



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

Date: August 27, 2021

To: Distribution List (See Attachment A)

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

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

Comment Period: August 27, 2021 – September 29, 2021

Respond By: September 29, 2021

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

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

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

Applicant: 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.

APN: 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 Planned Development (P-D) (43) 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>



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

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
	DER - GROUNDWATER RESOURCES DIVISION	X	STAN CO SUPERVISOR DIST 3: WITHROW
X	FIRE PROTECTION DIST: SALIDA	X	STAN COUNTY COUNSEL
	GSA:		StanCOG
	HOSPITAL DIST:	X	STANISLAUS FIRE PREVENTION BUREAU
X	IRRIGATION DIST: MODESTO	X	STANISLAUS LAFCO
X	MOSQUITO DIST: EASTSIDE		STATE OF CA SWRCB – DIV OF DRINKING WATER DIST. 10
X	MOUNTAIN VALLEY EMERGENCY MEDICAL SERVICES	X	SURROUNDING LAND OWNERS
X	MUNICIPAL ADVISORY COUNCIL: SALIDA	X	TELEPHONE COMPANY: AT&T
X	PACIFIC GAS & ELECTRIC		TRIBAL CONTACTS (CA Government Code §65352.3)
	POSTMASTER:		US ARMY CORPS OF ENGINEERS
X	RAILROAD: UNION PACIFIC	X	US FISH & WILDLIFE
X	SAN JOAQUIN VALLEY APCD		US MILITARY (SB 1462)
X	SCHOOL DIST 1: SALIDA UNION	X	USDA NRCS
X	SCHOOL DIST 2: MODESTO UNION		WATER DIST:
	WORKFORCE DEVELOPMENT		
X	STAN CO AG COMMISSIONER		

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STANISLAUS COUNTY CEQA REFERRAL RESPONSE FORM

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

FROM: _____

SUBJECT: 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, January 1, 2020

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 Planned Development (P-D) (43) 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:** Health Risk Assessment, prepared by Trinity Consultants, March 2021.

Central California Information Center Report for the project site, November 24, 2014.

Traffic Circulation Assessment, completed by KD Anderson & Associates Inc., 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"/> Energy |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Teresa McDonald

Prepared by

August 27, 2021

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

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

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

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

9) The explanation of each issue should identify:

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

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

ISSUES

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

Discussion: The 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 (DOC) 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. While Grade 1 soils are considered Prime Farmland, the DOC lists the soil as Urban and Built-Up Land, and the project site is already developed with existing industrial and retail uses. The project will not convert 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: The proposed project is located within the San Joaquin Valley Air Basin (SJVAB) and, therefore, falls under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In conjunction with the Stanislaus Council of Governments (StanCOG), the SJVAPCD is responsible for formulating and implementing air pollution control strategies. The SJVAPCD's most recent air quality plans are the 2007 PM₁₀ (respirable particulate matter) Maintenance Plan, the 2008 PM_{2.5} (fine particulate matter) Plan, and the 2007 Ozone Plan. These plans establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the SJVAB, which has been classified as "extreme non-attainment" for ozone, "attainment" for respirable particulate matter (PM-10), and "non-attainment" for PM 2.5, as defined by the Federal Clean Air Act. Mobile emission 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.

In response to the original CEQA Referral Initial Study, a response was received from the San Joaquin Valley Air Pollution Control District (SJVAPCD) stating that while specific annual emissions from construction and operation emissions of criteria pollutants are not expected to exceed any of the District significance thresholds, other potential significant air quality impacts related to Toxic Air Contaminants, Ambient Air Quality Standards, and Hazards and Odors, should be addressed.

The Air District response also indicated that the project is subject to District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Regulation VIII, (Fugitive PM₁₀ Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants). The project may be subject to other applicable District permits and rules, which must be met as part of the District's Authority to Construct (ATC) permitting process.

The Air District recommended the project be evaluated for potential health impacts to surrounding receptors (on-site and off-site) resulting from operational and multi-year construction Toxic Air Contaminants (TAC) emissions and stated that a Health Risk Assessment should evaluate the risk associated with sensitive receptors in the area and mitigate any potentially significant risk to help limit emission exposure to sensitive receptors. The Air District also recommended the County evaluate Heavy-Heavy Duty (HHD) truck routing patterns to help limit emission exposure to sensitive receptors located directly east of the project site. However, after further examination, it was found that there are no sensitive receptors directly east of the project site and that recommendation was included by error.

In response to the Air District response, a Health Risk Assessment (HRA) was prepared by Trinity Consultants, dated March 2021. The HRA evaluated the potential risk to the population attributable to emissions of hazardous air pollutants from the proposed expansion.

Emissions of hazardous air pollutants attributable to proposed increases in construction activities and on-site mobile sources were calculated using EMFAC17 emission factors and the California Emissions Estimator Model version 2016.3.2 (CalEEMod). Ambient air concentrations were predicted with dispersion modeling to arrive at a conservative estimate of increased individual carcinogenic risk that might occur as a result of continuous exposure over a 70-year lifetime. Similarly, concentrations of compounds with non-cancer adverse health effects were used to calculate hazard indices (HIs), which are the ratio of expected exposure to acceptable exposure.

The HRA assumed new construction is to begin by May 2022 and be completed as the market demands. For the purposes of the HRA, it was assumed all construction would occur at the same time to be conservative. The new construction would total 240,300 square-feet of building space. CalEEMod default construction time for building construction and architectural coatings for 240,300 square-foot unrefrigerated warehouse with no rail is 230 days and 20 days, respectively. There is

expected to be no grading or paving since the majority of the site is already paved. All proposed construction would occur within the existing facility footprint.

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 for a total of an additional 5,225.3 annual truck trips.

The basis for evaluating potential health risk is the identification of sources of hazardous air pollutants (HAPs). The proposed expansion will include sources with the potential to emit HAPs. Pursuant to guidance by the SJVAPCD, emissions based on the current configuration of the facility are considered to be existing emissions. Based on this fact, the facility's existing emissions are not included in the emissions proposed for the subject project. Therefore, emissions from the facility modifications will be restricted to incremental emissions attributable to construction activities and the additional on-site mobile sources required for the expansion. Construction equipment sources include diesel-fueled tractors, loaders, backhoes, cranes, forklifts, generator sets, air compressors and welders. CalEEMod default equipment listing for general light industrial usages were utilized. Default horsepower, daily operating hours, and load factors were also used. Operational mobile sources include diesel-fueled heavy-duty trucks. The Project proponent confirmed that truck idling is not permitted at their facility and no additional operational equipment that would emit HAPs is proposed.

Annual-averaged emission rates were calculated for diesel particulate matter (DPM) for each modeled source. The incremental increase in emissions attributable to truck trips were calculated by comparing the trips from each source based on the number of trips pre- and post-project. The project applicant provided pre- and post-truck trip numbers. Diesel truck running emissions are based on EMFAC2017 emission factors specific to Stanislaus County for vehicle category "T7 Single." Construction DPM emissions were calculated in CalEEMod for a 240,300 square-foot industrial non-refrigerated warehouse with no rail. The default construction activities were estimated by CalEEMod to be just under a year. Therefore, a year exposure HRA was conducted and added to the operational HRA results. Construction emissions will be restricted to occur between the hours of 7am and 5pm.

Existing land uses in the area where the facility will be located are a mix of businesses, residential and agriculture. There are scattered rural residences in the general area of the project; most of which are associated with local agricultural operations. Individual discrete receptors were placed on each agricultural residence. There are also residential communities and schools located near the Project. Grid receptors were placed of the densely populated residential communities making sure that every school also had at least one receptor. A total of 432 off-site receptors of residences and schools, 1 on-site worker receptor at the retail shop, and 202 off-site workers were assessed during the preparation of the HRA.

HARP 2 post-processing was used to assess the potential for the following: excess cancer risk and chronic non-cancer effects. Total cancer risk was predicted for inhalation and non-inhalation pathways at each receptor. The hazard index is computed by endpoint as the sum of the hazard indices for all relevant pollutants, the highest of which is designated as the total hazard index. The carcinogenic risk predicted at the potentially impacted receptors does not exceed the significance level of twenty in one million (20×10^{-6}). The health hazard index (HI) for chronic non-cancer risk is below the significance level of 1.0 at all modeled receptors. The maximum predicted cancer risk is $1.88\text{E-}06$. Cancer risks are attributable to emissions of DPM through the inhalation pathway. The maximum predicted chronic non-cancer hazard index is 0.015. Chronic risks are attributable to emissions of DPM which affect the respiratory system.

The HRA found that the unmitigated potential health risk attributable to the Blue Diamond Growers facility expansion for carcinogenic and chronic non-carcinogenic risk is determined to be less than significant.

Regarding air quality impacts related to and hazards and odors, the only objectionable odors associated with the proposed expansion would be associated with the queuing of trucks, and truck idling is not permitted at the facility. A discussion on the impacts related to hazards may be found in the Hazards and Hazardous Materials section of the Initial Study.

The project will be required to obtain all applicable Air District permits, 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 July 16, 2020; Email from the San Joaquin Valley Air Pollution Control District (SJVAPCD), dated August

9, 2021; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; www.valleyair.org; Health Risk Assessment conducted by Trinity Consultants, dated March 2021; 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 (CNDDB). 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-foot 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.

In response to the original CEQA Referral Initial Study, a response was received from the San Joaquin Valley Air Pollution Control District (SJVAPCD) indicating that the project is subject to District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Regulation VIII, (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601

(Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants). The project may be subject to other applicable District permits and rules, which must be met as part of the District's Authority to Construct (ATC) permitting process and will be applied as a development standard.

Mitigation: None.

References: Application information; referral response from the San Joaquin Valley Air Pollution Control District (SJVAPCD), dated July 16, 2020; Email from the San Joaquin Valley Air Pollution Control District (SJVAPCD), dated August 9, 2021; Health Risk Assessment conducted by Trinity Consultants, dated March 2021; 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 Documentation.¹

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

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

Under its mandate to provide local agencies with assistance in complying with CEQA in climate change matters, the SJVAPCD developed its Guidance for Valley Land-Use Agencies in Addressing GHG Emissions Impacts for New Projects under CEQA. As a general principal to be applied in determining whether a proposed project would be deemed to have a less-than significant impact on global climate change, a project must be in compliance with an approved GHG emission reduction plan that is supported by a CEQA-compliant environmental document or be determined to have reduced or mitigated GHG emissions by 29 percent relative to Business-As-Usual conditions, consistent with GHG emission reduction targets established in ARB's Scoping Plan for AB 32 implementation. The SJVAPCD guidance is intended to streamline the process of determining if project specific GHG emissions would have a significant effect. The proposed approach relies on the use of performance-based standards and their associated pre-quantified GHG emission reduction effectiveness (Best Performance Standards, or BPS). Establishing BPS is intended to help project proponents, lead agencies, and the public by proactively identifying effective, feasible mitigation measures. Emission reductions achieved through implementation of BPS would be pre-quantified, thus reducing the need for project specific quantification of GHG emissions. For land use development projects, BPS would include emissions reduction credits for such project features as bicycle racks, pedestrian access to public transit, and so forth.

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 July 16, 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.

In response to the original CEQA Referral Initial Study, a response was received from the San Joaquin Valley Air Pollution Control District (SJVAPCD) stating that while specific annual emissions from construction and operation emissions of criteria pollutants are not expected to exceed any of the District significance thresholds, other potential significant air quality impacts related to Toxic Air Contaminants, Ambient Air Quality Standards, and Hazards and Odors, should be addressed. In response to the Air District response, a Health Risk Assessment (HRA) was prepared by Trinity Consultants, dated March 2021.

The HRA calculated annual-averaged emission rates for Diesel Exhaust, Particulate Matter (DPM). The incremental increase in emissions attributable to truck trips were calculated by comparing the trips from each source based on the number of trips pre- and post-project. The project applicant provided pre- and post-truck trip numbers. Diesel truck running emissions are based on EMFAC2017 emission factors specific to Stanislaus County for vehicle category "T7 Single." Construction DPM emissions were calculated in CalEEMod for a 240,300 square-foot industrial non-refrigerated warehouse with no rail. The default construction activities were estimated by CalEEMod to be just under a year. Therefore, a year exposure HRA was conducted and added to the operational HRA results. Construction emissions will be restricted to occur between the hours of 7am and 5pm. The HRA evaluated the potential risk to the population attributable to emissions of hazardous air pollutants from the proposed expansion and found that unmitigated potential health risk attributable to the Blue Diamond Growers facility expansion for carcinogenic and chronic non-carcinogenic risk is determined to be less than significant.

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); Health Risk Assessment conducted by Trinity Consultants, dated March 2021; 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. Land within a Planned Development designation should be zoned A-2 (General Agriculture) until development occurs through Planned Development zoning. The portion of the site zoned A-2 is already improved with multiple structures, and 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.

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 Documentation¹

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

Discussion: The Stanislaus County General Plan identifies noise levels up to 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 nor will any existing housing be displaced as a result of this project.

Mitigation: None.

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

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

Discussion: 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 Documentation¹

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

Discussion: The 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; referral response from the San Joaquin Valley Air Pollution Control District (SJVAPCD), dated July 16, 2020; Stanislaus County General Plan and Support Documentation.¹

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

A records search conducted by the Central California Information Center (CCIC) for the project site indicated that there are no historical or archeological resources recorded within the project area. It does not appear that this project will result in significant impacts to any archaeological or cultural resources. The project site is already developed with multiple industrial buildings. A development standard regarding the discovery of cultural resources during the construction process will be added to the project.

Mitigation: None.

References: Central California Information Center Report for the project site, dated November 24, 2014; Stanislaus County General Plan and Support Documentation¹.

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

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	
--------------------------------------------------------------------------------------------------------------------	--	--	---	--

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

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

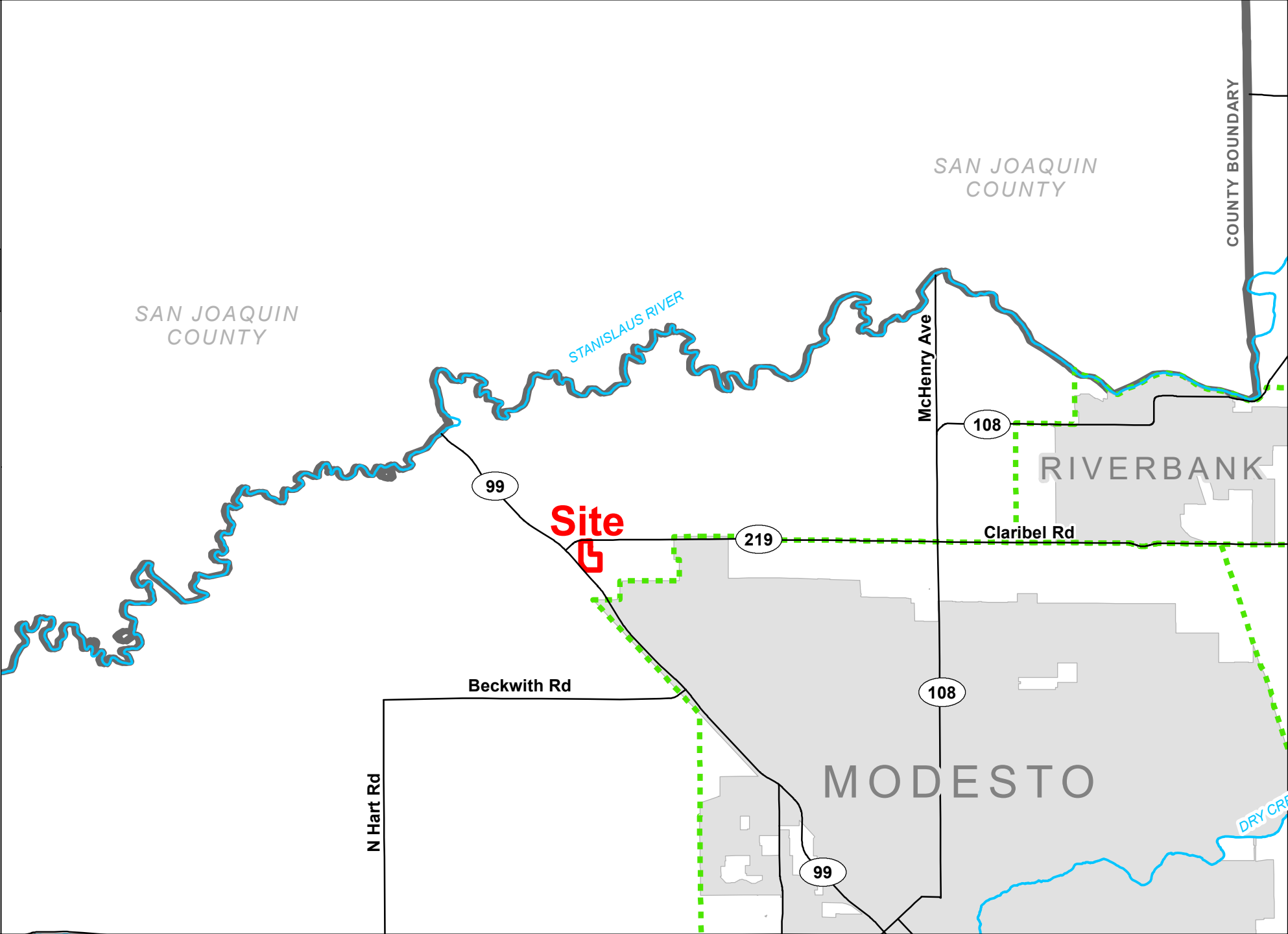
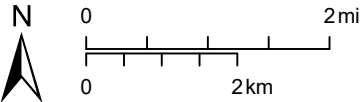
¹Stanislaus County General Plan and Support Documentation adopted in August 23, 2016, as amended. **Housing Element** adopted on April 5, 2016.

BLUE DIAMOND
REZ
PLN2015-0030

AREA MAP

LEGEND

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












BLUE DIAMOND REZ PLN2015-0030

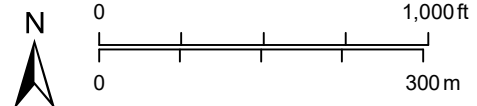
GENERAL PLAN MAP

LEGEND

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

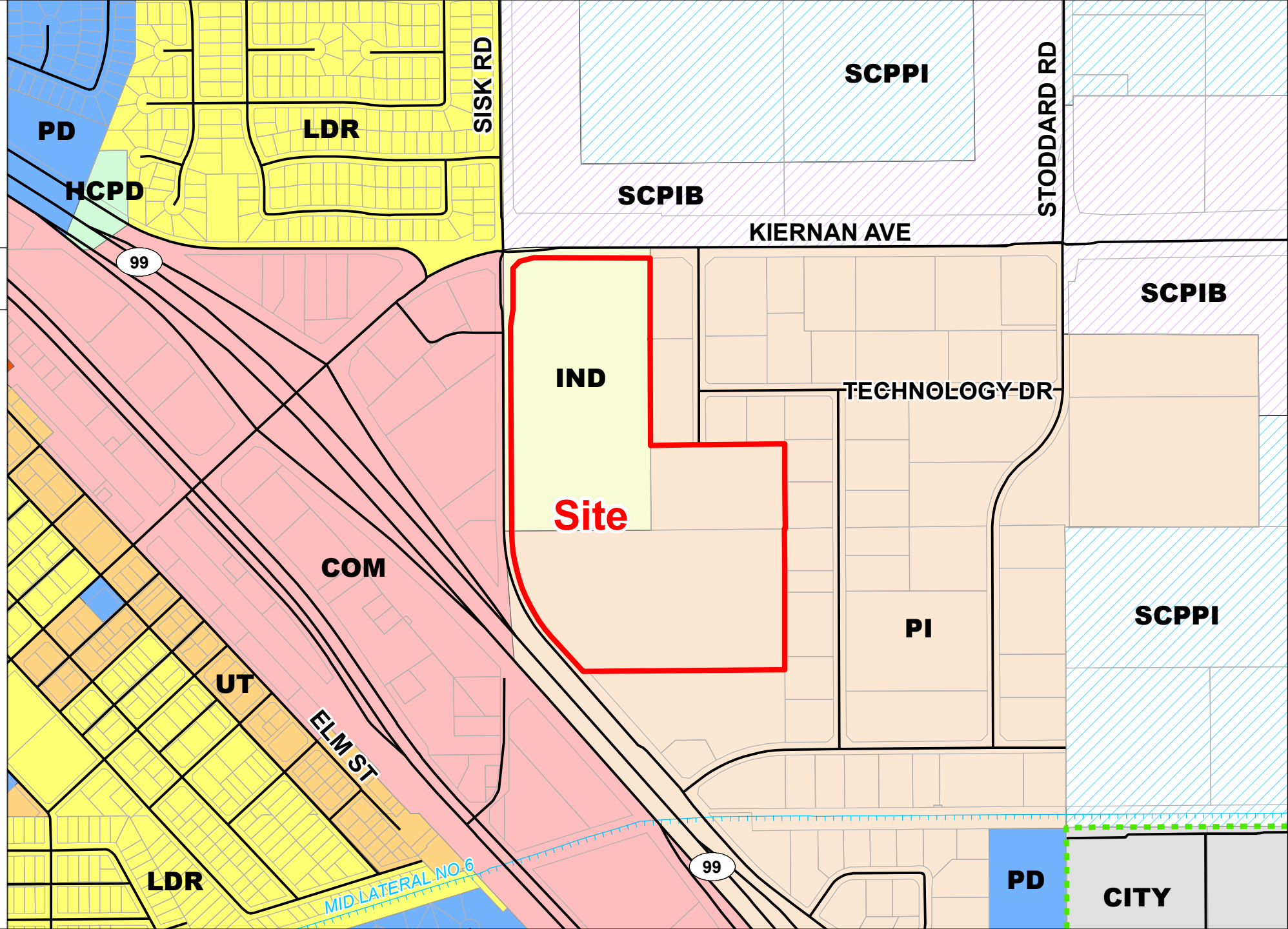
General Plan

-  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

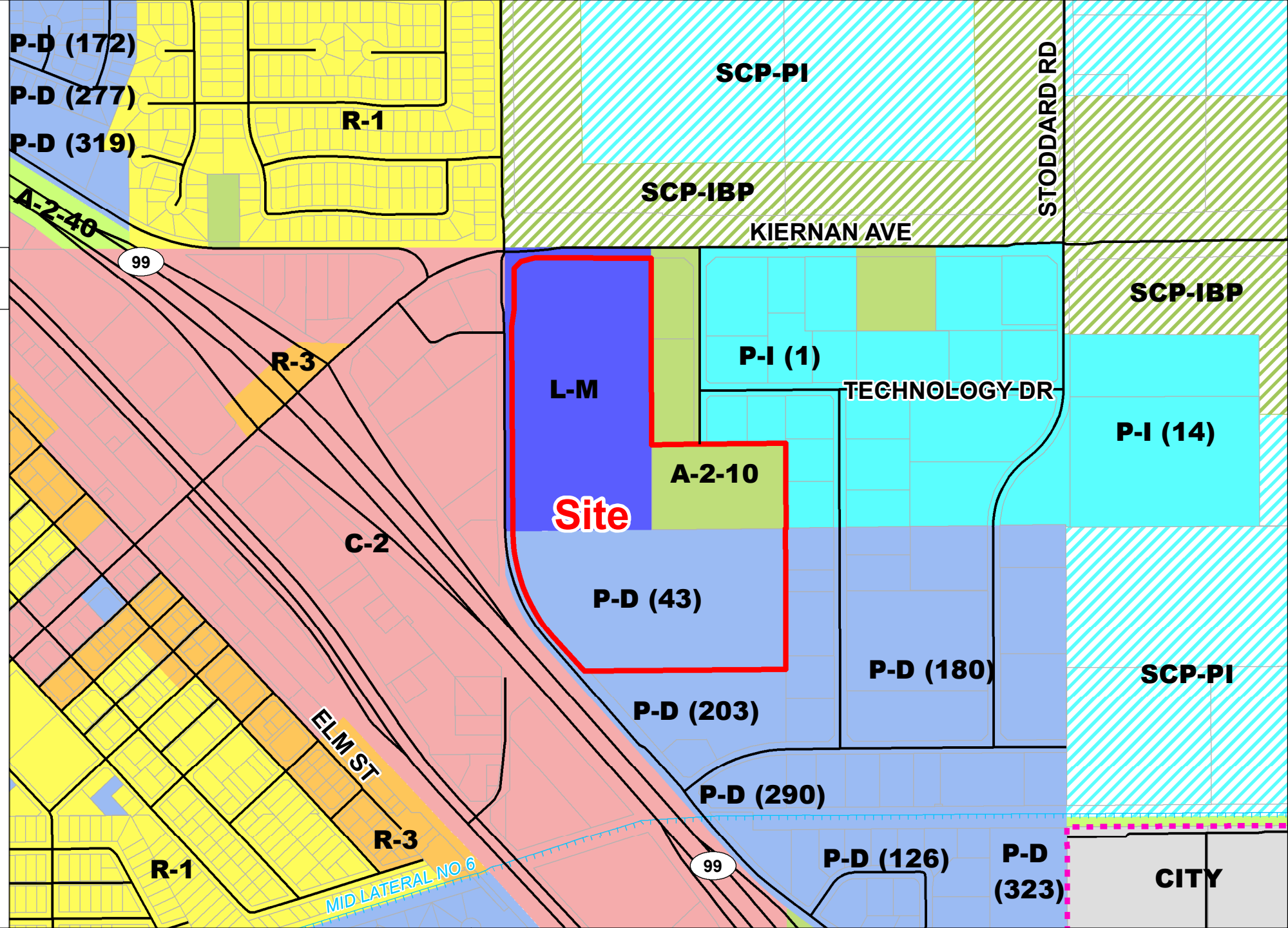
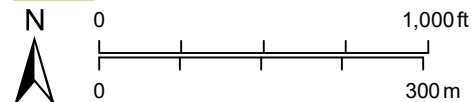
ZONING MAP

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

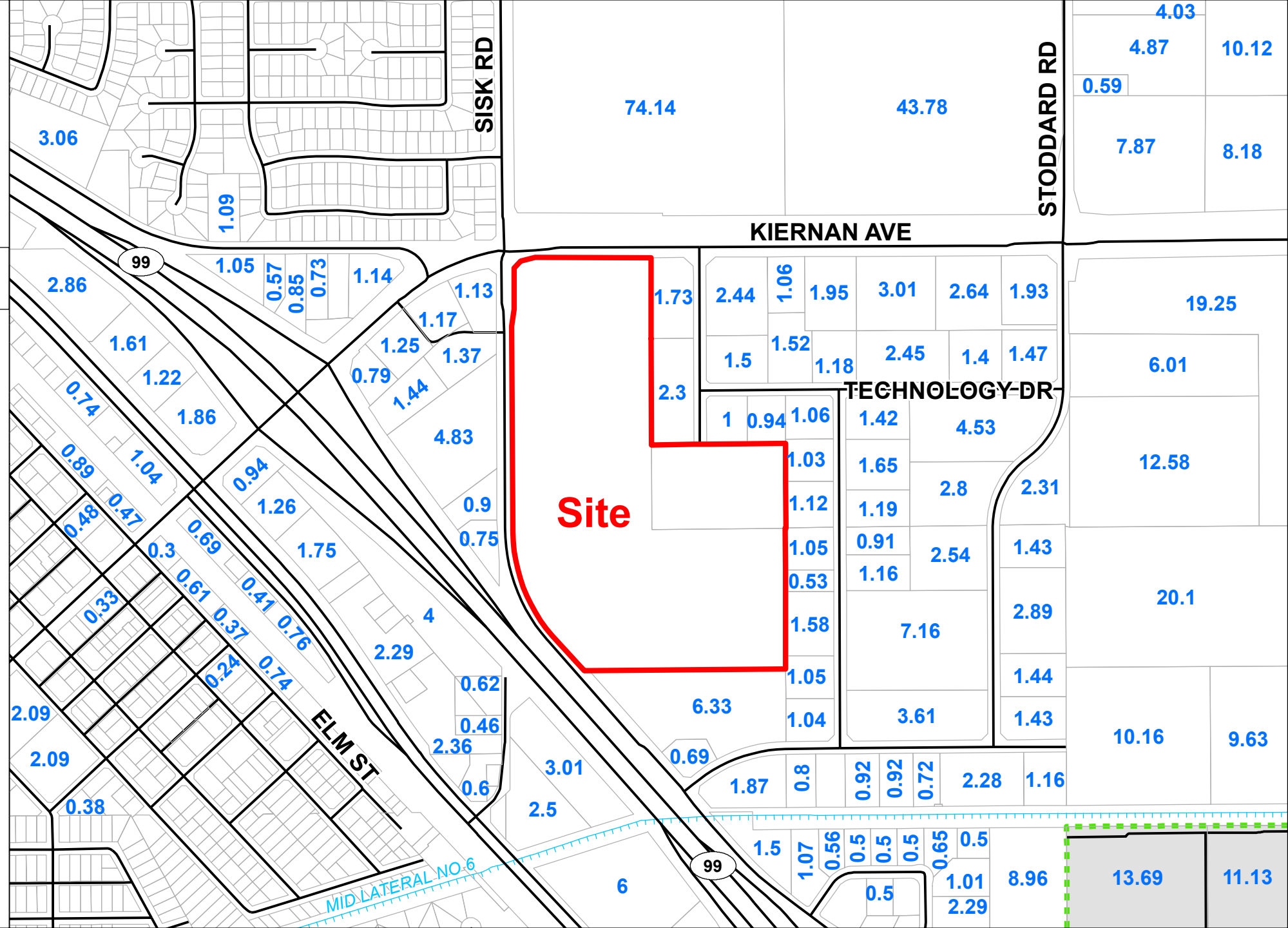
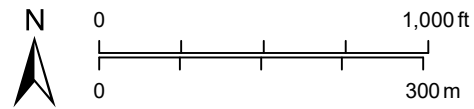


BLUE DIAMOND REZ PLN2015-0030

ACREAGE MAP

LEGEND





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

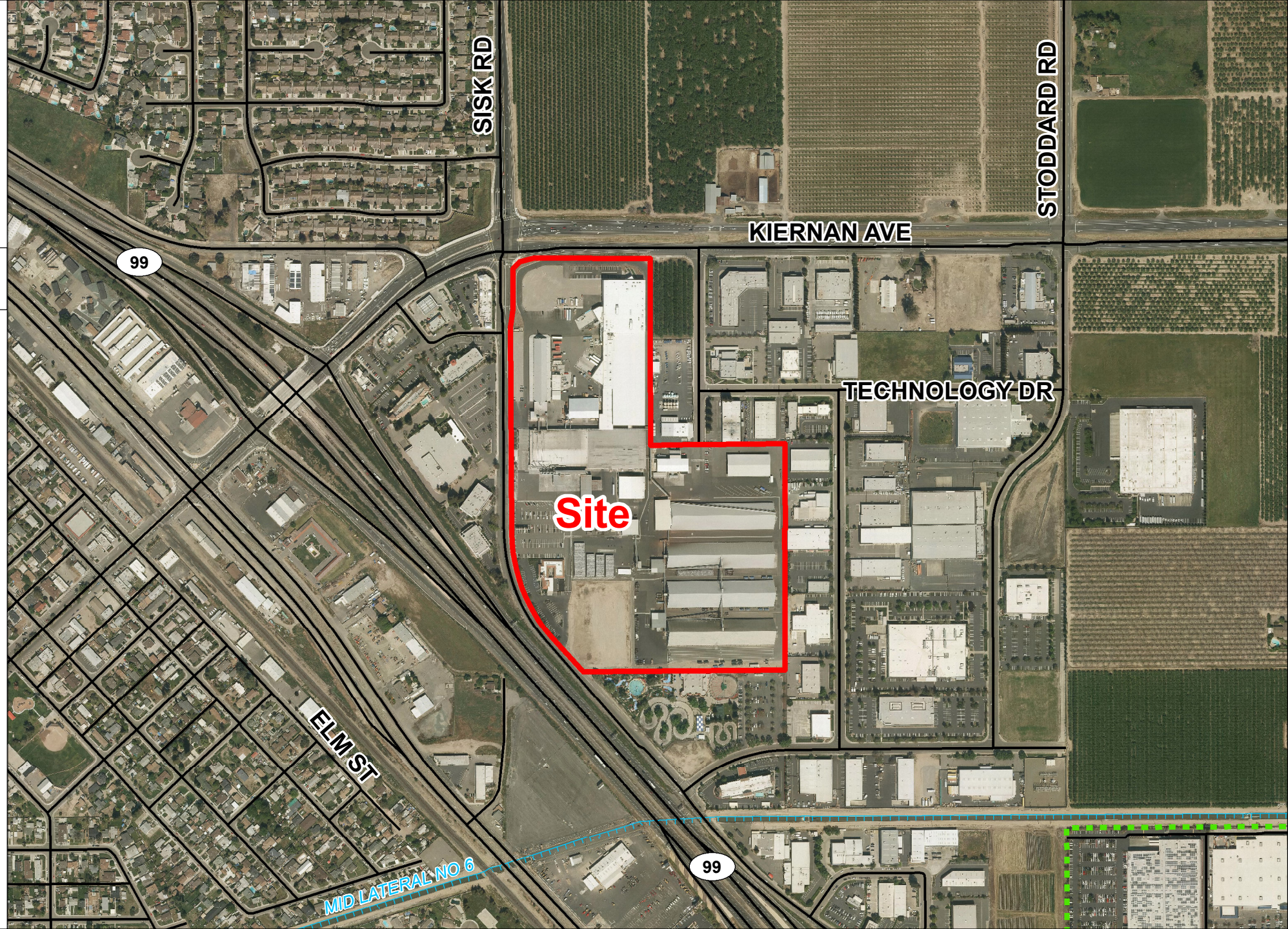
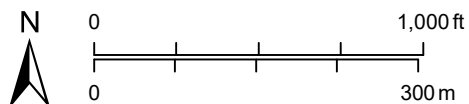


BLUE DIAMOND REZ PLN2015-0030

2017 AERIAL AREA MAP

LEGEND

-  Project Site
-  Sphere of Influence
-  Road
-  Canal



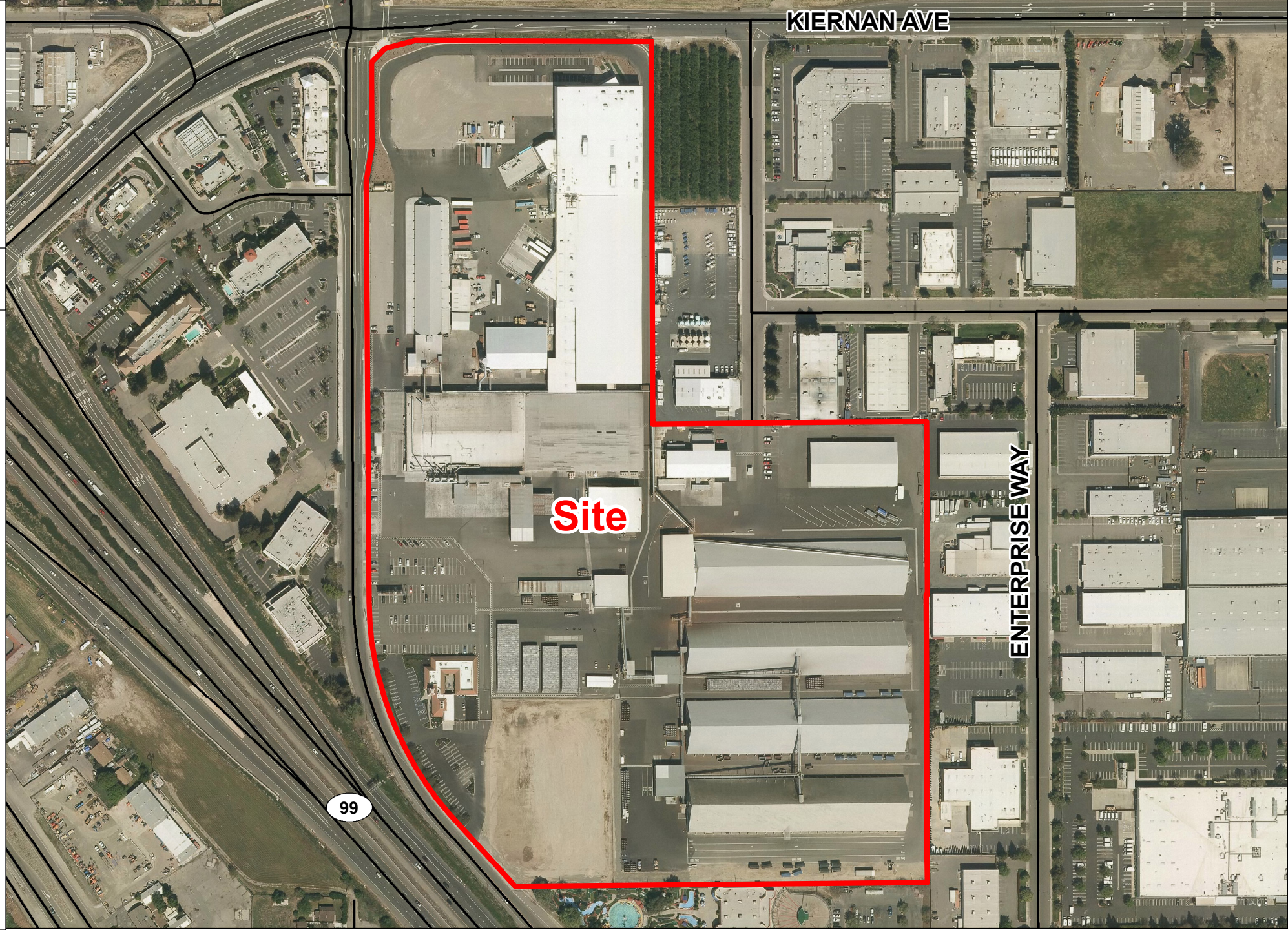
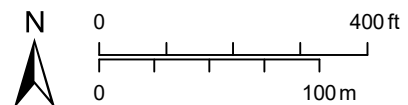
**BLUE DIAMOND
REZ
PLN2015-0030**

2017 AERIAL SITE MAP

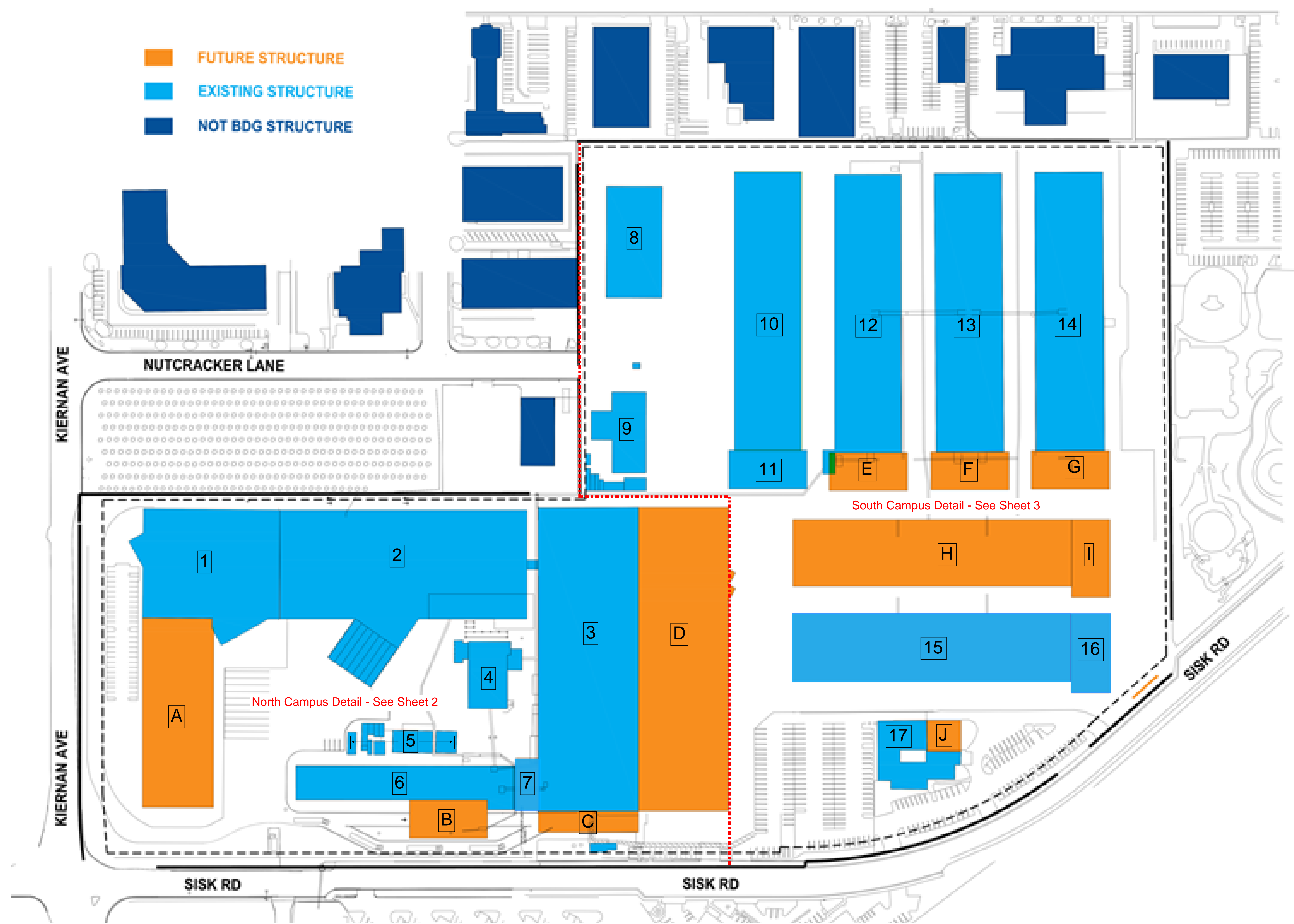
LEGEND

 Project Site

 Road



Blue Diamond Growers - Salida Campus Overview



Blue Diamond Growers - Salida Campus North

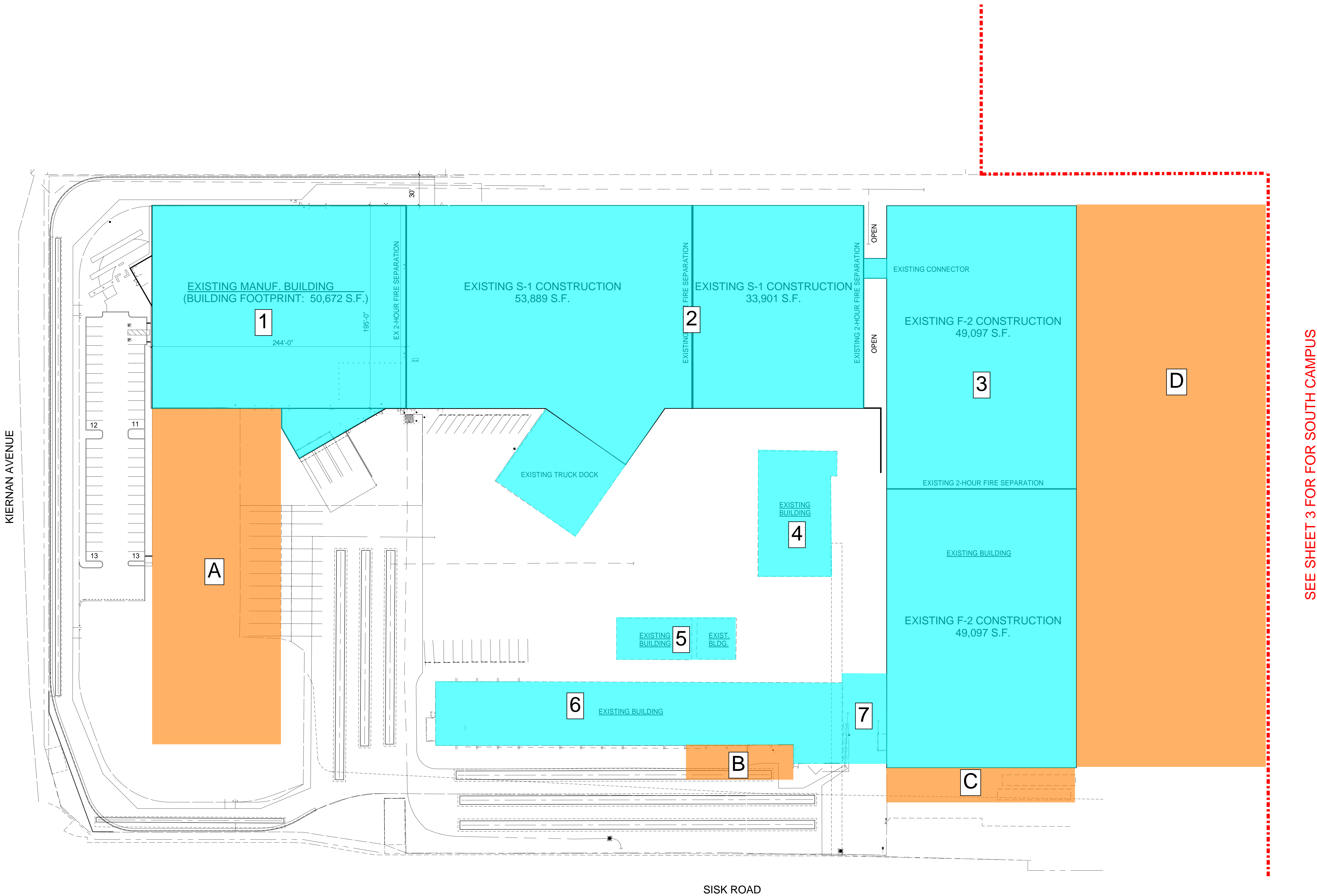
LEGEND

Existing Structures

Proposed Structures

#

Number/Letter Item Label



NORTH SITE PLAN
SCALE 1" = 40'-0"
NORTH



PROJECT NO.
214355

DRAWN BY:
DLH

FILE NAME:
214355_BDGP_Arch.rvt

SHEET NO.
A1-0

OF SHEETS

PROPOSED MANUFACTURING BUILDING FOR:
BLUE DIAMOND GROWERS
MODESTO, CA

08-12-2016
ISSUED FOR PERMITS REVIEW

08-12-2016
REVISED PER COUNTY REVIEW

08-12-2016
REVISED PER COUNTY REVIEW

08-12-2016
REVISED PER COUNTY & OWNER REVIEW

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WT

WHITING-TURNER

The Whiting-Turner Contracting Company
1120 Iron Point Rd. Suite 190
Folsom, CA 95630
906.335.1355

Blue Diamond Growers - Salida Campus South

SEE SHEET 2 FOR FOR NORTH CAMPUS

LEGEND

Existing Structures

Proposed Structures

Number/Letter Item Label

1

A0.0

OVERALL SITE PLAN

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

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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"

DRAWN

CHECKED

APPROVED

DATE

JOB NO 1837

SHEET NO. A0.0

C:\Users\Nail\Documents\1837 BDG Salida Bulk Storage Central - 18_NOLUX2KP.dwg 6/5/2019 1:36:01 PM

<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

HEALTH RISK ASSESSMENT

Blue Diamond Growers Facility Expansion

4743 Nutcracker Lane
Modesto, CA 95356
Stanislaus County

Prepared For:

Blue Diamond Growers
1802 C Street
Sacramento, CA 95811

Prepared By:

Matt Daniel – Senior Consultant

TRINITY CONSULTANTS

4900 California Avenue, Suite 420A
Bakersfield, CA 93309
661-282-2200

March 2021

Project 210505.0007



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1. EXECUTIVE SUMMARY

This document contains the health risk assessment performed on behalf of Blue Diamond Growers for an expansion of the existing almond processing and storage facility in Stanislaus County, California. As part of the development requirements for the project, an assessment is required of the potential risk to the population attributable to emissions of hazardous air pollutants from the proposed expansion.

Emissions of hazardous air pollutants attributable to proposed increases in construction activities and on-site mobile sources were calculated using EMFAC17 emission factors and the California Emissions Estimator Model version 2016.3.2 (CalEEMod). Ambient air concentrations were predicted with dispersion modeling to arrive at a conservative estimate of increased individual carcinogenic risk that might occur as a result of continuous exposure over a 70-year lifetime. Similarly, concentrations of compounds with non-cancer adverse health effects were used to calculate hazard indices (HIs), which are the ratio of expected exposure to acceptable exposure.

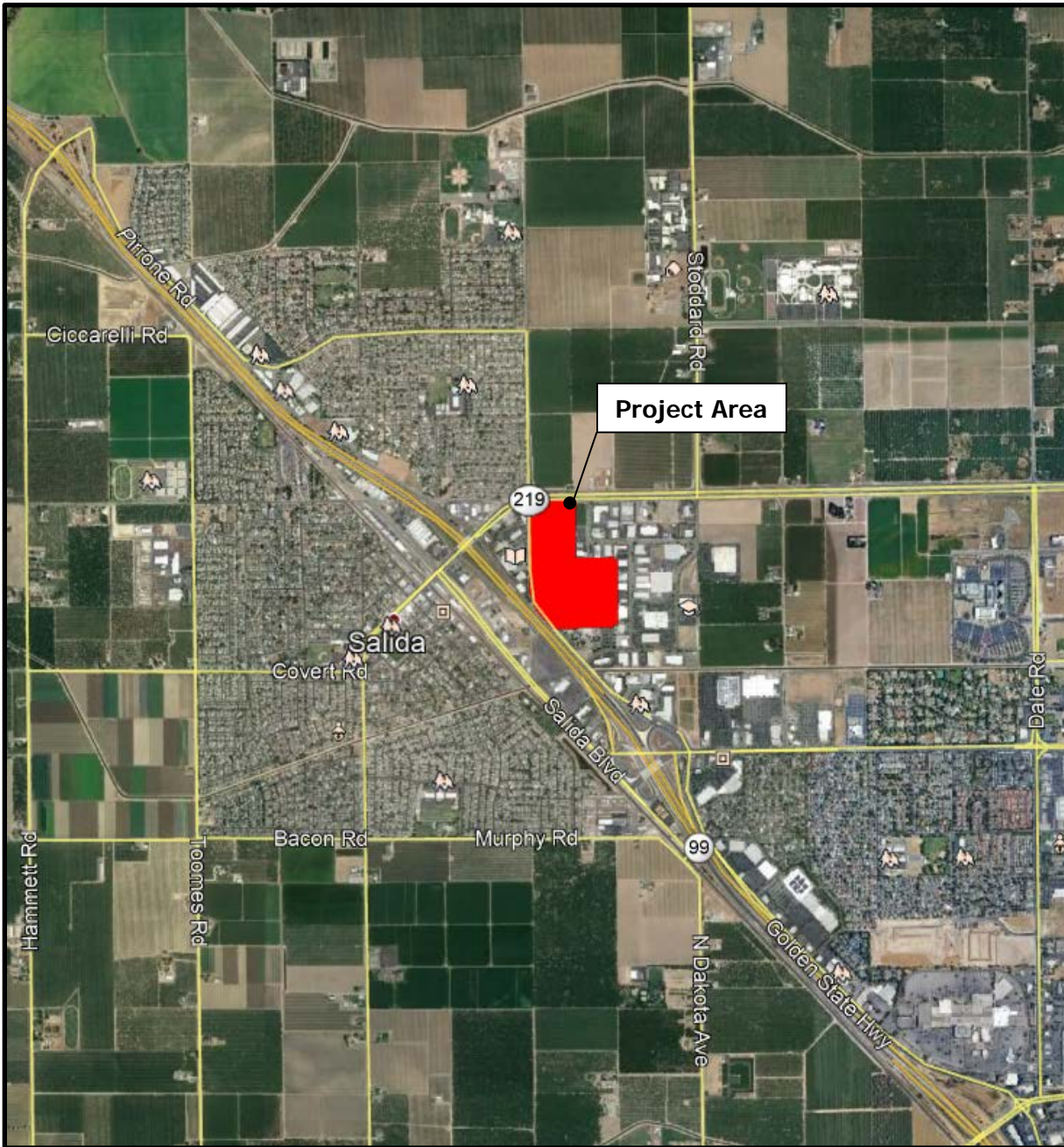
The facility is located within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD has set the level of significance for carcinogenic risk to twenty in one million (20×10^{-6}), which is understood as the possibility of causing twenty additional cancer cases in a population of one million people. The level of significance for acute and chronic non-cancer risk is a hazard index of 1.0. The maximum predicted cancer risk among the modeled receptors is 1.88 in one million, which is below the significance level of twenty in one million. The maximum predicted chronic non-cancer hazard index among the modeled receptors is 0.015 which is below the significance level for chronic significance risk. Acute risk was not calculated since the only hazardous air pollution of concern from this Project is diesel particulate matter (DPM) which does not have an acute reference exposure level.

In accordance with the SJVAPCD's *Guide for Assessing and Mitigating Air Quality Impacts* (SJVAPCD 2015a) and policies (SJVAPCD 2015b; SJVAPCD 2015c) the potential health risk attributable to the proposed project is determined to be less than significant.

2. INTRODUCTION

This Health Risk Assessment (HRA) is provided as a service of Trinity Consultants, performed on behalf of Blue Diamond Growers, for an expansion of the existing almond processing and storage facility in Stanislaus County, California (**Figure 2-1**). As part of the development requirements for the property, an HRA is required.

Figure 2-1. Location Map



2.1 Project Description

The existing facility is located at 4743 Nutcracker Lane, Modesto, California, which is in the County of Stanislaus. The facility will not be located within 1,000 feet of a K-12 school.

The new construction is to begin by May 2022 and be completed as the market demands. For the purposes of this assessment, it was assumed all construction would occur at the same time to be conservative. The new construction would total 240,300 square feet of building space. CalEEMod default construction time for building construction and architectural coatings for 240,300 square foot unrefrigerated warehouse with no rail is 230 days and 20 days, respectively. There is expected to be no grading or paving since the majority of the site is already paved. All proposed construction would occur within the existing facility footprint.

After modification, the facility will generate additional heavy duty truck trips to and from the site. The existing and proposed truck counts are provided in Table 2-1.

Table 2-1. Annual Average Truck Trips – Existing and Proposed

	Current	Proposed	Increment
Stock and Finished Goods & Bulk Warehouse #3	15,264.6	18,421.2	3,156.6
Bulk Warehouses #4-7 & 9	6,026.8	7,750.7	1,723.9
Bulk Warehouse #8	1,205.4	1,550.1	344.8
TOTAL	22,496.7	27,722.0	5,225.3

*It was assumed harvest truck trips are divided amongst bulk warehouses evenly.

3. RISK ASSESSMENT METHODOLOGY

This section describes the methodology used to predict the potential health risk to the population attributable to emissions of hazardous air pollutants from the proposed expansion of the facility.

3.1 Hazard Identification

The basis for evaluating potential health risk is the identification of sources of hazardous air pollutants (HAPs). The proposed expansion will include sources with the potential to emit HAPs. Pursuant to guidance by the San Joaquin Valley Air Pollution Control District¹ (SJVAPCD), emissions based on the current configuration of the facility are considered to be existing emissions. Based on this fact, the facility's existing emissions are not included in the emissions proposed for the subject project. Therefore, emissions from the facility modifications will be restricted to incremental emissions attributable to construction activities and the additional on-site mobile sources required for the expansion (**Table 2-1**).

Construction equipment sources include diesel-fueled tractors, loaders, backhoes, cranes, forklifts, generator sets, air compressors and welders. CalEEMod default equipment listing for general light industrial usages were utilized. Default horsepower, daily operating hours, and load factors were also used. Operational mobile sources include diesel-fueled heavy duty trucks. The Project proponent confirmed that truck idling is not permitted at their facility and no additional operational equipment that would emit HAPs is proposed. HRA emission sources are listed in **Table 3-1**.

Table 3-1. Sources of Potential Emissions

Source ID	Description
SLINE1	Bulk Warehouses #4-7 & 9
SLINE2	Bulk Warehouse #8
SLINE3	Stock and Finished Goods & Bulk Warehouse #3
SLINE4	All Trucks Traveling 0.25 Miles outside of Facility Gate
PAREA1	Construction Area 1 (Construction Equipment)
PAREA2	Construction Area 2 (Construction Equipment)
PAREA3	Construction Area 3 (Construction Equipment)

*Total Construction Emissions were divided by the square footage of the buildings being built in each construction area.

Table 3-2 lists the toxic substances emitted from each of these activities and also presents the classification of these species as to their potential for producing carcinogenic and non-cancer acute or chronic health impacts, if any.

Table 3-2. Chemicals of Potential Concern

CAS	Pollutant	Source	Cancer	Non-Cancer	
				Acute	Chronic
9901	Diesel Exhaust, Particulate Matter	Diesel Trucks and Construction Equipment	X		X

¹ Personal Communication with Leland Villalvazo, San Joaquin Valley Air Pollution Control District, June 15, 2007.

3.2 Exposure Assessment

3.2.1 Source Emissions and Characterization

Annual-averaged emission rates were calculated for DPM for each modeled source. The incremental increase in emissions attributable to truck trips were calculated by comparing the trips from each source based on the number of trips pre- and post-project. The project applicant provided pre- and post-truck trip numbers. Diesel truck running emissions are based on EMFAC2017 emission factors specific to Stanislaus County for vehicle category "T7 Single." Construction DPM emissions were calculated in CalEEMod for a 240,300 square foot industrial non-refrigerated warehouse with no rail.

The default construction activities were estimated by CalEEMod to be just under a year. Therefore, a year exposure HRA was conducted and added to the operational HRA results. Construction emissions will be restricted to occur between the hours of 7am and 5pm.

The calculation worksheets and CalEEMod output files for the emissions are provided in **Appendix A**. Annual emissions for each source are also provided in the HARP output files, electronic copies of which are provided in **Appendix B**.

3.2.2 Dispersion Modeling

A version of EPA's AMS/EPA Regulatory Model - AERMOD (recompiled for the Lakes ISC-AERMOD View interface) was used to predict the dispersion of emissions from the proposed dairy expansion. The construction activities were modeled as area sources. Unit emission rates for the area sources of 1 g/sec divided by the area of the source were input into AERMOD. The travel route for the heavy-duty trucks were modeled as line sources, which represents a series of volume sources, with a unit emission rate of 1 g/sec. Modeled sources are identified in **Table 3-1**.

All the AERMOD regulatory default parameters were employed. Rural dispersion parameters were used because the facility and surrounding land are considered "rural" under the Auer land use classification method. The AERMOD files are provided in electronic format in **Appendix B**.

3.2.2.1 Meteorological Data

The SJVAPCD provided meteorological data for Modesto, California to be used for projects within Stanislaus County. SJVAPCD-approved, AERMET processed meteorological datasets for calendar years 2013 through 2017² were input into AERMOD. This was the most recent available dataset available at the time the modeling runs were conducted.

3.2.2.2 Receptors

Existing land uses in the area where the facility will be located are a mix of businesses, residential and agriculture. There are scattered rural residences in the general area of the project; most of which are associated with local agricultural operations. Individual discrete receptors were placed on each agricultural residence. There are also residential communities and schools located near the Project. Grid receptors were placed of the densely populated residential communities making sure that every school also had at least one receptor. A total of 432 off-site receptors of residences and schools, 1 on-site worker receptor at the retail

² Provided via website, San Joaquin Valley Air Pollution Control District (SJVAPCD), ftp://12.219.204.27/public/Modeling/Meteorological_Data/AERMET%20v18081_UStar/Modesto_23258/

shop, and 202 off-site workers were assessed during the preparation of this HRA. Coordinates for the point of maximum impact (PMI) receptors are provided in **Table 3-3**.

3.2.3 HARP Post-Processing

The files generated in AERMOD were uploaded to the Air Dispersion Modeling and Risk Assessment Tool (ADMRT) program in the Hotspots Analysis and Reporting Program Version 2 (HARP 2) (CARB 2015). ADMRT post-processing was used to assess the potential for excess cancer risk and chronic non-cancer effects using the most recent health effects data from the California EPA Office of Environmental Health Hazard Assessment (OEHHA). ADMRT site parameters were set for mandatory minimum exposure pathways for carcinogenic risk. The deposition rate was set to 0.02 m/s. Risk reports were generated for carcinogenic risk and non-carcinogenic chronic risk. Site parameters are included in the HARP output files.

3.3 Risk Characterization

For permitting and CEQA purposes, SJVAPCD has set the level of significance for carcinogenic risk at 20 in one million, which is understood as the possibility of causing twenty additional cancer cases in a population of one million people (SJVAPCD 2015b). The level of significance for chronic non-cancer risk is a hazard index of one (SJVAPCD 2015c).

HARP 2 post-processing was used to assess the potential for the following: excess cancer risk and chronic non-cancer effects. Total cancer risk was predicted for inhalation and non-inhalation pathways at each receptor. The hazard index is computed by endpoint as the sum of the hazard indices for all relevant pollutants, the highest of which is designated as the total hazard index.

The carcinogenic risk predicted at the potentially impacted receptors does not exceed the significance level of twenty in one million (20×10^{-6}). The health hazard index (HI) for chronic non-cancer risk is below the significance level of 1.0 at all modeled receptors. The excess cancer risk and chronic non-cancer HI for the maximum modeled receptor are provided in **Table 3-3**. The HARP2 output files for cancer and chronic risks are provided in electronic format in **Appendix B**.

As shown below in **Table 3-3**, the maximum predicted cancer risk is 1.88E-06. Cancer risks are attributable to emissions of DPM through the inhalation pathway.

The maximum predicted chronic non-cancer hazard index is 0.015. Chronic risks are attributable to emissions of DPM which affect the respiratory system.

Table 3-3. Risk Predicted By HARP

	Maximum Lifetime Excess Cancer Risk	Maximum Non-Cancer Chronic Hazard Index
Construction	1.77E-06	1.54E-02
Operational	1.03E-07	2.53E-05
Total	1.88E-06	1.54E-02
Receptor #, Name	443, Off-Site Residence	43, Off-Site Worker
UTM Easting (m)	669397.97	677625.06
UTM Northing (m)	4175535.12	4126629.35

4. CONCLUSIONS

In accordance with the *Guide for Assessing and Mitigating Air Quality Impacts* (SJVAPCD 2015a) and San Joaquin Valley Air Pollution Control District policies (SJVAPCD 2015b; SJVAPCD 2016c), the unmitigated potential health risk attributable to the Blue Diamond Growers facility expansion for carcinogenic and chronic non-carcinogenic risk is determined to be less than significant based on the following conclusion:

- ▶ Potential chronic carcinogenic risk from the proposed facility is below the significance level of twenty in one million at each of the modeled receptors;
- ▶ The hazard index for the potential chronic non-cancer risk from the proposed facility is below the significance level of 1.0 at each of the modeled receptors.
- ▶ The hazard index for the potential acute non-cancer risk from the proposed facility is below the significance level of 1.0 at each of the modeled receptors since there are no HAPs emitted that would cause an acute risk.

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APPENDIX A. EMISSION ESTIMATION WORKSHEETS

Current Employee Counts and Truck Trips

Blue Diamond Salida: Anticipated Employee Counts and Truck Trips by Month																
	Employees						Daily Truck Trips									
Months	Production Staff			Office Staff			Stock and Finished Goods				Harvest Trucking					
January	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound		
Shift 1	Mon-Sun	7am-3pm	140	M-F	7am-3pm	14	Mon-Sun	7am-3pm	14.8	14.8	Mon-Sat	7am-3pm	20	20		
Shift 2	Mon-Sun	3pm-11pm	137	M-F	3pm-11pm	6	Mon-Sun	3pm-11pm	12.8	12.8	Mon-Sat	3pm-11pm	6.9	6.9		
Shift 3	Mon-Sun	11pm-7am	137	M-F	11pm-7am	6	Mon-Sun	11pm-7am	12.8	12.8	Mon-Sat	11pm-7am	0.6	0.6		
February	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound		
Shift 1	Mon-Sun	7am-3pm	140	M-F	7am-3pm	14	Mon-Sun	7am-3pm	14.8	14.8	Mon-Fri	7am-3pm	20	20		
Shift 2	Mon-Sun	3pm-11pm	137	M-F	3pm-11pm	6	Mon-Sun	3pm-11pm	12.8	12.8	Mon-Fri	3pm-11pm	6.9	6.9		
Shift 3	Mon-Sun	11pm-7am	137	M-F	11pm-7am	6	Mon-Sun	11pm-7am	12.8	12.8	Mon-Fri	11pm-7am	0.6	0.6		
March	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound		
Shift 1	Mon-Sun	7am-3pm	140	M-F	7am-3pm	14	Mon-Sun	7am-3pm	14.8	14.8	n/a	7am-3pm	0	0		
Shift 2	Mon-Sun	3pm-11pm	137	M-F	3pm-11pm	6	Mon-Sun	3pm-11pm	12.8	12.8	n/a	3pm-11pm	0	0		
Shift 3	Mon-Sun	11pm-7am	137	M-F	11pm-7am	6	Mon-Sun	11pm-7am	12.8	12.8	n/a	11pm-7am	0	0		
April	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound		
Shift 1	Mon-Sun	7am-3pm	140	M-F	7am-3pm	14	Mon-Sun	7am-3pm	14.8	14.8	n/a	7am-3pm	0	0		
Shift 2	Mon-Sun	3pm-11pm	137	M-F	3pm-11pm	6	Mon-Sun	3pm-11pm	12.8	12.8	n/a	3pm-11pm	0	0		
Shift 3	Mon-Sun	11pm-7am	137	M-F	11pm-7am	6	Mon-Sun	11pm-7am	12.8	12.8	n/a	11pm-7am	0	0		
May	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound		
Shift 1	Mon-Sun	7am-3pm	140	M-F	7am-3pm	14	Mon-Sun	7am-3pm	14.8	14.8	n/a	7am-3pm	0	0		
Shift 2	Mon-Sun	3pm-11pm	137	M-F	3pm-11pm	6	Mon-Sun	3pm-11pm	12.8	12.8	n/a	3pm-11pm	0	0		
Shift 3	Mon-Sun	11pm-7am	137	M-F	11pm-7am	6	Mon-Sun	11pm-7am	12.8	12.8	n/a	11pm-7am	0	0		
June	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound		
Shift 1	Mon-Fri	7am-3pm	60	M-F	7am-3pm	14	Mon-Fri	7am-3pm	14.8	14.8	n/a	7am-3pm	0	0		
Shift 2	Mon-Fri	3pm-11pm	5	M-F	3pm-11pm	6	Mon-Fri	3pm-11pm	12.8	12.8	n/a	3pm-11pm	0	0		
Shift 3	Mon-Fri	11pm-7am	5	M-F	11pm-7am	6	Mon-Fri	11pm-7am	12.8	12.8	n/a	11pm-7am	0	0		
July	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound		
Shift 1	Mon-Fri	7am-3pm	60	M-F	7am-3pm	14	Mon-Fri	7am-3pm	14.8	14.8	Mon-Sun	7am-3pm	24	24		
Shift 2	Mon-Fri	3pm-11pm	5	M-F	3pm-11pm	6	Mon-Fri	3pm-11pm	12.8	12.8	Mon-Sun	3pm-11pm	10.9	10.9		
Shift 3	Mon-Fri	11pm-7am	5	M-F	11pm-7am	6	Mon-Fri	11pm-7am	12.8	12.8	Mon-Sun	11pm-7am	2.6	2.6		
August	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound		
Shift 1	Mon-Sun	7am-3pm	140	M-F	7am-3pm	14	Mon-Sun	7am-3pm	14.8	14.8	Mon-Sun	7am-3pm	24	24		
Shift 2	Mon-Sun	3pm-11pm	137	M-F	3pm-11pm	6	Mon-Sun	3pm-11pm	12.8	12.8	Mon-Sun	3pm-11pm	10.9	10.9		
Shift 3	Mon-Sun	11pm-7am	137	M-F	11pm-7am	6	Mon-Sun	11pm-7am	12.8	12.8	Mon-Sun	11pm-7am	2.6	2.6		
September	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound		
Shift 1	Mon-Sun	7am-3pm	140	M-F	7am-3pm	14	Mon-Sun	7am-3pm	14.8	14.8	Mon-Sun	7am-3pm	28	28		
Shift 2	Mon-Sun	3pm-11pm	137	M-F	3pm-11pm	6	Mon-Sun	3pm-11pm	12.8	12.8	Mon-Sun	3pm-11pm	14.9	14.9		
Shift 3	Mon-Sun	11pm-7am	137	M-F	11pm-7am	6	Mon-Sun	11pm-7am	12.8	12.8	Mon-Sun	11pm-7am	4.6	4.6		
October	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound		
Shift 1	Mon-Sun	7am-3pm	140	M-F	7am-3pm	14	Mon-Sun	7am-3pm	14.8	14.8	Mon-Sun	7am-3pm	28	28		
Shift 2	Mon-Sun	3pm-11pm	137	M-F	3pm-11pm	6	Mon-Sun	3pm-11pm	12.8	12.8	Mon-Sun	3pm-11pm	14.9	14.9		
Shift 3	Mon-Sun	11pm-7am	137	M-F	11pm-7am	6	Mon-Sun	11pm-7am	12.8	12.8	Mon-Sun	11pm-7am	4.6	4.6		
November	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound		
Shift 1	Mon-Sun	7am-3pm	140	M-F	7am-3pm	14	Mon-Sun	7am-3pm	14.8	14.8	Mon-Sat	7am-3pm	24	24		
Shift 2	Mon-Sun	3pm-11pm	137	M-F	3pm-11pm	6	Mon-Sun	3pm-11pm	12.8	12.8	Mon-Sat	3pm-11pm	10.9	10.9		
Shift 3	Mon-Sun	11pm-7am	137	M-F	11pm-7am	6	Mon-Sun	11pm-7am	12.8	12.8	Mon-Sat	11pm-7am	2.6	2.6		
December	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound		
Shift 1	Mon-Sun	7am-3pm	140	M-F	7am-3pm	14	Mon-Sun	7am-3pm	14.8	14.8	Mon-Sat	7am-3pm	24	24		
Shift 2	Mon-Sun	3pm-11pm	137	M-F	3pm-11pm	6	Mon-Sun	3pm-11pm	12.8	12.8	Mon-Sat	3pm-11pm	10.9	10.9		
Shift 3	Mon-Sun	11pm-7am	137	M-F	11pm-7am	6	Mon-Sun	11pm-7am	12.8	12.8	Mon-Sat	11pm-7am	2.6	2.6		

Blue Diamond Salida: Truck Trips by On-site Route			
Monthly Truck Round Trips*			
	Stock and Finished Goods & Bulk Warehouse #3	Bulk Warehouses #4-7 & 9	Bulk Warehouse #8
January	1354.5	510.7	102.1
February	1209.8	392.9	78.6
March	1252.4	0.0	0.0
April	1212.0	0.0	0.0
May	1252.4	0.0	0.0
June	888.8	0.0	0.0
July	1054.9	830.4	166.1
August	1418.5	830.4	166.1
September	1415.6	1017.9	203.6
October	1462.8	1051.8	210.4
November	1351.3	696.4	139.3
December	1391.7	696.4	139.3
Annual Avg	15264.6	6026.8	1205.4

Future Employee Counts and Truck Trips

Future Blue Diamond Salida: Anticipated Employee Counts and Truck Trips by Month														
		Employees						Daily Truck Trips						
Months	Future Production Staff			Future Office Staff			Future Stock and Finished Goods				Future Harvest Trucking			
January	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound
Shift 1	Mon-Sun	7am-3pm	168	M-F	7am-3pm	17	Mon-Sun	7am-3pm	17.76	17.76	Mon-Sat	7am-3pm	24	24
Shift 2	Mon-Sun	3pm-11pm	164	M-F	3pm-11pm	7	Mon-Sun	3pm-11pm	15.36	15.36	Mon-Sat	3pm-11pm	8.28	8.28
Shift 3	Mon-Sun	11pm-7am	164	M-F	11pm-7am	7	Mon-Sun	11pm-7am	15.36	15.36	Mon-Sat	11pm-7am	0.72	0.72
February	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound
Shift 1	Mon-Sun	7am-3pm	168	M-F	7am-3pm	17	Mon-Sun	7am-3pm	17.76	17.76	Mon-Fri	7am-3pm	24	24
Shift 2	Mon-Sun	3pm-11pm	164	M-F	3pm-11pm	7	Mon-Sun	3pm-11pm	15.36	15.36	Mon-Fri	3pm-11pm	8.28	8.28
Shift 3	Mon-Sun	11pm-7am	164	M-F	11pm-7am	7	Mon-Sun	11pm-7am	15.36	15.36	Mon-Fri	11pm-7am	0.72	0.72
March	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound
Shift 1	Mon-Sun	7am-3pm	168	M-F	7am-3pm	17	Mon-Sun	7am-3pm	17.76	17.76	n/a	7am-3pm	24	24
Shift 2	Mon-Sun	3pm-11pm	164	M-F	3pm-11pm	7	Mon-Sun	3pm-11pm	15.36	15.36	n/a	3pm-11pm	8.28	8.28
Shift 3	Mon-Sun	11pm-7am	164	M-F	11pm-7am	7	Mon-Sun	11pm-7am	15.36	15.36	n/a	11pm-7am	0.72	0.72
April	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound
Shift 1	Mon-Sun	7am-3pm	168	M-F	7am-3pm	17	Mon-Sun	7am-3pm	17.76	17.76	n/a	7am-3pm	0	0
Shift 2	Mon-Sun	3pm-11pm	164	M-F	3pm-11pm	7	Mon-Sun	3pm-11pm	15.36	15.36	n/a	3pm-11pm	0	0
Shift 3	Mon-Sun	11pm-7am	164	M-F	11pm-7am	7	Mon-Sun	11pm-7am	15.36	15.36	n/a	11pm-7am	0	0
May	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound
Shift 1	Mon-Sun	7am-3pm	168	M-F	7am-3pm	17	Mon-Sun	7am-3pm	17.76	17.76	n/a	7am-3pm	0	0
Shift 2	Mon-Sun	3pm-11pm	164	M-F	3pm-11pm	7	Mon-Sun	3pm-11pm	15.36	15.36	n/a	3pm-11pm	0	0
Shift 3	Mon-Sun	11pm-7am	164	M-F	11pm-7am	7	Mon-Sun	11pm-7am	15.36	15.36	n/a	11pm-7am	0	0
June	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound
Shift 1	Mon-Fri	7am-3pm	72	M-F	7am-3pm	17	Mon-Fri	7am-3pm	17.76	17.76	n/a	7am-3pm	0	0
Shift 2	Mon-Fri	3pm-11pm	6	M-F	3pm-11pm	7	Mon-Fri	3pm-11pm	15.36	15.36	n/a	3pm-11pm	0	0
Shift 3	Mon-Fri	11pm-7am	6	M-F	11pm-7am	7	Mon-Fri	11pm-7am	15.36	15.36	n/a	11pm-7am	0	0
July	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound
Shift 1	Mon-Fri	7am-3pm	72	M-F	7am-3pm	17	Mon-Fri	7am-3pm	17.76	17.76	Mon-Sun	7am-3pm	28.8	28.8
Shift 2	Mon-Fri	3pm-11pm	6	M-F	3pm-11pm	7	Mon-Fri	3pm-11pm	15.36	15.36	Mon-Sun	3pm-11pm	13.08	13.08
Shift 3	Mon-Fri	11pm-7am	6	M-F	11pm-7am	7	Mon-Fri	11pm-7am	15.36	15.36	Mon-Sun	11pm-7am	3.12	3.12
August	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound
Shift 1	Mon-Sun	7am-3pm	168	M-F	7am-3pm	17	Mon-Sun	7am-3pm	17.76	17.76	Mon-Sun	7am-3pm	28.8	28.8
Shift 2	Mon-Sun	3pm-11pm	164	M-F	3pm-11pm	7	Mon-Sun	3pm-11pm	15.36	15.36	Mon-Sun	3pm-11pm	13.08	13.08
Shift 3	Mon-Sun	11pm-7am	164	M-F	11pm-7am	7	Mon-Sun	11pm-7am	15.36	15.36	Mon-Sun	11pm-7am	3.12	3.12
September	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound
Shift 1	Mon-Sun	7am-3pm	168	M-F	7am-3pm	17	Mon-Sun	7am-3pm	17.76	17.76	Mon-Sun	7am-3pm	33.6	33.6
Shift 2	Mon-Sun	3pm-11pm	164	M-F	3pm-11pm	7	Mon-Sun	3pm-11pm	15.36	15.36	Mon-Sun	3pm-11pm	17.88	17.88
Shift 3	Mon-Sun	11pm-7am	164	M-F	11pm-7am	7	Mon-Sun	11pm-7am	15.36	15.36	Mon-Sun	11pm-7am	5.52	5.52
October	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound
Shift 1	Mon-Sun	7am-3pm	168	M-F	7am-3pm	17	Mon-Sun	7am-3pm	17.76	17.76	Mon-Sun	7am-3pm	33.6	33.6
Shift 2	Mon-Sun	3pm-11pm	164	M-F	3pm-11pm	7	Mon-Sun	3pm-11pm	15.36	15.36	Mon-Sun	3pm-11pm	17.88	17.88
Shift 3	Mon-Sun	11pm-7am	164	M-F	11pm-7am	7	Mon-Sun	11pm-7am	15.36	15.36	Mon-Sun	11pm-7am	5.52	5.52
November	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound
Shift 1	Mon-Sun	7am-3pm	168	M-F	7am-3pm	17	Mon-Sun	7am-3pm	17.76	17.76	Mon-Sat	7am-3pm	28.8	28.8
Shift 2	Mon-Sun	3pm-11pm	164	M-F	3pm-11pm	7	Mon-Sun	3pm-11pm	15.36	15.36	Mon-Sat	3pm-11pm	13.08	13.08
Shift 3	Mon-Sun	11pm-7am	164	M-F	11pm-7am	7	Mon-Sun	11pm-7am	15.36	15.36	Mon-Sat	11pm-7am	3.12	3.12
December	Days	Hours	Number	Days	Hours	Number	Days	Hours	Inbound	Outbound	Days	Hours	Inbound	Outbound
Shift 1	Mon-Sun	7am-3pm	168	M-F	7am-3pm	17	Mon-Sun	7am-3pm	17.76	17.76	Mon-Sat	7am-3pm	28.8	28.8
Shift 2	Mon-Sun	3pm-11pm	164	M-F	3pm-11pm	7	Mon-Sun	3pm-11pm	15.36	15.36	Mon-Sat	3pm-11pm	13.08	13.08
Shift 3	Mon-Sun	11pm-7am	164	M-F	11pm-7am	7	Mon-Sun	11pm-7am	15.36	15.36	Mon-Sat	11pm-7am	3.12	3.12

Blue Diamond Salida: Truck Trips by On-site Route			
Monthly Truck Round Trips			
	Stock and Finished Goods & Bulk Warehouse #3	Bulk Warehouses #4-7 & 9	Bulk Warehouse #8
January	1625.5	612.9	122.6
February	1451.7	471.4	94.3
March	1606.6	518.6	103.7
April	1454.4	0.0	0.0
May	1502.9	0.0	0.0
June	1066.6	0.0	0.0
July	1265.8	996.4	199.3
August	1702.2	996.4	199.3
September	1698.7	1221.4	244.3
October	1755.3	1262.1	252.4
November	1621.5	835.7	167.1
December	1670.0	835.7	167.1
Future Annual Avg	18421.2	7750.7	1550.1
Current Annual Avg	15264.6	6026.8	1205.4
Increase Annual Avg	3156.6	1723.9	344.8
Round Trip Length (mi)	0.83	0.59	0.71

Project Truck Travel T7 Single Exhaust Emissions - EMFAC2017

SLINE1: Warehouses #4-7 & 9

SLINE2: Warehouse #8

SLINE3: Stock and Finished Good & Warehouse #3

SLINE4: 0.25 Mile Off-site

	SLINE1 DPM	SLINE2 DPM	SLINE3 DPM	SLINE4 DPM
Em. Factor (grams/mile)	0.03	0.03	0.03	0.03
Em. Factor (lbs/mile)	7.56E-05	7.56E-05	7.56E-05	7.56E-05
# of RTs Per Year	1724	345	3157	5226
RT Miles Per Trip	0.59	0.71	0.83	0.25
Lbs/Year	0.08	0.02	0.20	0.10

EMFAC2017 (v1.0.2) Emission Rates

Region Type: County

Region: STANISLAUS

Calendar Year: 2022

Season: Annual

Vehicle Classification: EMFAC2011 Categories

Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW. Note 'day' in the unit is operation day.

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	VMT	PM10_RUNEX
STANISLAUS	2022	T7 Single	Aggregated	15	DSL	2278.488	0.034277108

Project Construction Equipment (CalEEMod)

	Total PM10	PAREA1	PAREA2	PAREA3
Lbs/year	141.60	54.51	61.64	25.46

1) Total Construction Emissions were divided by the square footage of the buildings being built in each construction area.

Blue Diamond Growers - Construction - Stanislaus County, Annual

Blue Diamond Growers - Construction

Stanislaus County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	240.30	1000sqft	5.52	240,300.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	46
Climate Zone	3			Operational Year	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	641.35	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Blue Diamond Growers - Construction - Stanislaus County, Annual

Project Characteristics -

Land Use -

Construction Phase -

Off-road Equipment -

Grading -

Trips and VMT - DPM from COstruction Equipment Only RUn

Architectural Coating -

Vehicle Trips - DPM from COstruction Equipment Only RUn

Consumer Products - DPM from COstruction Equipment Only RUn

Area Coating - DPM from COstruction Equipment Only RUn

Landscape Equipment - DPM from COstruction Equipment Only RUn

Energy Use - DPM from COstruction Equipment Only RUn

Water And Wastewater - DPM from COstruction Equipment Only RUn

Solid Waste - DPM from COstruction Equipment Only RUn

Blue Diamond Growers - Construction - Stanislaus County, Annual

Table Name	Column Name	Default Value	New Value
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstructionPhase	PhaseEndDate	7/21/2023	4/14/2023
tblConstructionPhase	PhaseEndDate	5/26/2023	3/17/2023
tblConstructionPhase	PhaseStartDate	6/24/2023	3/18/2023
tblConstructionPhase	PhaseStartDate	7/9/2022	5/2/2022
tblEnergyUse	LightingElect	3.22	0.00
tblEnergyUse	NT24E	5.13	0.00
tblEnergyUse	NT24NG	1.05	0.00
tblEnergyUse	T24E	1.04	0.00
tblEnergyUse	T24NG	17.03	0.00
tblSolidWaste	SolidWasteGenerationRate	225.88	0.00
tblTripsAndVMT	VendorTripNumber	39.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	0.00
tblTripsAndVMT	WorkerTripNumber	101.00	0.00
tblVehicleTrips	ST_TR	1.68	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	1.68	0.00
tblWater	IndoorWaterUseRate	55,569,375.00	0.00

2.0 Emissions Summary

Blue Diamond Growers - Construction - Stanislaus County, Annual

2.1 Overall Construction

Unmitigated Construction

[illegible]

Mitigated Construction

[illegible][illegible]

Blue Diamond Growers - Construction - Stanislaus County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

[illegible]

Blue Diamond Growers - Construction - Stanislaus County, Annual

2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area						0.0000	0.0000									
Energy						0.0000	0.0000									
Mobile					0.0000	0.0000	0.0000									
Waste						0.0000	0.0000									
Water						0.0000	0.0000									
Total					0.0000	0.0000	0.0000									

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	5/2/2022	3/17/2023	5	230	
2	Architectural Coating	Architectural Coating	3/18/2023	4/14/2023	5	20	

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Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 0****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 360,450; Non-Residential Outdoor: 120,150; Striped Parking Area: 0
(Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Blue Diamond Growers - Construction - Stanislaus County, Annual

3.2 Building Construction - 2022

Unmitigated Construction On-Site

[illegible]

Unmitigated Construction Off-Site

[illegible]

Blue Diamond Growers - Construction - Stanislaus County, Annual

3.2 Building Construction - 2022

Mitigated Construction On-Site

[illegible]

Mitigated Construction Off-Site

[illegible]

Blue Diamond Growers - Construction - Stanislaus County, Annual

3.2 Building Construction - 2023

Unmitigated Construction On-Site

[illegible]

Unmitigated Construction Off-Site

[illegible]

Blue Diamond Growers - Construction - Stanislaus County, Annual

3.3 Architectural Coating - 2023

Unmitigated Construction On-Site

[illegible]

Unmitigated Construction Off-Site

[illegible]

Blue Diamond Growers - Construction - Stanislaus County, Annual

3.3 Architectural Coating - 2023**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating						0.0000	0.0000									
Off-Road						7.1000e-004	7.1000e-004									
Total						7.1000e-004	7.1000e-004									

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.0000	0.0000	0.0000									
Vendor					0.0000	0.0000	0.0000									
Worker					0.0000	0.0000	0.0000									
Total					0.0000	0.0000	0.0000									

4.0 Operational Detail - Mobile

APPENDIX B. AERMOD AND HARP2 ELECTRONIC FILES

RECEIVED
DEC 01 2014

THE WHITING-TURNER
CONTRACTING COMPANY



CENTRAL CALIFORNIA INFORMATION CENTER

California Historical Resources Information System
Department of Anthropology – California State University, Stanislaus
One University Circle, Turlock, California 95382
(209) 667-3307 - FAX (209) 667-3324

Alpine, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus & Tuolumne Counties

Date: 11/24/14

CCIC File #: 9164N

Project: Rezone application and lot merger,
4743 Nutcracker Lane, Salida, CA;
APN 135-044-003 & 135-042-020

Andrew Faria, Project Manager
The Whiting-Turner Contracting Company
1120 Iron Point Road, Suite 190
Folsom, CA 95630

Dear Mr. Faria,

We have conducted a records search as per your request for the above-referenced project area located on the Salida USGS 7.5-minute quadrangle map in Stanislaus County.

Search of our files includes review of our maps for the specific project area and the immediate vicinity of the project area, and review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), *California Inventory of Historic Resources* (DPR 1976), the *California Historical Landmarks* (1990), and the California Points of Historical Interest listing (May 1992 and updates), the Directory of Properties in the Historic Property Data File ("HPDF") and the Archaeological Determinations of Eligibility ("ADOE") (Office of Historic Preservation current electronic files dated 03-20-2014 and 04-05-2012, respectively), the *Survey of Surveys* (1989), GLO Plats and other historic maps on file for the area, and other pertinent historic data available at the CCIC for each specific county. Also consulted: City of Modesto Designated Landmark Preservation Sites (list).

The following details the results of the records search:

Prehistoric or historic resources within the project area:

No prehistoric or historic archaeological resources or historic properties have been reported to the Information Center.

Prehistoric or historic resources within the immediate vicinity of the project area:

No prehistoric or historic archaeological resources have been reported to the Information Center.

One property/complex of buildings along Kiernan Road, north of the project area, was evaluated for a Caltrans project; it was determined to be ineligible for the NRHP (HPDF computer printout 03-20-2014).

Resources that are known to have value to local cultural groups: None have been formally reported to the Information Center.

Previous investigations within the project area:

Four appear to include various parts of the project area:

CCIC report #	Author/Date
ST-3697	Sharp, Hovey, and Nishimura (1999) <i>Department of Transportation Negative Archaeological Survey Report, 10-STA-219, P.M. 0.1/4.9.</i>
4054	Sharp (2000) <i>Department of Transportation Negative Archaeological Survey Report- First Supplemental Survey, 10-STA-219, P.M. 0.1/4.9, EA 0A8700, Widening of Route 219</i>
5883	Reese (2005) <i>Letter Report: RE: Archaeological Survey of the New Salida Cell Site, Stanislaus County (Clayton Project No. 70-05586.00; PL No. 922-68).</i>
7234	Blind (2010) <i>Historic Property Survey Report for the Kiernan Avenue/State Route 219/State Route 99 Interchange Project Salida, Stanislaus County, California EA#10-0L330</i>

Two others might have included a small corridor of the project area along SR 99:

ST-7537	Kuzak (2011) <i>Historic Property Survey Report, 10-STA-99, 0.0-24.8 PM, 2576 E-FIS1000020344, Stanislaus County, California</i>
7586	Hosseinion (2009) <i>Historic Property Survey Report, 10-STA-99, P.M. 21.0/22.4, EA 10-472100 (State Route 99/Pelandale Avenue Interchange Reconstruction Project). [Also includes ASR (M. Campbell, 12/08) and HRER (N. Hosseinion, 4/09)].</i>

Previous investigations within the immediate vicinity of the project area:

One other reported across Kiernan Road:

ST-926	Peak and Associates (1989) <i>Cultural Resource Assessment of the North Salida Specific Plan Area, Stanislaus County, California</i>
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Recommendations/Comments:

Based on existing data in our files the project area has a low sensitivity for the possible discovery of historical resources, either prehistoric or historic-era. No recommendations for further study are offered at this time.

Please be advised that a historical resource is defined as a building, structure, object, prehistoric or historic archaeological site, or district possessing physical evidence of human activities over 45 years old. There may be unidentified features involved in your project that are 45 years or older and considered as historical resources requiring further study and evaluation by a qualified professional of the appropriate discipline.

We advise you that in accordance with State law, if any historical resources are discovered during project-related activities, all work is to stop and the lead agency and a qualified professional are to be consulted to determine the importance and appropriate treatment of the find. If Native American remains are found the County Coroner and the Native American Heritage Commission, Sacramento (916-373-3710) are to be notified immediately for recommended procedures.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

We thank you for using the California Historical Resources Information System (CHRIS). Please let us know when we can be of further service. Please sign and return the attached Access Agreement Short Form.

Note: Billing will be transmitted separately via email by our Financial Services office* (\$150.00), payable within 60 days of receipt of the invoice.

Sincerely,



R. L. Hards, Assistant Research Technician
Central California Information Center
California Historical Resources Information System

*Invoice to: Roubina Yadegarian, Financial Services (ryadegarianbadalbo@csustan.edu or MSR270@csustan.edu)

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

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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.

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

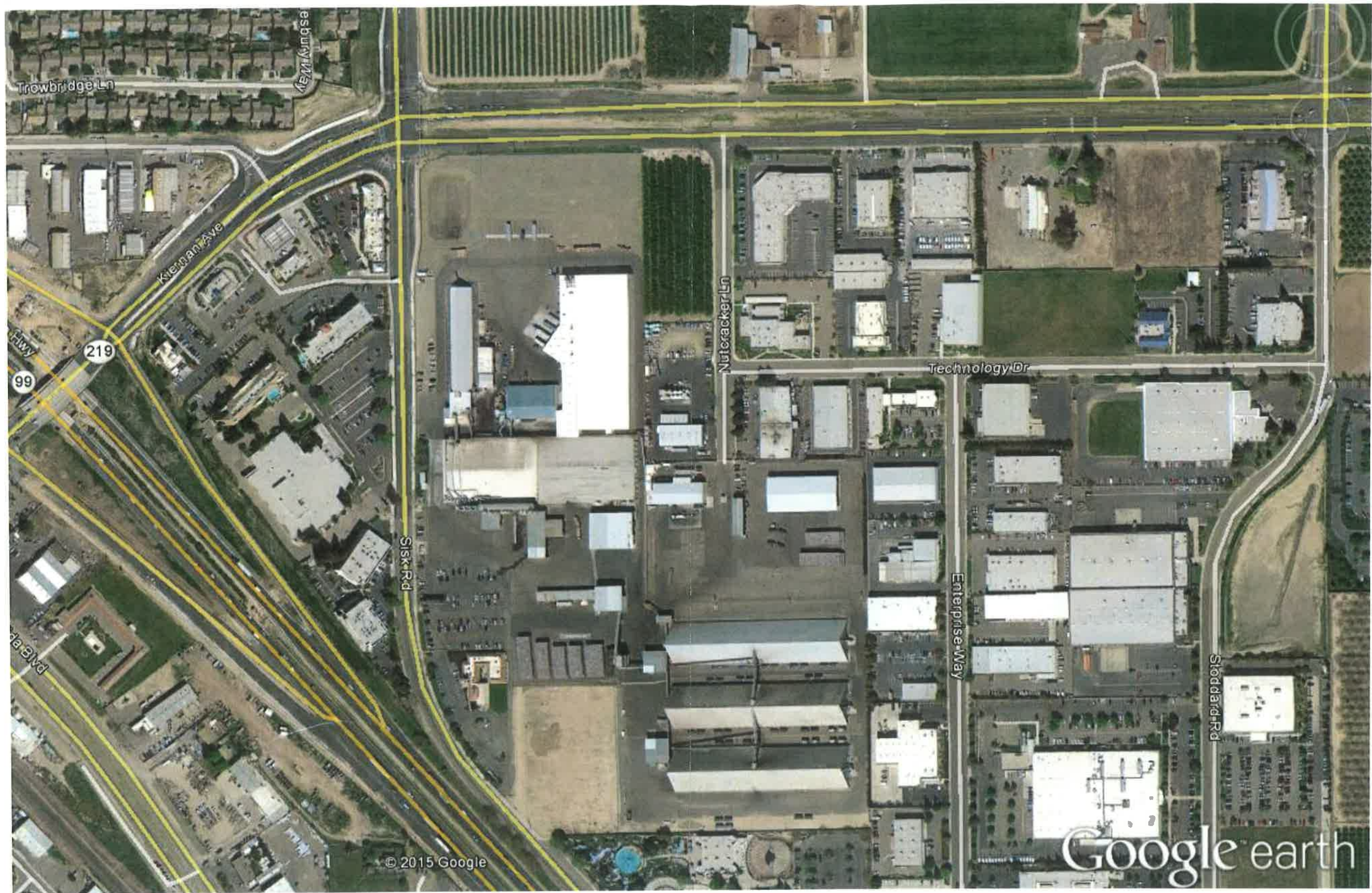
KD Anderson & Associates, Inc.

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

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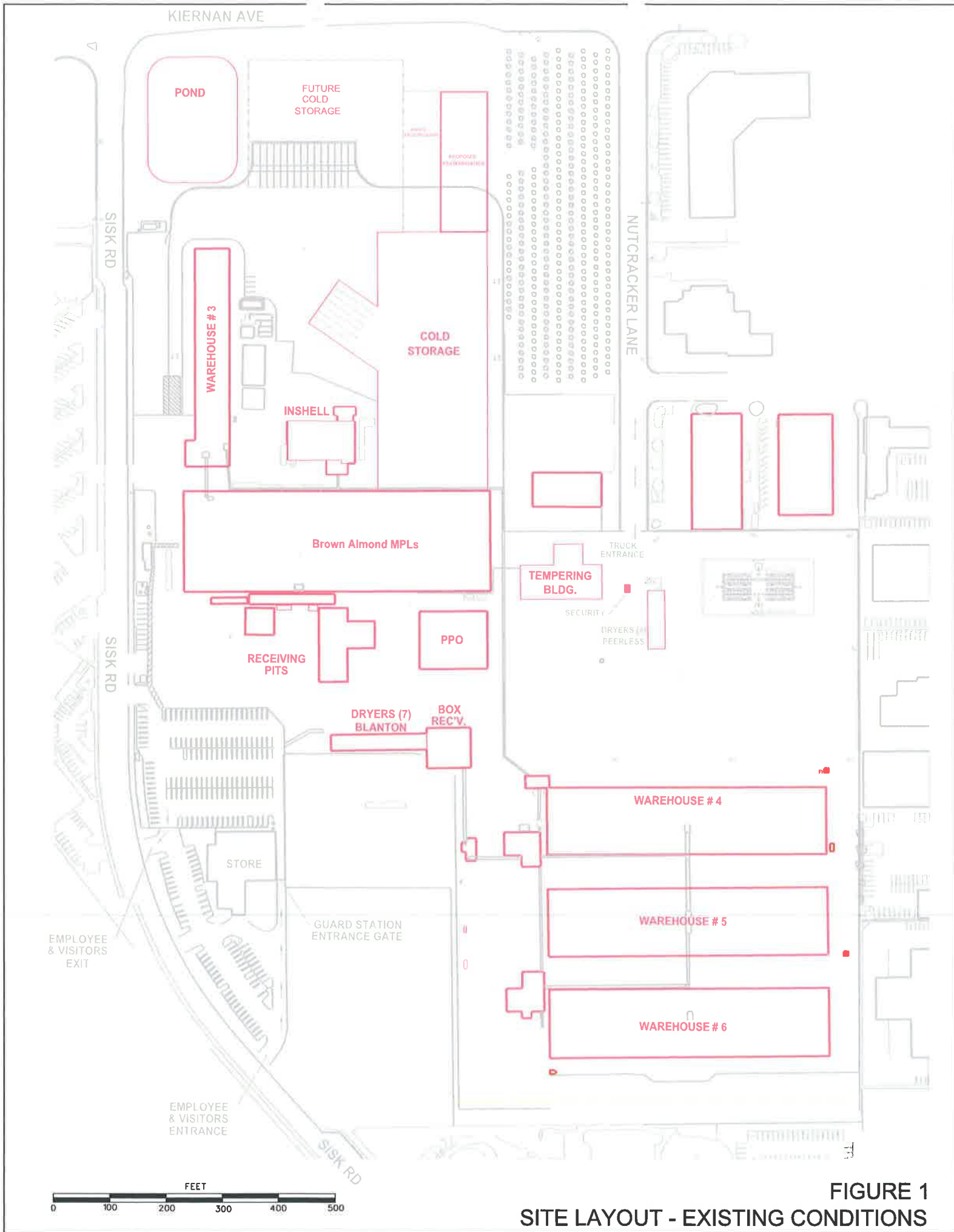


FIGURE 1
SITE LAYOUT - EXISTING CONDITIONS

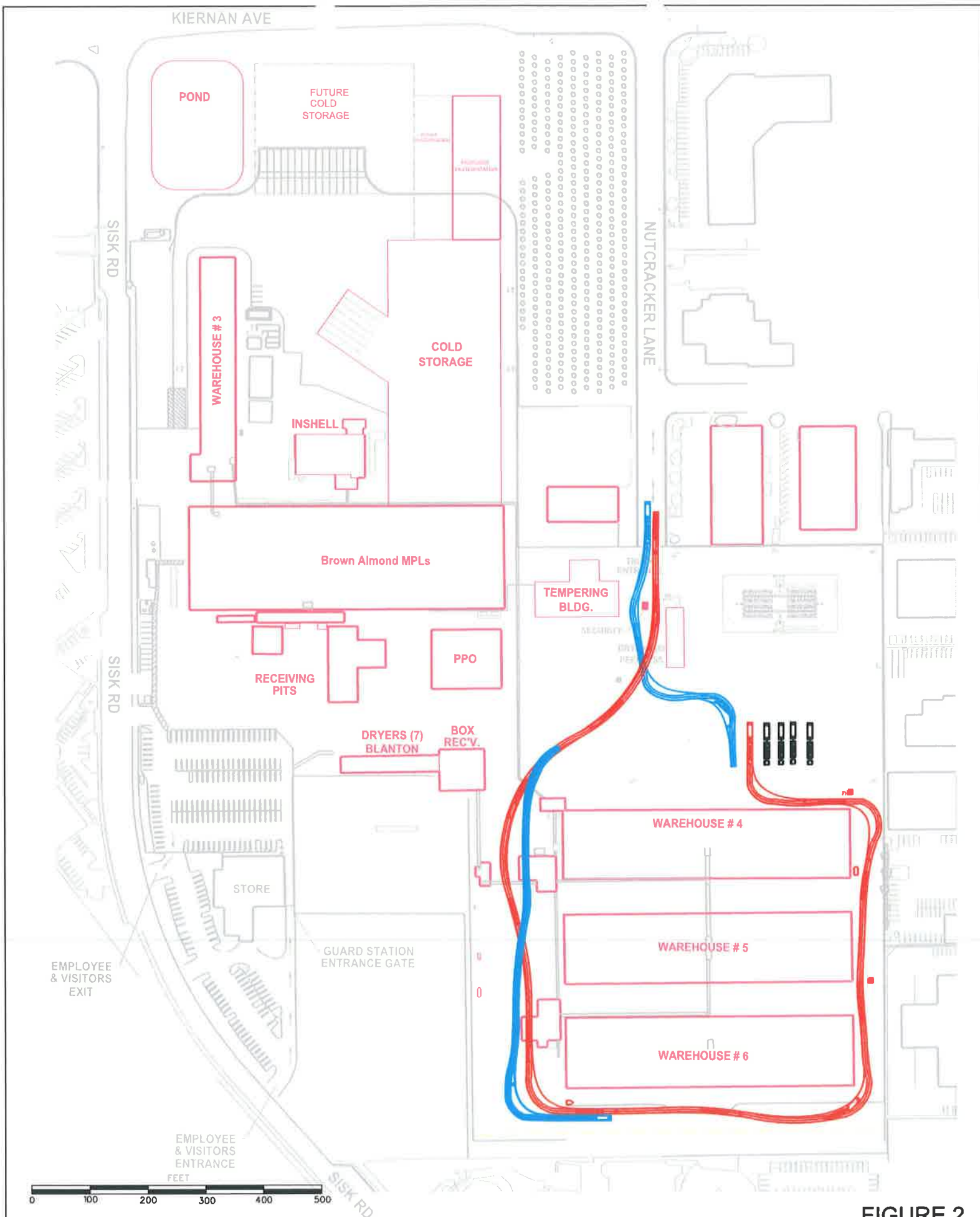


FIGURE 2
PRIMARY TRUCK CIRCULATION - EXISTING CONDITIONS

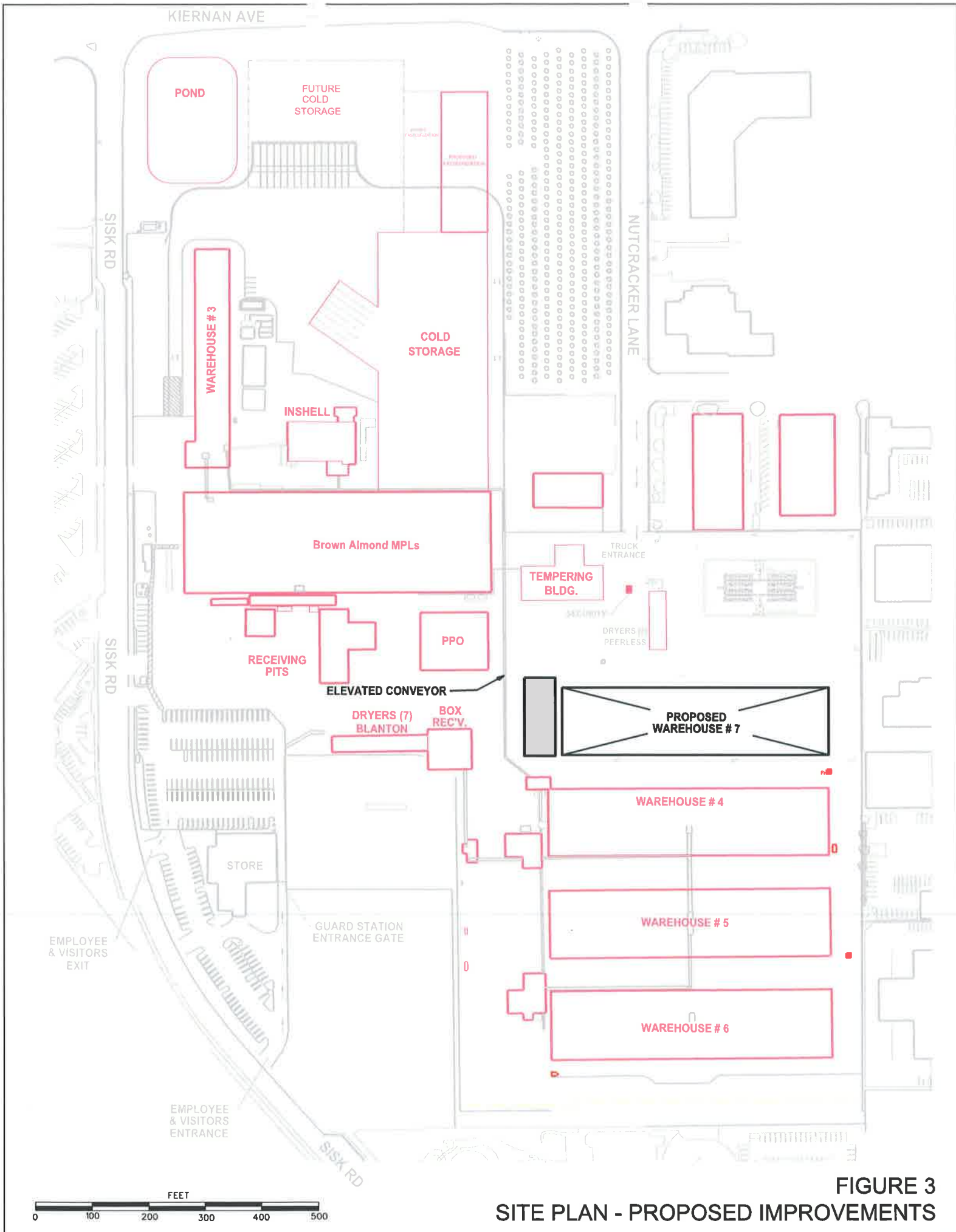


FIGURE 3
SITE PLAN - PROPOSED IMPROVEMENTS

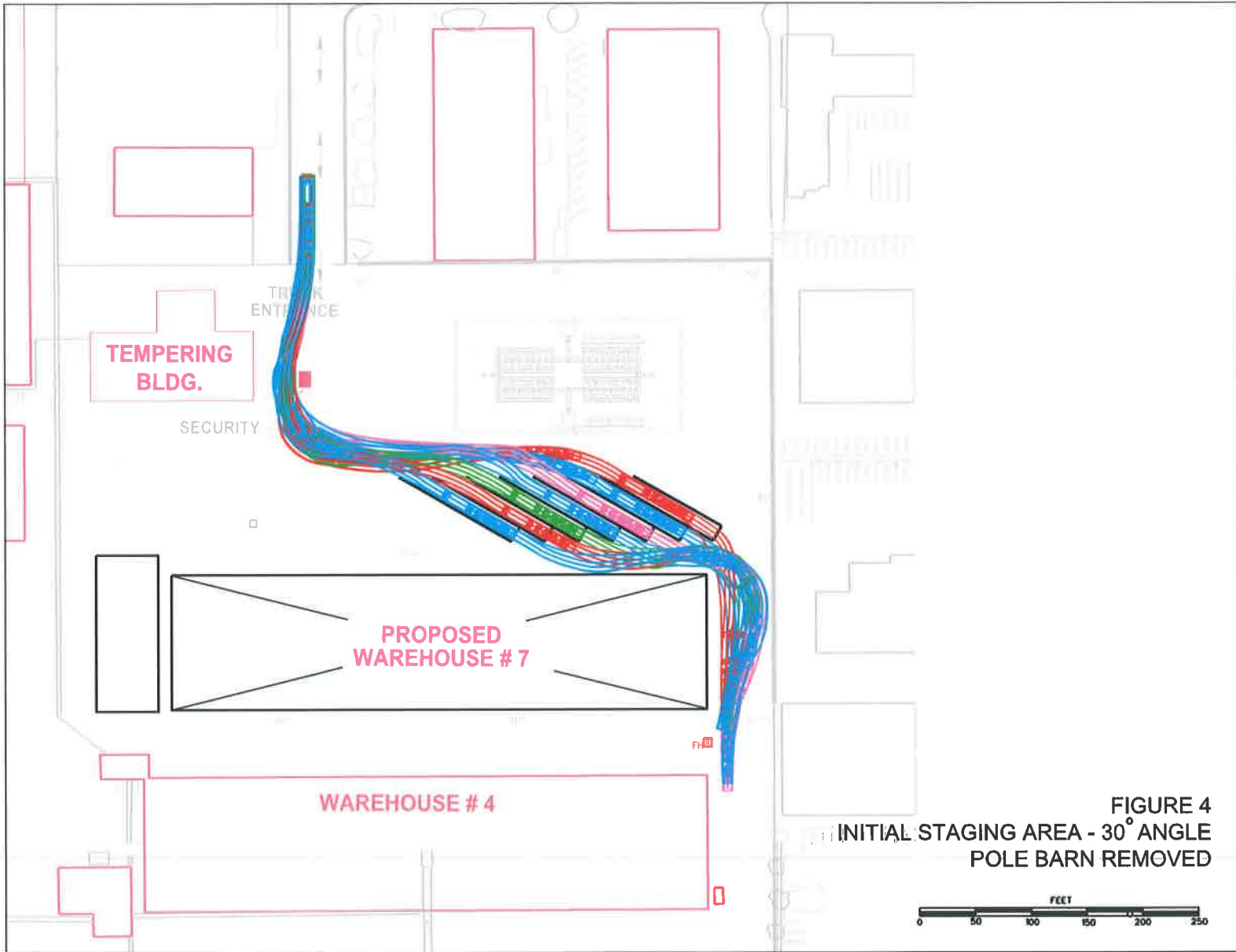


FIGURE 4
INITIAL STAGING AREA - 30° ANGLE
POLE BARN REMOVED

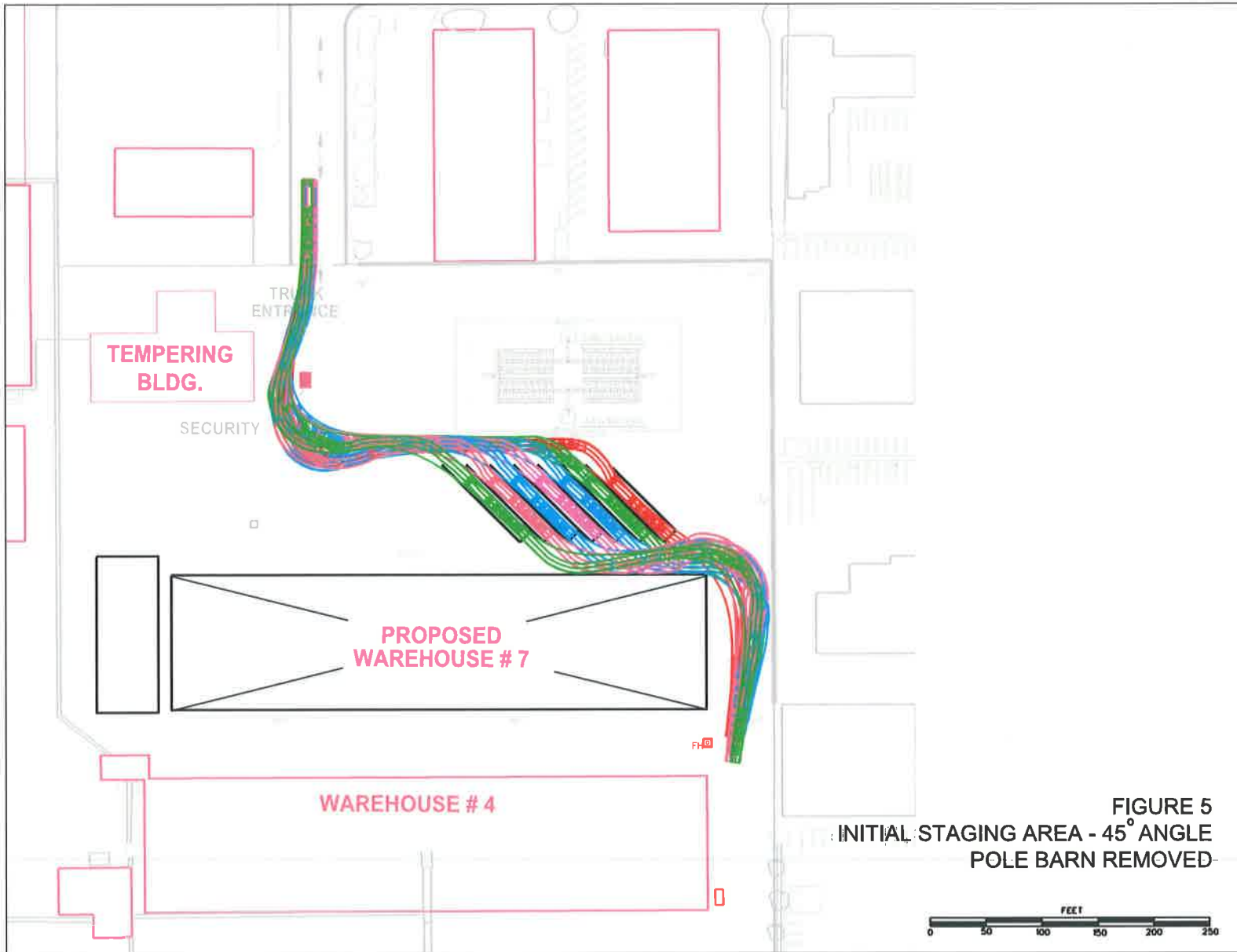
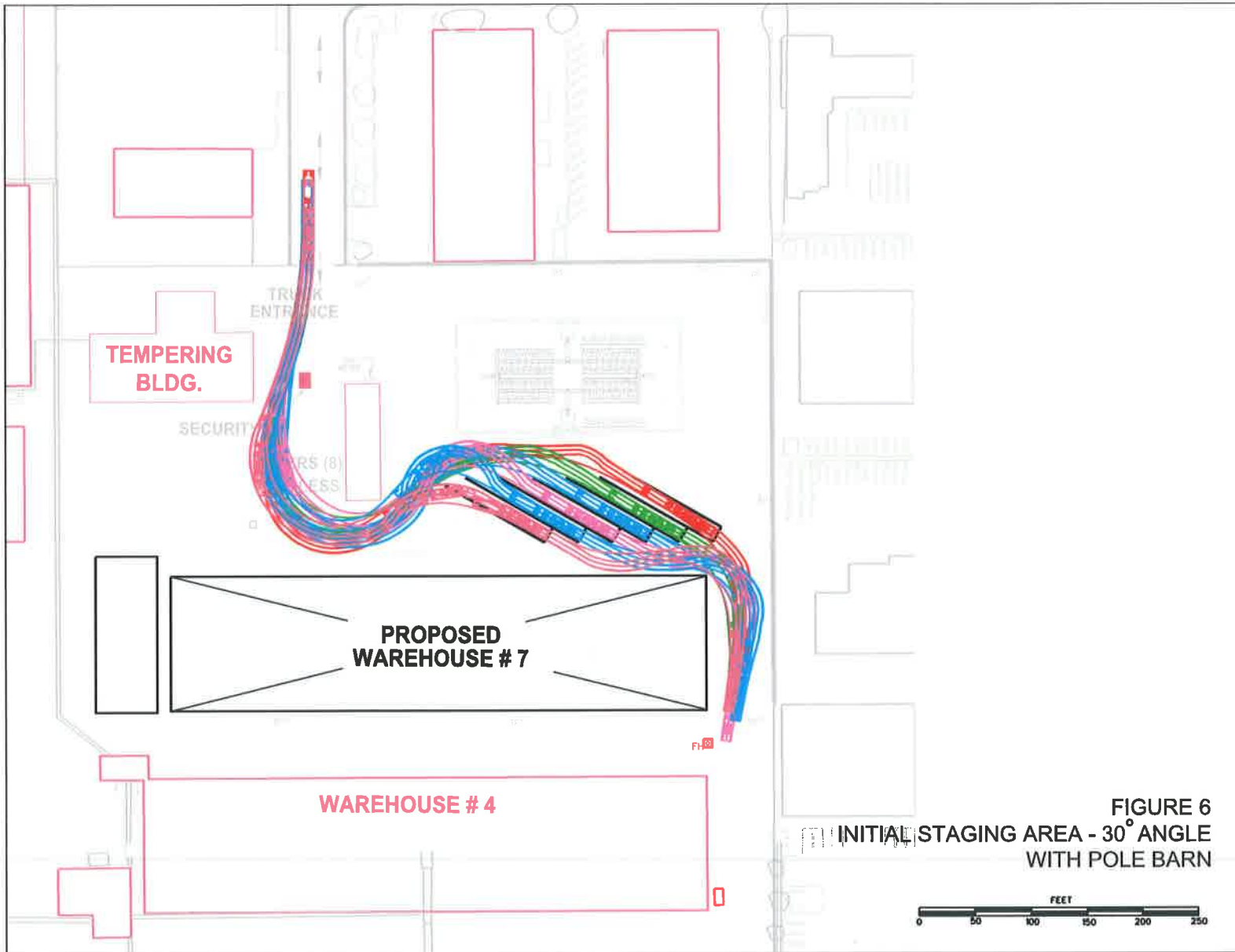
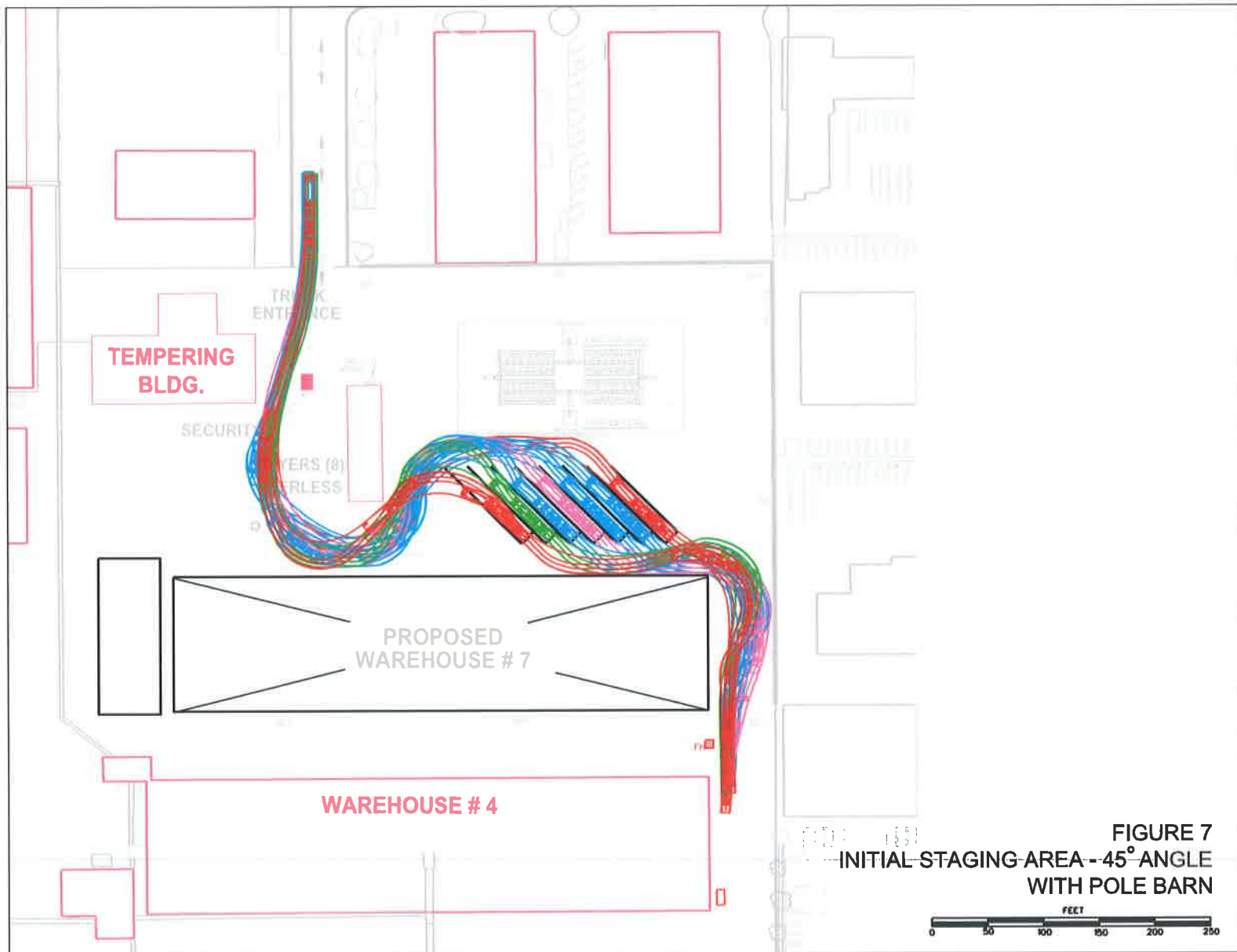
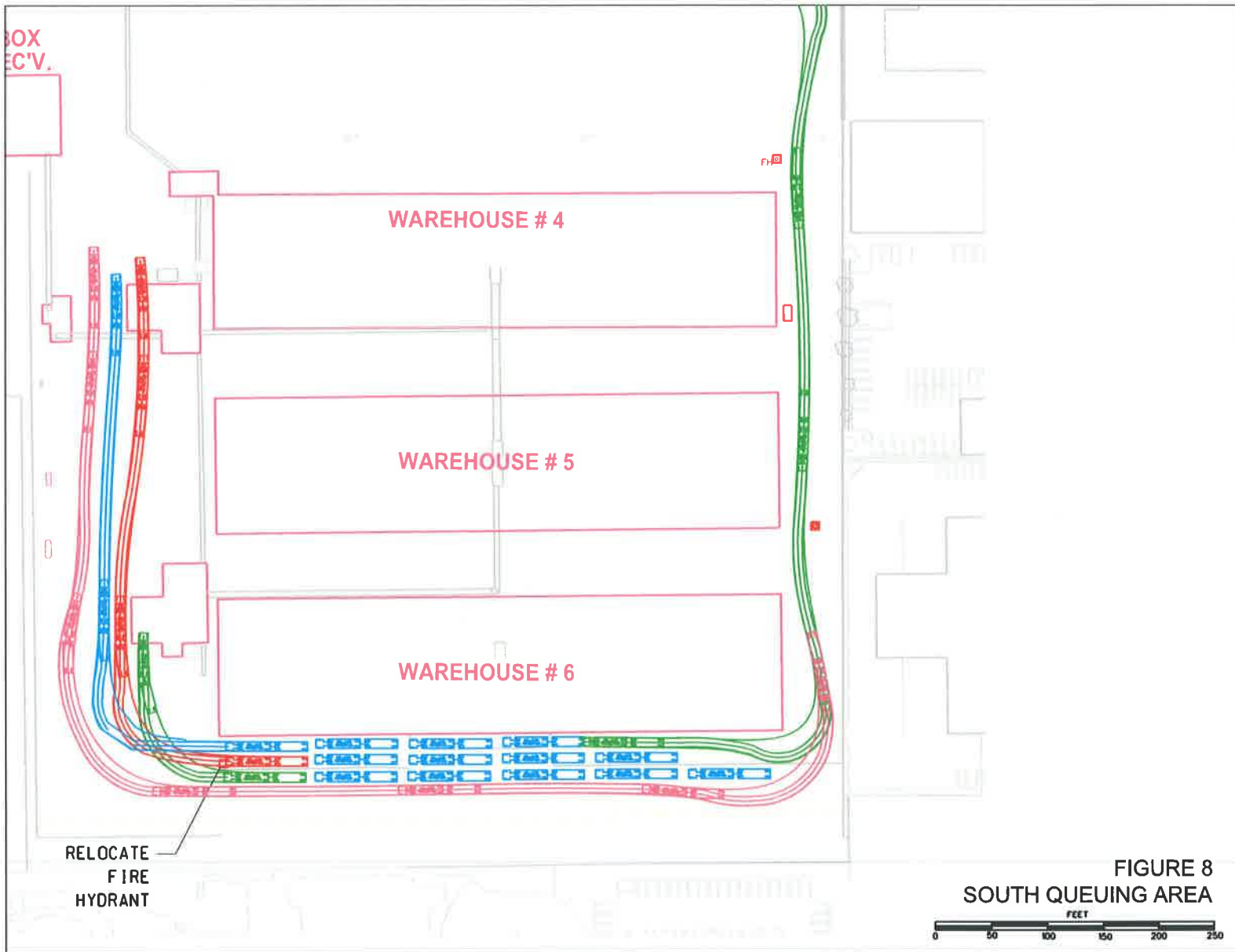


FIGURE 5
INITIAL STAGING AREA - 45° ANGLE
POLE BARN REMOVED







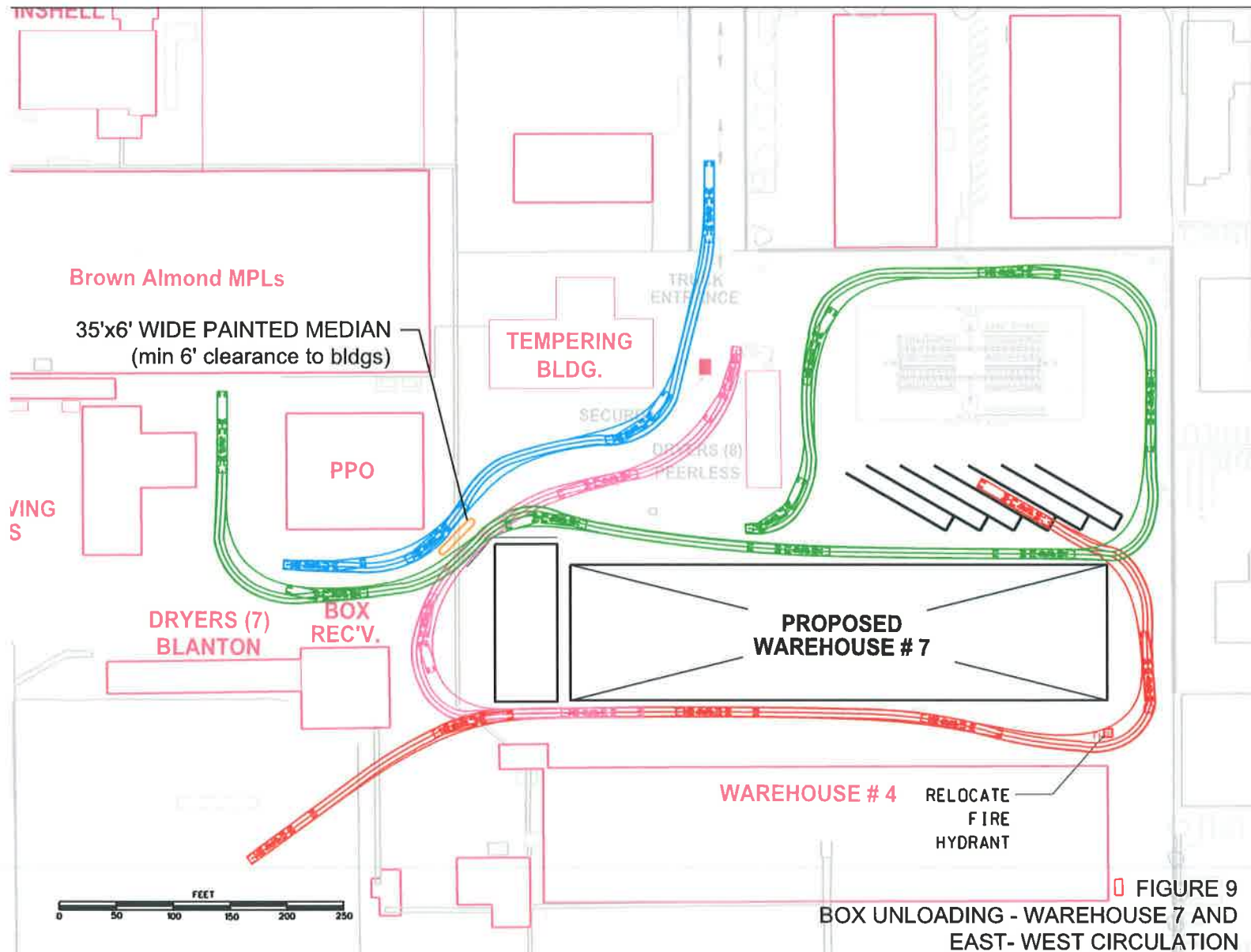
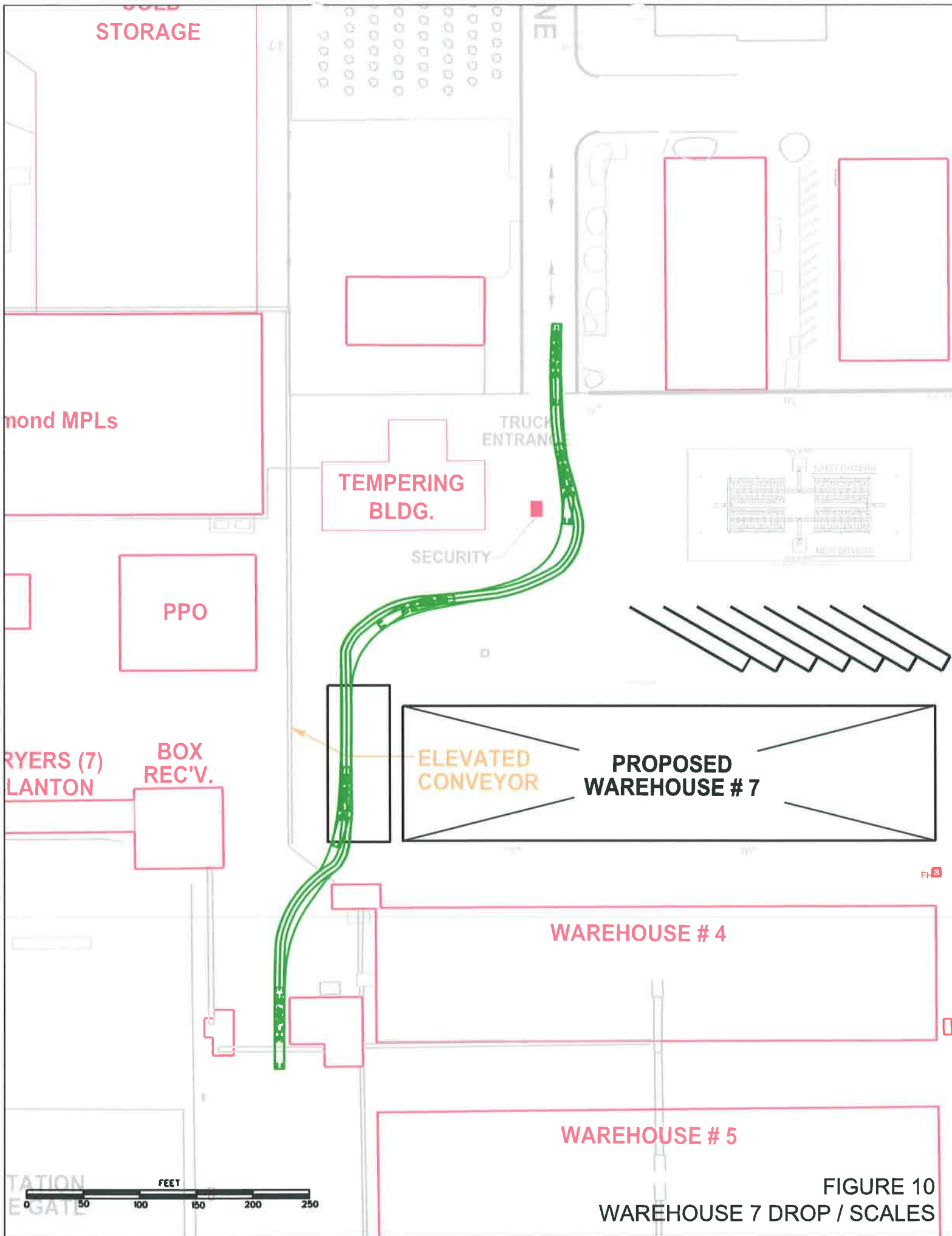


FIGURE 9
BOX UNLOADING - WAREHOUSE 7 AND
EAST- WEST CIRCULATION



KIERNAN AVE

POND

FUTURE
COLD
STORAGE

FUTURE
PASTEURIZATION

PROPOSED
PASTEURIZATION

NUTCRACKER LANE

COLD
STORAGE

WAREHOUSE # 3

INSHELL

Brown Almond MPLs

TEMPERING
BLDG.

TRUCK
ENTRANCE

SECURITY

PPO

RECEIVING
PITS

ELEVATED
CONVEYER

DRYERS (7)
BLANTON

BOX
REC'V.

PROPOSED
WAREHOUSE # 7

FIGURE 11
DELIVERY TRUCK ROUTES

