Stanislaus County
Striving to be the Best

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

1010 10th Street, Suite 3400, Modesto, CA 95354
Phone: 209.525.6330 Fax: 209.525.5911

Referral
Early Consultation

Date: **December 17, 2015**

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

From: **Planning and Community Development**

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

Respond By: **January 4, 2016**

****PLEASE REVIEW REFERRAL PROCESS POLICY****

The Stanislaus County Department of Planning and Community Development is soliciting comments from responsible agencies under the Early Consultation process to determine: a) whether or not the project is subject to CEQA and b) if specific conditions should be placed upon project approval.

Therefore, please contact this office by the response date if you have any comments pertaining to the proposal. Comments made identifying potential impacts should be as specific as possible and should be based on supporting data (e.g., traffic counts, expected pollutant levels, etc.). Your comments should emphasize potential impacts in areas which your agency has expertise and/or jurisdictional responsibilities.

These comments will assist our Department in preparing a staff report to present to the Planning Commission. Those reports will contain our recommendations for approval or denial. They will also contain recommended conditions to be required should the project be approved. Therefore, please list any conditions that you wish to have included for presentation to the Commission as well as any other comments you may have. Please return all comments and/or conditions as soon as possible or no later than the response date referenced above.

Thank you for your cooperation. Please call (209) 525-6330 if you have any questions.

Applicant: **Blue Diamond Growers, Darrell Nelson**

Project Location: **4800 Sisk Road, at the southeast corner of Kiernan Avenue and Sisk Road, in the Salida area.**

APN: **135-044-033 & 135-042-020**

Williamson Act Contract: **Not Applicable**

General Plan: **Planned Development & Industrial**

Current Zoning: **P-D, L-M (Limited Industrial), & A-2-10 (General Agriculture)**

Project Description: **Request to rezone the existing parcels for future expansion of the Blue Diamond facility. Expansion plans would include removal of the storm water basin and construction of an underground storage and percolation system, cold and/or dry storage, and pasteurization buildings.**

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

REZONE APPLICATION NO. PLN2015-0030 – BLUE DIAMOND
Attachment A

Distribution List

	CA DEPT OF CONSERVATION Land Resources / Mine Reclamation		STAN CO ALUC
X	CA DEPT OF FISH & WILDLIFE		STAN CO ANIMAL SERVICES
	CA DEPT OF FORESTRY (CAL FIRE)	X	STAN CO BUILDING PERMITS DIVISION
X	CA DEPT OF TRANSPORTATION DIST 10	X	STAN CO CEO
X	CA OPR STATE CLEARINGHOUSE		STAN CO CSA
X	CA RWQCB CENTRAL VALLEY REGION	X	STAN CO DER
	CA STATE LANDS COMMISSION	X	STAN CO ERC
	CEMETERY DISTRICT	X	STAN CO FARM BUREAU
	CENTRAL VALLEY FLOOD PROTECTION	X	STAN CO HAZARDOUS MATERIALS
X	CITY OF: Modesto		STAN CO PARKS & RECREATION
X	SANITARY DIST: Salida	X	STAN CO PUBLIC WORKS
X	COOPERATIVE EXTENSION		STAN CO RISK MANAGEMENT
	COUNTY OF:	X	STAN CO SHERIFF
X	FIRE PROTECTION DIST: Salida	X	STAN CO SUPERVISOR DIST #3: Withrow
	HOSPITAL DIST:	X	STAN COUNTY COUNSEL
X	IRRIGATION DIST: Modesto	X	StanCOG
X	MOSQUITO DIST: Eastside	X	STANISLAUS FIRE PREVENTION BUREAU
X	MOUNTIAN VALLEY EMERGENCY MEDICAL SERVICES	X	STANISLAUS LAFCO
X	MUNICIPAL ADVISORY COUNCIL: Salida		SURROUNDING LAND OWNERS (on file w/the Clerk to the Board of Supervisors)
X	PACIFIC GAS & ELECTRIC	X	TELEPHONE COMPANY: AT&T
	POSTMASTER:		TRIBAL CONTACTS (CA Government Code §65352.3)
X	RAILROAD: Union Pacific		TUOLUMNE RIVER TRUST
X	SAN JOAQUIN VALLEY APCD	X	US ARMY CORPS OF ENGINEERS
X	SCHOOL DIST 1: Salida Union	X	US FISH & WILDLIFE
X	SCHOOL DIST 2: Modesto Union		US MILITARY (SB 1462) (7 agencies)
X	STAN ALLIANCE		USDA NRCS
X	STAN CO AG COMMISSIONER		WATER DIST:

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 agencies 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).

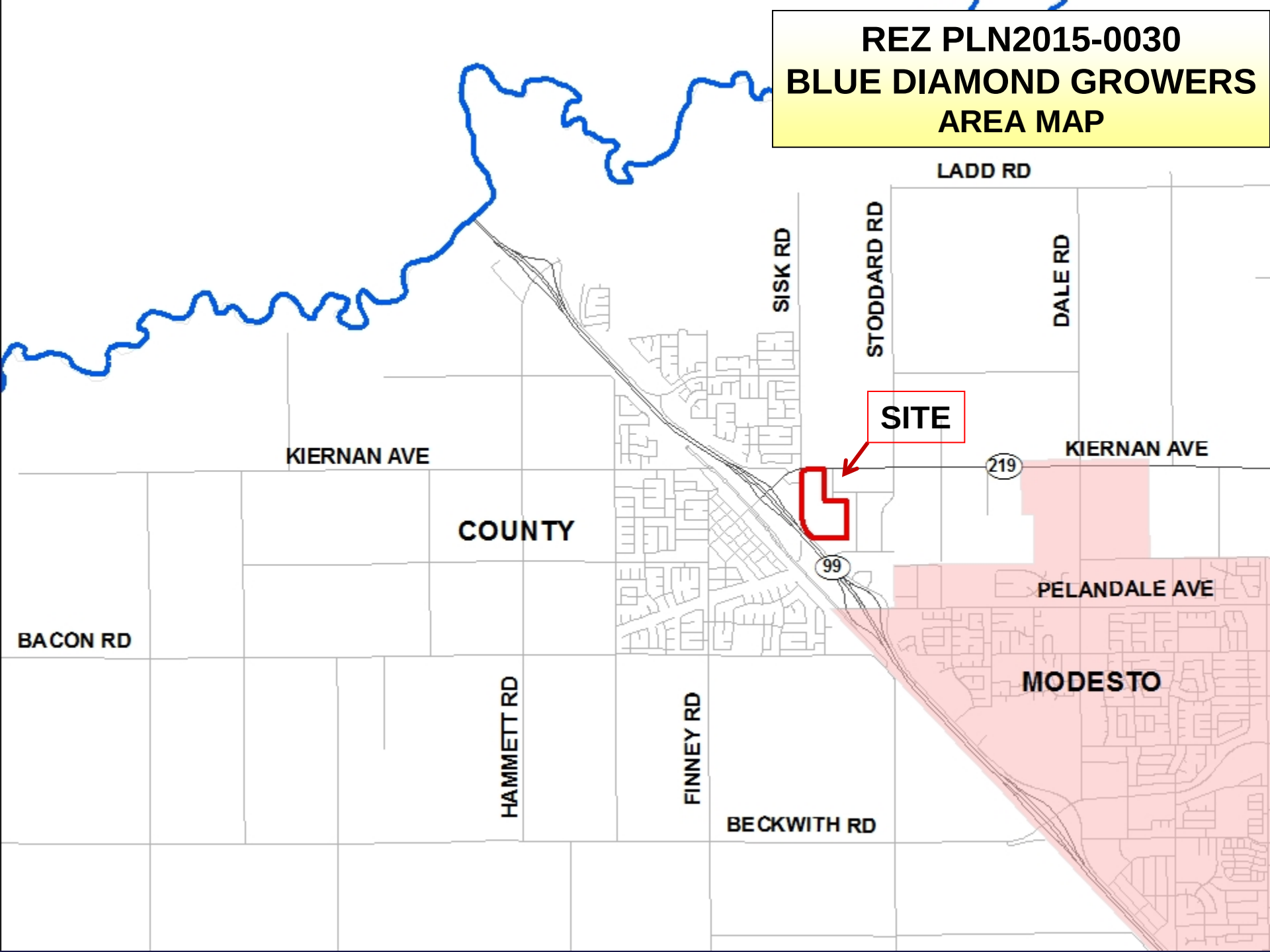
_____

_____

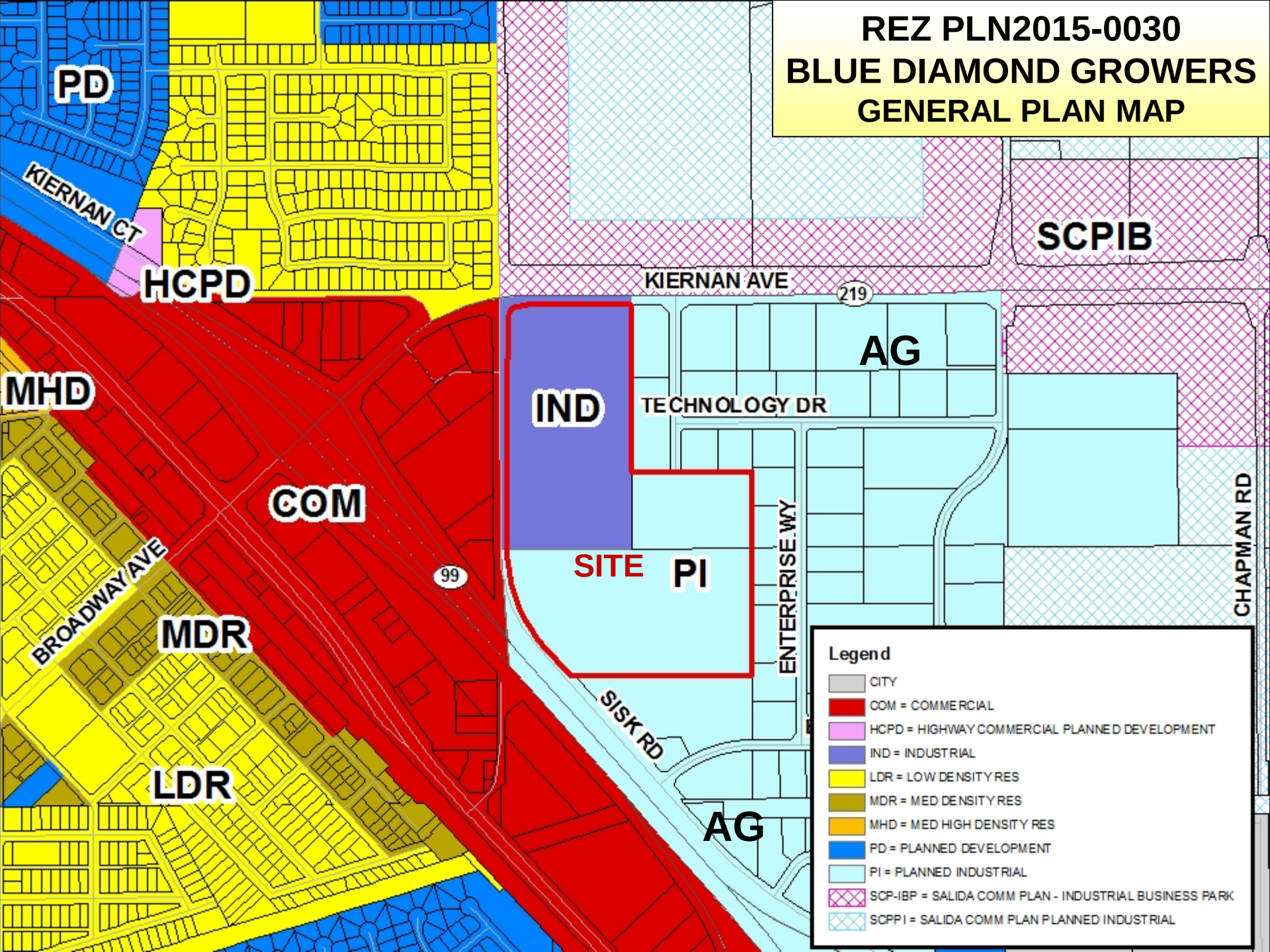
Response prepared by:

_____

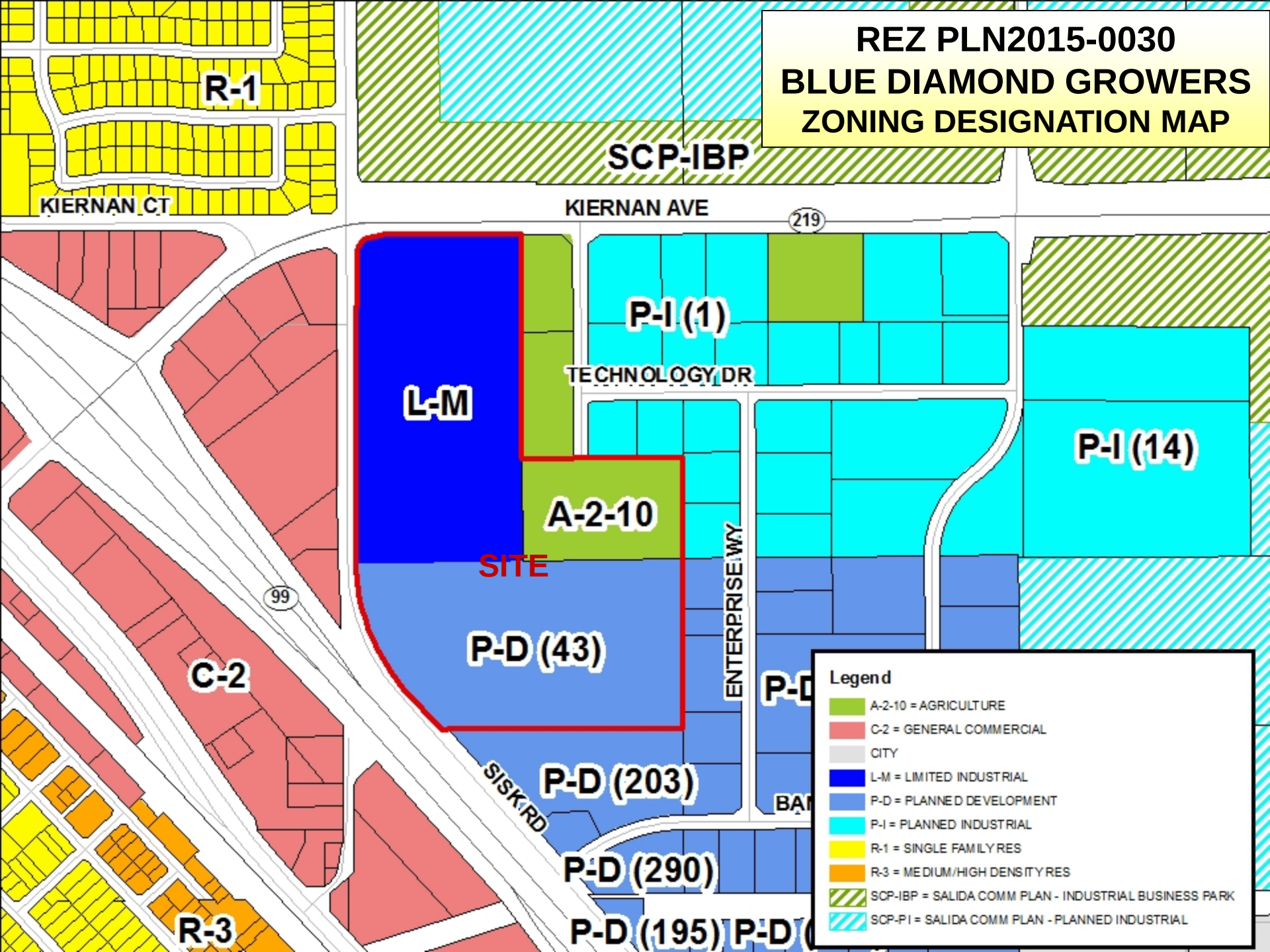
Name Title Date

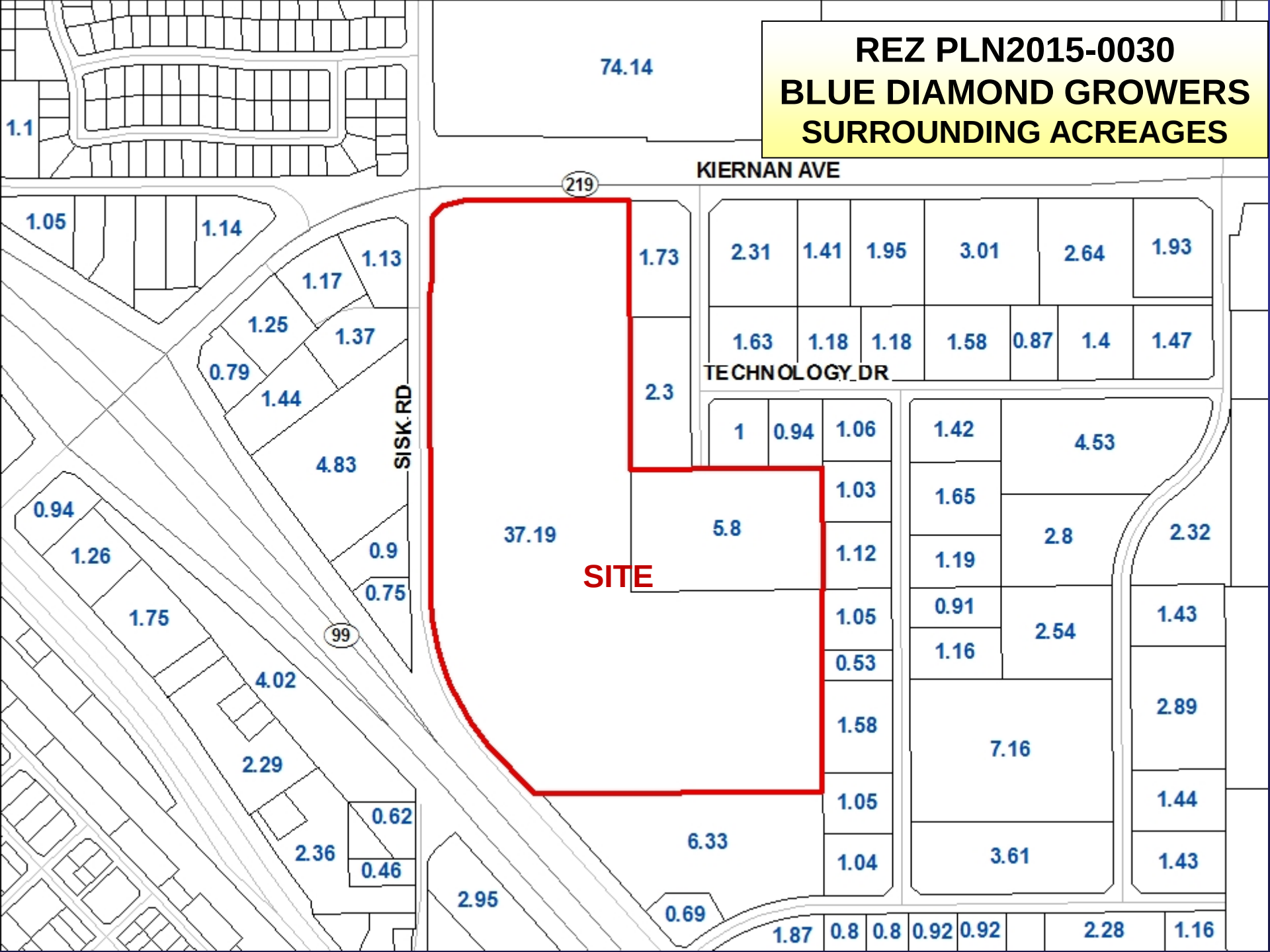

REZ PLN2015-0030
BLUE DIAMOND GROWERS
AREA MAP
LADD RD
SISK RD
STODDARD RD
DALE RD
SITE
KIERNAN AVE
KIERNAN AVE
219
COUNTY
99
PELANDALE AVE
BACON RD
MODESTO
HAMMETT RD
FINNEY RD
BECKWITH RD

REZ PLN2015-0030
BLUE DIAMOND GROWERS
GENERAL PLAN MAP



REZ PLN2015-0030
BLUE DIAMOND GROWERS
ZONING DESIGNATION MAP




REZ PLN2015-0030
BLUE DIAMOND GROWERS
SURROUNDING ACREAGES
KIERNAN AVE
219
TECHNOLOGY DR
SISK RD
99
SITE
74.14
1.1
1.05
1.14
1.13
1.17
1.25
1.37
0.79
1.44
4.83
0.9
0.75
0.94
1.26
1.75
4.02
2.29
0.62
2.36
0.46
2.95
1.73
2.3
37.19
5.8
6.33
2.31
1.41
1.95
3.01
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1.93
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1.58
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1
0.94
1.06
1.03
1.12
1.05
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1.58
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1.04
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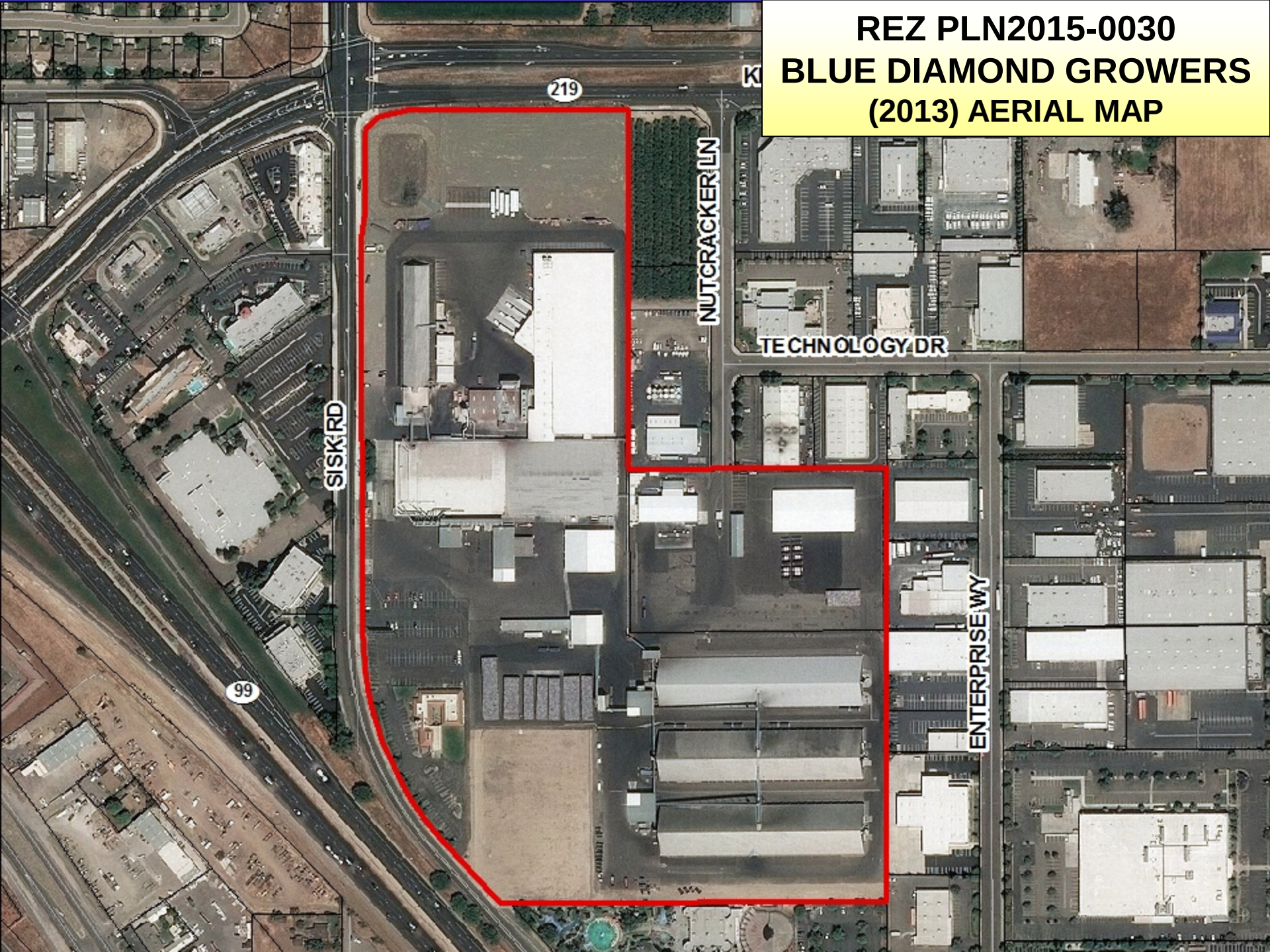
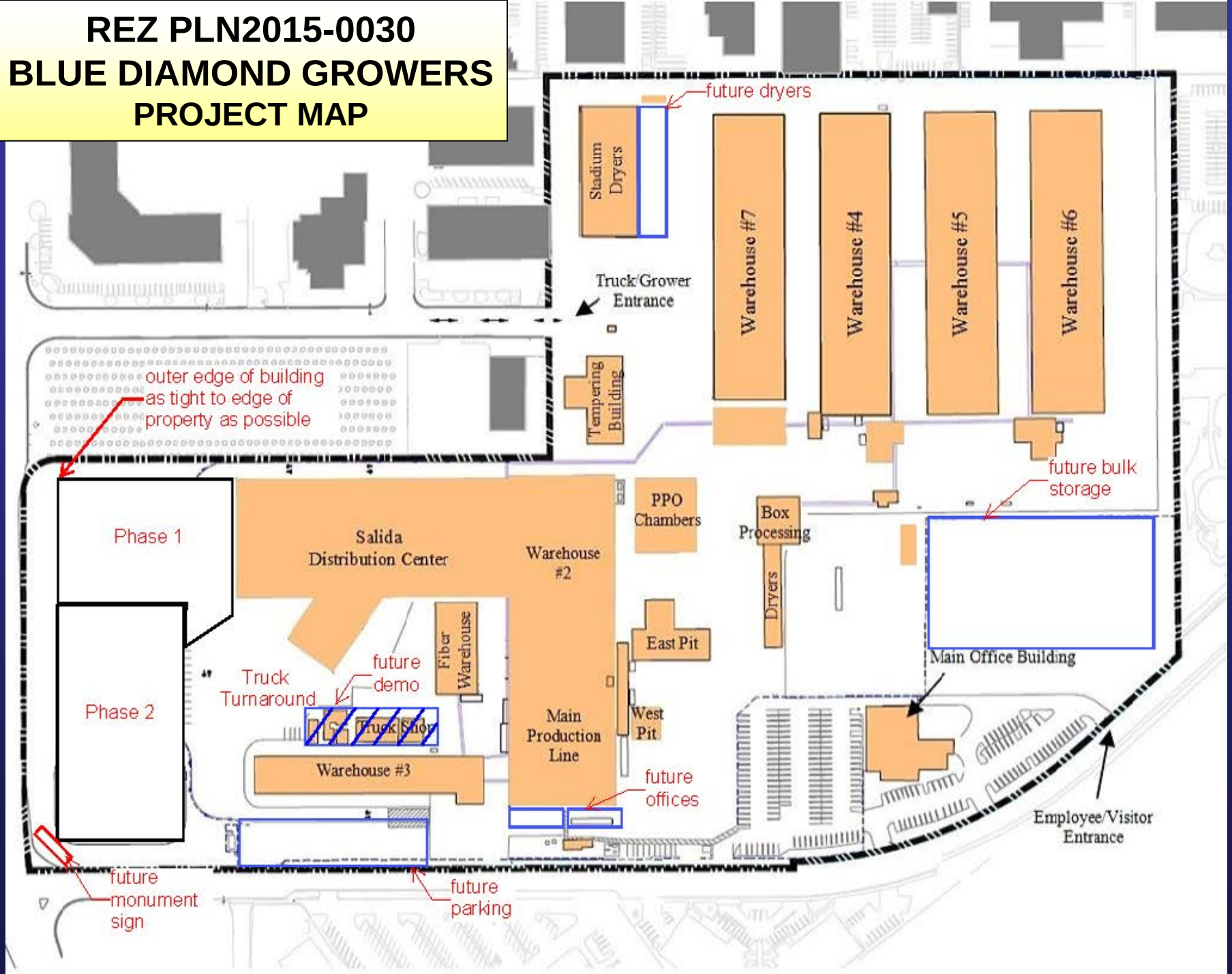
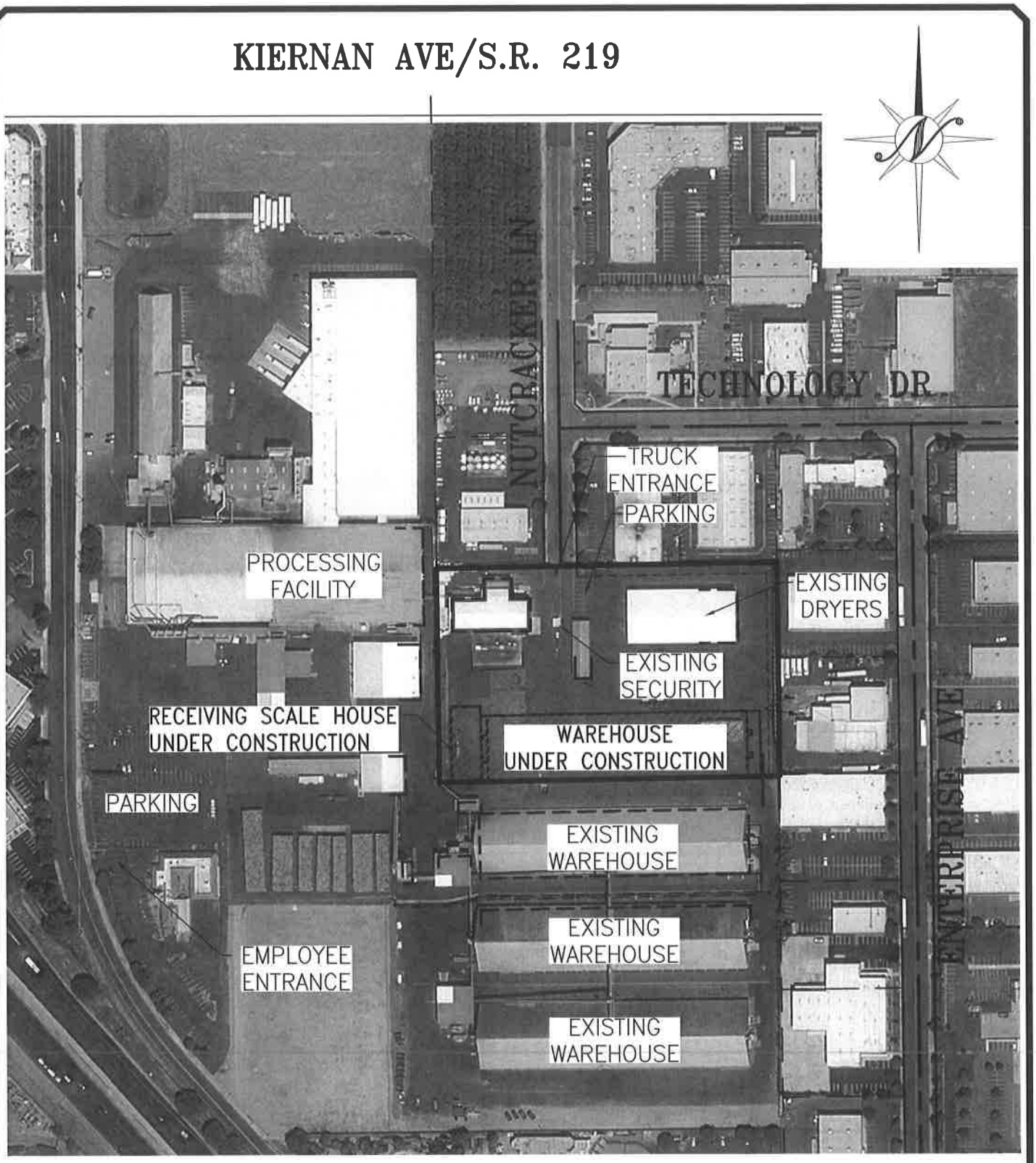
4.53
1.65
2.8
2.32
1.19
0.91
2.54
1.43
1.16
2.89
7.16
1.44
3.61
1.43
1.87
0.8
0.8
0.92
0.92
2.28
1.16

REZ PLN2015-0030
BLUE DIAMOND GROWERS
(2013) AERIAL MAP



REZ PLN2015-0030
BLUE DIAMOND GROWERS
PROJECT MAP





NorthStar
Engineering Group, Inc.
• CIVIL ENGINEERING • SURVEYING • PLANNING •
620 12th Street Modesto, CA 95354
(209) 524-3525 Phone (209) 524-3526 Fax

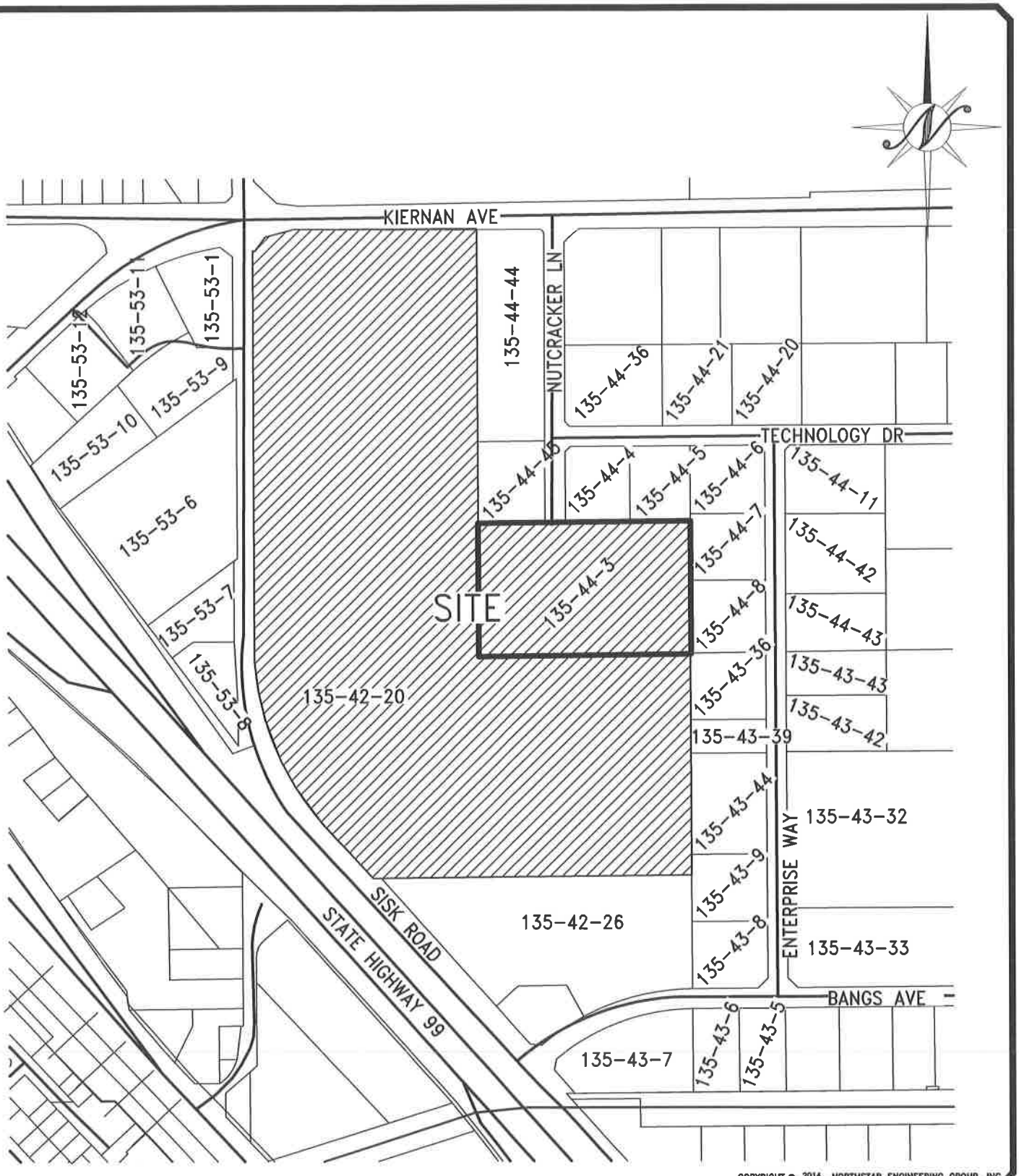
SITE MAP

BLUE DIAMOND GROWERS WAREHOUSE BUILDING

SALIDA, CALIFORNIA

JOB #:	14-1486
DATE:	12/01/2014
SCALE:	
DRAWN:	EWB
DESIGN:	EWB
CHK'D:	EWB
SHEET	02

PLOTTED: 09/11/15 15:06 PLOTTED BY: John
DWG NAME: F:\14-1486 Blue Diamond\Planning\02 Site Map.dwg



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ASSESSOR'S PARCEL NUMBERS

BLUE DIAMOND GROWERS WAREHOUSE BUILDING

SALIDA, CALIFORNIA

JOB #:	14-1486
DATE:	12/01/2014
SCALE:	
DRAWN:	EWB
DESIGN:	EWB
CHK'D:	EWB

SHEET 01A

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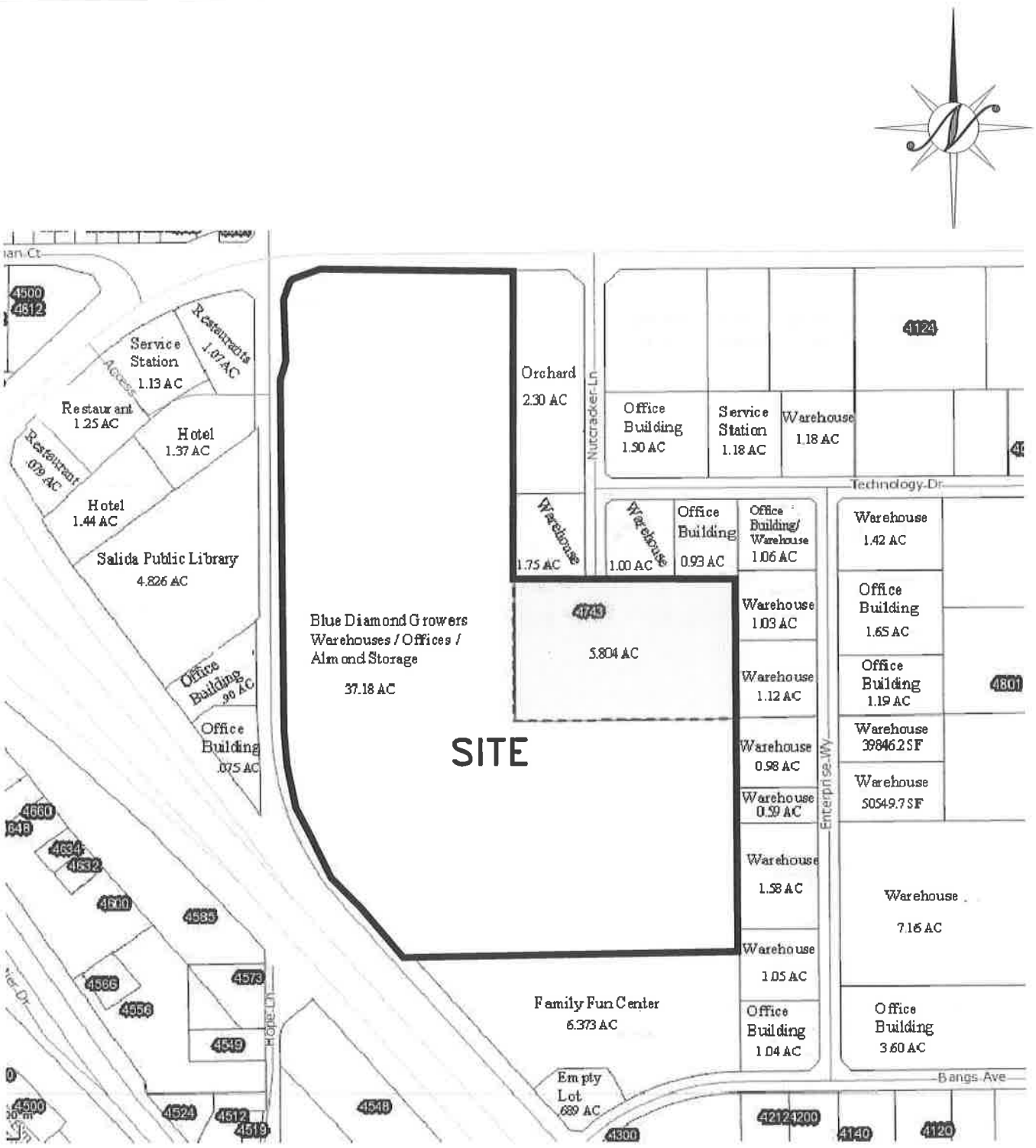

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EXISTING LAND USE

BLUE DIAMOND GROWERS WAREHOUSE BUILDING

SALIDA, CALIFORNIA

JOB #:	14-1486
DATE:	12/01/2014
SCALE:	
DRAWN:	EWB
DESIGN:	EWB
CHK'D:	EWB
SHEET	01

PLOTTED: 09/11/15 15:02 PLOTTED BY: John
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ATTACHMENT A

Project Description:

This rezone is requested to consolidate the two parcels into one property. Blue Diamond Growers currently operates an almond processing and storage facility on both parcels. A rezone and lot merge would make the property more efficient for Blue Diamond. The site consists of a processing and packaging facility, three bulk warehouses, dryer facilities, maintenance and administration facilities and a new bulk storage structure that is currently under construction.

Additional Information:

Blue Diamond Growers is a grower owned almond processor that was established in 1910. Today over half of the growers of California almonds trust Blue Diamond Growers with their annual crop.

The first almond processing plant was constructed in Sacramento in 1910 and BDG expanded to Salida in 1968. The plant was first built as a receiving station for central valley almond farmers to deliver their crop for further processing. In 1968 there were only "huller operations" in CA so almonds were delivered in the inshell form. The Salida facility was responsible for providing the shelling of these nuts to produce the whole brown almond. In 1976 BDG began constructing a string of four large bulk receiving warehouses and storage facilities. Again, the plant was originally constructed for inshell nuts and a very dirty operation requiring dust collection system. In 1979 BDG expanded the capabilities to clean and size grade whole brown almonds. BDG no longer shelled nuts at Salida so the dust collectors were no longer required and recently removed and the air permits given back to the local air board. The site is very clean with a significant amount of automation and reduced handling to ensure the plant does not pollute the environment or injure employees.

The main line processing (whole brown almonds) still requires dust control and these permits are active and monitored by the local air board annually.

The design of the existing bulk warehouses are flat concrete floors and very high peaked roofs to store up to 50 million pounds of almonds in each building. There is a tunnel system in the bottom and about 30% of the almonds free-flow into this conveyor that feeds into the brown almond Main Line. The balance of the almonds that do not free-flow must be transferred with a diesel powered front end loader. Salida can receive up to 5.5 million pounds of almonds each day at the peak of the harvest, which is a short time period in the early summer months. Due to the lack of storage space BDG's must hold trucks for hours in long lines and emissions ongoing as we unload trucks.

The Salida Hulling and Shelling property was used as a huller and a sheller since 1974. The property was mostly dirt surfaces and very large loose piles of hulls, shells, dirt, rocks, sticks and dust. Windblown dust was the normal mode of operation. Since the plant was trucking product with hulls, the loads were much less efficient than today's meats only trucking, meaning a lot more trucks were used in the past. The huller then had to fill debris trucks with front end loaders with no emission controls and haul them offsite. There was a significant amount of airborne dust and trucks entering and exiting the plant. In 2010 BDG began using the Nutcracker entrance for all BDG truck traffic, with County approval, since having trucks on Sisk Road was very dangerous and traffic issues were significant. Today there is very little BDG truck traffic on Sisk Road and the Nutcracker entrance is very safe and efficient. Overall there was a significant reduction in the amount of trucks that previously delivered to the SHS property. BDG does not have records to support this notion, but the trucks noise and pollution were significant. Today BDG transfers raw almonds from the sheller's to our bulk warehouses for storage and then process them across a Main Line to clean and package for sale to America and 92 other countries.

ATTACHMENT A

The proposed new bulk storage building will be constructed with a sloped bottom and 100% of the almonds would gravity feed into the underground tunnel system that would feed directly to the Main Line. The diesel powered front end loader would not be required in the new building. The diesel front end loader is used for 10 months of the year. The new building would also reduce the amount of trucks on-site for extended periods of time. Our membership may grow slightly over the next 10 years, but BDG doesn't expect a significant amount of trucking increases, preferring instead to reduce the amount of waiting times on-site. Under a growing scenario BDG could safely assume they couldn't ever reach the amount of trucking that previously delivered to SHS in a season. For example, it would take about 10 trucks per day to fill the proposed building to 50 million pounds in a 90 day period. Finished goods are then removed by a customer owned truck, or transferred by a BDG owned low emission truck to one of their other processing plants, for further processing (Blanching, slicing, oil roasting, etc.).

The site already has sufficient underground storm drainage systems, fully paved and kept clean.

Overall BDG feels this project will provide a safe storage area for the almonds and their employees can have an improved working environment. In addition, BDG also feels the impact on the environment will be improved by reducing the use of front end loaders and truck idling times as they wait to be unloaded.

Rezone / Lot Merger:

Existing buildings will straddle the common parcel line of APN 135-42-020 and APN 135-044-003 (Assessors Maps are attached for your convenience). BDG, owner of both parcels, would like to merge the two lots to conform with required building setbacks and masterplan the site for future flexibility to maximize site use.

Based on a review of the General Plan Land Use designations, there are two general plan designations within the BDG site. APN 135-044-003 has a GP designation of Planned Industrial. APN 135-42-020 has two GP designations – the northerly portion has a GP designation of Industrial and the southerly portion has a GP designation of Planned Industrial. There are three zoning designations within the BDG site. APN 135-044-003 is zoned A2-10. APN 135-042-020 is zoned Limited Industrial (L-M) on the northerly portion of the parcel and is zoned PD on the southerly portion of the parcel.

The Planned Industrial GP designation does not appear to support a zoning designation of L-M, although it is desirable for BDG to rezone the property to L-M if acceptable to the County. L-M zoning is exempt from conditional use permit requirements if the proposed uses conform to the zoning requirements, which would be a benefit for future expansions already in planning development by BDG.

Blue Diamond Growers

Rezone Application

Buffer and Setback Guidelines – Statement of Compliance

The existing parcel is currently screened with vegetation and fencing along the property lines to avoid conflicts between agricultural and non-agricultural uses. The proposed bulk storage and receiving warehouse project will not require an appreciable increase in workers as it mainly consists of expanding existing almond storage and conveyance facilities; thus continuing to keep the project low people intensive in the new developed area. Additionally the proposed development is located more than 150 feet from any existing farmed land. See attached Aerial Image Site Plan showing all existing landscaping and tree planting areas for reference.

Property Ownership and Partnership Interest

As identified in attached Grant Deed

- California Almond Growers Exchange, a California Cooperative Corporation

As identified in attached Grant Deed

- California Almond Growers Exchange

As identified in attached Grant Deed

- Almond Growers Exchange, DBA Blue Diamond Growers, a California Corporation

Note: Blue Diamond Growers is a farmer owned cooperative consisting of over 3500 farmers.

Parking Analysis

The existing facility currently has an abundance of parking located off of Sisk Road site entrances with additional parking North of the warehouse under construction adjacent to the Nutcracker Lane truck entrance. See attached Aerial Image Site Plan showing all existing parking areas for reference. With the maximum number of employees during harvest being 135 and minimum number of employees during off-season being 75, the current number of parking spaces has allowed for all employees to park in the employee parking lot. The employee parking lot has approximately 150 spaces and the customer parking lot in front of the retail store has about 68 spaces.

Landscaping and Tree Planting Plan

See attached Aerial Image Site plan showing all existing landscaping and tree planting areas for reference. Additional landscaping is not desired as it does not suite the needs of the proposed development.

Stanislaus County
Striving to be the Best

APPLICATION QUESTIONNAIRE

Please Check all applicable boxes

APPLICATION FOR:

Staff is available to assist you with determining which applications are necessary

☐	General Plan Amendment	☐	Subdivision Map
☒	Rezone	☐	Parcel Map
☐	Use Permit	☐	Exception
☐	Variance	☐	Williamson Act Cancellation
☐	Historic Site Permit	☒	Other Lot Merger

PLANNING STAFF USE ONLY:

Application No(s): _____ _____ _____

Date: _____

S _____ T _____ R _____

GP Designation: _____

Zoning: _____

Fee: _____

Receipt No. _____

Received By: _____

Notes: _____

In order for your application to be considered COMPLETE, please answer all applicable questions on the following pages, and provide all applicable information listed on the checklist on pages i – v. Under State law, upon receipt of this application, staff has 30 days to determine if the application is complete. We typically do not take the full 30 days. It may be necessary for you to provide additional information and/or meet with staff to discuss the application. Pre-application meetings are not required, but are highly recommended. An incomplete application will be placed on hold until all the necessary information is provided to the satisfaction of the requesting agency. An application will not be accepted without all the information identified on the checklist.

Please contact staff at (209) 525-6330 to discuss any questions you may have. Staff will attempt to help you in any way we can.

PROJECT INFORMATION

PROJECT DESCRIPTION: (Describe the project in detail, including physical features of the site, proposed improvements, proposed uses or business, operating hours, number of employees, anticipated customers, etc. – Attach additional sheets as necessary)

Please note: A detailed project description is essential to the reviewing process of this request. In order to approve a project, the Planning Commission or the Board of Supervisors must decide whether there is enough information available to be able to make very specific statements about the project. These statements are called "Findings". It is your responsibility as an applicant to provide enough information about the proposed project, so that staff can recommend that the Commission or the Board make the required Findings. Specific project Findings are shown on pages 17 – 19 and can be used as a guide for preparing your project description. (If you are applying for a Variance or Exception, please contact staff to discuss special requirements).

This rezone is requested to consolidate the two parcels into one property. Blue Diamond Growers currently operates an almond processing and storage facility on both parcels. A rezone and lot merge would make the property more efficient for Blue Diamond. The site consists of a processing and packaging facility, three bulk warehouses, dryer facilities, maintenance and administration facilities and a new bulk storage structure that is currently under construction.

PROJECT SITE INFORMATION

Complete and accurate information saves time and is vital to project review and assessment. Please complete each section entirely. If a question is not applicable to your project, please indicated this to show that each question has been carefully considered. Contact the Planning & Community Development Department Staff, 1010 10th Street – 3rd Floor, (209) 525-6330, if you have any questions. Pre-application meetings are highly recommended.

ASSESSOR'S PARCEL NUMBER(S): **Book** 135 **Page** 044 **Parcel** 003

Additional parcel numbers: 135-042-020

Project Site Address or Physical Location: 4800 Sisk Rd, Modesto, CA 95356

Also: 4743 Nutcracker Lane, Modesto, CA 95356

Property Area: Acres: +/-43.0 or Square feet: _____

Current and Previous Land Use: (Explain existing and previous land use(s) of site for the last ten years)

See Item 2 on Attachment A

List any known previous projects approved for this site, such as a Use Permit, Parcel Map, etc.: (Please identify project name, type of project, and date of approval)

APN 135-044-003: Roof only shade structure (permit issued 9/1/2011, #BLD2011-01354)

Existing General Plan & Zoning: GP: Planned Industrial, Zone: A2-10, L-M, PD

Proposed General Plan & Zoning: GP: Planned Industrial, Zone: PD
(if applicable)

ADJACENT LAND USE: (Describe adjacent land uses within 1,320 feet (1/4 mile) and/or two parcels in each direction of the project site)

East: Industrial warehouse space and commercial offices

West: Commercial office space and public library

North: Industrial warehouse space, commercial offices, and orchard

South: Boomers Family Fun Center

WILLIAMSON ACT CONTRACT:

Yes ☐ **No** ☒

Is the property currently under a Williamson Act Contract?
Contract Number: _____

If yes, has a Notice of Non-Renewal been filed?

Date Filed: _____

STRUCTURES:

Yes ☒ No ☐ Are there structures on the site? (If yes, please show on plot plan. Show a relationship to property lines and other features of the site.

Yes ☐ No ☒ Will structures be moved or demolished? (If yes, indicate on plot plan.)

Yes ☒ No ☐ Do you plan to build new structures? (If yes, show location and size on plot plan.)

Yes ☐ No ☒ Are there buildings of possible Historical significance? (If yes, please explain and show location and size on plot plan.) _____

PROJECT SITE COVERAGE:

Existing Building Coverage: 560,000 Sq. Ft. Landscaped Area: 18,000 Sq. Ft.

Proposed Building Coverage: 225,000 Sq. Ft. Paved Surface Area: 880,000 Sq. Ft.

BUILDING CHARACTERISTICS:

Size of new structure(s) or building addition(s) in gross sq. ft.: (Provide additional sheets if necessary) Proposed future storage of approximately 80,000 SF, Phase 1 manufacturing 63,000 SF, Phase 2 warehousing 82,000 SF.

Number of floors for each building: All structures planned for single level.

Building height in feet (measured from ground to highest point): (Provide additional sheets if necessary) Pending final design all builidngs should not exceed 60' in height.

Height of other appurtenances, excluding buildings, measured from ground to highest point (i.e., antennas, mechanical equipment, light poles, etc.): (Provide additional sheets if necessary) Pending final design, some buildings may have an exhaust stack that extends 10' above the roof line.

Proposed surface material for parking area: (Provide information addressing dust control measures if non-asphalt/concrete material to be used) Asphalt paving.

UTILITIES AND IRRIGATION FACILITIES:

Yes ☒ No ☐ Are there existing public or private utilities on the site? Includes telephone, power, water, etc. (If yes, show location and size on plot plan)

Who provides, or will provide the following services to the property?

Electrical: Modesto Irrigation District Sewer*: Salida Sanitary District

Telephone: AT&T Gas/Propane: PG&E

Water**: City of Modesto Irrigation: Modesto Irrigation District

***Please Note: A "will serve" letter is required if the sewer service will be provided by City, Sanitary District, Community Services District, etc.**

****Please Note: A "will serve" letter is required if the water source is a City, Irrigation District, Water District, etc., and the water purveyor may be required to provide verification through an Urban Water Management Plan that an adequate water supply exists to service your proposed development.**

Will any special or unique sewage wastes be generated by this development other than that normally associated with resident or employee restrooms? Industrial, chemical, manufacturing, animal wastes? (Please describe:)

None.

Please Note: Should any waste be generated by the proposed project other than that normally associated with a single family residence, it is likely that Waste Discharge Requirements will be required by the Regional Water Quality Control Board. Detailed descriptions of quantities, quality, treatment, and disposal may be required.

Yes ☒ **No** ☐ Are there existing irrigation, telephone, or power company easements on the property? (If yes, show location and size on plot plan.)

Yes ☐ **No** ☒ Do the existing utilities, including irrigation facilities, need to be moved? (If yes, show location and size on plot plan.)

Yes ☐ **No** ☒ Does the project require extension of utilities? (If yes, show location and size on plot plan.)

AFFORDABLE HOUSING/SENIOR:

Yes ☐ **No** ☒ Will the project include affordable or senior housing provisions? (If yes, please explain)

RESIDENTIAL PROJECTS: (Please complete if applicable – Attach additional sheets if necessary)

Total No. Lots:_____ Total Dwelling Units:_____ Total Acreage:_____

Net Density per Acre: _____ Gross Density per Acre: _____

(complete if applicable)	Single Family	Two Family Duplex	Multi-Family Apartments	Multi-Family Condominium/ Townhouse
Number of Units:				
Acreage:				

COMMERCIAL, INDUSTRIAL, MANUFACTURING, RETAIL, USE PERMIT, OR OTHER PROJECTS: (Please complete if applicable – Attach additional sheets if necessary)

Square footage of each existing or proposed building(s): Proposed future storage of approximately 80,000 SF, Phase 1 manufacturing 63,000 SF, Phase 2 warehouseing 82,000 SF. See next page for existing building square footages.

Type of use(s): Storage, manufacturing, office, and sales.

Days and hours of operation: This faciltiy operates 24/7 with the exception of major holidays.

Seasonal operation (i.e., packing shed, huller, etc.) months and hours of operation: Dryer facility utilized during harvest. (August through October)

Occupancy/capacity of building: Proposed storage facilities to be maintenance access only. Other proposed structures are pending final design.

Number of employees: (Maximum Shift): 135 peak; 100 off-season (Minimum Shift): 100 peak; 75 off-season

Estimated number of daily customers/visitors on site at peak time: 12-20 customers per day

Other occupants: Blue Diamond staff and trucking personnel only.

Estimated number of truck deliveries/loadings per day: Approximately 72 deliveries / loadings per day (Peak harvest)

Estimated hours of truck deliveries/loadings per day: 24/7 Facility (peak hours 6:00 AM to 9:00 PM)

Estimated percentage of traffic to be generated by trucks: No increase to current traffic.

Estimated number of railroad deliveries/loadings per day: N/A

Square footage of:

Office area: 10,000 Warehouse area: 120,000

Sales area: 10,000 Storage area: 260,000

Loading area: 25000 Manufacturing area: 135,000

Other: (explain type of area)

Yes ☐ No ☒ Will the proposed use involve toxic or hazardous materials or waste? (Please explain)

ROAD AND ACCESS INFORMATION:

What County road(s) will provide the project's main access? (Please show all existing and proposed driveways on the plot plan)

The site has access from Sisk Road and from Nutcracker Lane.

Yes ☐ No ☒ Are there private or public road or access easements on the property now? (If yes, show location and size on plot plan)

Yes ☐ No ☒ Do you require a private road or easement to access the property? (If yes, show location and size on plot plan)

Yes ☐ No ☒ Do you require security gates and fencing on the access? (If yes, show location and size on plot plan)

Please Note: Parcels that do not front on a County-maintained road or require special access may require approval of an Exception to the Subdivision Ordinance. Please contact staff to determine if an exception is needed and to discuss the necessary Findings.

STORM DRAINAGE:

How will your project handle storm water runoff? (Check one) ☐ Drainage Basin ☐ Direct Discharge ☐ Overland

☒ Other: (please explain) Existing french drain system

If direct discharge is proposed, what specific waterway are you proposing to discharge to? _____

Please Note: If direct discharge is proposed, you will be required to obtain a NPDES permit from the Regional Water Quality Control Board, and must provide evidence that you have contacted them regarding this proposal with your application.

EROSION CONTROL:

If you plan on grading any portion of the site, please provide a description of erosion control measures you propose to implement.

Please note: You may be required to obtain an NPDES Storm Water Permit from the Regional Water Quality Control Board and prepare a Storm Water Pollution Prevention Plan.

ADDITIONAL INFORMATION:

Please use this space to provide any other information you feel is appropriate for the County to consider during review of your application. (Attach extra sheets if necessary)

See attached additional information

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

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

ST-	
7537	Kuzak (2011) *Historic Property Survey Report, 10-STA-99, 0.0-24.8 PM, 2576 E-FIS1000020344, Stanislaus County, California*
7586	Hosseinion (2009) *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)].

Previous investigations within the immediate vicinity of the project area:

One other reported across Kiernan Road:

ST-926	Peak and Associates (1989) *Cultural Resource Assessment of the North Salida Specific Plan Area, Stanislaus County, California*

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 Hards

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)

KD Anderson & Associates, Inc.
Transportation Engineers

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 queuing 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 conveyer 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 queuing 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 Queuing Area.*** As indicated in Figure 8 a third queuing 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 queuing and circulating traffic. We understand that the queuing lanes will be arranged so as to

KDA

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

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

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

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

3. ***Box Unloading along South side of Warehouse #7.*** Some boxes will now be dumped at the #7 pit. Trucks will enter via the primary route, as noted in Figure 9. The fire hydrant at the northeast corner of warehouse #4 will be eliminated and trucks will proceed to the south side of Warehouse #7 and park along the south side of the new warehouse. At that point boxes would be unloaded and dumped. Exiting trucks will be able to make the turn alongside pit #7 and head to box storage or to the site exit.

4. ***West side to East side Travel.*** With the construction of the new warehouse there will be an "opening" for travel between the two sides of the facility. This area extends from the northwest corner of the new scale – pit building to the existing building roughly 65 feet to the northwest. Figure 9 shows that concurrent travel by entering and exiting trucks can pass through this opening. Clearly there will be room for trucks to negotiate the 65 foot wide opening, but concurrent use would likely require each rig to maneuver so as to approach the opening perpendicularly. It would be desirable to mark a "painter median" area that would separate the two paths of travel.

5. ***Entry to new Pit #7.*** If no changes are made in the area of Warehouse #4, the path of trucks moving into pit #7 near the new warehouse will take these vehicles near the northwestern corner of Warehouse #4. However, as noted in Figure 10, there should be room for this maneuver.

6. ***Product Delivery Trucks.*** Trucks will continue to haul finished product from the plant at the northwest end of the site. Trucks would likely enter and move directly to the east side of the plant / cold storage before backing into the loading docks. The path taken would depend on factors such as the placement of supports needed for the new conveyor belt system and the route could move to the south towards warehouse #7 as shown if necessary.

KDA

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.

Kenneth D. Anderson, P.E.
President

Attachment: Attachment 1 and Figures 1-11

KDA

ATTACHMENT 1

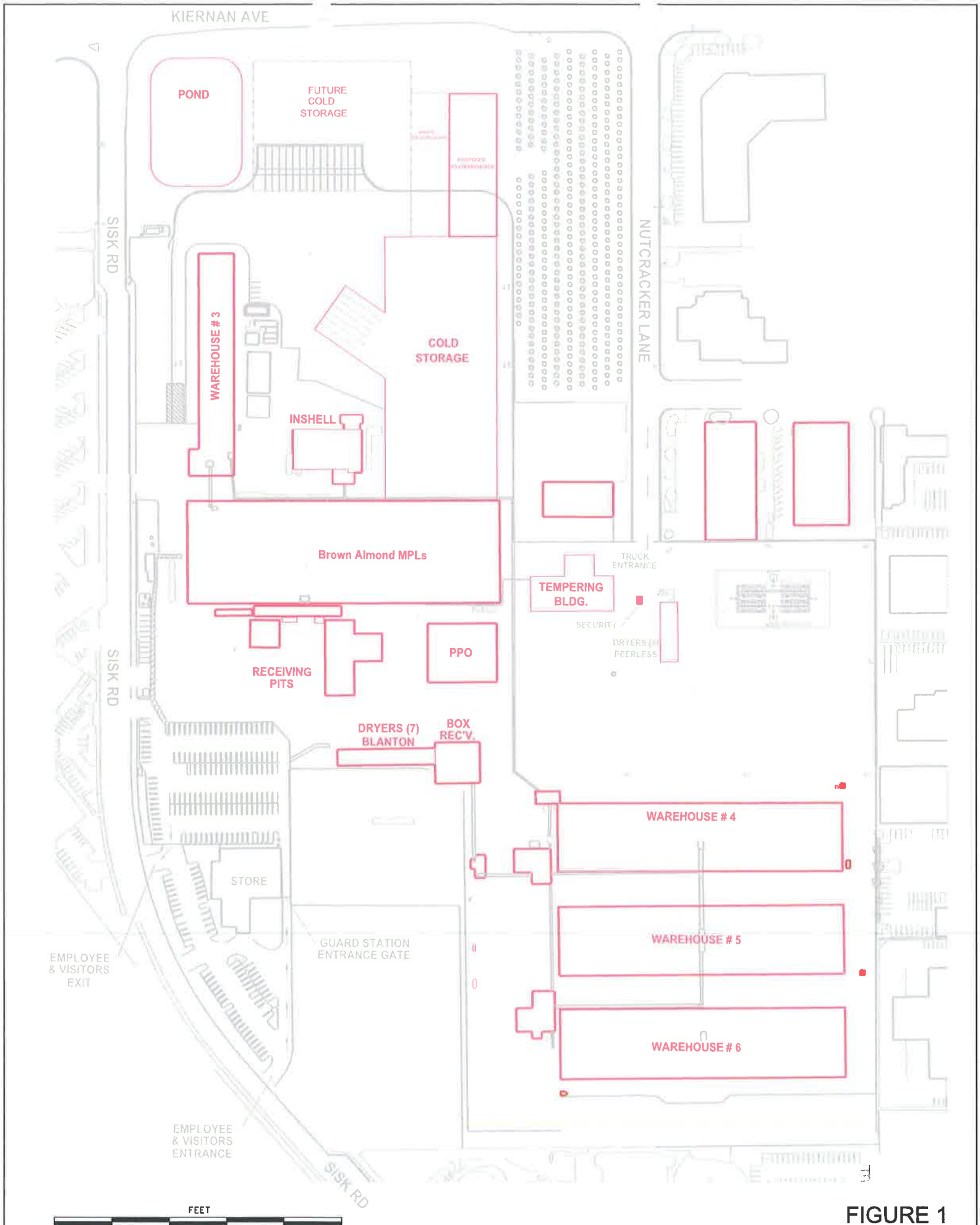

FIGURE 1
SITE LAYOUT - EXISTING CONDITIONS

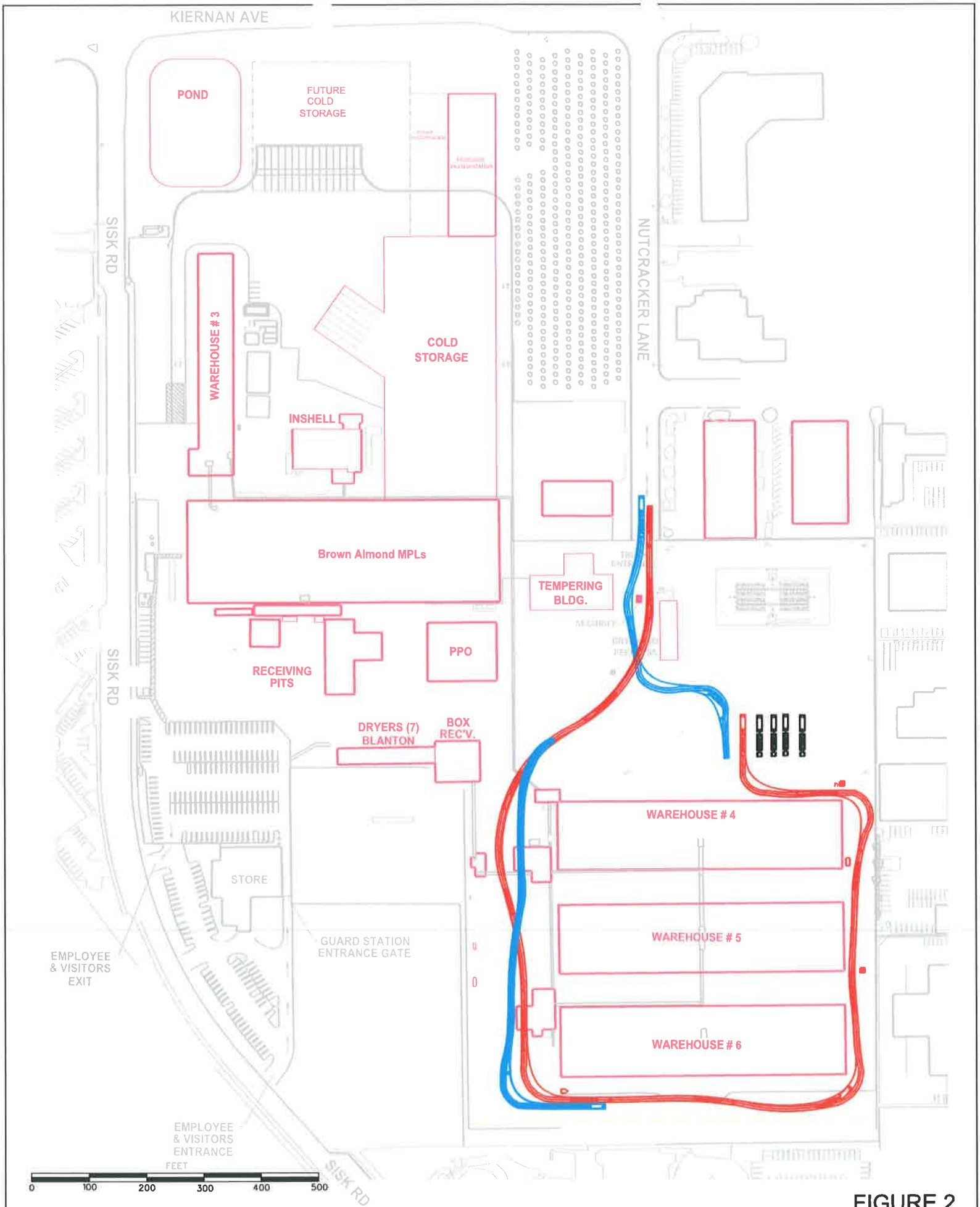

FIGURE 2
PRIMARY TRUCK CIRCULATION - EXISTING CONDITIONS

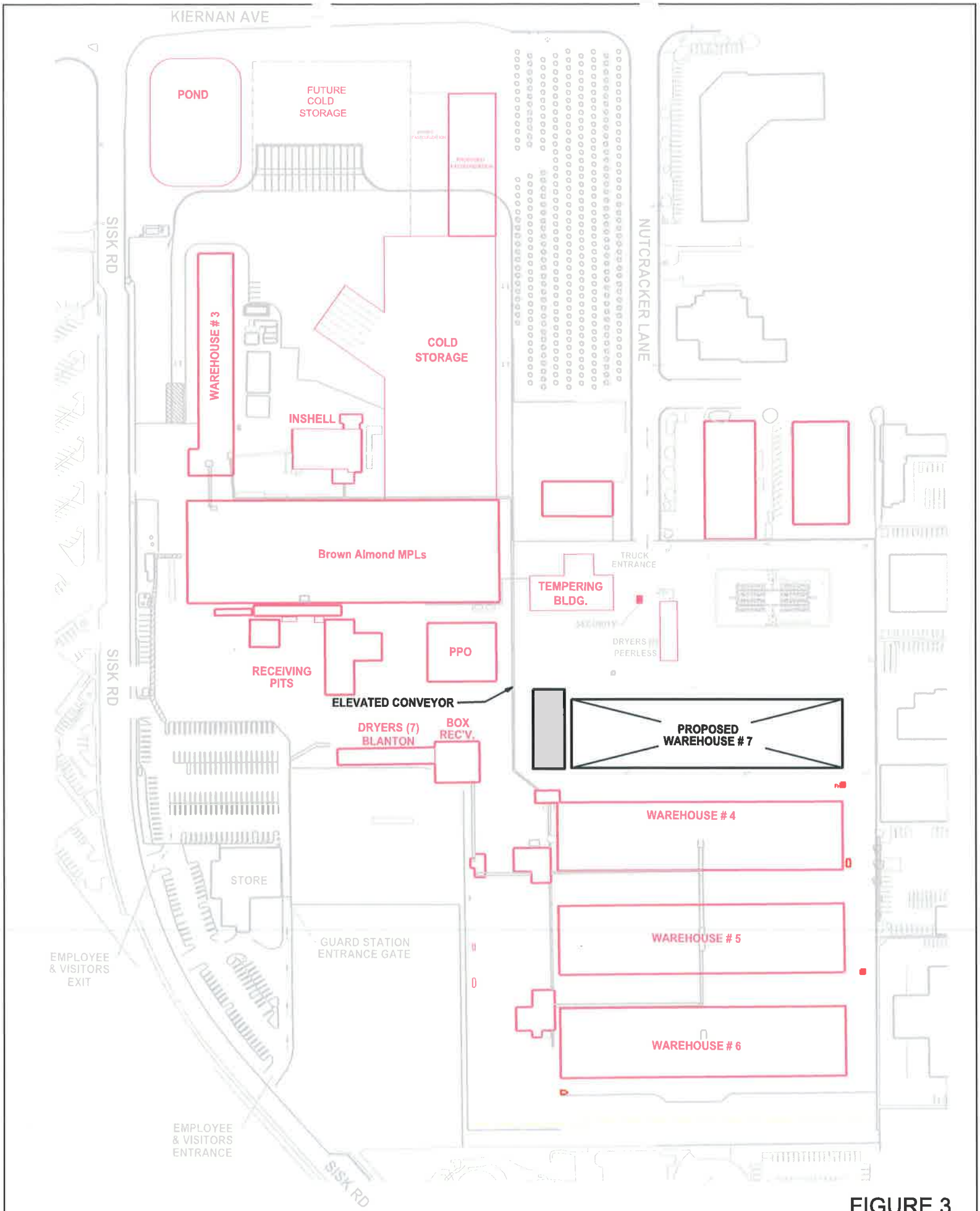

FIGURE 3
SITE PLAN - PROPOSED IMPROVEMENTS

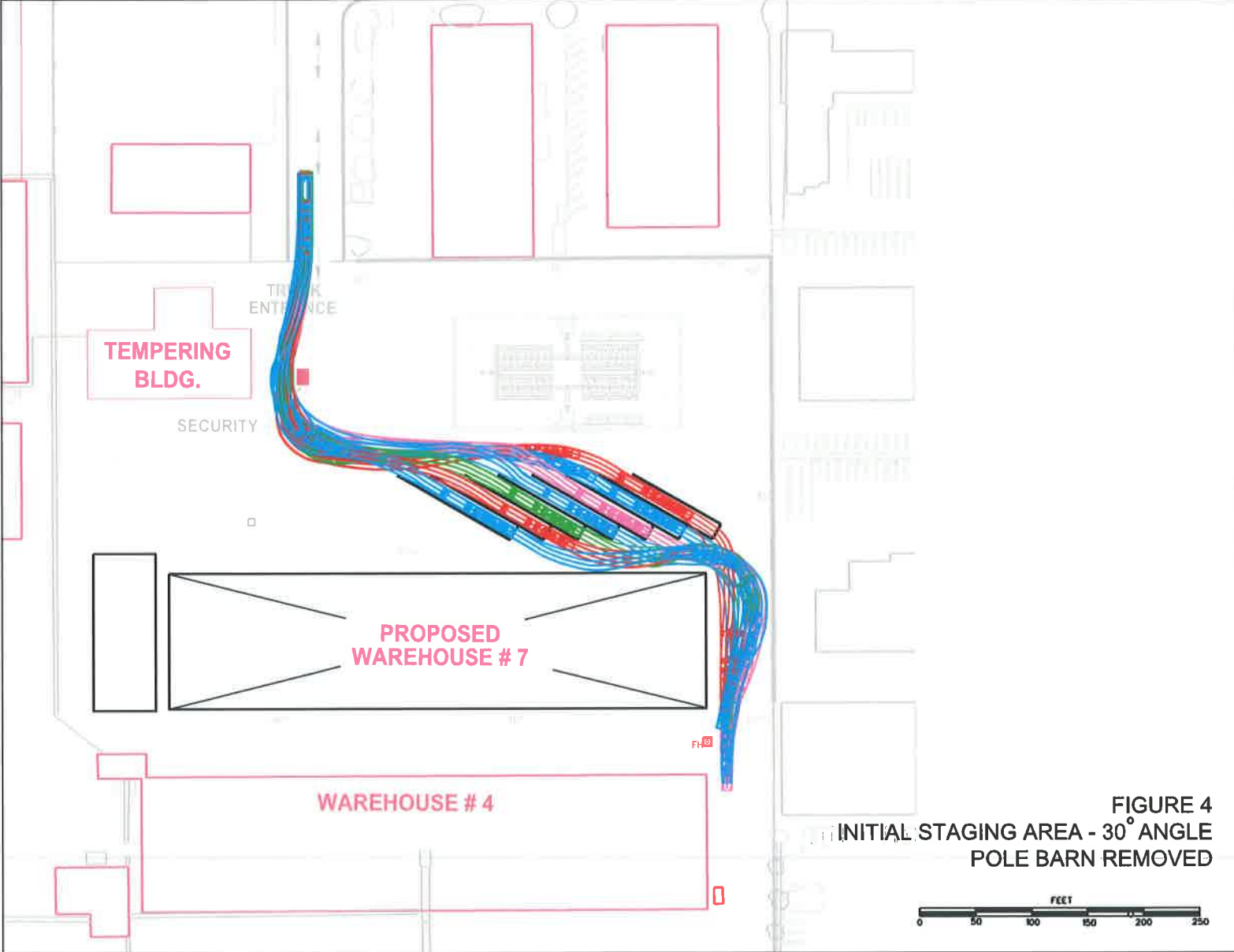

FIGURE 4
INITIAL STAGING AREA - 30° ANGLE
POLE BARN REMOVED

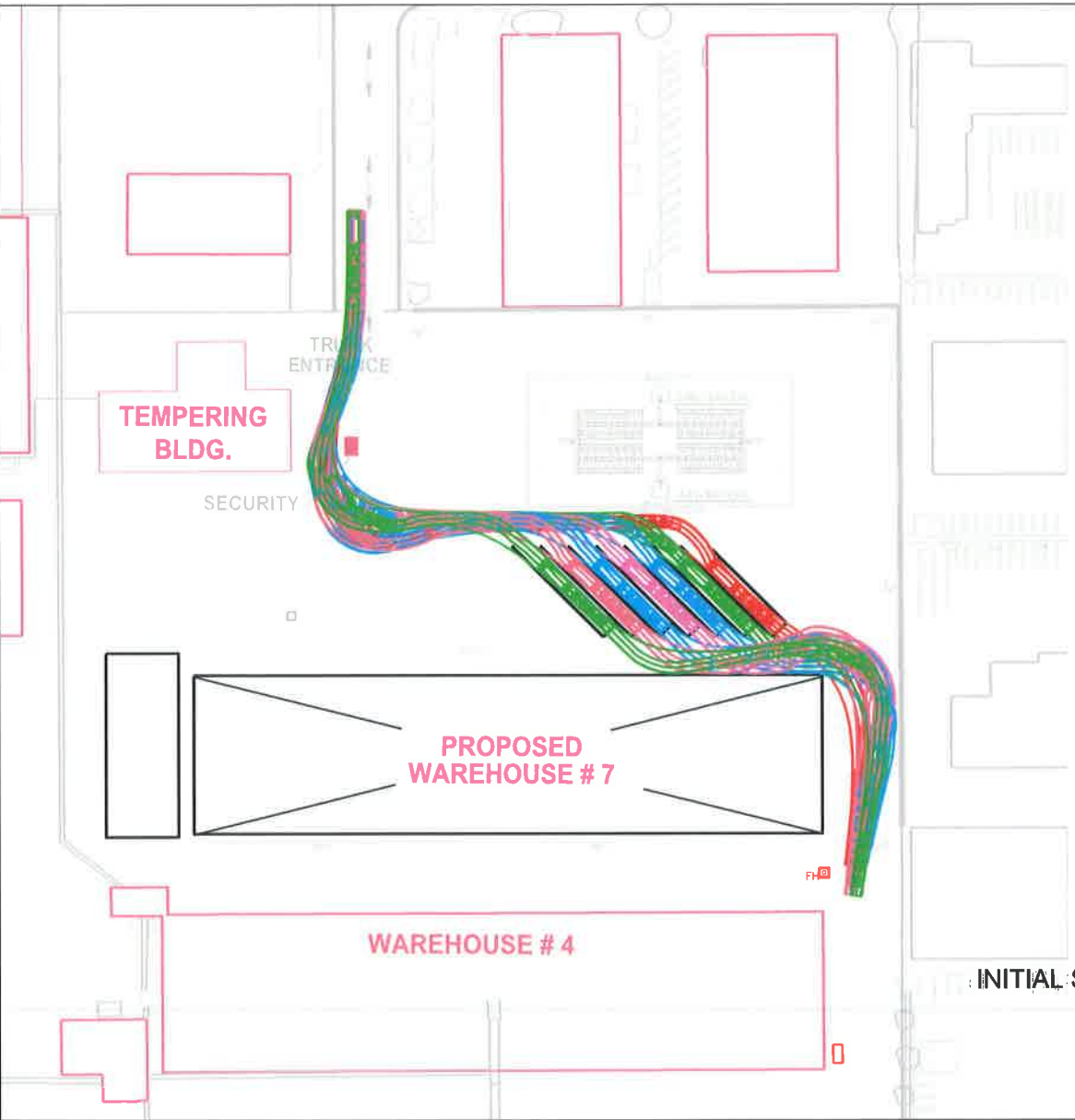

FIGURE 5
INITIAL STAGING AREA - 45° ANGLE
POLE BARN REMOVED

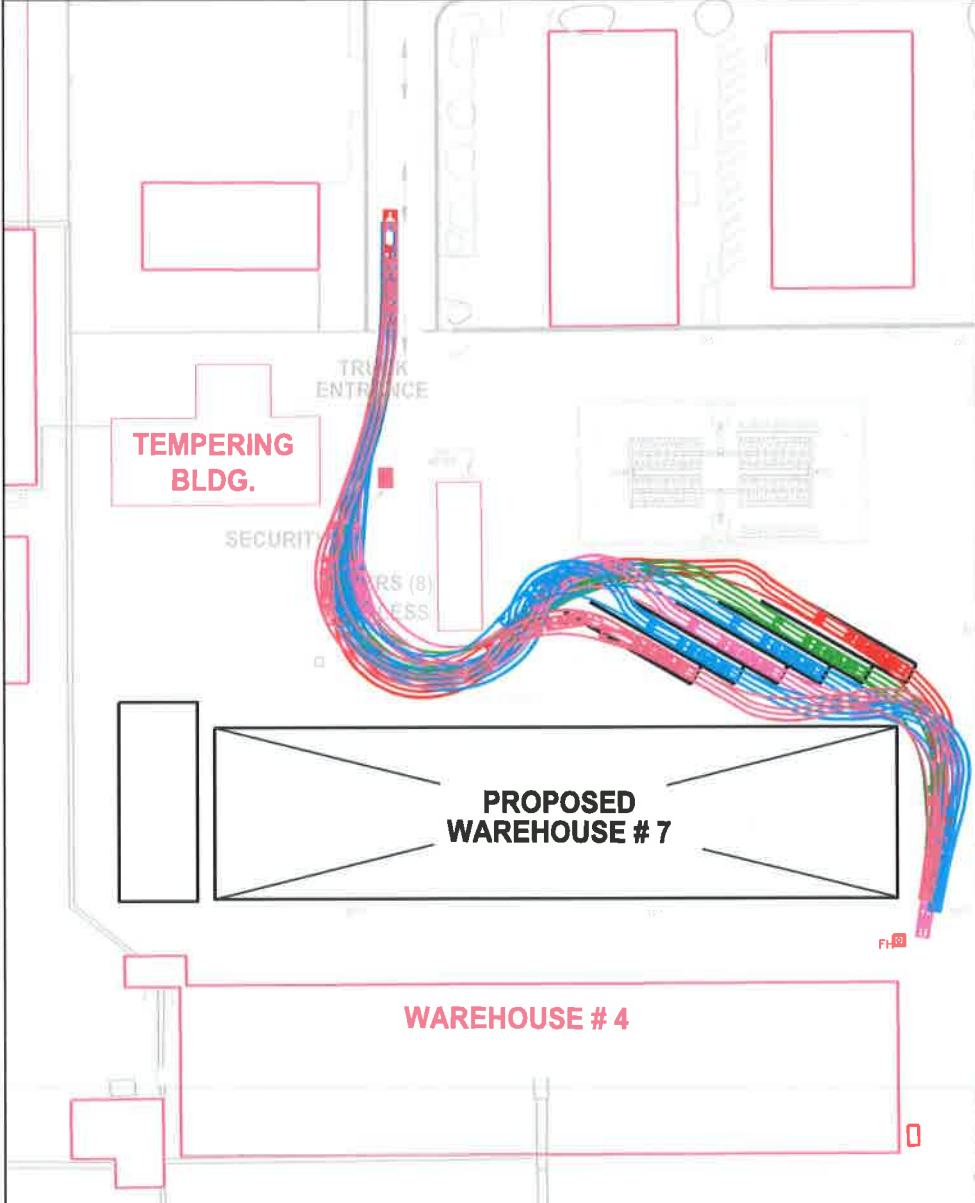

FIGURE 6
INITIAL STAGING AREA - 30° ANGLE
WITH POLE BARN

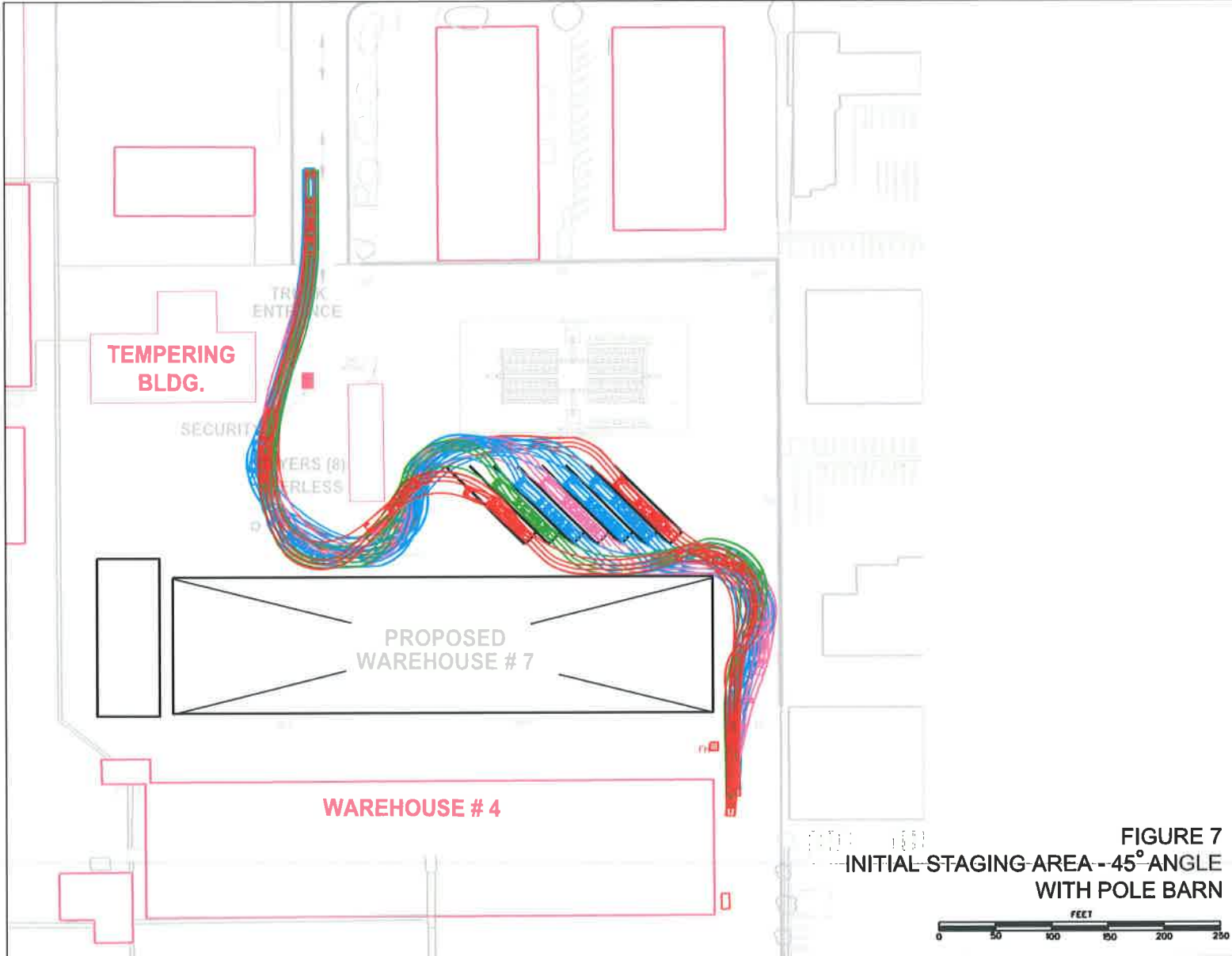

FIGURE 7
INITIAL STAGING AREA - 45° ANGLE
WITH POLE BARN

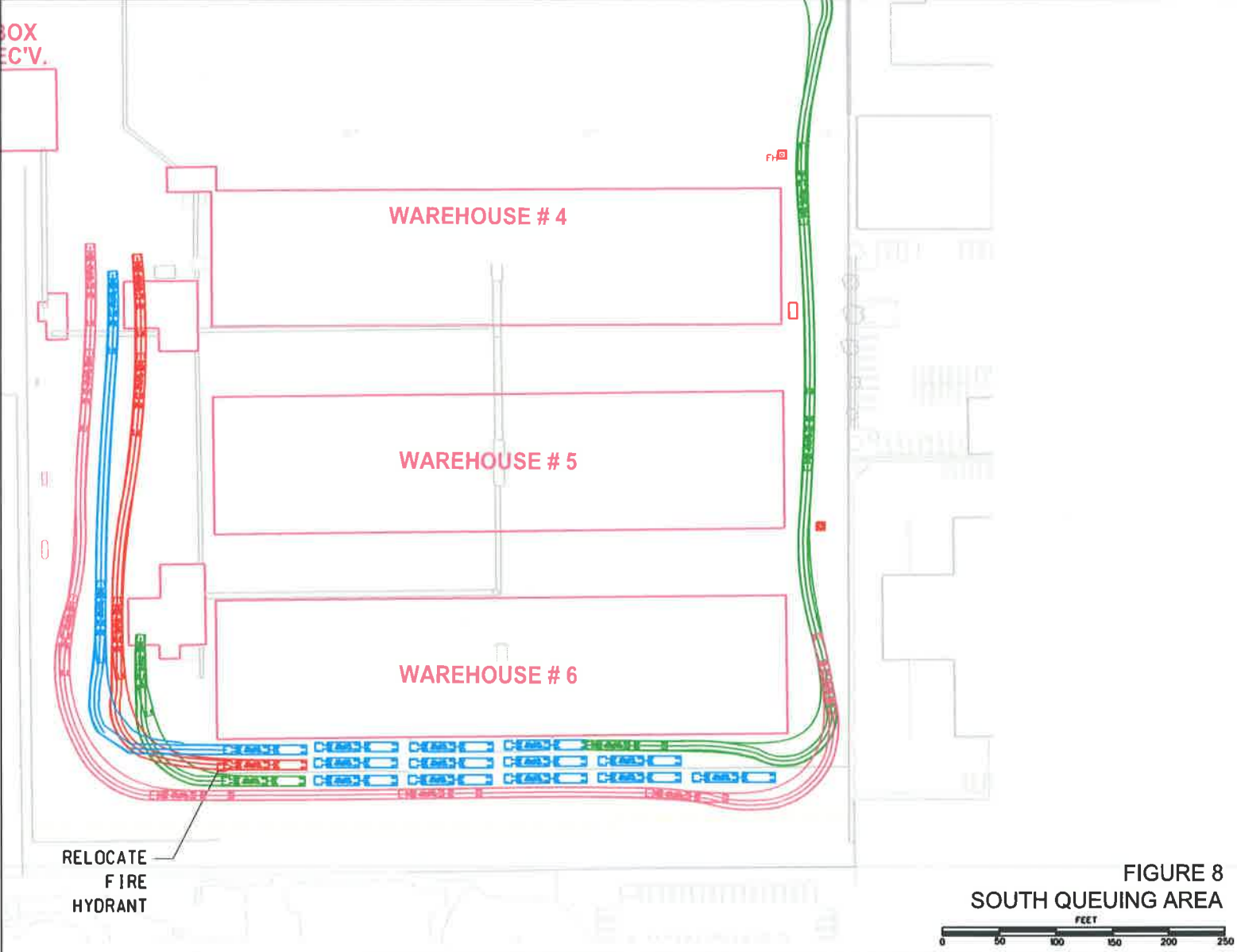

FIGURE 8
SOUTH QUEUING AREA

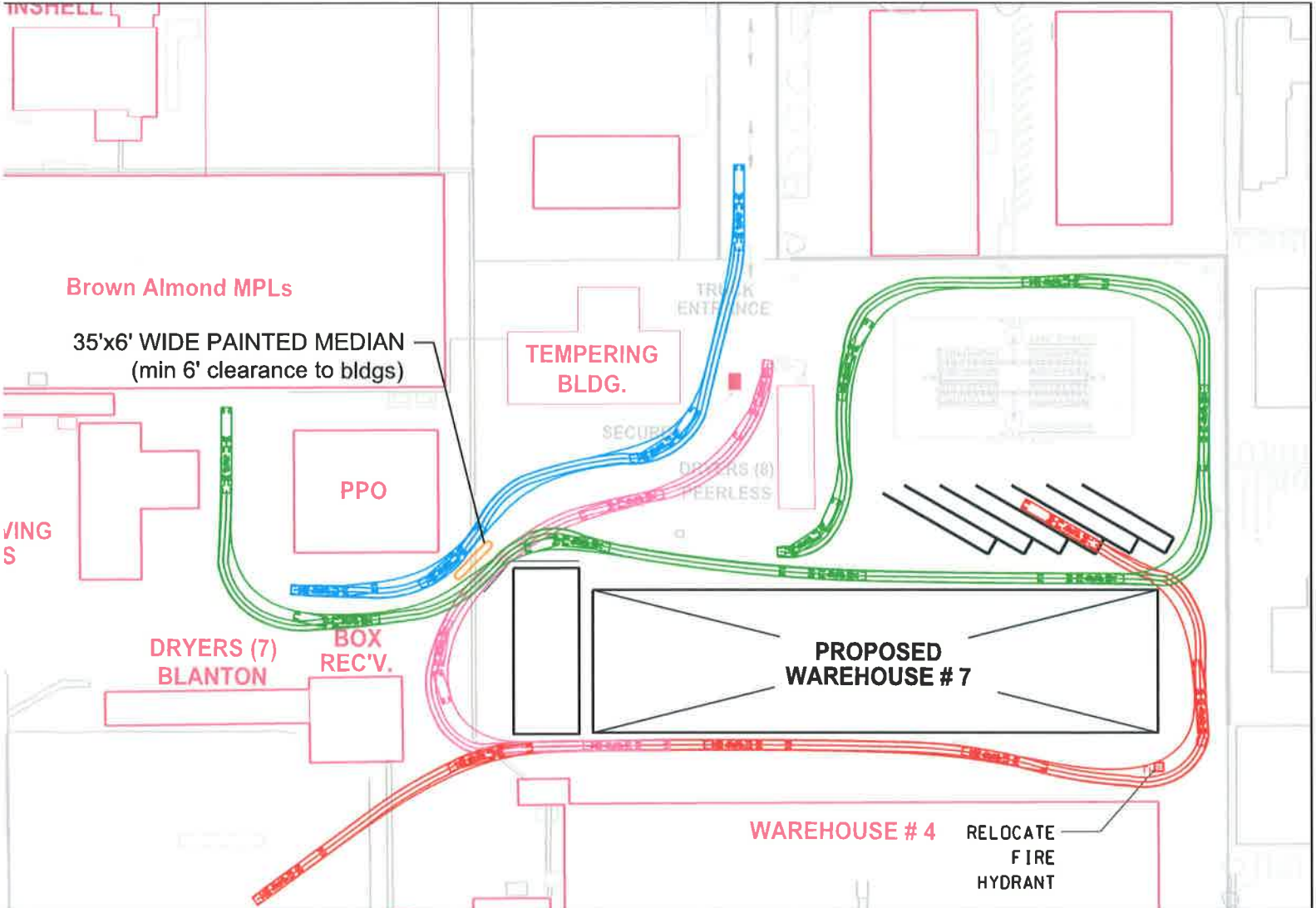

FIGURE 9
BOX UNLOADING - WAREHOUSE 7 AND EAST- WEST CIRCULATION

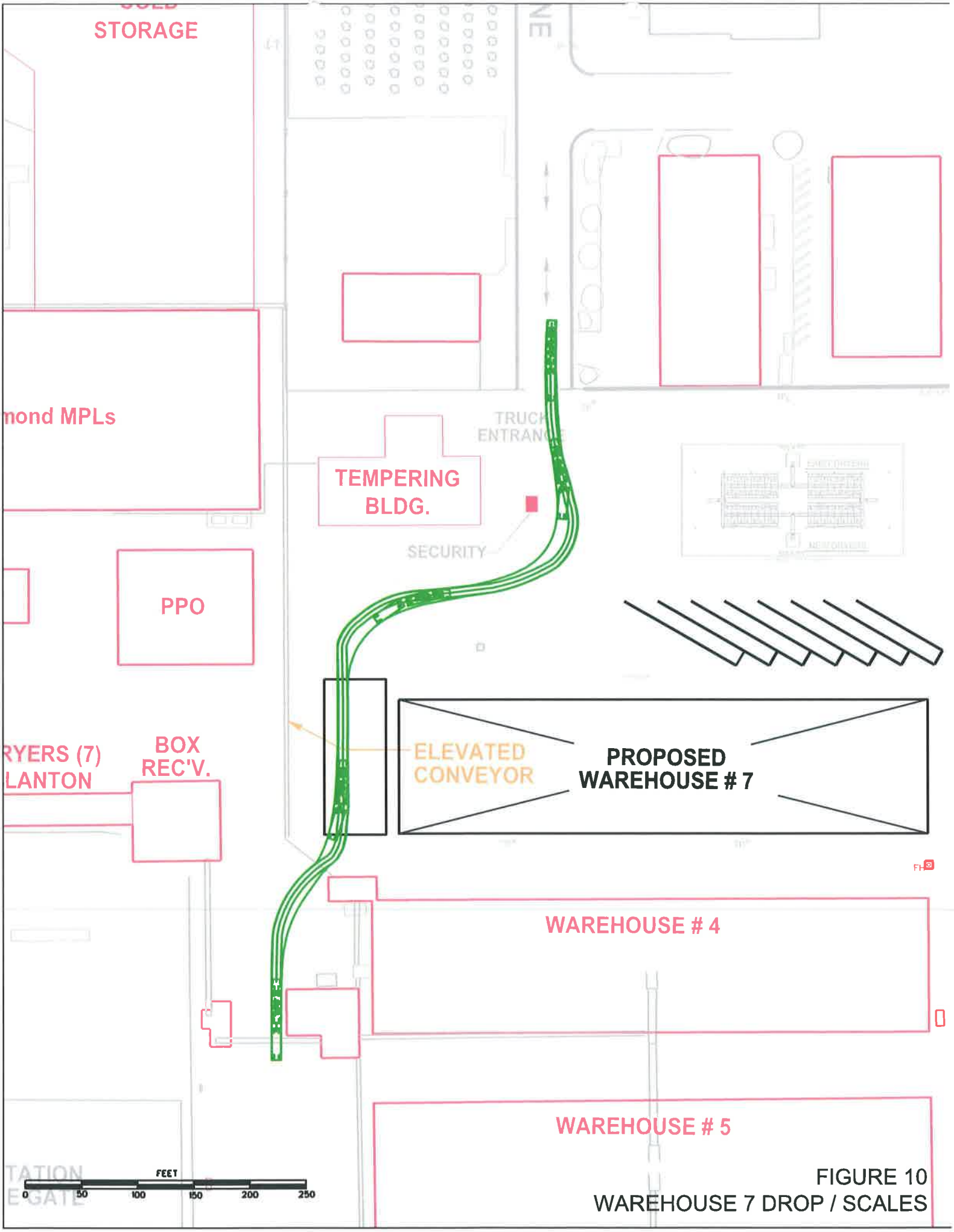

FIGURE 10
WAREHOUSE 7 DROP / SCALES

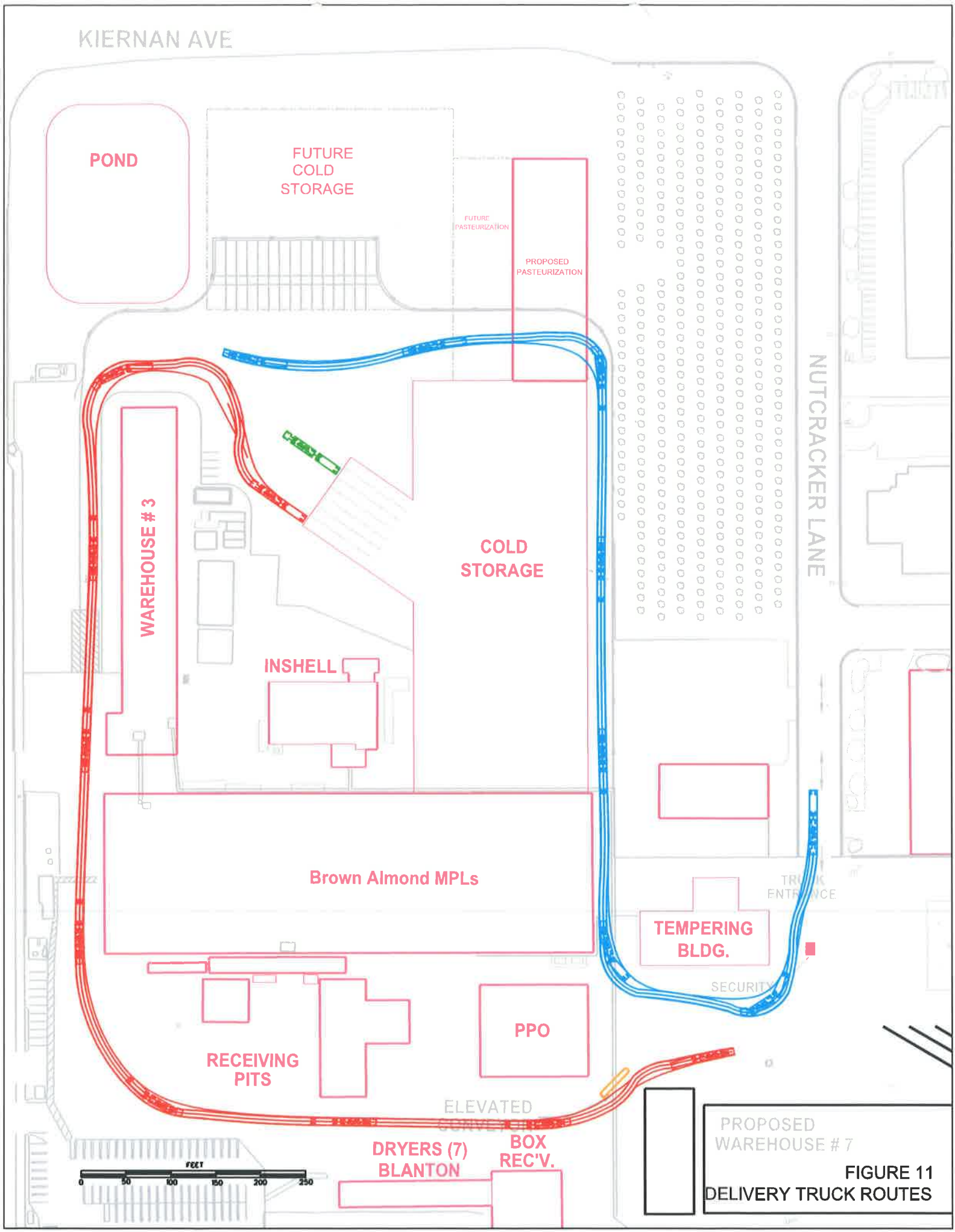

FIGURE 11
DELIVERY TRUCK ROUTES