’s threshold of significance for vehicle and heavy truck trips, no significant impacts from vehicle and truck trips to air quality are anticipated.

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 Materials; CEQA Guidelines; Title 16 of County Code; Governor’s Office of Planning and Research Technical Advisory dated December 2018; CA Building Code; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County 2016 General Plan EIR; Stanislaus County General Plan and Support Documentation¹.

VII. GEOLOGY AND SOILS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	

iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Discussion: The parcel is classified as “Prime Farmland” by the California Department of Conservation’s Farmland Mapping and Monitoring Program. The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that property is primarily comprised of: Grade 1 Hanford sandy loam, 0 to 3 percent slopes (HdA); and Grade 1 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 future structures resulting from this project will be designed and built according to building standards appropriate to withstand shaking for the area in which they are constructed. An early consultation referral response received from the Department of Public Works indicated that a grading, drainage, and erosion/sediment control plan for the project will be required, subject to Public Works review and Standards and Specifications. A condition of approval will be added to the project to ensure this requirement is met prior to issuance of any building permit. 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 onsite wastewater treatment system (OWTWS), that all applicable County Local Agency Management Program (LAMP) standards and setbacks are met. Conditions of approval regarding these standards will be applied to the project and will be triggered when a building permit is requested.

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

As the project will include the parking of up to 12 trucks within a 1.5± acre graveled area, impacts to geology and soils are anticipated to be less than significant.

Mitigation: None.

References: United States Department of Agriculture NRCS Web Soil Survey; Referral Response received from Department of Environmental Resources, dated June 6, 2023; Referral Response received from Stanislaus County Public Works Department, dated August 17, 2023; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The principal Greenhouse 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.

This project proposes to permit a truck parking operation on a graveled parking lot approximately 1.5± acres in size on a 19.1± parcel, in the General Agriculture (A-2) zoning district. There will be a combination of 12 tractor-trailers, and a maximum of 10 employees.

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 at this project site. As described above in *Section III - Air Quality*, the use of heavy-duty construction equipment would be very limited as there is no construction anticipated. Therefore, the emissions of CO₂ from future construction would be less than significant. 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 air quality control.

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. As stated previously, the proposed project will generate a low amount of vehicle trips with up to 24 truck trips per day, and a maximum of 24 vehicle trips per day (anticipated inbound and outbound trips by employees). As this is below the SJVAPCD’s threshold of significance for vehicle and heavy truck trips, no significant impacts from vehicle and truck trips to air quality are anticipated.

This project was referred to the San Joaquin Valley Air Pollution Control District; however, no response has been received to date. A standard condition of approval requiring the applicant to consult with the SJVAPCD will be added to the project. Consequently, GHG emissions associated with this project are considered to be less-than significant.

Mitigation: None.

References: Application information; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; Governor’s Office of Planning and Research Technical Advisory dated 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 and has not indicated any particular concerns in this area. 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. The proposed use is not recognized as a generator and/or consumer of hazardous materials as the project will only include parking of 12 tractor trailers, therefore no significant impacts associated with hazards or hazardous materials are anticipated to occur as a result of the proposed project.

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.

To minimize conflicts between agriculture operations and non-agricultural operations Buffer and Setback Guidelines (Appendix A of the Agricultural Element) will be adopted for this project. Policy 1.10, Buffer and Setback Guidelines is applicable to new or expanding uses approved in or adjacent to the A-2 (General Agriculture) zoning district. Appendix A states: “All projects shall incorporate a minimum 150-foot-wide buffer setback. Projects which propose people intensive

outdoor activities, such as athletic fields, shall incorporate a minimum 300-foot-wide buffer setback. Permitted uses within a buffer area shall include landscaping, parking lots, and similar low-people intensive uses.”

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 or wildlands.

Mitigation: None.

References: Application information; Referral response received from Stanislaus County Department of Environmental Resources – Hazardous Materials Division dated May 16, 2023; Department of Toxic Substances Control's Data Management System (EnviroStar); Stanislaus County Zoning Ordinance (Title 21); Stanislaus County General Plan and Support Documentation¹.

X. HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate of amount of surface runoff in a manner which would result in flooding on- or off-site.			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Discussion: Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act (FEMA). The project site is located in FEMA Flood Zone X, which includes areas determined to be outside the 0.2% annual chance floodplains. All flood zone requirements would be addressed by the Building Permits Division during any future

building permit process. The project proposes to handle stormwater drainage via a French drain system to be developed within the proposed 1.5 ± acre parking area, which is anticipated to be minimal. An existing domestic well has been development for the existing residential development on the project site, however, the proposed project will not utilize any water facilities and no additional connection points are anticipated. However, any future new wells are to be constructed on-site, they will be subject to review under the County's Well Permitting Program, which will determine whether a new well will require environmental review.

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

The California Safe Drinking Water Act (California Health and Safety Code (CHSC) Section 116275(h)) defines a Public Water System as a system for the provision of water for human consumption through pipes or other constructed conveyances that has 15 or more service connections or regularly serves at least 25 individuals daily at least 60 days out of the year. A public water system includes the following:

1. Any collection, treatment, storage, and distribution facilities under control of the operator of the system that are used primarily in connection with the system.
2. Any collection or pretreatment storage facilities not under the control of the operator that are used primarily in connection with the system.
3. Any water system that treats water on behalf of one or more public water systems for the purpose of rendering it safe for human consumption.

A referral response received from DER indicated that the private well on the project site does not currently meet the definition of a Public Water System as defined in California Health and Safety Code Section 116275(h). However, the applicant will be required to contact DER if the water system ever meets the definition of a public water system. This requirement will be added as a condition of approval for the project. If the existing well is ever required to become a Public Water System, the applicant must submit an application for a water supply permit with the associated technical report to Stanislaus County DER which will determine if the well water meets state mandated standards for water quality and must also obtain concurrence from the State of California Water Resources Control Board (SWRCB), Drinking Water Division, in accordance to CHSC Section 116527 (SB1263). If the well water does not meet state standards, the applicant may need to either drill a new well or install a water treatment system for the current well. This requirement will be added as a condition of approval for the project.

The Central Valley Regional Water Quality Control Board (RWQCB) 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. Conditions of approval will be added to the project requiring the applicant comply with this request prior to issuance of a building permit.

By virtue of the proposed graveled area, the current absorption patterns of water upon this property are not expected to be altered; however, current standards require that all of a project's storm water be maintained on-site and, as such, a Grading and Drainage Plan, as requested in a response from the Department of Public Works, shall be submitted prior to issuance of any building permit for the project site. This request will be included as a condition of approval for the project.

The project site is located in the Turlock Irrigation District (TID). The project was referred to TID, and no comments were received regarding the proposed project.

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

Mitigation: None.

References: Application information; Referral response from Regional Water Quality Control Board (RWQCB) dated May 26, 2023; Referral response received from Department of Environmental Resources dated June 6, 2023; Referral response from Stanislaus County Department of Public Works dated August 17, 2023; Local Agency Management Program (LAMP) for Stanislaus County DER; Sustainable Groundwater Management Act; Stanislaus County Code Title 9 Chapter 9.37 Groundwater; West Turlock Subbasin Groundwater Sustainability Agency and East Turlock Subbasin Groundwater Sustainability Agency GSAs; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The project site is designated Agriculture by the Stanislaus County General Plan land use diagrams and zoned General Agriculture (A-2-40). This is a request to permit a truck parking operation on a 19.1± acre parcel in the General Agriculture (A-2-40) zoning district. The truck parking operation is proposed to be within a 1.5± acre graveled area and will include 12 truck-tractors and 18 trailers, all owned by the applicant. The applicant has installed a seven-foot-tall chain link fence along the East Barnhart and Faith Home Roads frontage to screen the parking area. The ingress and egress for trucks will be from Faith Home Road via a new driveway. Proposed hours of operation are Monday through Friday, from 7:00 a.m. to 4:00 p.m. No supply deliveries, loading, or unloading will occur as part of the project. The trucks will transport agricultural products such as lettuce, sweet potatoes, cilantro, watermelons, cauliflower, and almonds. No maintenance of the tractor-trailers will take place on-site. Up to 10 employees will park passenger vehicles on-site, while out on long-haul assignments. No structures will be built as part of the project. Storm drainage will be via a French drain system, to be developed within the parking area. No restroom or water facilities are proposed for employees utilizing the parking area. The balance of the parcel has been developed with a single-family dwelling, garage, and agricultural accessory building served by a private well and septic system.

The project site is currently enrolled in Williamson Act Contract No. 1978-3275. County Code Section 21.20.045 specifies that uses approved on contracted lands shall be consistent with defined principles of compatibility. Those principles state that the proposed use shall not significantly compromise, displace, impair or remove current or reasonably foreseeable agricultural operations on the subject contracted parcel or parcels or on other contracted lands in the A-2 zoning district. Pursuant to Section 21.20.045(F) of the Stanislaus County Zoning Code, compatibility with the Williamson Act shall be evaluated on a case-by-case basis by the planning commission set forth in Government Code Section 51238.1.

As stated previously in the Agriculture and Forest Resources section, this project was referred to the Department of Conservation (DOC), which expressed concerns over the permanent reduction and significant impact to California's agricultural land resources, as a result of the project.

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 trucks on a parcel, provided that the parking area does exceed 1.5± acres nor exceed 50% of the total parcel, provided a use permit is granted

by the Planning Commission. The project site consists of a total of 19.1± acres and has been previously farmed. If approved, the truck parking area could be reasonably returned to agricultural production, as no structures will be constructed, and no paving of the parking area will take place. Two other projects are currently in process for truck parking within the A-2 zoning district in the vicinity of the project site, however, each would be held to the same restrictions on size and ability to return to agricultural practices in the future. Additionally, the site is surrounded by parcels in agricultural production and enrolled in a Williamson Act Contract, however, 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.

To minimize conflicts between agriculture operations and non-agricultural operations Buffer and Setback Guidelines (Appendix A of the Agricultural Element) will be adopted for this project. Policy 1.10, Buffer and Setback Guidelines is applicable to new or expanding uses approved in or adjacent to the A-2 (General Agriculture) zoning district. Appendix A states: “All projects shall incorporate a minimum 150-foot-wide buffer setback. Projects which propose people intensive outdoor activities, such as athletic fields, shall incorporate a minimum 300-foot-wide buffer setback. Permitted uses within a buffer area shall include landscaping, parking lots, and similar low-people intensive uses.”

Two additional projects are currently in process for truck parking (UP PLN2023-0026 – Singh Trucking, located at 6816 North Washington Road and UP PLN2022-0129 – Satnam S. Nagra, located at 6630 Foote Road) within the A-2 zoning district, within a mile of the project site, however, each would be held to the same restrictions on size, number of tractor trailers parked, and allowable accessory uses on-site, limiting any impacts to traffic. To approve the project, the Planning Commission will have to weigh these three projects in total and determine if the necessary findings can be made.

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; Referral response from California Department of Conservation dated May 24, 2023; Stanislaus County Zoning Ordinance; Stanislaus County General Plan and Support Documentation¹.

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

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

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The Stanislaus County General Plan identifies noise levels up to 75 dB Ldn (or CNEL) as the normally acceptable level of noise within industrial, and agricultural zoning districts. On-site grading and any future construction resulting from this project may result in a temporary increase in the area’s ambient noise levels; however, noise impacts associated with on-site activities and traffic are not anticipated to exceed the normally acceptable level of noise. Moreover, operating hours are limited to 7:00 a.m. to 4:00 p.m. Monday through Friday. The area’s ambient noise level will temporarily increase during any grading or construction. As such, the project will be conditioned to abide by County regulations related to hours and days of construction.

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 General Plan, Chapter IV – Noise Element, and SupportDocumentation¹.

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

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

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The County has adopted Public Facilities Fees, as well as Fire Facility Fees on behalf of the appropriate fire district, to address impacts to public services. No buildings, well, or septic facilities 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.

This project was circulated to all applicable school, fire, police, irrigation, as well as the County’s Public Works Department and the County’s Environmental Review Committee during the Early Consultation referral period and no concerns were identified with regard to public services.

Mitigation: None.

References: Referral response received from Stanislaus County Environmental Review Committee dated June 8, 2023; Stanislaus County General Plan and Support Documentation¹.

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

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

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹.

XVII. TRANSPORTATION -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

Discussion: This is a request to permit a truck parking operation on a 19.1± acre parcel in the General Agriculture (A-2-40) zoning district. The truck parking operation is proposed to be within a 1.5± acre graveled area and will include 12 truck-tractors and 18 trailers, all owned by applicant. The applicant has installed a seven-foot-tall chain link fence along the East Barnhart and Faith Home Roads frontage to screen the parking area. The ingress and egress for trucks will be from Faith Home Road via a new driveway. Proposed hours of operation are Monday through Friday, from 7:00 a.m. to 4:00 p.m. No supply deliveries, loading, or unloading will occur as part of the project. The trucks will transport agricultural products such as lettuce, sweet potatoes, cilantro, watermelons, cauliflower, and almonds. No maintenance of the tractor-trailers will take place on site. Up to 10 employees will park passenger vehicles on-site, while out on long-haul assignments. No structures will be built as part of the project. Storm drainage will be via a French drain system, to be developed within the parking area.

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

Although abutting both County-maintained East Barnhart and Faith Home Roads, the project proposes to develop a driveway from Faith Home Road. Faith Home Road is identified as an 80-foot-wide Major Collector. Increased traffic resulting from the parking of 12 tractor trailer combinations is considered to be less than significant. The project was referred to the Stanislaus County Environmental Review Committee (ERC), who provided a non-environmental related response regarding the proposed driveway location. ERC requested that the driveway location be moved further north, to provide a greater distance for vehicles travelling over the canal bridge along Faith Home Road located south of the project site. A condition of approval will be added to the project to ensure the driveway is located to meet Public Works driveway standards via the obtaining of an encroachment permit.

Additionally, a referral response was received from the County’s Public Works Department stating that that the existing chain link fence with privacy slats installed along East Barnhart and Faith Home Roads creates an issue with visual clearance for the County right-of-way. Although the fence was not required to obtain a building permit due to the height being below seven-foot, the fence is required, to meet the County’s front yard setback requirements because of the installation of the privacy slats. Therefore, a condition of approval will be placed on the project to require the fence to be

relocated to meet the appropriate front yard setbacks. The Public Works Department also provided comments related to right-of-way dedication requirements around the project site, including the intersection at Faith Home Road and East Barnhart Road. A condition of approval will be added for each irrevocable offer of dedication required.

This project was referred to the California Department of Transportation (Caltrans), which had no comment regarding the proposed project.

Two additional projects are currently in process for truck parking (UP PLN2023-0026 – Singh Trucking, located at 6816 North Washington Road and UP PLN2022-0129 – Satnam S. Nagra, located at 6630 Foote Road) within the A-2 zoning district, within a mile of the project site, however, each would be held to the same restrictions on size, number of tractor trailers parked, and allowable accessory uses on-site, limiting any impacts to traffic. Through minimal trips per day by limitation on the number tractor trailers allowed on-site, dedication requirements and long-term planning to develop County facilities to their ultimate right-of-way, significant impacts to the local circulation system are not expected as a result of the proposed project or the two additional projects in the vicinity.

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

Mitigation: None.

References: Application information; Referral response from Stanislaus County Public Works Department dated August 17, 2023; Referral response from Stanislaus County Environmental Review Committee dated June 8, 2023; 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:				
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: This project proposes to permit a truck parking operation on a graveled parking lot approximately 1.5± acres in size on a 19.1± parcel in the General Agriculture (A-2) zoning district. 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 the 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	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion: Limitations on providing services have not been identified. The project proposes to utilize an existing private well for water and an existing septic system. Although, no new structures are proposed, the Department of Environmental Resources (DER) 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. As discussed in *Section X – Hydrology and Water Quality*, the project does not currently meet the definition of a Public Water System, however, at such time when the operation meets the definition of a regulated water system, the owner/operator shall be subject to all applicable new water system regulations, such as SB1263. The property owner shall provide to DER an application for a water supply permit along with a full technical report demonstrating that the water system will meet all requirements of a water system: including, but not limited to capacity, source water, treatment plant modifications, water works standards, and the California Environmental Quality Act (CEQA). Conditions of approval will be added to the project to reflect these requirements.

No washing or maintenance of trucks is proposed, and 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 requiring permitting for any hazardous waste storage as required by the state. Conditions of approval will be added to the project to reflect these requirements.

As discussed in *Section X – Hydrology and Water Quality*, the Central Valley Regional Water Quality Control Board (RWQCB) 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. Conditions of approval will be added to the project requiring the applicant comply with this request prior to issuance of a building permit.

The project site receives power and irrigation water from the Turlock Irrigation District (TID). The project was referred to TID and no response has been received to date.

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

Mitigation: None.

References: Application information; Referral response from Stanislaus County Department of Environmental Resources dated June 6, 2023; Referral response from Stanislaus County Department of Environmental Resources Hazardous Materials Division dated May 16, 2023; Referral response from Central Valley Regional Water Quality Control Board dated May 26, 2023; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The Stanislaus County Local Hazard Mitigation Plan identifies risks posed by disasters and identifies ways to minimize damage from those disasters. With the Wildfire Hazard Mitigation Activities of this plan in place, impacts to an adopted emergency response plan or emergency evacuation plan are anticipated to be less than significant. The terrain of the site is relatively flat, and the site has access to County-maintained Faith Home 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. Additionally, should construction occur, the 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 embers.

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

Mitigation: None.

References: Application information; California Building Code Title 24, Part 2, Chapter 7; Stanislaus County Local Hazard Mitigation Plan; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The request to permit a truck parking operation on a 19.1± acre parcel in the General Agriculture (A-2-40) zoning district. The truck parking operation is proposed to be within a 1.5± acre graveled area and will include 12 truck-tractors and 18 trailers, all owned by applicant. Proposed hours of operation are Monday through Friday, from 7:00 a.m. to 4:00 p.m. No supply deliveries, loading, or unloading will occur as part of the project. The trucks will transport agricultural products such as lettuce, sweet potatoes, cilantro, watermelons, cauliflower, and almonds. No maintenance of the tractor-trailers will take place on-site. Up to 10 employees will park passenger vehicles on-site, while out on long-haul assignments.

The project site is enrolled in a Williamson Act Contract No.1978-3275. The parcel is classified as “Prime Farmland” by the California Department of Conservation’s Farmland Mapping and Monitoring Program. The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that property is primarily comprised of: Grade 1 Hanford sandy loam, 0 to 3 percent slopes (California Revised Storie Index Rating: 93); and Grade 1 Dinuba sandy loam, 0 to 1 percent slopes (California Revised Storie Index Rating: 86). The California Revised Storie Index is a rating system based on soil properties that dictate the potential for soils to be used for irrigated agricultural production in California. This rating system grades soils with an index rating of 86 and 93 as excellent. Grade 1 soils are deemed prime farmland by Stanislaus County’s Uniform Rules, which comprises the entirety of the project site. The subject parcel is was a previously irrigated pasture and has been developed with a single-family dwelling, garage, and an agricultural accessory structure. Based on the standards of Section 21.020.030G, the 1.5± acre project area could be reasonably returned to agriculture in the future.

Additionally, Section 21.020.030G, of the A-2 zoning district permits the parking of up to 12 tractor trucks on a parcel, provided that the parking area does exceed 1.5± acres nor exceed 50% of the total parcel, provided a use permit is granted by the Planning Commission. The project site consists of a total of 19.1± acres and has been previously farmed. If approved, the truck parking area could be reasonably returned to agricultural production, as no structures will be constructed, and no paving of the parking area will take place. Two additional projects are currently in process for truck parking (UP PLN2023-0026 – Singh Trucking, located at 6816 North Washington Road and UP PLN2022-0129 – Satnam S. Nagra, located at 6630 Foote Road) within the A-2 zoning district, within a mile of the project site, however, each would be held to the same restrictions on size, number of tractor trailers parked, and allowable accessory uses on-site, limiting any cumulative impacts to agriculture or traffic.

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.

It does not appear that this project will result in significant impacts to any archaeological or cultural resources. The project site is already developed, and no new construction is proposed. The project site has already been disturbed. Standard conditions of approval regarding the discovery of cultural resources during any future construction resulting from this request will be added to the project.

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.






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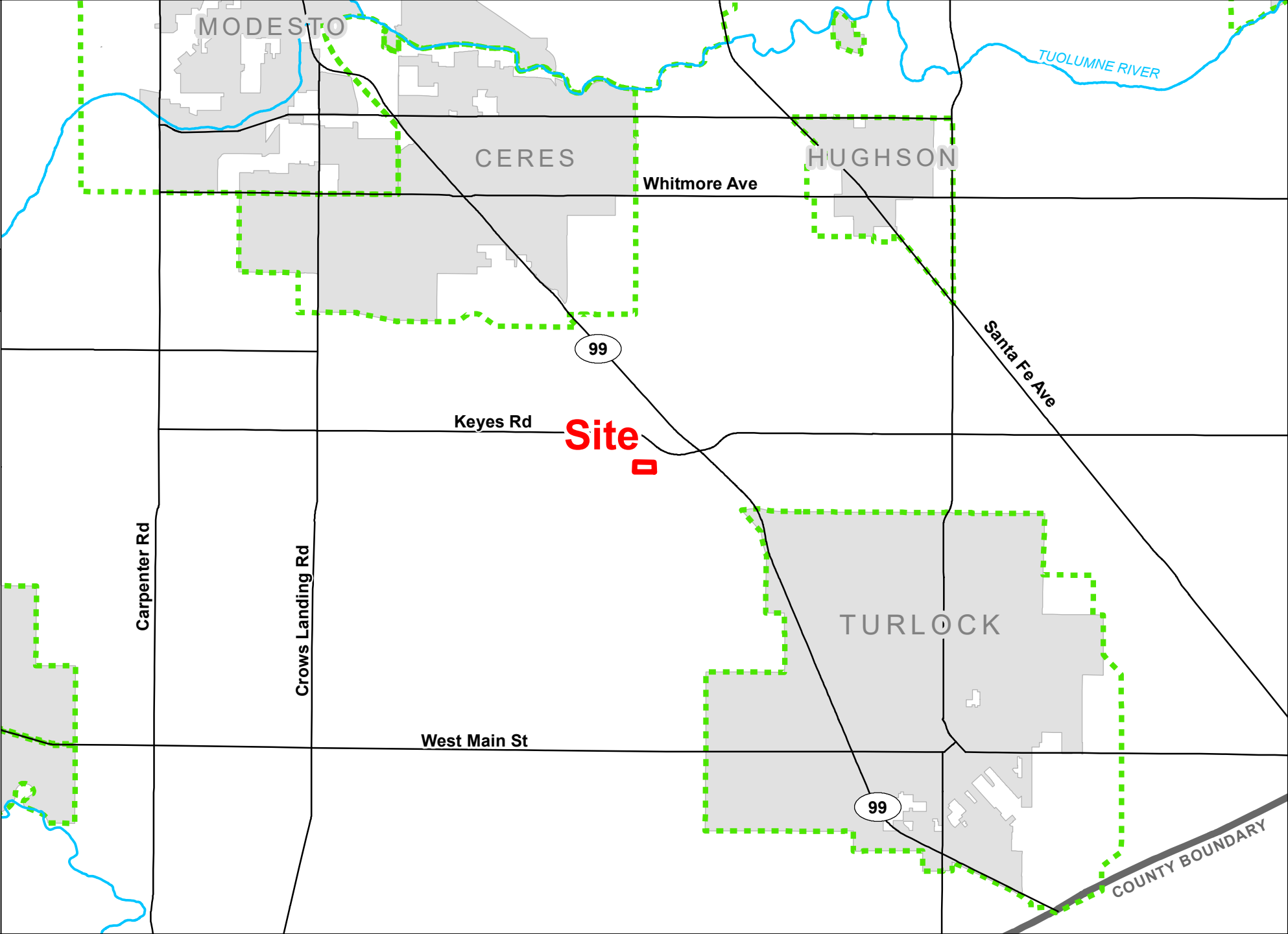
UP

PLN2023-0027

AREA MAP

LEGEND

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







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UP PLN2023-0027

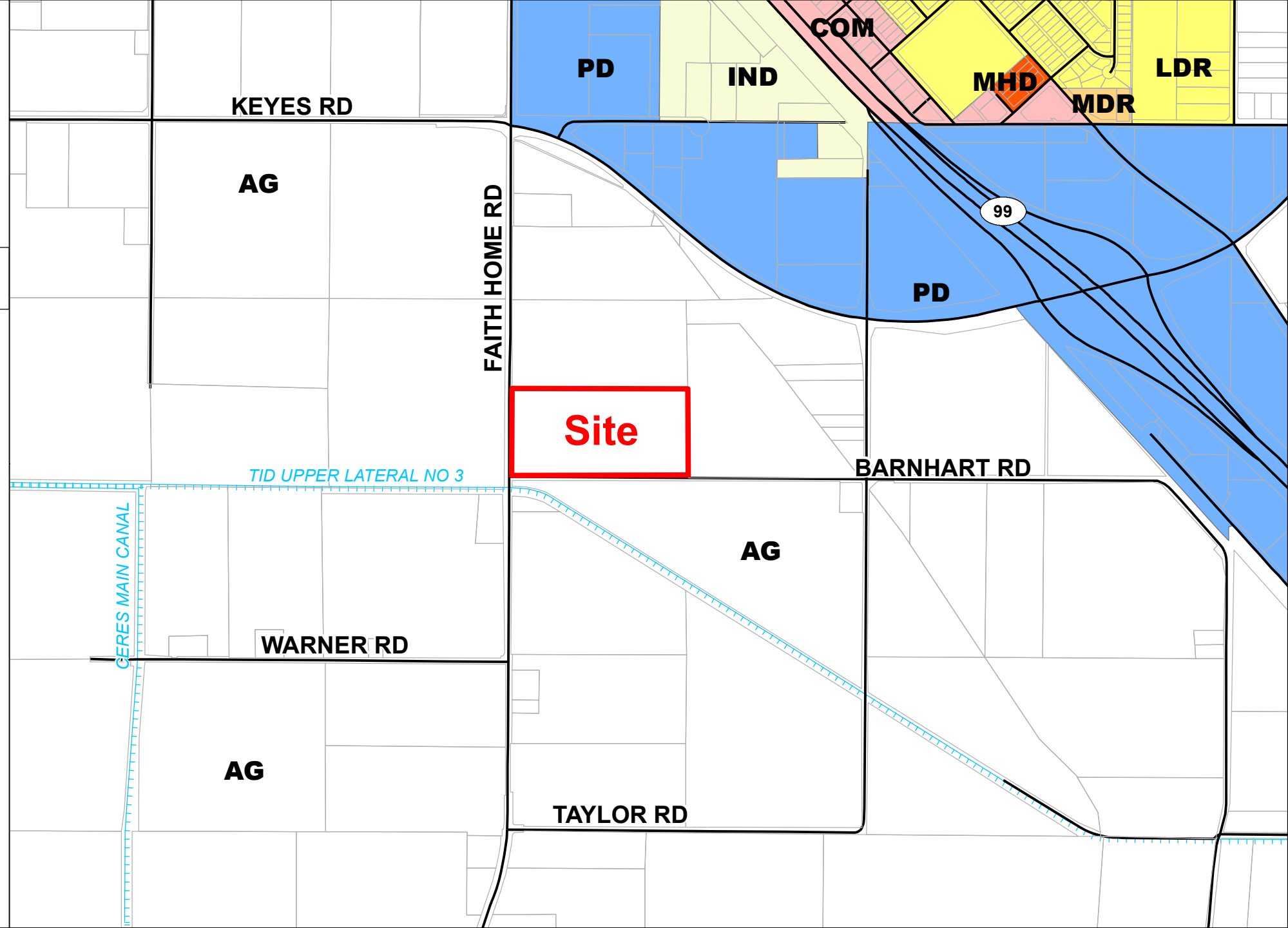
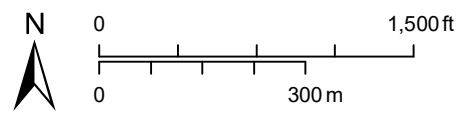
GENERAL PLAN MAP

LEGEND

-  Project Site
-  Parcel
-  Road
-  Canal

General Plan

-  Agriculture
-  Planned Development
-  Commercial
-  Industrial
-  Medium Density
-  Medium High Density
-  Low Density Residential






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UP PLN2023-0027

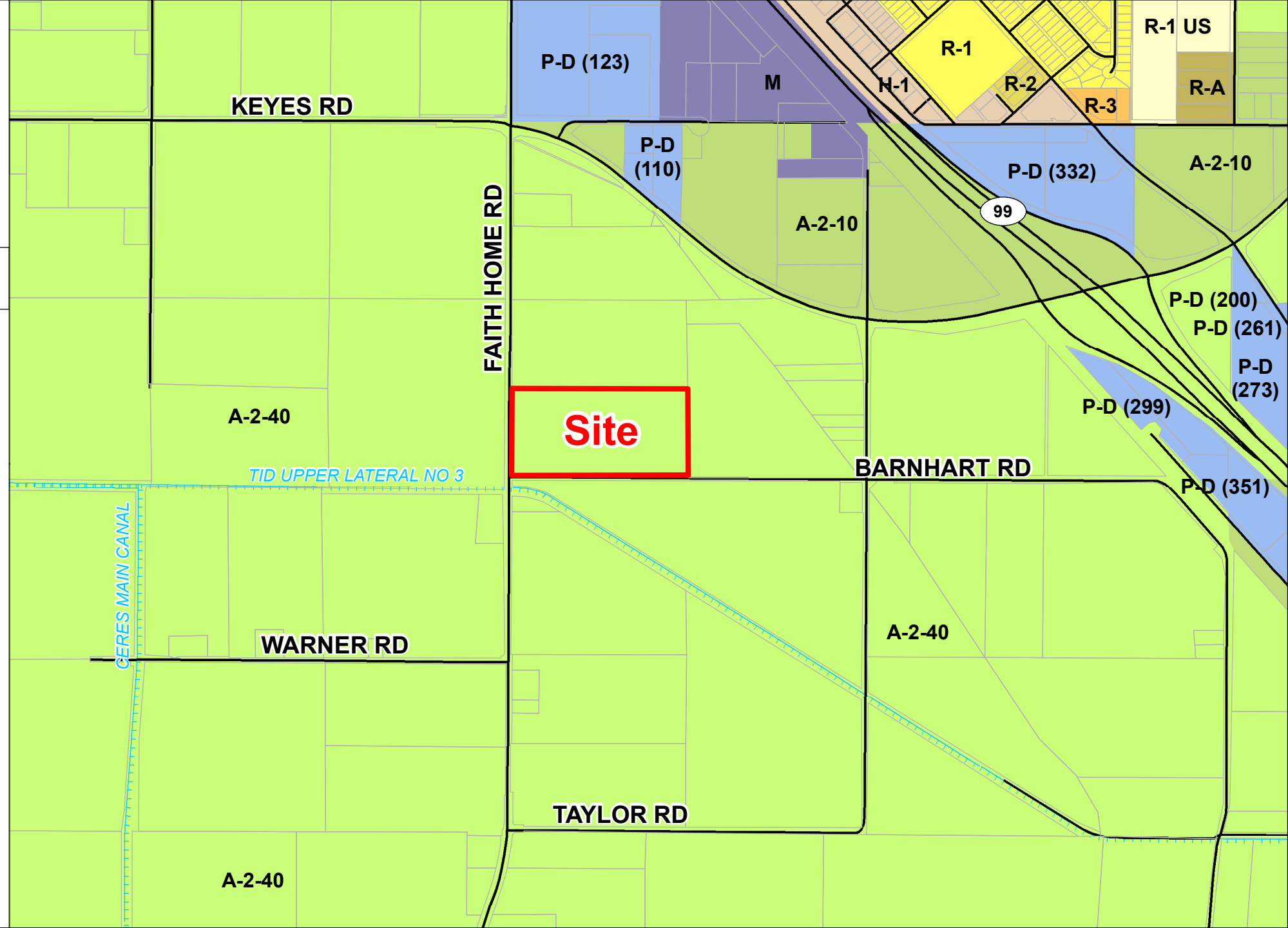
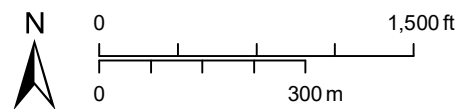
ZONING MAP

LEGEND

-  Project Site
-  Parcel
-  Road
-  Canal

Zoning Designation

-  General Agriculture 3 Acre
-  General Agriculture 10 Acre
-  General Agriculture 40 Acre
-  Planned Development
-  Industrial
-  Multiple Family
-  Highway Frontage
-  Single Family Residential
-  Medium Density Residential
-  Rural Residential




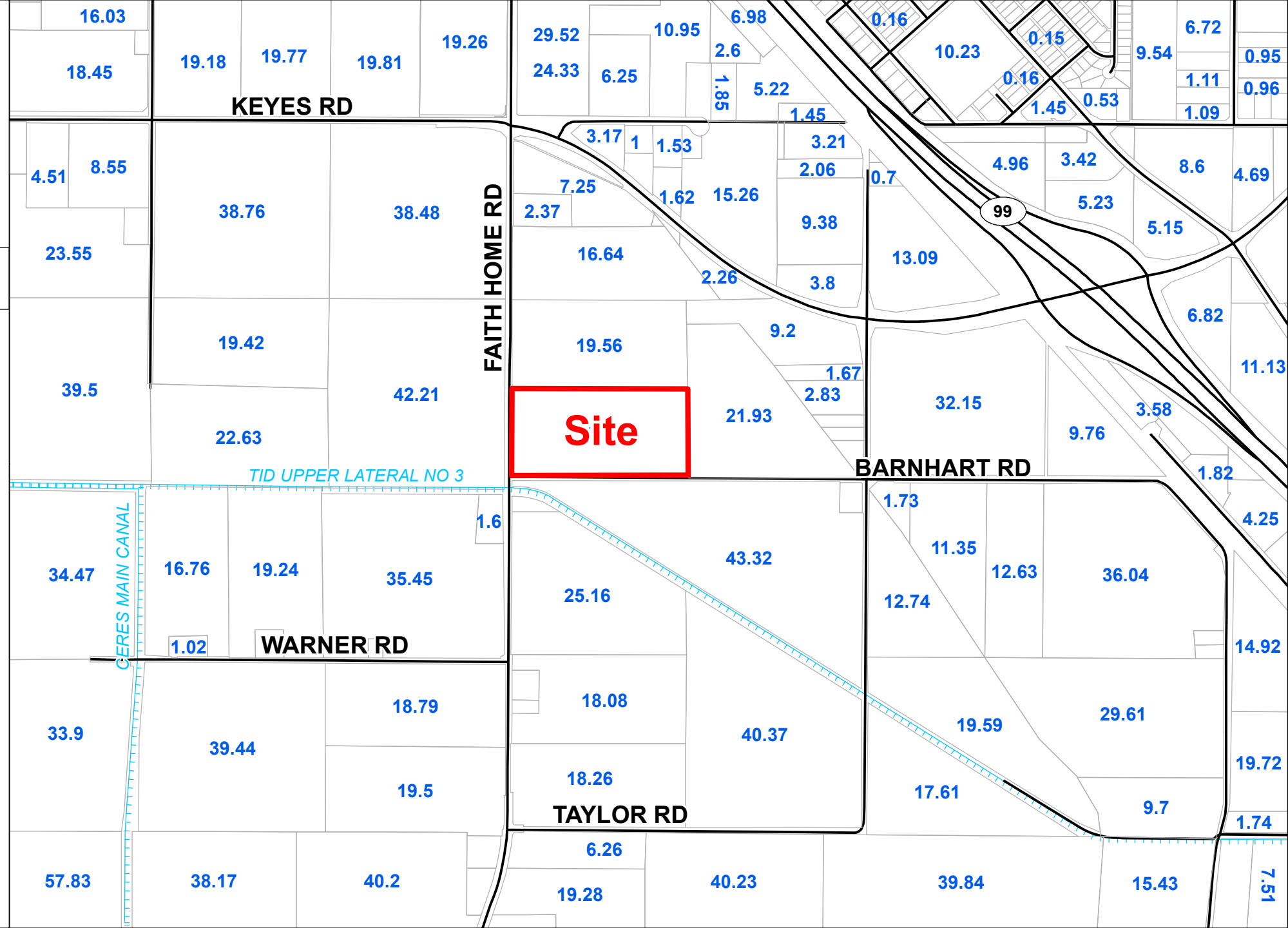
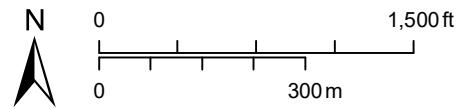
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UP PLN2023-0027

ACREAGE MAP

LEGEND

-  Project Site
-  Parcel/Acres
-  Road
-  Canal






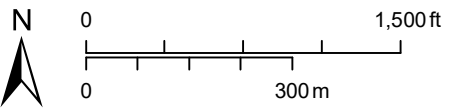
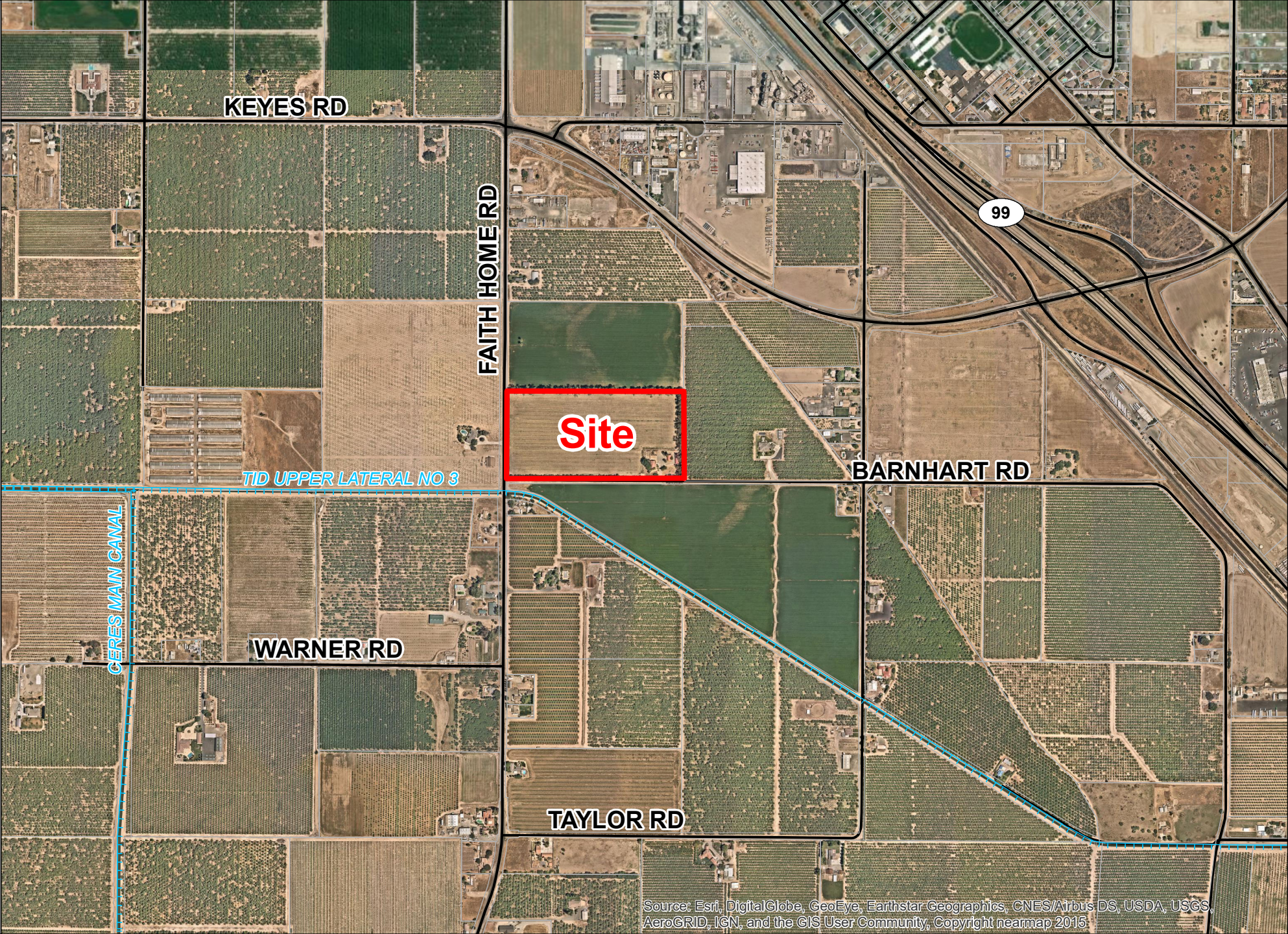
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UP PLN2023-0027

2021 AERIAL AREA MAP

LEGEND

-  Project Site
-  Road
-  Canal






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PLN2023-0027

2022 AERIAL SITE MAP

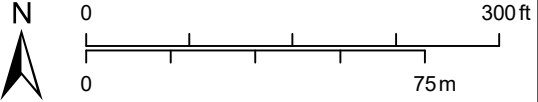
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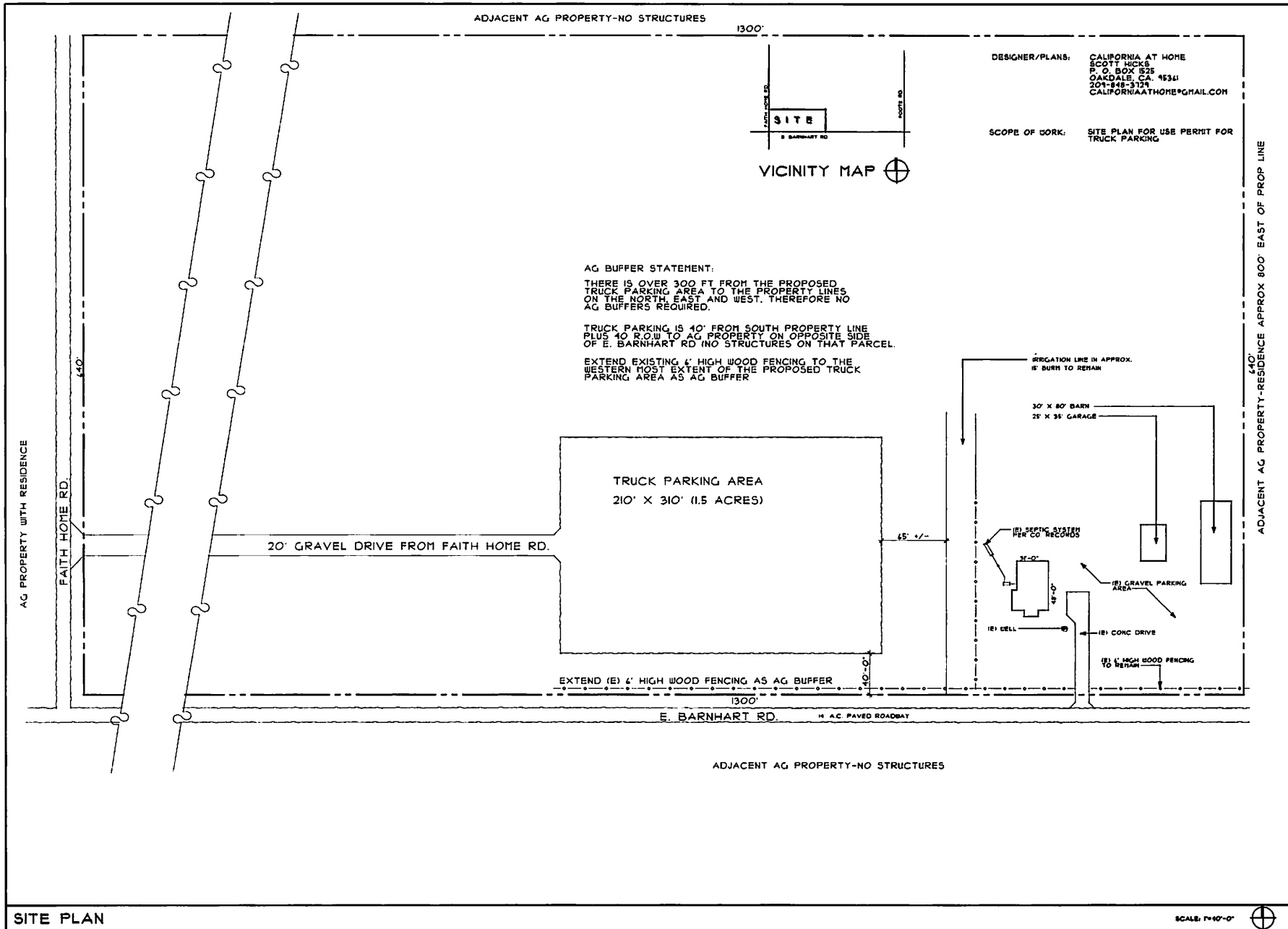
-  Project Site
-  Road
-  Canal

FAITH HOME RD



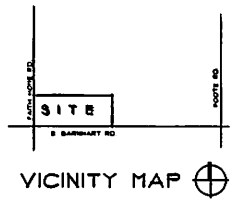
Site





DESIGNER/PLANS: CALIFORNIA AT HOME
SCOTT HICKS
P. O. BOX 525
OAKDALE, CA 95341
209-848-3129
CALIFORNIAATHOME@GMAIL.COM

SCOPE OF WORK: SITE PLAN FOR USE PERMIT FOR TRUCK PARKING



AG BUFFER STATEMENT:
THERE IS OVER 300 FT FROM THE PROPOSED TRUCK PARKING AREA TO THE PROPERTY LINES ON THE NORTH, EAST AND WEST. THEREFORE NO AG BUFFERS REQUIRED.

TRUCK PARKING IS 40' FROM SOUTH PROPERTY LINE PLUS 40' ROW TO AG PROPERTY ON OPPOSITE SIDE OF E. BARNHART RD (NO STRUCTURES ON THAT PARCEL).

EXTEND EXISTING 4' HIGH WOOD FENCING TO THE WESTERN MOST EXTENT OF THE PROPOSED TRUCK PARKING AREA AS AG BUFFER

California at Home
Custom Residential Design & Drafting
PO BOX 525 OAKDALE CA 95341
209 848-3129
www.calathome.com

TRUCK PARKING

PROJECT SCOPE:
CONDITIONED AREA: N/A
GARAGE AREA: N/A
COVERED PORCHES: N/A

PROPERTY: 4233 E. BARNHART RD.
CERES, CA
APN: 047-002
STANISLAUS COUNTY

OWNER: LAKSHI SINGH
4233 E. BARNHART RD.
CERES, CA

REVISION

DATE: 2/21/2023

SITE PLAN
VICINITY
DATA

SCALE: 1/4" = 1'-0"

All