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

Date: December 19, 2025

To: Distribution List (See Attachment A)

From: Emily DeAnda, Associate Planner
Planning and Community Development

Subject: USE PERMIT APPLICATION NO. PLN2025-0038 – ARREOLA TRUCKING

Comment Period: December 19, 2025 – January 22, 2026

Respond By: January 22, 2026

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

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

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

Applicant: Jimmy Arreola

Project Location: 4136 Tegner Road, between East Service Road and East Grayson Road, in the Hughson area.

APN: 045-005-038

Williamson Act Contract: N/A

General Plan: Agriculture

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

Project Description: Request to permit an existing truck parking facility for up to 12 tractor-trailer combinations, on a 3.84± acre parcel, in the General Agriculture (A-2-40) zoning district. The proposed truck parking facility will provide 24 parking stalls for 12 tractors and 24 trailers.

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

USE PERMIT APPLICATION NO. PLN2025-0038 – ARREOLA TRUCKING
Attachment A

Distribution List

	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 DEPT OF SOCIAL SERVICES		STAN CO ERC
	CA DEPT OF HEALTH CARE SERVICES	X	STAN CO FARM BUREAU
X	CENTRAL VALLEY FLOOD PROTECTION	X	STAN CO HAZARDOUS MATERIALS
X	CITY OF: HUGHSON		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	DISPOSAL DIST: TURLOCK SCAVENGER 3	X	STAN CO SUPERVISOR DIST 2: CHIESA
X	FIRE PROTECTION DIST: HUGHSON	X	STAN COUNTY COUNSEL
X	GSA: WEST TURLOCK SUBBASIN		StanCOG
	HOSPITAL DIST:	X	STANISLAUS FIRE PREVENTION BUREAU
X	IRRIGATION DIST: TURLOCK	X	STANISLAUS LAFCO
X	MOSQUITO DIST: TURLOCK	X	STATE OF CA SWRCB – DIV OF DRINKING WATER DIST. 10
X	STANISLAUS COUNTY EMERGENCY MEDICAL SERVICES	X	SURROUNDING LAND OWNERS
	MUNICIPAL ADVISORY COUNCIL:	X	INTERESTED PARTIES
X	PACIFIC GAS & ELECTRIC	X	TELEPHONE COMPANY: AT&T
	POSTMASTER:		TRIBAL CONTACTS (CA Government Code §65352.3)
X	RAILROAD: BURLINGTON NORTHERN / SANTA FE RAILROAD		US ARMY CORPS OF ENGINEERS
X	SAN JOAQUIN VALLEY APCD	X	US FISH & WILDLIFE
X	SCHOOL DIST 1: HUGHSON UNIFIED		US MILITARY (SB 1462)
	SCHOOL DIST 2:		USDA NRCS
	WORKFORCE DEVELOPMENT		WATER DIST:
X	STAN CO AG COMMISSIONER		

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. PLN2025-0038 – ARREOLA TRUCKING**

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

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

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

1.
2.
3.
4.

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

1.
2.
3.
4.

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

_____

_____

Response prepared by:

_____

Name Title Date

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CEQA INITIAL STUDY

Adapted from CEQA Guidelines APPENDIX G Environmental Checklist Form, Final Text, January 1, 2025

1.	**Project title:**	Use Permit Application No. PLN2025-0038 – Arreola Trucking
2.	**Lead agency name and address:**	Stanislaus County 1010 10th Street, Suite 3400 Modesto, CA 95354
3.	**Contact person and phone number:**	Emily DeAnda, Associate Planner (209) 525-6330
4.	**Project location:**	4136 Tegner Road, between East Service Road and East Grayson Road, in the Hughson area. (APN: 045-005-038).
5.	**Project sponsor's name and address:**	Jimmy Arreola 4136 Tegner Road Hughson, CA 95326
6.	**General Plan designation:**	Agriculture
7.	**Zoning:**	General Agriculture (A-2-40)

8. Description of project:

Request to permit an existing truck parking facility for up to 12 tractor-trailer combinations, which is operating on a 3.84± acre parcel in the General Agriculture (A-2-40) zoning district. The proposed truck parking facility will take place within a fenced area and provide 24 parking stalls for 12 tractors and 24 trailers. In addition, 11 parking stalls for passenger vehicles for employees on-site. A total of 12 tractors and 17 trailers are owned by the property owner, who also lives on the property and will drive one of the tractor-trailer combinations. The property owner proposes to utilize a modular restroom for employees. No new construction is proposed under this request for the truck parking facility. The proposed hours of operation for the facility from December to May are from 4:00 a.m. to 5:00 p.m., Monday through Friday. During the months of June through November, the hours of operation are from 4:00 a.m. to 8:00 p.m., seven days a week. A total of 11 employees consisting of drivers will report to the site daily. The facility has a total of 11 round-trip vehicle trips for employees entering and exiting the site, and 12 round-trip truck trips for the tractor-trailer combinations per-day. No maintenance or washing is proposed to be conducted on-site. An existing 3-foot-tall wood fence is located along the front of the property adjacent to Tegner Road. The applicant proposes planting evergreen trees along the frontage of the project site to screen the parking. Additionally, fencing will be installed around the perimeter of the parking area as a condition of approval. Access is proposed to be taken off County-maintained Tegner Road via a 40-foot-wide dirt driveway. Within a 0.5± acre area, the parcel is currently developed with a 1,216-square-foot single-family dwelling and residential garage, which has been converted without permits to an accessory dwelling unit. The existing home and garage will not be used as part of the parking facility and is currently surrounded by a 6-foot-tall wood fence. The parcel is served by an existing well and septic system. Stormwater drainage will be handled via overland runoff. This application was submitted to correct Code Enforcement case number 25-0146, which opened on April 24, 2025.

9.	**Surrounding land uses and setting:**	Ranchettes and single-family dwellings to the north, east, and south; irrigated orchards to the north and west; and a permitted truck parking facility to the northeast.

10.	**Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**	Caltrans Stanislaus County Department of Public Works Stanislaus County Department of Environmental Resources
11.	**Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?:**	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.
12.	**Attachments:**	None.

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

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

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

☒ **I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.**

☐ **I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.**

☐ **I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.**

☐ **I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.**

☐ **I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.**

Signature on File **December 19, 2025**
Prepared by Emily DeAnda, Associate Planner 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.

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 parcel is currently developed with a 1,216± square-foot single-family dwelling, and 687± square-foot unpermitted accessory dwelling unit (ADU). The proposed truck parking facility will provide 24 parking stalls for 12 tractors and 24 trailers. In addition, 11 parking stalls for passenger vehicles for employees on-site. The applicant anticipates planting evergreen trees along the frontage of the project site to screen the use of the parking area from the County public right-of-way. Conditions of approval will be added requiring 6-foot-tall solid fencing around the parking area, which will require either slats to be inserted or an alternative solid type of fencing installed and landscape along the frontage to screen the use of the facility from the County right-of-way. While no lighting at this time is proposed, a condition of approval will be placed on the project requiring a photometric lighting plan required to be submitted for any future lighting to ensure the lighting does not result in skyglow, or light trespass onto adjoining properties. The property owner does not propose any signage under this request; however, if future signage is proposed, a plot plan and elevation of a sign plan will be required to be submitted prior to issuance of any sign for the parking facility to ensure the sign meets applicable development standards for the General Agriculture (A-2) zoning district, including the sign being not more than 12 square feet in area nor more than six feet in height. The remainder of the parcel is vacant.

The only scenic designation in the County is along Interstate 5, which is not near the project site. The site itself is not considered to be a scenic resource or unique scenic vista. Ranchettes and single-family dwelling are located to the north, east, and south; irrigated orchards are to the north and west; and a truck parking facility permitted by the Planning Commission on December 19, 2024, under Use Permit No. PLN2022-0148 – *Juan M. Torres Trucking, Inc*., for up to twelve tractors and 24 trailers, is located 277± feet to the northeast of the project site. A building permit will be required for the unpermitted ADU to be issued prior to approval of the business license for the truck parking facility, if approved. Structures within the surrounding area consist primarily of metal agricultural buildings, and residential and accessory structures with stucco, metal, and wood facades. No adverse impacts to the existing visual character of the site or its surroundings are anticipated.

Mitigation: None.

References: Application information; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County General Plan and Support Documentation[1].

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

Discussion: The entirety of the project site is classified as "Rural Residential Land" by the California Department of Conservation's Farmland Mapping and Monitoring Program. The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that the entire project site is comprised of Hanford sandy loam, 0 to 3 percent slopes (HdA), which has a California Revised Storie Index Rating of 93. The California Revised Storie Index is a rating system based on soil properties that dictate the potential for soils to be used for irrigated agricultural production in California. The 93 Index rating equates to Grade 1 soils which are considered to be excellent soil to be used for irrigated agriculture. Stanislaus County considers land that meets at least one of the following requirements to be prime farmland under the Uniform Rules: parcels comprised of Grade 1 or 2 soils; irrigated pastureland which supports livestock used for the production of food and fiber; and land used for unprocessed agricultural plant production with an annual gross value of not less than eight hundred dollars per acre. While the project site is comprised of entirely Grade 1 soils, the project site is not located in one of the most productive agricultural areas of the County. In determining most productive agricultural areas, factors to be considered include but are not limited to soil types and potential for agricultural production; the availability of irrigation water; and the existence of Williamson Act contracts. The project site is comprised of Grade 1 soil with a Storie index ratings of 93 which is considered to be prime farmland; however, according to Goal Two, Policy 2.5, Implementation Measure 1, of the General Plan's Agricultural Element, when defining the County's most productive agricultural areas, it is important to recognize that soil types alone should not be the determining factor. Although soil types should be considered, the designation of "most productive agricultural areas" also should be based on existing uses and their contributions to the agricultural sector of our economy. The project site is classified as "Rural Residential Land," is approximately 3± acres, is not enrolled under the Williamson Act, and is not currently being used for agricultural

production nor would likely be suitable to be used as such. Based on this information the project site will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to nonagricultural use and will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. Additionally, the parking area is proposed to have a graveled parking surface, which would not preclude the site from future agricultural production.

The surrounding area is comprised of ranchettes and single-family dwellings to the north, east, and south; irrigated orchards to the north and west; and a permitted truck parking facility to the northeast.

The project site has a General Plan designation of Agriculture and Zoning Destination of General Agriculture (A-2-40). As allowed under Section 21.020.030(G), 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 not 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 itself is not enrolled in a Williamson Act Contract; however, the nearest parcels enrolled in a Williamson Act Contract is a 52.2± acre farmed parcel located approximately 50± feet to the west across Tegner Road. Non contracted production agriculture exists in all directions of the project site.

Buffer and Setback Guidelines are applicable to new or expanding uses approved in or adjacent to the General Agriculture (A-2-40) zoning district and are required to be designed to physically avoid conflicts between agricultural and nonagricultural uses. General Plan Amendment No. 2011-01 – *Revised Agricultural Buffers* was approved by the Board of Supervisors on December 20, 2011, to modify County requirements for buffers on agricultural projects. Facilities that may be located within a required agricultural buffer include parking lots. Based on the requested use consisting of a tractor-trailer parking facility, the project is not subject to agricultural buffers. A maximum of 11 drivers will access the site per-day, and the facility will have no customer visits per-day. Up to 24 truck trips (inbound and outbound trips for 12 trucks) and 22 passenger vehicle trips (inbound and outbound trips for 11 drivers accessing the site) per-day are expected. Proposed hours of operation are seven days a week from 4:00 a.m. to 8:00 p.m. June to November and Monday through Friday from 4:00 a.m. to 5:00 p.m. from December to May. The project was referred to the Stanislaus County Agricultural Commissioner, and no comments related to agricultural buffers have been received to date.

The project site is currently served by the Turlock Irrigation District (TID) for irrigation water. The project was referred to TID. TID responded to the project requiring that the developer to dedicate a 25-foot-wide easement centered on the existing ID 96C pipeline on-site to the benefit of the ID members. TID expressed concern regarding potential fencing adjacent to existing facilities and that it will be the developer's responsibility to maintain the existing irrigation facilities and mitigate for any impacts caused by development of the project parcel or on-going use/operation of the project parcel. Additionally, the District shall review and approve all maps and plans of the project. Any improvements to this property which impact irrigation facilities shall be subject to the District's approval and meet all District standards and specifications. If it is determined that irrigation facilities will be impacted, the applicant will need to provide irrigation improvement plans and enter into an Irrigation Improvements Agreement for the required irrigation facility modifications. Conditions of approval will be added to the project to reflect these requirements.

Based on this information, staff believes that the proposed project will not conflict with any agriculturally zoned land or Williamson Act Contracted land, nor will the project result in the conversion of unique farmland, farmland of statewide importance. No forest lands or timberland exist in Stanislaus County. Therefore, this project will have no impact to forest land or timberland.

Mitigation: None.

References: Application information; California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2022; United States Department of Agriculture NRCS Web Soil Survey; Referral response from the Turlock Irrigation District, dated September 9, 2025; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County General Plan and Support Documentation[1].

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those odors adversely affecting a substantial number of people?			X	

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

The primary source of air pollutants generated by this project would be classified as being generated from "mobile" sources. Mobile sources would generally include dust from roads, farming, and automobile exhausts. Mobile sources are generally regulated by the Air Resources Board of the California EPA which sets emissions for vehicles and acts on issues regarding cleaner burning fuels and alternative fuel technologies. As such, the District has addressed most criteria air pollutants through basin wide programs and policies to prevent cumulative deterioration of air quality within the Basin. The facility will have 11 drivers reporting to the site. Up to 22 passenger vehicle trips and 24 truck trips per-day are expected. The proposed hours of operation for the facility are 4:00 a.m. to 5:00 p.m., Monday-Friday from December to May and 4:00 a.m. to 8:00 p.m. seven days a week, June through November.

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

The Air District provided a project referral response indicating that the proposed project is below the District's thresholds of significance for emissions. The Air District may require an Authority to Construct (ATC) Permit for the project under Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review). Additionally, the project may be subject to the following District Rules: Rule 4102 (Nuisance), and 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). A condition of approval will be placed on the project requiring that the applicant be in compliance with the District's rules and regulations prior to issuance of a building permit. As the project must comply with District regulations, the project's emissions would be less than significant for all criteria pollutants, would not be inconsistent with any applicable air quality attainment plans, and would result in less than significant impacts to air quality.

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.

Further, the SJVAPCD has published Guidance for Assessing and Mitigation Air Quality Impacts (GAMAQI) which has a Small Project Analysis Level (SPAL) screening tool. The SPAL establishes specific thresholds based on land use category with projects using various metrics corresponding to that land use type, including trips per-day, development size, number of students or dwelling units. Projects which fall under the respective threshold are presumed to have less than significant impact on air quality due to criteria pollutant emissions and are therefore excluded from quantifying criteria pollutants for CEQA purposes. For the general light industrial land use category, which is the closest category under which truck parking facilities would fall, 280,000 square feet in size and generating 550 one-way vehicle trips or less, or 70 one-way heavy-truck trips or less, would meet the screening the criteria. In this case, the project does not propose to utilize any structures; however, the project will utilize an outdoor area for truck parking and a maximum of 24 heavy-truck trips per-day (total inbound and outbound), and a total of 22 vehicle trips per-day (anticipated inbound and outbound trips by employees), for a total of 24 one-way heavy-truck trips per-day, and 24 one-way vehicle trips per-day, which are below the SJVAPCD thresholds of significance under SPAL.

As required by CEQA Guidelines Section 15064.3, potential impacts regarding Air Quality should be evaluated using Vehicle Miles Traveled (VMT). Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis for evaluation under CEQA. However, the State of California - Office of Planning and Research (OPR) has issued guidelines regarding VMT significance under CEQA. The CEQA Guidelines identify vehicle miles traveled (VMT), which is the amount and distance of automobile travel attributable to a project, as the most appropriate measure of transportation impacts. According to the same technical advisory from OPR, projects that generate or attract fewer than 110 trips per-day generally may be assumed to cause a less-than significant transportation impact. 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. The proposed project will not exceed the screening criteria for VMT analysis with a total of 22 one-way passenger vehicle trips per-day (inbound and outbound trips for 11 drivers accessing the site) and 24 one-way heavy truck trips per-day (inbound and outbound trips for 12 trucks). The property owner will be operating one of the tractor-trailer combinations and will not generate a passenger vehicle trip to access his property or return under this request. As this is below the District's threshold of significance for vehicle and heavy truck trips, no significant impacts from vehicle and truck trips to air quality are anticipated.

No construction is proposed; however, should future construction occur as a result of this project, 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. Future construction activities associated with the proposed project may require use of heavy-duty construction equipment. However, all construction activities would occur in compliance with all SJVAPCD regulations; therefore, construction emissions would be less than significant without mitigation.

The closest sensitive receptor is a single-family dwelling approximately 95± feet away, located to the north on the adjacent parcel (APN 045-005-039). The truck parking area will be graveled to reduce dust emissions and a solid perimeter fence of six feet in height will be installed around the parking area. Project activities on-site are not expected to impact this receptor. Additionally, odors are not expected to impact off-site receptors, as construction equipment and haul trucks will abide by best practices under the SJVAPCD for equipment used during construction, and truck idling on-site during operation.

As the project must comply with District regulations, the project's emissions would be less than significant for all criteria pollutants, would not be inconsistent with any applicable air quality attainment plans, and would result in less than significant impacts to air quality.

Mitigation: None.

References: Application information**;** San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; Governor's Office of Planning and Research Technical Advisory, December 2018; San Joaquin Valley Air Pollution Control District's Small Project Analysis Level (SPAL) guidance, November 13, 2020; Referral response from the San Joaquin Valley Air Pollution Control District, dated September 11, 2025; Stanislaus County General Plan and Support Documentation[1].

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. There are eight animal, two insect, 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 the Ceres California Natural Diversity Database Quad. These species include the Swainson's hawk, tricolored blackbird, burrowing owl, riffle sculpin, hardhead, steelhead – Central Valley DPS, chinook salmon – Central Valley fall/late fall-run ESU, Crotch's bumblebee, valley elderberry longhorn beetle, Townsends big-eared bat, heartscale, and subtle orache. There are no reported sitings of any of the aforementioned species on the or within a two-mile radius of the project site. There is a very low likelihood that these species are present on the project site as it has already been developed with a single-family dwelling and has been ripped and planted previously for ag production.

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

Mitigation: None.

References: California Department of Fish and Wildlife's Natural Diversity Database Quad Species List; California Natural Diversity Database; Planning and Community Development GIS, accessed November 25, 2025; Stanislaus County General Plan and Support Documentation[1].

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. No construction is proposed however, conditions of approval will be placed on the project, requiring that any future construction activities shall be halted, if any resources are found, until appropriate agencies are contacted, and an archaeological survey is completed.

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation[1].

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

Discussion: The California Environmental Quality Act (CEQA) Guidelines Appendix F states that energy consuming equipment and processes, which will be used during construction or operation such as: energy requirements of the project by fuel type and end use, energy conservation equipment and design features, energy supplies that would serve the project, total estimated daily vehicle trips to be generated by the project, and the additional energy consumed per trip by mode, shall be taken into consideration when evaluating energy impacts. Additionally, the project's compliance with applicable state or local energy legislation, policies, and standards must be considered. The project was also referred to the San Joaquin Valley Air Pollution Control District (SJVAPCD), and no response has been received to date.

The applicant is proposing to establish a graveled area for a truck parking facility. No signage or lighting is proposed as part of this request. Any future construction would be subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11). Additionally, any future construction activities will be required to occur in compliance with all SJVAPCD regulations.

The project was referred to the Turlock Irrigation District (TID) which serves the project site and surrounding area for electrical service. TID responded to the project with no comments related to electrical utility service to the site.

Senate Bill 743 (SB743) requires that the transportation impacts under the California Environmental Quality Act (CEQA) evaluate impacts by using Vehicle Miles Traveled (VMT) as a metric. Stanislaus County has currently not adopted any significance thresholds for VMT, and projects are treated on a case-by-case basis. As discussed in Section III – *Air Quality*, these activities would not significantly increase VMT due to the number of vehicle trips not exceeding a total of 110 vehicle trips per-day. The proposed project will generate a low amount of vehicle trips with a total of 22 one-way passenger vehicle trips per-day (inbound and outbound trips for 11 drivers accessing the site) and 24 one-way heavy truck trips per-day

(inbound and outbound trips for 12 trucks). The property owner will be operating one of the tractor-trailer combinations and will not generate a passenger vehicle trip to access his property or return under this request. The trucks will be subject to applicable Air District regulations, including rules and regulations that increase energy efficiency. Accordingly, VMT impacts are anticipated to be less than significant.

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

Mitigation: None.

References: Application information; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; Title 16 of County Code; CA Building Code; Referral response from the Turlock Irrigation District, dated September 9, 2025; Governor's Office of Planning and Research Technical Advisory, December 2018; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County General Plan and Support Documentation[1].

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

Discussion: The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that the entire project site is comprised of Hanford sandy loam, 0 to 3 percent slopes (had). 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.

No new construction is proposed; however, 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. Any earth moving is subject to Public Works Standards and Specifications, which consider the potential for erosion and run-off prior to permit approval. Likewise, any addition or expansion of a septic tank or alternative wastewater disposal system would require the approval of the Department of Environmental Resources (DER) through the building permit process, which also takes soil type into consideration within the specific design requirements. The project was referred to the Department of Environmental Resources (DER) which provided a response to the project requiring the applicant/developer to notify DER regarding any modifications to the on-site wastewater treatment system (OWTS) and that all modifications will be subject to review and approval by DER; and that the OWTS will be subject to review and required to upgrade to accommodate the change in wastewater flows if there is an increase to the facility's drainage fixtures or the number of users on-site. Additionally, DER will require any new building requiring a new OTWS to be designed according to DER standards and that all applicable Local Agency Management Program (LAMP) standards and required setbacks are met. DER's comments will be added to the project as conditions of approval. Standards conditions of approval regarding a grading, drainage, and erosion/sediment control plan for the project will be required, subject to Public Works review and Standards and Specifications. DER, Public Works, and the Building Permits Division review and approve any building or grading permit to ensure their standards are met. Conditions of approval regarding these standards will be applied to the project and will be triggered when a building permit is requested.

A referral response received from the Department of Environmental Resources – Hazardous Materials Division requested that Phase I and II studies be conducted for the soil prior to issuance of any grading permit. Any discovery of underground storage tanks, former underground storage tank locations, buried chemicals, buried refuse, or contaminated soil shall be brought to the immediate attention of DER. A condition of approval regarding the requirement for a Phase I and II studies will be applied to the project and will be triggered when a grading 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.

Impacts to geology and soils are anticipated to be less than significant.

Mitigation: None.

References: Application information; Referral response from the Department of Environmental Resources (DER), dated September 4, 2025; Referral response from the Department of Environmental Resources (DER) – Hazardous Materials Division, dated September 11, 2025; Stanislaus County General Plan and Support Documentation[1].

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

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

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

Direct emissions of GHGs from the operation of the proposed project are primarily due to the truck trips coming into and out of the project site during operation. As required by California Environmental Quality Act (CEQA) Guidelines section 15064.3, potential impacts regarding Green House Gas Emissions should be evaluated using Vehicle Miles Traveled (VMT). The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. Total vehicle trips as a result of this project will not exceed 110 trips per-day. As discussed in Section III – Air Quality, 22 passenger vehicle trips one-way per-day (inbound and outbound trips for 11 drivers accessing the site) and 24 one-way truck trips per-day (inbound and outbound trips for 12 trucks).

The project was referred to the SJVAPCD which provided a project referral response indicating that the proposed project is below the District's thresholds of significance for emissions. The Air District may require an Authority to Construct (ATC) Permit for the project under Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review). Additionally, the project may be subject to the following District Rules: Rule 4102 (Nuisance), and 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). Staff will include a condition of approval on the project requiring that the applicant contact the SJVAPCD and be in compliance with all applicable rules and regulations. Based on project details and the conditions of approval to be placed on the project requiring that the applicant be in compliance with the District's rules and regulations, GHG emissions are considered to be less than significant for the project.

Mitigation: None.

References: Application information; San Joaquin Valley Air Pollution Control District referral response, dated September 11, 2025; Stanislaus County General Plan and Support Documentation[1].

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 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 County Department of Environmental Resources (DER) is responsible for overseeing hazardous materials. A referral response from the Hazardous Materials Division of DER indicated that the project is not anticipated to have a significant effect on the environment in terms of hazards and hazardous materials, and advised the applicant contact DER regarding regulatory requirements for hazardous materials and/or wastes. The project is subject to meeting all applicable hazardous materials handling procedures. The Hazardous Materials Division also requested that Phase I and II studies be conducted prior to issuance of any grading permit. Any discovery of underground storage tanks, former underground storage tank locations, buried chemicals, buried refuse, or contaminated soil shall be brought to the immediate attention of DER. Additionally, no oil changes or truck maintenance shall occur on-site until the applicant has contacted the Department of Environmental Resources (DER) to secure the proper permits and approvals to conduct this use. These comments will be added as conditions of approval to the project.

A referral response received from the Environmental Health Division of DER requested that the applicant demonstrate and secure any necessary permits for the destruction/relocation of all on-site wastewater treatment systems (OWTS) and/or water wells impacted or proposed by this project; and that all applicable County Local Agency Management Program (LAMP) standards and required setbacks are maintained. No new construction or modifications of any existing structures, wells, or septic systems are proposed as part of this request.

Pesticide exposure is a risk in areas located in the vicinity of agriculture. Sources of exposure include contaminated groundwater from drift from spray applications. Application of sprays is strictly controlled by the Agricultural Commissioner and can only be accomplished after first obtaining permits. Additionally, agricultural buffers are intended to reduce the risk of spray exposure to surrounding people. The nearest properties in production agriculture with a record of pesticide use are the parcels directly adjacent to the project site to the west, south and east across Tegner Road. The project site itself also has a record of pesticide use but is not currently improved with production agriculture. As Stated in Section II – *Agricultural and Forest Resources*, facilities that may be located within a required agricultural buffer include parking lots. Based on the requested use consisting of a tractor-trailer parking facility, the project is not subject to agricultural buffers; however, the parking area will be enclosed with a six-foot-tall solid fence. A maximum of 11 drivers and the property owner will access the site per-day, and the facility will have no customer visits per-day. Up to 24 truck trips (inbound and outbound trips for 12 trucks) and 22 passenger vehicle trips (inbound and outbound trips for 11 drivers accessing the site) per-day are expected. Proposed hours of operation are seven days a week from 4:00 a.m. to 8:00 p.m. June to November and Monday through Friday from 4:00 a.m. to 5:00 p.m. from December to May. The project was referred to the Stanislaus County Agricultural Commissioner, and no comments related to agricultural buffers have been received to date.

The project site is not listed on the EnviroStor database managed by the CA Department of Toxic Substances Control. The site is located in a Local Responsibility Area (LRA) for fire protection and is served by Hughson Fire Protection District. The project was referred to the Hughson 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. No significant impacts associated with hazards or hazardous materials are anticipated to occur as a result of the proposed project.

Mitigation: None.

References: Application information; Referral response from the Department of Environmental Resources (DER) Hazardous Materials Division, dated September 11, 2025; Referral response from the Department of Environmental Resources (DER) Environmental Health Division, dated September 4, 2025; Stanislaus County General Plan and Support Documentation[1].

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

Discussion: Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act (FEMA). The project site is located in FEMA Flood Zone X, which includes areas determined to be outside the 0.2% annual chance floodplains. All flood zone requirements will be addressed by the Building Permits Division during the building permit process. The project proposes to handle stormwater drainage via overland runoff, and the current absorption patterns of water upon this property will not be altered. The project was referred to the Department of Environmental Resources (DER) which provided a response to the project requiring the applicant/developer to notify DER regarding any modifications to the on-site wastewater treatment system (OWTS) and that all modifications will be subject to review and approval by DER; and that the OWTS will be subject to review and required to upgrade to accommodate the change in wastewater flows if there is an increase to the facility's drainage fixtures or the number of users on-site. Additionally, DER will require any new building requiring a new OTWS to be designed according to DER standards and that all applicable Local Agency Management Program (LAMP) standards and required setbacks are met. DER's comments will be added to the project as conditions of approval.

The site is currently served by a private septic system and well. No new wells or septic tanks are proposed as part of this request. Any future wells constructed on-site will be subject to review under the County's Well Permitting Program, which will determine whether a new well will require environmental review. Any potential regulatory requirements regarding applicable County Local Agency Management Program (LAMP) standards and required setbacks can be enforced during the building permit review process. Additionally, a grading, drainage, and erosion/sediment control plan for the project will be required, subject to Public Works review and Standards and Specifications. While no construction is proposed as part of this request, all applicable standards under Public Works and DER will be addressed under the building permit review process for any future building permit obtained for the site.

The Sustainable Groundwater Management Act (SGMA), passed in 2014 requires the formation of local Groundwater Sustainability Agencies (GSAs) to oversee the development and implementation of Groundwater Sustainability Plans (GSPs), with the ultimate goal of achieving sustainable management of the state's groundwater basins. Stanislaus County is a participating member in five GSAs across four groundwater subbasins, including: the Eastern San Joaquin Groundwater Subbasin, which covers a portion of Stanislaus County occurring north of the Stanislaus River; commonly referred to as the "northern triangle"; the Modesto Groundwater Subbasin, which covers an area of land located between the Stanislaus and Tuolumne rivers, occurring west of the Sierra Nevada foothills and east of the San Joaquin River; the Turlock Groundwater Subbasin which covers an area of land located between the Tuolumne and Merced rivers, occurring west of the Sierra Nevada Foothills and occurring east of the San Joaquin River; and the Delta-Mendota Groundwater Subbasin which covers an area of land within Stanislaus County located west of the San Joaquin River and east of the basement rock of the Coast Range. Public and private water agencies and user groups within each of the four groundwater subbasins work together as GSAs to implement SGMA. The project site is located in West Turlock Subbasin, which is administered by the West Turlock Subbasin GSA. The project was referred to the West Turlock Subbasin GSA, and no comments were received regarding the proposed project.
Stanislaus County adopted a Groundwater Ordinance in November 2014 (Chapter 9.37 of the County Code, hereinafter, the "Ordinance") that codifies requirements, prohibitions, and exemptions intended to help promote sustainable groundwater extraction in unincorporated areas of the County. The Ordinance prohibits the unsustainable extraction of groundwater and makes issuing permits for new wells, which are not exempt from this prohibition, discretionary. For unincorporated areas covered in an adopted GSP pursuant to SGMA, the County can require holders of permits for wells it reasonably concludes are withdrawing groundwater unsustainably to provide substantial evidence that continued operation of such wells does not constitute unsustainable extraction and has the authority to regulate future groundwater extraction. The site has an existing private well and septic system. There are no additional wells proposed as part of this request.

The project was referred to DER's Groundwater Resources Division, which responded with no comments on the project.

The project was referred to the Central Valley Regional Water Quality Control Board (RWQCB). A referral response received from the RWQCB outlined the regulatory setting and permitting requirements of the Central Valley RWQCB. A condition of approval will be added to the project requiring the applicant coordinate with the RWQCB prior to issuance of a building or grading permit to determine if any permits or Water Board requirements need to be obtained/ met prior to operation.

The project site is currently served by the Turlock Irrigation District (TID) for irrigation water. The project was referred to TID. As was discussed in Section II- *Agriculture and Forest Resources*, TID responded to the project requiring that the developer to dedicate a 25-foot-wide easement centered on the existing ID 96C pipeline on-site to the benefit of the ID members. TID expressed concern regarding potential fencing adjacent to existing facilities and that it will be the developer's responsibility to maintain the existing irrigation facilities and mitigate for any impacts caused by development of the project parcel or on-going use/operation of the project parcel. Additionally, the District shall review and approve all maps and plans of the project. Any improvements to this property which impact irrigation facilities shall be subject to the District's approval and meet all District standards and specifications. If it is determined that irrigation facilities will be impacted, the applicant will need to provide irrigation improvement plans and enter into an Irrigation Improvements Agreement for the required irrigation facility modifications. Conditions of approval will be added to the project to reflect these requirements.

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 the Department of Environmental Resources (DER) Environmental Health Division, dated September 4, 2025; Email received from Department of Environmental Resources

(DER) – Groundwater Resources Division, dated August 28, 2025; Referral response from the Turlock Irrigation District, dated September 9, 2025; Stanislaus County General Plan and Support Documentation[1].

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

Discussion: The project site is designated Agriculture by the Stanislaus County General Plan land use diagrams and zoned A-2-40 (General Agriculture). This is a request to establish a truck parking facility currently operating for up to 12 tractors and 24 trailers in a graveled area on a 3.84± acre parcel. The proposed hours of operation for the on-site office are from December to May are from 4:00 a.m. to 5:00 p.m., Monday to Friday. During the months of June through November the hours of operation are from 4:00 a.m. to 8:00 p.m. seven days a week. A total of 11 employees and the property owner consisting of the drivers will report to the site on a maximum shift, with an expected 22 one-way passenger vehicle trips per-day (inbound and outbound trips for 11 drivers accessing the site) and 24 one-way truck trips per-day (inbound and outbound trips for 12 trucks). Portable restrooms are proposed for the drivers under this request. This application was submitted to correct Code Enforcement Case No. 25-0146, which opened on April 24, 2025. The applicant anticipates planting evergreen trees along the frontage of the project site to screen the use of the parking area from the County public right-of-way. Conditions of approval will be added requiring 6-foot-tall solid fencing around the parking area, which will require either slats to be inserted or an alternative solid type of fencing installed and landscape along the frontage to screen the use of the facility from the County right-of-way. While no lighting at this time is proposed, a condition of approval will be placed on the project requiring a photometric lighting plan required to be submitted for any future lighting to ensure the lighting does not result in skyglow, or light trespass onto adjoining properties. The property owner does not propose any signage under this request; however, if future signage is proposed, a plot plan and elevation of a sign plan will be required to be submitted prior to issuance of any sign for the parking facility to ensure the sign meets applicable development standards for the General Agriculture (A-2) zoning district, including the sign being not more than 12 square feet in area nor more than six feet in height.

Within the General Agriculture (A-2) 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. In the A-2 zoning district, a Use Permit must be obtained to operate a truck parking operation for up to 12 tractor-trailers. On November 18, 2025, the Board of Supervisors approved Ordinance Amendment No. PLN2025-0069 – Truck Parking to amend Chapters 21.20 – General Agriculture District (A-2) and 21.94 – Home Occupations, and to add Chapter 21.89 – Truck Parking Facilities to the Stanislaus County Zoning Ordinance to update existing allowances for truck parking in the unincorporated General Agriculture (A-2) zoned areas of Stanislaus County. The approved amended ordinance went into effect on December 18, 2025. A use permit for the parking operation of up to 12 tractor-trailers may be obtained provided other criteria is met as outlined under Section 21.89.040, and the following findings are made by the Planning Commission:

1. The establishment as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity;
2. The establishment as proposed will not create a concentration of truck parking facilities in the vicinity, as defined in 21.89.040(C)(3); and
3. All the standards and requirements are met of Section 21.89.040(C).

The standards and requirements established under Section 21.89.040(C) includes that at least one of the combinations shall be registered to the property owner and the property owner shall live on the parcel; that all tractors-trailer combinations parked on-site shall be registered with the State of California Department of Motor Vehicles; that the total number of tractors shall not exceed 12 and the total number of trailers shall not exceed two per tractor; that the parcel is at least one acre in size; and that the parking area does not exceed 1.5± acres nor exceed 50% of the total parcel. Additionally, all parking stalls shall be clearly demarcated by approved markers and no parking shall occur outside of said stalls; the area in which parking will occur shall be located at least 20-feet from any planned street line; a minimum of a six-foot-tall fence of uniform construction shall be installed around the perimeter of the approved parking area; evergreen landscaping shall be installed to screen the parking area from view of the public right-of-way; the parking area shall be at least 50-feet away from any

dwelling on an adjoining parcel; parking areas and driveways shall be graveled to reduce dust emissions or asphalt or similar hardscape may be used in lieu of gravel in area which have not been in production agriculture for 20-years. Access for the truck parking facility shall be available without violation of any state, county, or city roadway truck access or weight restrictions. All applicable impact fees shall be paid prior to issuance of any encroachment, grading or building permit for the truck parking facility. Any fees associated with Code Enforcement case number 25-0146 shall also be paid at time of application submittal or consideration by the Planning Commission. On-site restrooms accessible to drivers and employees shall be maintained on-site and may include portable restrooms unless fixed permanent restrooms are required by the California Plumbing Code.

Under Section 21.89.040(C)(4)(a), the property owner shall have lived on the property for no less than six months at the time of application for a use permit is submitted and shall continue to live on the property while the use is in operation. While the property owner obtained ownership of the project site in March of 2025 and applied for the truck parking use permit in May of the same year, the amended ordinance had not yet been adopted with the requirement of the owner needing to live on-site for no less than six months prior to applying for the use permit. At the time of the adoption of the ordinance, the owner had lived on-site for 9 months and will continue to live on-site if the operation is approved.

As specified in Section 21.89.040(3)(c), a concentration of facilities is any area more than one-mile from the edge of a right-of-way of a designated interstate or state route where there is more than one truck parking facility (or portion thereof) within a one-mile radius of any property. In this case, the nearest truck parking facility operating under an approved Use Permit is Use Permit No. PLN2022-0148 – Juan M. Torres Trucking, Inc., for up to twelve tractors and 24 trailers, which is located 277± feet to the northeast of the project site. The proposed facility under this request would be considered as inducing a concentration of truck parking facilities, if approved, unless otherwise determined by the Planning Commission.

No storage of materials, washing of tractor-trailers, maintenance or repair work is permitted on-site if this request is approved. Additionally, refrigerated trailers will remain unpowered while stored or parked on-site in accordance with Chapter 21.89 – Truck Parking Facilities.

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 Stated in Section II – *Agricultural and Forest Resources*, the project is not subject to agricultural buffer requirements as the proposed use consists of parking facilities for tractor-trailers. The project was referred to the Stanislaus County Agricultural Commissioner, and no comments have been received to date. The request is not expected to result in any significant conversion of farmland to non-agriculture use. No impacts to agriculture are anticipated to occur as a result of this project as the project site is currently developed with residential and accessory structures and considered topographically flat.

Based on the specific features and design of this project, it does not appear this project will impact the long-term productive agricultural capability of surrounding contracted lands in the A-2 zoning district. There is no indication this project will result in the removal of adjacent contracted land from agricultural use. The project will not physically divide an established community nor conflict with any habitat conservation plans; however, the proposed facility under this request would be considered as inducing a concentration of truck parking facilities if approved.

Mitigation: None.

References: Application information; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County General Plan and Support Documentation[1].

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: Application information; Stanislaus County General Plan and Support Documentation[1].

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

Discussion: The Stanislaus County General Plan identifies noise levels up to 75 dB Ldn (or CNEL) as the normally acceptable level of noise for industrial and agricultural uses. The Stanislaus County General Plan identifies noise levels for residential or other noise-sensitive land uses of up to 55 hourly Leq, dBA and 75 Lmax, dBA from 7:00 a.m. to 10:00 p.m. and 45 hourly Leq, dBA and 65 Lmax, dBA from 10:00 p.m. to 7:00 a.m. Pure tone noises, such as music, shall be reduced by five dBA; however, when ambient noise levels exceed the standards, the standards shall be increased to the ambient noise levels. The proposed hours of operation are from December to May are from 4:00 a.m. to 5:00 p.m., Monday-Friday. During the months of June through November the hours of operation are from 4:00 a.m. to 8:00 p.m. seven days a week. The nearest sensitive noise receptor is a single-family dwelling approximately 95± feet away, located to the north on the adjacent parcel (APN 045-005-039). Noise impacts associated with on-site activities and traffic are not anticipated to exceed the normally acceptable level of noise. The site itself is impacted by the noise generated from traffic on Tegner Road and ranchette and farming operations in the surrounding area. Noise impacts associated with on-site activities will include trucks entering and exiting the property and the idling of engines. Such uses should be under the threshold established by the General Plan's Noise Element and Chapter 10.46 of the County Code – Noise Control. No construction is proposed as part of this request. If future construction occurs, on-site grading and 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.

The site is not located within an airport land use plan.

Mitigation: None.

References: Application information; Stanislaus County Noise Control Ordinance (Title 10); Stanislaus County Health and Safety Ordinance (Title 9); Stanislaus County General Plan, Chapter IV – Noise Element; Stanislaus County General Plan and Support Documentation[1].

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 2023 Stanislaus County Housing Element, which covers the 6th 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: Application information; Stanislaus County General Plan and Support Documentation[1].

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

Discussion: This project was circulated to all applicable school, fire, police, irrigation, and public works departments and districts during the early consultation referral period including Hughson Fire Protection District, the Stanislaus County Sheriff's Office, Hughson Unified School District, Stanislaus County Public Works Department, Caltrans and Turlock Irrigation District (TID).

TID responded to the project with no comments related to electrical utility service to the site. As was discussed in Section II-*Agriculture and Forest Resources*, TID responded to the project requiring that the developer to dedicate a 25-foot-wide easement centered on the existing ID 96C pipeline on-site to the benefit of the ID members. TID expressed concern regarding potential fencing adjacent to existing facilities and that it will be the developer's responsibility to maintain the existing irrigation facilities and mitigate for any impacts caused by development of the project parcel or on-going

use/operation of the project parcel. Additionally, the District shall review and approve all maps and plans of the project. Any improvements to this property which impact irrigation facilities shall be subject to the District's approval and meet all District standards and specifications. If it is determined that irrigation facilities will be impacted, the applicant will need to provide irrigation improvement plans and enter into an Irrigation Improvements Agreement for the required irrigation facility modifications. Conditions of approval will be added to the project to reflect these requirements.

The project was referred to the Central Valley Regional Water Quality Control Board (CVRWQCB) who responded with a list of the Board's permits and programs that may be applicable to the proposed project. The developer will be required to contact CVRWQCB to determine which permits/standards must be met prior to any future construction as a condition of approval. A condition of approval will be added to the project requirement that a grading, drainage, and erosion/sediment control plan for the project will be required, subject to Public Works review and Standards and Specifications, and that an encroachment permit(s) for any driveway access onto the County-maintained Tegner Road be obtained from the Public Works Department including any offers of dedication for the County right-of-way, if applicable.

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

Mitigation: None.

References: Application Information; Referral response from the Turlock Irrigation District, dated September 9, 2025; Referral response from the Central Valley Regional Water Quality Control Board, dated September 9, 2025; Stanislaus County General Plan and Support Documentation[1].

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

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

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation[1].

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			**X**	

intersections) or incompatible uses (e.g., farm equipment)?				
d) Result in inadequate emergency access?			**X**	

Discussion: The project is a request to establish a truck parking facility currently operating for up to 12 tractors and 24 trailers in a graveled area on a 3.84± acre parcel. The proposed hours of operation for the facility are from December to May are from 4:00 a.m. to 5:00 p.m., Monday to Friday. During the months of June through November the hours of operation are from 4:00 a.m. to 8:00 p.m. seven days a week. A total of 11 employees and the property owner consisting of drivers will report to the site daily, with an expected 22 one-way passenger vehicle trips per-day (inbound and outbound trips for 11 drivers accessing the site) and 24 one-way truck trips per-day (inbound and outbound trips for 12 trucks). Access is proposed to be taken off County-maintained Tegner Road via a 40-foot-wide dirt driveway which will be required to be graveled if the request is approved. Potential impacts to transportation from the proposed project are also evaluated by Vehicle Miles Traveled (VMT). The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. California Environmental Quality Act (CEQA) Guidelines Section 15064.3, subdivision (a), defines VMT as the amount and distance of automobile travel attributable to a project. A technical advisory on evaluating transportation impacts in CEQA published by the Governor's Office of Planning and Research (OPR) in December of 2018 clarified the definition of automobiles as referring to on-road passenger vehicles, specifically cars and light trucks. While heavy trucks are not considered in the definition of automobiles for which VMT is calculated for, heavy-duty truck VMT could be included for modeling convenience. According to the same OPR technical advisory, many local agencies have developed a screening threshold of VMT to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or General Plan, projects that generate or attract fewer than 110 trips per-day generally may be assumed to cause a less than significant transportation impact. The proposed project will generate 22 passenger vehicle trips one-way per-day, and 24 truck trips one-way per-day. As this is below the screening threshold of significance for vehicle and heavy truck trips, no significant impacts from vehicle and truck trips to transportation are anticipated.

This project was referred to the Stanislaus County Department of Public Works, and the Hughson Fire Protection District. No comments were received from either Department.

Trucks that meet the threshold of Surface Transportation Assistance Act (STAA) requirements due to larger length, height, weight, width, and other dimensions which correspond with a larger turning radius, are limited to traveling on state highways, and local roads which are designated as approved STAA access routes based on accommodating necessary turn-arounds and turning movements to safely facilitate truck traffic to and from a site to the freeway. The process to establish new STAA access routes involves analysis of proposed routes from the end destination to other STAA approved roadways, which includes evaluating turning movements at intersections and off- and on-ramps to determine if turning movements can be safely made without trucks intervening into oncoming lanes or on private property. If turning movements cannot safely be made, incompatible intersections may require upgrades such as restriping, road widening, relocation of street improvements such as lights, power poles, or signage, and in some cases, require dedication of property to accommodate these changes and provide more room for turns. In the case where dedication is necessary to upgrade a route to STAA-rating, the County would need to initiate the process and make a finding that requiring dedication serves the public good. Although the applicant has stated no STAA rated trucks will be parked on-site, conditions of approval will be added to the project requiring STAA route approval to be acquired prior to the parking of STAA rated vehicles being permitted to park on-site.

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

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation[1].

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

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

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation[1].

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: The project proposes to utilize an existing private well for water and an existing septic system. Although no new structures are proposed, the Department of Environmental Resources (DER) Environmental Health Division commented that any new building requiring an on-site wastewater treatment system (OWTS) shall be designed according to type and/or maximum occupancy of the proposed structure to the estimated waste/sewage design flow rate. All applicable County Local Agency Management Program (LAMP) standards and required setbacks are to be met, and prior to issuance of any grading or building permit, the applicant(s) shall submit a site plan that includes the location of the existing on-site water well(s), and the location, layout and design of all existing on-site wastewater treatment systems (OWTS) and the Future 100% Expansion (Replacement) Areas. Conditions of approval will be added to the project to reflect these requirements, which will be triggered if a building permit is applied for in the future.

The project was referred to the Turlock Irrigation District (TID), who responded to the project with no comments related to electrical utility service to the site.

The project was referred to the Central Valley Regional Water Quality Control Board (CVRWQCB) who responded with a list of the Board's permits and programs that may be applicable to the proposed project. The developer will be required to contact CVRWQCB to determine which permits/standards must be met prior to construction as a condition of approval. The project was also referred to DER's Groundwater Resources Division, who responded with no comments.

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

Mitigation: None.

References: Application information; Referral response from the Department of Environmental Resources (DER) Environmental Health Division, dated September 4, 2025; Referral response received from Turlock Irrigation District, dated September 9, 2025; Referral response from the Central Valley Regional Water Quality Control Board, dated September 9, 2025; Stanislaus County General Plan and Support Documentation[1].

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 Tegner Road. The site is located in a Local Responsibility Area (LRA) for fire protection and is served by Hughson Fire Protection District. The project was referred to the Hughson Fire Protection District, and no response has been received to date. California Building and Fire Code establishes minimum standards for the protection of life and property by increasing the ability of a building to resist intrusion of flame and burning embers. No construction is proposed; however, any future construction will be subject to building permits and will be reviewed by the County's Building Permits Division and Fire Prevention Bureau to ensure all State of California Building and Fire Code requirements are met prior to construction.

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

Mitigation: None.

References: Application information; Stanislaus County General Plan and Support Documentation[1].

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 3.84± acre project site is designated Agriculture by the Stanislaus County General Plan land use diagrams and zoned A-2-40 (General Agriculture). The USDA Natural Resources Conservation Service's Eastern Stanislaus County Soil Survey indicates that the entire project site is comprised of Hanford sandy loam, 0 to 3 percent slopes (HdA). The parcel is not enrolled in a Williamson Act Contract. While the site's soils are characterized as prime farmland under the County's Uniform Rules, it is not currently improved with any production agriculture and has not been for several years. The proposed project will not permanently convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. The surrounding area is comprised of ranchettes and single-family dwellings to the north, east, and south; irrigated orchards to the north and west; and a permitted truck parking facility to the northeast.

As mentioned in Section XI -*Land Use and Planning*, within the A-2 zoning district, a Use Permit must be obtained to operate a truck parking operation over three tractor-trailers and up to 12, provided all standards and requirements are met as outlined under Section 21.89.040 is met, and the following findings are made by the Planning Commission:

1. The establishment as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity;
2. The establishment as proposed will not create a concentration of truck parking facilities in the vicinity, as defined in 21.89.040(C)(3); and
3. All the standards and requirements are met of Section 21.89.040(C).

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 proposed project will generate a low amount of vehicle trips with 22 passenger trips per-day (inbound and outbound trips for 11 drivers accessing the site) and 24 heavy-truck trips per-day (inbound and outbound trips for 12 trucks). Accordingly, no significant impacts from vehicle and truck trips to transportation are anticipated. As discussed in Section XI – *Land Use and Planning,* a number of commercial truck parking facilities have developed in the unincorporated areas surrounding Keyes, south and west Turlock, and along major roadways feeding into the State Route (SR) 99 corridor. Within the Hughson area, and within a 1.5-mile radius of the project site, there are two truck parking facilities that have been documented as of 2025. These facilities include two approved truck parking facilities permitted to park up to 12 tractor-trailer combinations to the northeast and southwest under Use Permit No. PLN2022-0148 – *Juan M. Torres Trucking, Inc.,* and Use Permit No. PLN2024-0017 – *LaFollette Trucking*, respectively.

While the property owner proposes to operate in compliance with the operational restrictions related to maintenance, no storage of hazardous materials, and no off-loading of trailers on-site, the proposed project does not meet all of the standards and requirements established under Section 21.89.040. As discussed in Section XI – *Land Use and Planning*, a concentration of facilities is determined to be present for any area more than one-mile from the edge of a right-of-way of a designated interstate or state route where there is more than one truck parking facility (or portion thereof) within a one-mile radius of any property. In this case, the nearest truck parking facility operating under an approved Use Permit is Use Permit No. PLN2022-0148 – *Juan M. Torres Trucking, Inc*., for up to twelve tractors and 24 trailers, which is located 277± feet to the northeast of the project site. The proposed facility under this request would be considered as inducing a concentration of truck parking facilities if approved unless otherwise determined by the Planning Commission.

The land surrounding the project site is zoned A-2 and is subject to the permitted uses of the A-2 zoning district. Any use requiring land use entitlements would be subject to further environmental review, application of conditions of approval and necessary mitigation, and discretionary vote by the decision-making body, either the Planning Commission or Board of Supervisors.

The project requests to be served by an existing well and septic system; however, no impacts with respect to either have been raised. No construction is proposed as part of 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.

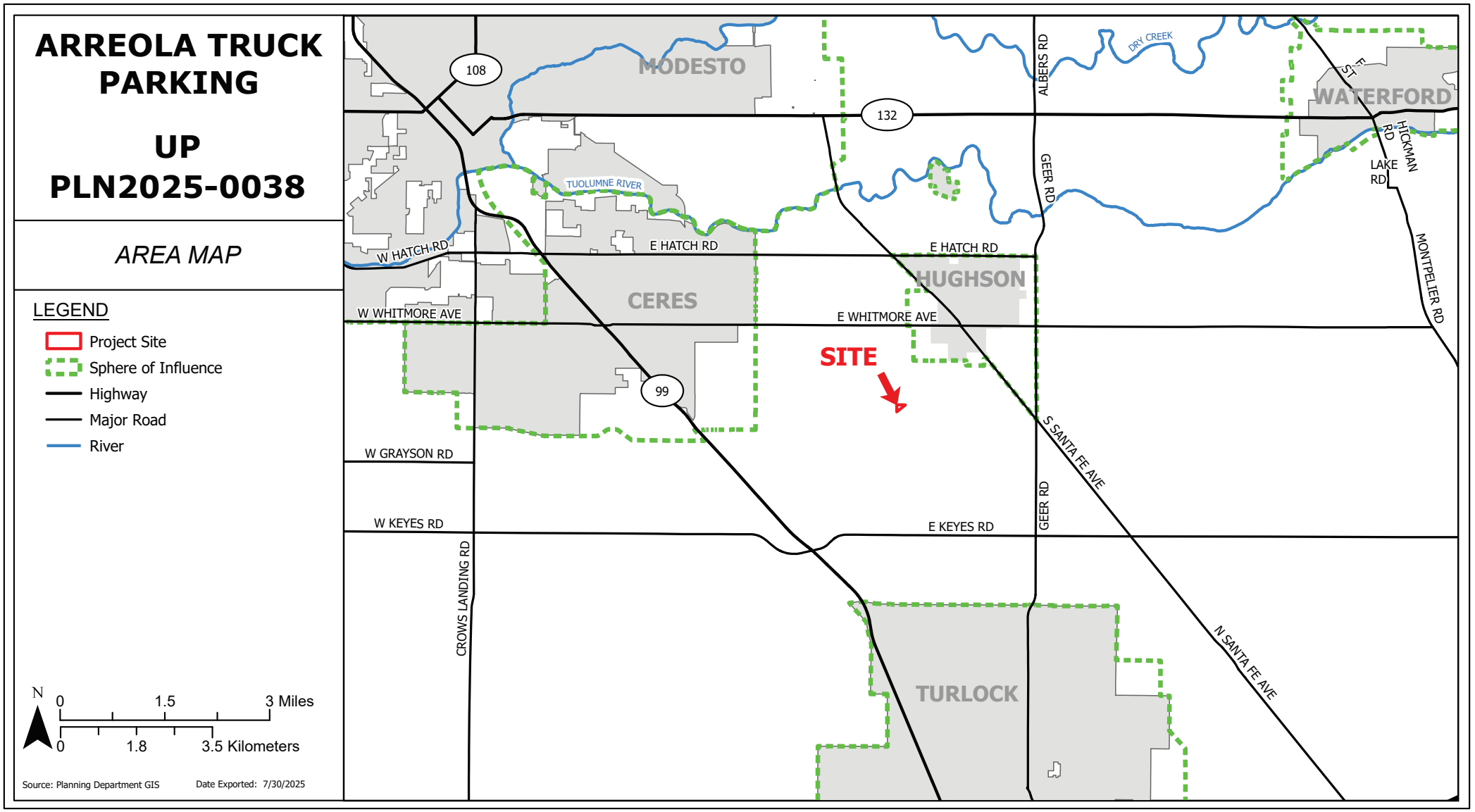
References: Initial Study; Stanislaus County General Plan and Support Documentation[1].

[1]Stanislaus County General Plan and Support Documentation adopted in August 23, 2016, as amended. ***Housing Element*** adopted on December 9, 2025.

ARREOLA TRUCK PARKING

UP PLN2025-0038

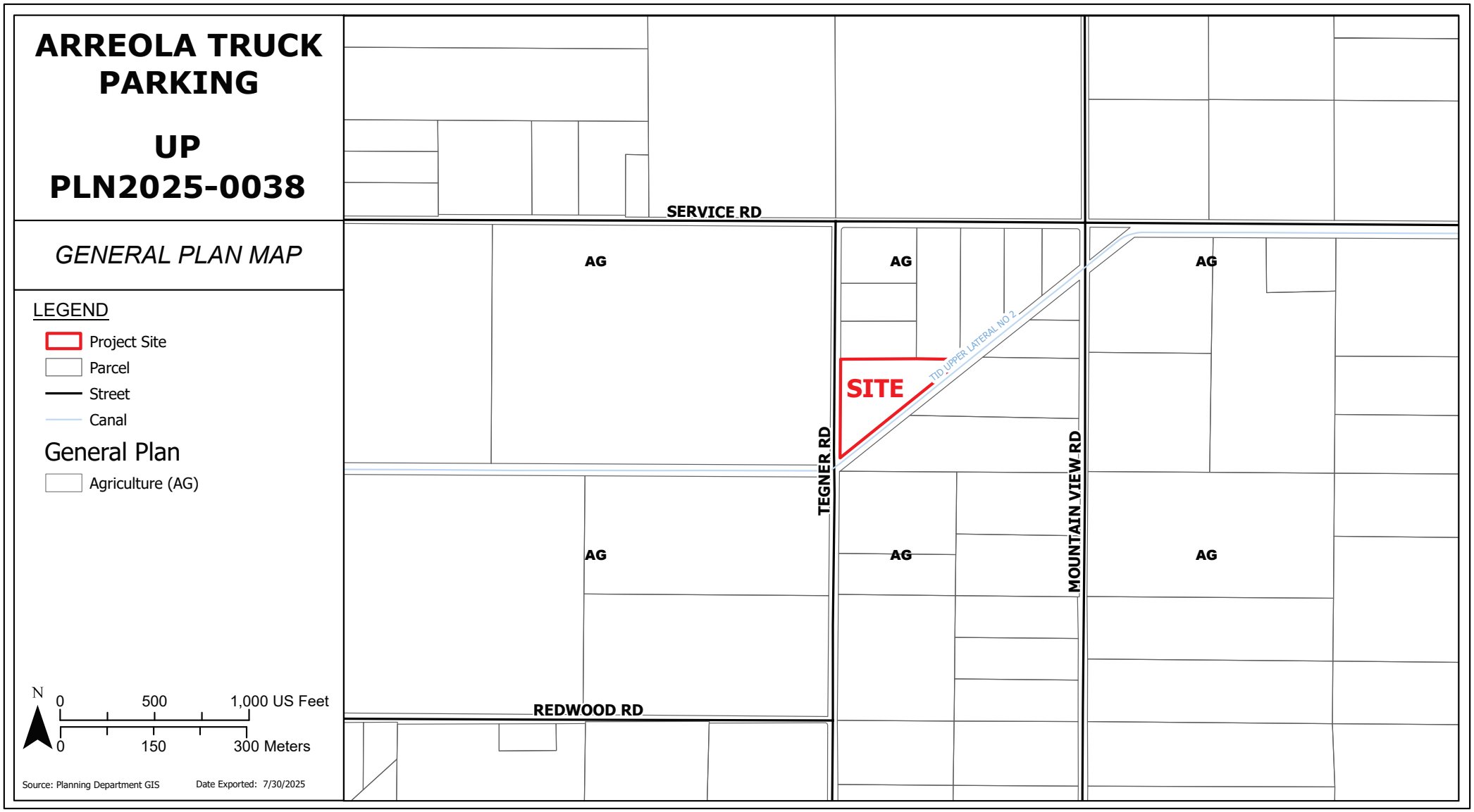
AREA MAP



ARREOLA TRUCK PARKING

UP PLN2025-0038

GENERAL PLAN MAP



LEGEND

- Project Site
- Parcel
- Street
- Canal

General Plan

- Agriculture (AG)

N

0 500 1,000 US Feet

0 150 300 Meters

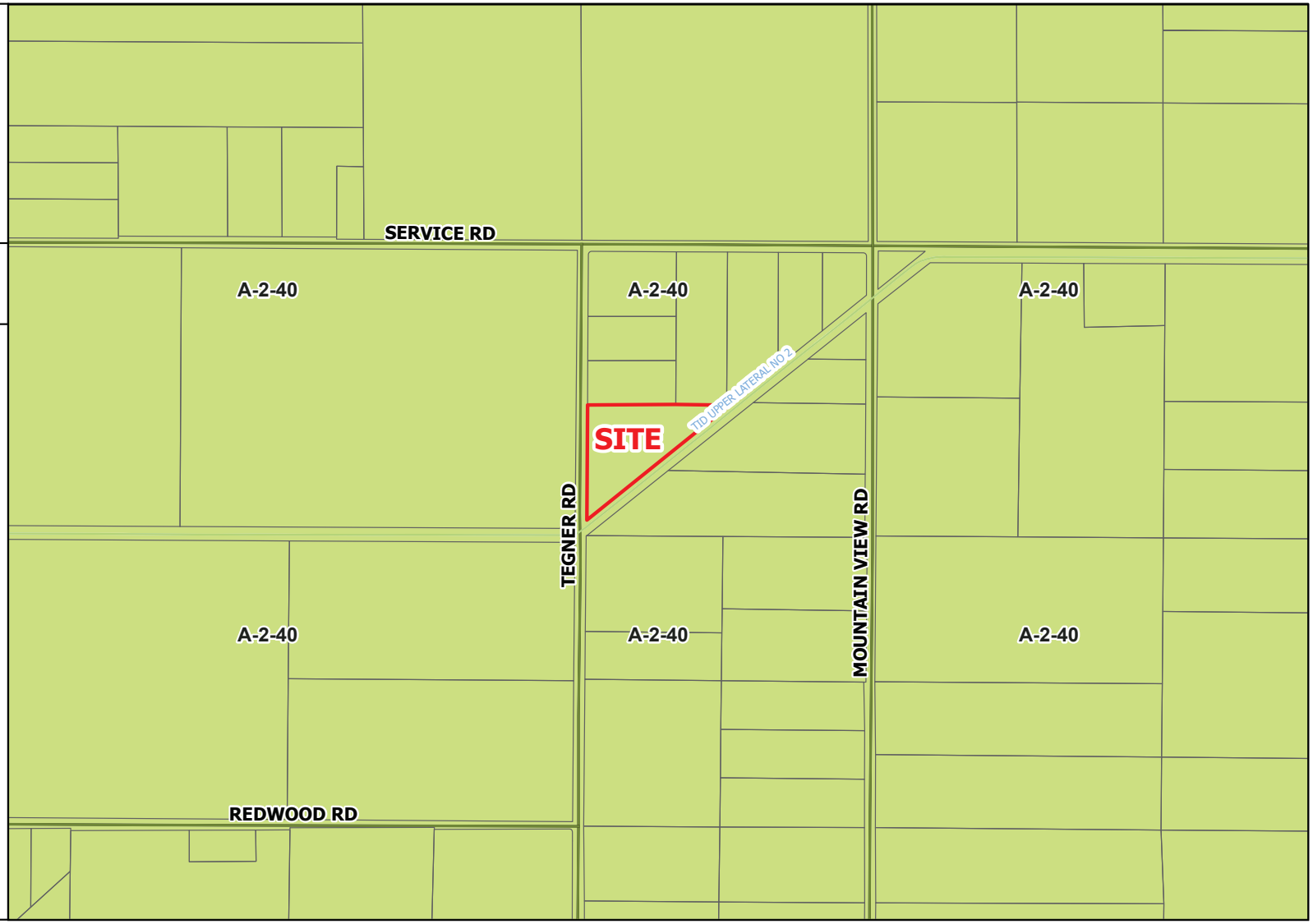
Source: Planning Department GIS

Date Exported: 7/30/2025

ARREOLA TRUCK PARKING

UP PLN2025-0038

ZONING MAP



LEGEND

- Project Site
- Parcel
- Street
- Canal

Zoning Designation

- General AG 40 Acre (A-2-40)

N

0 500 1,000 US Feet

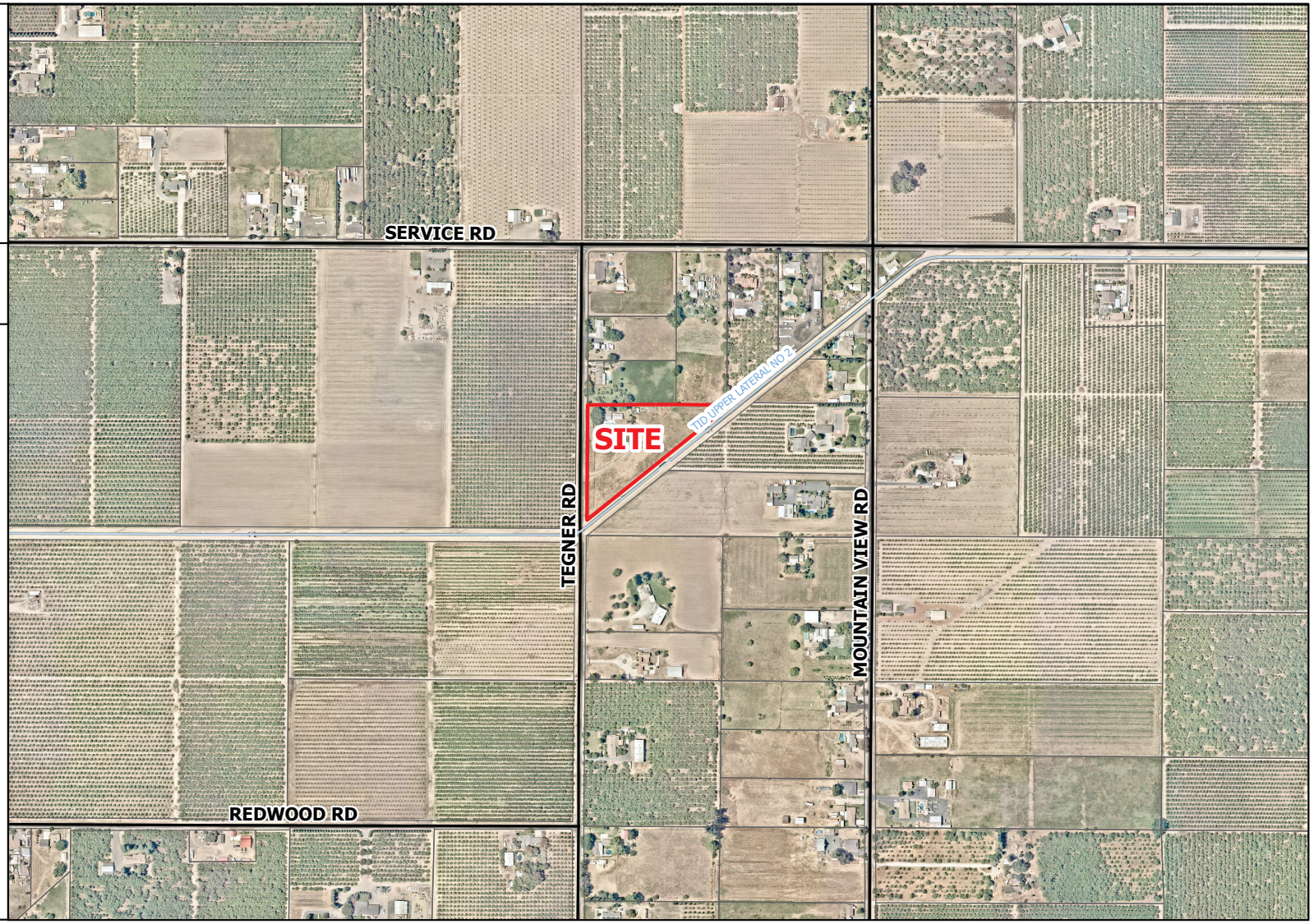
0 150 300 Meters

Source: Planning Department GIS Date Exported: 7/30/2025

ARREOLA TRUCK PARKING

UP PLN2025-0038

2023 AERIAL AREA MAP



LEGEND

- Project Site
- Parcel
- Street
- Canal

N

0 500 1,000 US Feet

0 150 300 Meters

Source: Planning Department GIS

Date Exported: 7/30/2025

ARREOLA TRUCK PARKING

UP PLN2025-0038

2023 AERIAL SITE MAP



LEGEND

- Project Site
- Parcel
- Street
- Canal

N

0 70 140 US Feet

0 20 40 Meters

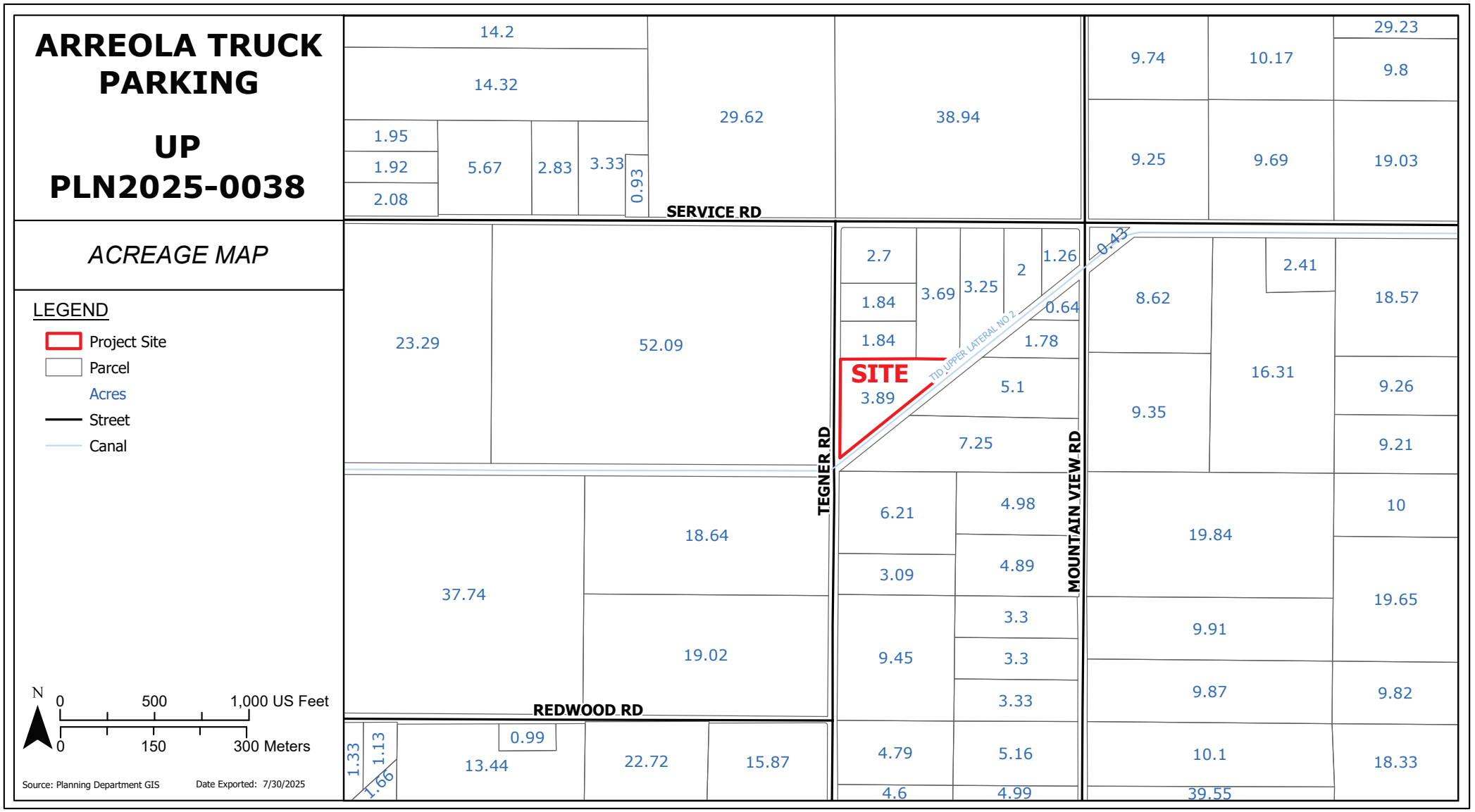
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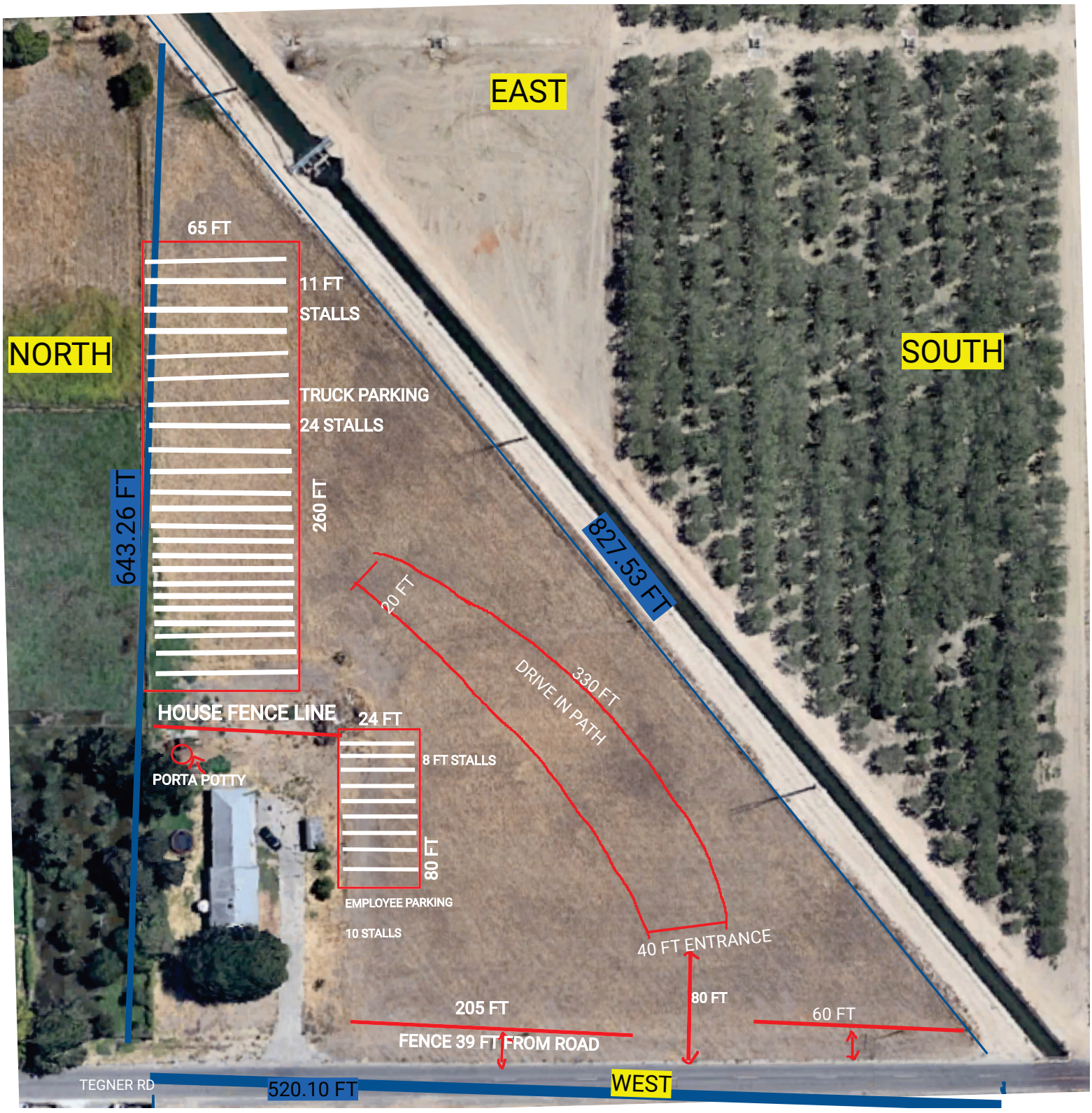
Date Exported: 7/30/2025

ARREOLA TRUCK PARKING

UP PLN2025-0038

ACREAGE MAP




EAST
NORTH
SOUTH
WEST
65 FT
11 FT
STALLS
TRUCK PARKING
24 STALLS
260 FT
643.26 FT
827.53 FT
20 FT
330 FT
DRIVE IN PATH
HOUSE FENCE LINE
24 FT
PORTA POTTY
8 FT STALLS
80 FT
EMPLOYEE PARKING
10 STALLS
40 FT ENTRANCE
80 FT
205 FT
FENCE 39 FT FROM ROAD
60 FT
TEGNER RD
520.10 FT