

# STANISLAUS COUNTY PLANNING COMMISSION

May 21, 2026

## STAFF REPORT

USE PERMIT APPLICATION NO. PLN2025-0038  
ARREOLA TRUCKING

**REQUEST: TO PERMIT AN EXISTING TRUCK PARKING FACILITY FOR UP TO 12 TRACTOR-TRAILER COMBINATIONS, ON A 3.84± ACRE PARCEL, IN THE GENERAL AGRICULTURE (A-2-40) ZONING DISTRICT.**

### APPLICATION INFORMATION

Applicant:	Jimmy Arreola
Property Owner:	Jimmy Arreola and Nancy Miroslava Arreola
Agent:	N/A
Location:	4136 Tegner Road, between East Service Road and East Grayson Road, in the Hughson area.
Section, Township, Range:	21-4-10
Supervisorial District:	District Two (Supervisor Chiesa)
Assessor's Parcel:	045-005-038
Referrals:	See Exhibit G Environmental Review Referrals
Area of Parcel(s):	3.84± acres
Water Supply:	Private well
Sewage Disposal:	Private septic system
General Plan Designation:	Agriculture
Community Plan Designation:	N/A
Existing Zoning:	General Agriculture (A-2-40)
Sphere of Influence:	N/A
Williamson Act Contract No.:	N/A
Environmental Review:	Negative Declaration
Present Land Use:	A single-family dwelling, an unpermitted accessory dwelling unit, and an unpermitted truck parking facility.
Surrounding Land Use:	Ranchettes and single-family dwellings to the north, east, and south; irrigated orchards to the north and west; and a permitted truck parking facility to the northeast.

### RECOMMENDATION

Staff recommends the Planning Commission deny this request based on the discussion below and on the whole of the record provided to the County. If the Planning Commission decides to approve the project, Exhibit A provides an overview of the findings and actions required for project approval, which includes use permit findings. Conditions of approval to be applied in the event of project approval can be found in Exhibit C.

## **PROJECT DESCRIPTION**

This project is a request to permit an existing truck parking facility for up to 12 tractor-trailer combinations, which is operating on a 3.84± acre parcel in the General Agriculture (A-2-40) zoning district. The applicant proposes to utilize a 1.5-acre graveled area along the northern property line and across the site for the parking of the tractor-trailer combinations. None of the tractor-trailer combinations are Surface Transportation Assistance Act (STAA) rated vehicles (vehicles with no restriction on overall length). Additionally, the 1.5-acre area will include spaces for 11 passenger vehicle parking stalls for employees which access the site daily for the pick-up and drop-off of personal passenger vehicles and tractor-trailers.

Proposed hours of operation for the facility from December to May are from 4:00 a.m. to 5:00 p.m., Monday through Friday. During the months of June through November, the hours of operation are from 4:00 a.m. to 8:00 p.m., seven days a week. The trucks will primarily transport almonds and walnuts (80 percent of the hauled material) as well as general freight, lumber and concrete (20 percent of the hauled material). A total of 12 tractors and 17 trailers are owned by the property owner, who also lives on the property and will drive one of the tractor-trailer combinations. A total of 11 employees consisting of drivers will report to the site daily. The facility has a total of 11 round-trip vehicle trips for employees entering and exiting the site, and 12 round-trip truck trips for the tractor-trailer combinations per day. No supply deliveries, loading, or unloading will occur as part of the project. No hauled materials will be brought back to the site. The trucks will be left empty when parked on-site between trips. No fueling or tractor-trailer repairs, major or minor maintenance, fluid changes, or washing will occur on-site, nor are on-site oil changes proposed. Modular restrooms will be provided on-site for restroom facilities for the employees. The remainder of the parcel will be left undeveloped.

A six-foot-tall wood fence will be constructed around the perimeter of the parking area, and evergreen trees will be planted along the road frontage and along the south property line up to the proposed wood fence to screen the use of the parking area from the right-of-way. No exterior lighting or signage is proposed for the facility.

Access to the site is provided via County-maintained Tegner Road. The site has two existing driveways, including a 20-foot-wide dirt driveway in the northwest corner of the parcel which provides access to the single-family dwelling and an unpermitted accessory dwelling unit (ADU), and a 30-foot-wide driveway located towards the south property line. The southernmost driveway is proposed to be graveled under this request and will provide access for the tractor-trailers. Stormwater drainage will be handled via overland runoff.

The applicant has stated that the movement of the trucks is consistent with the existing standard agricultural and business traffic within the region as the majority of the materials hauled by the trucks are agricultural products from local hulling and shelling facilities throughout the County. To access State Route (SR) 99, the applicant has stated that trucks leaving the site will travel north via Tegner Road, then west onto East Service Road, south down Pioneer Road to East Keyes Road then travel west on East Keyes Road to access SR 99. Alternatively, the trucks also travel East Service Road to Mitchell Road to SR 99. Trucks returning to the site travel the opposite direction via the same roadways (see Exhibit B-8 – *Maps and Site Plan – Truck Route*). No trucks will travel south on Tegner Road from the facility as specified by the applicant.

The estimated Pavement Condition Index (PCI) for the subject roads is as follows:

- Tegner Road from E. Redwood Road to East Service Road is 76, which is considered good.
- East Service Road from Tegner Road to Moore Road varies from 49 to 73, which is considered poor to good, respectively. From Moore Road to Mitchell Road and from Mitchell Road to SR 99 the route is located within the City of Ceres, and the subject roadways are not maintained by the County.
- Pioneer Road from Service Road to East Keyes Road varies from 69 to 74 which is considered fair to good, respectively.
- East Keyes Road from Pioneer Road to SR 99 is 90 which is considered good.

The subject application was initiated as a result of a Code Enforcement (CE) case (No. 25-0146) resulting from a complaint pertaining to the parking of a number of trucks on the property without first obtaining a use permit for the operation. The case was opened in April 2025, and a Notice and Order to Abate was also issued in April 2025. The subject application was submitted in May 2025.

This project is being considered under the recently adopted zoning ordinance amendment approved by the Board of Supervisors on November 18, 2025, effective December 18, 2025, regarding truck parking facilities. The Board of Supervisor's Report for the recent amendment can be found at the following web address: <https://www.stancounty.com/bos/agenda/2025/20251118/PH01.pdf>.

### **SITE DESCRIPTION**

The 3.84± acre project site is located at 4136 Tegner Road, between East Service Road and East Grayson Road, in the Hughson area. Within a 0.5± acre area in the northwest corner of the project parcel, the parcel is currently developed with a 1,216-square-foot single-family dwelling and an unpermitted accessory dwelling unit (ADU). The parcel is also currently improved with the unpermitted truck parking facility. The existing single-family dwelling and unpermitted ADU will not be used as part of the parking facility and are surrounded by an existing 6-foot-tall wood fence. The parcel is served by an existing private on-site well and septic system. The balance of the parcel is currently vacant and unplanted. An irrigation pipeline on the northeast corner of the parcel is located on-site and spills into Turlock Irrigation District's (TID) Upper Lateral Two Canal which borders the project site along the south property line and eastern corner of the site. An irrigation gate is also located within the northeast corner of the parcel. While the parcel will maintain the ability to irrigate, the applicant has indicated they no longer intend to farm the parcel.

The project site is surrounded by ranchettes and single-family dwellings to the north, east, and south; irrigated orchards to the north and west; and a permitted truck parking facility to the northeast.

### **ISSUES**

As reflected in the staff recommendation, staff is recommending that the Planning Commission

deny this request. The recommendation is based on code compliance issues with the site. Below is an overview of the issues considered in staff's recommendation as well as community opposition received regarding the project, code enforcement and building code violations, and information regarding current ownership of the parcel. While staff is recommending denial, conditions of approval have been developed for the Planning Commission's consideration, if the Planning Commission determines to approve the request.

### Concentration

One of the required findings to approve a use permit application for a truck parking facility is that the establishment as proposed will not create a concentration of truck parking facilities in the vicinity. A concentration of facilities is defined as any area beyond one-mile from the edge of a right-of-way of a designated interstate or state route where there is more than one truck parking facility (or portion thereof) within a one-mile radius of any property.

The subject project is located 2.28± miles from State Route (SR) 99 and 0.9± miles from the City of Hughson. Within a one-mile radius of the project site, not including land within Hughson city limits, land uses can be characterized primarily by agricultural production and concentrations of ranchettes. Truck parking activities within this one-mile radius, but outside the City of Hughson limits, include one approved truck parking facility permitted to park up to 12 tractor-trailer combinations: Use Permit No. PLN2022-0148 – *Juan M Torres Trucking, Inc.* located approximately 277-feet to the northeast of the project site (see Exhibit B-7 – *Maps and Site Plan – Truck Parking Concentrations*). The proposed facility under this request would exceed the allowable concentration of truck parking facilities. However, as discussed in the *Zoning Ordinance Consistency* section of this report, a higher concentration of truck parking facilities may be allowed if the planning commission or board of supervisors determine that the facilities are sufficiently separated by a physical feature (e.g., river, canal, railroad, highway etc.) which precludes trucks accessing the facilities from consistently traveling the same roadways.

### Community Opposition

As required by state law and County policy, notice of this project was provided to surrounding landowners. Notice of the project was also provided to people with an interest in the County regarding truck parking allowances (an "interested parties list"). In response, various letters and emails opposing the project have been received from 11 individuals, which include eight property owners and residents within a 0.12-mile radius of the project site, and three interested parties. Issues raised in the letters ranged from concerns with aesthetics, nuisances, traffic and safety, noise, conversion of agricultural land to commercial use, the environment, to the concentration of truck parking within the area consisting of one permitted truck parking operation and an unpermitted operation to the north of the project site. Additionally, a complaint was received regarding the ownership of the company name not being registered under the applicant's name (see Exhibit D – *Responses Received from Community and Interested Parties*).

The letters received stated concerns regarding dust and track-out onto the roadway, washing and maintenance of the trucks, unloading and loading of material on-site, and lack of restroom facilities for drivers on-site. Concerns regarding visual impacts of the proposed facility were expressed specifically regarding a change of the project site from a former pasture for horses to a truck parking facility, and visibility of the trucks from along the road right-of-way. As previously

mentioned within the *Project Description* section of this report, the project is being considered under the recently adopted zoning ordinance amendment regarding truck parking facilities which were approved by the Board of Supervisors on November 18, 2025. As such, the operational issues and concerns regarding aesthetics and nuisances such as dust emissions that have been raised during the processing of this request are primarily addressed by the newly adopted operating standards for the truck parking, which are outlined in the *Zoning Ordinance Consistency* section of this report.

The concerns over traffic and safety included comments regarding trucks turning in and out of the facility and traveling down narrow roads making the roadways dangerous; damage to local roads and a Tegner Road bridge over the TID Lateral No. Two canal; and trucks parking within the right-of-way. Additionally, comments were received regarding truck parking facilities as encouraging crime within the area. The project was referred to the Department of Public Works, Stanislaus County Sheriff's Office, and the Turlock Irrigation District (TID) and no concerns regarding traffic, roadways or the bridge over the adjacent TID Lateral No. 2 canal were received for the project. The Department of Public Works provided a response to the early consultation requiring that no parking, loading or unloading occur within the County right-of-way; that within six months of approval an encroachment permit be obtained for the driveway approaches; that the storage depth outside of any gate shall be adequate for trucks coming off the road; that entering vehicles shall not block any travel lane or shoulder; and other standard requirements regarding the installation of any signs, placement of the driveways and planting of trees adjacent to the County right-of-way. Conditions of approval have been placed on the project reflecting the comments received from Public Works.

Surrounding neighbors also stated concerns regarding noise of idling trucks throughout the day and night. The project was referred to the San Joaquin Valley Air Pollution Control District (Air District) which specified the project is subject to the State of California's anti-idling regulation which requires drivers of diesel fueled trucks to limit idling to no longer than five minutes at any location. A condition of approval reflecting the state requirement has been added to the project. As discussed in the environmental document (Initial Study) prepared for the project, noise impacts associated with on-site activities and traffic are not expected to exceed the normally acceptable level of noise. The site itself is impacted by the noise generated from traffic on Tegner Road and ranchette and farming operations in the surrounding area. Noise impacts associated with on-site activities were not identified as significant in the environmental review document prepared for the project (see Exhibit E – *Initial Study, dated December 19, 2025*).

The opposition letters received on the project also cited impacts to agriculture from the conversion of agricultural land to commercial uses for the parking of trucks, dust from the trucks maneuvering on-site settling on the orchard across Tegner Road to the west, and agitated vermin coming off the project site due to the truck activity and spreading into adjacent orchards. The use of a truck parking facility is considered under the General Agriculture zoning district as an allowable use subject to approval of a use permit. The truck parking facility, if approved, will be required to be graveled to reduce dust emissions pursuant to County Code, which will limit dust emissions and agitation of vermin on-site as trucks move in and out of the facility.

The concerns raised regarding potential environmental impacts included concerns over air quality and greenhouse gas emissions from the trucks, degradation of soil, and concerns regarding groundwater contamination. The project was referred to the Air District which specified the project

would not exceed the District's thresholds of significance for emissions. A condition of approval has been placed on the project requiring that the applicant be in compliance with all applicable Air District rules and regulations. As required by California Environmental Quality Act (CEQA) Guidelines section 15064.3, potential impacts regarding Green House Gas Emissions should be evaluated using Vehicle Miles Traveled (VMT). The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. According to a technical advisory from the State of California Office of Land Use and Climate Innovation, projects that generate or attract fewer than 110 trips per-day generally may be assumed to cause a less-than significant impact. As stated within the *Air Quality and Greenhouse Gas Emissions* sections of the Initial Study prepared for the project, the project must comply with District regulations; the project's emissions would be less than significant for all criteria pollutants; the project does not exceed 110 trips per day; it would not be inconsistent with any applicable air quality attainment plans; and the project would result in less than significant impacts to air quality and greenhouse gas emissions. No on-site oil changes, maintenance or the loading or unloading of the trucks will be permitted on-site. Impacts to groundwater and soils were discussed in the Initial Study prepared for the project and no significant impact resulting from the project was identified (see Exhibit E – *Initial Study, dated December 19, 2025*).

A complaint was also received regarding the ownership of the company name not being registered under the applicant's name. Staff found that the trucking company is registered as a limited liability corporation as "F Arreola Trucking LLC" which is registered to Jimmy Arreola, the property owner of the project site and applicant of this request.

### Property Ownership

Section 21.89.040(C)(4) of the Truck Parking Facilities Zoning Ordinance requires that one of the tractor-trailer combinations shall be registered to the property owner and the property owner shall live on the parcel.

The applicant, Jimmy Arreola, purchased the parcel in March of 2025; however, the Grant Deed recorded with the Clerk Recorder's Office associated with the purchase was not able to be processed by the Assessor's Office due to an issue in transferring ownership of the title of the property. The project was originally scheduled to be heard at the April 16, 2026 Planning Commission meeting; however, staff recommended the item be continued to May 21, 2026, to allow the applicant additional time to clear the title for the parcel. A title company worked with the Assessor's Office in April and May of 2026 to address the transfer of ownership which is now in the applicant's name.

### Code Enforcement and Building Code Violations

The subject application was initiated as a result of a Code Enforcement (CE) case No. 25-0146 resulting from a complaint pertaining to the parking of a number of trucks on the property without first securing a use permit for the operation. Additionally, while processing this request, staff found that an existing garage was converted into an ADU without obtaining a building permit. The project site itself is currently improved with a single-family dwelling, unpermitted ADU, and accessory structures with the balance of the parcel presently vacant. The proposed graveled parking area is proposed to displace 1.5-acres of the vacant area of the project site. Under the A-2 Zoning Ordinance, the project site may have one single-family dwelling, one accessory

dwelling unit (ADU) and one junior accessory dwelling unit (JADU). If the project is ultimately approved, a condition of approval has been added to the project requiring a building permit to be obtained within six months of approval for the unpermitted ADU.

A total of \$300 in fines associated with the case under CE Case No. 25-0146 were paid by the property owner to the County prior to the April 16, 2026 Planning Commission meeting as required by the County Code. No outstanding fines are associated with this request.

### **GENERAL PLAN CONSISTENCY**

Consistency with the goals, objectives, and policies of the various elements of the Stanislaus County General Plan must be evaluated when processing all discretionary project requests. The site is currently designated “Agriculture” in the Stanislaus County General Plan. The agricultural designation recognizes the value and importance of agriculture by acting to preclude incompatible urban development within agricultural areas. This designation establishes agriculture as the primary use in land so designated, but allows dwelling units, limited agriculturally related commercial services, agriculturally related light industrial uses, and other uses which by their unique nature are not compatible with urban uses, provided they do not conflict with the primary use.

To minimize conflicts between agriculture operations and non-agricultural operations, Buffer and Setback Guidelines (Appendix A of the Agricultural Element) have been adopted. The purpose of these guidelines is to protect the long-term health of local agriculture by minimizing conflicts resulting from normal agricultural practices as a consequence of new or expanding uses approved in or adjacent to the General Agriculture (A-2) zoning district.

Appendix A of these guidelines states that all projects shall incorporate a minimum 150-foot-wide buffer setback, or a 300-foot-wide buffer setback for people intensive outdoor activities, such as athletic fields. Parking is a permitted use within the agricultural buffer and as this request is for an unmanned parking facility and involves no construction, unless otherwise determined by the Planning Commission, the project is not subject to agricultural buffers. The project was referred to the Stanislaus County Agricultural Commissioner, and no comments have been received to date.

While truck parking in the Agricultural designation can be found to be consistent with the County’s General Plan, the use must be consistent with the Zoning Ordinance in order to minimize impacts within the designation. An overview of the projects consistency with the Zoning Ordinance is provided in the next section.

### **ZONING ORDINANCE CONSISTENCY**

The site is currently zoned General Agriculture (A-2-40). In accordance with Section 21.20.030(G) of the Stanislaus County Zoning Ordinance, the parking of up to 12 tractor-trailer combinations may be allowed in the General Agriculture (A-2) zoning district if a use permit is first obtained. In order to approve the use permit, the Planning Commission must make the following findings:

1. The establishment, maintenance and operation of the proposed use or building applied for is consistent with the General Plan and will not, under the circumstances of the particular case, 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.
2. The establishment as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity.
3. The establishment as proposed will not create a concentration of truck parking facilities in the vicinity, as defined in Section 21.89.040(C)(3); and
4. All the standards and requirements are met of Section 21.89.040(C)

The standards and requirements established under Section 21.89.040(C) includes that at least one of the combinations shall be registered to the property owner and the property owner shall live on the parcel; that all tractors-trailer combinations parked on-site shall be registered with the State of California Department of Motor Vehicles; that the total number of tractors shall not exceed 12 and the total number of trailers shall not exceed two per tractor; that the parcel is at least one acre in size; and that the parking area does not exceed 1.5± acres nor exceed 50% of the total parcel. Additionally, all parking stalls shall be clearly demarcated by approved markers and no parking shall occur outside of said stalls; the area in which parking will occur shall be located at least 20-feet from any planned street line; a minimum of a six-foot-tall fence of uniform construction shall be installed around the perimeter of the approved parking area; evergreen landscaping shall be installed to screen the parking area from view of the public right-of-way; the parking area shall be at least 50-feet away from any dwelling on an adjoining parcel; parking areas and driveways shall be graveled to reduce dust emissions or asphalt or similar hardscape may be used in lieu of gravel in area which have not been in production agriculture for 20-years. Access for the truck parking facility shall be available without violation of any state, county, or city roadway truck access or weight restrictions. All applicable impact fees shall be paid prior to issuance of any encroachment, grading or building permit for the truck parking facility. Any fees associated with a code enforcement case shall also be paid at time of application submittal or consideration by the Planning Commission. On-site restrooms accessible to drivers and employees shall be maintained on-site and may include portable restrooms unless fixed permanent restrooms are required by the California Plumbing Code.

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

No storage of materials, washing of tractor-trailers, maintenance or repair work is permitted on-site if this request is approved. Additionally, refrigerated trailers will remain unpowered while

stored or parked on-site in accordance with County Code.

As specified in the *Project Description* section of this report, the project will meet the requirements listed above with the exception of the concentration of truck parking facilities. The subject project is located 2.28± miles from State Route (SR) 99 and 0.9± miles from the City of Hughson. Within a one-mile radius of the project site, not including land within Hughson city limits. Truck parking activities within this one-mile radius, but outside the City of Hughson limits, include one approved truck parking facility permitted to park up to 12 tractor-trailer combinations: Use Permit No. PLN2022-0148 – *Juan M Torres Trucking, Inc.* located approximately 277-feet to the northeast of the project site (see Exhibit B-7 – *Maps and Site Plan – Truck Parking Concentrations*). There is an unpermitted truck parking operation located at 3919 Mountain View Road under CE Case No. 26-0261, which is located 0.14 miles to the north of the project site; however, when determining concentration of facilities, only permitted truck parking facilities are taken into consideration.

The definition of concentration is defined as any area more than one-mile from the edge of a right-of-way of a designated interstate or state route where there is more than one permitted truck parking facility (or portion thereof) within a one-mile radius of any property. The proposed facility under this request would be considered as inducing a concentration of truck parking facilities, unless otherwise determined by the Planning Commission, due to the proximity of the existing truck parking facility under Juan M Torres Trucking, Inc. In accordance with the County Code, the Planning Commission or Board of Supervisors may make an exception to the concentration threshold if the site is separated by a physical barrier (such as a state highway, canal, river or railroad) which preclude the trucks of proximate facilities from traveling the same roads. No physical barrier exists between Juan M Torres Trucking, Inc. and the proposed project site. The applicant has stated that the trucks will utilize East Service Road to access SR 99. Trucks associated with Juan M. Torres Trucking, Inc. also utilize East Service Road to access SR 99.

The concerns received from the adjacent landowners, residents and interested parties regarding the on-site operation of the facility and concerns regarding nuisances will be addressed by the requirements listed above if the project is approved. Additionally, the truck parking facility, if approved under a use permit, shall be subject to an annual inspection by the County to verify that the facility is in compliance with all conditions of approval. Following the annual inspection, if violations are found, the County may take any step provided for under the law to address any nuisance conditions or violations of the Stanislaus County Code determined to exist and that are not abated by the property owner within 45 days of written notice being provided by the County.

If the project is approved and the parcel is sold in the future, the use permit shall automatically expire and the new owner shall apply for and obtain a new use permit in accordance with this chapter if they desire to continue the truck parking operation on-site.

The proposed facility under this request would exceed the allowable concentration of truck parking facilities; therefore, all of the findings required to be made to approve the proposed truck parking operation cannot be made at this time. Ultimately, it is up to the Planning Commission to determine if the required findings can be made; however, staff is recommending denial of the project as proposed due to the project contributing to a concentration of truck parking facilities within the area.

## **ENVIRONMENTAL REVIEW**

Pursuant to the California Environmental Quality Act (CEQA), the proposed project was circulated to interested parties and responsible agencies for review and comment and no significant issues were raised (see Exhibit G - *Environmental Review Referrals*).

A Negative Declaration has been prepared for approval prior to action on the project itself as the project will not have a significant effect on the environment (see Exhibit F - *Negative Declaration*). Conditions of approval reflecting referral responses have been placed on the project (see Exhibit C - *Conditions of Approval*).

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**Note:** Pursuant to California Fish and Game Code Section 711.4, a filing fee shall be paid for all project applications subject to the California Environmental Quality Act (CEQA); therefore, the applicant will further be required to pay **\$3,100.75** for the California Department of Fish and Wildlife and the Clerk-Recorder filing fees. The attached Conditions of Approval ensure that this will occur.

Contact Person: Emily DeAnda, Associate Planner, (209) 525-6330

### Attachments:

- Exhibit A – Findings and Actions Required for Project Approval
- Exhibit B – Maps and Site Plan
- Exhibit C – Conditions of Approval
- Exhibit D – Responses Received from Community and Interested Parties
- Exhibit E – Initial Study, dated December 19, 2025
- Exhibit F – Negative Declaration
- Exhibit G – Environmental Review Referrals
- Exhibit H – Levine Act Disclosure Statement

## Findings and Actions Required for Project Approval

1. Adopt the Negative Declaration pursuant to CEQA Guidelines Section 15074(b), by finding that on the basis of the whole record, including the Initial Study and any comments received, that there is no substantial evidence the project will have a significant effect on the environment and that the Negative Declaration reflects Stanislaus County's independent judgment and analysis.
2. Order the filing of a Notice of Determination with the Stanislaus County Clerk Recorder's Office pursuant to Public Resources Code Section 21152 and CEQA Guidelines Section 15075.
3. Find that:
  - A. The establishment, maintenance, and operation of the proposed use or building applied for is consistent with the General Plan and will not, under the circumstances of the particular case, 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.
  - B. The establishment as proposed will not be substantially detrimental to or in conflict with agricultural use of other property in the vicinity.
  - C. The establishment as proposed will not create a concentration of truck parking facilities in the vicinity, as defined in Section 21.89.040(C)(3).
  - D. All the criteria listed under Stanislaus County Zoning Ordinance Section 21.20.030(G)(3) in effect at the time of approval are met.
4. Approve Use Permit Application No. PLN2025-0038 – Arreola Trucking, subject to the attached Conditions of Approval.






# ARREOLA TRUCK PARKING

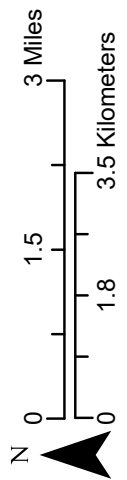
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PLN2025-0038

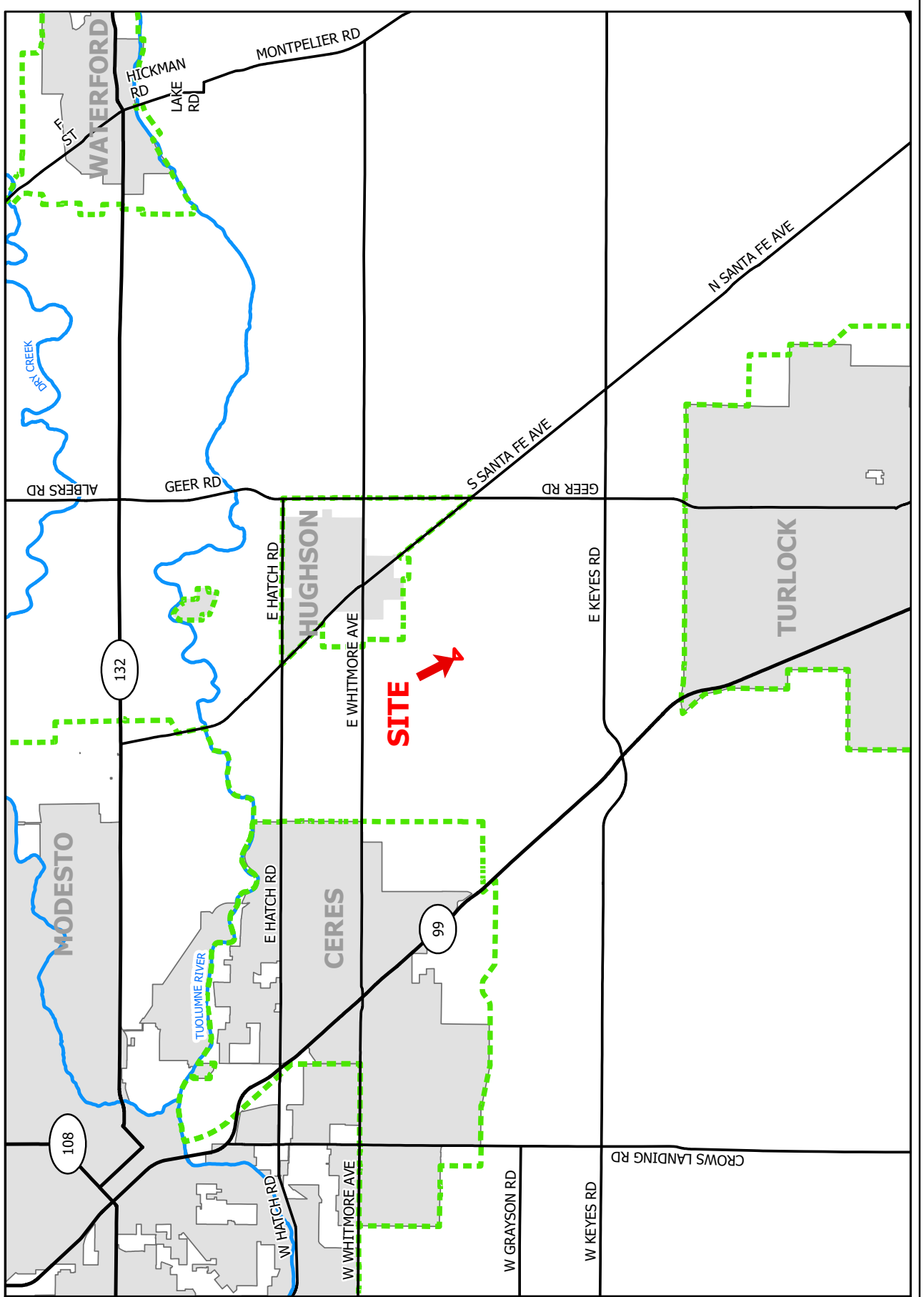
## AREA MAP

### LEGEND

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



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







# ARREOLA TRUCK PARKING

## UP

### PLN2025-0038

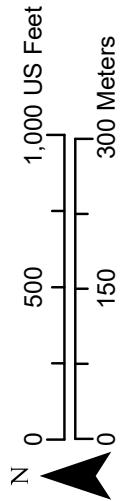
#### GENERAL PLAN MAP

##### LEGEND

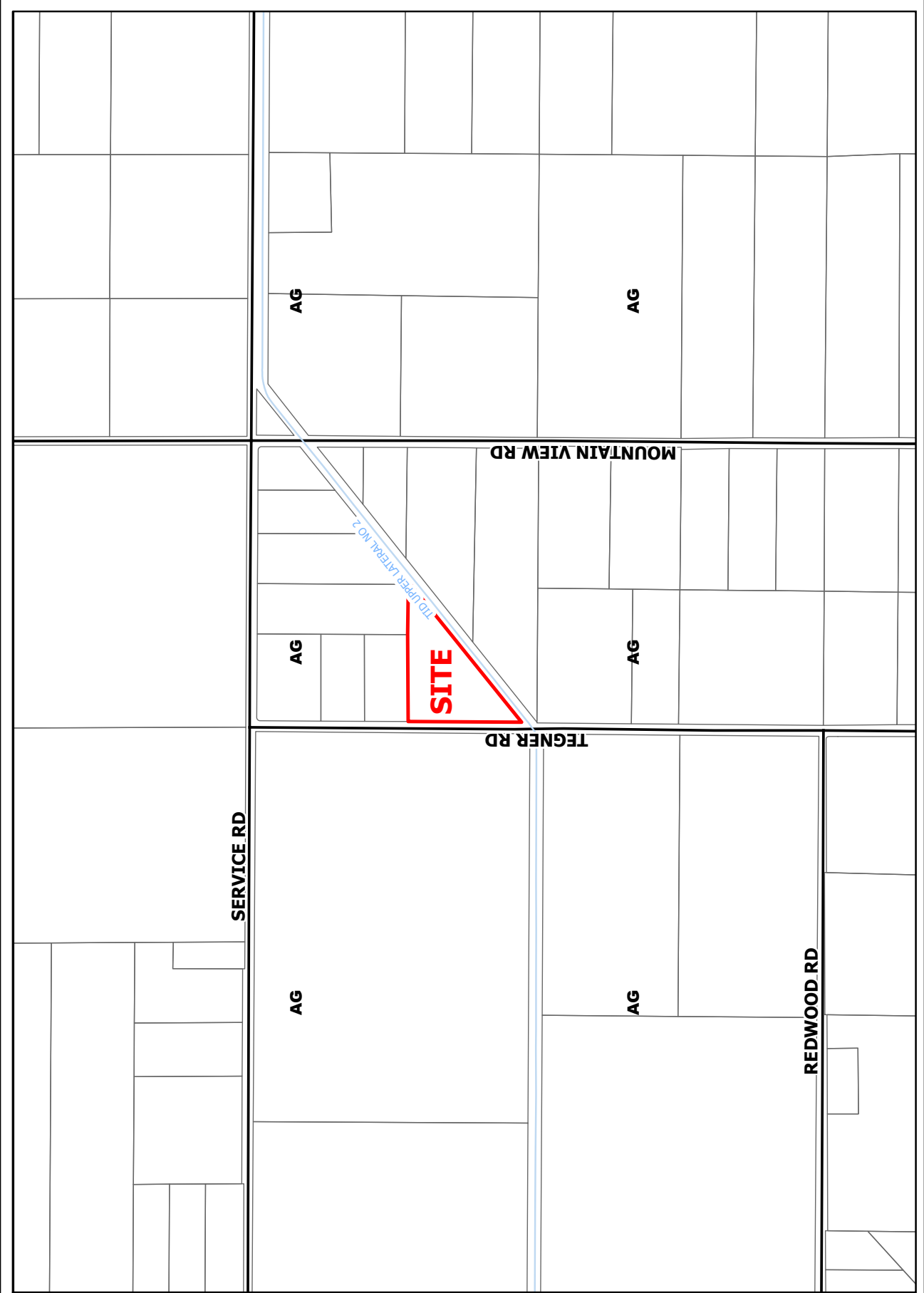
-  Project Site
-  Parcel
-  Street
-  Canal

##### General Plan

-  Agriculture (AG)



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







# ARREOLA TRUCK PARKING


## UP PLN2025-0038

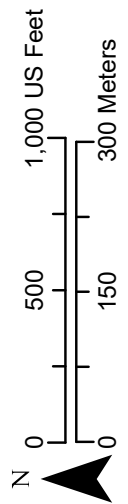
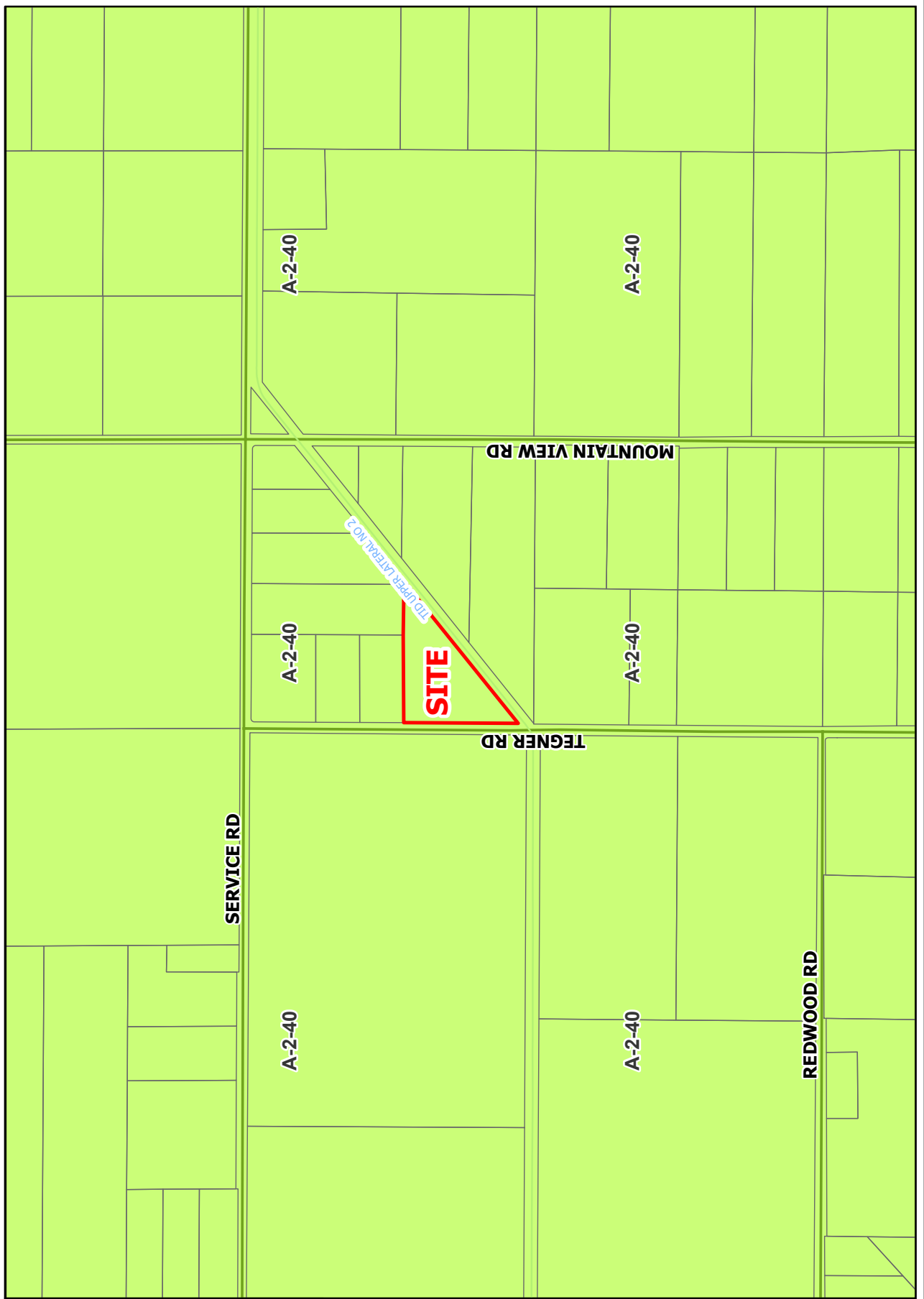
### ZONING MAP

#### LEGEND

-  Project Site
-  Parcel
-  Street
-  Canal

#### Zoning Designation

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



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

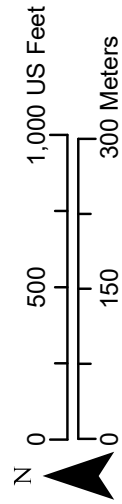
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## UP PLN2025-0038

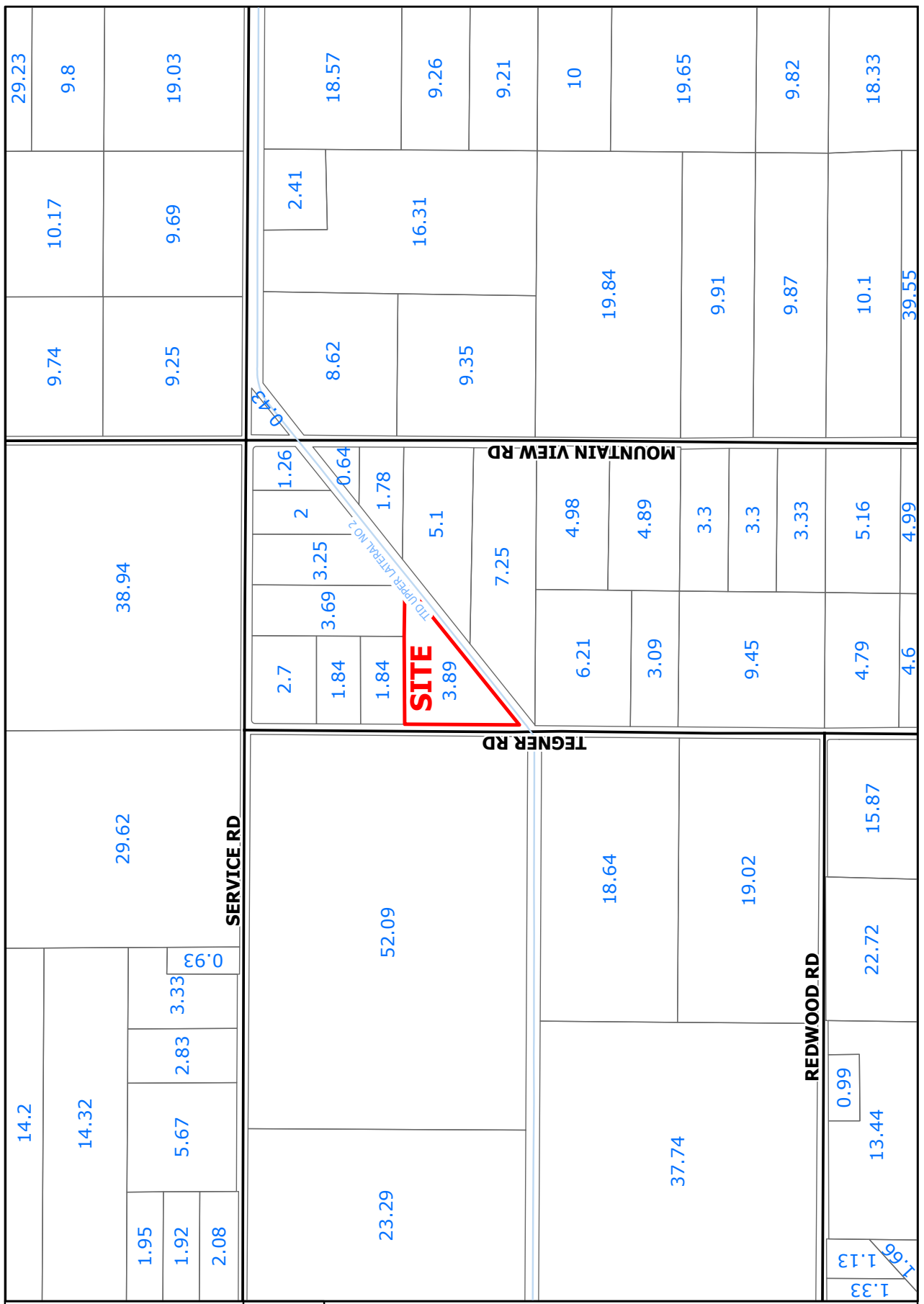
### ACREAGE MAP

#### LEGEND

- Project Site
- Parcel
- Acres
- Street
- Canal



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







# ARREOLA TRUCK PARKING

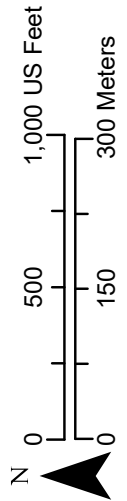
UP

PLN2025-0038

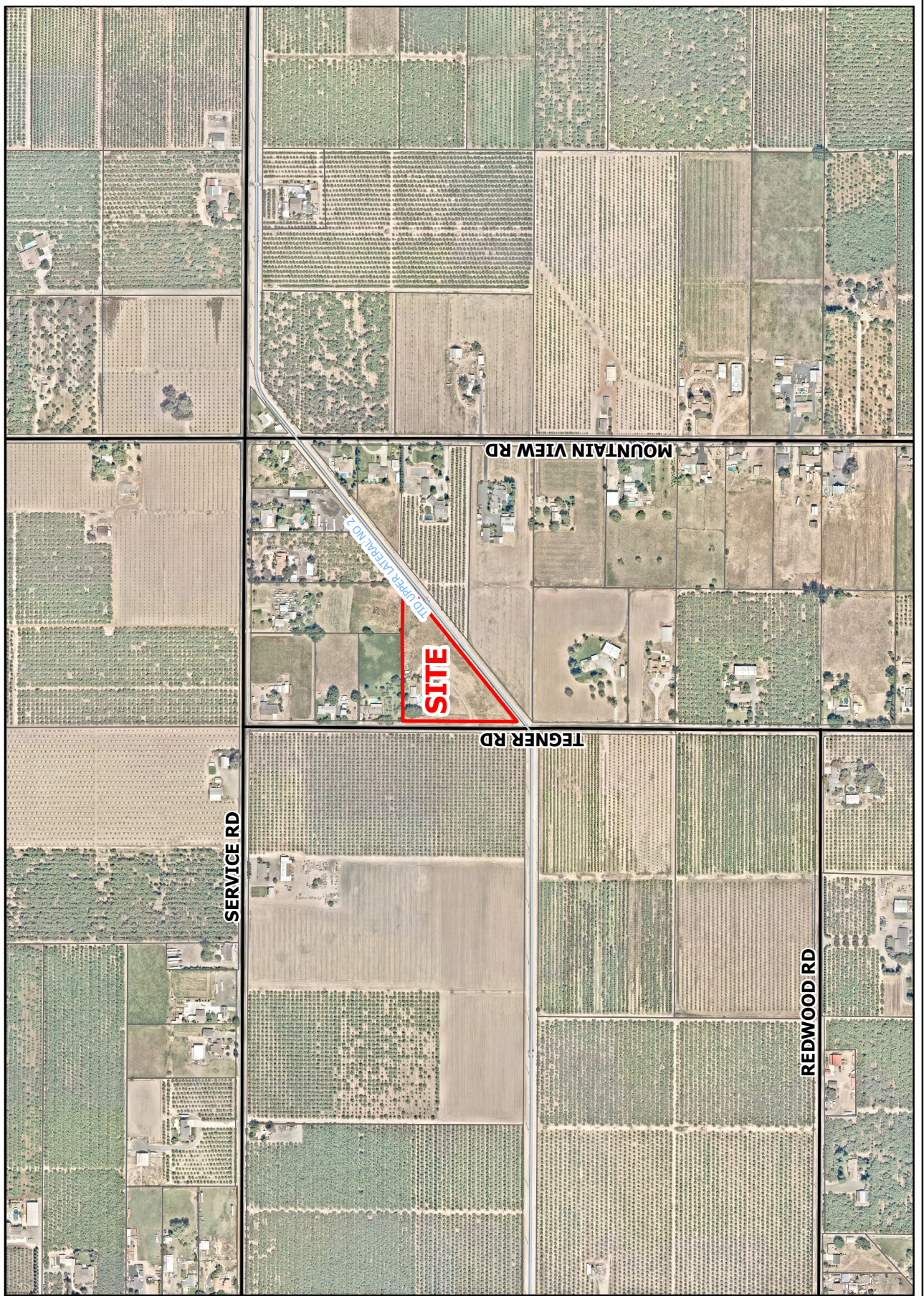
## 2023 AERIAL AREA MAP

### LEGEND

-  Project Site
-  Parcel
-  Street
-  Canal



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







# ARREOLA TRUCK PARKING

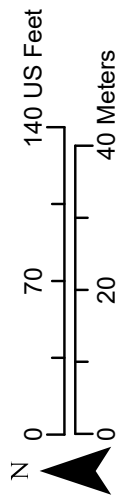
UP

PLN2025-0038

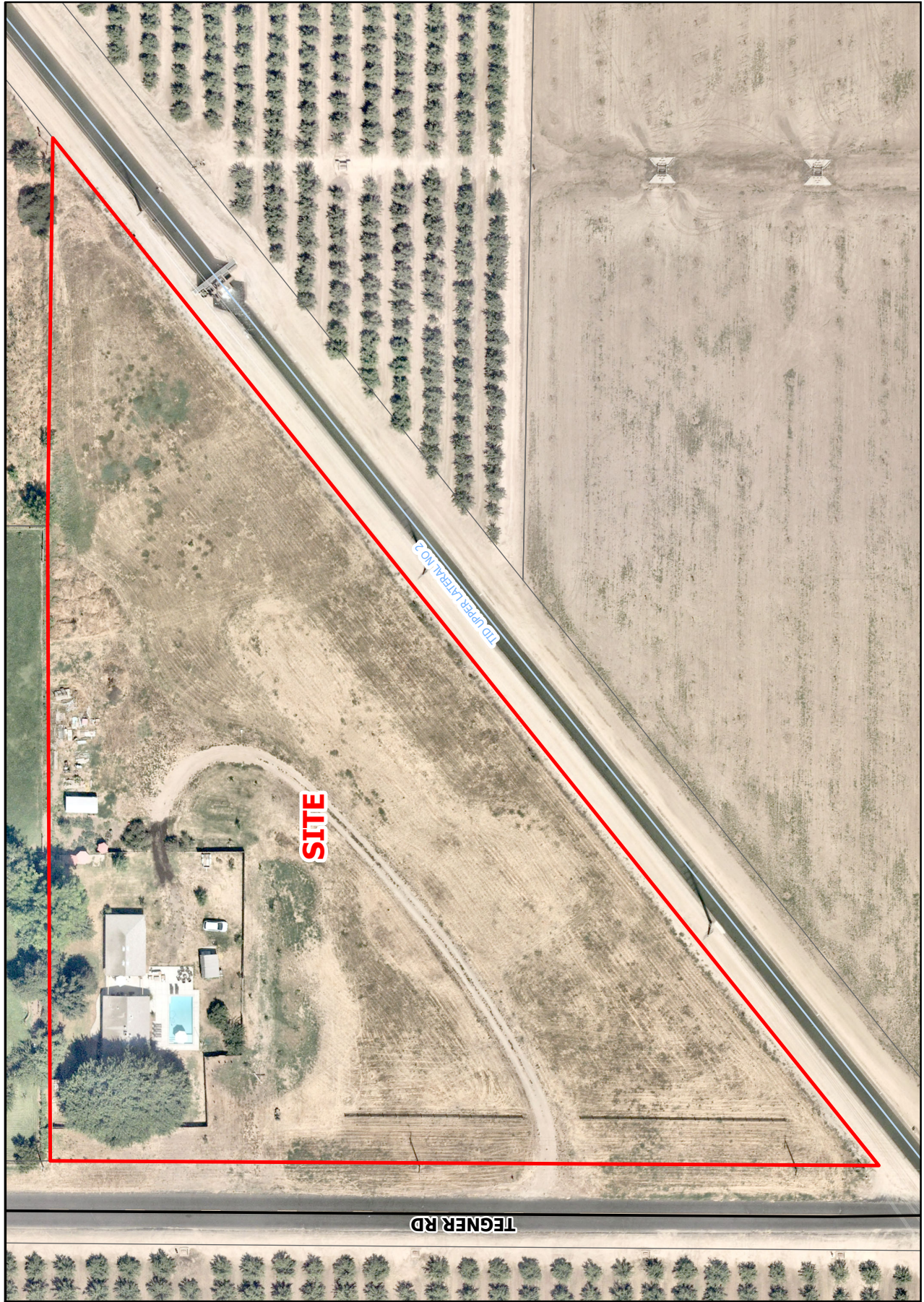
## 2023 AERIAL SITE MAP

### LEGEND

-  Project Site
-  Parcel
-  Street
-  Canal



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






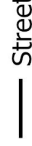


# ARREOLA TRUCK PARKING

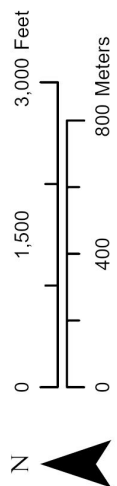
UP

PLN2025-0038

## AREA OF CONCENTRATION

### LEGEND

-  Project Site
-  Site Buffer - 1 Mi
-  Approved Parking Sites
-  Street
-  Canal
-  Parcel



Source: Planning Department GIS Date Exported: 3/27/2026



Source: TomTom, Garmin, FGC, NOAA, USGS, Google StreetMap contributors, and the GIS User Community. © Vexel Imaging, US, Inc. Uploaded by support@vexel.com






# ARREOLA TRUCK PARKING

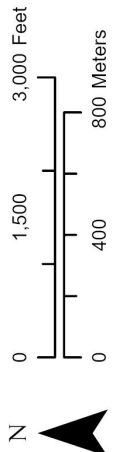
UP

PLN2025-0038

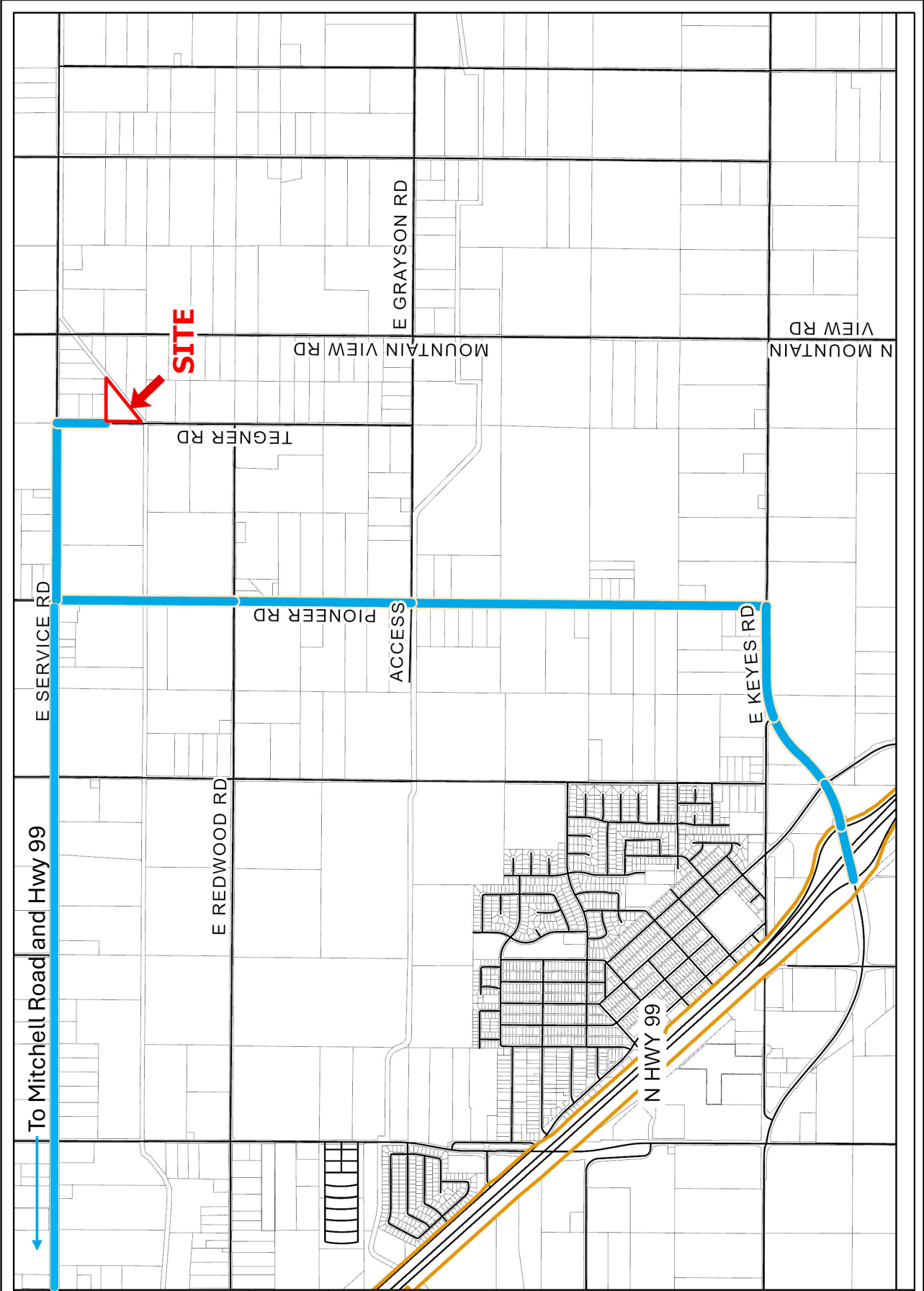
## TRUCK ROUTE MAP

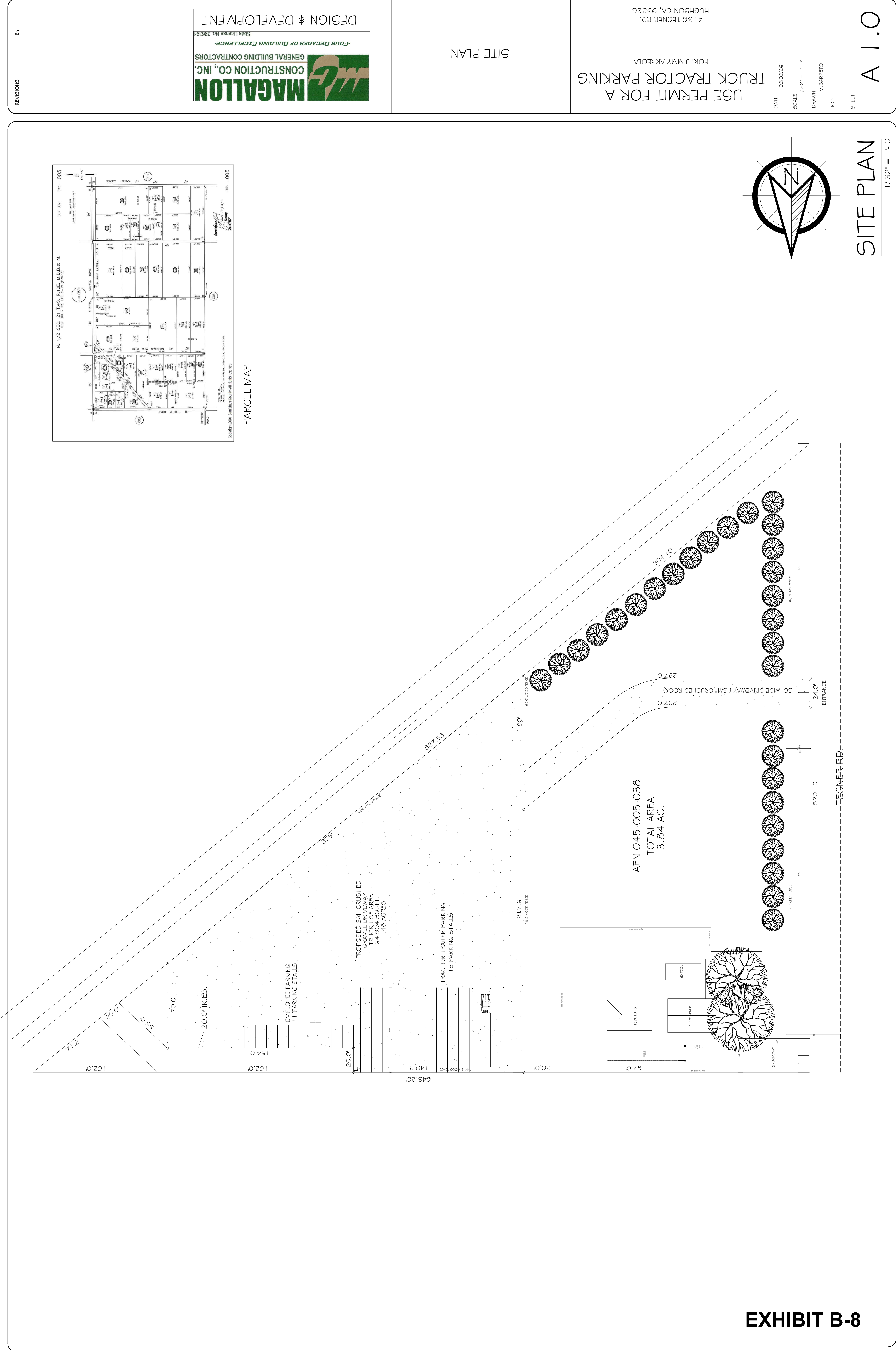
### LEGEND

-  Project Site
-  Arreola Truck Route
-  Highway 99 Boundary
-  Parcel
-  Streets



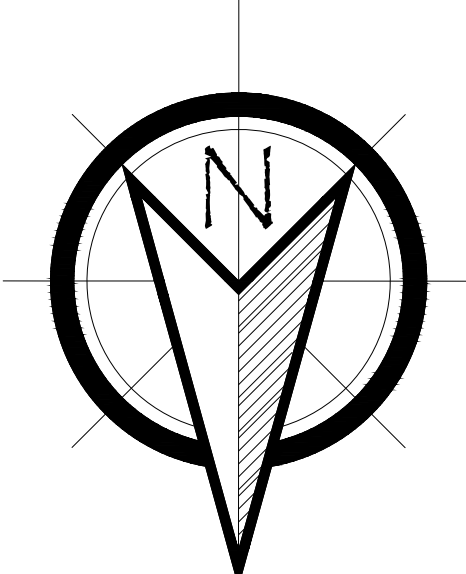
Source: Planning Department GIS Date Exported: 3/30/2026





SITE PLAN

1/32" = 1'-0"



SHEET  
A 1.0

JOB

DRAWN  
M. BARRETO

SCALE  
1/32" = 1'-0"

DATE  
03/03/26

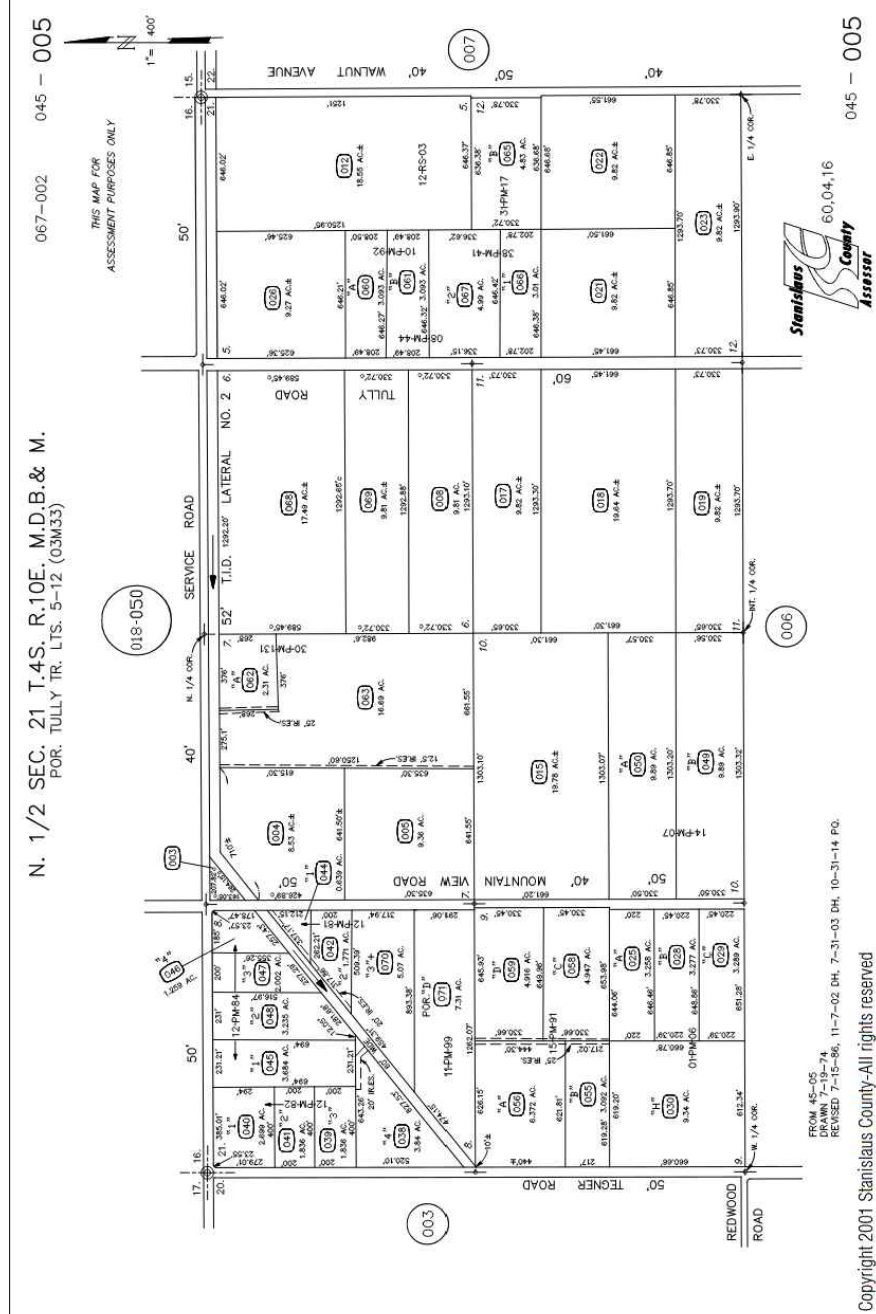
USE PERMIT FOR A  
TRUCK TRACTOR PARKING  
FOR: JIMMY ARREOLA  
4136 TEGNER RD.  
HUGHSON CA, 95326

SITE PLAN

**MAGALLON**  
GENERAL BUILDING CONTRACTORS  
-FOUR DECADES OF BUILDING EXCELLENCE-  
State License No. 398394  
DESIGN & DEVELOPMENT

REVISIONS	BY

PARCEL MAP



NOTE: Approval of this application is valid only if the following conditions are met. This permit shall expire unless activated within 18 months of the date of approval. In order to activate the permit, it must be signed by the applicant and one of the following actions must occur: (a) a valid building permit must be obtained to construct the necessary structures and appurtenances; or, (b) the property must be used for the purpose for which the permit is granted. (Stanislaus County Ordinance 21.104.030)

## **CONDITIONS OF APPROVAL**

### **USE PERMIT APPLICATION NO. PLN2025-0038 ARREOLA TRUCKING**

#### **Department of Planning and Community Development**

1. Use(s) shall be conducted as described in the application and supporting information (including the plot plan) as approved by the Planning Commission and/or Board of Supervisors and in accordance with other laws and ordinances.
2. The use shall cease at such a time that any of the criteria listed under Stanislaus County Zoning Ordinance Section 21.20.030(G)(3) in effect at the time of use permit approval is no longer met.
3. Pursuant to Section 711.4 of the California Fish and Game Code, the applicant is required to pay a California Department of Fish and Wildlife fee at the time of filing a "Notice of Determination." Within five (5) days of approval of this project by the Planning Commission or Board of Supervisors, the applicant shall submit to the Department of Planning and Community Development a check for **\$3,025.75**, made payable to **Stanislaus County**, for the payment of California Department of Fish and Wildlife and Clerk-Recorder filing fees.

Pursuant to Section 711.4 (e) (3) of the California Fish and Game Code, no project shall be operative, vested, or final, nor shall local government permits for the project be valid, until the filing fees required pursuant to this section are paid.

4. The applicant/owner is required to defend, indemnify, or hold harmless the County, its officers, and employees from any claim, action, or proceedings against the County to set aside the approval of the project which is brought within the applicable statute of limitations. The County shall promptly notify the applicant of any claim, action, or proceeding to set aside the approval and shall cooperate fully in the defense.
5. The Department of Planning and Community Development shall record a Notice of Administrative Conditions and Restrictions with the County Recorder's Office within 30 days of project approval. The Notice includes: Conditions of Approval/Development Standards and Schedule; any adopted Mitigation Measures; and a project area map.

6. Should any archeological or human remains be discovered during development, work shall be immediately halted within 150 feet of the find until it can be evaluated by a qualified archaeologist. If the find is determined to be historically or culturally significant, appropriate mitigation measures to protect and preserve the resource shall be formulated and implemented. The Central California Information Center shall be notified if the find is deemed historically or culturally significant.
7. At least one of the tractor-trailer combinations shall be registered to the property owner and the property owner shall live on the parcel while the use is in operation. All tractor-trailers shall be registered with the State of California Department of Motor Vehicles.
8. Parking areas and driveways shall be adequately graveled to reduce dust emissions.
9. Developer shall pay all applicable Public Facilities Impact Fees and Fire Facilities Fees as adopted by Resolution of the Board of Supervisors. The fees shall be payable at the time of issuance of a building permit for any construction in the development project and shall be based on the rates in effect at the time of building permit issuance.
10. There shall be no off-site advertising, of any type, which depicts the address of the truck parking facility. No identification or informational sign shall be installed on-site without first obtaining approval under a Staff Approval Permit. Directional signs may be permitted upon approval of the planning director.
11. If the project parcel is sold, the use permit, if in effect at time of purchase, shall automatically expire and the new owner shall apply for and obtain a new use permit to operate a truck parking facility on-site.
12. Within three (3) months of project approval, a minimum six-foot-tall fence of uniform construction, approved by the planning director, shall be installed around the parking area, which shall be located at least 20 feet from the planned street line and shall be located at least 50 feet from any dwelling on an adjoining parcel. Minor modifications to the approved fencing may be made by the planning director. Fencing shall be maintained in good condition and free of debris. An extension may be granted at the discretion of the Planning Director or appointed designee provided sufficient justification is submitted illustrating the need for additional time.
13. Within three (3) months of project approval, a landscape plan in compliance with the Model Water Efficient Landscape Ordinance (MWELo) for screen landscaping shall be submitted to the Planning Department for review and approval, and screen landscaping a minimum of 15 feet tall at maturity shall be installed on the exterior of the parking area along the road frontage, set back 15 feet from the planned street line. A landscape inspection shall be conducted to ensure planting adheres to the approved landscape plans within four (4) months of project approval. Minor modifications to the approved landscaping may be made by the planning director. Landscaping shall be well maintained and any dead or dying plants removed and replaced in a timely manner. An extension may be granted at the discretion of the planning director or appointed designee provided sufficient justification is submitted illustrating the need for additional time.
14. All parking stalls shall be clearly demarcated by approved markers. No vehicles associated with the use of the truck parking facility shall be parked in any location outside

- of the marked stalls, including in areas of the approved parking area used as a drive aisle or for maneuvering.
15. Refrigerated trailers shall not be powered while stored or parked on-site.
  16. All tractors, truck/trailers, truck/tankers and trailers parking on-site shall be in full operable condition and no stockpiling of tires or truck parts, indoor or outdoor, shall occur on-site.
  17. No washing, loading, unloading, parking of trailers containing hazardous materials, maintenance or repair work, including, but not limited to, oil and tire changes, lead acid battery replacements, light and windshield wiper replacements, and checking fluids, is not permitted on-site.
  18. On-site restrooms accessible to drivers and employees shall be maintained on-site. Portable restrooms may be allowed unless fixed permanent restrooms are required by the California Plumbing Code.
  19. An annual inspection by the county shall be conducted to verify that the facility is in compliance with all conditions of approval. The property owner shall be solely responsible for all costs associated with the annual inspection and shall annually deposit the estimated cost of the annual inspection, as determined by the county, within 60 days of being provided written notice of the estimated cost. Payment of any costs exceeding the estimate shall be paid to the county within 30 days of a written invoice for payment being provided. Following the annual inspection, the county may take any step provided for under the law to address any nuisance conditions or violations of the Stanislaus County Code determined to exist and that are not abated by the property owner within 45 days of written notice being provided by the county.
  20. This use permit shall automatically expire five years from the date of approval, regardless of whether the use has been initiated. Issuance of any permit required as a condition of approval or operation of the approved use shall not extend or vest rights beyond the five-year term. Upon expiration, continuation of the use for an additional five year shall be subject to approval of a staff approval permit if the use has operated without any documented violations of the applicable conditions of approval. Additional conditions of approval, as determined necessary by the planning director, may be applied to the staff approval permit, including but not limited to the collection of any adopted fees not previously collected. Additional staff approval permits may be issued for subsequent five-year terms. An application for the staff approval permit shall be submitted before the date of expiration.
  21. Within six months of approval, a building permit for the unpermitted accessory dwelling unit shall be issued and the building permit shall be finalized within one year of issuance. An extension may be granted at the discretion of the planning director provided sufficient justification is submitted illustrating the need for additional time.
  22. A photometric lighting plan shall be submitted for review and approval by the Planning Department if any future exterior light directly serving the truck parking facility is proposed. All exterior lighting shall be designed (aimed down and toward the site) to provide adequate illumination without a glare effect. This shall include, but not be limited to, the use of shielded light fixtures to prevent skyglow (light spilling into the night sky) and the installation of shielded fixtures to prevent light trespass (glare and spill light that shines

onto neighboring properties). The height of the lighting fixtures should not exceed 30 feet above grade.

**Department of Public Works**

23. No parking, loading, or unloading of vehicles shall be permitted within the County road right-of-way.
24. The developer will be required to install or pay for the installation of any signs and/or markings, if warranted.
25. Trucks entering and leaving the project site shall be limited to travelling along the route designated in Exhibit B-8 of the May 21, 2026 Planning Commission Staff Report, including Tegner Road, E. Service Road, Pioneer Road, Mitchell Road, and E. Keyes Road. Any revisions to the truck route shall be subject to a Staff Approval Permit (with referral to Stanislaus County Public Works and Caltrans).
26. The storage depth outside of any gate shall be adequate for trucks coming off the road. The entry vehicles shall not block any travel lane or shoulder. If the storage depth is inadequate, it may require that the fence be moved further into the property.
27. The parking area shall be upgraded to meet County Standards and Specifications. A grading permit shall be obtained within three (3) months of project approval and finalized within 12 months of project approval. No grading shall be performed without first obtaining a Grading Permit. An application for a Grading Permit shall be submitted to the Building Permits Division. A grading, drainage and erosion/sediment control plan for the project site shall be submitted. An extension may be granted at the discretion of the Public Works Director or appointed designee provided sufficient justification is submitted illustrating the need for additional time. The grading and drainage plan shall include the following information:
  - A. The plan shall contain drainage calculations and enough information to verify that runoff from the project will not flow onto adjacent properties and Stanislaus County road right-of-way. Public Works will review and approve the drainage calculations.
  - B. Any grading on-site for the proposed project shall comply with the current State of California National Pollutant Discharge Elimination System (NPDES) General Construction Permit. A Waste Discharge Identification Number (WDID) and a copy of the Notice of Intent (NOI) and the project's Storm Water Pollution Prevention Plan (SWPPP) shall be provided prior to the approval of any grading, if applicable.
  - C. The applicant of the grading permit shall pay the current Stanislaus County Public Works weighted labor rate for review of the grading plan.
  - D. The applicant of the grading permit shall pay the current Stanislaus County Public Works weighted labor rate for all on-site inspections. The Public Works inspector shall be contacted 48 hours prior to the commencement of any grading or drainage work on-site.
  - E. A calculation of the total acreage of the parking area to be graveled, which shall be limited to 1.5 acres maximum in size.

28. An encroachment permit shall be obtained within six months of project approval and finalized within three months of project approval for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way. An extension may be granted at the discretion of the Director of Public Works or appointed designee provided sufficient justification is submitted illustrating the need for additional time.
  - a. The proposed driveway location approximately 205-feet south on Tegner Road shall meet Public Works Standards and Specifications Plate 3-F2.
  - b. The residential driveway shall meet Public Works Standards and Specifications Plate 3-F5.
29. In accordance with County Standards, no portion of any driveway shall be located within 4feet of any fire hydrant, electrical pole, or other surface public utility.
30. Per Stanislaus County Code 11.27.030, it is unlawful to plant, or cause to be planted, a tree, shrub or vine less than 10 feet from the edge of the right-of-way to the trunk or stem of the tree, shrub or vine. For large trees such as walnut trees and ornamental shade trees, the setback is 15 feet from the trunk to the right-of-way line.

**Department of Planning and Community Development - Building Permits Division**

31. Building permits are required and the project must conform with the California Code of Regulations, Title 24.

**Department of Environmental Resources (DER) - Environmental Health Division**

32. Prior to issuance of any future grading or building permit, the applicant shall submit a site plan that includes the location, layout, and design of all-existing and proposed on-site wastewater treatment systems (OWTS) and the Future 100% Expansion (Replacement) Areas.
33. Prior to issuance of a grading, encroachment, or building permit or licenses to conduct business identified in this application, the property owner shall certify to the DER that the property use does not or will not constitute a public water system or submit an application for water supply permit and associated technical report to the State Water Boards.
34. All applicable County Local Agency Management (LAMP) standards and required setbacks are to be met.

**Department of Environmental Resources (DER) – Hazardous Materials Division**

35. Prior to issuance of a grading permit, a Phase one and Phase two study may be required to determine if any buried hazardous materials or contaminated soils exist on the project site.
36. The applicant shall contact DER regarding any discovery of underground storage tanks, former underground storage tank locations, buried chemicals, buried refuse, or contaminated soil, and appropriate permitting requirements for hazardous materials,

and/or wastes. The applicant and/or occupants handling hazardous materials or generating wastes must notify the DER prior to operation.

**Turlock Irrigation District**

37. Within six (6) months of project approval, the developer shall dedicate a 25-foot easement centered on the existing ID 96C pipeline (to the benefit of the ID members) which is located in approximately the northeast corner of the project parcel and spills into the District's Upper Lateral No. Two canal.
38. It will be the developer's responsibility to maintain the existing irrigation facilities and mitigate for any impacts caused by development of the project parcel or on-going use/operation of the project parcel.
39. The District shall review and approve all maps and plans of the project. Any improvements to this property which impact irrigation facilities shall be subject to the District's approval and meet all District standards and specifications. If it is determined that irrigation facilities will be impacted, the applicant will need to provide irrigation improvement plans and enter into an Irrigation Improvements Agreement for the required irrigation facility modifications, and if applicable, execute a Temporary or Permanent Encroachment Permit with the District if the District's existing or proposed right-of-way (including easements) are encroached upon.

**San Joaquin Valley Air Pollution Control District (SJVAPCD)**

40. The proposed project may be subject to SJVAPCD Rules and Regulations in place at the time of operation. Prior to issuance of a grading, encroachment, or building permit, the applicant shall contact the SJVAPCD's Small Business Assistance Office to determine if any SJVAPCD permits or if any other SJVAPCD rules or permits are required, including but not limited to an Authority to Construct (ATC).
41. There shall be no idling of the primary diesel engine of truck-tractors parked on-site longer than five minutes at any time.

**Central Valley Regional Water Quality Control Board**

42. Prior to issuance of a building or encroachment permit, applicant/developer shall be responsible for contacting the Central Valley Regional Water Quality Control Board and obtaining any necessary permits.

\*\*\*\*\*

*Please note: If Conditions of Approval/Development Standards are amended by the Planning Commission or Board of Supervisors, such amendments will be noted in the upper right-hand corner of the Conditions of Approval/Development Standards; new wording will be in bold font and deleted wording will be in strikethrough.*

**From:** [Randy Garcia](#)  
**To:** [Emily DeAnda](#)  
**Subject:** Service rd. Torres trucking  
**Date:** Tuesday, June 24, 2025 9:24:59 AM

---

\*\*\* WARNING: This message originated from outside of Stanislaus County. DO NOT click links or open attachments unless you recognize the sender and know the content is safe \*\*\*





Changing oil on trucks  
Sent from my iPhone

**From:** [R&S Briones](#)  
**To:** [Planning](#)  
**Cc:** [Angela Freitas](#); [Kristin Doud](#); [Emily DeAnda](#); [Angelica Duenas](#); [Patricia Sanchez](#); [Serena Baca](#)  
**Subject:** Re: Stanislaus County CEQA Early Consultation Referral - PLN2025-0038 - Arreola Trucking - Please Respond by September 9, 2025  
**Date:** Wednesday, August 20, 2025 6:54:23 PM

**\*\*\* WARNING:** This message originated from outside of **Stanislaus County**. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe **\*\*\***

I disagree with the location of this trucking hub. Please call me [REDACTED]

Sent from my iPhone

On Aug 20, 2025, at 16:29, Planning <[planning@stancounty.com](mailto:planning@stancounty.com)> wrote:

Good afternoon,

The CEQA Early Consultation Referral for **Use Permit Application No. PLN2025-0038 – Arreola Trucking** is now available for your review and comments.

To view the item, please visit the Stanislaus County Planning and Community Development Department Active Projects web page (<https://www.stancounty.com/planning/pl/act-projects.shtm>).

Please note that responses are due by **September 9, 2025**.

Thank you,  
**Serena Baca**  
Administrative Clerk II  
Stanislaus County  
Department of Planning and Community Development

*“Due to high volume, appointments are strongly recommended and will be given priority over walk-ins. For information on how to schedule an appointment please go to <http://www.stancounty.com/planning/contacts.shtm>”*

<PLN2025-0038 Early Consultation .pdf>

**From:** [Kristen Anaya](#)  
**To:** [Shane Sperry](#); [Planning](#)  
**Cc:** [Emily DeAnda](#)  
**Subject:** RE: Stanislaus County CEQA Early Consultation Referral - PLN2025-0038 - Arreola Trucking - Please Respond by September 9, 2025  
**Date:** Thursday, August 21, 2025 10:31:33 AM

---

Good morning Mr. Sperry,

We are anticipating bringing the Ordinance Amendments for truck parking to the Planning Commission on October 16<sup>th</sup> and subsequently to the Board of Supervisors on November 18<sup>th</sup>.

[Kristen Anaya](#)  
Senior Planner  
Planning & Community Development  
Stanislaus County  
ph:(209)525-6330

---

**From:** Shane Sperry [REDACTED]  
**Sent:** Wednesday, August 20, 2025 5:43 PM  
**To:** Planning <[planning@stancounty.com](mailto:planning@stancounty.com)>  
**Subject:** Re: Stanislaus County CEQA Early Consultation Referral - PLN2025-0038 - Arreola Trucking - Please Respond by September 9, 2025

**\*\*\* WARNING:** This message originated from outside of **Stanislaus County**. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe **\*\*\***

Good afternoon, when is the board of supervisors going to vote on recommendations for truck parking put forth by the focus group. This use permit would not be allowed by the congestion from other truck parking yards within the area.  
Sent from my iPhone

On Aug 20, 2025, at 4:29 PM, Planning <[planning@stancounty.com](mailto:planning@stancounty.com)> wrote:

Good afternoon,

The CEQA Early Consultation Referral for **Use Permit Application No. PLN2025-0038 – Arreola Trucking** is now available for your review and comments.

To view the item, please visit the Stanislaus County Planning and Community Development Department Active Projects web page (<https://www.stancounty.com/planning/pl/act-projects.shtm>).

Please note that responses are due by **September 9, 2025.**

Thank you,

**Serena Baca**

Administrative Clerk II

Stanislaus County

Department of Planning and Community Development

*“Due to high volume, appointments are strongly recommended and will be given priority over walk-ins. For information on how to schedule an appointment please go to <http://www.stancounty.com/planning/contacts.shtm>”*

<PLN2025-0038 Early Consultation .pdf>

**STANISLAUS COUNTY  
CEQA REFERRAL RESPONSE FORM**

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

FROM: Christine Gemperle - Gemperle Orchards

SUBJECT: USE PERMIT APPLICATION NO. PLN2025-0038 -- ARREOLA TRUCKING

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

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

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

1. will ~~provid~~ increase traffic on ~~roads~~ rural roads
2. will damage roads
3. will encourage development of farmland
4. degrade ~~the~~ soil + contaminat ground water

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).

Trucking operations in <sup>our</sup> rural areas  
have a track record of disobeying the laws  
and may endanger human lives + encourage crime.

Response prepared by:

Christine Gemperle <sup>farm</sup> owner/operator 8/9/25

Name

Title

Date

**STANISLAUS COUNTY  
CEQA REFERRAL RESPONSE FORM**

**TO:** Stanislaus County Planning & Community Development  
1010 10<sup>th</sup> Street, Suite 3400  
Modesto, CA 95354

**FROM:** Erich Gemperte - Gemperte Orchards

**SUBJECT:** USE PERMIT APPLICATION NO. PLN2025-0038 - ARREOLA TRUCKING

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

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

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

1. degrade soil, air quality + groundwater in vicinity
2. introduce traffic + heavy equipment to rural roads
3. will ruin roads
4. will possibly bring in unlawful behavior

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).

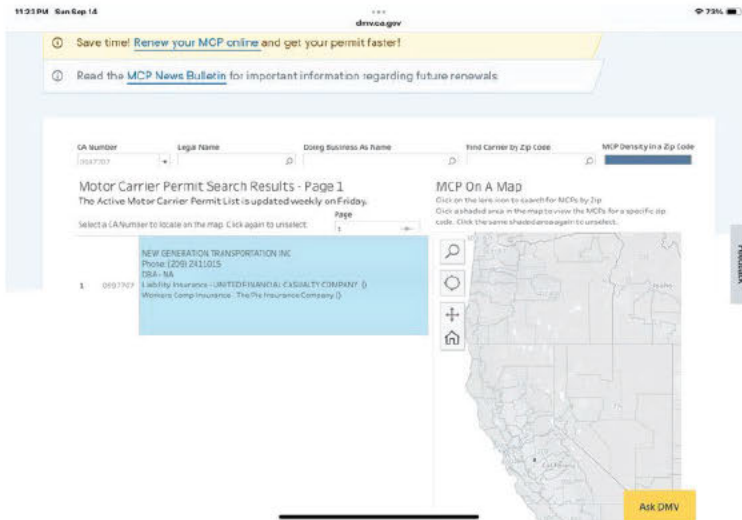
A concentration has been met + exceeded in this area,

Response prepared by:

Erich Gemperte farm owner/operator 9/1/25  
Name Title Date



**This trucking company owner is not the person living at the application address. This trucking company is registered with a MCP registered to another person that I sent pictures of.**



**This company is also not registered to the applicant living at the application address. Sent from my iPad**



**This company's LLC is suspended as of 5/1/2025 which is before he filed the truck parking application.**

### History

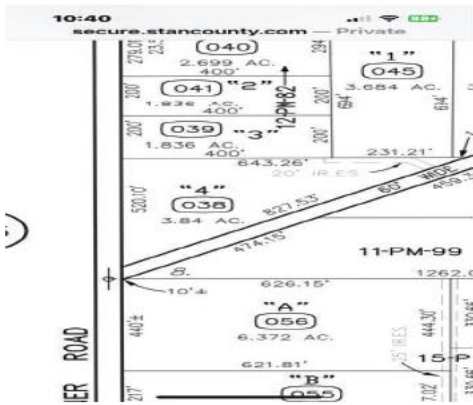
[Expand All](#)

- System Amendment - FTB Suspended - 5/1/2025
 

Amendment Type	Field Name	Changed From	Changed To
System Amendment - FTB Suspended	Filing Status	Active	Suspended - FTB
	FTB - Standing	Good	Not Good
	Control ID	BA20250972146	
Date	5/1/2025		
- Statement of Information - 2/17/2022
- System Amendment - Penalty Certification - SI - 7/7/2021
- System Amendment - SI Delinquency for the year of 0 - 1/5/2021
- Initial Filing - 6/17/2020

© 2025 CA Secretary of State

This company has no current LLC on file with state of California



here using about 500' of there 520' property line to drive trucks in and out onto Tegner rd. Item 038 is the property on this map.

12:25AM Mon Sep 15 quicktransportolutions.com 57%

#### Company Overview

F Arnsola Trucking LLC is an active DOT registered motor carrier operating under USDOT Number 3896413.

Total Trucks	1
Tractors Owned	1
Trailer Owned	0
Total Drivers	1

USDOT: 3896413

MCS-150 Mileage Year: 06-JUN-22

MCS-150 MILEAGE: In

Does F Arnsola Trucking LLC transport Hazardous Material? No

Carrier Operation: Intrastate

F Arnsola Trucking LLC in business since: 20220606

#### Find Marriage Records

Public Records Reviews [Open >](#)

#### Company Contact Information

F Arnsola Trucking LLC  
4209 Earnall Ave  
Keyes, CA 95328-9740  
209-648-7022

- Add Your Shipping Company
- Add Freight Broker Company
- Find Loader House
- Search Trucking Companies
- Refrigerated Trucking Companies
- FMCSA Certified Medical Examiners
- CDL Impaired Exam Locations
- Freight Trucking Companies
- Need Cash Now?
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- Truck Stops
- Truck & Trailer Wash Locations
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A Technician Will Answer Your Questions in Minutes. Chat Now. JustAnswer [Open >](#)

12:28AM Mon Sep 15 bubba.ai 57%

**Hey Bubba!** Product Integrations Resources Company Get Started →

USDOT: 3164514 SAFER Listing → Call Message

Intrastate Non-Hazmat Authorized for Hire

Overview Fleet Safety Accidents Inspections Insurance

### Company Details

Entity Type: Carrier  
Fleet Size: 1 units  
Drivers: 1 total

### Contact Information

Phone: (209) 648-7032  
Email: Jimmyarr91@yahoo.com  
Website: https://yahooc.com

### Operation Summary


Operating Status: Active

### Physical Address

4209 ESMAIL AVE  
KEYES, CA 95328  
US

### Mailing Address

4209 ESMAIL AVE  
KEYES, CA 95328  
US



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Dispatcher**

Find, negotiate & book loads - all with AI.  
Just say **Hey Bubba!**

Get Started

12:05AM Mon Sep 15 bizffloridre.sos.ca.gov 62%

**California Secretary of State** Login

Business UCC

*An Advanced search is required when searching for publicly traded disclosure information or a status other than active.*

*An Advanced search allows for searching by specific entity types (e.g., Nonprofit Mutual Benefit Corporation) or by entity groups (e.g., All Corporations) as well as searching by ? begins with? specific search criteria.*

**Disclaimer:** Search results are limited to the 500 entities closest matching the entered search criteria. If your desired search result is not found within the 500 entities provided, please refine the search criteria using the Advanced search function for additional results/entities. The California Business Search is updated as documents are approved. The data provided is not a complete or certified record.

*Although every attempt has been made to ensure that the information contained in the database is accurate, the Secretary of State's office is not responsible for any loss, consequence, or damage resulting directly or indirectly from reliance on the accuracy, reliability, or timeliness of the information that is provided. All such information is provided "as is." To order certified copies or certificates of status, (1) locate an entity using the search; (2) select Request Certificate in the right-hand detail drawer; and (3) complete your request online.*

Arreola trucking dynamics Advanced

Results: 1

Entity Information	Initial Filing Date	Status	Entity Type	Formed In	Agent
ARREOLA TRUCKING DYNAMICS LLC (202017010123)	06/17/2020	Suspended - FTB	Limited Liability Company - CA	CALIFORNIA	DANIEL ARREOLA


**Request Certificate**

Initial Filing Date: 06/17/2020  
Status: Suspended - FTB  
Standing - SOS: Good  
Standing - FTB: Not Good  
Standing - Agent: Good  
Standing - VCFCF: Good  
Inactive Date: 05/01/2025  
Formed in: CALIFORNIA  
Entity Type: Limited Liability Company - CA  
Principal Address: 682 BARBARA CT, MERCED, CA 95341  
Mailing Address: 682 BARBARA CT, MERCED, CA 95341  
1 Statement of Info Due Date: 06/30/2024  
Agent: Individual DANIEL ARREOLA, 682 BARBARA CT, MERCED, CA 95341

View History Request Access

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Entity Type:	CARRIER
Operating Status:	Inactive USDOT Number per 49 CFR 390.106(b)(2); Biennial update of MCS-150 data not completed
Legal Name:	JIMMY ARREOLA
DBA Name:	ARREOLA TRANSPORT
Physical Address:	4209 ESMAIL AVE KEYES, CA 95328-8740
Phone:	(209) 648-7032
Mailing Address:	4209 ESMAIL AVE KEYES, CA 95328-8740
USDOT Number:	3164514
MCS/MXFF Number(s):	
Power Units:	1
MCS-150 Form Date:	01/24/2018
Operation Classifications:	X Auth. For Hire
Carrier Operation:	
Cargo Contact:	X General Freight



**PANDORA**  
LAB-GROWN DIAMONDS

SHOP NOW

**From:** [Randy Garcia](#)  
**To:** [Emily DeAnda](#); [Planning](#)  
**Subject:** Truck parking at 4136 Tegner rd  
**Date:** Sunday, September 21, 2025 11:11:14 PM

---

**\*\*\* WARNING:** This message originated from outside of **Stanislaus County**. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe **\*\*\***

To the planning department of Stanislaus County

My name is Randy Garcia I'm concerned with the impact on my farming operations around the proposed truck parking application for the above address. I own land across the street from the proposed application address. And more that I own and farm within a 1/4 mile radius of the application address. I have lived in this area for 50 years. I have friends who are neighbors

to the application address who have lived in the area for 5-40 years. Were all concerned with the impact that the trucks are causing now! And if approved more problems will impact all of us. The problems we have now are.

1- The dust from the trucks and trailers coming and going south and north on Tegner Rd is causing lots of extra dust on my almond across the street from the application address. I had to spray more than in past years to keep the mites off my trees. Which is a very extra expense that I had to pay. And with the low price for almonds, this is an expense I did not need.

2- Because the squirrels and the application address are out of control they're going across the road and eating my almonds which is a loss of income for me.

3- Tegner Road is a narrow old worn-out road. So when my neighbors meet a truck with a trailer or not we are forced off the

road into the dirt where there is a drop-off and dirt with holes. They will not move over they take up their lane and part of the one we're driving in.

4- They have been seen working on trucks and washing trucks till 1:00 am. (I will send pictures).

5- They are also offloading stuff from big 45' and 53' vans into 12' to 16' vans. ( I will send pictures)

6- The drivers have been seen urinating by the trucks in broad daylight. This has been seen by neighbors driving down the canal bank.

7-Also the trucks and trailers are an eye sore when driving by the application address and from the neighbors' houses.

8-The trucks come and go in and out of the parking area onto Tegner Rd on the west side of the property. They're using the west side 500' of the property where they go in and out with their trucks. (I will send pictures)

9- My neighbors and I are getting a petition written for us all to sign to stop this application from being approved. We have talked to legal counsel also about what to do if the application gets approved.

10- There are 3 trucking companies within 1/8 mile from the application address. There is more around 1/4 to 1 mile from the application address. Not sure if they have permits?

11- The company name Arreola Trucking Dynamics LLC is not licensed or owned by applicant Jimmy Arreola.

12- Also the truck company named NGT is not licensed or

registered to the applicant Jimmy Arreola

I sent a email with pictures also. Please reply when you receive this email .

Thank You

Randy Garcia

**From:** [Randy Garcia](#)  
**To:** [Emily DeAnda](#)  
**Subject:** Re: Truck parking Tegner rd  
**Date:** Thursday, March 26, 2026 8:59:46 PM

---

**\*\*\* WARNING:** This message originated from outside of **Stanislaus County**. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe **\*\*\***

Thank you  
Sent from my iPad

On Mar 26, 2026, at 9:05 AM, Emily DeAnda <[deandae@stancounty.com](mailto:deandae@stancounty.com)> wrote:

Good morning, Randy.

The video has been received and saved into the digital file for the project.

Thank you,

Emily DeAnda  
Associate Planner  
Planning and Community Development  
Stanislaus County  
Ph: 209-525-5984

*Due to high volume, appointments are strongly recommended and will be given priority over walk-ins. For information on how to schedule an appointment please go to [www.stancounty.com/planning/contacts.shtm](http://www.stancounty.com/planning/contacts.shtm)*

---

**From:** Randy Garcia [REDACTED]  
**Sent:** Monday, March 23, 2026 1:36 AM  
**To:** Emily DeAnda <[deandae@stancounty.com](mailto:deandae@stancounty.com)>  
**Subject:** Truck parking Tegner rd

**\*\*\* WARNING:** This message originated from outside of Stanislaus County. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe **\*\*\***

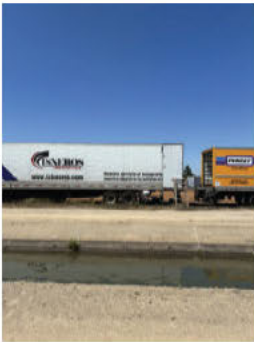
Sent from my iPhone

\*\*\* WARNING: This message originated from outside of Stanislaus County. DO NOT click links or open attachments unless you recognize the sender and know the content is safe \*\*\*.

To the planning department of Stanislaus County.

My name is Randy Garcia Im concerned with the impact on my farming operations around the proposed truck parking application for the above address. I own land across the street from the proposed application address . And more that I own and farm with in a 1/4 mile radius of application address. I have lived in area 50 years. I have friends that are neighbors to the application address who have lived in the area for 5-40 years.Were all concerned with the impact that the trucks are causing now! And if approved more problems will impact all of us. The problems we have now are.

- 1- The dust from the trucks and trailers coming and going south and north on Tegner rd are causing lots of extra dust on my almond across the street from application address. I had to spray more than in past years to keep the mites off my trees. Which is a very extra expense that I had to pay. And with the low price for almonds this is an expense I did not need.
- 2- Because the squirrels and the application address are out of control there going across the road and eating my almonds which is a loss of income for me.
- 3- Tegner road is a narrow old worn out road. So when me or my neighbors meet a truck with a trailer or not we are forced off the road into the dirt were there is a drop off and dirt with holes. They will not move over they take up there lane and part of the one we're driving in.
- 4- They have been seen working on trucks and washing trucks till 1:00 am.(I will send pictures).
- 5- They are also off loading stuff from big 45' and 53' vans into 12' to 16' vans.( I will send pictures)
- 6- The drivers have been seen urinating by the trucks in broad daylight. This has been seen from neighbors driving down the canal bank.
- 7- Also the trucks and trailers are an eye sore when driving by the application address and from the neighbors houses.
- 8- The trucks come and go in and out from parking area on to Tegner rd on the west side of the property. They're using the west side 500' of the property that they go in and out with their trucks. (I will send pictures)
- 9- Me and my neighbors are getting a petition writing for us all to sign to stop this application from being approved. We have talked to legal counsel also about what to do if application get approved?
- 10- There is 3 trucking companies with in 1/8 mile from the application address. There is more around 1/4 to 1 mile from application address. Not sure if they have permits?
- 11- The company name Arreola Trucking Dynamics LLC is not licensed or owned by applicant Jimmy Arreola.
- 12- Also the truck company named NGT is not licensed or registered to applicant Jimmy Arreola.



11:16 PM Sun Sep 14

dmv.ca.gov

74%

Save time! Renew your MCP online and get your permit faster!

Read the [MCP News Bulletin](#) for important information regarding future renewals.

CA Number: 0652286    Legal Name:    Doing Business As Name:    Find Carrier by Zip Code:    MCP Density in a Zip Code: [dropdown]

Motor Carrier Permit Search Results - Page 1  
The Active Motor Carrier Permit List is updated weekly on Friday.

Select a CA Number to locate on the map. Click again to unselect. Page: 1

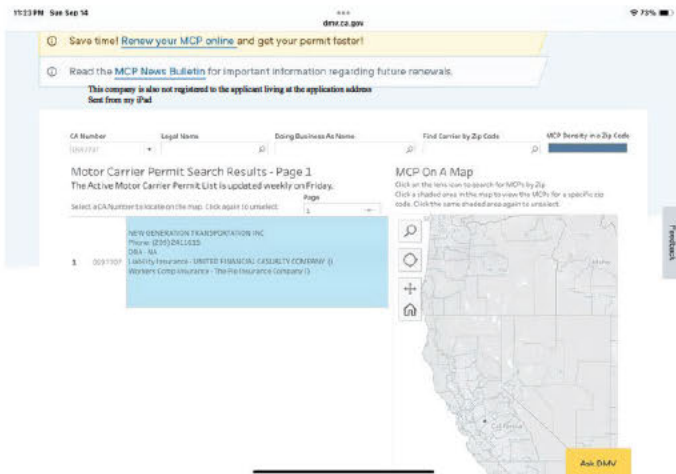
1	0652286	ARREOLA NANCY MIROSLAVA Phone: (209) 2891073 DBA - ARREOLA TRUCKING Liability Insurance - UNITED FINANCIAL CASUALTY COMPANY ( ) Workers Comp Insurance - NA ( )
---	---------	---

MCP On A Map  
Click on the lens icon to search for MCPs by Zip  
Click a shaded area on the map to view the MCPs for a specific zip code. Click the same shaded area again to unselect.

Ask DMV



This trucking company owner is not the person living at the application address. This trucking company is registered with a MCP registered to another person that I sent pictures of.



This company's LLC is suspended as of 5/1/2025 which is before he filed the truck parking application.

### History

Expand All

- System Amendment - FTB Suspended - 5/1/2025
 

Amendment Type	Field Name	Changed From	Changed To
System Amendment - FTB Suspended	Filing Status	Active	Suspended - FTB
Control ID BA20250972146	FTB - Standing	Good	Not Good
Date 5/1/2025			
- Statement of Information - 2/17/2022
- System Amendment - Penalty Certification - SI - 7/7/2021
- System Amendment - SI Delinquency for the year of 0 - 1/5/2021
- Initial Filing - 6/17/2020

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This company has no current LLC on file with state of California



10:40 securerelax.com - Private

HER ROAD

11-PM-99

Company Overview

Find Marriage Records

Company Contact Information

Chat with an Expert Online Now

There using about 500' of there 520' property line to drive trucks in and out onto Tegner rd. Item 038 is the property on this map.

12:23 AM Mon Sep 18

Hey Bubba! Product Integrations Resources Company Get Started

USDOT: 3164514 SAFER Listing Call Message

Intricate Non-Hazmat Authorized for Hire

Overview Fleet Safety Accidents Inspections Insurance

**Company Details**

Entity Type: Carrier  
Fleet Size: 1 units  
Drivers: 1 total

**Physical Address**  
4209 ESMAIL AVE  
KEYES, CA 95328  
US

**Contact Information**  
Phone: (209) 648-7032  
Email: Jimmyarr9@yahoo.com  
Website: https://yahoos.on

**Mailing Address**  
4209 ESMAIL AVE  
KEYES, CA 95328  
US

**Operation Summary**  
Operating Status: Active

Meet Bubba AI, Your True Voice Dispatcher  
Find, negotiate & book loads - all with AI. Just say Hey Bubba!  
Get Started

12:01 AM Mon Sep 18

California Secretary of State Business UCC Logout

Home Search Forms Help

**Arreola trucking dynamics**

Initial Filing Date: 06/17/2020  
Status: Suspended - FTB  
Standing - SOS: Good  
Standing - FTB: Not Good  
Standing - Agent: Good  
Standing - VVICF: Good  
Inactive Date: 05/01/2025  
Formed In: CALIFORNIA  
Entity Type: Limited Liability Company - CA  
Principal Address: 182 BARBARA CT, MERCED, CA 95341  
Mailing Address: 182 BARBARA CT, MERCED, CA 95341  
Statement of 15th Due Date: 06/30/2024  
Agent: Individual DANIEL ARREOLA, 182 BARBARA CT, MERCED, CA 95341

Arreola trucking dynamics

Entity Information: Initial Filing Date: Status: Entity Type: Formed In: Agent:

ARREOLA TRUCKING DYNAMICS LLC (202017010123)

06/17/2020 Suspended - FTB Limited Liability Company - CA CALIFORNIA DANIEL ARREOLA

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Entity Type:	CARRIER		
Operating Status:	Inactive USDOT Number per 49 CFR 390.19(b)(4): Biennial update of MCS-150 data not completed	Out of Service Date:	None
Legal Name:	JIMMY ARREOLA		
DBA Name:	ARREOLA TRANSPORT		
Physical Address:	4209 ESMAIL AVE KEYES, CA 95328-9740		
Phone:	(209) 648-7032		
Mailing Address:	4209 ESMAIL AVE KEYES, CA 95328-9740		
USDOT Number:	3164514	State Carrier ID Number:	
MC/MX/FF Number(s):		DUNS Number:	---
Power Units:	1	Drivers:	1
MCS-150 Form Date:	07/24/2018	MCS-150 Mileage (Year):	
Operation Classification:	XAuth, For Hire		
Carrier Operation:			
Cargo Carried:	X General Freight		



**PANDORA**  
LAB-GROWN DIAMONDS

SHOP NOW

# *J. Michael Coats*



January 11, 2026

RE: PLN2025-0038 Arreola Trucking

I am writing to express my concerns regarding the Use Permit Application No. PLN2025-0038 – Arreola Trucking, located at 4136 Tegner Road, Hughson.

I am not in favor of permitting truck parking for 12 tractor-trailer combinations at this location. This is a rural area, currently zoned for General Agriculture. I am opposed to allowing truck parking, which will have a negative impact on the agriculture and living conditions in this area. As an agricultural area, the intended use of the land is for farming and agricultural applications, it should not be changed into an industrial use area.

I live directly behind the Tegner Road location. This is NOT an existing truck parking facility. This property has been agricultural for many years and most recently had horses on the property. Just a few months ago I began seeing trucks starting to park on the property. It is not accurate to list this as an existing truck parking facility.

Permitting the use of this agricultural land to allow truck parking is a total change in the use of the property.

Somehow, without obtaining my knowledge of neighborhood approval, 6130 Service Road has become a trucking facility. This is an adjacent property, which means now there would be two trucking companies within this same parcel of land. Both of these are within a rock's throw of each other, and from our home.

What we have experienced from the trucking activity at 6130 Service Road has shown that we do not want more of this noisy activity in this small area. The trucks come and go at all times of the day and night. You hear them come and go. You can hear them as they idle and as they drive in and out of the property. They are loud. The air brakes can be heard at all times of the day and night. And when they backup, the backup beeps which are over 100 decibels reverberate across the canal and through the quiet country home sites.

I ask that Stanislaus County officials do not change the zoned use for this area. It is zoned A-2-40, General Agriculture and should remain. Please do not allow industrialization to reduce farmland and to change the agricultural area into a noisy industrial area.

Thank you for your consideration.

Thank you.



Michael Coats

**From:** [R.Dosanjh](#)  
**To:** [Planning](#)  
**Subject:** PLN2025-0038- ARREOLA TRUCKING  
**Date:** Wednesday, January 14, 2026 2:45:39 PM

---

**\*\*\* WARNING:** This message originated from outside of **Stanislaus County**. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe **\*\*\***

Dear County Officials,

I am writing to formally express my concerns regarding the operations of Arreola Trucking in our area and the significant negative impact it is having on the environment, infrastructure, and daily life of nearby residents.

The constant movement of heavy trucks is creating excessive mud, dust, and loose gravel on the roadways, which poses safety risks for drivers. These conditions also contribute to poor air quality and increased maintenance issues for local roads.

In addition, the noise generated by frequent truck traffic is disruptive to the surrounding community. The diesel exhaust and truck smog raise serious environmental and health concerns, especially for residents who live nearby.

There are also ongoing traffic and safety issues. Trucks often hold up traffic while crossing the narrow bridge along the canal. This road does not appear to be designed to safely accommodate frequent heavy truck use. This is an agricultural area and is not conducive for a truck parking.

I respectfully request that the county investigate this matter and consider appropriate actions to reduce the environmental, traffic, and safety impacts.

Thank you for your time and attention to this matter. I appreciate your efforts to protect our community and environment.

Sincerely,  
Ranjeev Dosanjh

**From:** [Raveena Dosanjh](#)  
**To:** [Planning](#)  
**Subject:** PLN2025-0038-ARREOLA TRUCKING  
**Date:** Wednesday, January 14, 2026 3:14:58 PM

---

**\*\*\* WARNING:** This message originated from outside of Stanislaus County. DO NOT click links or open attachments unless you recognize the sender and know the content is safe \*\*\*

Dear County Officials,

I am writing to express my concerns regarding the ongoing operations of Arreola Trucking and the negative effects they are having on our community's environment and safety.

The use of heavy trucks has resulted in excessive mud, dust, and loose gravel on the roads, which create hazardous driving conditions and contribute to poor air quality. These roads were not designed to withstand frequent heavy truck traffic and are deteriorating as a result. The trucks also regularly block traffic while crossing the narrow bridge along the canal, creating safety risks.

Noise is another major concern, as truck activity occurs throughout the night. The continuous engine noise, traffic, and late night music playing disrupt sleep for nearby residents and pets. The increased diesel exhaust and truck smog further harm residents, pets, and livestock as it impacts the air quality and the surrounding natural habitat.

I respectfully request that the county investigate this situation and take appropriate action to address the environmental, noise, traffic, and safety concerns. Thank you for your time and attention to this matter.

Sincerely,

Raveena Dosanjh

**From:** [SUKHMINDER DOSANJH](#)  
**To:** [Planning](#)  
**Subject:** PLN2025-0038- ARREOLA TRUCKING  
**Date:** Thursday, January 15, 2026 12:14:39 PM

---

**\*\*\* WARNING:** This message originated from outside of **Stanislaus County**. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe **\*\*\***

Dear County Officials,

I am writing to express serious concerns regarding the operations of Arreola Trucking and the negative impacts they are having on our local community.

The frequent movement of heavy trucks has resulted in excessive mud, dust, and loose gravel on nearby roads, creating unsafe driving conditions and contributing to poor air quality. These conditions also accelerate wear and tear on roadways that were not designed for constant heavy truck use.

Additionally, the noise from ongoing truck traffic is disruptive to nearby residents, and diesel exhaust emissions raise significant environmental and health concerns for those living in the area.

There are also ongoing traffic and safety issues. Trucks regularly block traffic while crossing the narrow canal bridge, which appears unsuitable for frequent heavy truck traffic. This area is primarily agricultural and is not appropriate for truck parking or intensive commercial trucking activity.

I respectfully request that the county investigate these concerns and take appropriate action to address the environmental, traffic, and safety impacts associated with these operations.

Thank you for your time and consideration. I appreciate your commitment to protecting our community and environment.

Sincerely,

Sukhminder Dosanjh  
Tegner Road Resident

STANISLAUS COUNTY  
CEQA REFERRAL RESPONSE FORM

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

FROM: Erin Garcia

SUBJECT: USE PERMIT APPLICATION NO. PLN2025-0038 - ARREOLA TRUCKING

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

- Will not have a significant effect on the environment.
- May have a significant effect on the environment.
- No Comments. will affect me and my neighbors.

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. Long Trucks drive on a narrow rd
2. Puffin dust and noise on the road that I have to drive on
- 3.
- 4.

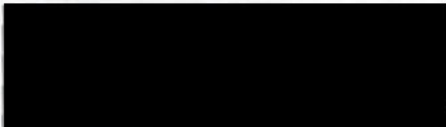
Listed below are possible mitigation measures for the above-listed impacts: PLEASE BE SURE TO INCLUDE WHEN THE MITIGATION OR CONDITION NEEDS TO BE IMPLEMENTED (PRIOR TO RECORDING A MAP, PRIOR TO ISSUANCE OF A BUILDING PERMIT, ETC.):

- 1.
2. Do not allow the truck company
- 3.
- 4.

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

\_\_\_\_\_  
\_\_\_\_\_

Response prepared by:



Landowner

Title

1/5/26

Date

STANISLAUS COUNTY  
CEQA REFERRAL RESPONSE FORM

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

FROM: KATHY GARCIA

SUBJECT: **USE PERMIT APPLICATION NO. PLN2025-0038 - ARREOLA TRUCKING**

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

- Will not have a significant effect on the environment.
- May have a significant effect on the environment.
- No Comments. will affect me and my neighbors

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. Load truck drive in front of my house all day
2. The truck try to run me off the rd
3. The road is too narrow for 2 cars.
- 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. Do not allow the truck come
- 3.
- 4.

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

Response prepared by:



Landowner  
Title

1-5-26  
Date



**From:** [Emily DeAnda](#)  
**To:** [Randy Garcia](#); [Planning](#)  
**Subject:** RE: Truck parking at 4136 Tegner rd  
**Date:** Monday, September 22, 2025 5:13:00 PM

---

Good afternoon, Randy.

The Planning Department has received your email below along with the photos of the trucks and activity on-site as well.

We will include a discussion of the concerns listed below in the Staff Report for the project.

Thank you,

Emily DeAnda  
Associate Planner  
Planning and Community Development  
Stanislaus County  
Ph: 209-525-5984

*Due to high volume, appointments are strongly recommended and will be given priority over walk-ins. For information on how to schedule an appointment please go to [www.stancounty.com/planning/contacts.shtm](http://www.stancounty.com/planning/contacts.shtm)*

---

**From:** Randy Garcia [REDACTED]  
**Sent:** Sunday, September 21, 2025 11:11 PM  
**To:** Emily DeAnda <deandae@stancounty.com>; Planning <planning@stancounty.com>  
**Subject:** Truck parking at 4136 Tegner rd

**\*\*\* WARNING:** This message originated from outside of Stanislaus County. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe **\*\*\***

To the planning department of Stanislaus County

My name is Randy Garcia I'm concerned with the impact on my farming operations around the proposed truck parking application for the above address. I own land across the street from the proposed application address. And more that I own and farm within a 1/4 mile radius of the application address. I have lived in this area for 50 years. I have friends who are neighbors

to the application address who have lived in the area for 5-40 years. Were all concerned with the impact that the trucks are causing now! And if approved more problems will impact all of us. The problems we have now are.

1- The dust from the trucks and trailers coming and going south and north on Tegner Rd is causing lots of extra dust on my almond across the street from the application address. I had to spray more than in past years to keep the mites off my trees. Which is a very extra expense

that I had to pay. And with the low price for almonds, this is an expense I did not need.

2- Because the squirrels and the application address are out of control they're going across the road and eating my almonds which is a loss of income for me.

3- Tegner Road is a narrow old worn-out road. So when my neighbors meet a truck with a trailer or not we are forced off the road into the dirt where there is a drop-off and dirt with holes. They will not move over they take up their lane and part of the one we're driving in.

4- They have been seen working on trucks and washing trucks till 1:00 am. (I will send pictures).

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11- The company name Arreola Trucking Dynamics LLC is not licensed or owned by applicant Jimmy Arreola.

12- Also the truck company named NGT is not licensed or registered to the applicant Jimmy Arreola

I sent a email with pictures also. Please reply when you receive this email .

Thank You

Randy Garcia

**From:** [Emily DeAnda](#)  
**To:** [Randy Garcia](#)  
**Subject:** RE: Neighbors video  
**Date:** Tuesday, March 31, 2026 12:47:00 PM

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Thank you, Randy.

We have specified track-out as one of the issues in the Report for the project that we are currently drafting.

Emily DeAnda  
Associate Planner  
Planning and Community Development  
Stanislaus County  
Ph: 209-525-5984

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**From:** Randy Garcia [REDACTED]  
**Sent:** Tuesday, March 31, 2026 12:30 PM  
**To:** Emily DeAnda <deandae@stancounty.com>  
**Subject:** Neighbors video

\*\*\* WARNING: This message originated from outside of Stanislaus County. DO NOT click links or open attachments unless you recognize the sender and know the content is safe \*\*\*

This from neighbor trying to drive his new car down the road with all the dirt and gravel it was hard to drive.

Sent from my iPhone



## CEQA INITIAL STUDY

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

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

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

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

- 10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** Caltrans  
Stanislaus County Department of Public Works  
Stanislaus County Department of Environmental Resources
  
- 11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?:** In accordance with SB 18 and AB 52, this project was not referred to the tribes listed with the Native American Heritage Commission (NAHC) as the project is not a General Plan Amendment and no tribes have requested consultation or project referral noticing.
  
- 12. Attachments:** None.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION: (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

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

Signature on File  
Prepared by Emily DeAnda, Associate Planner

December 19, 2025  
Date

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

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

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

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

**ISSUES**

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

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

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

**Mitigation:** None.

**References:** Application information; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County General Plan and Support Documentation<sup>1</sup>.

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

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

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

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

The project site has a General Plan designation of Agriculture and Zoning Destination of General Agriculture (A-2-40). As allowed under Section 21.020.030(G), the A-2 zoning district permits the parking of up to 12 tractor trucks on a parcel when specific criteria is met, including that the parking area does not exceed 1.5± acres or 50% of the total parcel, and when the Planning Commission finds that the use will not be substantially detrimental to or in conflict with agricultural use of other property and will not create a concentration of commercial and industrial uses in the vicinity.

The project site itself is not enrolled in a Williamson Act Contract; however, the nearest parcels enrolled in a Williamson Act Contract is a 52.2± acre farmed parcel located approximately 50± feet to the west across Tegner Road. Non contracted production agriculture exists in all directions of the project site.

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

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

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

**Mitigation:** None.

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

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

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

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

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

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

Construction activities associated with new development can temporarily increase localized PM10, PM2.5, volatile organic compound (VOC), nitrogen oxides (NOX), sulfur oxides (SOX), and carbon monoxide (CO) concentrations a project’s vicinity. The primary source of construction-related CO, SOX, VOC, and NOX emission is gasoline and diesel-powered, heavy-duty mobile construction equipment. Primary sources of PM10 and PM2.5 emissions are generally clearing and demolition activities, grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed surfaces.

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

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

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

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

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

**Mitigation:** None.

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

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

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

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

**Mitigation:** None.

**References:** California Department of Fish and Wildlife’s Natural Diversity Database Quad Species List; California Natural Diversity Database; Planning and Community Development GIS, accessed November 25, 2025; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

V. CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

**Discussion:** It does not appear this project will result in significant impacts to any archaeological or cultural resources. No construction is proposed however, conditions of approval will be placed on the project, requiring that any future construction activities shall be halted, if any resources are found, until appropriate agencies are contacted, and an archaeological survey is completed.

**Mitigation:** None.

**References:** Application information; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

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

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

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

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

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

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

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

**Mitigation:** None.

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

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

**Discussion:** The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that the entire project site is comprised of Hanford sandy loam, 0 to 3 percent slopes (had). As contained in Chapter 5 of the General Plan Support Documentation, the areas of the County subject to significant geologic hazard are located in the Diablo Range, west of Interstate 5; however, as per the California Building Code, all of Stanislaus County is located within a geologic hazard zone (Seismic Design Category D, E, or F) and a soils test may be required at

building permit application. Results from the soils test will determine if unstable or expansive soils are present. If such soils are present, special engineering of the structure will be required to compensate for the soil deficiency.

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

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

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

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

**Mitigation:** None.

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

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

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

The short-term emissions of GHGs during construction, primarily composed of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O, would be the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (HFCs, PFCs, and SF<sub>6</sub>) are typically associated with specific industrial sources and are not expected to be emitted by future construction at this project site. As described above in Section III -Air Quality, no new construction is proposed; however, should future construction occur as a result of the project, the use of heavy-duty construction equipment would be very limited; therefore, the emissions of CO<sub>2</sub> from future construction would be less than significant. Any future construction resulting from the project would be required to meet mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures, of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11) which includes minimum statewide standards to significantly reduce GHG emissions from new construction. Future construction activities associated with this project would be considered less than significant as they are temporary in nature and subject to meeting San Joaquin Valley Air Pollution Control District (SJVAPCD) standards for emissions.

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

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

**Mitigation:** None.

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

IX. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	

<p>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?</p>			X	
<p>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?</p>			X	
<p>f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>			X	
<p>g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</p>			X	

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

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

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

The project site is not listed on the EnviroStor database managed by the CA Department of Toxic Substances Control. The site is located in a Local Responsibility Area (LRA) for fire protection and is served by Hughson Fire Protection District. The project was referred to the Hughson Fire Protection District, and no comments have been received to date. The project is not anticipated to interfere with the Stanislaus County Local Hazard Mitigation Plan, which identifies risks posed by disasters and identifies ways to minimize damage from those disasters.

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

**Mitigation:** None.

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

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

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

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

The Sustainable Groundwater Management Act (SGMA), passed in 2014 requires the formation of local Groundwater Sustainability Agencies (GSAs) to oversee the development and implementation of Groundwater Sustainability Plans (GSPs), with the ultimate goal of achieving sustainable management of the state's groundwater basins. Stanislaus County is a participating member in five GSAs across four groundwater subbasins, including: the Eastern San Joaquin Groundwater Subbasin, which covers a portion of Stanislaus County occurring north of the Stanislaus River; commonly referred to as the "northern triangle"; the Modesto Groundwater Subbasin, which covers an area of land located between the Stanislaus and Tuolumne rivers, occurring west of the Sierra Nevada foothills and east of the San Joaquin River; the Turlock Groundwater Subbasin which covers an area of land located between the Tuolumne and Merced rivers, occurring west of the Sierra Nevada Foothills and occurring east of the San Joaquin River; and the Delta-Mendota Groundwater Subbasin which covers an area of land within Stanislaus County located west of the San Joaquin River and east of the basement rock of the Coast Range. Public and private water agencies and user groups within each of the four groundwater subbasins work together as GSAs to implement SGMA. The project site is located in West Turlock Subbasin, which is administered by the West Turlock Subbasin GSA. The project was referred to the West Turlock Subbasin GSA, and no comments were received regarding the proposed project.

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

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

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

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

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

**Mitigation:** None.

**References:** Application information; Referral response from the Department of Environmental Resources (DER) Environmental Health Division, dated September 4, 2025; Email received from Department of Environmental Resources

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

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

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

Within the General Agriculture (A-2) zoning district, the County has determined that certain uses not directly related to agriculture may be necessary to serve the A-2 district or may be difficult to locate in an urban area. In the A-2 zoning district, a Use Permit must be obtained to operate a truck parking operation for up to 12 tractor-trailers. On November 18, 2025, the Board of Supervisors approved Ordinance Amendment No. PLN2025-0069 – Truck Parking to amend Chapters 21.20 – General Agriculture District (A-2) and 21.94 – Home Occupations, and to add Chapter 21.89 – Truck Parking Facilities to the Stanislaus County Zoning Ordinance to update existing allowances for truck parking in the unincorporated General Agriculture (A-2) zoned areas of Stanislaus County. The approved amended ordinance went into effect on December 18, 2025. A use permit for the parking operation of up to 12 tractor-trailers may be obtained provided other criteria is met as outlined under Section 21.89.040, and the following findings are made by the Planning Commission:

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

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

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

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

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

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

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

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

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

**Mitigation:** None.

**References:** Application information; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County General Plan and Support Documentation<sup>1</sup>.

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

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

**Mitigation:** None.

**References:** Application information; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

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

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

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

**Mitigation:** None.

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

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

**Discussion:** The site is not included in the vacant sites inventory for the 2023 Stanislaus County Housing Element, which covers the 6<sup>th</sup> cycle Regional Housing Needs Allocation (RHNA) for the County and will therefore not impact the County’s ability to meet their RHNA. No population growth will be induced, nor will any existing housing be displaced as a result of this project.

**Mitigation:** None.

**References:** Application information; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

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

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

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

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

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

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

**Mitigation:** None.

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

<b>XVI. RECREATION --</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Included</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) <b>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?</b>			X	
b) <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?</b>			X	

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

**Mitigation:** None.

**References:** Application information; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

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

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

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

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

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

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

**Mitigation:** None.

**References:** Application information; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

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

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

**Mitigation:** None.

**References:** Application information; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

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

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

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

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

**Mitigation:** None.

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

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

**Discussion:** The Stanislaus County Local Hazard Mitigation Plan identifies risks posed by disasters and identifies ways to minimize damage from those disasters. With the Wildfire Hazard Mitigation Activities of this plan in place, impacts to an adopted emergency response plan or emergency evacuation plan are anticipated to be less than significant. The terrain of the site is relatively flat, and the site has access to County-maintained Tegner Road. The site is located in a Local Responsibility Area (LRA) for fire protection and is served by Hughson Fire Protection District. The project was referred to the Hughson Fire Protection District, and no response has been received to date. California Building and Fire Code establishes minimum standards for the protection of life and property by increasing the ability of a building to resist intrusion of flame and burning embers. No construction is proposed; however, any future construction will be subject to building permits and will be reviewed by the County’s Building Permits Division and Fire Prevention Bureau to ensure all State of California Building and Fire Code requirements are met prior to construction.

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

**Mitigation:** None.

**References:** Application information; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

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

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

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

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

In addition, the Planning Commission must find that the establishment, maintenance, and operation of the proposed use is consistent with the General Plan and will not be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the use and that it will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County. The proposed project will generate a low amount of vehicle trips with 22 passenger trips per-day (inbound and outbound trips for 11 drivers accessing the site) and 24 heavy-truck trips per-day (inbound and outbound trips for 12 trucks). Accordingly, no significant impacts from vehicle and truck trips to transportation are anticipated. As discussed in Section XI – *Land Use and Planning*, a number of commercial truck parking facilities have developed in the unincorporated areas surrounding Keyes, south and west Turlock, and along major roadways feeding into the State Route (SR) 99 corridor. Within the Hughson area, and within a 1.5-mile radius of the project site, there are two truck parking facilities that have been documented as of 2025. These facilities include two approved truck parking facilities permitted to park up to 12 tractor-trailer combinations to the northeast and southwest under Use Permit No. PLN2022-0148 – *Juan M. Torres Trucking, Inc.*, and Use Permit No. PLN2024-0017 – *LaFollette Trucking*, respectively.

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

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

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

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

**Mitigation:** None.

**References:** Initial Study; Stanislaus County General Plan and Support Documentation<sup>1</sup>.

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

## NEGATIVE DECLARATION

**NAME OF PROJECT:** Use Permit Application No. PLN2025-0038 – Arreola Trucking

**LOCATION OF PROJECT:** 4136 Tegner Road, between East Service Road and East Grayson Road, in the Hughson area. (APN: 045-005-038).

**PROJECT DEVELOPERS:** Jimmy Arreola  
4136 Tegner Road  
Hughson, CA 95326

**DESCRIPTION OF PROJECT:** Request to permit an existing truck parking facility for up to 12-tractor-trailer combinations, which is operating on a 3.84± acre parcel in the General Agriculture (A-2-40) zoning district.

Based upon the Initial Study, dated **December 19, 2025**, the Environmental Coordinator finds as follows:

1. This project does not have the potential to degrade the quality of the environment, nor to curtail the diversity of the environment.
2. This project will not have a detrimental effect upon either short-term or long-term environmental goals.
3. This project will not have impacts which are individually limited but cumulatively considerable.
4. This project will not have environmental impacts which will cause substantial adverse effects upon human beings, either directly or indirectly.

The Initial Study and other environmental documents are available for public review at the Department of Planning and Community Development, 1010 10th Street, Suite 3400, Modesto, California.

Initial Study prepared by: Emily DeAnda, Associate Planner

Submit comments to: Stanislaus County  
Planning and Community Development Department  
1010 10th Street, Suite 3400  
Modesto, California 95354

**SUMMARY OF RESPONSES FOR ENVIRONMENTAL REVIEW REFERRALS**

**PROJECT: USE PERMIT APPLICATION NO. PLN2025-0038 - ARREOLA TRUCKING**

REFERRED TO:	RESPONDED			RESPONSE			MITIGATION MEASURES		CONDITIONS			
	2 WK	30 DAY	PUBLIC HEARING NOTICE	YES	NO	WILL NOT HAVE SIGNIFICANT IMPACT	MAY HAVE SIGNIFICANT IMPACT	NO COMMENT NON CEQA	YES	NO	YES	NO
CA DEPT OF FISH & WILDLIFE	X	X	X		X							
CA DEPT OF TRANSPORTATION DIST 10	X	X	X		X							
CA OPR STATE CLEARINGHOUSE	X	X	X		X							
CA RWQCB CENTRAL VALLEY REGION	X	X	X	X				X		X	X	
CENTRAL VALLEY FLOOD PROTECTION	X	X	X		X							
CITY OF: HUGHSON	X	X	X		X							
COOPERATIVE EXTENSION	X	X	X		X							
DER - GROUNDWATER RESOURCES DIVISI	X	X	X	X				X		X		X
DISPOSAL DIST: TURLOCK SCAVENGER	X	X	X		X							
FIRE PROTECTION DIST: HUGHSON	X	X	X		X							
GSA: WEST TURLOCK SUBBASIN	X	X	X		X							
IRRIGATION DISTRICT: TURLOCK	X	X	X	X								
MOSQUITO DISTRICT: TURLOCK	X	X	X		X							
STANISLAUS COUNTY EMERGENCY MEDICAL	X	X	X		X							
PACIFIC GAS & ELECTRIC	X	X	X		X							
RAILROAD: BURLINGTON NORTHERN/SAN	X	X	X		X							
SAN JOAQUIN VALLEY APCD	X	X	X	X								
SCHOOL DISTRICT 1: HUGHSON UNIFIED	X	X	X		X							
STAN CO AG COMMISSIONER	X	X	X		X							
STAN CO BUILDING PERMITS DIVISION	X	X	X		X							
STAN CO CEO	X	X	X		X							
STAN CO DER	X	X	X	X								
STAN CO FARM BUREAU	X	X	X		X							
STAN CO HAZARDOUS MATERIALS	X	X	X	X								
STAN CO PUBLIC WORKS	X	X	X	X								
STAN CO SHERIFF	X	X	X		X							
STAN CO SUPERVISOR DIST #2: CHIESA	X	X	X		X							
STAN COUNTY COUNSEL	X	X	X		X							
STANISLAUS FIRE PREVENTION BUREAU	X	X	X		X							
STANISLAUS LAFCO	X	X	X		X							
STATE SWRCB DIVISION OF DRINKING WA	X	X	X		X							
SURROUNDING LAND OWNERS	X	X	X		X							
TELEPHONE COMPANY: AT&T	X	X	X		X							
INTERESTED PARTIES	X	X	X	X			X			X		X
US FISH & WILDLIFE	X	X	X		X							

**COUNTY OF STANISLAUS CAMPAIGN CONTRIBUTION DISCLOSURE FORM  
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT**

Application Number: \_\_\_\_\_  
Application Title: \_\_\_\_\_  
Application Address: 4136 Tegner rd Hughson CA 95326  
Application APN: 045-005-038

Was a campaign contribution, regardless of the dollar amount, made to any member of a decision-making body involved in making a determination regarding the above application (i.e. Stanislaus County Board of Supervisors, Planning Commission, Airport Land Use Commission, or Building Code Appeals Board), hereinafter referred to as Member, during the 12-month period preceding the filing of the application, by the applicant, property owner, or, if applicable, any of the applicant's proposed subcontractors or the applicant's agent or lobbyist?

Yes  No

If no, please sign and date below.

If yes, please provide the following information:

Applicant's Name: Jimmy Arreola  
Contributor or Contributor Firm's Name: \_\_\_\_\_  
Contributor or Contributor Firm's Address: \_\_\_\_\_

Is the Contributor:  
The Applicant Yes  No   
The Property Owner Yes  No   
The Subcontractor Yes  No   
The Applicant's Agent/ Lobbyist Yes  No

**Note:** Under California law as implemented by the Fair Political Practices Commission, campaign contributions made by the Applicant and the Applicant's agent/lobbyist who is representing the Applicant in this application or solicitation must be aggregated together to determine the total campaign contribution made by the Applicant.

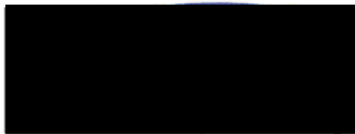
Identify the Member(s) to whom you, the property owner, your subcontractors, and/or agent/lobbyist made campaign contributions during the 12-month period preceding the filing of the application, the name of the contributor, the dates of contribution(s) and dollar amount of the contribution. Each date must include the exact month, day, and year of the contribution.

Name of Member: \_\_\_\_\_  
Name of Contributor: \_\_\_\_\_  
Date(s) of Contribution(s): \_\_\_\_\_  
Amount(s): \_\_\_\_\_

(Please add an additional sheet(s) to identify additional Member(s) to whom you, the property owner, your subconsultants, and/or agent/lobbyist made campaign contributions)

By signing below, I certify that the statements made herein are true and correct. I also agree to disclose to the County any future contributions made to Member(s) by the applicant, property owner, or, if applicable, any of the applicant's proposed subcontractors or the applicant's agent or lobbyist after the date of signing this disclosure form, and within 12 months following the approval, renewal, or extension of the requested license, permit, or entitlement to use.

5/19/25  
Date



Print Firm Name if applicable

Jimmy Arreola  
Print Name of Applicant