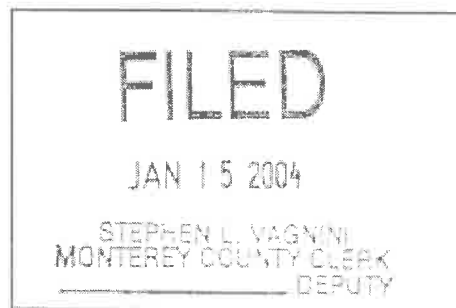


Attachment F

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County of Monterey
State of California
**REVISED MITIGATED NEGATIVE
DECLARATION**



Project Title: D'ARRIGO BROS CO
File Number: PLN020069
Owner: D'ARRIGO BROS CO
PO BOX 850
SALINAS CA 93902

Project Location: 20911 HARRIS RD, EAST OF SPREC
Primary APN: 177-011-005-000
Project Planner: Luis Osorio
Permit Type: Use Permit

Project Description: USE PERMIT FOR DEVELOPMENT OF AN APPROXIMATELY 219,000 SQUARE FOOT AGRICULTURAL PROCESSING PLANT. THE PLANT WOULD INCLUDE AN APPROXIMATELY 172,508 SQ. FT. COOLER BUILDING CONTAINING SHIPPING OFFICE, FITNESS ROOM, STORAGE, PACKING EMPLOYEE & REFRIGERATION EQUIPMENT AREAS; 25,670 SQ. FT. FOR OFFICE SPACE; 9,900 SQ. FT. FOR DRY STORAGE; 1,440 SQ. FT. FOR A TRUCKERS LOUNGE AREA; A 720 SQ.FT. BATTERY ROOM; A 670 SQ.FT. RECEIVING OFFICE; A 15,000 SQ.FT. PRODUCE SHADE STRUCTURE; A 4,500 SQ.FT. CARTON SHADE STRUCTURE; AND 386 PARKING SPACES INCLUDING 292 CAR SPACES, 64 TRUCK SPACES & 30 TRUCK LOADING BAYS. THE PROJECT ALSO INCLUDES AN ON-SITE WATER SYSTEM, TWO SEPTIC DISPOSAL SYSTEMS FOR DISPOSAL OF DOMESTIC WASTE WATER, A TREATMENT FACILITY FOR PROCESS WASTEWATER AND A STORMWATER RETENTION POND. THE SITE IS A 34-ACRE PORTION OF PROPERTIES LOCATED AT 20911 HARRIS ROAD, (ASSESSOR'S PARCEL NUMBERS 177-011-005-000 AND 177-111-003-000), EAST OF SPRECKELS BOULEVARD, GREATER SALINAS AREA.

THIS PROPOSED PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AS IT HAS BEEN FOUND:

- a) That said project will not have the potential to significantly degrade the quality of the environment.
- b) That said project will have no significant impact on long-term environmental goals.
- c) That said project will have no significant cumulative effect upon the environment.
- d) That said project will not cause substantial adverse effects on human beings, either directly or indirectly.

Decision Making Body (check one):

- Planning Commission
- Zoning Administrator
- Board of Supervisors

- Subdivision Committee
- Chief of Planning Services
- Other:

Responsible Agency: County of Monterey
Review Period Begins: 01/16/2004
Review Period Ends: 02/16/2004



MONTEREY COUNTY

PLANNING & BUILDING INSPECTION DEPARTMENT

2620 1st. AVENUE, MARINA, CA 93933

PHONE: (831) 883-7500 FAX: (831) 384-3261



REVISED INITIAL STUDY

I. BACKGROUND INFORMATION

Project Title: D'Arrigo Brothers Agricultural Support Facility

File No.: PLN020069

Project Location: 20911 Harris Rd. Just south of the Town of Spreckels.

Name of Property Owner: D'Arrigo Brothers Co.

Name of Applicant: Denise Duffy and Associates

Assessor's Parcel Number(s): 177-111-003-000; 177-111-005-000.

Acreage of Property: Approximately 494 Acres

General Plan Designation: Farmlands, 40 Acre Minimum (Greater Salinas Area Plan)

Zoning District: "F/40" (Farmlands, 40 Acre Minimum)

Lead Agency: Monterey County

Prepared By: Luis Osorio, Senior Planner

Date Prepared: January 15, 2004

Contact Person: Luis Osorio, Senior Planner

Phone Number: (831) 883-7525

II. DESCRIPTION OF PROJECT AND ENVIRONMENTAL SETTING

A. Project Description:

The proposed project consists of a development of an approximately 219,000 square foot Agricultural Processing Plant* on a ~~27-acre site~~ **34-acre site** (1,460 x 1,017 feet) located on a portion of two properties encompassing approximately 494 acres (Exhibit A) located at 20911 Harris Road. The facility would replace an existing approximately 87,000 square foot facility owned and operated by the applicant in the Castroville area. ~~The facility would be developed;~~ **development would take place** in two phases, **including 27 acres in the first phase and 7 acres in the second phase.** The facility would be used for the processing of agricultural produce grown and harvested by the applicant on the subject property and other properties also owned and/or leased by the applicant throughout the Salinas Valley. Generally, the facility would include buildings for different aspects of produce processing, offices and employee areas, parking and a storm water retention area. The following table includes the specific components of the project, the respective areas (square footage) for each component, the area of development for each phase and the total project area:

	COMPONENT	AREA	
		First Phase	Second Phase
1	Cooler/Packing		
	Cooler	100,000 Sq. Ft.	50,000 Sq. Ft.
	Shipping Office	2,165 Sq. Ft.	
	Fitness Room	1,621 Sq. Ft.	
	Storage Area	3,980 Sq. Ft.	
	Packing Employee Area	12,492 Sq. Ft.	
	Refrigeration Equipment	2,250 Sq. Ft.	
2	Office Space	25,670 Sq. Ft.	10,000 Sq. Ft.
3	Dry Storage Area	4,500 Sq. Ft.	4,400 Sq. Ft.
4	Truckers Lounge	1,440 Sq. Ft.	
5	Battery Room	720 Sq. Ft.	
6	Carton Shade Structure **	4,500 Sq. Ft.	
7	Product Shade Structure **	15,000 Sq. Ft.	
6	Parking		
	Cars	292 spaces	
	Trucks	64 spaces	
	Truck Loading Bays	30 spaces	
	Total Parking Spaces	386 spaces	
	AREA PER PHASE	154,838 Sq. Ft.	64,500 Sq. Ft.
	TOTAL PROJECT AREA	219,339 Sq. Ft.	

* Chapter 21.06.020 of the Monterey County Zoning Ordinance defines an *Agricultural Processing Plant* as "a structure, building, facility, area, open or enclosed, or any other

location for the refinement, treatment, or conversion of agricultural products where a physical, chemical or similar change of an agricultural product occurs.”

** Not included in calculation of total project area. These structures are not considered as permanent structures.

B. Environmental Setting and Surrounding Land Uses:

The project site is located within the boundaries of the Greater Salinas Area Plan in an area dominated by agricultural fields. The site is located fronting on Harris Road about one mile southeast of the Town of Spreckels, on the east side of the Salinas River and about two miles generally west of Abbott Street. The site is adjacent to an existing agricultural shop and field bus facility also owned by the applicant. The site is designated as “Prime Farmland” in the Important Farmlands Map (Figure 3) of the Greater Salinas Area Plan. As Figure 3 indicates, prime farmlands are located all around the site and throughout the Area Plan and cover sizeable areas east, west and south of the City of Salinas. The majority of these extensive farmlands is located near the Salinas River and contains fields of irrigated row crops.

The land use in the overall vicinity of the site is General Agriculture and most of the area is designated as “Farmlands, 40 Acre Minimum” in the Zoning Map. A similar facility to the one proposed, owned and operated by Tanimura and Antle, is located north of the project site just outside the Town of Spreckels. Other agriculture-related facilities are located east of the site on Harris Road. The Town of Spreckels is a residentially zoned area also designated as Historic Resource. There are scattered single family residential units throughout the agricultural fields.

The roadway network relevant to the project includes Spreckels Boulevard, Harris Road, Hatton Avenue/Harkins Road and Abbott Street. Spreckels Boulevard indirectly connects Highway 68 to Highway 101 through Abbott Street. Harris Road connects Spreckels Boulevard to Abbott Street. The latter is also an important access point to the City of Salinas. Harris Road connects to Spreckels Boulevard and Highway 68 to the northwest and to Abbott Street and Highway 101 to the northeast. Hatton Avenue/Harkins Road connects Spreckels Boulevard and the Town of Spreckels to the City of Salinas. Abbott Street connects the south end of Salinas to Highway 101. All relevant street intersections and road segments operate at levels of service A to C currently (Refer to Section 15).

The Santa Lucia Mountains and the residential areas on the slopes west of River Road, including portions of Las Palmas Ranch, are visible through the site when driving westerly on Harris Road. However, the site is not located within a designated visually sensitive area and Harris Road is not designated a scenic road. The vistas to the south and east through the site from public viewing areas, namely public roads, include flat agricultural fields.

III. PROJECT CONSISTENCY WITH OTHER APPLICABLE LOCAL AND STATE PLANS AND MANDATED LAWS

Use the list below to indicate plans applicable to the project and verify their consistency or non-consistency with project implementation.

- | | | | |
|----------------------------|-------------------------------------|---------------------------|-------------------------------------|
| General Plan/Area Plan | <input checked="" type="checkbox"/> | Air Quality Mgmt. Plan | <input checked="" type="checkbox"/> |
| Specific Plan | <input type="checkbox"/> | Airport Land Use Plans | <input type="checkbox"/> |
| Water Quality Control Plan | <input checked="" type="checkbox"/> | Local Coastal Program-LUP | <input type="checkbox"/> |

IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

A. FACTORS

The environmental factors checked below would be potentially affected by this project, as discussed within the checklist on the following pages.

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Hazards/Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | | |

Some proposed applications that are not exempt from CEQA review may have little or no potential for adverse environmental impact related to most of the topics in the Environmental Checklist; and/or potential impacts may involve only a few limited subject areas. These types of projects are generally minor in scope, located in a non-sensitive environment, and are easily identifiable and without public controversy. For the environmental issue areas where there is no potential for significant environmental impact (and not checked above), the following finding can be made using the project description, environmental setting, or other information as supporting evidence.

- Check here if this finding is not applicable

FINDING: For the above referenced topics that are not checked off, there is no potential for significant environmental impact to occur from either construction, operation or maintenance of the proposed project and no further discussion in the Environmental Checklist is necessary.

EVIDENCE: **Air Quality:** **The Air Quality Analysis prepared for the project (Exhibit D) has been reviewed by the Monterey Bay Unified Air Pollution Control District. In response to the comments from the District, conditions of approval are recommended to be complied with prior to the issuance of building permits, that require calculations for NOx (Nitrous Oxides) emissions from refrigeration units to assure full compliance with the District's adopted thresholds of significance for this kind of emissions; and to require a maximum truck idling time of five minutes per truck.**

Biological Resources: The proposed building site is not designated as a biological sensitive area in the Greater Salinas Area Plan. The site has been substantially farmed for years and is void of any natural vegetation. Because of the agricultural nature and use of the character of the property, there are no natural habitats on the area of the project.

Cultural Resources: The proposed building site is located in an area of low archaeological sensitivity per the Greater Salinas Area Plan. There are no designated historical structures on the site. Two existing residential units adjacent to the site, which because of their age and architectural character may have historical value, will not be affected by development of the project.

Geology and Soils: The Geotechnical Investigation prepared for the project (Appendix D) contains recommendations addressing site clearing and preparation, site earthwork, foundations, loading dock retaining walls and pavement construction. The report did not find any significant impacts from seismic hazards, soil erosion, unstable soils or disposal of wastewater. Incorporation of the report's recommendations and compliance with Building Code requirements would assure that development of the project does not result in significant impacts.

Land Use: The proposed facility is consistent with the Farmlands designation of the property and, is a facility that is compatible with agricultural uses **and is not considered to be a non-agricultural use.**

Mineral Resources: There are no mineral resources on the project site.

Population/Housing: The proposed project would not induce population grow in the area as employees would be transferred from the existing facility in Castroville and additional employees would be local. The project does not include demolition of any housing units nor would it result in displacement of people.

Public Services: The proposed facility would be conditioned to provide on-site fire hydrants and building sprinkler systems for fire protection. Provision of this equipment would make the facility compliant with fire codes and mitigate the need for additional fire protection services. Development of the facility would not result in the need for additional school or parks services as no additional population would be generated by the project.

Recreation: Development of the facility would not result in the need for additional park services or facilities as no additional population would be generated by the project.

Utilities/Service Systems: Development of the project is subject to compliance with the standards of the Regional Quality Control Board regarding wastewater disposal. The proposed project includes construction of an on-site stormwater detention pond in an area with no environmental constraints or protected resources. Development of the project would result in an approximately 58 acre/feet reduction of water use.

B. DETERMINATION

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.

	January 15, 2004
Signature	Date
Luis A. Osorio	Senior Planner
Printed Name	Title

V. 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 project-specific screening analysis).
- 2) All answers must take into account the whole action involved, including offsite as well as onsite, 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). Reference 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) The explanation of each issue should identify:
 - a) The significance 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 significance.

VI. ENVIRONMENTAL CHECKLIST

1. AESTHETICS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

- a) The subject property is not located within a designated visually sensitive area.
- b) Harris Road is not designated as a State or County scenic road. The project site is flat and does not contain any scenic resources.
- c) The Santa Lucia Mountain Range is visible in general and to drivers while driving west on Harris Road. While development of the proposed project would result in construction of new buildings in a previously undeveloped site, the buildings would only be visible for a short period of time, about 15 seconds, and would not significantly impede the visibility of the mountains.
- d) Uncontrolled lighting could generate substantial glare in the area especially given the fact that some lighting already exists on the shop/labor bus facility adjacent to the site. The lighting plan required as a standard condition of approval would contain specific language so that the proposed lighting is the minimum required to provide for security and the safe operation of the facility. The specific language will address the number and type of lighting fixtures for both the perimeter and the interior of the site. Implementation of this condition through development of the project would result in less than significant impacts from lighting.

2. AGRICULTURAL 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

- a) The proposed ~~27-acre~~ **34-acre** building site is located in an area designated as Prime Farmlands in the Greater Salinas Area Plan (Figure 3). Prime Farmlands qualify as *Important Farmlands* under Section 65570 California Government Code. Development of the project would result in the removal of the 27 acres from the property owner’s active farming areas - owned and leased- in Monterey County (approximately 10,250 acres of which 2,312 are under Farmland Security Zone Contracts). However, development of the facility would not result in the conversion of the land to non-agricultural uses as the facility is integral to agricultural production.
- b) The proposed ~~27-acre~~ **34-acre** building site constitutes a portion of properties known as the Harrington Ranch and the D’Arrigo Ranch owned by the applicant. The properties are currently under Farmland Security Zone Contract (FSZCs) Nos. 00-011 and 00-012 respectively (Appendix F). FSZC No. 00-011 encompasses Assessor’s Parcel Numbers 177-111-003-000 & 177-011-005-000 covering 420 acres; FSZC No. 00-012 encompasses Assessor’s Parcel Numbers 177-101-009-000, 177-101-012-000 & 177-111-003-000 covering 497 acres. The FSZCs substituted for previously existing Agricultural Preserve Contracts encompassing the same areas. Both the FSZCs and the Preserve Contracts are provided for under the California Land Conservation Act (Williamson Act) of 1965 as tools for the conservation of lands designated as *Important Farmlands* –including prime agricultural lands- in the California Government Code. The FSZCs were approved by the Monterey County Board of Supervisors on December 31 for a 20-year period term within which the properties “...shall not be used by Owner, or Owner’s successors in interest, for any purpose other than the production of food and fiber for commercial purposes and uses compatible thereto.”

The Williamson Act is administered by counties and cities (jurisdictions). The provisions of the Act provide latitude to the jurisdictions to determine what uses may be compatible with its intent. Under the provisions of Act, any development within land covered under a FSZC or Preserve Contract must be compatible with the “Land Conservation Agreement Compatible Uses” listed in each contract. Both FSZCs on the subject property include “The drying, packing, or other processing of an agricultural commodity usually performed on the premises where it is produced but not including slaughter houses, fertilizer yards, bone yards or plants for the reduction of animal or vegetable matter” (Exhibit B).

To determine compatibility of proposed uses on lands under the Williamson Act, Section 51238.1 (a) of the California Government Code Section states that “*Uses approved on contracted lands shall be consistent with all of the following principles of compatibility:*

- (1) The use will not significantly compromise the long-term productive agricultural capability of the subject contracted parcel or parcels or on other contracted lands in agricultural preserves.*
- (2) The use will not significantly displace or impair current or reasonably foreseeable agricultural operations on the subject contracted or contracted parcels or on other contracted lands in agricultural preserves. Uses that significantly displace agricultural operations on the subject contracted parcel or parcels may be deemed compatible if they relate to the production of commercial agricultural products on the subject contracted parcel or parcels or neighboring lands, including activities such as harvesting, processing or shipping.*
- (3) The use will not result in the significant removal of adjacent contracted land from agricultural or open space use.*

In evaluating compatibility a board or council shall consider the impacts on noncontracted lands in the agricultural preserve or preserves.”

The following can be concluded regarding these criteria:

1. Development of the proposed facility would result in the removal of approximately ~~27~~ **34** acres from agricultural production. Removal of this area encompasses ~~less than~~ **slightly over** 1% of the owner’s total farming area, including areas under Farmland Security Zone Contracts, in Monterey County. The proposed facility is integral to agricultural processes and its development would enhance the owner’s ability and capacity to harvest, process and deliver agricultural produce grown in the County.
2. Development of the proposed facility would result in the displacement of less than 1% of the owner’s land under the Farmland Security Zone Contracts (2,312 acres). Because of the relatively minor land area and the fact that the facility would enhance and improve product processing procedures and efficiency, its development and use would not significantly displace or impair reasonably foreseeable agricultural operation on the subject contracted or on other contracted lands in agricultural preserves.
3. Development of the proposed facility would require removal of only 27 acres of about 921 acres under Farmland Security Zone Contracts and would not result in or require the removal of adjacent contracted land from agricultural or open space use.

Conclusion

1. Removal of a ~~27-acre~~ **34-acre** area of land designated as Prime Farmland will not result in a potentially significant impact as the area will not be converted to non-agricultural uses.
2. The proposed agricultural processing plant would be used for the processing of produce grown and harvested by the applicant on the subject property and elsewhere in Monterey County. From this point of view, and the fact that processing plants -such as the one proposed- are vital components of the agricultural industry and are necessary to sustain the industry, it can be concluded that the proposed facility is compatible with the provisions of both Farmland Security Zone Contracts.
3. Development of the proposed facility would be consisted with the Principles of Compatibility contained in Section 51238.1 (a) of the California Government Code for uses of land under the Williamson Act.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management 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 Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in significant construction-related air quality impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

Refer to Chapter IV of the Initial Study.

4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

Refer to Chapter IV of the Initial Study.

5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

Refer to Chapter IV of the Initial Study.

6. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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? (Source:) Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

Refer to Chapter IV of the Initial Study.

7. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

7.	HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

A,b) The operation of the facility would include the use of anhydrous ammonia for the refrigeration system, and a small number and amount of other hazardous materials, including refrigeration oils and water treatment chemicals. The transport, use and disposal of these materials are regulated by the provisions of Chapters 6.5 and 6.95 of the California Health and Safety Code and Titles 19 and 22 of the California Code of Regulations. These provisions include measures to prevent the release of these materials and to reduce their potential impact to human health, safety and the environment. Under sections 25500 et. seq. of the California Health and Safety Code, these measures include requirements to prepare for hazardous material emergencies by completion and submission of an emergency response plan which includes information on response procedures, evacuation procedures, employee training and an inventory of hazardous materials handled at the facility. Under sections 25100 et. seq. of the California Health and Safety Code and Titles 19 and 22 of the California Code of Regulations, these measures include requirements to handle, store and dispose of hazardous waste properly. Under sections 25531-25543 of the California Health and Safety Code and Title 19, Chapter 4.5 of the California Code of Regulations, these provisions also require the completion and submission of a Risk Management Plan (RMP) to address and minimize risks associated with the use of anhydrous ammonia. The RMP is a detailed engineering analysis of the potential accident factors present at the facility and the measures that can be implemented to reduce this accident potential. Required measures will include, at a minimum, ammonia detection and alarm systems, automatic control systems and installation of ammonia diffusion tanks to capture ammonia releases from pressure relief valves should any occur.

Implementation of these measures through a condition of approval of the project, will assure compliance of the operation of the facility with these requirements and regulations and will result in less than significant impacts.

c) The project is not located within the area of an airport land use plan, in the immediate vicinity of a public or private airstrip. The project is not located within one quarter

mile from a school. The closest school to the project site, Spreckels Elementary School, is located approximately 3,200 feet from the project site.

d, e, f, g) The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The project site is not located within an airport land use plan, within two miles of a public airport or public use airport. The project site is not located within the vicinity of a private airstrip. The proposed project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation.

h) The project site is located in an area with an “Urban/Agricultural” fire hazard in the Greater Salinas Area Plan, which is the lowest fire hazard.

8. HYDROLOGY AND WATER QUALITY		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

8. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) Water Provision: Water for the proposed facility would be provided from existing agricultural wells. Water use for the operation of the facility is divided into domestic, process and landscaping water use. Provision of domestic water is subject to the drinking water quality standards of the Monterey County Code. If approved, development of the proposed facility would be conditioned to obtaining a water system permit from the Division of Environmental Health. While water quality tests have been performed and water quality appears to be generally good, confirmation of full compliance with the standards would be achieved through the water system permitting process. No mitigation is required.

Wastewater Disposal: Operation of the facility would generate approximately 4,840 gallons/day of wastewater. Development of the proposed facility would include construction of a septic disposal system for the disposal of this wastewater. Construction of a septic disposal system to process this amount of wastewater is subject to compliance with the Waste Discharge Requirements of the Regional Water Quality Control. The Environmental Health Division is conditioning approval of the project subject to compliance with these requirements. No mitigation measures are required.

b) A Water Supply, Wastewater Disposal and Stormwater System Report was prepared for the project (Appendix B). The report states that water for the project would be provided from existing agricultural wells. The report (p. I I-1) states that the current water use on the property amounts to approximately 82.5 acre-feet/year and that about 20% of it is returned to the ground as recharge, which results in a net use of approximately 66 acre-feet/year. The report (p. I I-3) states that project's total water consumption -including domestic water, process water and landscape water- would amount to approximately 7.25 acre-feet/year. The report (p.I I-3) concludes that the conversion of the site from its current agricultural use to a cooling facility could result in an estimated water use reduction of 58.75 acre-feet/year (66.0 acre-feet/year-7.25 acre-feet/year). Therefore, development of the project would result in less water being withdrawn from the ground.

c, d, e) The site of the proposed facility is a basically flat area draining naturally towards the Salinas River. Development of the proposed facility would not alter the existing drainage

pattern significantly. However the amount of impervious surfaces would generate a significant amount of stormwater runoff rates. The proposed project includes the construction of an on-site stormwater detention pond which is required to comply with standards set forth by the Monterey County Water Resources Agency. If approved, the project would be conditioned accordingly and through the preparation of a drainage plan addressing the additional runoff, oil-grease water separation to prevent groundwater contamination and public safety. No additional mitigation measures are required.

- h) The subject site is not located within the 100-year floodplain of the Salinas River according to the FEMA Flood Insurance Rate Map.
- i) The subject site is located in the 500-year floodplain per the FEMA Flood Insurance Rate Map. Additionally, the area of the site is located within an area of dam inundation per the Greater Salinas Area Plan (Figure 7) (See also Figure IV-1 of the Water Supply, Wastewater Disposal and Stormwater System Report). The proposed facility could suffer an uncertain degree of damage should a 500-year flood event occur or should the Nacimiento or San Antonio dams fail. Because of the frequency of these events and the unpredictability of water levels during a 500-year flood, potential impacts are uncertain and no conditions and/or mitigation measures are required by existing regulations for development in these areas.

Conclusion

Development of the proposed facility would not result in significant impacts on existing groundwater resources or on the physical configuration of the subject site or adjacent areas.

9. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

Refer to Chapter IV of the Initial Study.

10. MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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? (Source:)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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? (Source:)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

Refer to Chapter IV of the Initial Study.

11. NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

11. NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in: f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

Existing Conditions:

Land uses in the vicinity of the subject site are agriculture-related. The nearest residential neighborhood is the Town of Spreckels which is located over ½ mile away from the site. Two residential units are located on an adjacent parcel northeast of the project site. Noise emissions in the overall vicinity and surrounding areas are primarily related to vehicular traffic.

Discussion:

a,c,d) An Environmental Noise Assessment (Appendix C), dated November 6, 2002, was prepared for the project by Illingworth & Rodkin, Inc. The assessment (p.7) identifies three potential sources of noise generated by the proposed project: 1) Off-Site Project Generated Traffic Noise; 2) On-Site Project Generated Noise; and 3) Project Construction. The report identified the following potential impacts from these sources:

1. Off-Site Project Generated Traffic Noise:
The assessment (p.7) states “The operation of the proposed project will generate a slight increase in traffic volumes along the local roadway network serving the project site. This increase in traffic will not increase noise levels measurably at noise sensitive receptors in the project vicinity.”
2. On-Site Project Generated Noise:
The assessment (p.8) states “Noise generated on the project site would include sources such as mechanical refrigeration equipment, heavy-duty truck circulation and idling, and product loading and unloading. Noise generated by such equipment would not substantially increase the noise environment at residential receivers.”
3. Project Construction:
On p. 9, the assessment states “Noise generating activities associated with the construction of the proposed project would temporarily elevate noise in the vicinity of the project site. The nearest noise-sensitive land uses would be located approximately ½ mile northwest of the project site and would not be expected to be adversely affected by noise generated by project construction.”

Conclusion

The noise assessment concludes that noise emissions from the different aspects of development of the project would not result in potentially significant impacts. No mitigation measures are necessary.

12. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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)? (Source:)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Source:)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Source:)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

Refer to Chapter IV of the Initial Study.

13. PUBLIC SERVICES

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
a) Fire protection? (Source:)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police protection? (Source:)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools? (Source:)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Parks? (Source:)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities? (Source:)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

Refer to Chapter IV of the Initial Study.

14. RECREATION		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	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? (Source:)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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? (Source:)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

Refer to Chapter IV of the Initial Study.

15. TRANSPORTATION/TRAFFIC		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Substantially increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

15. TRANSPORTATION/TRAFFIC		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

Existing Conditions:

The roadway network relevant to the project includes Spreckels Boulevard, Harris Road, Hatton Avenue/Harkins Road and Abbott Street. Spreckels Boulevard indirectly connects Highway 68 to Highway 101 through Abbott Street. Harris Road connects Spreckels Boulevard to Abbott Street. The latter is also an important access point to the City of Salinas. Harris Road connects to Spreckels Boulevard and Highway 68 to the northwest and to Abbott Street and Highway 101 to the northeast. Hatton Avenue/Harkins Road traverses the Town of Spreckels and provides a direct connection to the City of Salinas. Abbott Street connects the south end of Salinas to Highway 101. The road intersections relevant to the project and its potential impacts include Harris Road/Hatton Avenue, Abbott Street/Harris Road and Abbott Street/Harkins Road. It is important to point out that both Hatton Avenue/Harkins Road and the Harris Road/Hatton Avenue intersection provide the main access to the Town of Spreckels (designated as a historic resource), and that any additional car or truck traffic through could result in significant impacts to the residents and the street infrastructure of the Town.

Exhibit 4 of the Traffic Report (report) Prepared for the project (Appendix A) indicates that the Hatton Avenue/Harris Road, Harris Road/Abbott Street intersections operate at Levels of Service (LOS) A or B during the AM and PM peak traffic hour, and that the Harkins Road/Abbott Street operates at C LOS during the AM peak hour and at A LOS in the PM peak hour. Exhibit 4 of the report also indicates the following peak hour LOS for the different road segments relevant to the project:

Road Segment		AM LOS	PM LOS
Abbott Street	Between Harris Road and Harkins Road	A	A
	East of Harris Road	C	C
Harris Road	From Project Access to Abbott Street	A	B
	From Project Access to Hatton Avenue	B	B

Discussion:

- a) Taking into account the existing traffic load in the area of the proposed project, the vehicle trips generated by development of the project would not result in a significant reduction of the level of service of the road intersections or road segments relevant to the project site. All intersections and road segments will continue to operate above the C Level of Service which is the adopted threshold of significance adopted for County roads.

Regional Infrastructure:

The Transportation Agency for Monterey County (TAMC) reviewed the traffic report prepared for the project. TAMC has indicated the project classifies as regionally significant. And specifically, that based on the project's vehicular trip distribution (Exhibit C of the Initial Study and Exhibits 6A, 6B and 6C of the Traffic Report), the project would impact the Airport/US 101 intersection, the US 101 corridor north and south of the facility and the State Route 183 corridor. The project's vehicular traffic generation is a potentially significant impact.

- b) The Traffic Report, p.6, states that the proposed project would generate a total of 905 average daily trips (trips in and out of the facility on a daily basis). Of these, an average of 98 would be generated during the AM peak hour and 113 would be generated during the PM peak hour. The report, p. 7 & 8, concludes that the Harris Road/Hatton Avenue intersection would continue to operate at an A Level of Service (LOS) during both AM and PM peak hours; that the Abbott Street/Harris Road intersection would continue to operate at an A LOS during both the AM and PM peak hours; and that the Abbott Street/Harkins Road would continue to operate at a C LOS during the AM peak hour but would decrease from an A to a B LOS during the PM peak hour. Exhibit 4 of the report indicates the number of vehicle trips generated from the project on the relevant road segments and the resulting peak hour LOS for the road segments. The latter are highlighted in the table below:

Road Segment		AM LOS	PM LOS
Abbott Street	Between Harris Road and Harkins Road	A	A
	East of Harris Road	C	C
Harris Road	From Project Access to Abbott Street	B	B
	From Project Access to Hatton Avenue	B	B

All road segments would continue to operate at the pre-project levels of service except the segment from the project access to Abbott Street during the AM peak hour, which would decrease from an A LOS to a B LOS. Given that the adopted minimum level of service for County roads is C LOS, the project would not result in potentially significant impacts to County Roads.

- c) An analysis of long-term vehicular traffic of Harris Road, contained in the 20 year projected Annual Average Daily Trips in the Draft Monterey County General Plan Traffic Analysis, indicates that the project's vehicular traffic generation would result in the need to construct a full left-turn lane (channelization) along the entire frontage of the property. Construction of this lane is necessary to reduce potential safety hazards generated by the additional vehicle trips. The proposed project includes the construction of the left-turn channelization. If approved, the project would be conditioned to construct the left-turn lane prior to occupancy of the facility. No further mitigation is necessary.

Conclusion:

The following potentially Significant Impacts have been identified:

1. Any additional vehicular traffic, including truck traffic, from the proposed facility through the Town of Spreckels, would result in potentially significant impacts on the Town's historic designation, its character and its residents.
2. Vehicular traffic generated by the facility would result in a reduction of the level of service (LOS) of the Abbott Street/Harkins Road from A LOS to B LOS during the PM peak hour. This could result in a potentially significant impact pending review of the draft Mitigated Negative Declaration by the City of Salinas. Should the City identify it as such, additional mitigation measure(s) shall be applied to the project.
3. Truck traffic generated by the proposed facility would result in potentially significant impacts on regional road and intersection infrastructure.
4. Vehicular trips generated by the proposed project would result in potential vehicle circulation safety hazards on Harris Road along the frontage of the subject property.

Mitigation Measures:

- 15.1 ~~No traffic from the project shall go through the Town of Spreckels. Truck and vehicle traffic generated by the proposed facility shall utilize the routes identified in Exhibits 6A, 6B and 6C of the Traffic Report prepared by Higgins and Associates and dated September 25, 2003.~~

In order to mitigate potential impacts from project vehicular and truck traffic on Hatton Avenue through the Town of Spreckels and on Harkins Road, the applicant shall prepare a Traffic Management Program to be reviewed and approved by the Public Works Director. The program shall include but not be limited to the following:

- a. A policy prohibiting truck traffic circulation from the facility through Hatton Avenue and Harkins Road;
- b. Placement of signs in the truckers' lounge and other conspicuous locations throughout the facility, specifically prohibiting truck circulation on Hatton Avenue and Harkins Road and directing field truck traffic to use Spreckels Boulevard;
- c. Placement of increased size signage along Harkins Road and Hatton Avenue at locations approved by Public Works, specifying vehicle weight limitation;
- d. Specific trip reduction measures.

- 15.2 ~~If the City of Salinas determines that the project's impacts on the Abbott Street/Harkins Street intersection level of service are significant, the applicant shall comply with mitigation measures as may be required by the City.~~

In order to mitigate potential significant impacts from the project on the City of Salinas' street infrastructure, as identified by the City, the Applicant shall provide an intersection level of service analysis for the intersections of Abbott Street/Harkins Road and Abbott Street/Blanco Road/Sanborn Road. This analysis shall be based on the cumulative development scenario and City of Salinas General Plan buildout traffic volumes. If the

analysis indicates mitigation is required to maintain a Level of Service D at either intersection, the Applicant shall pay the City of Salinas a pro-rata fair share of the cost of said mitigation based on the Project's pro-rata traffic impact at the location. The Applicant shall provide evidence in the form of a statement from the City directed to the County Planning & Building Inspection Department indicating that the applicant has complied with these requirements.

- 15.3 ~~In order to mitigate the project's impacts on the regional road and intersection infrastructure, the applicant shall execute a Mitigation Fee Agreement between Applicant, the County, and TAMC in which the Applicant will agree to pay to the County the amount of \$223,522 as its pro-rata fair share contribution to the cost of future improvement projects on State Highway 101 (Prunedale PIP and Airport Blvd. Interchange). *(This recommendation is subordinate to and subject to any alternative recommendations, modifications and/or corrections which may be submitted by Caltrans District 5 and/or the Transportation Agency for Monterey County.)*~~

In order to mitigate the potential significant impacts from the project on the regional road and intersection infrastructure, the applicant shall execute a Mitigation Fee Agreement between Applicant and the County, subject to review and approval by Caltrans and the City of Salinas in which the Applicant will agree to pay to the County the amount of \$194,502 as its pro-rata fair share contribution to the cost of future improvements for the State Route 101 Prunedale Improvement Project (PIP), and \$29,020 as its pro-rata fair share contribution to the cost of future improvements for the State Route 101/Airport Blvd Interchange project, for a total payment of \$223,522.

- 15.4 In order to mitigate potential significant impacts from the project on the City of Salinas' street infrastructure, as identified by the City, the Applicant shall analyze anticipated truck/traffic queues on the Harris Road Leg of the intersection of Abbott Street/Harris Road. The analysis shall identify anticipated traffic queues and backup under the existing-plus-project scenario, and shall determine if additional street widening is warranted on the south side of Harris Road not currently widened (the center portion between Abbott Street and Harris Place). If the analysis determines such widening is warranted, the Applicant shall, at the Applicant's sole cost, prepare all required engineering drawings and right-of-way analyses subject to the review and approval of the City of Salinas and the County Public Works Department, acquire any required right-of-way, perform all required environmental analyses and clearances, obtain Encroachment Permits from the City and County Public Works Departments as appropriate, and construct the indicated improvements.

15.5 In order to mitigate potential safety impacts from additional vehicle trips generated by the proposed facility, and to facilitate turn movements into and out of the facility, the Applicant shall construct, at the Applicant's sole cost, all road widening, paving, and striping improvements to create right turn tapers and a left-turn lane on Harris Road along the frontage of the Project site. The Applicant shall provide, at the Applicant's sole cost, all necessary engineering plans and specifications for the said improvements to the satisfaction of the Public Works Department, shall dedicate any additional right-of-way or easements required to construct said improvements, and shall obtain an Encroachment Permit from the Public Works Department prior to initiating construction of the improvement. This requirement is made in accordance with recommendations contained in the *D'Arrigo Bros. Co. Traffic Impact and Pavement Analysis Report for the Proposed Cooler Facility off Harris Road, Monterey County, California*, Higgins & Associates, September 25, 2003.

15.6 In order to mitigate potential safety impacts from additional vehicle trips generated by the proposed facility, and to facilitate access to and egress from the facility the Applicant shall enter into an Agreement to construct, at the Applicant's sole cost, full frontage improvements, including concrete curb, gutter, sidewalk, and any necessary pavement widening, together with the dedication of any right-of-way or easements required to construct said improvements, along the entire Harris Road frontage of the project site when, in the opinion of the Public Works Department, it is appropriate to construct such frontage improvements in conjunction with the construction of similar improvements at adjacent properties. The Agreement shall provide that the Applicant will prepare at the Applicant's sole cost all necessary engineering plans and specifications for said improvements to the satisfaction of the Public Works Department, and shall obtain an Encroachment Permit from the Public Works Department prior to initiating construction of the improvement. The Agreement shall further provide that said improvements shall be designed in accordance with the Monterey County Public Works Department Standard Details and Specifications, and all driveways shall be designed with adequate turning radii for large semi trucks and trailers.

16. UTILITIES AND SERVICE SYSTEMS	Less Than Significant			
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

16. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

Refer to Chapter IV of the Initial Study.

VII. MANDATORY FINDINGS OF SIGNIFICANCE

NOTE: If there are significant environmental impacts which cannot be mitigated and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to 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, 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? (Source:)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

Adequate mitigation measures have been developed for all identified potential significant impacts. Development of the project would not 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, reduce the number or restrict the range of a rare or endangered plant or animal species.

Development of the project would not result in significant cumulative impacts on the availability of land for agricultural uses and cultivation as the proposed facility is compatible with agricultural processes and its location at the proposed site is necessary for the enhancement of agricultural production. From this perspective there would not be a conversion of agricultural land to non-agricultural uses.

VIII. FISH AND GAME ENVIRONMENTAL DOCUMENT FEES

Assessment of Fee:

For purposes of implementing Section 735.5 of Title 14, California Code of Regulations: If based on the record as a whole, the Planner determines that implementation of the project described herein, will result in changes to resources A-G listed below, then a **Fish and Game Document**

Filing Fee must be assessed. Based upon analysis using the criteria A-G, and information contained in the record, state conclusions with evidence.

- A) Riparian land, rivers, streams, water courses, and wetlands under state and federal jurisdiction.
- B) Native and non-native plant life and the soil required to sustain habitat for fish and wildlife;
- C) Rare and unique plant life and ecological communities dependent on plant life, and;
- D) Listed threatened and endangered plant and animals and the habitat in which they are believed to reside.
- E) All species of plant or animals listed as protected or identified for special management in the Fish and Game Code, the Public Resources Code, and the Water Code, or regulations adopted thereunder.
- F) All marine terrestrial species subject to the jurisdiction of the Department of Fish and Game and the ecological communities in which they reside.
- G) All air and water resources the degradation of which will individually or cumulatively result in the loss of biological diversity among plants and animals residing in air or water.

De Minimis Fee Exemption: For purposes of implementing Section 735.5 of the California Code of Regulations: *A De Minimis Exemption* may be granted to the **Environmental Document Fee** if there is substantial evidence, based on the record as a whole, that there **will not** be changes to the above named resources V. A-G caused by implementation of the project. Using the above criteria, state conclusions with evidence below, and follow Planning and Building Inspections Department procedures for filing a de Minimis Exemption.

Conclusion: The project is not required to pay the fee.

Evidence: The site is located in an agricultural area. Development of the proposed project would not result in changes to resources A-G listed above.

IX. REFERENCES

1. Project Application/Plans
2. Monterey County General Plan
3. Greater Salinas Area Plan
4. Review, comments and correspondence by the Monterey County Department of Public Works, Division of Environmental Health, Water Resources Agency, Transportation Agency for Monterey County and Monterey Peninsula Unified Air Pollution Control District
5. Traffic Impact and Pavement Analysis Report
6. Water Supply, Wastewater Disposal and Stormwater System Review
7. Environmental Noise Assessment

8. Geotechnical Investigation
9. Air Quality Analysis
10. **Snowden Engineering: Letter addressing the potential risk associated with ammonia use in produce cooling operations and the risk reduction measures in connection with the proposed D'Arrigo facility on Harris Road, Salinas, January 6, 2004**

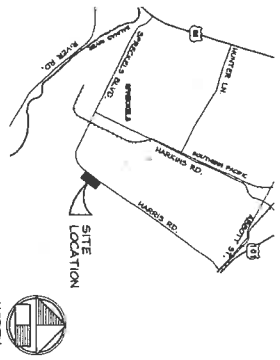
EXHIBITS

- EXHIBIT A:** Project Plans
- EXHIBIT B:** Farmland Security Zone Contracts Compatible Uses
- EXHIBIT C:** Proposed Vehicle Circulation Routes
- EXHIBIT D:** Air Quality Analysis

APPENDIX LIST

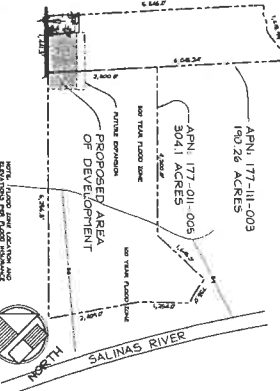
- APPENDIX A:** Higgins and Associates, Civil and Traffic Engineers: *Traffic Impact and Pavement Analysis Report for the proposed D'Arrigo Brothers Cooler Facility, September 25, 2003.*
- APPENDIX B:** Axiom Engineers, Lee and Associates, Consulting Mechanical Engineers: *Water Supply, Wastewater Disposal and Stormwater Review, D'Arrigo Brothers, Co. New Cooler Facility, 20911 Harris Road, Spreckels, California, January 3, 2003.*
- APPENDIX C:** Illingworth & Rodkin, Inc., Acoustics & Air Quality: *D'Arrigo Brothers Facility, Environmental Noise Assessment, Monterey County, California, November 6, 2002.*
- APPENDIX D:** Kleinfelder Inc.: *Geotechnical Investigation for the Proposed D'Arrigo Brothers Facility, 20911 Harris Road, Spreckels, California.*
- APPENDIX E:** Denise Duffy and Associates: Air Quality Analysis for the D'Arrigo Brothers Facility.
- APPENDIX F:** **Snowden Engineering: Letter addressing the potential risk associated with ammonia use in produce cooling operations and the risk reduction measures in connection with the proposed D'Arrigo facility on Harris Road, Salinas, January 6, 2004**

VICINITY MAP



NO SCALE

PLOT PLAN



NO SCALE

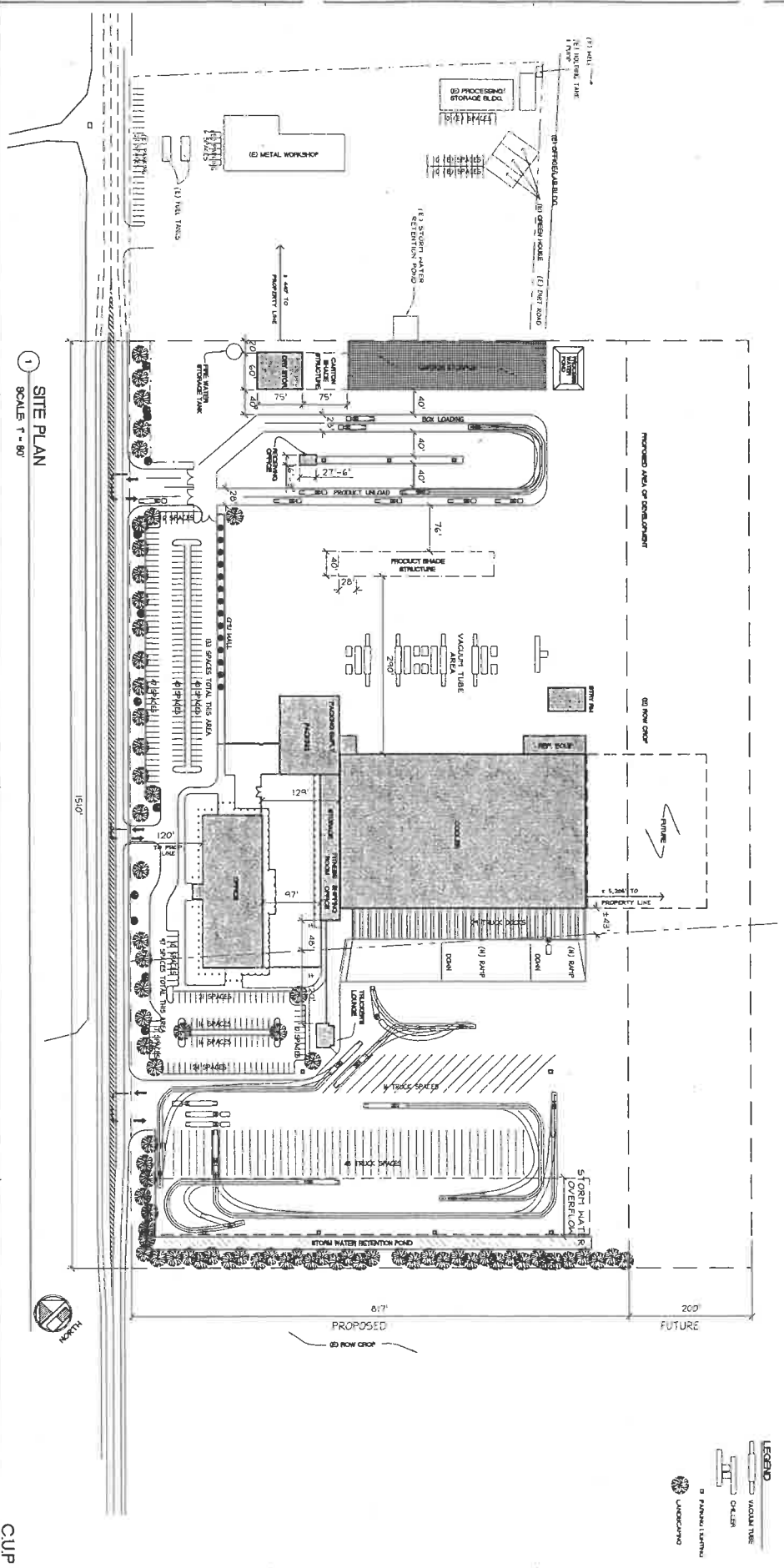
PROJECT DATA

APN:	07-09-008-07-00-000
ZONING:	P (SINGLE-FAMILY)
USE:	AGRICULTURAL SUPPORT FACILITY
PARCEL AREA:	464.00 ACRES (1,612,160 SF)
PROPOSED AREA:	233,100 SQ FT (2,667,000 SF) - FUTURE
AREA:	40.00 ACRES (1,742,400 SF) - FUTURE
LOT COVER:	27.00% (474,120 SF)
OFF-CRUIEL:	NO OTHER USES TO BE PERMITTED
MAX. LOT COVER:	33.33% (574,000 SF) - FUTURE
PROPOSED:	233,100 SQ FT (2,667,000 SF) - FUTURE
REQUIREMENTS:	CONFORMANCE WITH ALL APPLICABLE ORDINANCES AND REGULATIONS FOR AGRICULTURAL SUPPORT FACILITIES

PROPOSED DEVELOPMENT AND FINANCIAL REQUIREMENTS

ITEM	QTY	UNIT PRICE	TOTAL	AMOUNT OF FINANCING
AGRICULTURAL SUPPORT FACILITY	1	\$1,000,000	\$1,000,000	\$1,000,000
TRUCK SPACES	100	\$1,000	\$100,000	\$100,000
STORM WATER RETENTION POND	1	\$1,000,000	\$1,000,000	\$1,000,000
LANDSCAPING	1	\$1,000,000	\$1,000,000	\$1,000,000
TOTAL			\$3,000,000	\$3,000,000

LEGEND



1 SITE PLAN
SCALE 1" = 80'

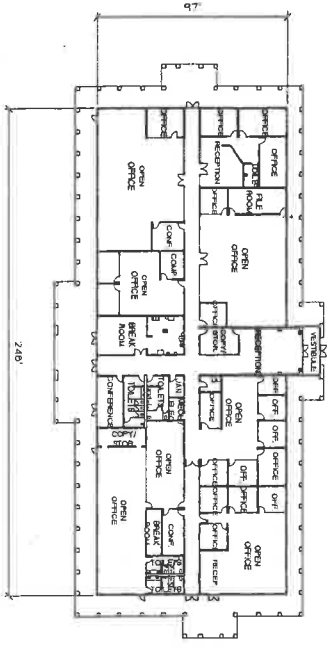
CUP

SITE PLAN
NEW COOLER FACILITY FOR
D'ARRIGO BRO'S
HARRIS ROAD
SALINAS, CA

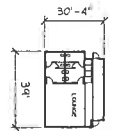
Belli Architectural Group
BUILDING INNOVATIONS
213 Salinas Street Salinas California
Phone (831) 424-4625 Fax (831) 424-4408

REVISIONS	DATE	BY	DESCRIPTION

1 OFFICE FLOOR PLAN - F



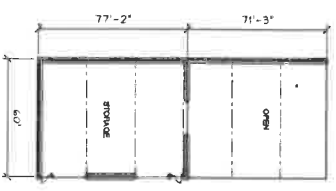
2 TRUCKERS LOUNGE - G



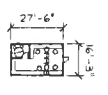
CUP

SHEET NO. A21 DATE	FLOOR PLAN NEW COOLER FACILITY FOR: D'ARRIGO BRO'S HARRIS ROAD SALINAS, CA	Belli Architectural Group BUILDING INNOVATIONS 313 Soliven Street Phone (831) 424-4670 Salinas, California Fax (831) 424-4468		REVISIONS DATE BY DESCRIPTION													
	DATE: 7/21/03 SCALE: AS SHOWN DRAWN: JKL CHECK: JKL			<table border="1"> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </table>													

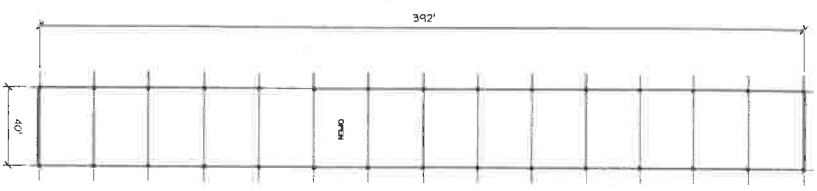
1 DRY STORAGE FLOOR PLAN - C



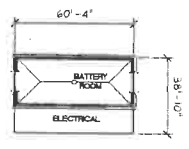
3 BEGINNING OFFICE FLOOR PLAN - E



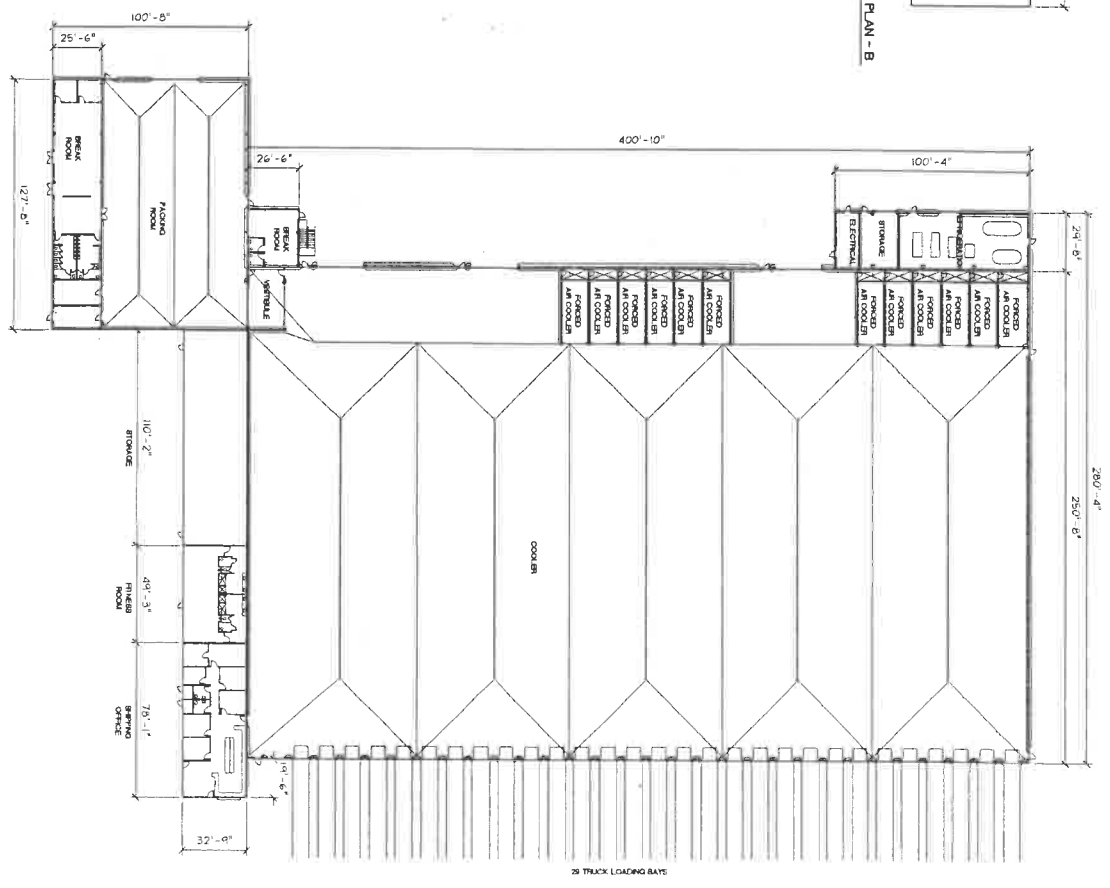
2 SHADE BAY FLOOR PLAN - D



4 BATTERY/ELEC. FLOOR PLAN - B



5 COLD ROOM FLOOR PLAN - A



CUP

DATE	7/21/03
SCALE	AS SHOWN
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A22	

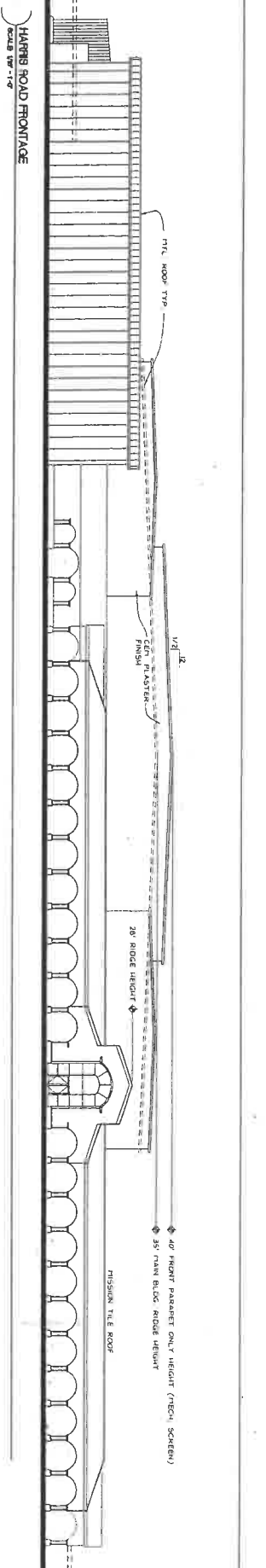
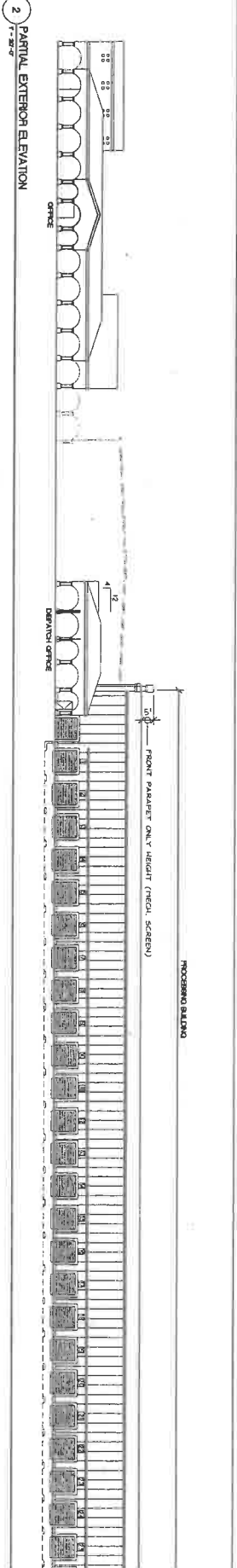
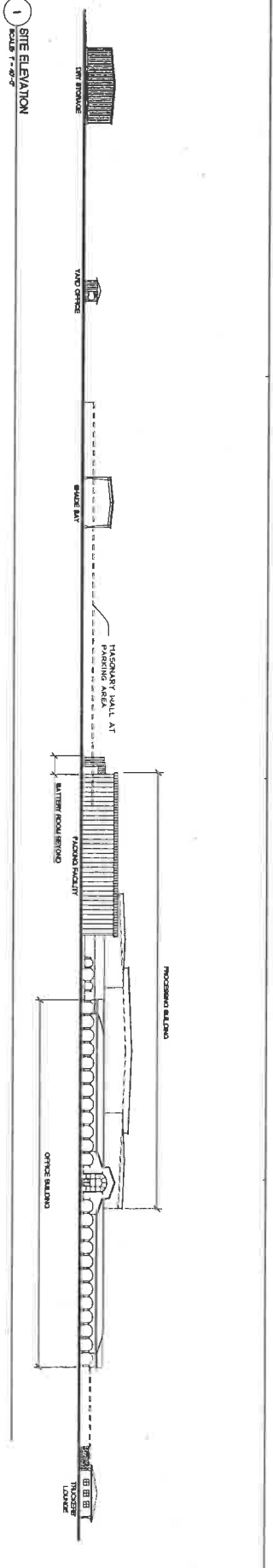
FLOOR PLAN
 NEW COOLER FACILITY FOR:
D'ARRIGO BRO'S
 HARRIS ROAD
 SALINAS, CA



Belli Architectural Group
 BUILDING INNOVATIONS
 313 Salinas Street
 Phone (831) 424-4620
 Salinas, California
 Fax (831) 424-4408



REVISIONS	DATE	BY	DESCRIPTION



CUP

<p>EXTERIOR ELEVATIONS NEW COOLER FACILITY FOR: D'ARRIGO BRO'S HARRIS ROAD SALINAS, CA</p>		<p>DATE: 7/31/05 SCALE: 1/8" = 1'-0" DRAWN: SC NO: 02011</p>	<p>REVISIONS DATE BY DESCRIPTION</p> <table border="1"> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>												
<p>44.1</p>		<p>  Belli Architectural Group BUILDING INNOVATIONS 313 Salinas Street Salinas, California Phone (831) 424-4620 Fax (831) 424-4408 </p>													

EXHIBIT "B"

LAND CONSERVATION AGREEMENT

COMPATIBLE USES

The following is a list of land uses determined to be compatible with the agricultural use of the land subject to this agreement and planning and zoning restrictions:

1. The drying, packing or other processing of an agricultural commodity usually performed on the premises where it is produced but not including slaughter houses, fertilizer yards, bone yards or plants for the reduction of animal or vegetable matter.
2. Structures necessary and incidental to the agricultural use of the land.
3. Single family dwellings incidental to the agricultural use of the land for the residence of the owner, and the family of the owner.

Single family dwellings incidental to the agricultural use of the land for the residence of the lessee of the land and the family of the lessee.

4. Dwelling for persons employed by owner or lessee in the agricultural use of the land.
5. An aircraft landing strip incidental to the agricultural use of the land.
6. The erection, construction, alteration or maintenance of gas, electric, water or communication utility facilities.
7. The erection, construction, alteration or maintenance of radio, television or microwave antennas, transmitters and related facilities.
8. Public or private hunting of wildlife or fishing.
9. Public or private hunting clubs and accessory structures.
10. Public or private rifle and pistol practice range, trap or skeet field, archery range or other similar use.
11. Public or private riding or hiking trails.
12. Removal of natural materials.

FAWPWIN60VXTLANDUSEWLM5NACT2000EXHIBIT.D

END OF DOCUMENT

o FARMLAND SECURITY ZONE CONTRACT
00-011

EXHIBIT "B"

LAND CONSERVATION AGREEMENT

COMPATIBLE USES

The following is a list of land uses determined to be compatible with the agricultural use of the land subject to this agreement and planning and zoning restrictions:

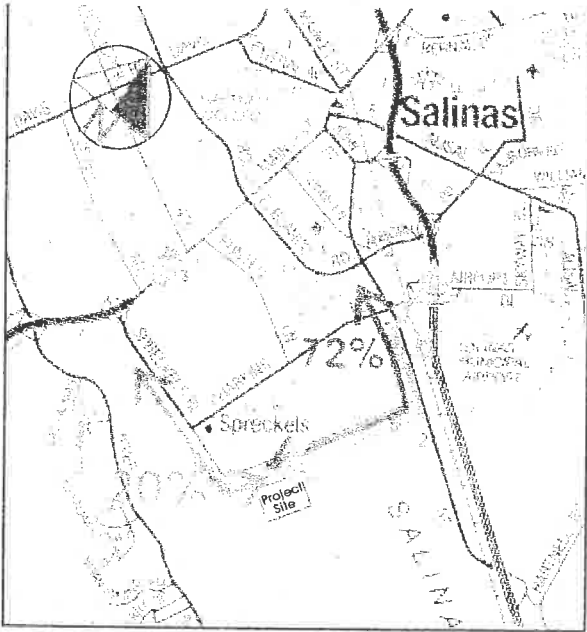
1. The drying, packing or other processing of an agricultural commodity usually performed on the premises where it is produced but not including slaughter houses, fertilizer yards, bone yards or plants for the reduction of animal or vegetable matter.
2. Structures necessary and incidental to the agricultural use of the land.
3. Single family dwellings incidental to the agricultural use of the land for the residence of the owner, and the family of the owner.

Single family dwellings incidental to the agricultural use of the land for the residence of the lessee of the land and the family of the lessee.

4. Dwelling for persons employed by owner or lessee in the agricultural use of the land.
5. An aircraft landing strip incidental to the agricultural use of the land.
6. The erection, construction, alteration or maintenance of gas, electric, water or communication utility facilities.
7. The erection, construction, alteration or maintenance of radio, television or microwave antennas, transmitters and related facilities.
8. Public or private hunting of wildlife or fishing.
9. Public or private hunting clubs and accessory structures.
10. Public or private rifle and pistol practice range, trap or skeet field, archery range or other similar use.
11. Public or private riding or hiking trails.
12. Removal of natural materials.

EXHIBIT C.1

Project Trip Distribution for Employees

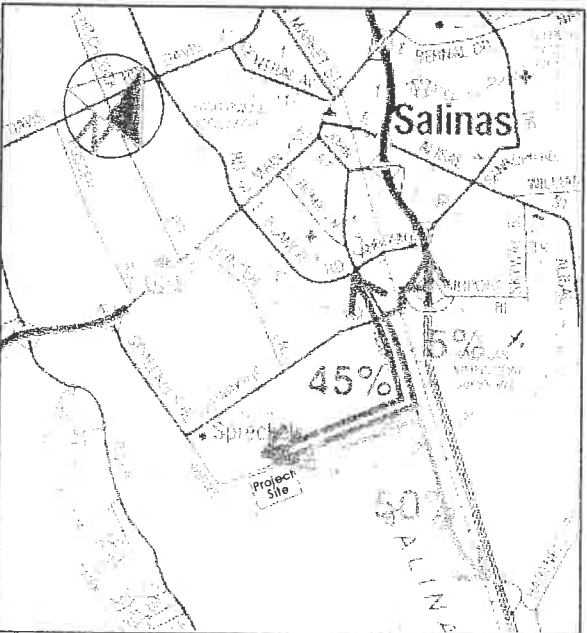


 To/from north-west residential areas

 To/from northern residential areas

 To/from north-eastern residential areas

Project Trip Distribution for Line Trucks

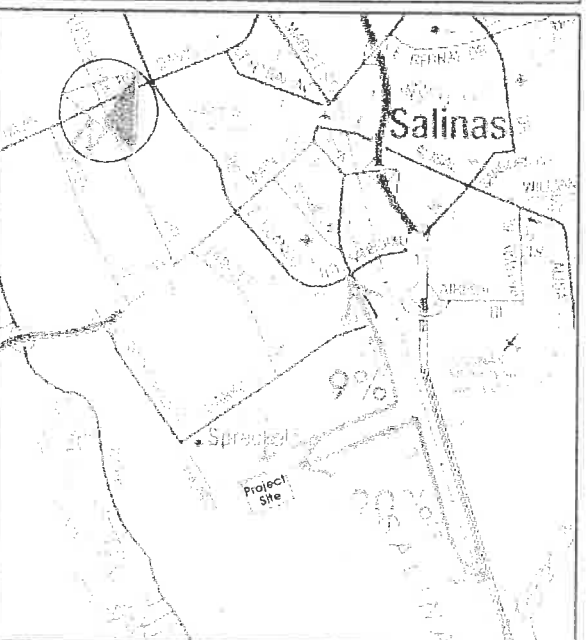


 To/from northern areas via Hwy 101

 To/from north via Hwy 101 & Hwy 183

 To/from southern areas via Hwy 101

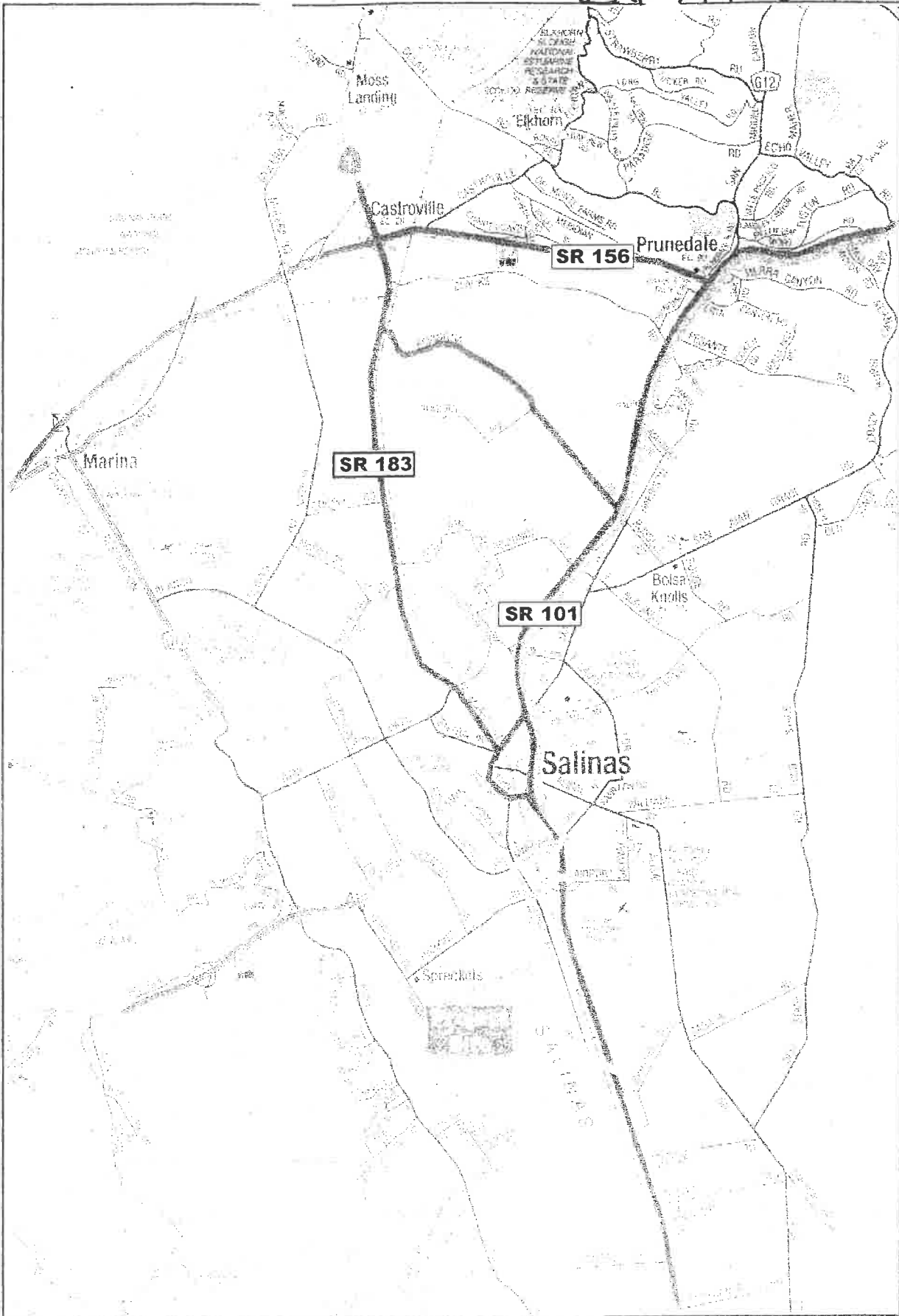
Project Trip Distribution for Field Trucks



 To/from northern fields via Hwy 101

To/from northern fields via Hwy 101

 To/from southern fields via Hwy 101



Legend

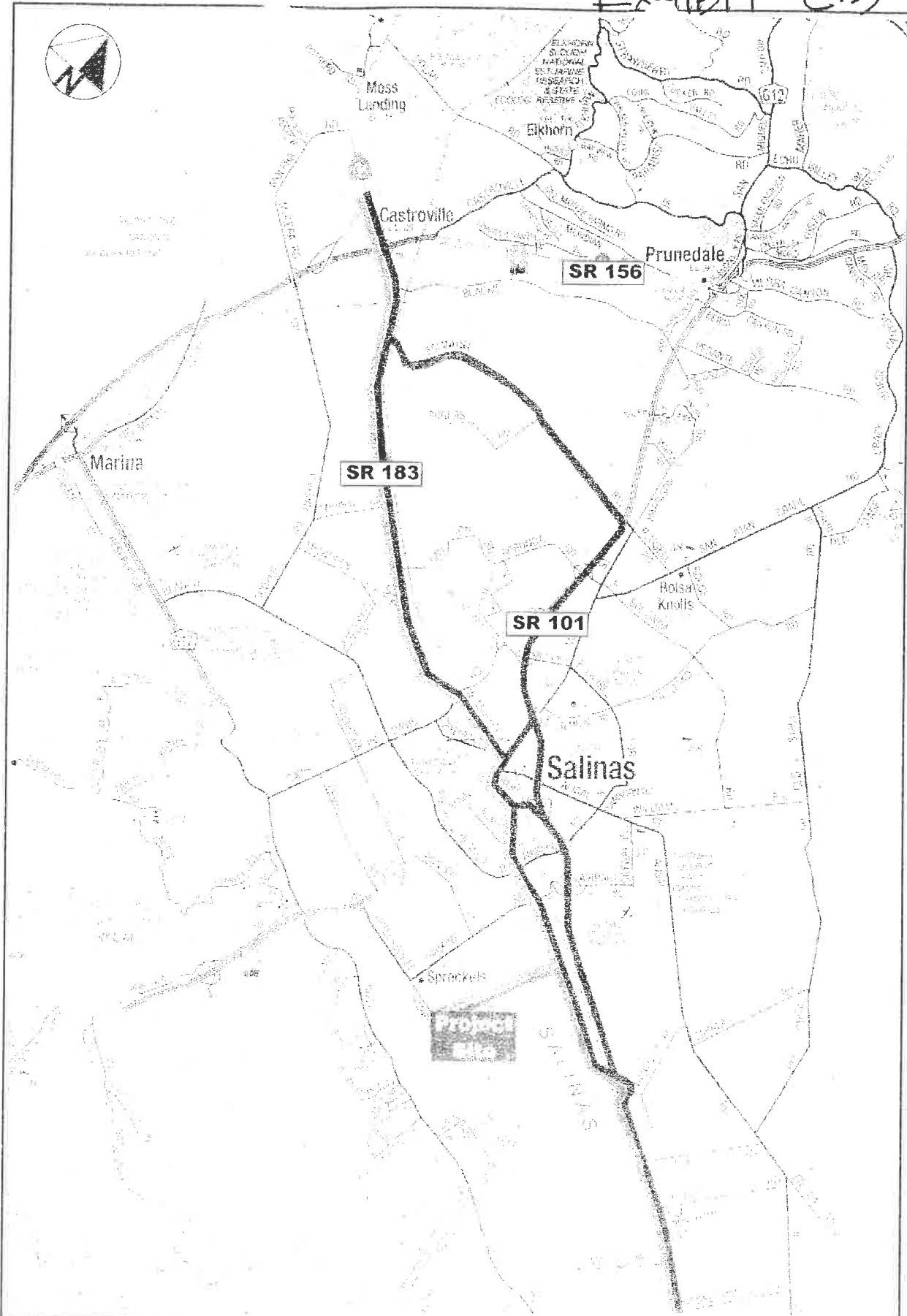


Existing Line Truck Routes

Future Line Truck Routes to the South (50%)

Future Line Truck Routes to the North (50%)

Exhibit 6B
Line Truck Routes



Legend




-  Existing Field Truck Routes
-  Future Field Truck Routes to South (>90%)
-  Future Field Truck Routes to North (<10%)

Exhibit 6C
Field Truck Routes

EXHIBIT D

AIR QUALITY ANALYSIS

Air Quality Setting

The project site is within the North Central Coast Air Basin (NCCAB), which is comprised of Santa Cruz, San Benito and Monterey Counties and is regulated by the Monterey Bay Unified Air Pollution Control District (MBUAPCD).

Topography and Meteorology

Topography and meteorology greatly influence air quality. A semi-permanent high pressure cell in the eastern Pacific Ocean is the basic controlling factor in the climate of the NCCAB. In the summer, the high pressure cell is dominant and causes persistent west and northwest winds over the entire California coast. Air descends in the Pacific High pressure cell forming a stable temperature inversion of hot air over a cool coastal layer of air. The onshore air currents pass over cool ocean waters to bring fog and relatively cool air into the coastal valleys. The warmer air aloft can inhibit vertical air movement.

The NCCAB is bounded by the Diablo Range on the northeast; together with the southern portion of the Santa Cruz Mountains, this range forms the Santa Clara Valley, which extends into the northeastern tip of the basin. Farther south, the Santa Clara Valley transitions into the San Benito Valley, which runs northwest-southeast and has the Gabilan Range as its western boundary. To the west of the Gabilan Range is the Salinas Valley, which extends from Salinas at the northwest end to King City at the southeast end. The northwest portion of the basin is dominated by the Santa Cruz Mountains.

These mountain ridges in the NCCAB restrict and channel summer onshore air currents. Hot temperatures in the inland valleys warm the ground and intensify onshore air flow during the afternoon and evening. In the fall, the surface winds weaken and the marine layer becomes shallower, dissipating altogether at times. The air flow is occasionally reversed creating weak offshore winds. Then, the relatively stationary air mass held in place by the Pacific High pressure cell can allow pollutants to build up over a period of days. These conditions also occur when north or east winds cause pollutant transport from the San Francisco Bay area or the Central Valley into the NCCAB. In the winter, the Pacific High moves south and influences the NCCAB less. Wind flows in a southeasterly direction from the Salinas and San Benito Valleys, especially during night and morning hours. Northwest winds are still dominant in winter, but easterly winds are more frequent. Air quality usually remains good in the winter and early spring due to the absence of deep, persistent inversions and occasional storms.

Criteria Pollutants and Ambient Air Quality Standards

The federal Clean Air Act (CAA) and the California Clean Air Act (CCAA) mandate the control and reduction of certain air pollutants. Under these Acts, the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards (AAQS) for certain "criteria" pollutants. These pollutants are carbon monoxide (CO), ozone (O₃), sulfur dioxide (SO₂), nitrogen oxides (NO_x), particulate matter less than 10 microns in diameter (PM₁₀), and particulate matter less than 2.5 microns in

diameter (PM_{2.5}). CARB approves local air quality management plans (AQMPs) that address attainment and maintenance of AAQS. MBUAPCD prepares a regional AQMP every three years to address attainment and maintenance of the State ozone AAQS. The most recent AQMP is the 2000 AQMP adopted by MBUAPCD in May 2001.

The State and Federal standards for the criteria pollutants are presented in Table 1. These air quality standards are designed to protect public health and welfare. In 1998, the U.S. EPA announced new national air quality standards for ground-level ozone and fine particulate matter (PM_{2.5}). The existing 1-hour ozone standard of 0.12 ppm has been supplemented by an 8-hour standard of 0.08 ppm. New national standards for fine particulate matter have also been established for 24-hour and annual averaging periods that are shown in **Table 1**.

Table 1
Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	8-Hour	0.08 PPM	--
	1-Hour	0.12 PPM	0.09 PPM
Carbon Monoxide	8-Hour	9.0 PPM	9.0 PPM
	1-Hour	35.0 PPM	20.0 PPM
Nitrogen Dioxide	Annual	0.05 PPM	--
	1-Hour	--	0.25 PPM
Sulfur Dioxide	Annual	0.03 PPM	--
	24-Hour	0.14 PPM	0.04 PPM
	1-Hour	--	0.25 PPM
PM ₁₀	Annual Geometric	--	20 µg/m ³
	Annual Arithmetic	50 µg/m ³	--
	24-Hour	150 µg/m ³	50 µg/m ³
PM _{2.5}	Annual Arithmetic	15 µg/m ³	12 µg/m ³
	24-Hour	65 µg/m ³	--
Lead	30-Day Avg.	--	1.5 µg/m ³
	Calendar Quarter	1.5 µg/m ³	--

PPM = Parts per Million

µg/m³ = Micrograms per Cubic Meter

Baseline Air Quality

MBUAPCD monitors air quality at ten monitoring stations (Salinas, Hollister, Carmel Valley, Santa Cruz, Monterey, Moss Landing, King City, Scotts Valley, Davenport, and Watsonville). The National Park Service also operates a station at Pinnacles National Monument. In the NCCAB, the hourly state ozone AAQS was exceeded three days in 1999, four days in 2000, and three days in 2001 (of those, six occurred at the Pinnacles monitoring station). Although the federal hourly ozone AAQS was not exceeded between 1999 and 2001, the national 8-hour AAQS was exceeded once in 1999, once in 2000, and 2 days in 2001, all of which occurred at the Pinnacles monitoring station.

Carbon monoxide levels at all NCCAB monitoring stations have remained below the AAQS. However, MBUAPCD contends that at congested intersections there is a potential for carbon monoxide concentrations to approach the AAQS that are established to protect human health. In

the NCCAB, there were no violations of the national PM₁₀ 24-hour AAQS at District monitoring stations from 1999 through 2001. The NCCAB is a nonattainment area for the state PM₁₀ AAQS with 12 violations in 1999 (including “flagged” days that were influenced by the Los Padres National Forest fires), four days in 2000, and 3 days in 2001 at all monitoring stations in the NCCAB. MBUAPCD considers that the exceedances were due in large part to natural causes such as sea salt or emissions from wild fires. **Table 2** shows the Federal and State attainment status of the NCCAB for each of the criteria pollutants.

Pollutant	Federal	State
Ozone - 1 hour	Maintenance	Moderate Non-attainment
Ozone - 8 hour	Attainment	N/A
Carbon Monoxide	Unclassified/Attainment	Monterey: Attainment San Benito: Unclassified Santa Cruz: Unclassified
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Unclassified	Attainment
PM ₁₀	Attainment	Non-attainment
PM _{2.5}	Unclassified	N/A

Sensitive Receptors

There are no sensitive receptors in the immediate vicinity of the project site. The nearest sensitive receptors are residences in the town of Spreckels, which are approximately 2,900 feet (about 1/2 mile) to the north.

Air Quality Impact Analysis

This information is based on the MBUAPCD CEQA Guidelines as updated in September 2002 and the results of the URBEMIS 2002 air quality modeling for the project. Please note that the URBEMIS model used a worst-case scenario with area source emissions included and without any built-in mitigation measures.

III.a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Refer to the analysis below.

III.b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Construction

Construction projects using typical construction equipment (e.g., dump trucks, scrapers, bulldozers, compactors, and front end loaders) that temporarily emit precursors of ozone (i.e.,

volatile organic compounds or oxides of nitrogen) are accommodated in the emission inventories of State and federally required air plans and would not have a significant impact on the attainment and maintenance of ozone AAQS.

Temporary emissions during project construction include diesel emissions from construction equipment and particulate matter (dust) from earth-moving activities (grading, cutting, and filling). MBUAPCD has determined that construction projects involving grading and excavation of more than 2.2 acres per day or minimal earthmoving of more than 8.1 acres per day can result in potentially significant impacts. With approximately 27 acres of groundwork spread over several weeks and daily watering of the site, construction of the project would not generate more than 82 pounds per day of PM₁₀ and, therefore, the increase in particulate matter resulting from the project would not result in a significant impact based on MBUAPCD's thresholds.¹ Due to the minor amount and short duration of construction, and with implementation of the following standard construction practices/best management practices recommended by MBUAPCD and proposed as part of the project (not mitigation measures), construction air quality impacts will be less-than-significant:

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.²
- Cover all inactive storage piles.
- Prohibit all grading activities during periods of high wind (15 mph).
- Cover all materials transported offsite to prevent excessive dust release.
- Plant vegetative cover in disturbed areas as soon as possible.
- Clean loose soil from equipment and vehicles before exiting the work site.
- Sweep streets if visible soil material is carried out from the construction site.
- Maintain all construction equipment and vehicle internal combustion engines according to manufacturer specifications.

Operation

Table 3 summarizes the project-level thresholds of significance for operational impacts by pollutant. An exceedance of any threshold would represent a significant impact on local or regional air quality.

Table 3	
Thresholds of Significance for Criteria Pollutants of Concern (Operational Impacts)	
Pollutant	Threshold(s) of Significance
VOC	137 lb/day (direct + indirect)
NO _x as NO ₂	137 lb/day (direct + indirect)
PM ₁₀	82 lb/day (on-site)
	AAQS exceeded along unpaved roads (off-site)

¹ MBUAPCD thresholds of significance for construction impacts are 82 pounds per day for PM₁₀ when construction activities occur near or upwind of sensitive receptors.

² Watering active, unpaved construction areas with full coverage can reduce fugitive PM₁₀ from construction equipment by 50%.

CO	LOS at intersection/road segment degrades from D or better to E or F <u>or</u> V/C ratio at intersection/road segment at LOS E or F increases by 0.05 or more <u>or</u> Delay at intersection at LOS E or F increases by 10 seconds or more <u>or</u> Reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more 550 lb/day (direct)
SO _x as SO ₂	150 lb/day (direct)
Source: Monterey Bay Unified Air Pollution Control District.	

With respect to ozone precursors (VOC and NO₂), according to the URBEMIS model, the project would result in 15.49 pounds of VOC (ROG) emissions per day in the summer and 17.10 pounds per day in the winter, which are much less than the 137 pounds per day significance threshold. The project would result in 18.07 pounds of NO₂ emissions per day in the summer and 23.48 pounds per day in the winter, which are much less than the 137 pounds per day significance threshold.

According to the URBEMIS model, the project would result in 13.32 pounds of PM₁₀ emissions per day in the summer and winter, which is much less than the 82 pounds per day significance threshold. During project operation, it is worth noting that screened process wastewater will be dispersed on adjacent field roads for dust control purposes, thereby reducing existing PM₁₀ emissions from the overall D'Arrigo site.

Based on the Higgins traffic report, none of the LOS thresholds of significance for CO in the table above are met. Based on a screening analysis, the project is not an industrial operation and would therefore not directly emit 550 pounds or more per day of carbon monoxide (CO). This is substantiated by the URBEMIS model, which predicts project emissions of 165.65 pounds of CO per day in the summer and 186.36 pounds per day in the winter, which are much less than the identified significance threshold.

Based on a screening analysis, the project is not an industrial operation and would therefore not directly emit 150 pounds or more per day of sulfur dioxide (SO₂). This is substantiated by the URBEMIS model, which predicts project emissions of 0.13 pounds of SO₂ per day in the summer and 0.12 pounds per day in the winter, which are substantially less than the identified significance threshold.

Given the analysis, project operation would not result in any significant air quality impacts.

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\DARRIGO AIR.urb
Project Name: D'Arrigo Bros
Project Location: North Central Coast (Monterey area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.14	0.81	0.91	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	15.35	17.26	164.74	0.13	13.32

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	15.49	18.07	165.65	0.13	13.32

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\DARRIGO AIR.urb
 Project Name: D'Arrigo Bros
 Project Location: North Central Coast (Monterey area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
 (Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	0.06	0.81	0.32	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	17.04	22.67	186.04	0.12	13.32

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	17.10	23.48	186.36	0.12	13.32

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\DARRIGO AIR.urb
Project Name: D'Arrigo Bros
Project Location: North Central Coast (Monterey area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.06	0.81	0.32	-	0.00
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	0.00	-	-	-	-
TOTALS (lbs/day, unmitigated)	0.06	0.81	0.32	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Industrial park	17.04	22.67	186.04	0.12	13.32
TOTAL EMISSIONS (lbs/day)	17.04	22.67	186.04	0.12	13.32

Does not include correction for passby trips.
 Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Industrial park	4.13 trips / 1000 sq. ft.	219.00	904.47

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	58.50	3.40	95.80	0.80
Light Truck < 3,750 lbs	10.70	7.30	91.80	0.90
Light Truck 3,751- 5,750	17.50	1.10	98.60	0.30
Med Truck 5,751- 8,500	8.30	6.80	84.20	9.00
Lite-Heavy 8,501-10,000	1.00	15.40	72.10	12.50
Lite-Heavy 10,001-14,000	0.30	0.00	56.40	43.60
Med-Heavy 14,001-33,000	1.00	10.00	25.50	64.50
Heavy-Heavy 33,001-60,000	0.60	2.60	3.00	94.40
Line Haul > 60,000 lbs	0.00	0.00	0.00	0.00
Urban Bus	0.00	1.50	45.60	52.90
Motorcycle	1.20	85.30	14.70	0.00
School Bus	0.10	8.30	23.40	68.30
Motor Home	0.80	3.30	90.60	6.10

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.0	5.0	6.5	9.6	9.6	9.6
Rural Trip Length (miles)	10.0	5.0	6.5	9.6	9.6	9.6
Trip Speeds (mph)	30.0	20.0	25.0	30.0	30.0	30.0
% of Trips - Residential	22.6	27.4	50.0			

% of Trips - Commercial (by land use)

Industrial park	41.5	20.8	37.8
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Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

Changes made to the default values for Operations

The light auto percentage changed from 56.1 to 58.5.
The light auto non-catalyst percentage changed from 2.7 to 3.4.
The light auto catalyst percentage changed from 96.8 to 95.8.
The light auto diesel percentage changed from 0.5 to .8.
The light truck < 3750 lbs percentage changed from 15.1 to 10.7.
The light truck < 3750 lbs non-catalyst percentage changed from 4.6 to 7.3.
The light truck < 3750 lbs catalyst percentage changed from 92.7 to 91.8.
The light truck < 3750 lbs diesel percentage changed from 2.7 to 0.9.
The light truck 3751-5750 percentage changed from 15.6 to 17.5.
The light truck 3751-5750 non-catalyst percentage changed from 2.6 to 1.1.
The light truck 3751-5750 catalyst percentage changed from 96.2 to 98.6.
The light truck 3751-5750 diesel percentage changed from 1.2 to 0.3.
The med truck 5751-8500 percentage changed from 6.9 to 8.3.
The med truck 5751-8500 non-catalyst percentage changed from 2.9 to 6.8.
The med truck 5751-8500 catalyst percentage changed from 94.2 to 84.2.
The med truck 5751-8500 diesel percentage changed from 2.9 to 9.0.
The lite-heavy truck 8501-10000 non-catalyst percentage changed from 0.0 to 15.4.
The lite-heavy truck 8501-10000 catalyst percentage changed from 80.0 to 72.1.
The lite-heavy truck 8501-10000 diesel percentage changed from 20.0 to 12.5.
The lite-heavy truck 10001-14000 catalyst percentage changed from 66.7 to 56.4.
The lite-heavy truck 10001-14000 diesel percentage changed from 33.3 to 43.6.
The med-heavy truck 14001-33000 catalyst percentage changed from 20.0 to 25.5.
The med-heavy truck 14001-33000 diesel percentage changed from 70.0 to 64.5.
The heavy-heavy truck 33001-60000 percentage changed from 0.8 to .6.
The heavy-heavy truck 33001-60000 diesel percentage changed from 0.0 to 2.6.
The heavy-heavy truck 33001-60000 catalyst percentage changed from 12.5 to 3.
The heavy-heavy truck 33001-60000 diesel percentage changed from 87.5 to 94.4.
The line haul > 60000 diesel percentage changed from 100.0 to 0.
The urban bus percentage changed from 0.1 to 0.0.
The urban bus diesel percentage changed from 0.0 to 1.5.
The urban bus catalyst percentage changed from 0.0 to 45.6.
The urban bus diesel percentage changed from 100.0 to 52.9.
The motorcycle percentage changed from 1.6 to 1.2.
The motorcycle diesel percentage changed from 87.5 to 85.3.
The motorcycle catalyst percentage changed from 12.5 to 14.7.
The school bus percentage changed from 0.2 to 0.1.
The school bus diesel percentage changed from 0.0 to 8.3.
The school bus catalyst percentage changed from 0.0 to 23.4.
The school bus diesel percentage changed from 100.0 to 68.3.
The motorhome percentage changed from 1.3 to 0.8.
The motorhome diesel percentage changed from 15.4 to 3.3.
The motorhome catalyst percentage changed from 76.9 to 90.6.
The motorhome diesel percentage changed from 7.7 to 6.1.
The operational winter selection item changed from 3 to 2.
The operational summer selection item changed from 6 to 5.

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\DARRIGO AIR.urb
Project Name: D'Arrigo Bros
Project Location: North Central Coast (Monterey area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.06	0.81	0.32	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.08	0.01	0.58	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS (lbs/day, unmitigated)	0.14	0.81	0.91	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Industrial park	15.35	17.26	164.74	0.13	13.32
TOTAL EMISSIONS (lbs/day)	15.35	17.26	164.74	0.13	13.32

Does not include correction for passby trips.
 Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Industrial park	4.13 trips / 1000 sq. ft.	219.00	904.47

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	58.50	3.40	95.80	0.80
Light Truck < 3,750 lbs	10.70	7.30	91.80	0.90
Light Truck 3,751- 5,750	17.50	1.10	98.60	0.30
Med Truck 5,751- 8,500	8.30	6.80	84.20	9.00
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Lite-Heavy 10,001-14,000	0.30	0.00	56.40	43.60
Med-Heavy 14,001-33,000	1.00	10.00	25.50	64.50
Heavy-Heavy 33,001-60,000	0.60	2.60	3.00	94.40
Line Haul > 60,000 lbs	0.00	0.00	0.00	0.00
Urban Bus	0.00	1.50	45.60	52.90
Motorcycle	1.20	85.30	14.70	0.00
School Bus	0.10	8.30	23.40	68.30
Motor Home	0.80	3.30	90.60	6.10

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.0	5.0	6.5	9.6	9.6	9.6
Rural Trip Length (miles)	10.0	5.0	6.5	9.6	9.6	9.6
Trip Speeds (mph)	30.0	20.0	25.0	30.0	30.0	30.0
% of Trips - Residential	22.6	27.4	50.0			

% of Trips - Commercial (by land use)

Industrial park	41.5	20.8	37.8
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