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 Negative Declaration

Date: **February 14, 2019**

To: **Distribution List (See Attachment A)**

From: **Christine Smith, Assistant Planner, Planning and Community Development**

Subject: **USE PERMIT APPLICATION NO. PLN2017-0127 – JOE CATON TRUCKING**

Comment Period: **February 14, 2019 – March 19, 2019**

Respond By: **March 19, 2019**

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 Mitigated 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 Mitigated 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: **Joseph M. and Mary M. Caton**

Project Location: **3326 Warner Road, west of Faith Home Road, south of East Keyes Road, in the Turlock area.**

APN: **041-054-012**

Williamson Act Contract: **1973-1314**

General Plan: **AG (Agriculture)**

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

Project Description: Request to establish a 0.8± acre parking area for up to six trucks and seven tractor-trailers for an off-site agricultural hauling operation on a 34.16± acre parcel in the A-2-40 (General Agriculture) zoning district. The trucks will be parked on the property intermittently as the operation will stagger the usage of each tractor-trailer combo. The trucks will access the site via Warner Road, which only partially fronts the parcel. The site is planted in almonds and has been developed with a single-family dwelling.

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

STRIVING TOGETHER TO BE THE BEST!

USE PERMIT APPLICATION NO. PLN2017-0127 – JOE CATON TRUCKING, INC.
Attachment A

Distribution List

X	CA DEPT OF CONSERVATION Land Resources / Mine Reclamation		STAN CO ALUC
X	CA DEPT OF FISH & WILDLIFE		STAN CO ANIMAL SERVICES
	CA DEPT OF FORESTRY (CAL FIRE)	X	STAN CO BUILDING PERMITS DIVISION
X	CA DEPT OF TRANSPORTATION DIST 10	X	STAN CO CEO
X	CA OPR STATE CLEARINGHOUSE		STAN CO CSA
X	CA RWQCB CENTRAL VALLEY REGION	X	STAN CO DER
	CA STATE LANDS COMMISSION	X	STAN CO ERC
	CEMETERY DISTRICT	X	STAN CO FARM BUREAU
	CENTRAL VALLEY FLOOD PROTECTION	X	STAN CO HAZARDOUS MATERIALS
	CITY OF:		STAN CO PARKS & RECREATION
	COMMUNITY SERVICES/SANITARY DIST	X	STAN CO PUBLIC WORKS
X	COOPERATIVE EXTENSION		STAN CO RISK MANAGEMENT
	COUNTY OF:	X	STAN CO SHERIFF
X	FIRE PROTECTION DIST: KEYES	X	STAN CO SUPERVISOR DIST 2:CHIESA
	HOSPITAL DIST:	X	STAN COUNTY COUNSEL
X	IRRIGATION DIST: TID	X	StanCOG
X	MOSQUITO DIST: TURLOCK	X	STANISLAUS FIRE PREVENTION BUREAU
X	MOUNTIAN VALLEY EMERGENCY MEDICAL SERVICES	X	STANISLAUS LAFCO
X	MUNICIPAL ADVISORY COUNCIL: KEYES		STATE OF CA SWRBC – DIV OF DRINKING WATER DIST. 10
X	PACIFIC GAS & ELECTRIC		SURROUNDING LAND OWNERS
	POSTMASTER:	X	TELEPHONE COMPANY: AT&T
X	RAILROAD: UNION PACIFIC		TRIBAL CONTACTS (CA Government Code §65352.3)
X	SAN JOAQUIN VALLEY APCD		US ARMY CORPS OF ENGINEERS
X	SCHOOL DIST 1: TURLOCK JOINT UNIFIED		US FISH & WILDLIFE
x	SCHOOL DIST 2: KEYES UNION		US MILITARY (SB 1462) (7 agencies)
	STAN ALLIANCE		USDA NRCS
X	STAN CO AG COMMISSIONER		WATER DIST:
	TUOLUMNE RIVER TRUST		

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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. PLN2017-0127 – JOE CATON TRUCKING, INC.**

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

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

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

1.
2.
3.
4.

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

1.
2.
3.
4.

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

_____

_____

Response prepared by:

_____
Name Title Date

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CEQA INITIAL STUDY

Adapted from CEQA Guidelines APPENDIX G Environmental Checklist Form, Final Text, December 30, 2009

1.	**Project title:**	Use Permit Application No. PLN2017-0127 – Joe Caton Trucking, Inc.
2.	**Lead agency name and address:**	Stanislaus County 1010 10th Street, Suite 3400 Modesto, CA 95354
3.	**Contact person and phone number:**	Christine Smith, Assistant Planner (209) 525-6330
4.	**Project location:**	3326 Warner Road, west of Faith Home Road, south of East Keyes Road, in the Turlock area. (APN: 041-054-012).
5.	**Project sponsor's name and address:**	Joseph M. and Mary M. Caton 3326 Warner Road Ceres, CA 95307
6.	**General Plan designation:**	Agriculture
7.	**Zoning:**	A-2-40 (General Agriculture)

8. Description of project:

Request to establish a 0.8± acre parking area for up to six trucks and seven trailers for an off-site agricultural hauling operation on a 34.16± acre parcel in the A-2-40 (General Agriculture) zoning district. The trucks will be parked on the property intermittently as the operation will stagger the usage of each tractor-trailer combo. There will be a total of six truck trips into and out of the site per day. Hours of operation are seven days a week 5:00 AM to 6:00 PM. No materials are to be stored on-site, and the trucks arrive and depart empty. There will be two truck driver employees on site. Only safety inspections and general maintenance owned by Joe Caton Trucking, Inc. will be conducted on this site. No new structures are proposed with this project. The site is planted in almonds and has been developed with a single-family dwelling. The project site is served by a private well and septic system.

9.	**Surrounding land uses and setting:**	Orchards, dairy and chicken ranches surround the parcel with scattered single-family dwellings on neighboring parcels.
10.	**Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**	California Department of Transportation - (Caltrans) Department of Public Works Department of Environmental Resources (DER) Environmental Review Committee (ERC) DER-Hazardous Materials Turlock Irrigation District

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**	☐ **Geology / Soils**
☐ **Greenhouse Gas Emissions**	☐ **Hazards & Hazardous Materials**	☐ **Hydrology / Water Quality**
☐ **Land Use / Planning**	☐ **Mineral Resources**	☐ **Noise**
☐ **Population / Housing**	☐ **Public Services**	☐ **Recreation**
☐ **Transportation / Traffic**	☐ **Utilities / Service Systems**	☐ **Mandatory Findings of Significance**

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

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

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

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

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

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

Signature on file.
Prepared by Christine Smith, Assistant Planner

February 14, 2019
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, than the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration.

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

> **a) Earlier Analysis Used. Identify and state where they are available for review.**
>
> **b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.**
>
> **c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.**

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

> **a) the significant criteria or threshold, if any, used to evaluate each question; and**
>
> **b) the mitigation measure identified, if any, to reduce the impact to less than significant.**

I. AESTHETICS -- Would 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) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion: The site is already developed with a single-family dwelling. There are no new structures being proposed as part of this project. The site itself is not considered to be a scenic resource or a unique vista. Community standards generally do not dictate the need or desire for architectural review of uses allowed in the A-2 zoning district. Any further development resulting from this project will be consistent with existing area development. Standard conditions of approval will be added to this project to address glare from any proposed on-site lighting.

Mitigation: None.

References: Application information; Stanislaus County Zoning Ordinance; the 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 project site is enrolled in a Williamson Act Contract. The parcel has soils classified by the California Department of Conservation Farmland Mapping and Monitoring Program as Urban and Built-Up Land. The USDA Natural Resources Conservation Service's Eastern Stanislaus County Soil Survey indicates that the property is mostly made up of grade 1 Dinuba sandy loam soils (DtA), which has a Storie Index Rating of 81, a grade 2 Dinuba sandy loam soils (DrA), which has a Storie Index Rating of 77 on the south easterly half of the parcel and is considered to be prime soil. This parcel is planted with almonds and has been developed with a single-family dwelling.

The project will not conflict with any agricultural activities in the area and/or lands enrolled in the Williamson Act. No impacts to agriculture are anticipated to occur as a result of this project as this site will not have any new development and this site proposes to use the existing paved, dirt and gravel 0.8± acre area.

Within the A-2 (General Agriculture) zoning district, the County has determined that certain uses related to agricultural production are "necessary for a healthy agricultural economy." The County allows the parking of tractor-trailer combinations if specific criteria can be met and if specific findings can be made. Those findings include that the establishment, as proposed, will not be substantially detrimental to, or in conflict with, the agricultural use of other property in the vicinity and that it will not create a concentration of commercial and industrial uses in the vicinity. In addition, the Planning Commission must find that the establishment, maintenance, and operation of the proposed use is consistent with the General Plan and will not be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the use and that it will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the county.

This project will have no impact to forest land or timberland.

Mitigation: None

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

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management 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) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors 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. This project anticipates having an average of six truck trips in and out the site per day.

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.

For these reasons, the proposed project would be consistent with the applicable air quality plans. Also, the proposed project would not conflict with applicable regional plans or policies adopted by agencies with jurisdiction over the project and would be considered to have a less than significant impact.

This project has been referred to SJVAPCD, but no response has been received to date. The project will be conditioned to require that all District standards are met.

Mitigation: None.

References: Stanislaus County General Plan, San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis 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 federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			**X**	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			**X**	

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

Discussion: The project site is currently developed with a single-family home, with the majority of the property consisting of planted almonds. This project was referred to the State of California Department of Fish and Wildlife, but no referral responses have been received to date.

There is no evidence to suggest that this project would result in impacts to sensitive and endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors. There are no known sensitive or protected species or natural communities located on the site and/or in the surrounding area. The project will not conflict with a Habitat Conservation Plan, a Natural Community Conservation Plan, or other locally approved conservation plans.

Mitigation: None.

References: California Department of Fish and Wildlife's Natural Diversity Database Quad Species List; 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 as defined in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Discussion: This project has low sensitivity for cultural, historical, paleontological, or tribal resources, due to it already being disturbed and in agricultural use. It does not appear this project will result in significant impacts to any archaeological or cultural resources. The proposed project includes the parking of tractor-trailer combinations. No structures are proposed as part of the truck parking operation.

Mitigation: None.

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

VI. GEOLOGY AND SOILS -- Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Included**	**Less Than Significant Impact**	**No Impact**
a) Expose people or structures to 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 creating substantial 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**	

Discussion: As contained in Chapter Five 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 as part of the building permit process. Results from the soils test will determine if unstable or expansive soils are present. If such soils are present, special engineering of the structure will be required to compensate for the soil deficiency. Any potential 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 of a septic tank or alternative waste water disposal system would require the approval of the Department of Environmental Resources (DER) through the building permit process, which also takes soil type into consideration within the specific design requirements.

Mitigation: None.

References: California Building Code and the Stanislaus County General Plan and Support Documentation - Safety Element[1].

VII. 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 proposed project should not generate significant greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with any plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The use in and of itself will not increase the amount of greenhouse gases in the environment.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation[1]

VIII. 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 for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X	
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

Discussion: No known hazardous materials are on site. Pesticide exposure is a risk in agricultural areas. Sources of exposure include contaminated groundwater, which is consumed, and drift from spray applications. Application of sprays is strictly controlled by the Agricultural Commissioner and can only be accomplished after first obtaining permits. DER is responsible for overseeing hazardous materials in this area.

The Environmental Review Committee (ERC) commented requesting clarification if there will be any maintenance or truck washing on site. The applicant responded all maintenance and truck washing will be done off site. No materials are to be stored on-site, and the trucks arrive and depart empty. The trucks will not be washed on site. Only safety inspections and general maintenance will be conducted on this site. Since minor maintenance is permitted as per the Ordinance, conditions of approval will be added to the project requiring the applicant consult with DER-Hazardous Materials Division and the Public Works Department to ensure that a plan for handling waste water and potential contaminants is put in place before minor maintenance occurs on-site.

Mitigation: None.

References: Referral Response from the Environmental Review Committee December 19, 2018**,** Referral Response from the DER – Hazardous Materials December 19, 2018**;** Stanislaus County General Plan and Support Documentation[1].

IX. 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?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			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, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) 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?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?			X	

Discussion: Run-off is not considered an issue because of several factors which limit the potential impact. These factors include the relatively flat terrain of the subject site, and relatively low rainfall intensities in the Central Valley. Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act. The project site itself is located in Zone X (outside the 0.2% floodplain) and, as such, exposure of people or structures to a significant risk of loss/injury/death involving flooding due to levee/dam failure and/or alteration of a watercourse, is not an issue at this location with respect to this project.

The project is not expected to significantly impact water quality, groundwater supplies, or groundwater recharge. Since the parking areas will be graveled instead of paved. Paving limits a site's groundwater recharge ability and changes a site's drainage patterns. This project was referred to the Regional Water Quality Control Board (RWQCB) which responded with standards of development and requirements that will be incorporated into this project's conditions of approval. The Department of Public Works reviewed the project and responded with a condition regarding grading and drainage be submitted prior to the issuance of a building permit, that would change the building footprint of the site.

Mitigation: None

References: Referral Response from the Regional Water Quality Control Board dated January 2, 2018; Stanislaus County General Plan and Support Documentation[1]

X. 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) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?			X	

Discussion: The project site is zoned A-2-40 (General Agriculture), the General Plan designation is AG (Agriculture). The features of this project will not physically divide an established community or conflict with any habitat conservation plan or natural community conservation plan. The parking of tractor-trailer combinations is allowed in the Agriculture zone by obtaining a Tier Three Use Permit.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation[1]

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

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

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation[1]

XII. NOISE -- Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			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 expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion: The Stanislaus County General Plan[1] identifies noise levels up to 75 dB L_{dn} (or CNEL) as the normally acceptable level of noise for industrial, manufacturing, utility, and agricultural uses. Many of the on-site activities include the trucks entering and exiting the property and the idling of engines which, if operated in a respectful manner, will be under the threshold established by the General Plan. Although the applicant would not be restricted on the number of truck trips for the operation, a condition requiring that the idling of trucks be prohibited for any period of time beyond the absolute minimum necessary to bring engines to safe operating conditions will be added to the project to ensure that the operation does not exceed the 75 dB L_{dn} (or CNEL). The site is not located within an airport land use plan.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation[1]

XIII. POPULATION AND HOUSING -- Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Included**	**Less Than Significant Impact**	**No Impact**
a) Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Discussion: The proposed use of the site will not create significant service extensions or new infrastructure which could be considered as growth inducing. No housing or persons will be displaced by this project.

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation[1]

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

Discussion: The 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.

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

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation[1]

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

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

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation[1]

XVI. TRANSPORATION/TRAFFIC -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

Discussion: The Environmental Review Committee (ERC) commented requesting clarification on trucks/trailers parked on site and the number of truck trip into and out the site per day. The applicant indicated that there will be six tractors and seven trailers parked on site. The operation anticipates an average of six truck trips per day and two employee truck drivers reporting daily. The project has one access driveway located on Warner Road which is approximately .65± miles from Faith Home Road with frontage along both roads. Trucks will exit the project site via the Warner Road Bridge, proceeding to Faith Home Road. No deliveries will be made to the project site, nor will hauled product be brought back to the site in conformance with the rules and regulations of County Code §21.20.030(G). The project was referred to the Stanislaus County Department of Public Works and California Department of Transportation, which identifies Warner Road Bridge as having a maximum weight capacity of 42,600 lbs. The Public Works Department is requiring that all trucks entering and exiting the site not exceed the maximum weight 42,600 lbs. Conditions of approval will be added to the project to reflect this requirement.

No significant effects are anticipated for air traffic patterns, increases in hazards or conflicting adopted policies.

Mitigation: None.

References: Referral Response from ERC dated January 8, 2019**,** Referral response from the Public Works Department December 19, 2018; Stanislaus County General Plan and Support Documentation[1]

XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing				X

facilities, the construction of which could cause significant environmental effects?				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) 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
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Discussion: Limitations on providing services have not been identified and no referral responses have been received noting any issues with this proposed project.

Turlock Irrigation District (TID) responded with acknowledging an existing privately owned irrigation pipeline located along the project frontage. This pipeline only serves the subject property. Given the pipeline only benefits the subject property, The District has no comments concerning irrigation facilities. The District's electric utility has no comments concerning this project.

Mitigation: None.

References: Referral response from Turlock Irrigation District dated January 8, 2018; Stanislaus County General Plan and Support Documentation[1]

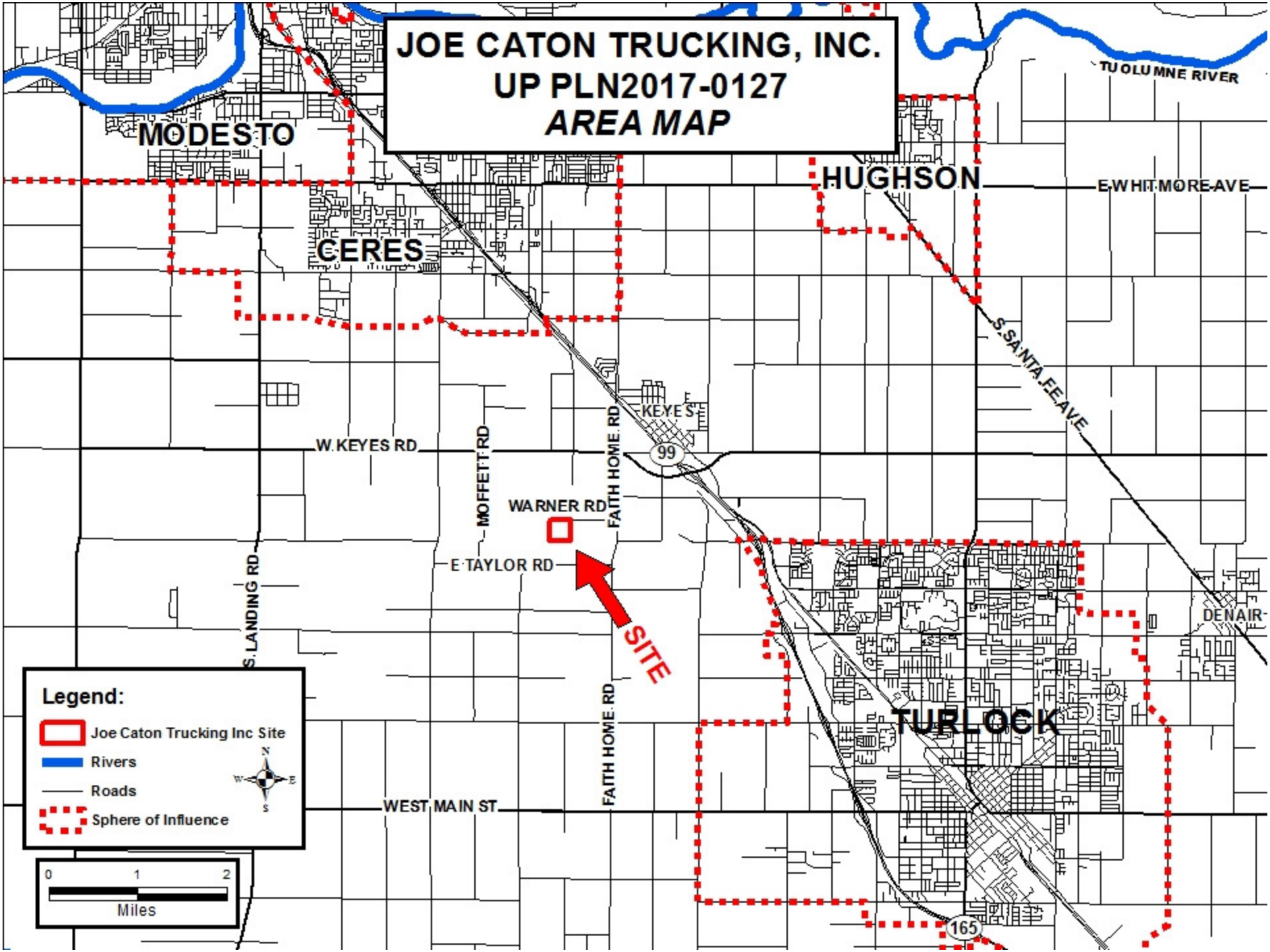
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --	**Potentially Significant Impact**	**Less Than Significant With Mitigation Included**	**Less Than Significant Impact**	**No Impact**
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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	

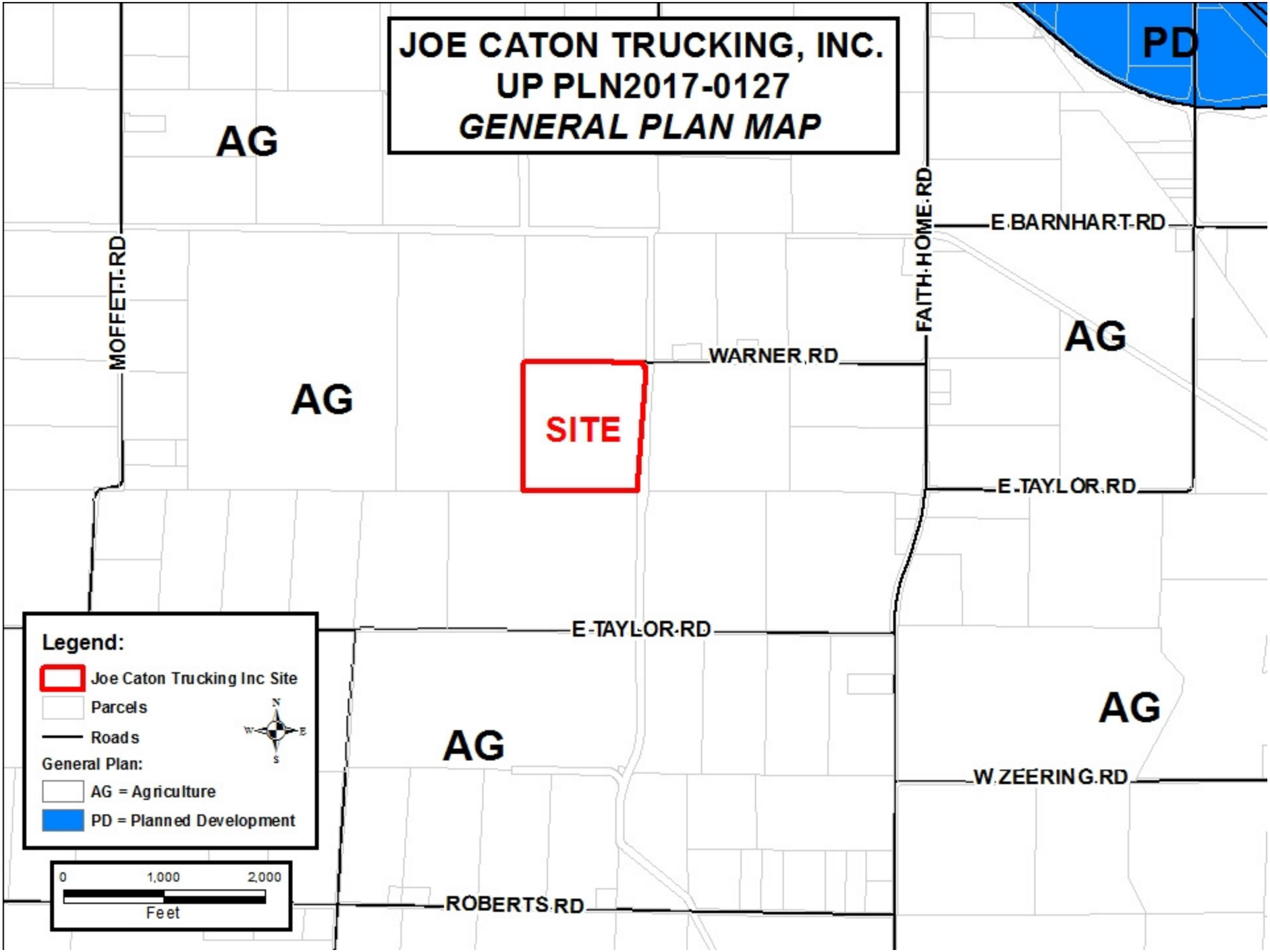
Discussion: Review of this project has not indicated any features which might significantly impact the environmental quality of the site and/or the surrounding area.

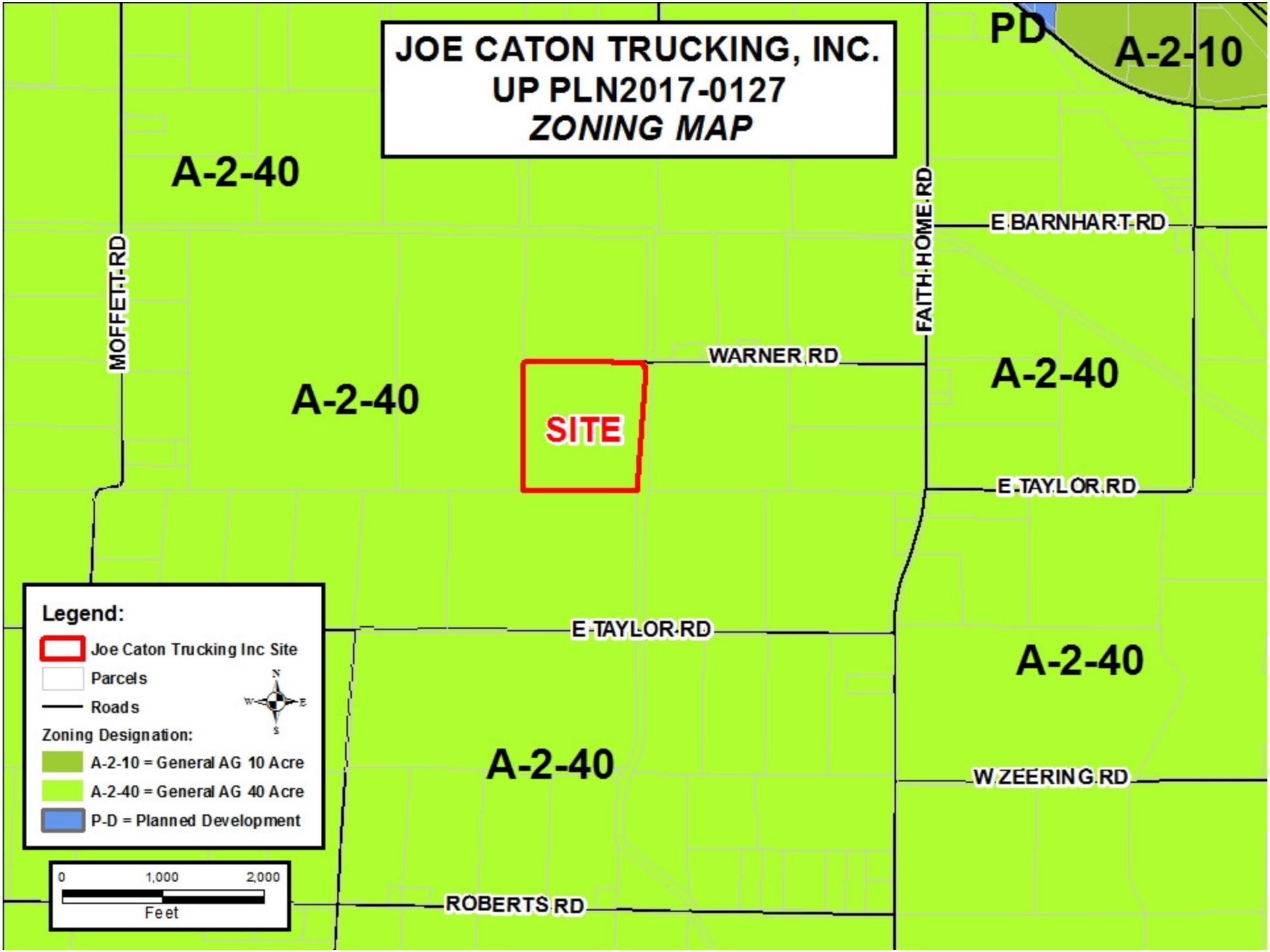
Mitigation: None.

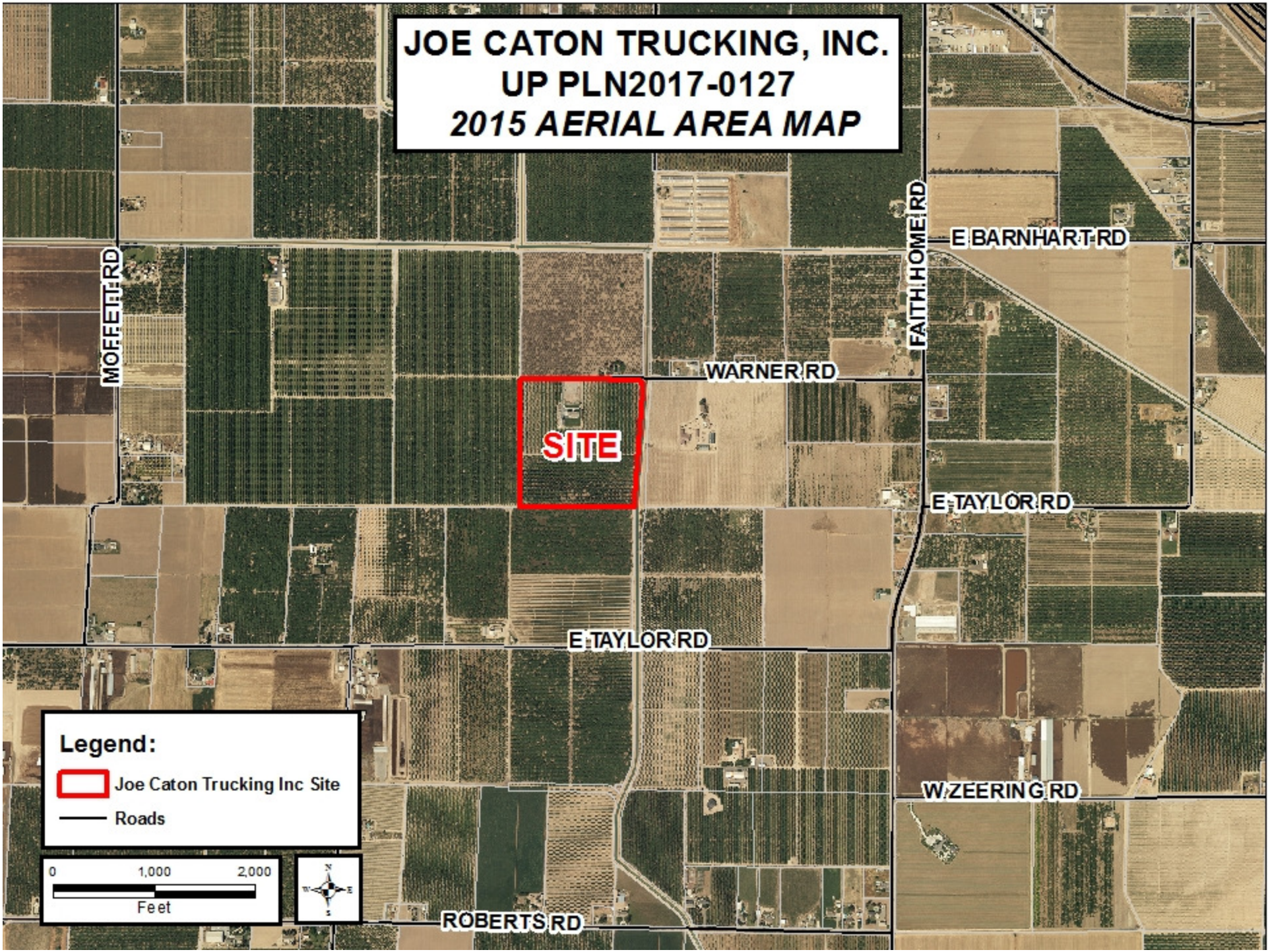
References: Initial Study; Stanislaus County General Plan and Support Documentation[1]

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


JOE CATON TRUCKING, INC.
UP PLN2017-0127
AREA MAP
MODESTO
CERES
HUGHSON
TUOLUMNE RIVER
E WHITMORE AVE
S SANTA FE AVE
KEYES
W KEYES RD
99
MOFFETT RD
FAITH HOME RD
WARNER RD
E TAYLOR RD
S LANDING RD
SITE
TURLOCK
DENAIR
WEST MAIN ST
165
Legend:
Joe Caton Trucking Inc Site
Rivers
Roads
Sphere of Influence
N
W
E
S
0
1
2
Miles


JOE CATON TRUCKING, INC.
UP PLN2017-0127
GENERAL PLAN MAP
AG
PD
MOFFETT RD
FAITH HOME RD
E BARNHART RD
WARNER RD
SITE
E TAYLOR RD
E TAYLOR RD
W ZEERING RD
ROBERTS RD
Legend:
Joe Caton Trucking Inc Site
Parcels
Roads
General Plan:
AG = Agriculture
PD = Planned Development
N
W
E
S
0
1,000
2,000
Feet


JOE CATON TRUCKING, INC.
UP PLN2017-0127
ZONING MAP
PD
A-2-10
A-2-40
MOFFETT RD
FAITH HOME RD
E BARNHART RD
WARNER RD
A-2-40
A-2-40
SITE
E TAYLOR RD
E TAYLOR RD
A-2-40
A-2-40
W ZEERING RD
ROBERTS RD
Legend:
Joe Caton Trucking Inc Site
Parcels
Roads
Zoning Designation:
A-2-10 = General AG 10 Acre
A-2-40 = General AG 40 Acre
P-D = Planned Development
N
W
E
S
0
1,000
2,000
Feet


JOE CATON TRUCKING, INC.
UP PLN2017-0127
2015 AERIAL AREA MAP
MOFFETT RD
FAITH HOME RD
E BARNHART RD
WARNER RD
SITE
E TAYLOR RD
E TAYLOR RD
W ZEERING RD
ROBERTS RD
Legend:
Joe Caton Trucking Inc Site
Roads
0
1,000
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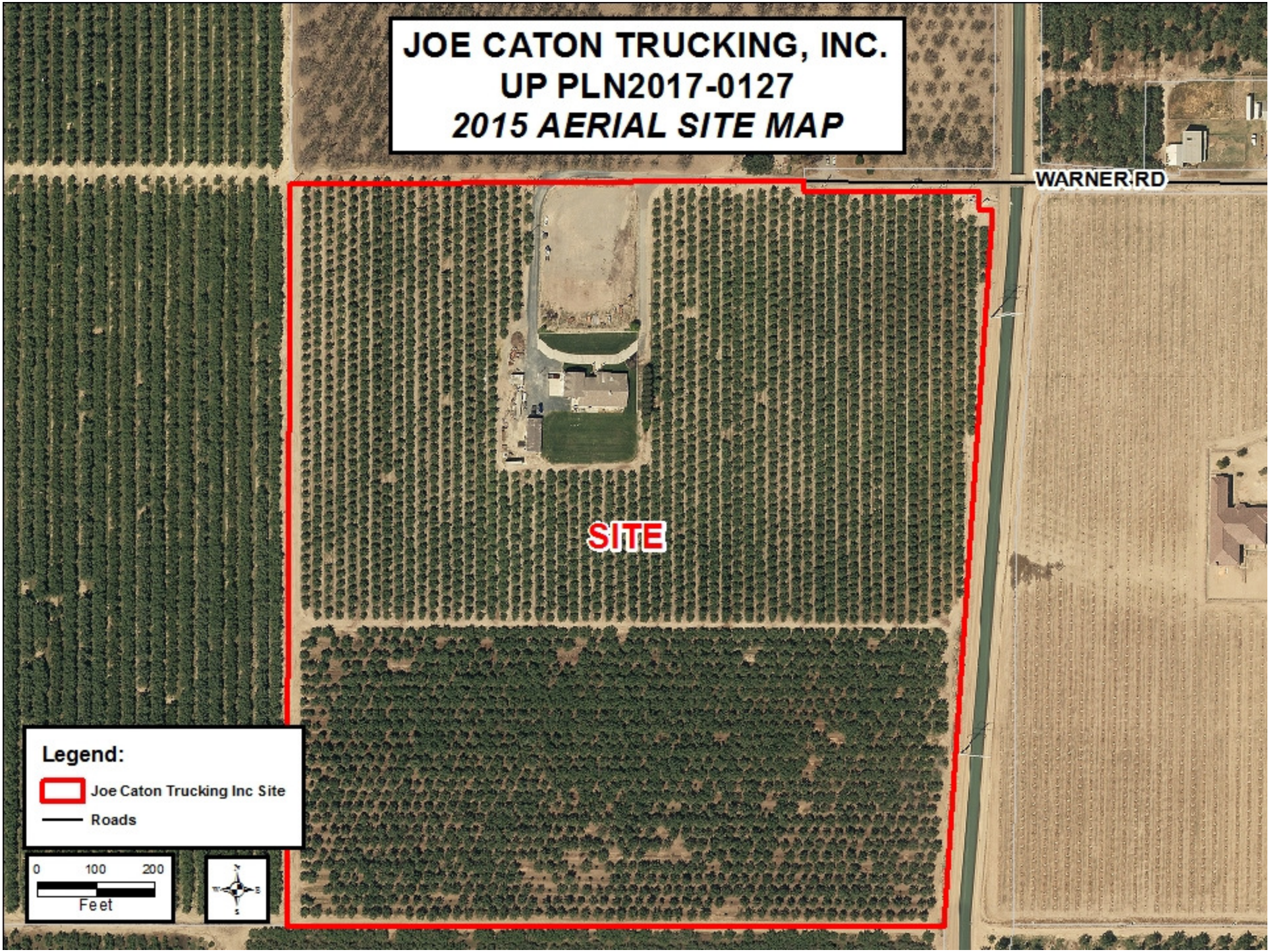
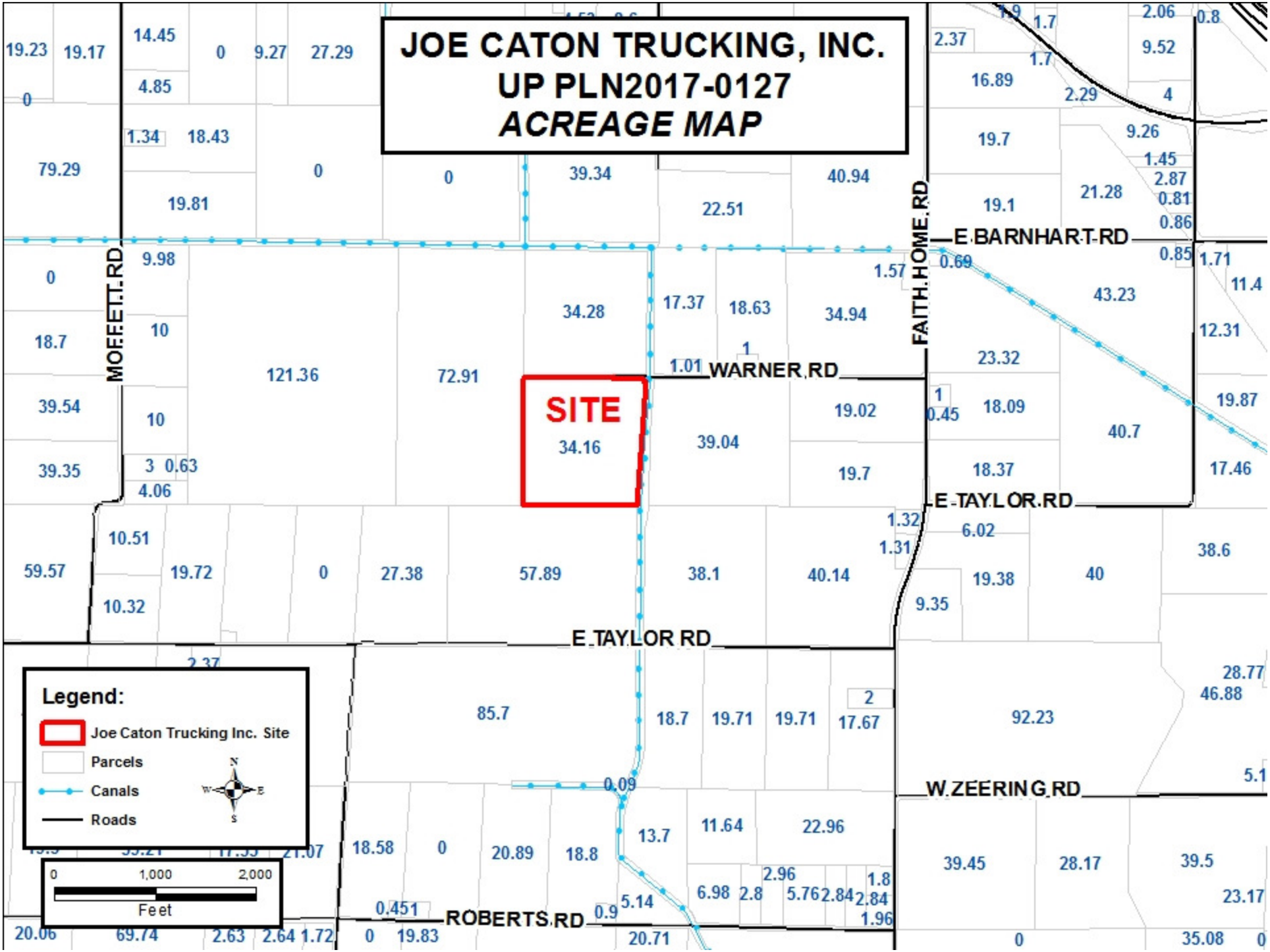
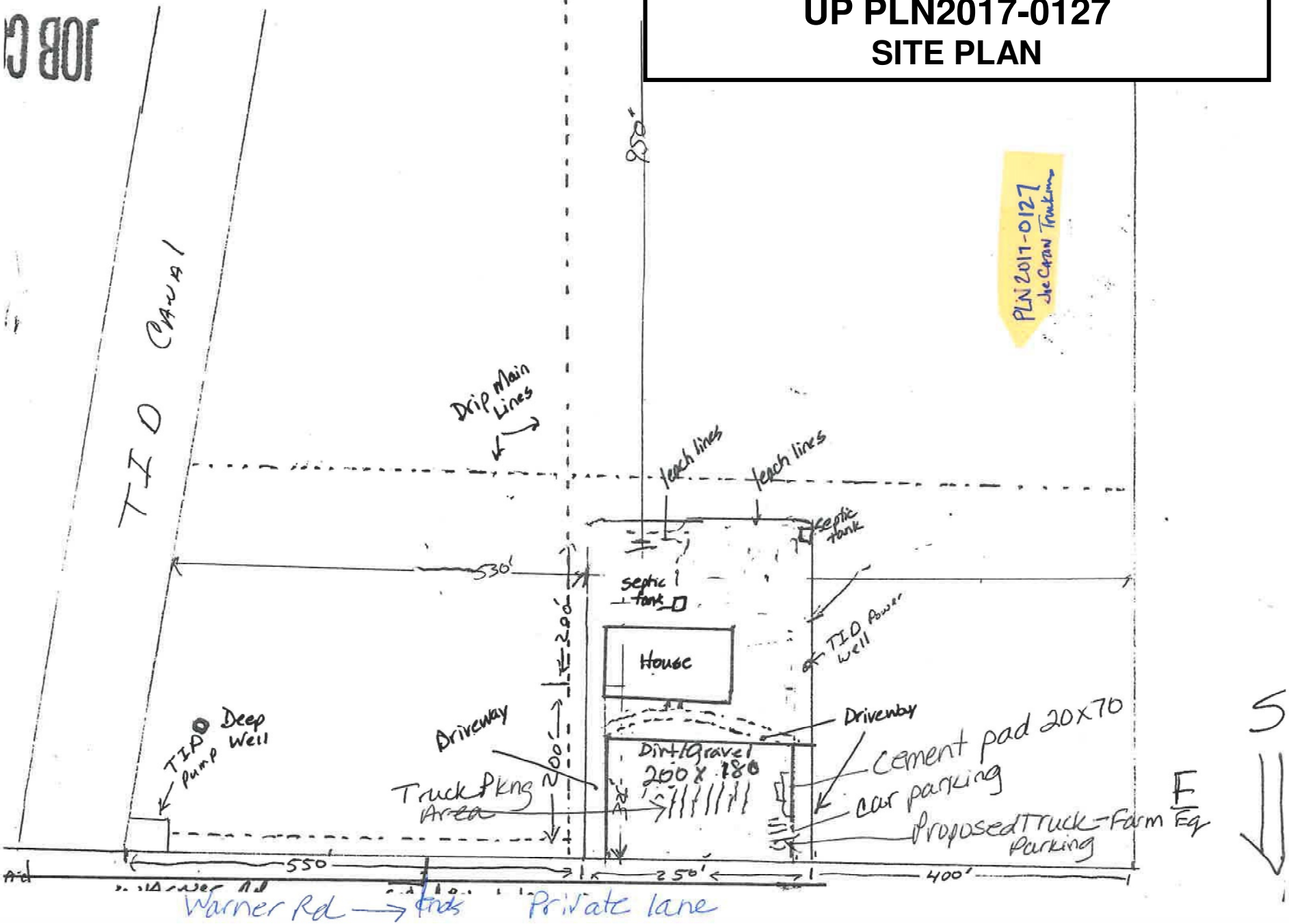

JOE CATON TRUCKING, INC.
UP PLN2017-0127
2015 AERIAL SITE MAP
WARNER RD
SITE
Legend:
Joe Caton Trucking Inc Site
Roads
0
100
200
Feet

JOE CATON TRUCKING, INC.
UP PLN2017-0127
ACREAGE MAP



JOE CATON TRUCKING, INC.
UP PLN2017-0127
SITE PLAN

Joe



Stanislaus County

CHIEF EXECUTIVE OFFICE

Jody L. Hayes
Chief Executive Officer

Patricia Hill Thomas
Chief Operations Officer/
Assistant Executive Officer

Keith D. Boggs
Assistant Executive Officer

Patrice M. Dietrich
Assistant Executive Officer

RECEIVED
JAN 08 2018
Stanislaus County - Planning & Community Development Dept.

STANISLAUS COUNTY ENVIRONMENTAL REVIEW COMMITTEE

January 8, 2018

Jeremy Ballard, Assistant Planner
Stanislaus County Planning and Community Development
1010 10th Street, Suite 3400
Modesto, CA 95354

SUBJECT: ENVIRONMENTAL REFERRAL – JOE CATON TRUCKING, INC. – USE PERMIT APPLICATION NO. PLN2017-0127 – EARLY CONSULTATION

Mr. Ballard:

Thank you for the opportunity to review the Early Consultation phase of the above-referenced project.

The Stanislaus County Environmental Review Committee (ERC) has reviewed the subject project and requests the following additional information to fully evaluate the project and any potential environmental impacts. Please provide additional information on the project which includes, but is not limited to:

1. If there will be any maintenance on-site and type.
2. If the sub-contractors will be parking their vehicles on-site.
3. Clarification on the number of truck trips into and out of the site per day.
4. If there will be any loading or off-loading of product on-site.
5. If there will be any washing of the trucks/trailers on-site.
6. There is a discrepancy on the permit application. The permit states there are seven (7) truck-tractors and seven (7) trailers on-site. The applicant owns ten (10) trailers that are leased to sub-haulers. Please clarify where those trailers are located.
7. Number of employees reporting to site.

The ERC appreciates the opportunity to comment on this project.

Sincerely,

Patrick Cavanah, Sr. Management Consultant
Environmental Review Committee

PC:ss

cc: ERC Members

1010 10th Street, Suite 3400, Modesto, CA 95354 Post Office Box 3404
Modesto, California 95353 Phone: 209 525 6333 Fax 209 544 6226

JOE CATON
Trucking
INC

November 27, 2018

Jeremy Ballard
Assistant Planner
Stanislaus County Planning and
Community Development
1010 10th Street, Suite 340
Modesto, CA 95354

Subject: Joe Caton Trucking, Inc. Use Permit PLN2017-0127

Dear Mr. Ballard:

We have prepared the following to address the questions from the Stanislaus County Environmental Review Committee letter dated January 8, 2018.

1. There is limited maintenance done on-site. We do safety inspections and general maintenance only on the equipment owned by Joe Caton Trucking, Inc.
2. At times some of the owner operators part their equipment on our site.
3. There is an average of 6 truck trips into and out of the site per day.
4. There is NO loading or unloading of trucks at our site.
5. ~~There is washing of our equipment done on-site.~~ There will be no washing of equipment on-site
6. Not all of our equipment is parked at our site Most of owner operators park their trucks at or near the location that they live. These towns include Merced, Gustine, Newman, Ceres, Atwater, and Los Banos.
7. We have two employee truck drivers.

Response retracted see email 1/2/19 e.s

You had requested the make and model of the trucks/trailers parking at our site. They are as follows:

2015 Freightliner
2008 Freightliner
2007 Freightliner
1997 Peterbilt
2015 Freightliner
2018 Freightliner
1- IMCO Walking Floor Trailer
6- Western Trailers both Walking Floor and Belt

I hope that I have addressed all of your questions. Please let me know if you need anything further.

Sincerely,

Mary M Caton

Mary M. Caton
VP/Secretary

3326 Warner Road • Ceres, CA 95307 • Office: 209-537-9230 • Fax: 209-537-9240 • Mobile: 209-993-4534

Christine Smith

From: Christine Smith
Sent: Wednesday, December 19, 2018 11:27 AM
To: 'marycatonccm@gmail.com'
Subject: Joe Caton Trucking PLN2017-0127

Good Morning Mary,
Your application to establish a truck parking operation has been transferred to me. The ERC letter dated November 27, 2018 you responded to mentions you intend to wash equipment on site. Please provide additional information for the Department of Environmental Resources for how you propose to capture any run off from waste water discharge.

Christine M Smith
Assistant Planner
Stanislaus County
209.525.7557

Christine Smith

From: BELLA BADAL
Sent: Monday, January 7, 2019 1:47 PM
To: Christine Smith
Subject: RE: 2nd Request -Response needed - Joe Caton Trucking PLN2017-0127

Good afternoon, Christine
With that said I have no comment on this project. Thank you

Bella Badal

Bella Badal; PhD, Sr.REHS
Senior Registered Environmental Health Specialist
Environmental Health
Department of Environmental Resources
Main: (209) 525-6700
Direct: (209) 525-6719
Fax: (209) 525-6774
Cell: (209) 505-6618

From: Christine Smith
Sent: Friday, January 4, 2019 4:41 PM
To: BELLA BADAL; Angie Halverson
Subject: RE: 2nd Request -Response needed - Joe Caton Trucking PLN2017-0127

This e-mail is to further clarify the previous e-mail. Please see attached ERC letter dated 1/8/2018 & the applicants response dated 11/27/2018 - question #5. The applicant responded with "There is washing of our equipment done on site". The applicant has retracted her response to question #5 "I just spoke with Joe, and we only washed a few of the trailers when they were dirty. We will no longer wash trailers on our site and will have the drivers wash outside at truck/trailer wash locations."
There is no mention of truck or equipment washing in the project description.

Thank you

Christine M Smith
Assistant Planner
Stanislaus County
209.525.6330

From: BELLA BADAL
Sent: Friday, January 4, 2019 3:30 PM
To: Christine Smith <smithc@stancounty.com>; Angie Halverson <HALVERSONA@stancounty.com>
Subject: RE: 2nd Request -Response needed - Joe Caton Trucking PLN2017-0127

Hello Christine,

Christine Smith

From: BELLA BADAL
Sent: Monday, January 7, 2019 1:47 PM
To: Christine Smith
Subject: RE: 2nd Request -Response needed - Joe Caton Trucking PLN2017-0127

Good afternoon, Christine
With that said I have no comment on this project. Thank you

Bella Badal

Bella Badal; PhD, Sr.REHS
Senior Registered Environmental Health Specialist
Environmental Health
Department of Environmental Resources
Main: (209) 525-6700
Direct: (209) 525-6719
Fax: (209) 525-6774
Cell: (209) 505-6618

From: Christine Smith
Sent: Friday, January 4, 2019 4:41 PM
To: BELLA BADAL; Angie Halverson
Subject: RE: 2nd Request -Response needed - Joe Caton Trucking PLN2017-0127

This e-mail is to further clarify the previous e-mail. Please see attached ERC letter dated 1/8/2018 & the applicants response dated 11/27/2018 - question #5. The applicant responded with "There is washing of our equipment done on site". The applicant has retracted her response to question #5 "I just spoke with Joe, and we only washed a few of the trailers when they were dirty. We will no longer wash trailers on our site and will have the drivers wash outside at truck/trailer wash locations."
There is no mention of truck or equipment washing in the project description.

Thank you

Christine M Smith
Assistant Planner
Stanislaus County
209.525.6330

From: BELLA BADAL
Sent: Friday, January 4, 2019 3:30 PM
To: Christine Smith <smithc@stancounty.com>; Angie Halverson <HALVERSONA@stancounty.com>
Subject: RE: 2nd Request -Response needed - Joe Caton Trucking PLN2017-0127

Hello Christine,

From your email yesterday you mentioned that Mrs. Caton has amended the truck washing onsite, there was no attachment to your email of that amendment. What we need to see is the amended made in the project description of the application.

Thank you,

Bella Badal

Bella Badal; PhD, Sr.REHS
Senior Registered Environmental Health Specialist
Environmental Health
Department of Environmental Resources
Main: (209) 525-6700
Direct: (209) 525-6719
Fax: (209) 525-6774
Cell: (209) 505-6618

From: Christine Smith
Sent: Friday, January 4, 2019 8:36 AM
To: BELLA BADAL; Angie Halverson
Subject: FW: 2nd Request -Response needed - Joe Caton Trucking PLN2017-0127

Good Morning Bella and Angie,

What material are you referring to? The information is provided in the forwarded e-mail, there is no attachments. Please read the highlighted information below. She state that she has amended her project description that there will be no washing of equipment on site.

Thank you,

Christine M Smith
Assistant Planner
Stanislaus County
209.525.6330

From: BELLA BADAL
Sent: Wednesday, January 2, 2019 4:32 PM
To: Christine Smith <smithc@stancounty.com>
Subject: RE: 2nd Request -Response needed - Joe Caton Trucking PLN2017-0127

Hello Christine,
There was no material forwarded with email to be reviewed. Please send the material to Angie too.

Thank you,

Bella Badal

Bella Badal; PhD, Sr.REHS
Senior Registered Environmental Health Specialist

STATE OF CALIFORNIA - CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN JR., Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF MAINTENANCE
STRUCTURE MAINTENANCE & INVESTIGATIONS
1801 30th Street
SACRAMENTO, CA 95816
PHONE (916) 227-8631
FAX (916) 227-8357

Making Conservation a California Way of Life.

November 26, 2018

Mr. Matt Machado
Director Of Public Works
County of Stanislaus
1716 Morgan Road
Modesto, CA 95358

Dear Mr. Machado:

In accordance with Title 23 of the Code of Federal Regulations (Federal Highway Act) and the National Bridge Inspection Standards (NBIS), Caltrans Structure Maintenance and Investigations performed an inspection of 4 bridges under your jurisdiction. The type of inspection is indicated on the bridge report transmittal sheet. The bridges have been rated to indicate their deficiencies, structural adequacy, safe load carrying capacity and overall general condition.

Enclosed are copies of the Bridge Inspection Reports for the structures noted on the attached transmittal sheet. These reports contain descriptions of physical changes to the structures since the last inspection, recommendations for work to be done, and additional information not recorded in the previous Bridge Reports.

Your attention is directed to the requirements of Title 23, Part 650 of the Code of Federal Regulations, where newly completed structures or any modification of existing structures shall be entered in the inventory within 90 days. Please notify this office of any newly constructed bridge or culvert within your jurisdiction, more than 20 feet measured along the center of the roadway and carrying public vehicular traffic or over a public roadway, in order that it may be entered in the inventory of bridge structures in compliance with Federal requirements.

Should you have any questions regarding the enclosed Bridge Inspection Reports, please contact Ryan Odell @ (916) 227-8774.

Sincerely,

For EROL C. KASLAN
Office Chief
Structure Maintenance & Investigations - (Investigations-North)

Enclosures

STATE OF CALIFORNIA - CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN JR., Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF MAINTENANCE
STRUCTURE MAINTENANCE & INVESTIGATIONS
1801 30th Street
SACRAMENTO, CA 95816
PHONE (916) 227-8631
FAX (916) 227-8357

Making Conservation a California Way of Life.

WEB SITES:
The National Bridge Inspection Standards (NBIS) Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges, Element Level Inspection, Structure Maintenance and Investigations Manuals, Local Assistance Program Guidelines and other related information are posted on Division of Maintenance, Structure Maintenance and Investigations; Division of Local Assistance, Local Highway Bridge Program (HBP) and FHWA websites.
The websites can be accessed at:
1. "Caltrans Structure Maintenance and Investigations" http://www.dot.ca.gov/hq/structur/strmaint/
2. "Caltrans Division of Local Assistance"
http/www.dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm
3. "FHWA" http/www.fhwa.dot.gov/BRIDGE/mtguide.pdf

Inspection Type Definitions

Routine Inspection:
Routine Inspections consist of both the initial Inventory Inspection (the first inspection of the bridge that places it in the bridge inventory or when there has been a change in the configuration of the structure) and subsequent regularly scheduled inspections. The initial inspection provides all the Structural Inventory & Appraisal (SI&A) data required by federal and state regulations, determines the baseline structural conditions, lists any existing problems, and establishes the load capacity of the structure. Subsequent inspections consist of observations, measurements needed to determine the physical and functional condition of the bridge, to identify any changes from the previously recorded conditions, and verification of its load capacity. These inspections are generally conducted from the deck, ground and/or water level, and from permanent work platforms and walkways, if present. Inspection of underwater portions of the substructure is limited to observations during low-flow periods and/or probing for signs of undermining. Special equipment should be utilized in circumstances where its use provides the only practical access to areas of the structure.

Fracture Critical, Special Feature & Underwater Inspections:
Fracture Critical, Special Feature, and Underwater Inspections are up close, hands-on inspections of one or more members above or below the water level to identify any deficiencies not readily detectable using Routine Inspection procedures. These inspections generally require special equipment such as under-bridge inspection equipment, manlifts, boats, traffic control, and railroad flagging. Personnel with special skills such as divers or structural steel inspectors trained in non-destructive testing techniques may be required.

Other Inspections:
Other Inspections are conducted on damaged structures, structures that have developed specific problems, or structures suspected of developing problems. The scope of these investigations should be sufficient to determine the need for emergency load restrictions or closure of the structure, monitor a changing condition, and to assess the level of effort necessary to effect a repair.

No blanket permits are issued for transporting mobile homes or manufactured homes throughout the County. This could allow mobile homes to be transported to unincorporated areas of the County and set up illegally without obtaining a building permit. However, annual blanket permits are issued to licensed mobile home transporters and/or manufacturers for a specific route that is stated on the permit. This would be from the manufacturing plant (in Patterson) to a state highway. The routes consist of: City of Patterson; Sperry Avenue to I-5 or City of Patterson; State Hwy 33; Las Palmas Avenue and West Main Street to State Hwy 99. Also, permits are issued to a mobile home transporter to use County roads to go to and from a state highway for refueling.

Blanket permits are issued for 8-axle combinations or less. The only time a permit is issued for a 9-axle combination is if it is for Emergency Response Vehicles, such as cranes, or if the specific route(s) to and from a State highway is (are) stated on the permit. Those route(s) must be approved by the Road and Bridge Design Section prior to permit issuance. American Crane Rental is currently the only company we have issued a nine (9) axle permit to. Do NOT issue a blanket permit for more than 9 axles under any circumstances because department staff must regulate the routes and bridges that are used for extremely overweight loads. 9-axle blanket permits may be issued for unladen travel at 10' wide or less.

HEIGTH: The height maximum is 17'-0"

WIDTH: Maximum of 14'-6" is recommended.

WEIGHT: Extra-legal loads are based on Caltrans color rating system, as discussed earlier in the "Daily Permits" section. Blanket Permits may be issued for unlimited routes with bonus 25% weight for **Orange, Green** and/or **Purple** loads. As of January 1, 2009, the maximum weights (bonus 25%) per axle group for blanket permits are:

Orange Rating = 42,600 lbs. Warner Road Bridge
Green Rating = ~~52,000 lbs.~~ 38C0313
Purple Rating = 60,000 lbs.

These weights are the maximum regardless of axle spacing, axle width, and number of tires.

NOTE: CHP has superior enforcement authority over all other law enforcement agencies for highways and roads in the State of California. If they open or chose a highway or road over the direction of a lesser authority, their direction takes precedent.

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Making Conservation a California Way of Life.

Bridge Report Transmittal Sheet

Batch 47530

County of Stanislaus

Bridge #	Bridge Name	Location	Inspection Date	Inspection Type	Outstanding Work	Cost
38C0306	T.I.D. UPPER LATERAL #3	S/O BARNHART ROAD	10/08/2018	Routine	Y	$
38C0313	T.I.D. CERES MAIN CANAL	0.5 MI W/O FAITH HOME RD	10/08/2018	Routine	Y	$
38C0314	T.I.D. UPPER LATERAL #2	NEAR JCT AT SERVICE RD	10/09/2018	Routine	N	$
38C0321	T.I.D. CERES MAIN CANAL	E/O SR 9	10/08/2018	Routine	Y	$

4 Bridge(s) in this Transmittal

DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 38C0313
Facility Carried: WARNER ROAD
Location : 0.5 MI W/O FAITH HOME RD
City :
Inspection Date : 10/08/2018

Bridge Inspection Report

Inspection Type

Routine	FC	Underwater	Special	Other
X				

STRUCTURE NAME: T.I.D. CERES MAIN CANAL

CONSTRUCTION INFORMATION

Year Built : 1920
Year Modified: N/A
Length (m) : 7.6

Skew (degrees): 0
No. of Joints : 0
No. of Hinges : 0

Structure Description: Two-spans continuous RC slab on RC pierwall and RC diaphragm abutments. Foundation is unknown. No available As-Builts.

Span Configuration : 2 @ 11.5 ft

SAFE LOAD CAPACITY AND RATINGS

Design Live Load: UNKNOWN
Inventory Rating: RF=0.50 =>16.2 metric tons Calculation Method: FIELD EVAL/ENG JUDGMENT
Operating Rating: RF=0.83 =>26.9 metric tons Calculation Method: FIELD EVAL/ENG JUDGMENT
Permit Rating : 00000
Posting Load : Type 3: Legal Type 3S2: Legal Type 3-3: Legal

DESCRIPTION ON STRUCTURE

Deck X-Section: 0.3 ft br, 0.7 ft cu, 20.0 ft, 0.7 ft cu, 0.3 ft br
Total Width: 6.5 m Net Width: 6.1 m No. of Lanes: 2 Speed: 35 mph
Min. Vertical Clearance: Unimpaired Overlay Thickness: 0.0 inches
Rail Code: 0000

DESCRIPTION UNDER STRUCTURE

Channel Description: Concrete Lined - Trapezoidal.

NOTICE

The bridge inspection condition assessment used for this inspection is based on the American Association of State Highway and Transportation Officials (AASHTO) Bridge Element Inspection Manual 2013 as defined in Moving Ahead for Progress in the 21st Century (MAP-21) federal law. The new element inspection methodology may result in changes to related condition and appraisal ratings on the bridge without significant physical changes at the bridge.

The element condition information contained in this report represents the current condition of the bridge based on the most recent routine and special inspections. Some of the notes presented below may be from an inspection that occurred prior to the date noted in this report. Refer to the Scope and Access section of this inspection report for a description of which portions of the bridge were inspected on this date.

INSPECTION COMMENTARY

SCOPE AND ACCESS

At the time of this investigation, there was about 5 feet of water under the structure and a foot of freeboard. Inspection was limited to the deck and soffit areas that can be seen with the use of a mirror. It was fully inspected during the routine inspection in 2014. Refer to photo number 1.

MISCELLANEOUS

Work Request Number 8433 was submitted to the Specialty Access Senior to add this structure to the bridge list with special access requirements.

INSPECTION COMMENTARY

DECK AND ROADWAY

There are several 0.2 inch wide transverse cracks in the AC approach at both abutments.

There is a 3 feet long spall of the top concrete curb at the beginning of the right timber rail at Abutment 1. There is a similar 1 foot long spall at the left side of Abutment 1. Refer to photo numbers 2 and 3.

SAFE LOAD CAPACITY

A Load Rating Summary Sheet dated 04/30/2018 is on file for this structure. While this inspection does not include a check of that analysis, it does verify that the structural conditions observed during this inspection are consistent with those assumed in that analysis. The current rating has been assigned in accordance with SM&I procedures for concrete bridges without plans on 04/30/2018.

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State St. 1	St. 2	St. 3	St. 4
38			Slab-RC	2	51	sq.m	0	51	0	0
	1130		Cracking (RC and Other)	2	27		0	27	0	0
	1190		Abrasion (PS Conc./RC)	2	24		0	24	0	0

(38-1130)
The concrete deck has hairline to 0.02 inch wide shrinkage cracks.

There are several 0.01 to 0.03 inch wide full length longitudinal soffit cracks with no efflorescence observed on both spans. Based on a field comparison of the photos from the 11/2012 report, this condition has not changed.

(38-1190)
Almost half of the deck is abraded with exposed aggregate.

210			Pier Wall-RC	2	7	m	6	0	1	0
	1080		Delamination/Spall/Patched Area	2	1		0	0	1	0

(210-1080)
There is a 8 inch long x 5 inch wide edge spall on the left side of Pier 2. This condition was noted in the 2014 inspection report and could not be verified during this inspection.

215			Abutment-RC	2	13	m	13	0	0	0

(215)
There were no significant defects noted.

256			Slope Protection	2	2	ea.	0	0	2	0
	1080		Delamination/Spall/Patched Area	2	1		0	0	1	0
	1130		Cracking (RC and Other)	2	1		0	0	1	0

(256-1080)
There is a 3 foot long x 4 inch wide spall along the top left of Abutment 1 concrete slope protection. This condition was noted in the 2014 inspection report and could not be verified during this inspection.

(256-1130)
There is a transverse crack of 0.25 to 0.5 inch wide along the top at both abutments slope. This condition was noted in the 2014 inspection report and could not be verified during this inspection.

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition St. 1	St. 2	St. 3	State St. 4
332			Railing-Timber	2	15	m	13	0	2	0
	1170		Split/Delamination (Timber)	2	2		0	0	2	0

(332)
There were no significant defects noted.

(332-1170)
A timber railing is broken and the timber post is delaminated and chipped at the right side of the bridge. Refer to photo numbers 1 and 4.

WORK RECOMMENDATIONS

RecDate: 10/08/2018
Action : Railing-Repair
Work By: LOCAL AGENCY
Status : PROPOSED

EstCost:
StrTarget: 2 YEARS
DistTarget:
EA:

Replace the broken bridge railing and post at the right side of the bridge.

Team Leader : Ariel Reyes

Report Author : Ariel Reyes

Inspected By : A.Reyes/P.Gagnier

11/19/2018

Ariel Reyes (Registered Civil Engineer) (Date)

REGISTERED PROFESSIONAL ENGINEER
Ariel
Reyes
No. 46139
12/31/2018
CIVIL
STATE OF CALIFORNIA

STRUCTURE INVENTORY AND APPRAISAL REPORT

********** IDENTIFICATION **********

(1)	STATE NAME- CALIFORNIA	069
(8)	STRUCTURE NUMBER	38C0313
(5)	INVENTORY ROUTE(ON/UNDER)- ON	140000000
(2)	HIGHWAY AGENCY DISTRICT	10
(3)	COUNTY CODE 099 (4) PLACE CODE	00000
(6)	FEATURE INTERSECTED-	T.I.D. CERES MAIN CANAL
(7)	FACILITY CARRIED-	WARNER ROAD
(9)	LOCATION-	0.5 MI W/O FAITH HOME RD
(11)	MILEPOINT/KILOMETERPOINT	0
(12)	BASE HIGHWAY NETWORK- NOT ON NET	0
(13)	LRS INVENTORY ROUTE & SUBROUTE	
(16)	LATITUDE	37 DEG 32 MIN 24.85 SEC
(17)	LONGITUDE	120 DEG 55 MIN 47.48 SEC
(98)	BORDER BRIDGE STATE CODE % SHARE	%
(99)	BORDER BRIDGE STRUCTURE NUMBER	

******** STRUCTURE TYPE AND MATERIAL *********

(43)	STRUCTURE TYPE MAIN:MATERIAL-	CONCRETE CONT
	TYPE- SLAB	CODE 201
(44)	STRUCTURE TYPE APPR:MATERIAL-	OTHER/NA
	TYPE- OTHER/NA	CODE 000
(45)	NUMBER OF SPANS IN MAIN UNIT	2
(46)	NUMBER OF APPROACH SPANS	0
(107)	DECK STRUCTURE TYPE- CIP CONCRETE	CODE 1
(108)	WEARING SURFACE / PROTECTIVE SYSTEM:	
A)	TYPE OF WEARING SURFACE- NONE	CODE 0
B)	TYPE OF MEMBRANE- NONE	CODE 0
C)	TYPE OF DECK PROTECTION- NONE	CODE 0

********** AGE AND SERVICE **********

(27)	YEAR BUILT	1920
(106)	YEAR RECONSTRUCTED	0000
(42)	TYPE OF SERVICE: ON- HIGHWAY	1
	UNDER- WATERWAY	5
(28)	LANES:ON STRUCTURE 02 UNDER STRUCTURE	00
(29)	AVERAGE DAILY TRAFFIC	45
(30)	YEAR OF ADT 2009 (109) TRUCK ADT	0 %
(19)	BYPASS, DETOUR LENGTH	199 KM

********** GEOMETRIC DATA **********

(48)	LENGTH OF MAXIMUM SPAN	3.5 M
(49)	STRUCTURE LENGTH	7.6 M
(50)	CURB OR SIDEWALK: LEFT 0.2 M	RIGHT 0.2 M
(51)	BRIDGE ROADWAY WIDTH CURB TO CURB	6.1 M
(52)	DECK WIDTH OUT TO OUT	6.5 M
(32)	APPROACH ROADWAY WIDTH (W/SHOULDERS)	3.7 M
(33)	BRIDGE MEDIAN- NO MEDIAN	0
(34)	SKEW 0 DEG (35) STRUCTURE FLARED	NO
(10)	INVENTORY ROUTE MIN VERT CLEAR	99.99 M
(47)	INVENTORY ROUTE TOTAL HORIZ CLEAR	6.1 M
(53)	MIN VERT CLEAR OVER BRIDGE RDWY	99.99 M
(54)	MIN VERT UNDERCLEAR REF- NOT H/RR	0.00 M
(55)	MIN LAT UNDERCLEAR RT REF- NOT H/RR	0.0 M
(56)	MIN LAT UNDERCLEAR LT	0.0 M

********** NAVIGATION DATA **********

(38)	NAVIGATION CONTROL- NO CONTROL	CODE 0
(111)	PIER PROTECTION-	CODE
(39)	NAVIGATION VERTICAL CLEARANCE	0.0 M
(116)	VERT-LIFT BRIDGE NAV MIN VERT CLEAR	M
(40)	NAVIGATION HORIZONTAL CLEARANCE	0.0 M

****

SUFFICIENCY RATING =	57.1
STATUS	
HEALTH INDEX	78.4
PAINT CONDITION INDEX =	N/A

********** CLASSIFICATION ********** CODE

(112)	NBIS BRIDGE LENGTH- YES	Y
(104)	HIGHWAY SYSTEM- NOT ON NHS	0
(26)	FUNCTIONAL CLASS- LOCAL RURAL	09
(100)	DEFENSE HIGHWAY- NOT STRAHNET	0
(101)	PARALLEL STRUCTURE- NONE EXISTS	N
(102)	DIRECTION OF TRAFFIC- 2 WAY	2
(103)	TEMPORARY STRUCTURE-	
(105)	FED.LANDS HWY- NOT APPLICABLE	0
(110)	DESIGNATED NATIONAL NETWORK - NOT ON NET	0
(20)	TOLL- ON FREE ROAD	3
(21)	MAINTAIN- COUNTY HIGHWAY AGENCY	02
(22)	OWNER- COUNTY HIGHWAY AGENCY	02
(37)	HISTORICAL SIGNIFICANCE- NOT ELIGIBLE	5

********** CONDITION ********** CODE

(58)	DECK	5
(59)	SUPERSTRUCTURE	5
(60)	SUBSTRUCTURE	7
(61)	CHANNEL & CHANNEL PROTECTION	9
(62)	CULVERTS	N

********* LOAD RATING AND POSTING ********* CODE

(31)	DESIGN LOAD- UNKNOWN	0
(63)	OPERATING RATING METHOD- FIELD EVAL/ENG JUD	0
(64)	OPERATING RATING-	26.9
(65)	INVENTORY RATING METHOD- FIELD EVAL/ENG JUL	0
(66)	INVENTORY RATING-	16.2
(70)	BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS	5
(41)	STRUCTURE OPEN, POSTED OR CLOSED-	A
	DESCRIPTION- OPEN, NO RESTRICTION	

********** APPRAISAL ********** CODE

(67)	STRUCTURAL EVALUATION	5
(68)	DECK GEOMETRY	5
(69)	UNDERCLEARANCES, VERTICAL & HORIZONTAL	N
(71)	WATER ADEQUACY	9
(72)	APPROACH ROADWAY ALIGNMENT	8
(36)	TRAFFIC SAFETY FEATURES	0000
(113)	SCOUR CRITICAL BRIDGES	8

********** PROPOSED IMPROVEMENTS **********

(75)	TYPE OF WORK-	CODE
(76)	LENGTH OF STRUCTURE IMPROVEMENT	M
(94)	BRIDGE IMPROVEMENT COST	
(95)	ROADWAY IMPROVEMENT COST	
(96)	TOTAL PROJECT COST	
(97)	YEAR OF IMPROVEMENT COST ESTIMATE	
(114)	FUTURE ADT	54
(115)	YEAR OF FUTURE ADT	2038

********** INSPECTIONS **********

(90) INSPECTION DATE 10/18 (91) FREQUENCY 24 MO

(92) CRITICAL FEATURE INSPECTION: (93) CFI DATE

A)	FRACTURE CRIT DETAIL-	NO	MO A)
B)	UNDERWATER INSP-	NO	MO B)
C)	OTHER SPECIAL INSP-	NO	MO C)

T.I.D. CERES MAIN CANAL

0.5 MI W/O FAITH HOME RD 10/08/2018 [AAAK] 38C0313

105 - PHOTO-Deck-Misc.

Photo No. 3
SPALLED RIGHT CURB

119 - PHOTO-Rail-Damage/Deterioration

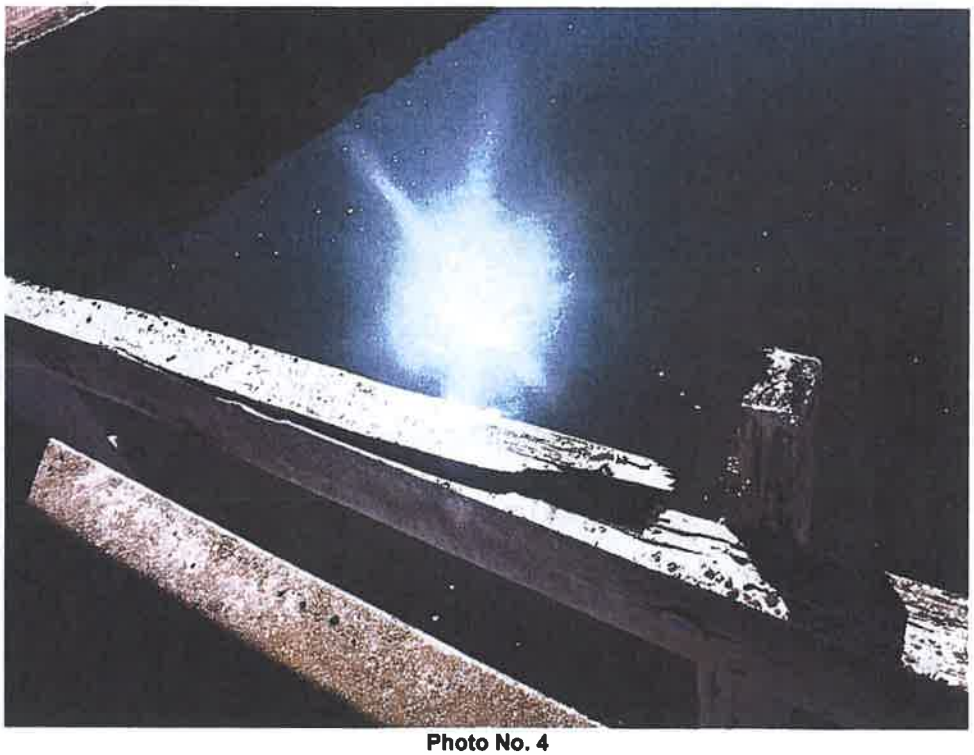

Photo No. 4
BROKEN RIGHT RAILING AND SPLIT POST

T.I.D. CERES MAIN CANAL

0.5 MI W/O FAITH HOME RD 10/08/2018 [AAAK] 38C0313

129 - PHOTO-Hydraulic-Details

Photo No. 1
CANAL FLOWING FULL WITH 1 FOOT OF FREEBOARD.

105 - PHOTO-Deck-Misc.

Photo No. 2
SPALLED CURB ON BOTH SIDES OF ABUTMENT 1.

DEPARTMENT OF ENVIRONMENTAL RESOURCES

3800 Cornucopia Way, Suite C, Modesto, CA 95358-9492
Phone: (209) 525-6700 Fax: (209) 525-6774

December 19, 2018

TO: JEREMY BALLARD, STANISLAUS COUNTY PLANNING & COMMUNITY DEVELOPMENT

FROM: EMILY GRIMES, DEPARTMENT OF ENVIRONMENTAL RESOURCES

SUBJECT: **USE PERMIT APPLICATION NO. PLN2017-0127 EARLY CONSULTATION – JOE CATON TRUCKING, INC., 3326 WARNER ROAD, ADJACENT TO THE TURLOCK IRRIGATION DISTRICT CERES MAIN CANAL, BETWEEN FAITH HOME AND MOFFET ROADS, WEST OF THE CITY OF TRULOCK.**

The Department has reviewed the information available on the subject project and it is our position that the project **will not have a significant effect on the environment**. Listed below are the specific impacts which support our determination and the mitigation or condition that needs to be implemented:

BUSINESSES W/ HAZMAT
The applicant should contact the Department of Environmental Resources (DER) regarding appropriate permitting requirements for hazardous materials and/or wastes. Applicant and/or occupants handling hazardous materials or generating hazardous wastes must notify the Department of Environmental Resources relative to the following: (Calif. H&S, Division 20)

A. Permits for the underground storage of hazardous substances at new or the modification of an existing tank facilities.
B. Requirements for registering as a handler of hazardous materials in the County.
C. Submittal of hazardous materials Business information into the California Electronic Reporting System (CERS) by handlers of materials in excess of 55 gallons, 500 pounds of a hazardous material, or of 200 cubic feet of compressed gas.
D. The handling of acutely hazardous materials may require the preparation of a Risk Management Prevention Program which must be implemented prior to operation of the facility. The list of acutely hazardous materials can be found in SARA, Title III, Section §302.
E. Generators of hazardous waste must notify the Department relative to the: (1) quantities of waste generated; (2) plans for reducing wastes generated; and (3) proposed waste disposal practices. Generators of hazardous waste must also use the CERS data base to submit chemical and facility information to the DER.
F. Permits for the treatment of hazardous waste on-site will be required from the hazardous materials division.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Request for Early Consultation

December 26, 2017

To: Reviewing Agencies

Re: Use Permit Application No. PLN2017-0127 - Joe Cation Trucking, Inc.
SCH# 2017122067

Prior to determining whether a Negative Declaration or an Environmental Impact Report (EIR) is required for a project under CEQA, a Lead Agency is required to consult with all responsible and trustee agencies. This notice and attachment fulfill the early consultation requirement. Recommendations on the appropriate type of environmental document for this project, as well as comments on its scope and content, should be transmitted to the Lead Agency at the address below. You do not have to be a responsible or trustee agency to comment on the project. All agencies are encouraged to comment in a manner that will assist the Lead Agency to prepare a complete and adequate environmental document.

Please direct your comments to:

Jeremy Ballard
Stanislaus County
1010 10th Street, Suite 3400
Modesto, CA 95354

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to SCH Number 2017122067 in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

RECEIVED

STANISLAUS CO. PLANNING & COMMUNITY DEVELOPMENT DEPT.

Attachment
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2017122067
Project Title Use Permit Application No. PLN2017-0127 - Joe Cation Trucking, Inc.
Lead Agency Stanislaus County

Type CON Early Consultation

Description Request to establish a 0/8 +/- acre parking area for up to seven trucks and ten tractor-trailers for an off-site agricultural hauling operation on a 34.16 +/- acre parcel in the A-2-40 (General Agriculture) zoning district. The trucks will be parked on the property intermittently as the operation will stagger the usage of each tractor-trailer combo. The trucks will access the site via Warner Road, which only partially fronts the parcel. The site is currently planted in almonds and has been developed with a single-family dwelling.

Lead Agency Contact

Name Jeremy Ballard
Agency Stanislaus County
Phone 209-525-6330 **Fax**
email
Address 1010 10th Street, Suite 3400
City Modesto **State** CA **Zip** 95354

Project Location

County Stanislaus
City
Region
Cross Streets Warner and Faith Home Road
Lat / Long
Parcel No.
Township 4S **Range** 9E **Section** 36 **Base** MDBM

Proximity to:

Highways 99
Airports
Railways UPRR
Waterways
Schools
Land Use PLU: Orcahrd, single family dwelling
Zoning: A-2-40 (General Agriculture)
GPD: Agriculture

Project Issues

Reviewing Agencies Resources Agency; Central Valley Flood Protection Board; Department of Conservation; Department of Fish and Wildlife, Region 4; Cal Fire; Department of Parks and Recreation; California Highway Patrol; Caltrans, District 10; Office of Emergency Services, California; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; Delta Protection Commission; Delta Stewardship Council; Public Utilities Commission

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Date Received 12/26/2017 **Start of Review** 12/26/2017 **End of Review** 01/08/2018

Note: Blanks in data fields result from insufficient information provided by lead agency.

2017122067

SCH # _____

Notice of Completion and Environmental Document Transmittal

California Environmental Quality Act

TO: STATE CLEARINGHOUSE
1400 Tenth Street
Sacramento, CA 95814
(916) 445-0613

FROM: STANISLAUS COUNTY
Planning & Community Development
1010 10th Street, Suite 3400
Modesto, CA 95354
PHONE: (209) 525-6330
FAX: (209) 525-5911

Project Title Use Permit Application No. PLN2017-0127 – Joe Calion Trucking, Inc

Lead Agency: Stanislaus County Planning and Community Development — Contact Person: Jeremy Ballard, Assistant Planner

Street Address: 1010 10th Street, Suite 3400 — Phone: (209) 525-6330

City: Modesto, CA — Zip: 95354 — County: Stanislaus

Present Land Use/Zoning/General Plan Designation:

PLU: Orchard, single family dwelling Zoning: A-2-40 (General Agriculture) GPD: Agriculture

Project Description: Request to establish a 0.8± acre parking area for up to seven trucks and ten tractor-trailers for an off-site agricultural hauling operation on a 34.16± acre parcel in the A-2-40 (General Agriculture) zoning district. The trucks will be parked on the property intermittently as the operation will stagger the usage of each tractor-trailer combo. The trucks will access the site via Warner Road, which only partially fronts the parcel. The site is currently planted in almonds and has been developed with a single-family dwelling.

Governor's Office of Planning & Research

DEC 26 2017

STATE CLEARINGHOUSE

Project Location

County: Stanislaus County — City/Nearest Community: Keyes

Cross Streets: Warner and Faith Home Rd — Zip Code: 95307 — Total Acres: 34.16± acres

Longitude/Latitude (degrees, minutes and seconds): ° ' " N / ° ' " W

Assessor's Parcel Number: 044-054-012 — Section: 36 — Twp.: 4S — Range: 9E — Base: MDB&M

Within 2 Miles: State Hwy #: 99 — Waterways: N/A

Airports: N/A — Railways: Union Pacific — Schools: N/A

Local Public Review Period (to be filed in by lead agency)

Starting Date: December 21, 2017 — Ending Date: January 8, 2018

Signature: [signature] — Date: December 21, 2017

Document Type

CEQA
- ☐ NOP
- ☒ Early Cons
- ☐ Neg Dec
- ☐ Mit Neg Dec
- ☐ Draft EIR
- ☐ Supplement/Subsequent EIR (Prior SCH No.)
- ☐ Other (NOE, NOC, NOD, etc.)

NEPA
- ☐ NOI
- ☐ EA
- ☐ Draft EIS
- ☐ FONSI

OTHER
- ☐ Joint Document
- ☐ Final Document
- ☐ Other

Local Action Type

- ☐ General Plan Update
- ☐ General Plan Amendment
- ☐ General Plan Element
- ☐ Specific Plan
- ☐ Master Plan
- ☐ Planned Unit Development
- ☐ Site Plan
- ☐ Rezone
- ☐ Prezone
- ☒ Use Permit
- ☐ Land Division (Subdivision, ☐ Other
- ☐ Annexation
- ☐ Redevelopment
- ☐ Cancel Ag Preserve

Development type: Blank

project issues: Blank

State Clearinghouse Contact: (916) 445-0613 AR

State Review Began: 12 - 26 - 2017

EARLY CONSULTATION

SEND COMMENTS DIRECTLY TO LEAD AGENCY BY: 1 - 8 - 2018

Please note State Clearinghouse Number (SCH#) on all Comments

SCH#: 2017122067

Please forward late comments directly to the Lead Agency

AQMD/APCD 34

(Resources: 12 / 30)

Project Sent to the following State Agencies

- X Resources
- ___ Boating & Waterways
- X Central Valley Flood Prot.
- ___ Coastal Comm
- ___ Colorado Rvr Bd
- X Conservation
- X CDFW # 4
- X Cal Fire
- ___ Historic Preservation
- X Parks & Rec
- ___ Bay Cons & Dev Comm.
- ___ DWR

CalSTA
- ___ Aeronautics
- X CHP
- X Caltrans # 10
- ___ CHP
- ___ Trans Planning

Other
- ___ Education
- ___ Food & Agriculture
- ___ HCD
- X OES

State/Consumer Svcs
- ___ General Services

Cal EPA
- ___ ARB: Airport & Freight
- ___ ARB: Transportation Projects
- ___ ARB: Major Industrial/Energy
- ___ Resources, Recyc. & Recovery
- ___ SWRCB: Div. of Drinking Water
- ___ SWRCB: Div Drinking Wtr #___
- ___ SWRCB: Div. Financial Assist.
- ___ SWRCB: Wtr Quality
- ___ SWRCB: Wtr Rights
- X Reg. WQCB # 5S
- ___ Toxic Sub Ctrl-CTC

Yth/Adlt Corrections
- ___ Corrections

Independent Comm
- X Delta Protection Comm
- X Delta Stewardship Council
- ___ Energy Commission
- X NAHC
- X Public Utilities Comm
- ___ Santa Monica Bay Restoration
- ___ State Lands Comm
- ___ Tahoe Rgl Plan Agency
- ___ _____ Conservancy

Other:

RECEIVED

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STANISLAUS CO. PLANNING &
COMMUNITY DEVELOPMENT DEPT.

CALIFORNIA
Water Boards

EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIQUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

2 January 2018

Jeremy Ballard
Stanislaus County
Department of Planning and Community Development
1010 10th Street, Suite 3400
Modesto, CA 95354

CERTIFIED MAIL
91 7199 9991 7036 6989 7584

COMMENTS TO REQUEST FOR REVIEW FOR THE EARLY CONSULTATION, USE PERMIT APPLICATION NO. PLN2017-0127 – JOE CATON TRUCKING, INC. PROJECT, STANISLAUS COUNTY

Pursuant to the Stanislaus County Department of Planning and Community Department's 21 December 2017 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Early Consultation* for the Use Permit Application No. PLN2017-0127 – Joe Caton Trucking, Inc. Project, located in Stanislaus County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan

amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

> *Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*
>
> *This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to

restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Caltrans Phase I MS4 Permit, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/caltrans.shtml.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

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[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance (i.e., discharge of dredge or fill material) of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements (WDRs)

Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

Land Disposal of Dredge Material

If the project will involve dredging, Water Quality Certification for the dredging activity and Waste Discharge Requirements for the land disposal may be needed.

Local Agency Oversite

Pursuant to the State Water Board's Onsite Wastewater Treatment Systems Policy (OWTS Policy), the regulation of septic tank and leach field systems may be regulated under the local agency's management program in lieu of WDRs. A county environmental health department may permit septic tank and leach field systems designed for less than 10,000 gpd. For more information on septic system regulations, visit the Central Valley Water Board's website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/owts/sb_owts_policy.pdf

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit
If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture
If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100**. Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other

action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.

Stephanie Tadlock

Stephanie Tadlock
Environmental Scientist

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333 East Canal Drive • P.O. Box 949 • Turlock, CA 95381-0949

January 8, 2018

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

RE: Use Permit Application No. PLN2017-0127 – Joe Caton Trucking, Inc.

Dear Mr. Ballard

The Turlock Irrigation District (District) acknowledges the opportunity to review and comment on the referenced project. District standards require development occurring within the District's boundary that impacts irrigation and electric facilities, to meet the District's requirements.

There is an existing privately owned irrigation pipeline located along the project frontage that only serves the subject property. Given the pipe only benefits the subject property, the District has no comments concerning irrigation facilities.

The District's electric utility has no comment concerning this project.

If you have any questions concerning irrigation system requirements, please contact me at (209) 883-8367. Questions regarding electric utility requirements should be directed to David Porath at (209) 883-8659.

Sincerely,

Todd Troglin
Supervising Engineering Technician, Civil
CF: 2017063