



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

Date: June 17, 2020

To: Distribution List (See Attachment A)

From: Teresa McDonald, Assistant Planner, Planning and Community Development

Subject: REZONE APPLICATION NO. PLN2015-0030 – BLUE DIAMOND

Comment Period: June 17, 2020 – July 17, 2020

Respond By: July 17, 2020

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

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

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

Applicant: Blue Diamond Growers

Project Location: 4800 Sisk Road, 4498 Kiernan Avenue, and 4743 Nutcracker Lane, on the southeast corner of Kiernan Avenue and Sisk Road, in the Salida area.

APNs: 135-044-003 & 135-042-020

Williamson Act Contract: N/A

General Plan: Industrial & Planned Industrial

Current Zoning: L-M, A-2-10 & P-D (43)

Project Description: Request to rezone two parcels totaling 42.99± acres from L-M (Limited Industrial), A-2-10 (General Agriculture), and P-D (43) (Planned Development) to a new P-D to allow for future expansion of an existing almond processing and storage facility, and to consolidate existing operations into one zoning district. Blue Diamond has been operating since 1968 on the northern portion of APN 135-042-020 (zoned L-M) as an almond processing facility. In 1978 the southern portion of APN 135-042-020 (17.89 acres) was rezoned to P-D (43) to allow for the expansion of the Blue Diamond facility, including construction of a nut processing facility, four nut

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storage buildings, and retail store and administration building. APN 135-044-003 (zoned A-2) previously contained a hulling/shelling operation and was acquired by Blue Diamond in 2005 to allow for additional expansion. The existing hulling and shelling building was converted to a maintenance building and an additional warehouse was constructed under SAA PLN2015-0036. The project site is currently improved with structures totaling 631,031 square-feet, with 12,125 square-feet for the retail store (for the on-site sale of the company's products including those produced at other facilities) and administration facilities (for human Resources, inventory control, and field membership managers), and the remaining 618,906 square-feet consisting of warehouses for the almond processing and storage operations. The site is also improved with landscaping, a monument sign (9' x 7'3"), and a 332-space parking lot with 16 light poles (ranging from 16-40 feet in height). Almonds (both shelled and unshelled) arrive at the site from 3,000 different almond producers throughout California, the majority of which come from Stanislaus County. The hulled/shelled almonds are sorted, pasteurized, and packaged for sale or stored in totes for further processing. The site also processes the almonds by dry roasting and producing almond flour. No flavoring, candying, or other processing occurs on-site. The hulled/unshelled almonds are not shelled on-site. The almond flour, roasted almonds, shelled, and unshelled almonds are stored in the cold storage distribution warehouse until ready to be transported to either the customer, or to another facility for additional processing. Existing processing and storage uses include, pasteurization, cold storage, almond processing (dry roasting and almond flour) and packaging, maintenance, dryer facilities, and six bulk receiving and storage warehouses. Planned new construction is to begin by May 2022 and to be completed as the market demands. New construction totaling 240,300 square-feet includes: a 43,200 square-foot addition to the manufacturing building; a 6,000 square-foot covered scale; a 92,600 square-foot addition to the main processing building; the addition of a receiving area to four existing bulk storage warehouses totaling 30,000 square-feet; a 4,500 square-foot addition to the retail store; and a new bulk storage warehouse with receiving area totaling 64,000 square-feet. No new uses are proposed. The facility operates 24 hours a day, seven days a week, with 154 employees on a maximum shift and three shifts per day, during their peak season which typically runs from August through May and 74 employees on a maximum shift during June and July. Approval of this request is expected to increase the maximum number of employees on-site to 185 from August through May and 89 during June and July. The operation currently generates a varied amount of truck trips depending on the month, ranging anywhere from 136 to 176 per day from July through February, and a maximum of 81 daily truck trips from March through June. Daily truck trips are expected to increase to an estimate ranging from 163 to 211 from July through March and an estimated maximum of 97 per day from April through June. The site has access to County-maintained Sisk Road and Nutcracker Lane and is served by the City of Modesto for water and Salida Sanitary District for sewer. The site will be merged as required by development standards to be applied to the project.

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



REZONE APPLICATION NO. PLN2015-0030 – BLUE DIAMOND

Attachment A
Distribution List

	CA DEPT OF CONSERVATION Land Resources / Mine Reclamation		STAN CO ALUC
X	CA DEPT OF FISH & WILDLIFE		STAN CO ANIMAL SERVICES
	CA DEPT OF FORESTRY (CAL FIRE)	X	STAN CO BUILDING PERMITS DIVISION
X	CA DEPT OF TRANSPORTATION DIST 10	X	STAN CO CEO
X	CA OPR STATE CLEARINGHOUSE		STAN CO CSA
X	CA RWQCB CENTRAL VALLEY REGION	X	STAN CO DER
	CA STATE LANDS COMMISSION	X	STAN CO ERC
	CEMETERY DISTRICT	X	STAN CO FARM BUREAU
	CENTRAL VALLEY FLOOD PROTECTION	X	STAN CO HAZARDOUS MATERIALS
X	CITY OF: MODESTO	X	STAN CO PARKS & RECREATION
X	COMMUNITY SERVICES/SANITARY DIST: SALIDA	X	STAN CO PUBLIC WORKS
X	COOPERATIVE EXTENSION		STAN CO RISK MANAGEMENT
	COUNTY OF:	X	STAN CO SHERIFF
X	FIRE PROTECTION DIST: SALIDA	X	STAN CO SUPERVISOR DIST 3: WITHROW
	HOSPITAL DIST:	X	STAN COUNTY COUNSEL
X	IRRIGATION DIST: MODESTO		StanCOG
X	MOSQUITO DIST: EASTSIDE	X	STANISLAUS FIRE PREVENTION BUREAU
X	MOUNTIAN VALLEY EMERGENCY MEDICAL SERVICES	X	STANISLAUS LAFCO
X	MUNICIPAL ADVISORY COUNCIL: SALIDA		STATE OF CA SWRBC – DIV OF DRINKING WATER DIST. 10
X	PACIFIC GAS & ELECTRIC	X	SURROUNDING LAND OWNERS
	POSTMASTER:	X	TELEPHONE COMPANY: AT&T
X	RAILROAD: UNION PACIFIC		TRIBAL CONTACTS (CA Government Code §65352.3)
X	SAN JOAQUIN VALLEY APCD		US ARMY CORPS OF ENGINEERS
X	SCHOOL DIST 1: SALIDA UNION	X	US FISH & WILDLIFE
X	SCHOOL DIST 2: MODESTO UNION		US MILITARY (SB 1462)
	WORKFORCE DEVELOPMENT	X	USDA NRCS
X	STAN CO AG COMMISSIONER		WATER DIST:
	TUOLUMNE RIVER TRUST		

STANISLAUS COUNTY CEQA REFERRAL RESPONSE FORM

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

FROM: _____

SUBJECT: REZONE APPLICATION NO. PLN2015-0030 – BLUE DIAMOND

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

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

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

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

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

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

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

Response prepared by:

Name	Title	Date
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DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

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

CEQA INITIAL STUDY

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

1. **Project title:** Rezone Application No. PLN 2015-0030 – Blue Diamond
2. **Lead agency name and address:** Stanislaus County
1010 10th Street, Suite 3400
Modesto, CA 95354
3. **Contact person and phone number:** Teresa McDonald, Assistant Planner, (209) 525-6330
4. **Project location:** 4800 Sisk Road, 4498 Kiernan Avenue, and 4743 Nutcracker Lane, on the southeast corner of Kiernan Avenue and Sisk Road, in the Salida area.
APNs: 135-044-003 & 135-042-020.
5. **Project sponsor's name and address:** Blue Diamond Growers
1802 C Street
Sacramento, CA 95811
6. **General Plan designation:** Industrial and Planned Industrial
7. **Zoning:** L-M, A-2-10, and P-D (43)
8. **Description of project:**

Request to rezone two parcels totaling 42.99± acres from L-M (Limited Industrial), A-2-10 (General Agriculture), and P-D (43) (Planned Development) to a new P-D to allow for future expansion of an existing almond processing and storage facility, and to consolidate existing operations into one zoning district. Blue Diamond has been operating since 1968 on the northern portion of APN 135-042-020 (zoned L-M) as an almond processing facility. In 1978 the southern portion of APN 135-042-020 (17.89 acres) was rezoned to P-D (43) to allow for the expansion of the Blue Diamond facility, including construction of a nut processing facility, four nut storage buildings, and retail store and administration building. APN 135-044-003 (zoned A-2) previously contained a hulling/shelling operation and was acquired by Blue Diamond in 2005 to allow for additional expansion. The existing hulling and shelling building was converted to a maintenance building and an additional warehouse was constructed under SAA PLN2015-0036. The project site is currently improved with structures totaling 631,031 square-feet, with 12,125 square-feet for the retail store (for the on-site sale of the company's products including those produced at other facilities) and administration facilities (for Human Resources, inventory control, and field membership managers), and the remaining 618,906 square-feet consisting of warehouses for the almond processing and storage operations. The site is also improved with landscaping, a monument sign (9' x 7'3"), and a 332-space parking lot with 16 light poles (ranging from 16-40 feet in height). Almonds (both shelled and unshelled) arrive at the site from 3,000 different almond producers throughout California, the majority of which come from Stanislaus County. The hulled/shelled almonds are sorted, pasteurized, and packaged for sale or stored in totes for further processing. The site also processes the almonds by dry roasting and producing almond flour. No flavoring, candying, or other processing occurs on-site. The hulled/unshelled almonds are not shelled on-site. The almond flour, roasted almonds, shelled, and unshelled almonds are stored in the cold storage distribution warehouse until ready to be transported to either the customer, or to another facility for additional processing. Existing processing and storage uses include, pasteurization, cold storage, almond processing (dry roasting and almond flour) and packaging, maintenance, dryer facilities, and six bulk receiving and storage warehouses. Planned new construction is to begin by

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May 2022 and to be completed as the market demands. New construction totaling 240,300 square feet includes: a 43,200 square foot addition to the manufacturing building; a 6,000 square foot covered scale; a 92,600 square foot addition to the main processing building; the addition of a receiving area to four existing bulk storage warehouses totaling 30,000 square-feet; a 4,500 square-foot addition to the retail store; and a new bulk storage warehouse with receiving area totaling 64,000 square feet. No new uses are proposed. The facility operates 24 hours a day, seven days a week, with 154 employees on a maximum shift and three shifts per day, during their peak season which typically runs from August through May and 74 employees on a maximum shift during June and July. Approval of this request is expected to increase the maximum number of employees on-site to 185 from August through May and 89 during June and July. The operation currently generates a varied amount of truck trips depending on the month, ranging anywhere from 136 to 176 per day from July through February, and a maximum of 81 daily truck trips from March through June. Daily truck trips are expected to increase to an estimate ranging from 163 to 211 from July through March and an estimated maximum of 97 per day from April through June. The site has access to County-maintained Sisk Road and Nutcracker Lane and is served by the City of Modesto for water and Salida Sanitary District for sewer. The site will be merged as required by development standards to be applied to the project.

- | | |
|---|---|
| 9. Surrounding land uses and setting: | Orchards to the north across Kiernan Avenue, agricultural service establishment and light industrial uses to the east, Boomers amusement center and the City of Modesto to the south, and the Salida Public Library, commercial uses, and Highway 99 to the west. |
| 10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.): | CalTrans
Modesto Irrigation District
Stanislaus County Department of Public Works
City of Modesto
Salida Sanitary District
San Joaquin Valley Air Pollution Control District |
| 11. Attachments: | Traffic Circulation Assessment, completed by KD Anderson & Associates Inc., dated January 22, 2015 |

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"/> 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"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Wildfire | <input type="checkbox"/> Energy | |

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.

Teresa McDonald

Prepared by

June 15, 2020

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, than the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

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

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

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

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

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

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

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

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

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

9) The explanation of each issue should identify:

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

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

ISSUES

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

Discussion: The site is already developed with approximately 631,031 square feet of structures, landscaping, a monument sign (9' x 7'3"), and a 332-space parking lot with 14 light poles (ranging from 16-24 feet in height), consistent with the development standards for the L-M and P-D zoning districts. The buildings and elevations proposed for this site are industrial in nature, as they are industrial/warehouse uses, which is consistent with other development in the area. The only scenic designation in the County is along I-5, which is not near the project site. The site itself is not considered to be a scenic resource or a unique vista. No adverse impacts to the existing visual character of the site or its surroundings are anticipated.

Mitigation: None.

References: Application information; P-D (43) Development Standards; Stanislaus County Zoning Ordinance; the Stanislaus County General Plan and Support Documentation.¹

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

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

Discussion: The California Department of Conservation's Farmland Mapping and Monitoring Program lists the project site's soil as comprised of Urban and Built-Up Land. The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that the soil consists of: Grade 1 Dinuba fine sandy loam, 0 to 1 percent slopes, MLRA 17, Storie Index rating 81; Grade 1 Hanford fine sandy loam, deep over silt, 0 to 1 percent slopes, Storie Index rating 100; Grade 1 Hanford sandy loam, 0 to 3 percent slopes, Storie Index rating 95; Grade 1 Hanford sandy loam, moderately deep over silt, 0 to 1 percent slopes, Storie Index rating 90; and Grade 1 Oakdale sandy loam, 0 to 3 percent slopes, Storie Index rating 90. However, the project site is already developed with existing industrial and retail uses. Accordingly, the project will not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

There are two parcels to the north currently in agricultural production, one of which is enrolled in Williamson Act Contract; However, both have a Salida Community Plan zoning designation. There are three parcels zoned Agriculture to the east of the site, one of which is in agricultural production. However, the parcel is only 1.7 acres and not considered prime farmland due to its size. According to Appendix VII of the Stanislaus County General Plan – Buffer and Setback Guidelines, all projects shall incorporate a 150 foot-wide buffer setback, and the proposed project meets the 150 foot agricultural buffer to the north and east. Additionally, the majority of the people intensive uses are to occur indoors, and parking lots are a permitted use within the agricultural buffer setback area. No agricultural buffer is required to the south or west. Furthermore, nut hulling, shelling, and storage (which are permitted in agricultural zones with a Use Permit) are usually considered a Tier One or Tier Two use, and are closely related to agriculture and are necessary for a healthy agricultural economy.

A referral response from the Modesto Irrigation District (MID) indicated there may be an existing private pipeline running through the northern portion of the project site and recommended the applicant consult those being served by the pipeline should the proposed expansion impact it. Additionally, as the site does not currently use irrigation water from the District, a Sign-Off of Irrigation Facilities form for the parcel is required. These comments will be applied as development standards. The site is in an area already developed with industrial/commercial uses. There is no indication this project will result in the removal of adjacent contracted land from agricultural use.

Mitigation: None.

References: Application information; referral response from Modesto Irrigation District (MID), dated January 6, 2016; United States Department of Agriculture NRCS Web Soil Survey; California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2018; Stanislaus County Zoning Ordinance; Stanislaus County General Plan and Support Documentation.¹

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those odors adversely affecting a substantial number of people?			X	

Discussion: Approval of this request is expected to increase the maximum number of employees on-site per shift by 31 employees from August through May and by 14 employees during June and July. Between 27 and 76 additional truck trips per day are estimated to be added from July through March and 16 truck trips per day are estimated to be added from April through June.

Potential impacts to air quality are evaluated by Vehicle Miles Traveled (VMT) for this project. The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. 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 technical advisory from OPR, many local agencies have developed screening thresholds 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 result in an increase of Vehicle Miles Traveled; however, the increase associated with the proposed project is less than significant as the additional amount of heavy truck trips is less than 110 per day.

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

The primary source of air pollutants generated by this project would be classified as being generated from "mobile" sources. Mobile sources would generally include dust from roads, farming, and automobile exhausts. Mobile sources are generally regulated by the Air Resources Board of the California Environmental Protection Agency (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 project will increase traffic in the area and, thereby, impacting air quality.

The SJVAPCD's Small Project Analysis Level (SPAL) Analysis indicates that the minimum threshold of significance for industrial projects is 1,506 trips per day. The proposed hours of operation are seven days a week, 24 hours a day, with an estimated maximum of 185 employees on-site at one time and an estimated maximum of 211 truck trips per day. This is below the District's thresholds of significance for emissions. No new uses are proposed as part of this request. The proposed construction will allow for an estimated 25 to 50 million additional pounds to be processed at the site. This will reduce queuing of trucks on-site and reduce vehicle miles traveled as the ability to process additional product will reduce the number of trips. Additionally, all processing activities will be required to meet the Air District's Best Management Practices.

Construction activities associated with new development can temporarily increase localized PM10, PM2.5, volatile organic compound (VOC), nitrogen oxides (NOX), sulfur oxides (SOX), and carbon monoxide (CO) concentrations a project's vicinity. The primary source of construction-related CO, SOX, VOC, and NOX emission is gasoline and diesel-powered,

heavy-duty mobile construction equipment. Primary sources of PM10 and PM2.5 emissions are generally clearing and demolition activities, grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed surfaces.

Construction activities associated with the proposed project would consist primarily of the construction of the 240,300 square feet of additions to existing warehouses and the retail store, and one additional bulk storage warehouse. These activities would not require any substantial use of heavy-duty construction equipment and would require little or no grading as the site is considered to be topographically flat. Consequently, emissions would be minimal. Furthermore, all construction activities are temporary in nature and would occur in compliance with all SJVAPCD regulations; therefore, construction emissions are considered to be less than significant.

The project will be required to obtain all applicable Air District permits, including an Authority to Construct (ATC) Permit and may be subject to the following District Rules: Rule 9510, Regulation VIII, Rule 4102, Rule 4601, Rule 4641, Rule 4002, Rule 4102, Rule 4550, and Rule 4570. Accordingly, the proposed project would be consistent with all applicable air quality plans. The proposed project would not conflict with applicable regional plans or policies adopted by agencies with jurisdiction over the project. Implementation of the proposed project would fall below the SJVAPCD significance thresholds for both short-term construction and long-term operational emissions.

Mitigation: None.

References: Application information; referral response from the San Joaquin Valley Air Pollution Control District (SJVAPCD), dated March 17, 2020; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; Stanislaus County General Plan and Support Documentation.¹

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

Discussion: The project is located within the Salida Quad of the California Natural Diversity Database (CNDDDB). There are six species which are state or federally listed, threatened, or identified as species of special concern within the Salida

California Natural Diversity Database Quad. These species include the California tiger salamander, Swainson's hawk, tricolored blackbird, steelhead, Crotch bumble bee, and valley elderberry longhorn beetle. There is a low likelihood that these species are present on the project site as the land is disturbed and developed with an existing almond processing and storage facility, and the surrounding area has been developed.

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 (formerly the Department of Fish and Game) and no response was received.

Mitigation: None.

References: Application information; California Department of Fish and Wildlife's Natural Diversity Database Quad Species List; Stanislaus County General Plan and Support Documentation.¹

V. CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource 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. A records search formulated by the Central California Information Center (CCIC) indicated that there was a low probability of discovery of prehistoric or historic resources on-site; nor have any cultural resources been discovered or reported in the immediate vicinity. Typical development standards regarding the discovery of cultural resources during the construction process will be added to the project.

Mitigation: None.

References: Application information; Central California Information Center Report for the project site, dated November 24, 2014; Stanislaus County General Plan and Support Documentation.¹

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

Discussion: The 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.

Current and proposed hours of operation are seven days a week, 24 hours a day. Planned new construction totaling 240,300 square feet includes additions to existing warehouses and the retail store, and one additional bulk storage warehouse. Approval of this request is expected to increase the maximum number of employees on-site per shift by 31 employees from August through May and by 14 employees during June and July. Between 27 and 76 additional truck trips per day are estimated to be added from July through March and 16 truck trips per day are estimated to be added from April through June. These activities would not significantly increase Vehicle Miles Traveled (VMT), as the number of added truck trips will not exceed 110 per day. Additionally, the trucks shall be required to meet all Air District regulations, including rules and regulations that increase energy efficiency for heavy trucks. The ability to process more product on-site will allow for a reduction in overall VMT as trucks will not have to travel as far. Consequently, emissions would be minimal. Proposed energy saving measures include new equipment and processes that allow for increased product processing automation, and in-line processing, zoned HVAC, and LED lighting with motion sensors. A development standard will be added to this project to address compliance with Title 24, Green Building Code, which includes energy efficiency requirements.

It does not appear this project will result in significant impacts to the wasteful, inefficient, or unnecessary consumption of energy resources.

The project was referred to the San Joaquin Valley Air Pollution Control District, who replied with comments which will be added as development standards.

Mitigation: None.

References: Application information; referral response from the San Joaquin Valley Air Pollution Control District (SJVAPCD), dated March 17, 2020; 2016 California Green Building Standards Code Title 24, Part 11(Cal Green); 2016 California Energy Code Title 24, Part 6.; Stanislaus County Zoning Ordinance (Title 21); Stanislaus County 2016 General Plan EIR; Stanislaus County General Plan and Support Documentation¹

VII. GEOLOGY AND SOILS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Discussion: The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) Web Soil Survey indicates that the soil consists of Dinuba fine sandy loam, Hanford fine sandy loam, Hanford sandy loam, and Oakdale sandy loam. As contained in Chapter 5 of the General Plan Support Documentation, the areas of the County subject to significant geologic hazard are located in the Diablo Range, west of Interstate 5; however, as per the California Building Code, all of Stanislaus County is located within a geologic hazard zone (Seismic Design Category D, E, or F), and a soils test may be required at building permit application. Results from the soils test will determine if unstable or expansive soils are present. If such soils are present, special engineering of the structure will be required to compensate for the soil deficiency. Any 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. The project site is connected to Salida Sanitary for sewer services and will not include any septic systems. 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.

A referral response received from the Department of Public Works indicated that a grading and drainage plan for the project will be required, subject to Public Works review and Standards and Specifications. Building permits will also be required for any new construction. These requirements will be added as development standards.

Compliance with the Storm Water Pollution Prevention Program (SWPPP), with the Alquist-Priolo Earthquake Fault Zoning Act, and the California Building Code are all required through the building and grading permit review process which would reduce the risk of loss, injury, or death due to earthquake or soil erosion to less than significant.

Mitigation: None.

References: Application information; referral response from the Stanislaus County Department of Public Works, dated February 10, 2016; USDA National Resources Conservation District Web Soil Survey; Stanislaus County General Plan and Support Documentation.¹

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

Discussion: The principal Greenhouse Gases (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.

Current and proposed hours of operation are seven days a week, 24 hours a day. Planned new construction totaling 240,300 square feet includes additions to existing warehouses and the retail store, and one additional bulk storage warehouse. Approval of this request is expected to increase the maximum number of employees on-site per shift by 31

employees from August through May and by 14 employees during June and July. Between 27 and 76 additional truck trips per day are estimated to be added from July through March and 16 truck trips per day are estimated to be added from April through June. This is below the District's thresholds of significance for emissions. As required by CEQA Guidelines section 15064.3, potential impacts to the transportation system should evaluate Vehicle Miles Traveled (VMT). The calculation of VMT is the number of cars/trucks multiplied by the distance traveled by each car/truck. 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 technical advisory from OPR, many local agencies have developed screening thresholds 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 result in an increase of Vehicle Miles Traveled, however, the increase associated with the proposed project is less than significant as the additional amount of heavy truck trips is less than 110 per day.

The project will be required to obtain all applicable Air District permits, including an Authority to Construct (ATC) Permit and may be subject to the following District Rules: Rule 9510, Regulation VIII, Rule 4102, Rule 4601, Rule 4641, Rule 4002, Rule 4102, Rule 4550, and Rule 4570. The proposed building will also 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). Staff will include development standards on the project requiring that the applicant comply with Title 24, obtain building permits, and be in compliance with the Air District's rules and regulations.

Mitigation: None.

References: Application information; referral response from the San Joaquin Valley Air Pollution Control District (SJVAPCD), dated March 17, 2020; Stanislaus County General Plan and Support Documentation.¹

IX. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	
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Discussion: The proposed project includes construction totaling 240,300 square feet, including additions to existing warehouses and the retail store, and one additional bulk storage warehouse at an existing almond processing and storage facility. No additional storage tanks, truck washing or maintenance stations, or additional fumigation building are proposed. Chapter 6.95 of the California Health and Safety Code requires businesses that use, handle, or store hazardous materials above an identified threshold to submit a Hazardous Materials Business Plan. The applicant is required to use, store, and dispose of any hazardous materials in accordance with all applicable federal, state, and local regulations. A referral response was received from the Department of Environmental Resources (DER) Hazardous Materials Division stating that a Phase 1 or Phase 2 study may be required to determine if any buried hazardous materials or contaminated soils exist on site prior to issuance of a grading permit, and that the Department be contacted in the event any underground storage tanks, chemicals, refuse, or contaminated soil are discovered during construction. These requirements will be added as development standards. Additionally, the project was referred to the Stanislaus County Environmental Review Committee (ERC), which responded with no comments. Therefore, no significant impacts associated with hazards or hazardous materials are anticipated to occur as a result of the proposed project.

Pesticide exposure is a risk in areas located in the vicinity of agriculture. Sources of exposure include contaminated groundwater, which is consumed, and drift from spray applications. Application of sprays is strictly controlled by the Agricultural Commissioner and can only be accomplished after first obtaining permits. Additionally, agricultural buffers are intended to reduce the risk of spray exposure to surrounding people. The project was referred to the Stanislaus County Agricultural Commissioner 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 or within the vicinity of any airport. The groundwater is not known to be contaminated in this area. The site is located in a Local Responsibility Area (LRA) for fire protection and is served by Salida Fire Protection District. The project was referred to the District, who responded with comments that will be added as development standards.

Mitigation: None.

References: Application information; referral response from the Department of Environmental Resources Hazardous Materials Division, dated December 23, 2015; referral response from the Stanislaus County Environmental Review Committee (ERC), dated December 28, 2015; referral response from the Salida Fire Protection District, dated December 22, 2015; Department of Toxic Substances Control's data management system (EnviroStor); California Health and Safety Code; Stanislaus County Airport Land Use Compatibility Plan; Stanislaus County General Plan and Support Documentation.¹

X. HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
(i) result in substantial erosion or siltation on – or off-site;			X	

(ii) substantially increase the rate of amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
(iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Discussion: The site is served by the City of Modesto for water and Salida Sanitary District for sewer. The project was referred to both agencies and no response has been received to date. 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.

By virtue of the proposed construction, the current absorption patterns of water upon this property will be altered; however, current standards require that all of a project's storm water be maintained on-site and, as such, a Grading and Drainage Plan, as requested by the Department of Public Works, will be included in this project's development standards. A referral response was received from the California Department of Transportation (Caltrans), requiring a hydrology and hydraulic study to determine if grading would divert drainage and cause an increase in runoff. Caltrans clarified that Public Works' development standards which will require compliance with the Storm Water Pollution Prevention Program (SWPPP) will satisfy this requirement. Water runoff is handled via an existing French Drain System.

A referral response received from the Central Valley Regional Water Quality Control Board (RWQCB) provided a list of the Board's permits and programs that may be applicable to the proposed project. The developer will be required to contact RWQCB to determine which permits/standards must be met prior to construction as a development standard.

The Sustainable Groundwater Management Act (SGMA) was passed in 2014 with the goal of ensuring the long-term sustainable management of California's groundwater resources. SGMA requires agencies throughout California to meet certain requirements including forming Groundwater Sustainability Agencies (GSA), developing Groundwater Sustainability Plans (GSP), and achieving balanced groundwater levels within 20 years. The site is located in the Modesto Sub-basin under the jurisdiction of the Stanislaus and Tuolumne Rivers Groundwater Basin Association (STRGBA) GSA. The STRGBA GSA and Tuolumne GSA are collaboratively developing one GSP for the Modesto Sub-basin. As the Modesto Sub-basin is considered a high and medium priority basin not currently in overdraft, the GSP has not been drafted and is not required to be adopted until January 31, 2022. 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. As the site is served by the City of Modesto for water, it is exempt from the well permitting program.

The landscaping associated with the project will need to meet state standards for water efficiency and is not expected to have significant effects on groundwater supplies.

Although the site is located in the Modesto Irrigation District (MID), the site does not currently receive water from the District and will be required to contact MID to request a Sign-Off of Irrigation Facilities form.

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 and email from the California Department of Transportation (Caltrans), dated February 16, 2015 and February 14, 2020; referral response from the Department of Public Works, dated February 10, 2016; referral response from the Central Valley Regional Water Quality Control Board (RWQCB), dated December 28, 2015; referral response from Modesto Irrigation District (MID), dated January 6, 2016; Stanislaus and Tuolumne Rivers Groundwater Basin Association (STRGBA) GSA; Stanislaus County Code; County General Plan and Support Documentation.¹

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

Discussion: The project site is located in the Community of Salida and is designated as Planned Development by the Salida Community Plan. This is a request to amend the zoning designation of two parcels totaling 42.99± acres from Limited Industrial, A-2-10, and P-D (43) to a new P-D (Planned Development) to allow future expansion of an existing almond processing and storage facility. Blue Diamond has been operating since 1968 on the northern portion of APN 135-042-020 (zoned L-M) as an almond processing facility. In 1978 the southern portion of APN 135-042-020 (17.89 acres) was rezoned to P-D (43) to allow for the expansion of the Blue Diamond facility, including construction of a nut processing facility, four nut storage buildings, and retail store and administration building. APN 135-044-003 (zoned A-2) previously contained a hulling/shelling operation and was acquired by Blue Diamond in 2005 to allow for additional expansion. The existing hulling and shelling building was converted to a maintenance building and an additional warehouse was constructed under SAA PLN2015-0036.

The Land Use Element describes the Planned Development designation as a designation intended for land which, because of demonstrably unique characteristics, may be suitable for a variety of uses without detrimental effects on other property. The site has a General Plan designation of Industrial and Planned Industrial, and to approve a Rezone, the Board of Supervisors must find that it is consistent with the General Plan. The parcels will be merged as a development standard.

The project will not physically divide an established community.

Mitigation: None.

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

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

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

Mitigation: None.

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

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

Discussion: The Stanislaus County General Plan identifies noise levels up to 70 dB Ldn (or CNEL) as the normally acceptable level of noise for industrial, manufacturing, utilities, and agriculture uses. The proposed project is required to comply with the noise standards included in the General Plan and Noise Control Ordinance. 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 itself is impacted by the noise generated from State Route 219 and State Route 99. The facility operates 24 hours a day, seven days a week. Approval of this request is expected to increase the maximum number of employees on-site to 185 from August through May and 89 during June and July. Daily truck trips are expected to increase to an estimate ranging from 163 to 211 from July through March and an estimated maximum of 97 per day from April through June.

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

Mitigation: None.

References: Application information; Stanislaus County ALUCP; Noise Control Ordinance Chapter 10.46; Stanislaus County General Plan and Support Documentation.¹

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

Discussion: The site is not included in the vacant sites inventory for the 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 and no housing will be removed as a result of this project.

Mitigation: None.

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

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

Discussion: 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. All adopted public facility fees will be required to be paid at the time of building permit issuance.

This project was circulated to all applicable: school, fire, police, irrigation, public works departments, and districts during the Early Consultation referral period, and no concerns were identified with regard to public services. A referral response was received from Salida Fire indicating that all construction must comply with current adopted Fire Code, including the payment of fire service impact mitigation fees, on-site water supply and infrastructure for fire protection, building and sprinkler requirements, and emergency vehicle access. A referral response from the Modesto Irrigation District (MID) indicated there may be an existing private pipeline running through the northern portion of the project site and recommended the applicant consult those being served by the pipeline should the proposed expansion impact it. Additionally, as the site does not currently use irrigation water from the District, a Sign-Off of Irrigation Facilities form for the parcel is required. These comments will be applied as development standards.

Mitigation: None.

References: Application information; Referral response from Modesto Irrigation District (MID), dated January 6, 2016; referral response from Salida fire Protection District, dated December 22, 2015; Stanislaus County General Plan and Support Documentation.¹

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

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

Mitigation: None.

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

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

Discussion: The existing operation is requesting to expand by adding 240,300 square-feet to their processing and storage warehouses and retail store. The facility operates 24 hours a day, seven days a week. Approval of this request is expected to increase the maximum number of employees on-site per shift by 31 employees from August through May and by 14 employees during June and July. Between 27 and 76 additional truck trips per day are estimated to be added from July through March and 16 truck trips per day are estimated to be added from April through June. The site has access to County-maintained Sisk Road and Nutcracker Lane.

Section 15064.3 of the CEQA Guidelines establishes specific considerations for evaluating a project's transportation impacts. 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. Other relevant considerations may include the effects of the project on transit and non-motorized travel. VMT exceeding an applicable threshold of significance for land use projects may indicate a significant impact. 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 technical advisory from OPR, many local agencies have developed screening thresholds 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. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease VMT in the project area, compared to existing conditions, should be presumed to have a less than significant transportation impact. The proposed project will result in an increase of VMT; however, the increase associated with the proposed project is less than significant as the additional amount of heavy truck trips is less than 110 per day. While the overall truck trips are increasing, the proposed expansion will allow for additional and more efficient processing. This will reduce the queuing of trucks on-site, therefore reducing Greenhouse Gas emissions and improving air quality.

The Environmental Impact Report (EIR) prepared for Stanislaus County's 2016 General Plan Update considered vehicle miles traveled (VMT) in the County, as considered by the General Plan planning horizon of 2035. The EIR identified that total daily VMT is expected to increase within the unincorporated area by 2035. However, the daily VMT in the unincorporated area is expected to decrease slightly on both a per-household and a service population basis, indicating that development that could occur under the General Plan would decrease the average distance between goods and services within the unincorporated County. Therefore, implementation of the General Plan policies is expected to have a less-than-significant impact on VMT. Additionally, the applicant completed a Traffic Assessment which identified measures to reduce congestion and for accommodating truck circulation through the site.

Level of service (LOS) is a standard measure of traffic service along a roadway or at an intersection for vehicles. It ranges from A to F, with LOS A being best and LOS F being worst. As a matter of policy, Stanislaus County strives to maintain LOS D or better for motorized vehicles on all roadway segments and a LOS of C or better for motorized vehicles at all roadway intersections. When measuring levels of service, Stanislaus County uses the criteria established in the Highway Capacity Manual published and updated by the Transportation Research Board. Kiernan Avenue (State Route 219) is identified as a Principal Arterial which has been recently widened to accommodate current and future growth. The California Department of Transportation (Caltrans) did not have any comments regarding LOS impacts to their facilities.

A referral response was received from the Department of Public Works requiring a grading and drainage plan, an encroachment permit be obtained for work done in the Department's right-of-way, and for street frontage improvements to be installed along Kiernan Avenue/State Route 219, including curb, gutter, sidewalk, and matching pavement. A referral response was received from the Caltrans, who also requested street frontage improvements and that an encroachment permit be obtained, which have since been completed.

Mitigation: None.

References: Application information; Referral response from the Department of Public Works, dated February 10, 2016; referral response from Caltrans, dated February 16, 2015; Traffic Assessment by KD Anderson & Associates, dated January 22, 2015; Stanislaus County General Plan and Support Documentation.¹

XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion: Limitations on providing services have not been identified. The site is served by the City of Modesto for water and Salida Sanitary District for sewer. The project was referred to the City of Modesto and Salida Sanitary District and no responses have been received to date. Storm water run-off will be handled by an existing French Drain System.

The project was referred to the Department of Public Works and development standards addressing their comments will be applied to the project. The Department of Public Works will review and approve grading and drainage plans prior to construction.

A referral response from the Modesto Irrigation District (MID) indicated there may be an existing private pipeline running through the northern portion of the project site and recommended the applicant consult those being served by the pipeline should the proposed expansion impact it. Additionally, as the site does not currently use irrigation water from the District, a Sign-Off of Irrigation Facilities form for the parcel is required. These comments will be applied as development standards.

Mitigation: None.

References: Application information; referral response from the Stanislaus County Department of Public Works, dated February 10, 2016; referral response from Modesto Irrigation District (MID), dated January 6, 2016; Stanislaus County General Plan and Support Documentation.¹

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

Discussion. The Stanislaus County Local Hazard Mitigation Plan identifies risks posed by disasters and identifies ways to minimize damage from those disasters. With the Wildfire Hazard Mitigation Activities of this plan in place, impacts to an adopted emergency response plan or emergency evacuation plan are anticipated to be less than significant. The terrain of the site is relatively flat, and the site has access to a County-maintained road. The site is located in a Local Responsibility Area (LRA) for fire protection and is served by Salida Fire Protection District. The project was referred to the District who responded with comments indicating that all construction must comply with current adopted fire code, including the payment of fire service impact mitigation fees, on-site water supply and infrastructure for fire protection, installation of a Knox box, and emergency vehicle access. These comments will be applied as development standards. California Building Code establishes minimum standards for the protection of life and property by increasing the ability of a building to resist intrusion of flame and embers.

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

Mitigation: None.

References: Referral response from Salida fire Protection District, dated December 22, 2015; California Building Code Title 24, Part 2, Chapter 7; Stanislaus County Local Hazard Mitigation Plan; Stanislaus County General Plan and Support Documentation.¹

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

rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion: Review of this project has not indicated any features which might significantly impact the environmental quality of the site and/or the surrounding area. The parcels to the east (with the exception of a 1.7 acre parcel in agricultural production), south, and west are already developed. While the parcels to the north are undeveloped, they are included in the Salida Community Plan area. While the zoning for these parcels would allow them to be developed, to do so would require a separate CEQA analysis. Additionally, the site is bordered by Sisk Road and Kiernan Avenue further limiting potential development.

Mitigation: None.






References: Application Information; Initial Study; Stanislaus County Zoning Ordinance; Stanislaus County General Plan and Support Documentation.¹

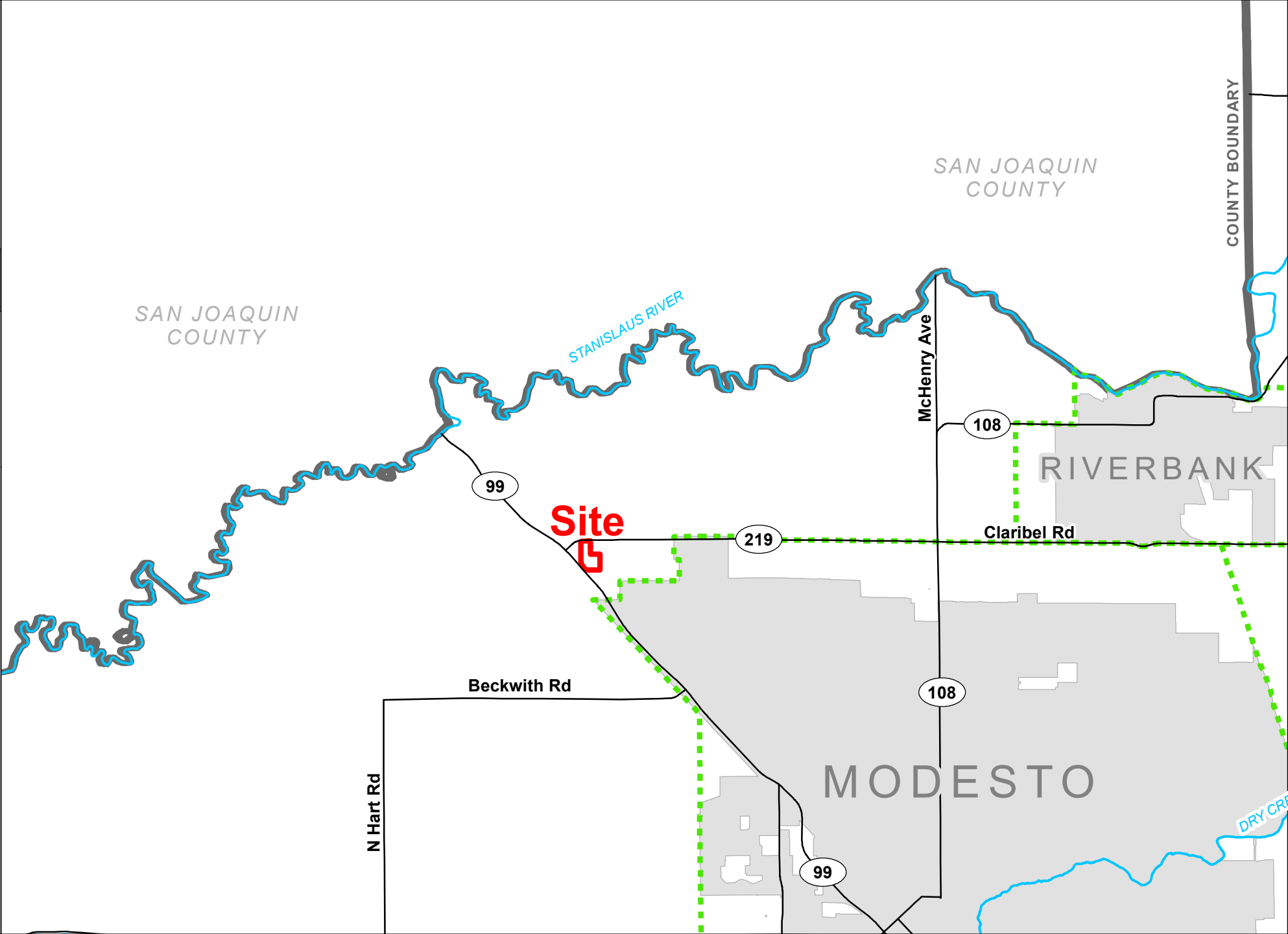
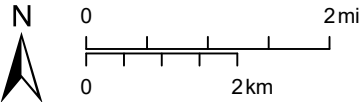
¹Stanislaus County General Plan and Support Documentation adopted in August 23, 2016, as amended. **Housing Element** adopted on April 5, 2016.

BLUE DIAMOND
REZ
PLN2015-0030

AREA MAP

LEGEND

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












BLUE DIAMOND REZ PLN2015-0030

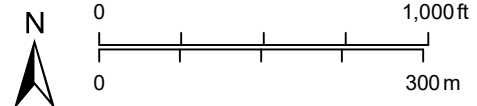
GENERAL PLAN MAP

LEGEND

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

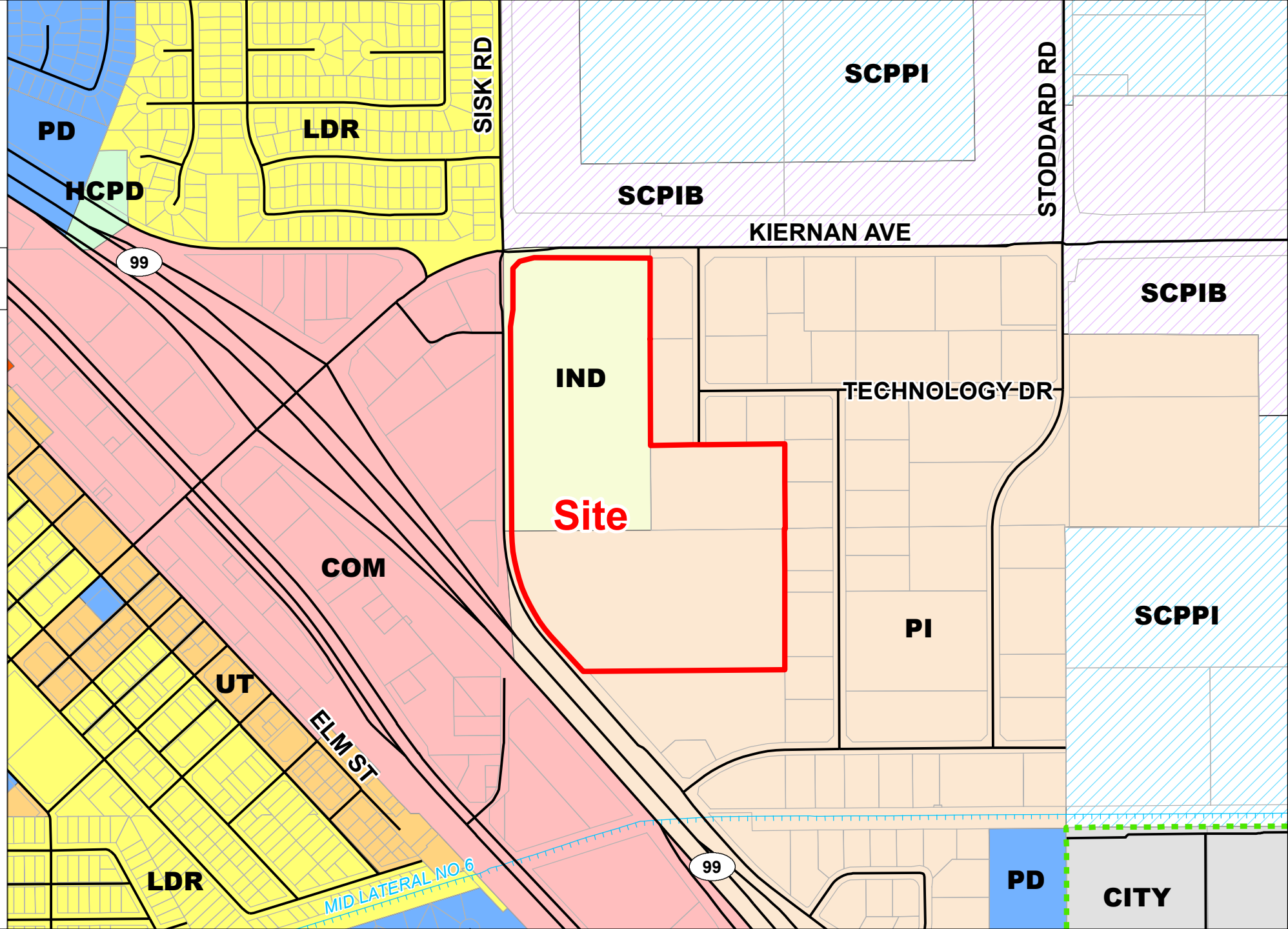
General Plan

-  Planned Development
-  Hwy Comm / Planned Dev
-  Low Density Residential
-  Commercial
-  Planned Industrial
-  Urban Transition
-  Salida Community Plan PI
-  Salida Community Plan IBP
-  City of Modesto



Source: Planning Department GIS

Date: 3/26/2020



BLUE DIAMOND REZ PLN2015-0030

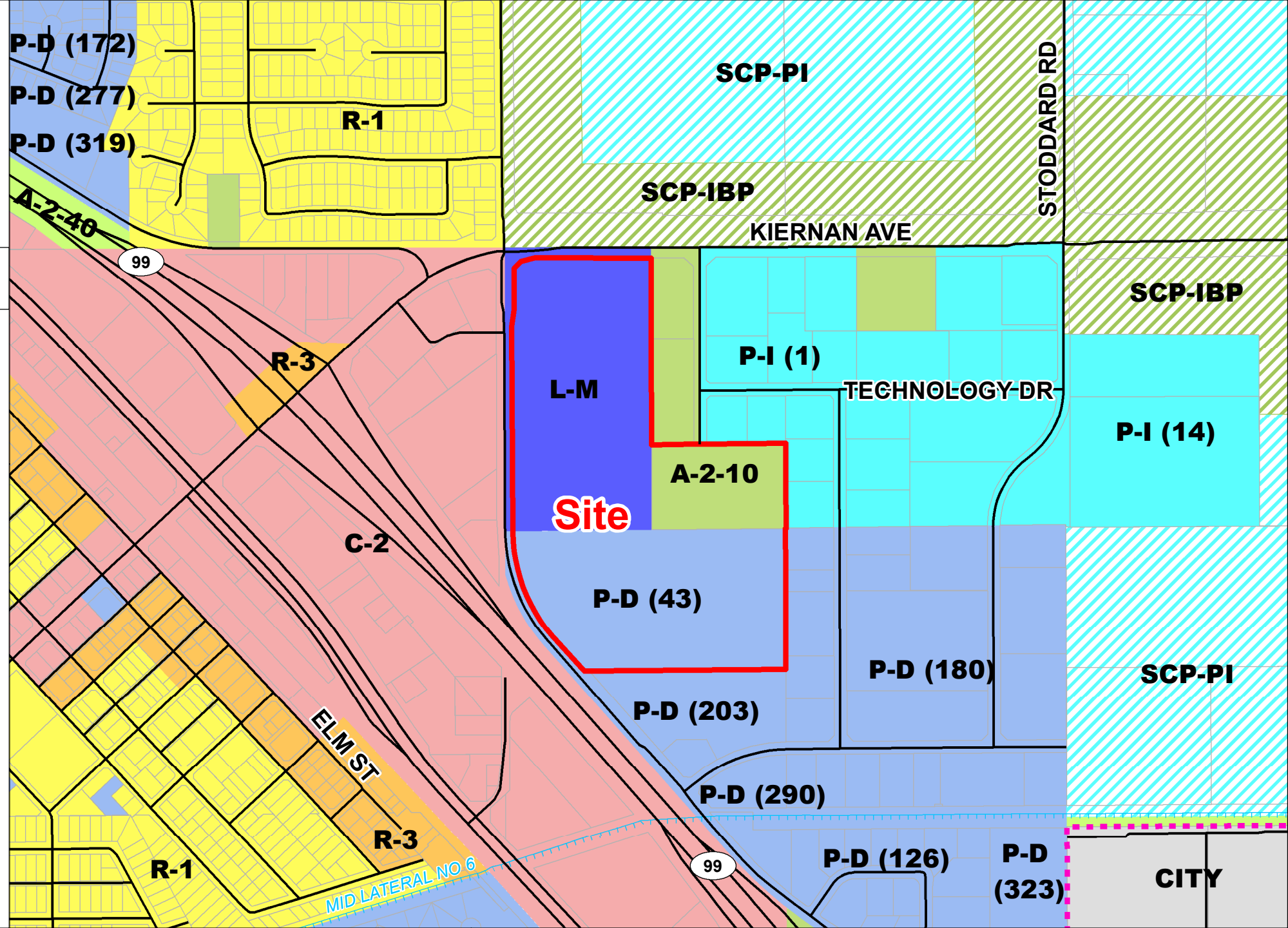
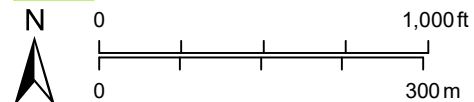
ZONING MAP

LEGEND

-  Project Site
-  Sphere of Influence
-  City of Modesto
-  Parcel
-  River
-  Road
-  Canal

Zoning Designation

-  Planned Development
-  General Agriculture 10 Acre
-  General Agriculture 40 Acre
-  Multiple Family
-  Single Family Residential
-  Limited Industrial
-  Salida Community Plan PI
-  Salida Community Plan IBP

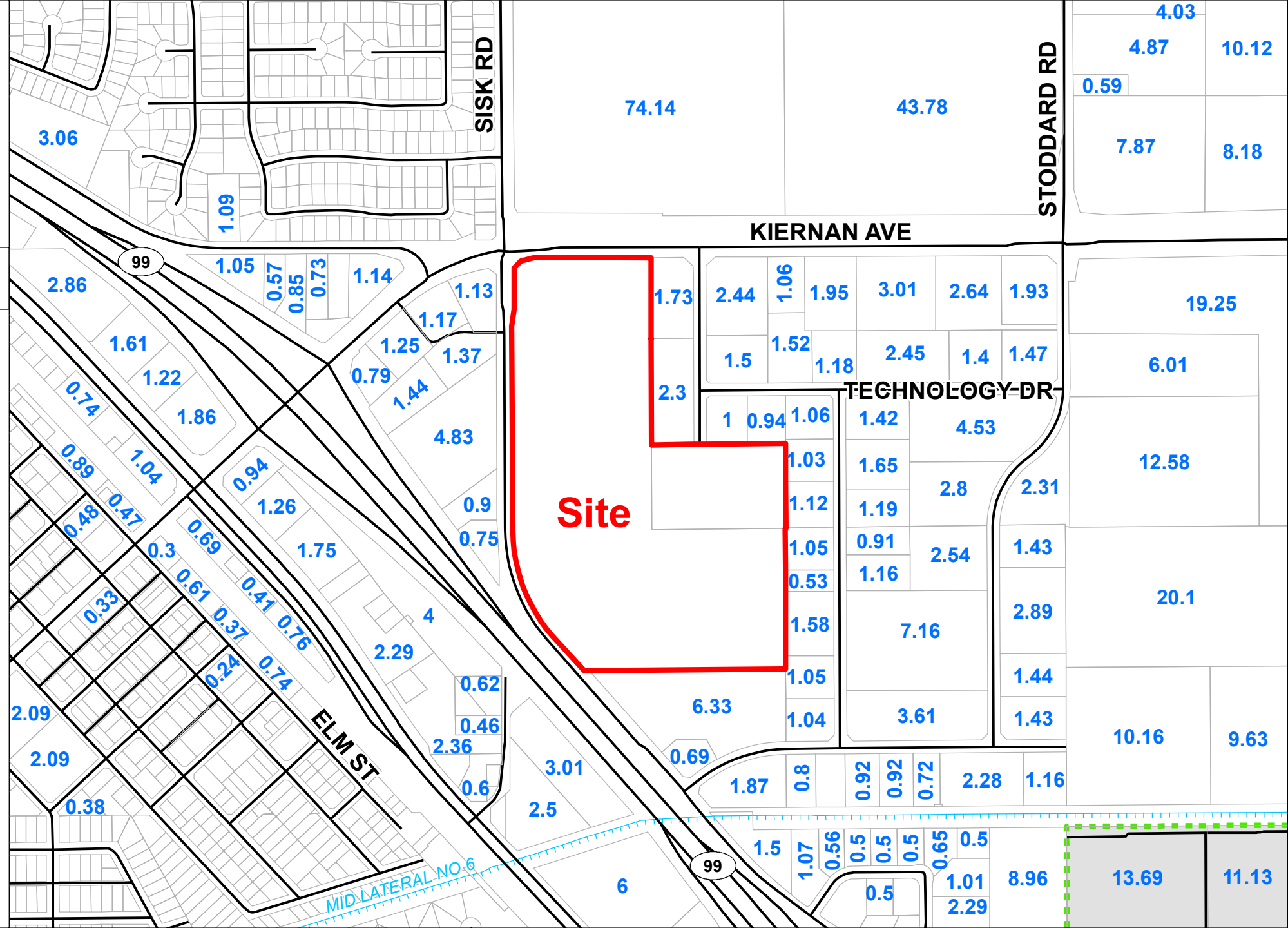
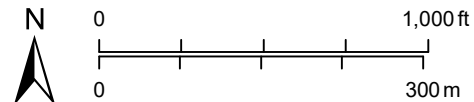


BLUE DIAMOND REZ PLN2015-0030

ACREAGE MAP

LEGEND





-  Project Site
-  Sphere of Influence
-  City of Modesto
-  Parcel/Acres
-  Road
-  Canal

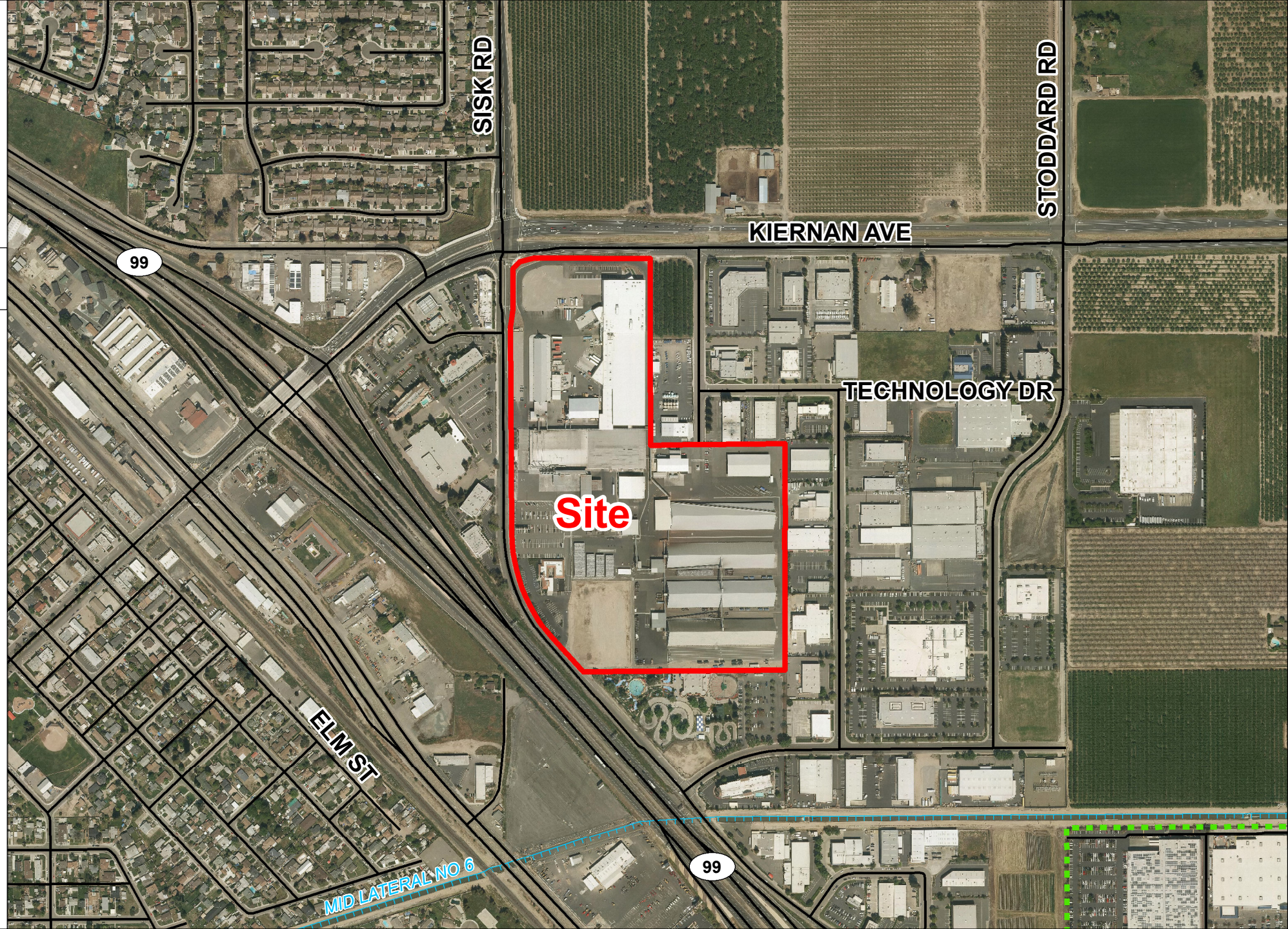
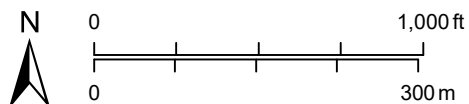


BLUE DIAMOND REZ PLN2015-0030

2017 AERIAL AREA MAP

LEGEND

-  Project Site
-  Sphere of Influence
-  Road
-  Canal



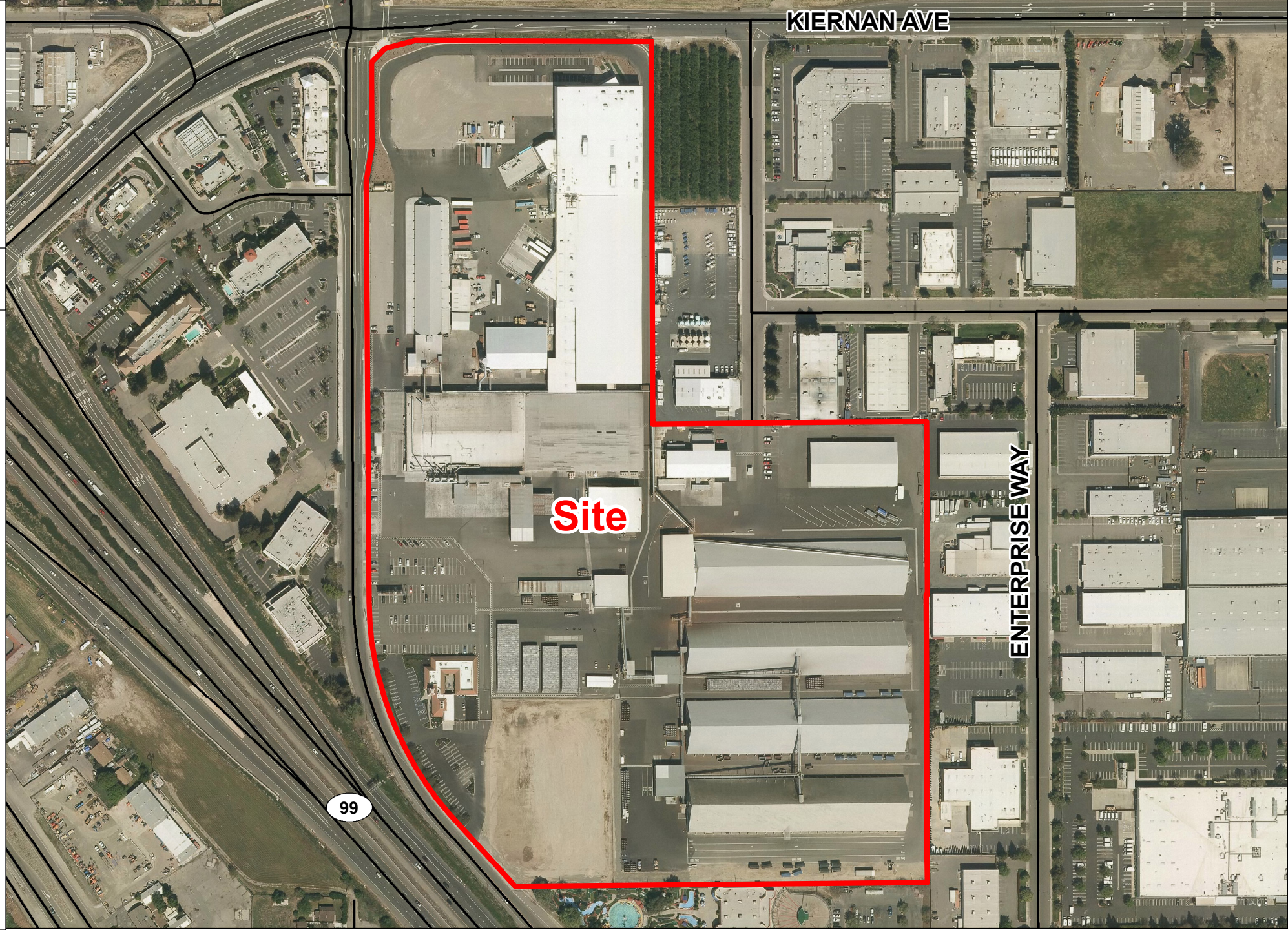
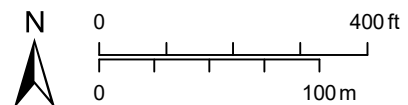
**BLUE DIAMOND
REZ
PLN2015-0030**

2017 AERIAL SITE MAP

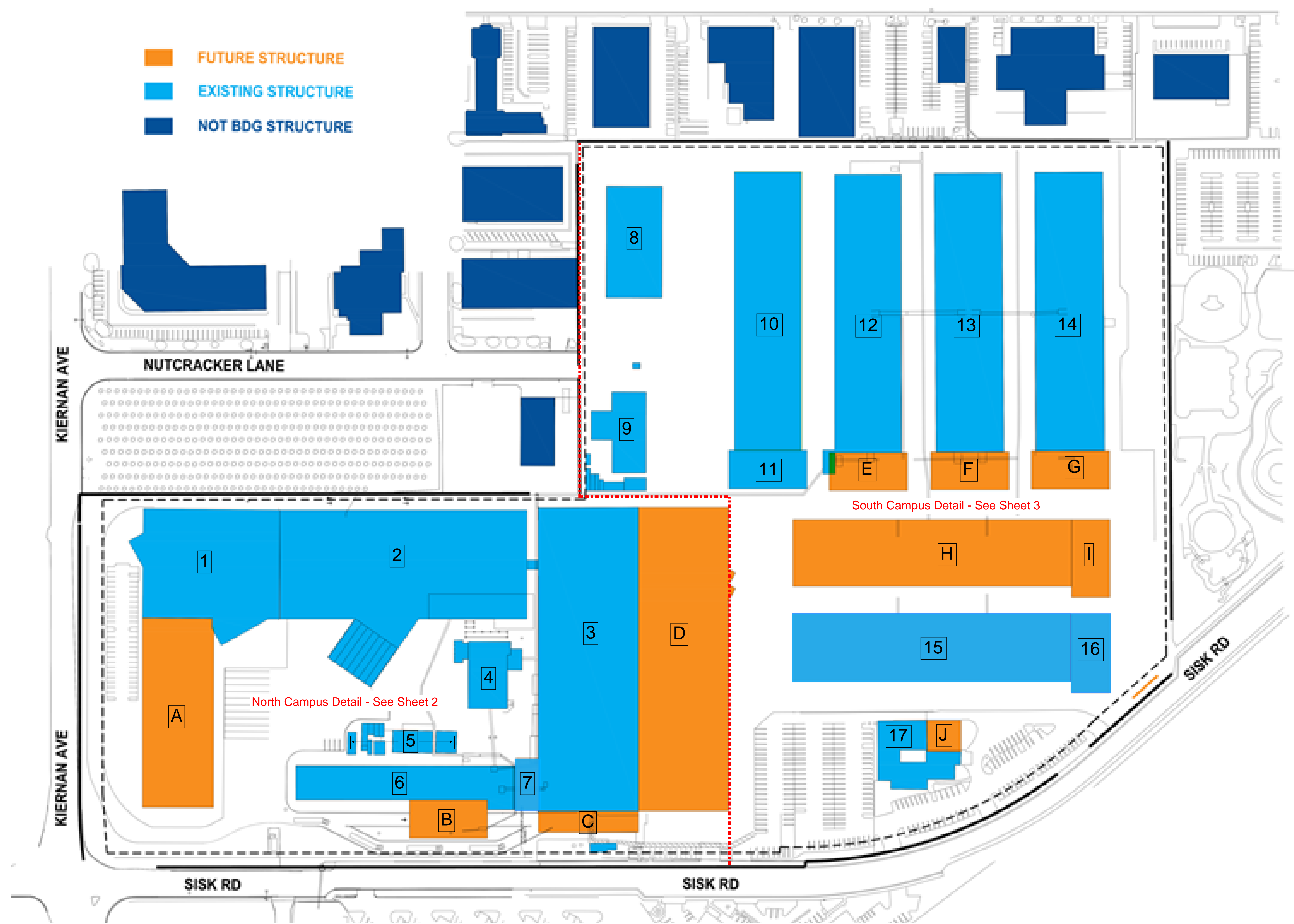
LEGEND

 Project Site

 Road



Blue Diamond Growers - Salida Campus Overview



Page 2 of 4

WT
WHITING-TURNER

PROPOSED MANUFACTURING BUILDING FOR:
BLUE DIAMOND GROWERS
MODESTO, CA

PROJECT NO.
214355
DRAWN BY:
DLH
FILE NAME:
214355_BDGP_Arch.d

SHEET NO.
A1-0
__ OF __ SHEETS

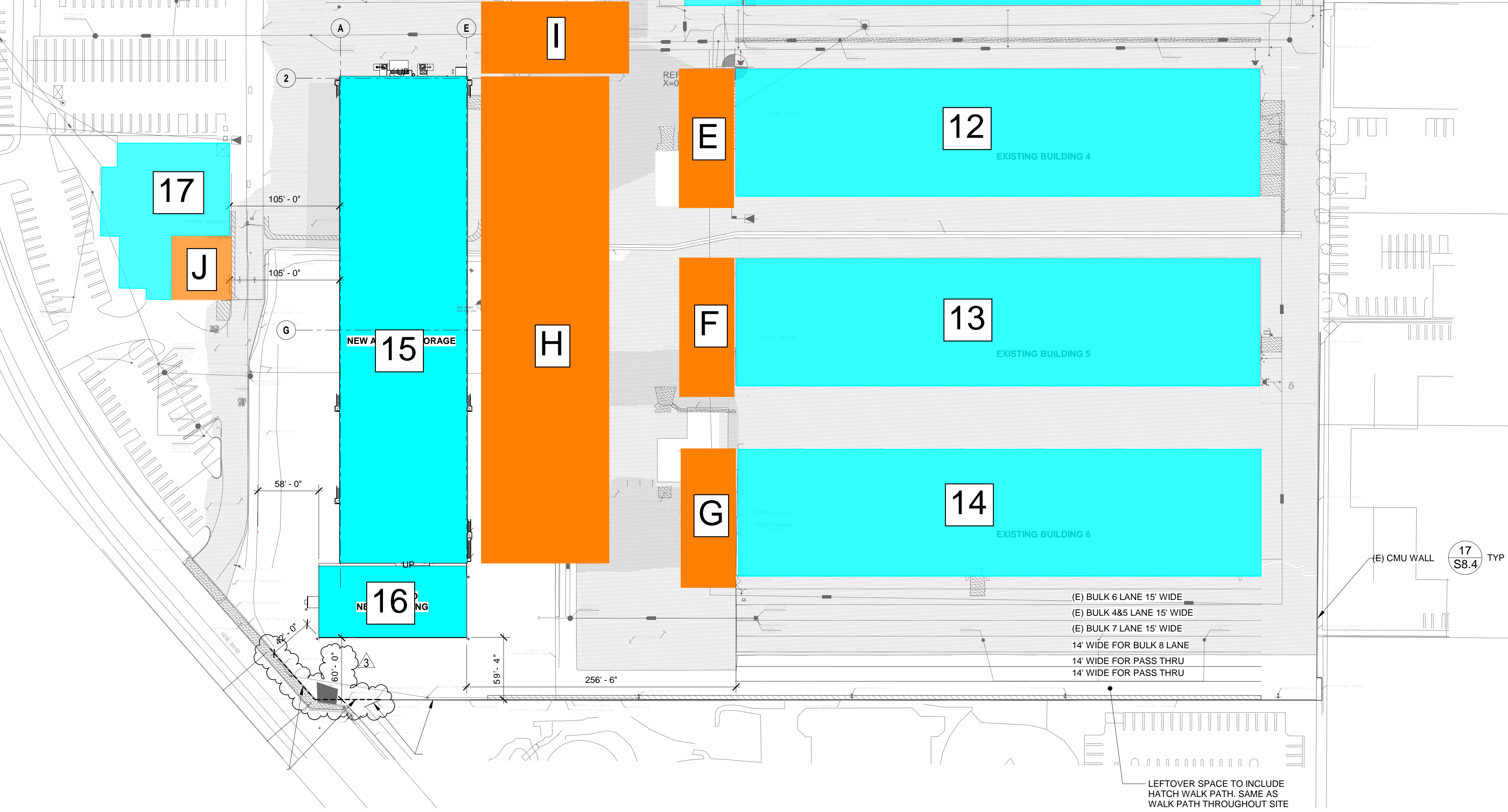


Professional Engineer Seal for Paul J. Perrino, State of California, License No. 28800, expires 2-28-17.

Blue Diamond Growers - Salida Campus South

SEE SHEET 2 FOR FOR NORTH CAMPUS

- LEGEND
- Existing Structures
 - Proposed Structures
 - Number/Letter Item Label



1 OVERALL SITE PLAN
A0.0 SCALE: 1/8" = 1'-0"

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NO.	DATE	REVISION	BY
	8/20/2019	Work in Progress	MA
	11/01/2018	DD Owners Review	MA
	11/09/2018	DD	MA
	12/03/2018	85% GMP	MA
	1/07/2019	Issued For Permit	MA
1	2/08/2019	Issued for Plan check response No. 1	MA
2	3/21/2019	ASI No. 1	MA
3	6/5/2019	ASI No.5	MA

SEAL
LICENSED ARCHITECT
MARCO D. B. NO. C14116
STATE OF CALIFORNIA

WT
WHITING-TURNER
193 Blue Ravine Road #110
Folsom, California 95630

B
E.A. Bonelli + Associates, Inc.
Architects and Engineers
8450 Edges Avenue, Oakland, CA 94621
Phone: (510) 740-0155
Fax: (510) 740-0160
Website: www.eabonelli.com

PROJECT FOR
BLUE DIAMOND GROWERS

PROJECT NAME
NEW ALMOND STORAGE
SILO BLDG. 8

PROJECT ADDRESS
4743 Nutcracker Lane
Modesto CA 95356

SHEET TITLE
OVERALL
SITE PLAN

SCALE	1/8" = 1'-0"	SHEET NO.
DRAWN		A0.0
CHECKED		
APPROVED		
DATE		
JOB NO	1837	

<u>Existing Structures</u>			
Item	Description	Structure Type	Square Footage
1	New Manufacturing	Manuf./WH	50,672
2	Cold Storage 7	Manuf./WH	87,790
3	Main Process Line	Manuf./WH	98,194
4	Packaging Warehouse	Manuf./WH	6,350
5	Maintenance	Manuf./WH	4,500
6	Bulk Warehouse #3	Manuf./WH	25,000
7	MPL Enclosure	Manuf./WH	6,000
8	Dryers	Manuf./WH	20,000
9	Maintenance/Receiving	Manuf./WH	8,400
10	Bulk Warehouse #7	Manuf./WH	60,000
11	Bulk Warehouse #7 Receiving	Manuf./WH	8,000
12	Bulk Warehouse #4	Manuf./WH	60,000
13	Bulk Warehouse #5	Manuf./WH	60,000
14	Bulk Warehouse #6	Manuf./WH	60,000
15	Bulk Warehouse #8	Manuf./WH	56,000
16	Bulk Warehouse #8 Receiving	Manuf./WH	8,000
17	Office Space/Gift Shop	Retail/Office	12,125
Sum:			631,031

<u>Proposed Structures</u>			
Item	Description	Structure Type	Square Footage
A	New Manufacturing Addition	Manuf./WH	43,200
B	Warehouse #3 Receiving	Manuf./WH	6,000
C	Covered Scale	Manuf./WH	6,000
D	MPL Addition	Manuf./WH	92,600
E	Warehouse #4 Receiving	Manuf./WH	8,000
F	Warehouse #5 Receiving	Manuf./WH	8,000
G	Warehouse #6 Receiving	Manuf./WH	8,000
H	Warehouse #9	Manuf./WH	56,000
I	Warehouse #9 Receiving	Manuf./WH	8,000
J	Gift Shop Addition	Retail/Office	4,500
Sum:			240,300

January 22, 2015

Mr. Tom J. Salazar, Project Engineer
The Whiting-Turner Contracting Company
1120 Iron Point Road, Suite 190
Folsom, CA 95630

**RE: FINAL TRAFFIC CIRCULATION ASSESSMENT FOR BLUE DIAMOND GROWERS
SALIDA PLANT, STANISLAUS COUNTY, CA**

Dear Mr. Salazar:

Thank you for contacting our firm regarding Blue Diamond Growers (BDG) plant in the Stanislaus County community of Salida. As we are aware, BDG intends to incrementally expand the storage capacity at its existing plant located off of the SR 99 / Kiernan Road interchange (Attachment 1). Because the length of the harvest season is "fixed" additional storage will likely result in additional truck traffic to and from the site as well as additional activity at key staging areas and in the areas behind existing and planned scales. BDG plans to construct a new warehouse to provide needed storage, as well as new pasteurization facilities.

You have requested that we review the probable on-site traffic conditions accompanying the planned expansion with the goal of identifying feasible measures for reducing congestion and for accommodating truck circulation through the site. Note: Illustrations of the topics addressed in this report follow this letter.

Background Assumptions

We have met with BDG representatives to discuss the current peak period operations at the plant as they relate to truck staging and circulation. Information regarding current and anticipated annual production has also been shared. Figure 1 is the current site layout.

Primary Truck Delivery Route. As noted in Figure 2, during the harvest season trucks arrive from hullers through the main gate off of Nutcracker Lane. While the plant operates 24/7 during the season, peak activity occurs in the period from about 11:00 a.m. to 4:00 p.m. Today inbound trucks initially stop in the open area north of Warehouse #4 where they interact with BDG staff and exchange paperwork. We understand that during the peak periods 4-5 trucks may be staged in this area at one time.

Trucks proceed from the initial staging area around the east side of the facility to the warehouse queuing lanes along the south side of the site below Warehouse #6. Today two lanes are striped in this area to separate the trucks destined for the three existing warehouses. BDG staff direct trucks to a particular warehouse based on the type of almonds in each load and attempt to minimize the overall amount of drop.

We understand that during peak periods the line of queueing trucks can reach back to the east end of the southern warehouse.

Trucks proceed from the queueing area into the two existing scale / drop buildings. Today trucks leave the staging area and park alongside the building serving the previous warehouse while they wait for the scale to become available. After unloading, trucks proceed to the exit through the "underpass" beneath the conveyor belt that adjoins the northwest corner of Warehouse #4.

Secondary Truck Routes. While the majority of product arrives and follows the primary route, there are other truck deliveries, truck travel associated with use of specialized facilities and trucks traveling to and from the site as part of finished product shipment.

Those almonds that arrive from the hullers in boxes travel to the dumping location on the west side of the site. These vehicles have to check in like other trucks. After checking in these trucks can proceed directly to the west side through the "underpass", but depending on activity at the site it may be easier to follow the primary route along the south side of the site while bypassing the queueing lanes.

Warehouse #3 is located at the western end of the facility. Trucks destined for the warehouse drive past the box loading area and turn north along the scales adjoining Warehouse #3. These trucks make a u-turn to use the scales and to leave this area after unloading.

Some nuts travel to and from the driers on the north end of the site. These movements are not made by full size trucks.

Finished product is transported from loading docks located at the northwest end of the site. Empty trucks arrive and travel along the east side of the Cold Storage facility to reach the loading docks. After loading these trucks come out along the west side of the plant and travel through the box loading area to come out the "underpass."

Design Vehicle. The trucks traveling to and from the BDG plant vary somewhat in terms of truck and trailer length. Based on discussion with staff, the maximum vehicle is generally a WB-67 (truck with two trailers). The paths and turning requirements for the site have been identified through application of AASHTO standards using AUTOTURN software. This worst case approach will ensure that the site can accommodate all anticipated vehicles.

Project Assumptions. The expansion "project" will change current peak operations both physically on the site and in terms of the amount of product handled. The major on-site changes are shown in Figure 3.

1. Construction of Warehouse #7 and its ancillary scale – drop off at the west end of the new building. This warehouse is intended for storing only nonpareil almonds, which are the most prevalent varietal produced by BDG members.
2. Elimination of the pole barn dryer location immediately adjoining the security building.
3. Construction of an elevated conveyor belt that will link all warehouses with the plant and eliminate the at-grade conveyor system.
4. Future construction of cold storage and new pasteurization building at the north end of the site.

KDA

Operationally, the amount of product handled each year is a function of the harvest and the number of participating growers. We understand that BDG has recently been handling about 255 million pounds of almonds annually. We understand that the likely production to be accommodated with the expansion is estimated to be an additional 25 to 50 million pounds, or an overall increase of roughly 20%. This increase would be expected to affect the overall arrival patterns at the site assuming that the number of trucks arriving in peak periods increased proportionately.

Evaluation – Key Locations. We have reviewed the layout of the site with implementation of the planned construction to identify those key locations where increased truck traffic and new circulation could create operational issues:

1. **Initial Staging Area.** Trucks will still be arriving through the main gate and will need to process paperwork with BDG staff during the “quick check” stage. The maximum reported accumulation of trucks at this initial point today is 4-5 rigs. It is reasonable to expect that with a 20% increase in overall product this accumulation could increase to 6-7 rigs. The extent to which the new site plan can accommodate this staging requirement while still addressing overall circulation by other vehicles has been evaluated based on the amount of space available after warehouse construction, the turning requirements of these vehicles and the space needed to park 6-7 rigs in one area.

The available space north of the new warehouse is generally longer in the east-west direction than in the north-south. It would no longer be possible to line up a row of trucks in a strict north-south configuration, and alternatives that are either east-west or on a diagonal will need to be considered. We have assumed that it is not desirable to place two rigs back to back as each should be capable of continuing on to the south to the queueing area without waiting for another truck to move. As a result, a diagonal layout is preferred, and layouts oriented at a 45 degree and 30 degree angle to the new warehouse have been plotted for client consideration assuming the pole barn is eliminated (Figures 4 and 5). Each could accommodate the recommended number of rigs at one time. Previous analysis indicated that 6-7 trucks could be accommodate if the pole barn remained, but truck circulation would be more circuitous (Figures 6 and 7).

It will be important for rigs to park in the designated locations in order to accommodate the turning requirements of other trucks. Implementing this recommendation would require pavement markings to delineate the limits of the parking stalls. We understand that the existing staff station at the south end of the pole barn will be replaced with a new facility towards the east end of the site. The choice of staging area design should be made in consultation with BDG staff based on consideration of anticipated driver capabilities.

2. **South Queueing Area.** As indicated in Figure 8 a third queueing lane should be created in the south and dedicated to the new warehouse. As noted the resulting three lanes should be striped for the length of the southern warehouse. Room should be provided for trucks that are not waiting to maneuver around these lanes.

From the design standpoint, the existing paved area is roughly 70 feet wide and can accommodate queueing and circulating traffic. We understand that the queueing lanes will be arranged so as to

KDA

preclude a rig in the north (#7 lane) and middle lane (#4 lane) leaving the queue. As indicated in Figure 8, if no exit from the middle of the queue is acceptable then the three lanes would be placed immediately adjacent to each other. These lanes can be roughly 12 feet wide.

With the elimination of the constraint created by the conveyor, exiting traffic should not need to use this area. One-way clockwise travel should be planned and signed.

Exiting the queuing area and turning to the north is not constrained today as no obstructions exist west of the warehouses. We are aware of possible plans for additional warehouse space in the open area to the west, and plans for that area, when pursued will need to account for the path of circulating trucks. However, without more knowledge of the warehouse layout, additional analysis of truck circulation in this area is not possible.

Trucks will leave the south staging area and either proceed directly into pit #6 or move to the next waiting area along pit #6 and pit #4. The turn from staging to pit #6 will be tight but can be made from the southern staging lane.

3. **Box Unloading along South side of Warehouse #7.** Some boxes will now be dumped at the #7 pit. Trucks will enter via the primary route, as noted in Figure 9. The fire hydrant at the northeast corner of warehouse #4 will be eliminated and trucks will proceed to the south side of Warehouse #7 and park along the south side of the new warehouse. At that point boxes would be unloaded and dumped. Exiting trucks will be able to make the turn alongside pit #7 and head to box storage or to the site exit.
4. **West side to East side Travel.** With the construction of the new warehouse there will be an "opening" for travel between the two sides of the facility. This area extends from the northwest corner of the new scale – pit building to the existing building roughly 65 feet to the northwest. Figure 9 shows that concurrent travel by entering and exiting trucks can pass through this opening. Clearly there will be room for trucks to negotiate the 65 foot wide opening, but concurrent use would likely require each rig to maneuver so as to approach the opening perpendicularly. It would be desirable to mark a "painter median" area that would separate the two paths of travel.
5. **Entry to new Pit #7.** If no changes are made in the area of Warehouse #4, the path of trucks moving into pit #7 near the new warehouse will take these vehicles near the northwestern corner of Warehouse #4. However, as noted in Figure 10, there should be room for this maneuver.
6. **Product Delivery Trucks.** Trucks will continue to haul finished product from the plant at the northwest end of the site. Trucks would likely enter and move directly to the east side of the plant / cold storage before backing into the loading docks. The path taken would depend on factors such as the placement of supports needed for the new conveyor belt system and the route could move to the south towards warehouse #7 as shown if necessary.

KDA

Mr. Tom J. Salazar, Project Engineer
The Whiting-Turner Contracting Company
January 22, 2015
Page 5

This path will either turn at the north end of the existing cold storage as noted in Figure 11 or move around the future pasteurization or cold storage buildings. The feasibility of routing trucks along the north side of the detention pond near Kiernan Avenue is unlikely. A route somewhere in the area of the future cold storage would be needed.

Thank you again for contacting our firm regarding this project. Please feel free to call me if you have any questions.

Sincerely yours,

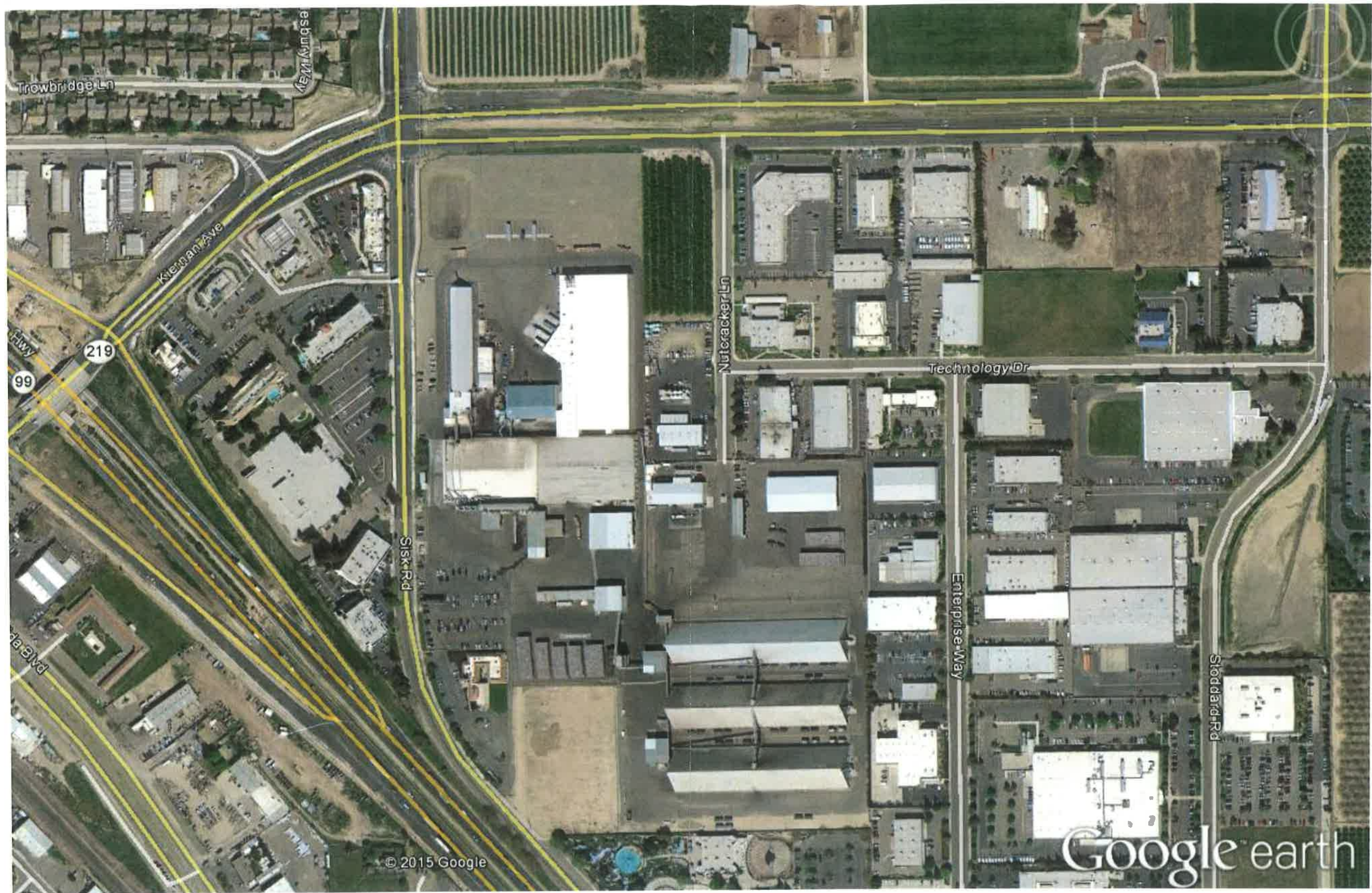
KD Anderson & Associates, Inc.

A handwritten signature in black ink, appearing to read 'K. Anderson', with a long horizontal flourish extending to the right.

Kenneth D. Anderson, P.E.
President

Attachment: Attachment 1 and Figures 1-11

KDA



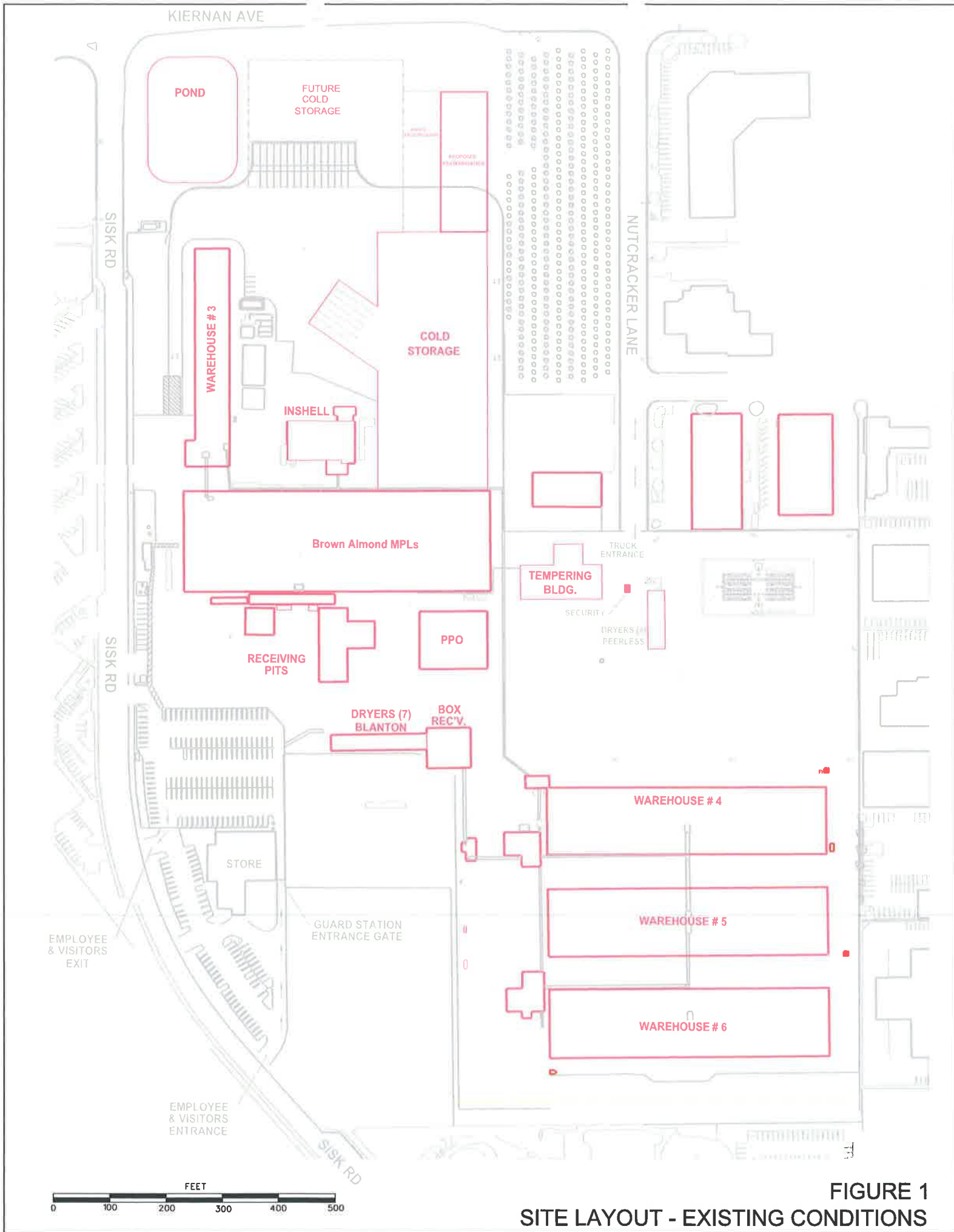


FIGURE 1
SITE LAYOUT - EXISTING CONDITIONS

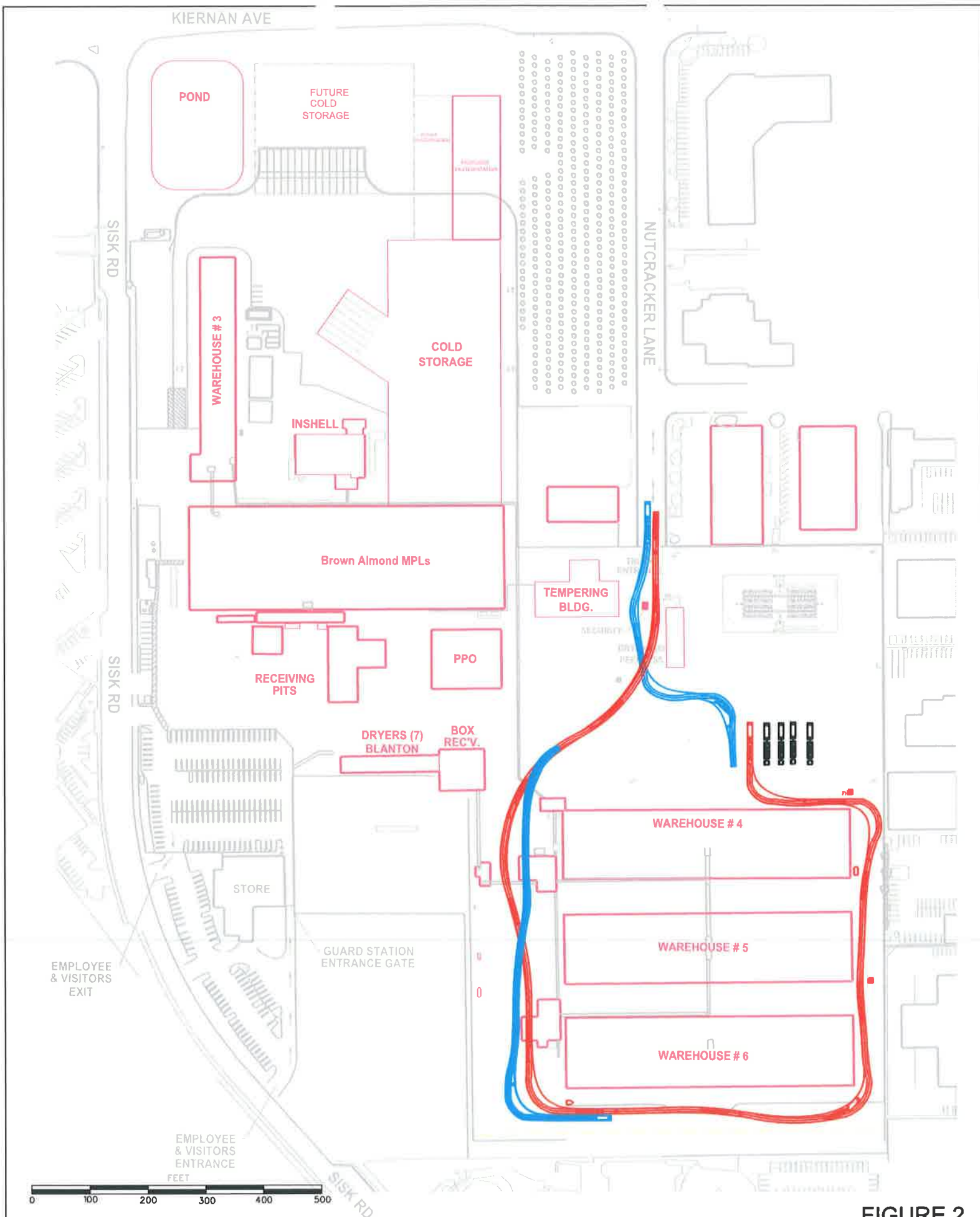


FIGURE 2
PRIMARY TRUCK CIRCULATION - EXISTING CONDITIONS

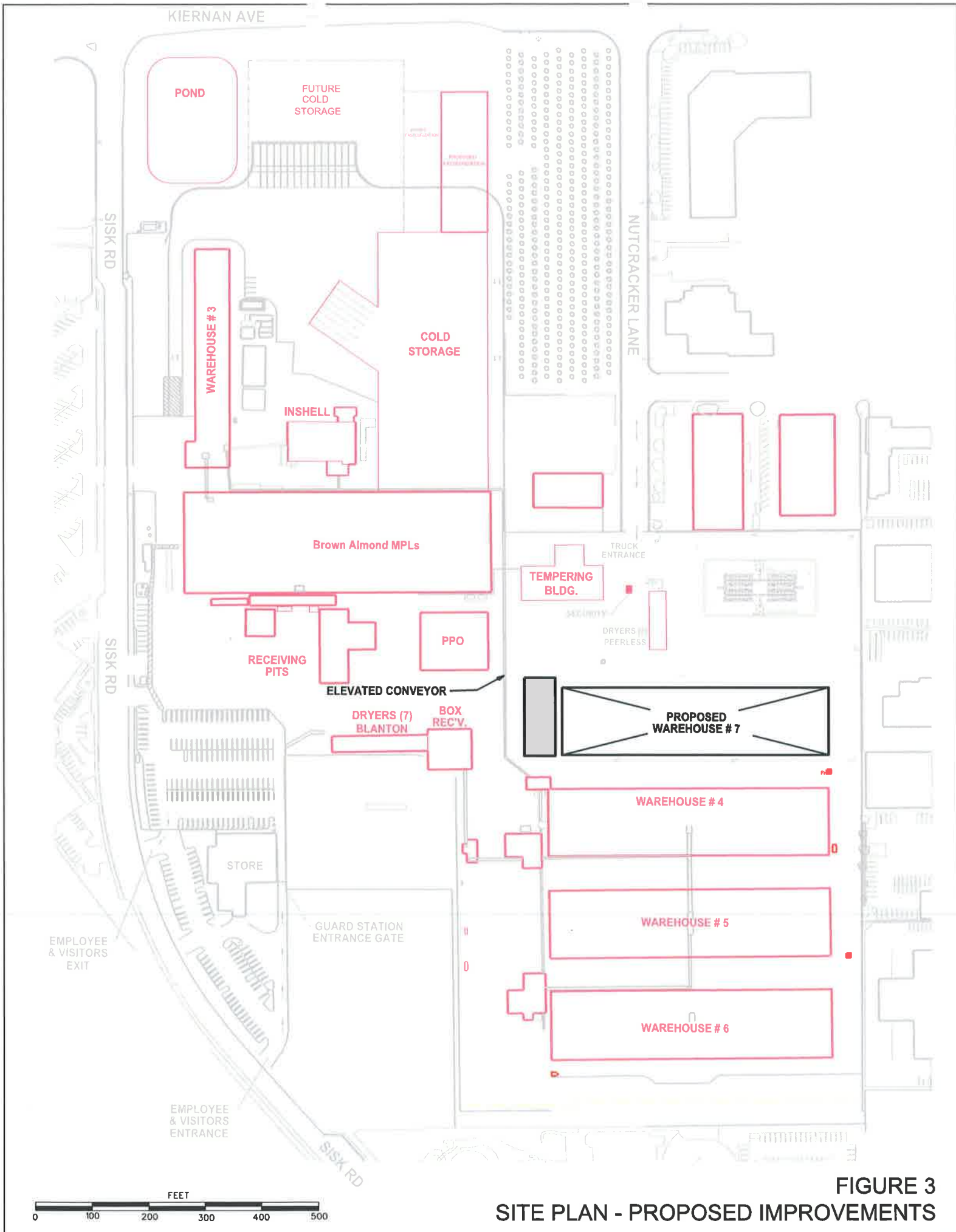


FIGURE 3
SITE PLAN - PROPOSED IMPROVEMENTS

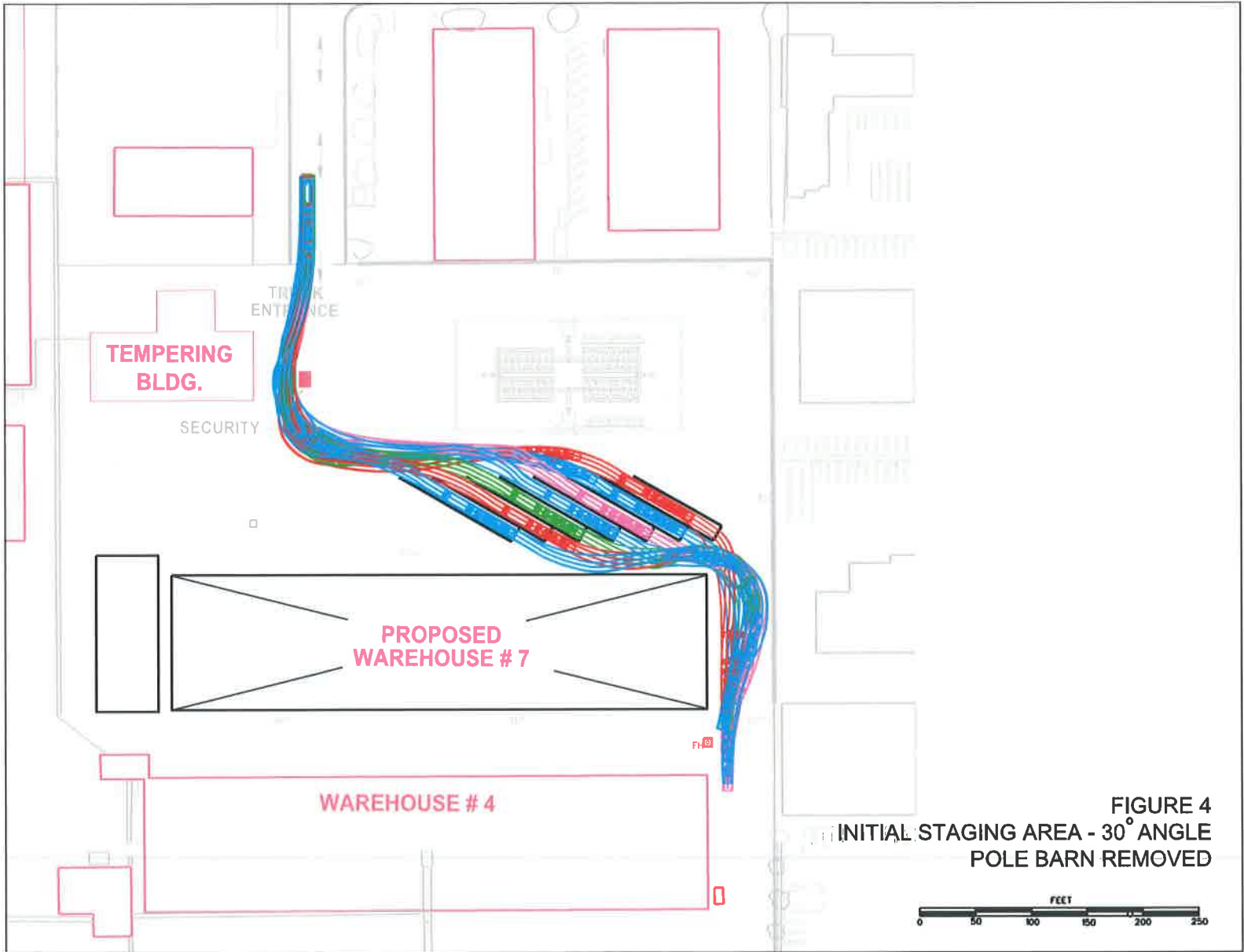
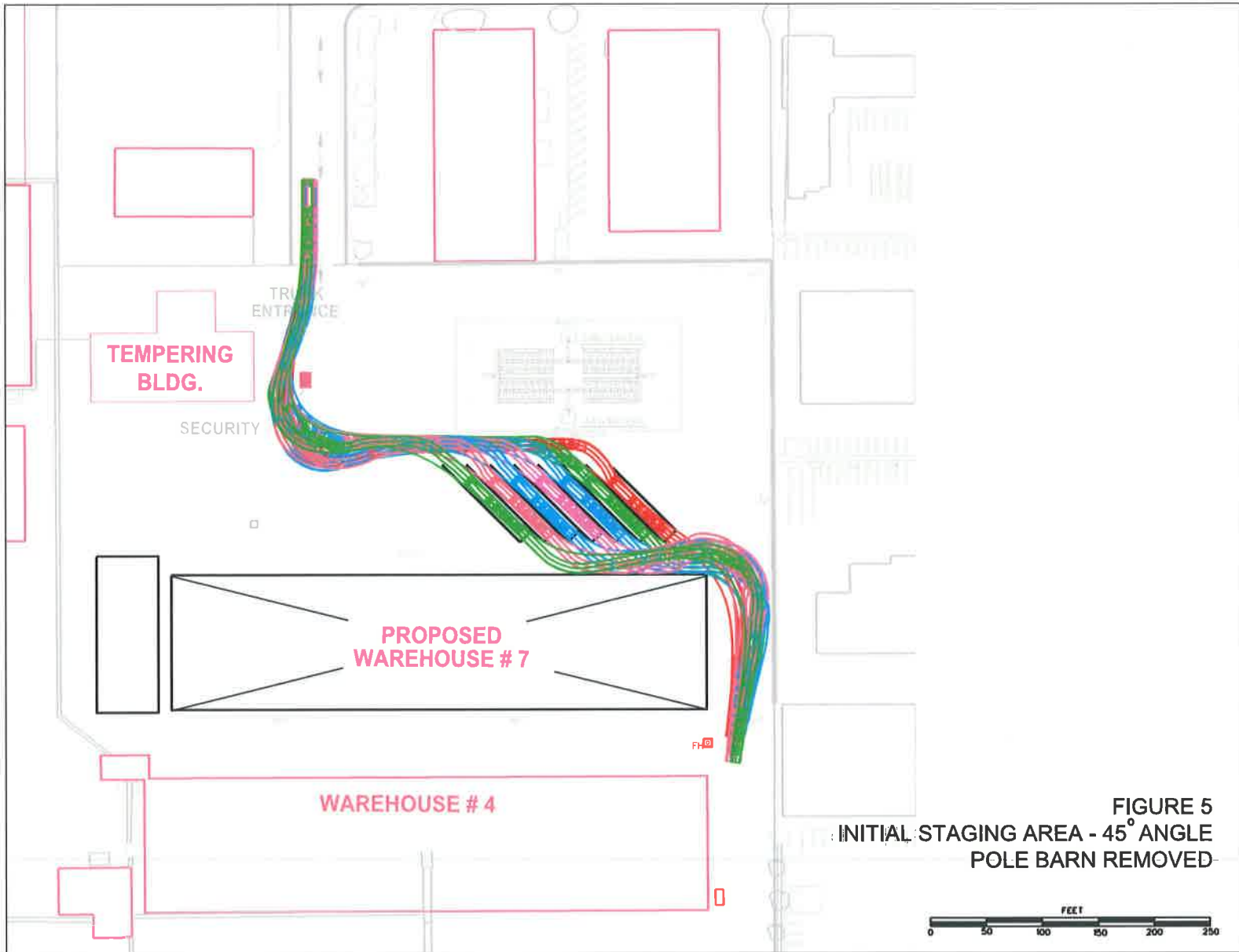
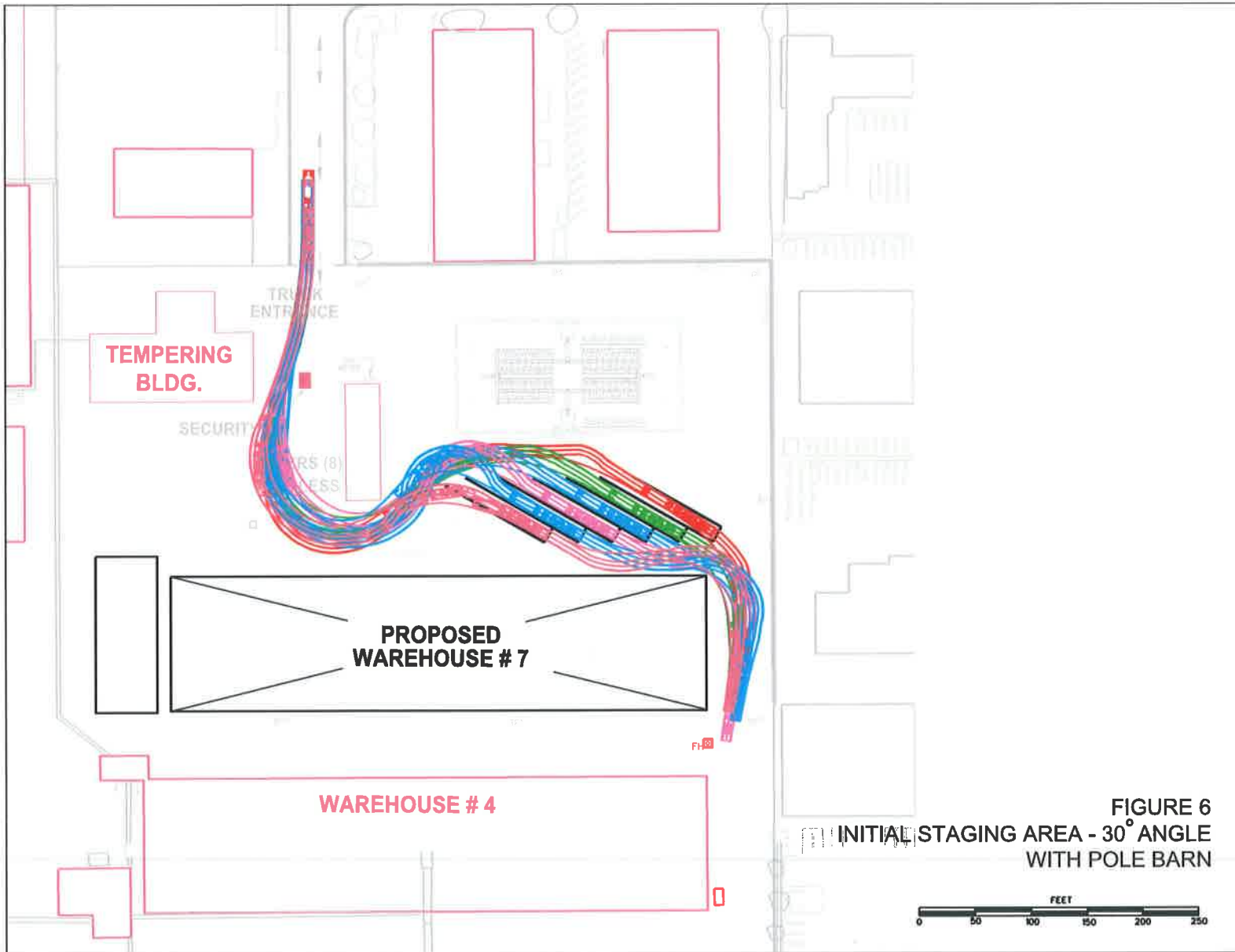
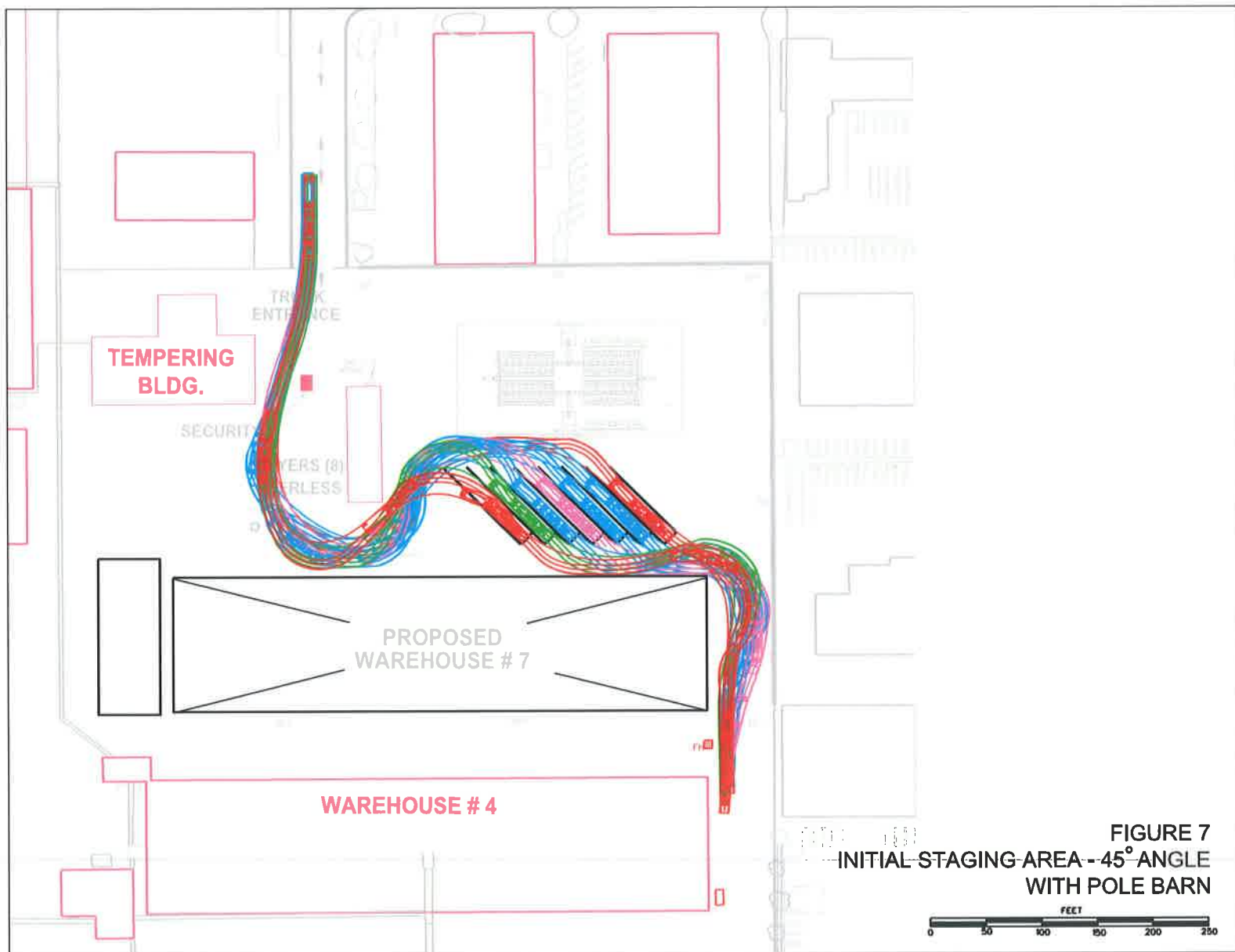
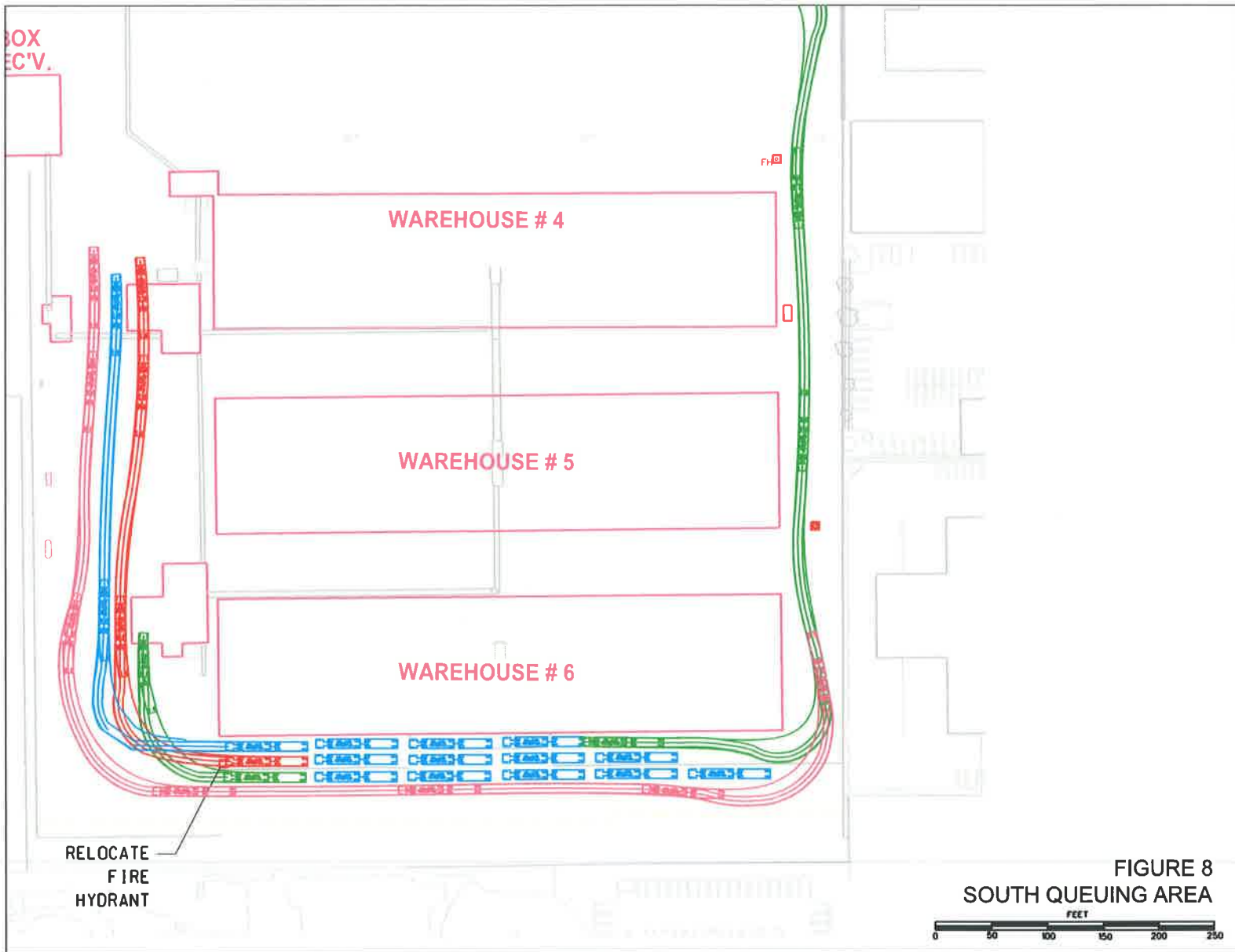


FIGURE 4
INITIAL STAGING AREA - 30° ANGLE
POLE BARN REMOVED









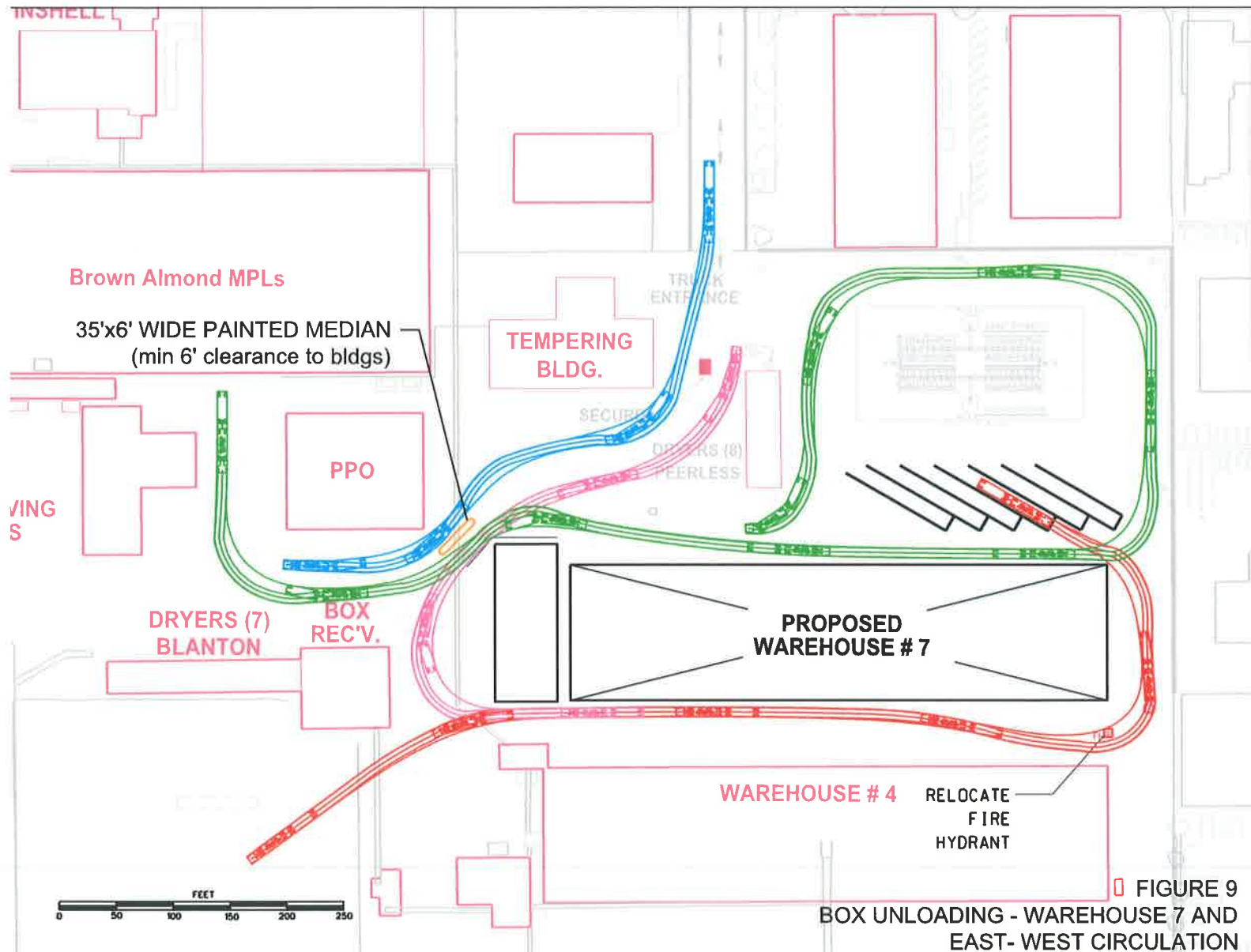
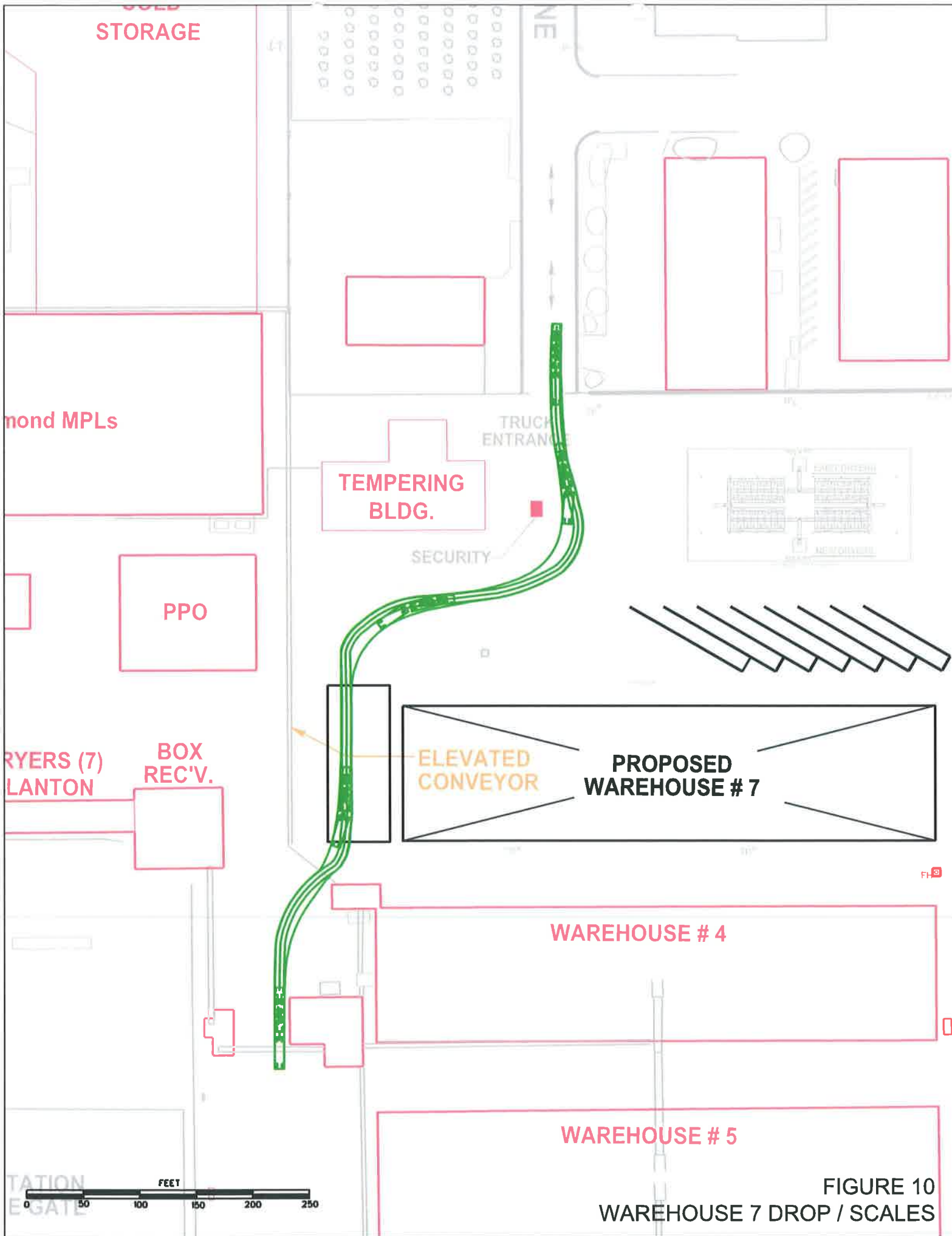


FIGURE 9
BOX UNLOADING - WAREHOUSE 7 AND
EAST- WEST CIRCULATION



KIERNAN AVE

POND

FUTURE
COLD
STORAGE

FUTURE
PASTEURIZATION

PROPOSED
PASTEURIZATION

NUTCRACKER LANE

WAREHOUSE # 3

COLD
STORAGE

INSHELL

Brown Almond MPLs

TRUCK
ENTRANCE

TEMPERING
BLDG.

SECURITY

PPO

RECEIVING
PITS

ELEVATED
CONVEYER

DRYERS (7)
BLANTON

BOX
REC'V.

PROPOSED
WAREHOUSE # 7

FIGURE 11
DELIVERY TRUCK ROUTES

