



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

Date: August 1, 2025

To: Distribution List (See Attachment A)

From: Marcus Ruddicks, Assistant Planner
Planning and Community Development

Subject: USE PERMIT APPLICATION NO. 2024-0114- SHERGILL AND SONS

Comment Period: August 1, 2025 – September 5, 2025

Respond By: September 5, 2025

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

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

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

Applicant: Surinderjit Shergill

Project Location: 2500 W Barnhart Road, between Mountain View Road and Walnut Road, in the Turlock area

APN: 045-055-003

Williamson Act Contract: N/A

General Plan: Agriculture

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

Project Description: Request to permit an existing truck parking facility for up to 12 tractor-trailer combinations, on a 1.47-acre portion of a 19.2± acre parcel, in the General Agriculture (A-2-40) zoning district.

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



USE PERMIT APPLICATION NO. PLN2024-0114- SHERGILL AND SONS

Attachment A

Distribution List

X	CA DEPT OF CONSERVATION Land Resources		STAN CO ALUC
X	CA DEPT OF FISH & WILDLIFE		STAN CO ANIMAL SERVICES
	CA DEPT OF FORESTRY (CAL FIRE)	X	STAN CO BUILDING PERMITS DIVISION
X	CA DEPT OF TRANSPORTATION DIST 10	X	STAN CO CEO
X	CA OPR STATE CLEARINGHOUSE		STAN CO CSA
X	CA RWQCB CENTRAL VALLEY REGION	X	STAN CO DER
	CA DEPT OF SOCIAL SERVICES		STAN CO ERC
	CA DEPT OF HEALTH CARE SERVICES	X	STAN CO FARM BUREAU
	CENTRAL VALLEY FLOOD PROTECTION	X	STAN CO HAZARDOUS MATERIALS
X	CITY OF: TURLOCK		STAN CO PARKS & RECREATION
	COMMUNITY SERVICES/SANITARY DIST	X	STAN CO PUBLIC WORKS
X	COOPERATIVE EXTENSION		STAN CO PUBLIC WORKS - SURVEY
	COUNTY OF:		STAN CO RISK MANAGEMENT
X	DER - GROUNDWATER RESOURCES DIVISION	X	STAN CO SHERIFF
X	DISPOSAL DIST: TURLOCK SCAVENGER 4	X	STAN CO SUPERVISOR DIST 2: CHIESA
X	FIRE PROTECTION DIST: KEYES	X	STAN COUNTY COUNSEL
X	GSA: WEST TURLOCK SUBBASIN		StanCOG
	HOSPITAL DIST:	X	STANISLAUS FIRE PREVENTION BUREAU
X	IRRIGATION DIST: TURLOCK	X	STANISLAUS LAFCO
X	MOSQUITO DIST: TURLOCK	X	STATE OF CA SWRCB – DIV OF DRINKING WATER DIST. 10
X	STANISLAUS COUNTY EMERGENCY MEDICAL SERVICES	X	SURROUNDING LAND OWNERS
X	MUNICIPAL ADVISORY COUNCIL: KEYES	X	INTERESTED PARTIES
X	PACIFIC GAS & ELECTRIC	X	TELEPHONE COMPANY: AT&T
	POSTMASTER:		TRIBAL CONTACTS (CA Government Code §65352.3)
X	RAILROAD: UNION PACIFIC		US ARMY CORPS OF ENGINEERS
X	SAN JOAQUIN VALLEY APCD	X	US FISH & WILDLIFE
X	SCHOOL DIST 1: KEYES UNION		US MILITARY (SB 1462)
X	SCHOOL DIST 2: TURLOCK UNIFIED		USDA NRCS
	WORKFORCE DEVELOPMENT		WATER DIST:
X	STAN CO AG COMMISSIONER		

**STANISLAUS COUNTY
CEQA REFERRAL RESPONSE FORM**

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

FROM: _____

SUBJECT: USE PERMIT APPLICATION NO. PLN2024-0114- SHERGILL AND SONS

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

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

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

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

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

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

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

Response prepared by:

Name	Title	Date



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

1010 10TH Street, Suite 3400, Modesto, CA 95354
Planning Phone: (209) 525-6330 Fax: (209) 525-5911
Building Phone: (209) 525-6557 Fax: (209) 525-7759

CEQA INITIAL STUDY

Adapted from CEQA Guidelines APPENDIX G Environmental Checklist Form, Final Text, January 1, 2020

1. **Project title:** Use Permit Application No. PLN2024-0114-Shergill and Sons
2. **Lead agency name and address:** Stanislaus County
1010 10th Street, Suite 3400
Modesto, CA 95354
3. **Contact person and phone number:** Marcus Ruddicks, Assistant Planner
(209) 525-6330
4. **Project location:** 2500 West Barnhart Road, between Mountain View Road and Walnut Road, in the Turlock area (APN: 045-055-003)
5. **Project sponsor's name and address:** Surinderjit Shergill
2500 W Barnhart Road Turlock, CA 95382
6. **General Plan designation:** Agriculture
7. **Zoning:** General Agriculture (A-2-40)
8. **Description of project:**

Request to legalize a truck parking facility for up to 12 tractor-trailer combinations, currently operating on a 19.2± acre parcel, in the General Agriculture (A-2-40) zoning district. The proposed truck parking facility will take place within a 1.47-acre graveled area with 12 parking stalls for 12 tractors and 24 trailers. Five of the tractor-trailer combinations proposed to be parked on-site are owned by the property owner, who also lives on the property. The applicant proposes to utilize a 900 square-foot modular office outside of the parking area on-site as part of the parking facility for dispatch and administration activities associated with the business. A restroom is also provided for the employees inside the office. The trucks will transport non-hazardous dry goods and produce. The proposed hours of operation for the on-site office are from 8:00 a.m. to 5:00 p.m., seven days a week. Drivers will be able to access the site 24 hours a day, seven days a week. 13 employees, consisting of one on-site administrative staff and up to 12 drivers, will report to the site on a maximum shift, with an expected 24 passenger vehicle trips one-way per-day (inbound and outbound trips for 12 drivers reporting to 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 West Barnhart Road via a 20-foot-wide gravel driveway. The parking area is enclosed with a seven-foot-tall chain-link fence with barbed wire and a wrought iron gate. Minor maintenance limited to tire changes, lights, windshield wiper replacements, and checking fluids will be conducted on-site. The parcel is currently developed with a 2,100± square-foot single-family dwelling and an approximately 2,500± square-foot barn that will not be used as part of the parking facility. 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 No. 22-0563, which opened on October 13, 2022.
9. **Surrounding land uses and setting:** Irrigated orchards and scattered single-family dwellings in all directions; a dairy to the northwest; State Route 99 and the Community of Keyes to the west; and City of Turlock to the south.
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. **Attachments:** None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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

Signature on File

Prepared by Marcus Ruddicks, Assistant Planner

August 1, 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 (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).

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

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

a) Earlier Analysis Used. Identify and state where they are available for review.

b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

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

9) The explanation of each issue should identify:

a) the significant criteria or threshold, if any, used to evaluate each question; and

b) the mitigation measure identified, if any, to reduce the impact to less than significant.

ISSUES

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

Discussion: The parcel is currently developed with a 2,100± square-foot single-family dwelling, 900± square-foot modular office and an approximately 2,500± square-foot barn. The proposed truck parking facility will take place within a 1.47± acre graveled area of a 19.2± acre parcel and will be enclosed with a seven-foot-tall chain-link fence with barbed wire and a wrought iron gate. The site has an existing 20± square-foot wood informational sign and an approximately 20-foot-tall freestanding light pole within the parking area. Conditions of approval will be added requiring solid fencing around the parking area, which will require either slats to be inserted or an alternative solid type of fencing installed, and a 15-foot-wide strip of landscaping to screen the parking area from view of the road. As part of the permitting for the project, a photometric lighting plan will be required to be submitted to ensure the lighting does not result in skyglow, or light trespass onto adjoining properties. A plot plan and elevation of the sign plan will be required to be submitted 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. No other exterior lighting or signage is proposed. The remainder of the parcel is planted in row crops.

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. Irrigated orchards and scattered single-family dwellings are located in all directions. A dairy is located to the northwest. State Route 99 and the Community of Keyes are located to the west, and the City of Turlock is located to the south. 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; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The entirety of the project site is classified as "Prime Farmland" by the California Department of Conservation's Farmland Mapping and Monitoring Program. The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that approximately 73.2 percent of the project site is comprised of Dinuba sandy loam, 0 to 1 percent slopes (DrA), which has a California Revised Storie Index Rating of 86. The California Revised Storie Index is a rating system based on soil properties that dictate the potential for soils to be used for irrigated agricultural production in California. The 86 Index rating equates to Grade 1 soils which are considered to be excellent soil to be used for irrigated agriculture. The remaining 26.8 percent of the 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 93 Index rating also equates to Grade 1 soils.

Stanislaus County considers land that meets at least one of the following requirements to be prime farmland under the Uniform Rules: parcels comprised of Class 1 or Class 2 soils; parcels comprised of Grade 1 or Grade 2 soils; irrigated pastureland which supports livestock used for the production of food and fiber; and land used for unprocessed agricultural plant production with an annual gross value of not less than eight hundred dollars per-acre. Although the project site does meet the definition of prime farmland under the County's Uniform Rules, the site is not enrolled under the Williamson Act.

The project site is located in one of the most productive agricultural areas of the County. The project site is comprised of grade 1 soils with Storie index ratings of 93 and 90 which are considered to be prime farmland. Aside from the 1.47± acre parking area and the portions of the site developed with residential and accessory agricultural structures, the site is planted in row crops and will continue to be farmed. Based on this information, the project site will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural 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 1.47± acre 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 irrigated orchards and scattered single-family dwellings in all directions, a dairy to the northwest, State Route 99 and the Community of Keyes to the west, and the City of Turlock to the south.

The project site has a General Plan designation of Agriculture and Zoning Destination of General Agriculture (A-2-40). As allowed under Section 21.020.030G, the A-2 zoning district permits the parking of up to 12 tractor trucks on a parcel when specific criteria is met, including that the parking area does 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 44.88± acre farmed parcel located approximately 50± feet to the north across West Barnhart 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 12 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 24 passenger vehicle trips (inbound and outbound trips for 12 drivers accessing the site) per-day are expected. Proposed hours of operation are Monday through Sunday from 8:00 a.m. to 5:00 p.m. The project was referred to the Stanislaus County Agricultural Commissioner, and no comments 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 obtain an encroachment permit from the District because the existing fence is within one of the District's 25' pipeline easement, which runs along the north and east sides of the property. 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; Natural Resources Conservation Service Soil Survey; Referral response from the Turlock Irrigation District, dated December 16, 2024; Stanislaus Soil Survey (1957); California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2018; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The proposed project is located within the San Joaquin Valley Air Basin (SJVAB) and, therefore, falls under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In conjunction with the Stanislaus Council of Governments (StanCOG), the SJVAPCD is responsible for formulating and implementing air pollution control strategies. The SJVAPCD's most recent air quality plans are the 2007 PM₁₀ (respirable particulate matter) Maintenance Plan, the 2008 PM_{2.5} (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 12 drivers reporting to the site. Up to 24 passenger vehicle trips and 24 truck trips per-day are expected. Proposed hours of operation are Monday through Sunday, from 8:00 a.m. to 5:00 p.m.

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

The project was referred to the SJVAPCD, and no response has been received to date.

Further, the SJVAPCD has published Guidance for Assessing and Mitigation Air Quality Impacts (GAMAQI) which has a Small Project Analysis Level (SPAL) screening tool. The SPAL establishes specific thresholds based on land use category with projects using various metrics corresponding to that land use type, including trips per-day, development size, number of students or dwelling units. Projects which fall under the respective threshold are presumed to have less than significant impact on air quality due to criteria pollutant emissions and are therefore excluded from quantifying criteria pollutants for CEQA purposes. For the general light industrial land use category, which is the closest category under which truck parking facilities would fall, 280,000 square feet in size and generating 550 one-way vehicle trips or less, or 70 one-way heavy-truck trips or less, would meet the screening the criteria. In this case, the project does not propose to utilize any structures; however, the project will utilize a 1.47± acre outdoor area for truck parking and a maximum of 24 heavy-truck trips per-day (total inbound and outbound), and a total of 24 passenger vehicle trips per-day (anticipated inbound and outbound trips by employees), for a total of 48 trips per-day, which are below the SJVAPCD thresholds of significance under SPAL.

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 24 passenger vehicle trips one-way per-day (inbound and outbound trips for 12 drivers accessing the site) and 24 one-way truck trips per-day (inbound and outbound trips for 12 trucks). As this is below the District's threshold of significance for vehicle and heavy truck trips, no significant impacts from vehicle and truck trips to air quality are anticipated.

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 550 feet away, located across West Barnhart Road to the northeast (APN 045-054-009). Project activities on-site are not expected to impact this receptor. Additionally, odors are not expected to impact off-site receptors, as no construction is proposed and use of the project site under this request will be for parking of tractor-trailer combinations.

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

IV. BIOLOGICAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

Discussion: It does not appear this project will result in impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors. There is no known sensitive or protected species or natural community located on the site. The project is located within the Denair and Ceres Quads of the California Natural Diversity Database.

Based on results from the California Natural Diversity Database (CNDDDB), there are six animal species (excluding fish and mollusk species for which there is no feasible or potential habitat on the project site due to the lack of hydrological features) which are state or federally listed, threatened, or identified as species of special concern or a candidate of special concern within the Ceres California Natural Diversity Database Quad. These species include Swainson's hawk, tricolored blackbird, burrowing owl, Crotch's bumble bee, valley elderberry longhorn beetle, and Townsend's big-eared bat. There are nine animal species (excluding fish and mollusk species for which there is no feasible or potential habitat on the project site due to the lack of hydrological features) which are state or federally listed, threatened, or identified as species of special concern or a candidate of special concern within the Denair California Natural Diversity Database Quad. These species include Swainson's hawk, greater sandhill crane, burrowing owl, Crotch's bumble bee, valley elderberry longhorn beetle, American badger, Northern California legless lizard, and northwestern pond turtle.

Swainson's hawk, heartscale, and subtle orache have been spotted within a 1.55-mile radius of the site, but all three species are presumed extant in the area since 2007 per the database. However, the entire project site is already disturbed and improved with a single-family dwelling, barn, and modular office, and no rivers, creeks, ponds, or open canals exist on the project site. No construction is proposed as part of the project, and the project shall have no effect on Biological Resources.

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.

An early consultation was referred to the California Department of Fish and Wildlife, and no response has been received to date. 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 July 8, 2025; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: It does not appear this project will result in significant impacts to any archaeological or cultural resources. 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 Documentation¹.

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

Discussion: The California Environmental Quality Act (CEQA) Guidelines Appendix F states that energy consuming equipment and processes, which will be used during construction or operation such as: energy requirements of the project by fuel type and end use, energy conservation equipment and design features, energy supplies that would serve the project, total estimated daily vehicle trips to be generated by the project, and the additional energy consumed per trip by mode, shall be taken into consideration when evaluating energy impacts. Additionally, the project's compliance with applicable state or local energy legislation, policies, and standards must be considered. 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 1.47± acre gravel area for a truck parking facility. Existing lighting and signage on-site consist of existing advertising sign and an approximately 20-foot-tall freestanding light aimed downward at the next to the gate. No additional 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 24 passenger vehicle trips one-way per-day (inbound and outbound trips for 12 drivers accessing the site) and 24 one-way truck trips per-day (inbound and outbound trips for 12 trucks). 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; Referral response received from Turlock Irrigation District, dated December 16, 2024; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; Title 16 of County Code; CA Building Code; Governor's Office of Planning and Research Technical Advisory, December 2018; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The USDA Natural Resources Conservation Service's Eastern Stanislaus County Soil Survey indicates that approximately 73.2 percent of the project site is comprised of Dinuba sandy loam, 0 to 1 percent slopes (DrA), and the

remaining 26.8 percent of the project site is comprised of Hanford sandy loam, 0 to 3 percent slopes (HdA). 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. A referral response received from DER stated that if any future structure will be built requiring an on-site wastewater treatment system (OWTS), that the building shall be designed according to type and/or maximum occupancy of the proposed structure to the estimated waste/sewage design flow rate all applicable County Local Agency Management Program (LAMP) standards and setbacks are met. An early consultation referral response received from the Department of Public Works contained standard requirements that will be applied to the project as conditions of approval, such as an encroachment permit needing to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way and all storm drainage facilities being designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours. 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.

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) Environmental Health Division, dated December 13, 2024; Referral response from the Stanislaus County Department of Public Works dated June 17, 2025; Stanislaus County General Plan and Support Documentation¹.

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

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

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

Direct emissions of GHGs from the operation of the proposed project are primarily due to the truck trips to drop off and pick up equipment. 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, 24 passenger vehicle trips one-way per-day (inbound and outbound trips for 12 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, and no response has been received to date. 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. Consequently, GHG emissions are considered to be less than significant.

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; Stanislaus County General Plan and Support Documentation¹.

IX. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	

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

Discussion: The 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. 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. The project is subject to meeting all applicable hazardous materials handling procedures.

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 in all directions. 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*, staff believes the project can be considered low people-intensive, thus not subject to the County's Agricultural Buffer requirements. However, the parking area is enclosed with a seven-foot-tall chain link fence with barbed wire. The project was referred to the Stanislaus County Agricultural Commissioner, who regulates pesticide use, and no comments 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 Keyes Fire Protection District. The project was referred to the Keyes Fire Protection District, and no comments have been received to date. The project is not anticipated to interfere with the Stanislaus County Local Hazard Mitigation Plan, which identifies risks posed by disasters and identifies ways to minimize damage from those disasters.

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

Mitigation: None.

References: Application information; Referral response from the Department of Environmental Resources (DER) Environmental Health Division, dated December 13, 2024; Referral response from the Department of Environmental Resources (DER) Hazardous Materials Division, dated December 16, 2024; Stanislaus County General Plan and Support Documentation¹.

X. HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			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. A referral response received from the Environmental Health Division of DER stated that any new building requiring an on-site wastewater treatment system (OWTS) shall be designed according to type and/or maximum occupancy of the proposed structure to the estimated waste/sewage design flow rate. All applicable County Local Agency Management Program (LAMP) standards and required setbacks are to be met, and prior to issuance of any grading or building permit, the applicant(s) shall submit a site plan that includes the location of the existing on-site water well(s), and the location, layout and design of all existing on-site wastewater treatment systems (OWTS) and the Future 100% Expansion (Replacement) Areas. As part of the building permit review process, the Department of Environmental Resources (DER) will evaluate the existing wastewater treatment systems (OWTS), and the site's adherence to current Local Agency Management Program (LAMP) standards. LAMP standards include minimum setback from wells to prevent negative impacts to groundwater quality. Conditions of approval will be added to the project to reflect these requirements.

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. An early consultation referral response received from the Department of Public Works contained standard requirements that will be applied to the project as conditions of approval, such as an encroachment permit needing to be obtained for driveway approaches at all points of ingress and egress on the project site and any other

work done within the County right-of-way and all storm drainage facilities being designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours. 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 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, who 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 obtain an encroachment permit from the District because the existing fence is within one of the District's 25' pipeline easement, which runs along the north and east sides of the property. Any improvements to this property which impact irrigation facilities shall be subject to the District's approval and meet all District standards and specifications. 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 December 13, 2024; Referral response received from Turlock Irrigation District, dated December 16, 2024; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The project site is designated Agriculture by the Stanislaus County General Plan land use diagrams and zoned A-2-40 (General Agriculture). This is a request to establish a truck parking facility currently operating for up to 12 tractors and 24 trailers in a 1.47± acre graveled area on a 19.2± acre parcel. The proposed hours of operation for the on-site office are from 8:00 a.m. to 5:00 p.m., seven days a week. Drivers will be able to access the site 24 hours a day, seven days a week. 13 employees, consisting of one on-site administrative staff and up to 12 will report to the site on a maximum shift, with an expected 24 one-way passenger vehicle trips per-day (inbound and outbound trips for 12 drivers accessing the site) and 24 one-way truck trips per-day (inbound and outbound trips for 12 trucks).

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 over three tractor-trailers and up to 12, provided other criteria is met outlined under Section 21.20.030(G) 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; and
2. The establishment as proposed will not create a concentration of commercial and industrial uses in the vicinity.

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

Additionally, criteria established under Section 21.20.030(G) which must be met 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 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. The proposed project meets all criteria established under Section 21.20.030(G) and 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. Additionally, while a concentration is not defined in the ordinance, the Planning Commission has asserted that having more than two truck parking facilities within any 1-mile radius would constitute a concentration having been met. In this case, the nearest truck parking facility operating under an approved Use Permit is LaFollette Trucking, approved under Use Permit No. PLN2024-0017 and located 1.15 miles away measured from the nearest edges of each parcel. Furthermore, the County is currently undergoing review of existing truck parking allowances and requirements through an ad hoc committee, in light of an influx of unpermitted and non-compliant truck parking facilities and associated community complaints regarding the land use in the A-2 zoning district. Based on the complaints heard through this process, conditions of approval may be added on a project-by-project basis to address nuisance concerns stemming from truck parking uses, with future ordinance amendments proposed to be considered by the General Plan Update Committee, Planning Commission, and Board of Supervisors. In the meantime, conditions of approval will be added to incorporate solid fencing, frontage landscaping intended to screen the facility from view of the roadway, and additional operational criteria to minimize land use conflicts such as prohibition on truck washing, outdoor storage, delineation of parking stalls and restricting all parking to occur only within said stalls.

Additionally, there are a number of commercial truck parking facilities that 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 Keyes area, and within a 1.5-mile radius of the project site, there are seven truck parking facilities that have been documented as of 2025. These facilities include one approved truck parking facility permitted to park up to 12 tractor-trailer

combinations (Use Permit No. PLN2016-0029 – LaFollette Trucking, which also has an active Code Enforcement case for parking more than the permitted 12 tractor-trailer combinations on-site) to the northwest; two unpermitted truck parking facilities to the northwest and northeast; and four facilities with home occupation business licenses to park up to three tractor-trailer combinations to the west (of which one has an application for a General Plan Amendment and Rezone to park more than 12 tractor-trailer combinations in review: Application No. PLN2021-0052- Pattar Trucking). Any truck parking facility on A-2 zoned property which proposed parking of more than three tractors and three trailers is subject to a use permit and discretionary environmental review. The two other documented commercial tractor-trailer parking facilities that are unpermitted and without land use entitlements under consideration would require permits to be submitted for consideration, either a use permit if they meet the criteria of County Code Section 21.20.030(G) or a general plan amendment and rezone if these requirements are exceeded. Otherwise, these sites are presently subject to code enforcement action to abate the uses as unpermitted facilities.

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.

The County's General Plan Land Use Element Sphere of Influence policy states that any development, other than agricultural uses and churches, which requires discretionary approval and is within the sphere of influence of cities, shall not be approved unless first approved by the city within whose sphere of influence it lies or by the city for which areas of specific designation were agreed. Development requests within the spheres of influence or areas of specific designation of any incorporated city shall not be approved unless the development is consistent with agreements with the cities which are in effect at the time of project consideration. Such development must meet the applicable development standards of the affected city as well as any public facilities fee collection agreement in effect at the time of project consideration. The project site is located approximately 0.37 miles north of the City of Turlock city limits but is not located within Turlock's Local Agency Formation Commission (LAFCO)-adopted Sphere of Influence (SOI). However, it is located within Turlock's adopted general plan area and is within one mile of Turlock's adopted sphere of influence. The Stanislaus County General Plan Land Use Element Policy 27 requires all discretionary projects outside the sphere of influence of cities, but located within one mile of a city's adopted sphere of influence, and within a city's adopted general plan area, to be referred out to the city for consideration. The County shall consider applying city development standards to discretionary projects located within one mile of a city's adopted SOI boundary and within the city's adopted general plan area to the extent such standards are appropriate for the type of development. Great weight will be given towards city development standards; however, the County reserves the right for final discretionary action. The project was referred to the City of Turlock, who responded that they would not have any comments.

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. Additionally, subsection 21.020.030(G)(2) requires that the truck parking establishment as proposed will not create a concentration of commercial and industrial uses in the vicinity. It is the Planning Commission's discretion as to whether a concentration is met as a concentration is not defined in County Codes. The project will not physically divide an established community nor conflict with any habitat conservation plans.

Mitigation: None.

References: Referral response from City of Turlock, dated December 13, 2024; Stanislaus County General Plan and Support Documentation¹.

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

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

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The Stanislaus County General Plan identifies noise levels up to 75 dB Ldn (or CNEL) as the normally acceptable level of noise for industrial and agricultural uses. The Stanislaus County General Plan identifies noise levels for residential or other noise-sensitive land uses of up to 55 hourly Leq, dBA and 75 Lmax, dBA from 7:00 a.m. to 10:00 p.m. and 45 hourly Leq, dBA and 65 Lmax, dBA from 10:00 p.m. to 7:00 a.m. Pure tone noises, such as music, shall be reduced by five dBA; however, when ambient noise levels exceed the standards, the standards shall be increased to the ambient noise levels. The proposed hours of operation are from 8:00 a.m. to 5:00 p.m., seven days a week. The nearest sensitive noise receptor is a single-family dwelling approximately 550 feet away, located across West Barnhart Road to the northeast (APN 045-054-009). 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 West Barnhart Road and farming operations in the surrounding area. Noise impacts associated with on-site activities will include trucks entering and exiting the property and the idling of engines. Such uses should be under the threshold established by the General Plan'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 Documentation¹.

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

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

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹.

XV. PUBLIC SERVICES --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Would the project result in the substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			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 Keyes Fire Protection District, the Stanislaus County Sheriff's Office, Keyes Union and Turlock 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 obtain an encroachment permit from the District because the existing fence is within one of the District's 25' pipeline easement, which runs along the north and east sides of the property. Any improvements to this property which impact irrigation facilities shall be subject to

the District's approval and meet all District standards and specifications. 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 construction as a condition of approval.

An early consultation referral response received from the Department of Public Works contained standard requirements that will be applied to the project as conditions of approval, such as an encroachment permit needing to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way and all storm drainage facilities being designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours.

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 December 16, 2024; Referral response from the Stanislaus County Department of Public Works dated June 17, 2025; Referral response from the Central Valley Regional Water Quality Control Board, dated December 12, 2024; Stanislaus County General Plan and Support Documentation¹.

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

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

Mitigation: None.

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

XVII. TRANSPORTATION -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

Discussion: The project is a request to establish a truck parking facility currently operating for up to 12 tractors and 24 trailers in a 1.47± acre graveled area on a 19.2± acre parcel. The proposed hours of operation for the facility are from 8:00 a.m. to 5:00 p.m., seven days a week. 13 employees, consisting of one on-site administrative staff and up to 12 drivers, will report to the site on a maximum shift, with an expected 24 one-way passenger vehicle trips per-day (inbound and outbound trips for 12 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 West Barnhart Road via a 20-foot-wide asphalt driveway. Potential impacts to transportation from the proposed project are also evaluated by Vehicle Miles Traveled (VMT). The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. California Environmental Quality Act (CEQA) Guidelines Section 15064.3, subdivision (a), defines VMT as the amount and distance of automobile travel attributable to a project. A technical advisory on evaluating transportation impacts in CEQA published by the Governor's Office of Planning and Research (OPR) in December of 2018 clarified the definition of automobiles as referring to on-road passenger vehicles, specifically cars and light trucks. While heavy trucks are not considered in the definition of automobiles for which VMT is calculated for, heavy-duty truck VMT could be included for modeling convenience. According to the same OPR technical advisory, many local agencies have developed a screening threshold of VMT to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or General Plan, projects that generate or attract fewer than 110 trips per-day generally may be assumed to cause a less than significant transportation impact. The proposed project will generate 24 passenger vehicle trips one-way per-day, and 24 truck trips one-way per-day. As this is below the screening threshold of significance for vehicle and heavy truck trips, no significant impacts from vehicle and truck trips to transportation are anticipated.

This project was referred to the Stanislaus County Department of Public Works, Keyes Fire Protection District, and the California Department of Transportation (Caltrans). Only Public Works provided comments, which included standard conditions of approval that will be applied to the project such as an encroachment permit needing to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way and all storm drainage facilities being designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours.

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; Referral response from the Stanislaus County Department of Public Works dated June 17, 2025; Stanislaus County General Plan and Support Documentation¹.

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

Discussion: It does not appear that this project will result in significant impacts to any archaeological or cultural resources. The project does not include any construction or ground-disturbance. In accordance with SB 18 and AB 52, this project was not referred to the tribes listed with the Native American Heritage Commission (NAHC) as the project is not a General Plan Amendment and no tribes have requested consultation or project referral noticing. 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 Documentation¹.

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

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion: 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.

An early consultation referral response received from the Department of Public Works contained standard requirements that will be applied to the project as conditions of approval, such as an encroachment permit needing to be obtained for driveway approaches at all points of ingress and egress on the project site and any other work done within the County right-of-way and all storm drainage facilities being designed using a 100-year, 24-hour storm and being capable of dewatering the 100-year, 24-hour storm within 48 hours.

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 December 13, 2024; Referral response from the Department of Environmental Resources (DER) Groundwater Resources Division, dated December 6, 2024; Referral response from the Turlock Irrigation District, dated December 16, 2024; Referral response from the Stanislaus County Department of Public Works dated June 17, 2025; Referral response from the Central Valley Regional Water Quality Control Board, dated December 12, 2024; Stanislaus County General Plan and Support Documentation¹.

XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation of maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

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

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

Mitigation: None.

References: Stanislaus County General Plan and Support Documentation¹.

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

Discussion: The 19.2± 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 approximately 73.2 percent of the project site is comprised of Dinuba sandy loam, 0 to 1 percent slopes (DrA), and the remaining 26.8 percent of the 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 irrigated orchards and scattered single-family dwellings in all directions, a dairy to the northwest, State Route 99 and the Community of Keyes to the west, and the City of Turlock to the south.

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 other criteria is met outlined under Section 21.20.030(G) 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; and
2. The establishment as proposed will not create a concentration of commercial and industrial uses in the vicinity.

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

The proposed project meets all criteria established under Section 21.20.030(G) and 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 will generate a low amount of vehicle trips with 24 passenger trips per-day (inbound and outbound trips for 12 drivers accessing the site) and 24 heavy-truck trips (inbound and outbound trips for 12 trucks) per-day. 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 Keyes area, and within a 1.5-mile radius of the project site, there are seven truck parking facilities that have been documented as of 2025. These facilities include one approved truck parking facility permitted to park up to 12 tractor-trailer combinations to the northwest; two unpermitted truck parking facilities to the northwest and northeast; and four facilities with home occupation business licenses to park up to three tractor-trailer combinations to the west (of which one has an application for a General Plan Amendment and Rezone to park more than 12 tractor-trailer combinations in review). Any truck parking facility on A-2-zoned property which proposed parking of more than three tractors and three trailers is subject to a use permit and discretionary environmental review. The two other documented commercial tractor-trailer parking facilities that are unpermitted and without land use entitlements under consideration would require permits to be submitted for consideration, either a use permit if they meet the criteria of County Code Section 21.20.030(G) or a general plan amendment and rezone if these requirements are exceeded. Otherwise, these sites are presently subject to code enforcement action to abate the uses as unpermitted facilities. Additionally, an ad hoc committee was formed at the direction of the County's General Plan Update Committee in January 2025, with the intention that the committee reviews existing truck parking allowances in the unincorporated A-2 zone to identify issues with the existing Ordinance and reduce issues between the truck parking facilities and the adjacent residents and farming operations. Recommendations have been put forth from the ad hoc committee to further restrict the operation of truck parking facilities, to define a concentration, and to reduce the allowance for home occupation business licenses. Although recommendations may not be considered by the Board of Supervisors in advance of the Planning Commission considering the subject request, conditions of approval will be added to address project specific issues in light of the research conducted by the ad hoc committee as supported by staff.

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 site is not located within Turlock's LAFCO-adopted Sphere of Influence (SOI). However, it is located within Turlock's adopted general plan area and is within one mile of Turlock's adopted sphere of influence. Accordingly, the project was referred to the City of Turlock, and no response has been received to date.

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 Documentation¹.

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

**SHERGILL AND
SONS**

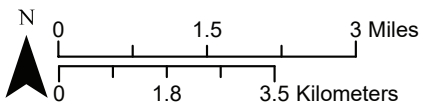
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PLN2024-0114

AREA MAP

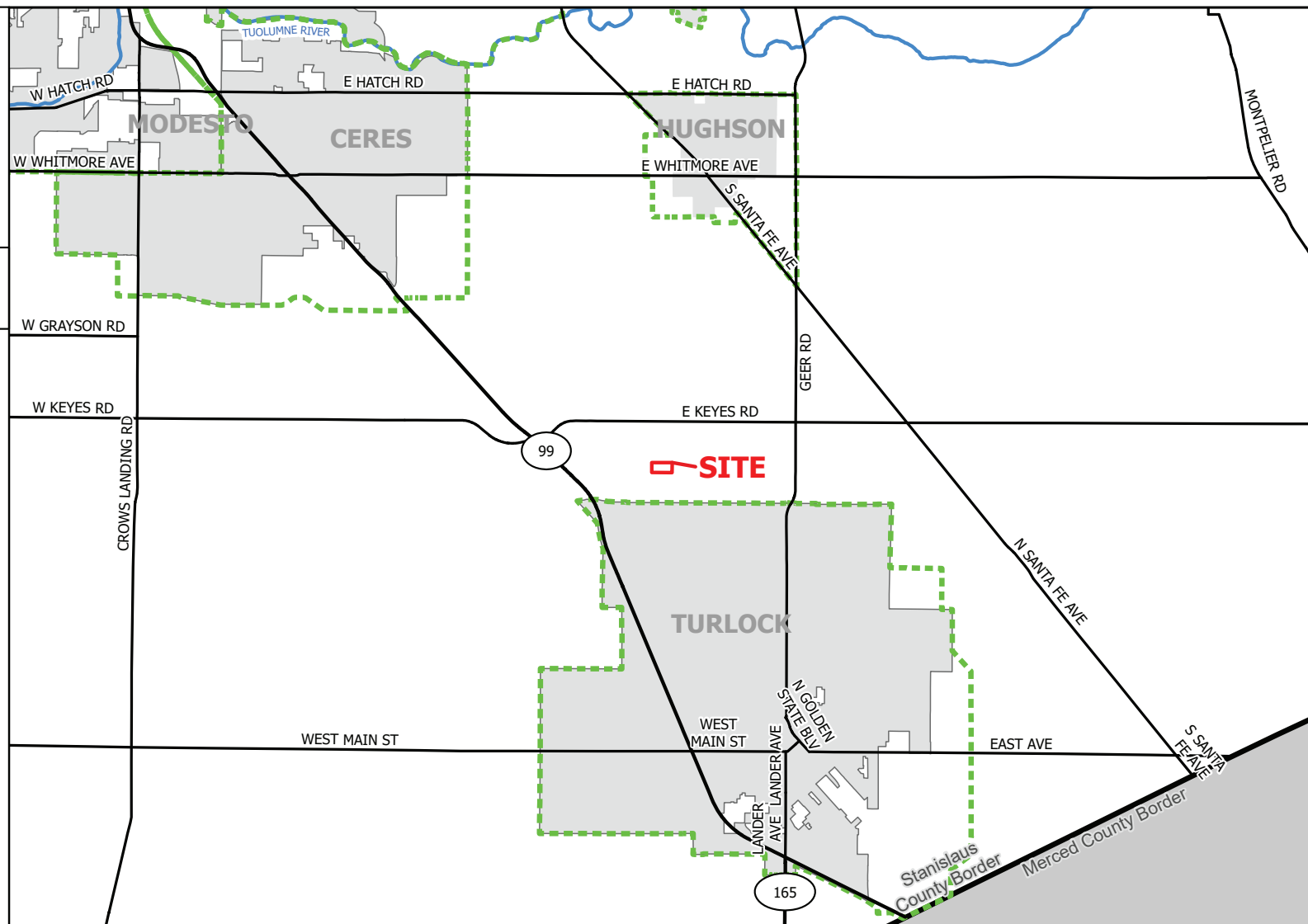
LEGEND

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



Source: Planning Department GIS

Date Exported: 11/19/2024



SHERGILL AND SONS




UP PLN2024-0114

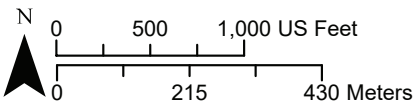
GENERAL PLAN MAP

LEGEND

-  Project Site
-  Parcel
-  Highway
-  Street
-  Canal

General Plan

-  Agriculture
-  City
-  Planned Development



Source: Planning Department GIS

Date Exported: 11/19/2024



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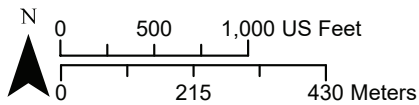
ZONING MAP

LEGEND

-  Project Site
-  Parcel
-  Highway
-  Street
-  Canal

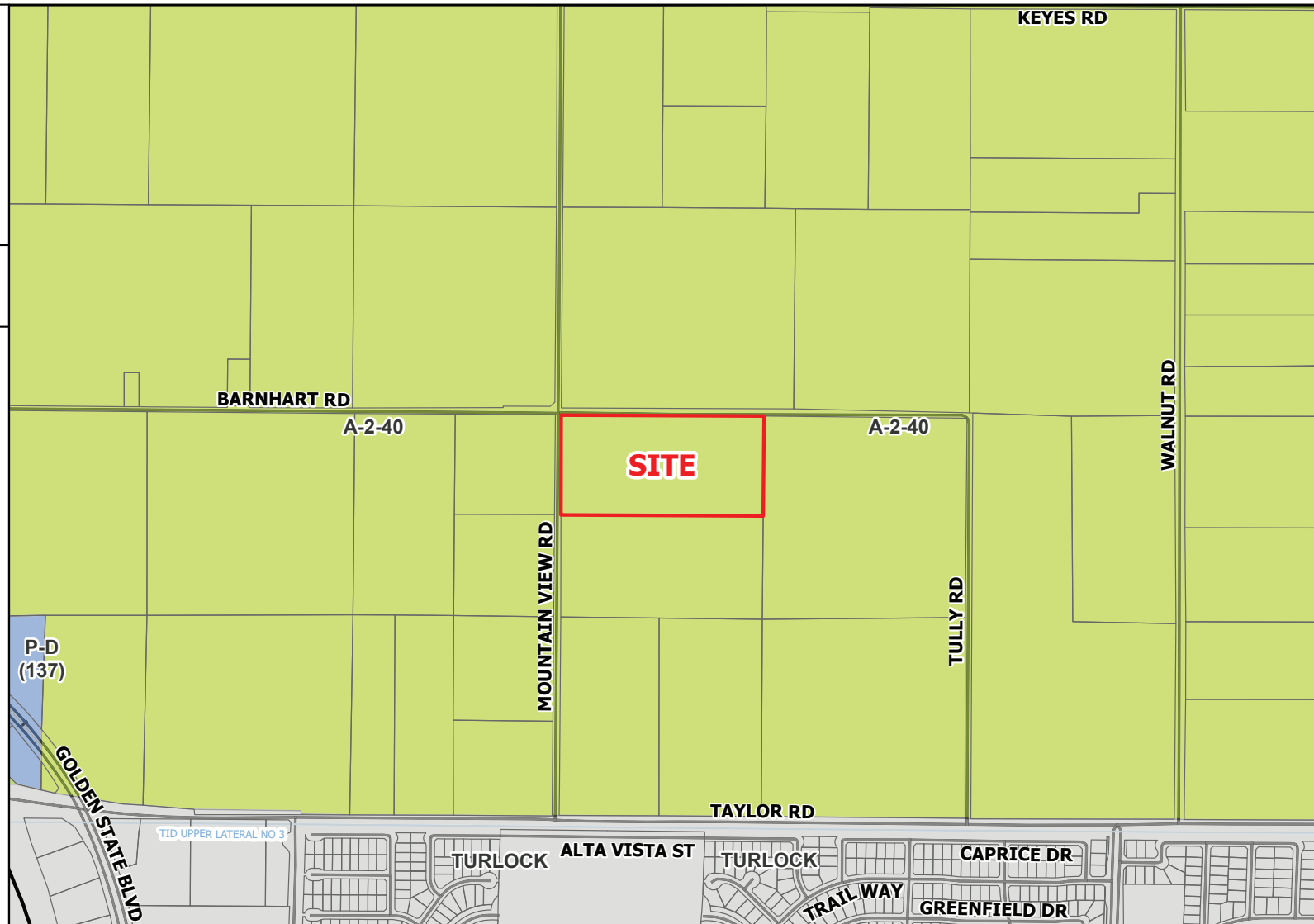
Zoning Designation

-  City of Turlock
-  General AG 10 Acre
-  General AG 40 Acre
-  Planned Development



Source: Planning Department GIS

Date Exported: 11/19/2024



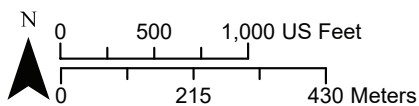
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PLN2024-0114

2023 AERIAL AREA MAP

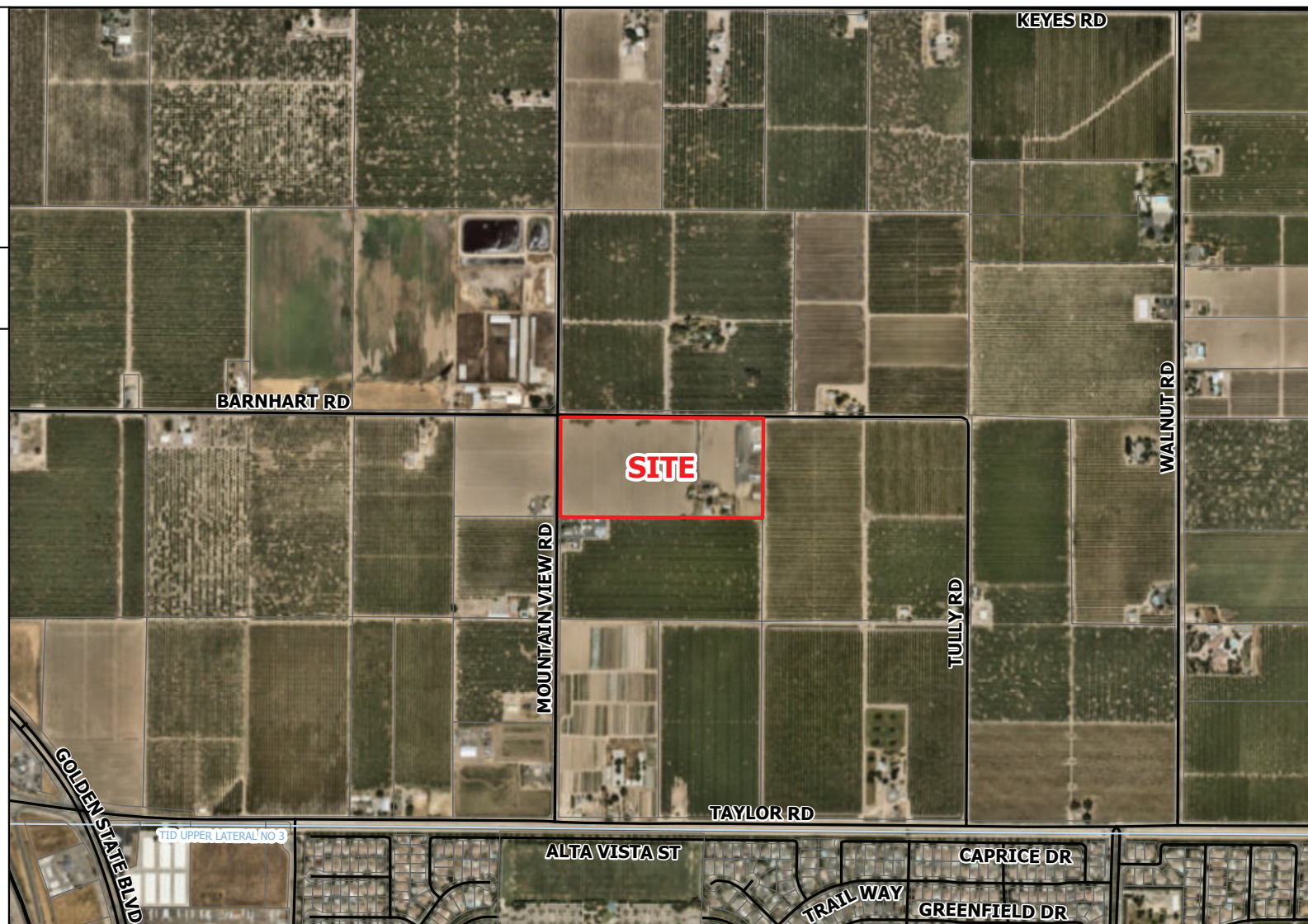
LEGEND

-  Project Site
-  Parcel
-  Highway
-  Street
-  Canal



Source: Planning Department GIS

Date Exported: 11/19/2024



SHERGILL AND SONS


UP
PLN2024-0114

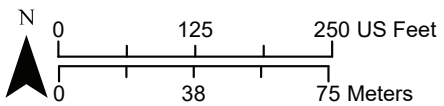
2023 AERIAL SITE MAP

LEGEND

 Project Site

 Parcel

 Street



Source: Planning Department GIS

Date Exported: 11/19/2024



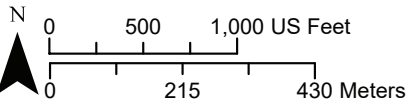
SHERGILL AND SONS

UP PLN2024-0114

ACREAGE MAP

LEGEND

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



Source: Planning Department GIS

Date Exported: 11/19/2024



