




MEMORANDUM

DATE: April 29, 2008

TO: Responsible Agencies, Trustee Agencies and Involved Federal Agencies

FROM: Courtney Grossman, Planning Manager 

SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Salinas Ag-Industrial Business Park Project and Notice of Scoping Meeting.

Attached you will please find a Notice of Preparation and Initial Study for the Salinas Ag-Industrial Business Park project. Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than thirty (30) days after receipt of this NOP.

As indicated in the attached NOP, the City of Salinas will host a public scoping meeting on Friday, May 23, 2008 at 1:00 p.m. at Salinas City Hall, West Wing Conference Room, 200 Lincoln Avenue, Salinas, California.

If you have any questions, please contact me at (831) 758-7206.



NOTICE OF PREPARATION

DATE: April 29, 2008

TO: Responsible and Interested Agencies

FROM: City of Salinas

SUBJECT: **Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (EIR) for the proposed Salinas Ag-Industrial Business Park. The EIR is also being prepared in support of the City of Salinas' proposed applications to the Monterey County Local Agency Formation Commission (LAFCO) for a Sphere of Influence Amendment and Annexation as discussed herein.**

The City of Salinas needs to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by the City (Lead Agency) when considering agency actions in connection with the project.

The City of Salinas (City) will be the Lead Agency and will prepare an EIR for the project described below. The City has determined that the probable environmental effects of the project include, but may not be limited to, loss of prime farmland, traffic and transportation, air quality, cultural resources, hazardous materials, aesthetics, geology and soils, drainage and water quality, water demand, wastewater generation and treatment, and public services. The final determination of environmental issues to be addressed in the EIR will be resolved as a result of this NOP and consultation through a public scoping process.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the initial study is attached.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than thirty (30) days after receipt of this NOP. All written public and agency comments should be directed to the City of Salinas City of Salinas Development and Engineering Services Department, Division of Community Planning and Development, c/o Courtney Grossman, 65 West Alisal Street, Salinas, California, 93901 (phone: 831-758-7206). Please include the name of a contact person for your agency, if applicable.

Project Title

Salinas Ag-Industrial Business Park

Project Applicant

Uni-Kool Partners
Salinas, California

Send Response to:

Courtney Grossman, Planning Manager
Community Planning and Development
City of Salinas
65 West Alisal Street
Salinas, California 93901

Telephone: (831) 758-7206

Fax: (831) 758-7215

Email: courtg@ci.salinac.ca.us

Scoping Session:

May 23, 2008 / 1:00 p.m.
Salinas City Hall – West Wing Conference Room
200 Lincoln Avenue
Salinas, California 93901

The scoping sessions will be conducted per Public Resources Code Section 21083.9.

PROJECT DESCRIPTION***Existing Conditions***

The 257.3-acre project site consists of three parcels: Assessor's parcel number 177-133-004, 005, and 007. The site is located south of Abbott Street and west of Harris Road. Assessor's parcel number 177-133-004 (about 17 acres) is located within the Salinas city limits. The remainder of the project site is located in unincorporated Monterey County, and outside of the Salinas future growth boundary and sphere-of-influence. The project site is adjacent to the City limits to the north, west, and partially to the east. Figure 1, Regional Location, presents the location of the City of Salinas in the central California coast region. Figure 2, Project Vicinity, presents the location of the project site on the U.S.G.S. map. Figure 3, Aerial Photograph, presents the location of the project site in relation to the City of Salinas, as well as the existing and adjacent land uses (See attached Initial Study for Figures 1-3).

The project site is currently in agricultural production. Lettuce, cauliflower, and broccoli have historically been grown and cultivated on the site. Two residential structures and two detached garages are located at the corner of Harris Road and Abbott Street. Four water wells used in existing farming operations exist along or near the south project boundary. Overhead power lines run along

the entire project frontage on Harris Road and also along a portion of the project's Abbott Street frontage.

Surrounding land uses include Abbott Street, the Union Pacific Railroad, industrial uses, U.S. Highway 101, and agricultural uses to the north; agricultural uses to the south; Harris Road, business park, industrial, and agricultural uses to the east; and an industrial business park to the west.

Proposed Project

The proposed project is an agricultural industrial business park and includes the following required entitlements/approvals:

City of Salinas

- Sphere of influence amendment for ±240.3 acres- APN 177-133-005 (about 180.3 acres) and APN 177-133-007 (about 60.1 acres);
- Rezoning to City of Salinas Industrial-General (IG) with a Specific Plan (SP) overlay;
- Annexation (±240.3 acres) to the City of Salinas - Approximately 65 percent of the project perimeter is adjacent to the existing City limits;
- General plan amendment from Agriculture to General Industrial (17 acres) Assumed uses include agricultural processing, agricultural manufacturing, and agricultural support;
- General plan amendment from undesignated to General Industrial (±240.3 acres) Property is designated Farmlands-40 by Monterey County Assumed uses include agricultural processing, agricultural manufacturing, and agricultural support;
- Permanent zoning to City of Salinas Industrial-General (IG) with a Specific Plan (SP) overlay;
- Specific plan adoption (±257.3 acres);
- Parcel map (6 lots); and
- Site plan review for 500,000 square foot agricultural manufacturing project on about 50 acres.

Monterey County Local Agency Formation Commission

- Sphere of influence amendment for ±240.3 acres - APN 177-133-005 (about 180.3 acres) and APN 177-133-007 (about 60.1 acres);
- Detachment from the Salinas Rural Fire Protection District (240.3 acres);

- Detachment from the Monterey County Resource Conservation District (± 240.3 acres);
- Annexation to the City of Salinas (± 240.3 acres) - Approximately 65 percent of the project perimeter is adjacent to the existing city limits; and
- Annexation to the Monterey Regional Water Pollution Control Agency (240.3 acres)

Proposed Uses

The proposed subdivision includes extension of existing roads (Burton Avenue and Dayton Street) into the project site, and the creation of six parcels. Proposed uses within the specific plan area would include agricultural processing (preservation, processing, and distribution of agriculture products); agricultural manufacturing (design, manufacture, fabrication, assembly, maintenance and repair of tools, equipment, and vehicles used in growing, cultivating, harvesting, processing, packaging and transporting agricultural commodities and products); and agricultural support (research, design, development, testing, management, and sales). Other non-agricultural related commercial/retail/office businesses may be allowed within the 16.48 acres currently inside the City limits, as well as parcels for public facilities such as water wells and power substations.

Although no application has been received, the City is anticipating an application for development of the first 50 acres (Proposed Parcel F) for an agricultural processing plant, consisting of the preservation, processing, and distribution of agriculture products. Anticipated building area is approximately 500,000 square feet, with a Floor Area Ratio (FAR) of 0.25 and a building height of 50 feet. Approximately 900 employee parking stalls are anticipated.

Maps submitted to the City with the preliminary application materials are attached. The maps present the project boundaries, the existing City limit, and sphere of influence boundary, the proposed City limit and sphere of influence boundary, and a conceptual site plan.

EIR APPROACH

The general approach for preparation of the EIR is to develop a program-level EIR for adoption of the specific plan, sphere-of-influence amendment, annexation, general plan amendment, rezoning/zone change, and parcel map. Within the program-level EIR, the development of 50 acres for the first user, which is anticipated to be concurrently processed with the specific plan entitlements, will be evaluated at a more detailed level, allowing the City to consider approval of the subsequent Site Plan Review.

Attachments: Development Review Application and maps (3-pages)

Initial Study



INITIAL STUDY
City of Salinas
Community Planning and Development
65 West Alisal Street
Salinas, California 93901
(831) 758-7206 (831) 758-7215 fax

1. BACKGROUND

Project Name: Salinas Ag-Industrial Business Park

Project Location: The 257.3-acre project site consists of three parcels: Assessor's parcel number 177-133-004, 177-133-005, and 177-133-007. The site is located south of Abbott Street and west of Harris Road. Assessor's parcel number 177-133-004 (about 17 acres) is located within the Salinas City limits. The remainder of the project site is located in unincorporated Monterey County, and outside of the Salinas future growth boundary and sphere-of-influence. The project site is located adjacent to the City limits to the north, west, and partially to east. Figure 1, Regional Location, presents the location of the City of Salinas in the central California coast region. Figure 2, Project Vicinity, presents the location of the project site on the U.S.G.S. map. Figure 3, Aerial Photograph, presents the location of the project site in relation to the City of Salinas, as well as the existing and adjacent land uses.

The project site is currently in agricultural production. Lettuce, cauliflower, and broccoli have historically been grown and cultivated on the site. Two residential structures and two detached garages are located at the corner of Harris Road and Abbott Street. Four water wells used in existing farming operations exist along or near the south project boundary. Overhead power lines run along the entire Harris Road project frontage and on a portion of the project's Abbott Street frontage.

Surrounding land uses include Abbott Street, the Union Pacific Railroad, industrial uses, U.S. Highway 101, and agricultural uses to the north; agricultural uses to the south; Harris Road, business park, industrial, and agricultural uses to the east; and an industrial business park to the west.

Assessor Parcel Number(s): 177-133-004, 177-133-005, and 177-133-007

Current Land Uses: Agricultural

Surrounding Land Uses/Zoning District:

North: General Industrial, Business Park / Industrial General (IG)

South: Agricultural Land / Farmland-40 (F-40)

East: Agricultural Land, General Industrial, Business Park / Farmland-40 (F-40),
Industrial Business Park (IBP), Industrial General (IG)

West: General Industrial / Industrial General (IG)

Lead Agency Contact Person: Courtney Grossman, Planning Manager
Telephone: (831) 758-7206

Project Description: The proposed project is an agricultural industrial park and includes the following required entitlements/approvals:

City of Salinas

- Sphere of influence amendment for ± 240.3 acres - APN 177-133-005 (about 180.3 acres) and APN 177-133-007 (about 60.1 acres);
- Rezoning to City of Salinas Industrial-General (IG) with a Specific Plan (SP) overlay;
- Annexation (± 240.3 acres) to the City of Salinas of approximately 65 percent of the project perimeter is adjacent to the existing City limits;
- General plan amendment from Agriculture to General Industrial (17 acres). The assumed uses include agricultural manufacturing, agricultural processing, and agricultural support;
- General plan amendment from undesignated to General Industrial (± 240.3 acres). The property is designated Farmlands 40 by Monterey County. Assumed uses include agricultural manufacturing, agricultural processing, and agricultural support;
- Permanent zoning to City of Salinas Industrial-General (IG) with a Specific Plan (SP) overlay;
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Monterey County Local Agency Formation Commission

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Initial Study - Salinas Ag-Industrial Business Park

Uni-Kool Partners

Page 3

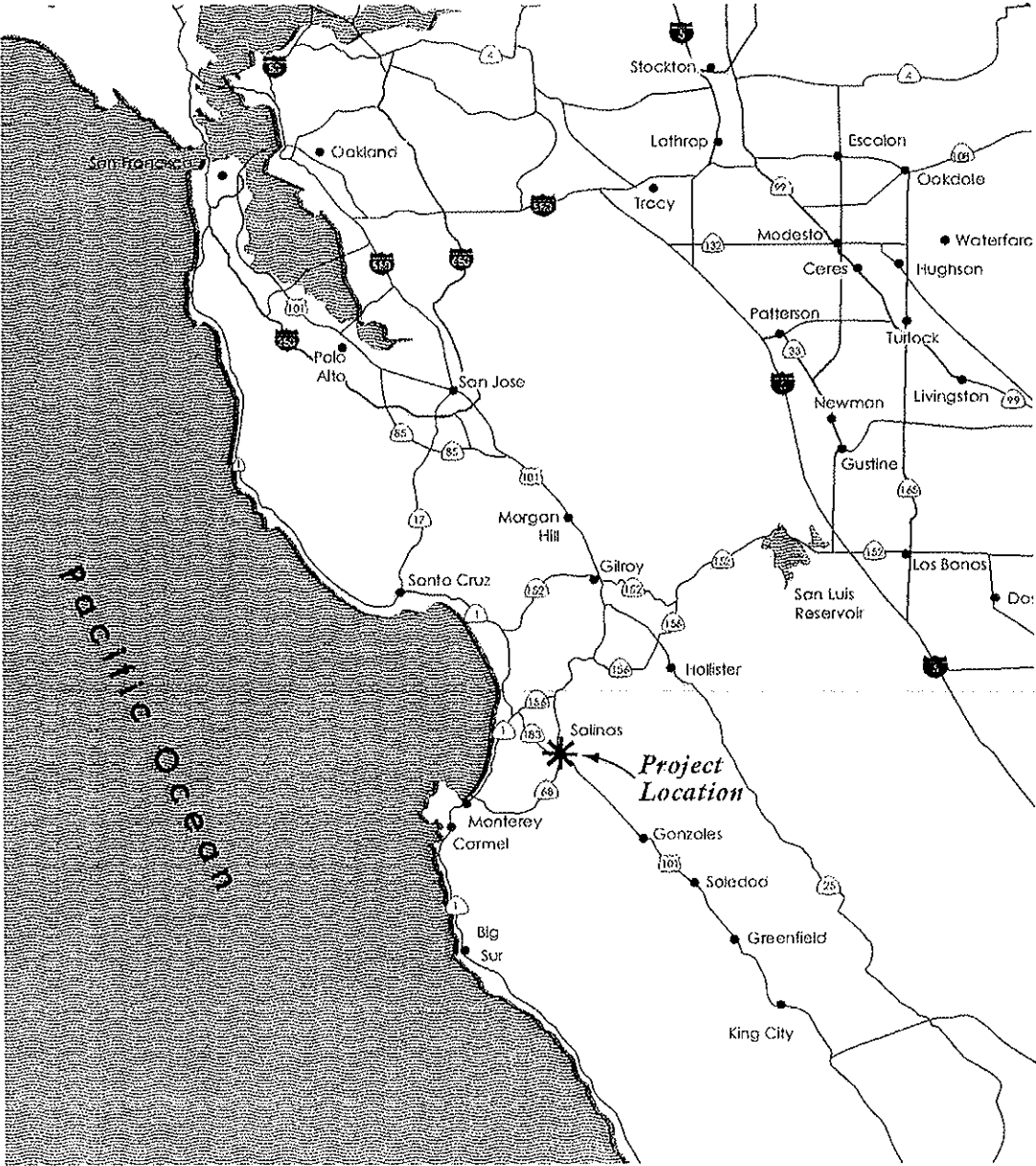
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The proposed subdivision includes extension of existing roads (Burton Avenue and Dayton Street) into the project site, and the creation of six parcels. Proposed uses within the specific plan area would include agricultural processing (preservation, processing, and distribution of agriculture products); agricultural manufacturing (design, manufacture, fabrication, assembly, maintenance and repair of tools, equipment, and vehicles used in growing, cultivating, harvesting, processing, packaging and transporting agricultural commodities and products); and agricultural support (research, design, development, testing, management, and sales). Other non-agricultural related commercial/retail/office businesses may be allowed within the 16.8 acres currently inside the City limits, as well as parcels for public facilities such as water wells and power substations. Although no application has been received, the City of Salinas is anticipating an application for development of the first 50 acres (Proposed Parcel F) for an agricultural processing plant, consisting of the preservation, processing, and distribution of agriculture products. Anticipated building area is approximately 500,000 square feet, with a Floor Area Ratio (FAR) of 0.25 and a building height of 50 feet. Approximately 900 employee parking stalls are anticipated. Maps submitted to the City with the preliminary application materials are attached. The maps present the project boundaries, the existing City limit and sphere of influence boundary, the proposed City limit and sphere of influence boundary, and a conceptual site plan.

Environmental Factors Potentially Affected:

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



Source: EMC Planning Group Inc. 2008

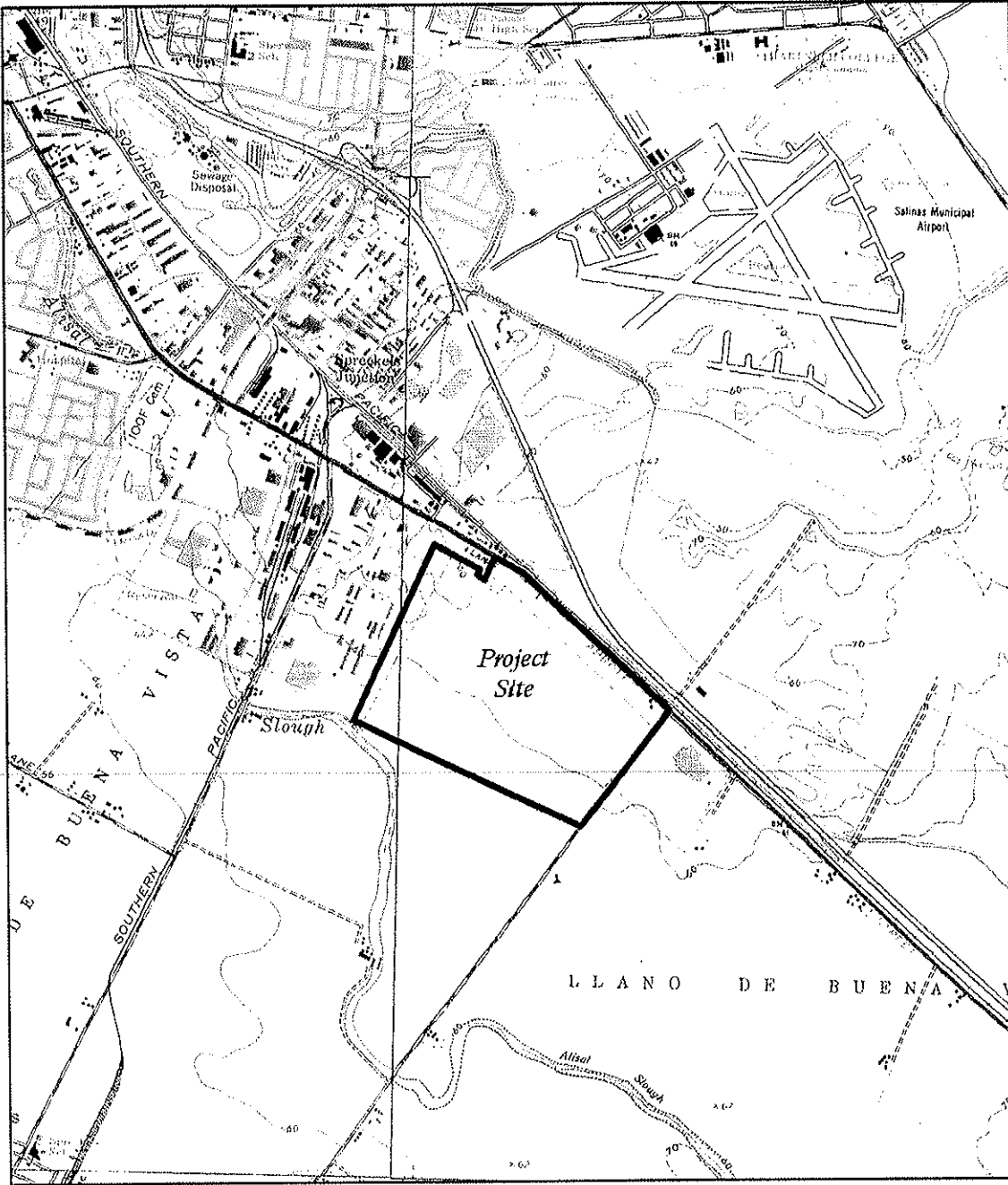


Not to Scale



Figure 1
Regional Location

Salinas Ag-Industrial Business Park EIR NOP



Source: EMC Planning Group Inc. 2008, Monterey County GIS 2006, USGS 24k DRG Salinas and Natividad Quadrangles

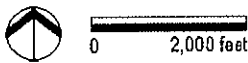
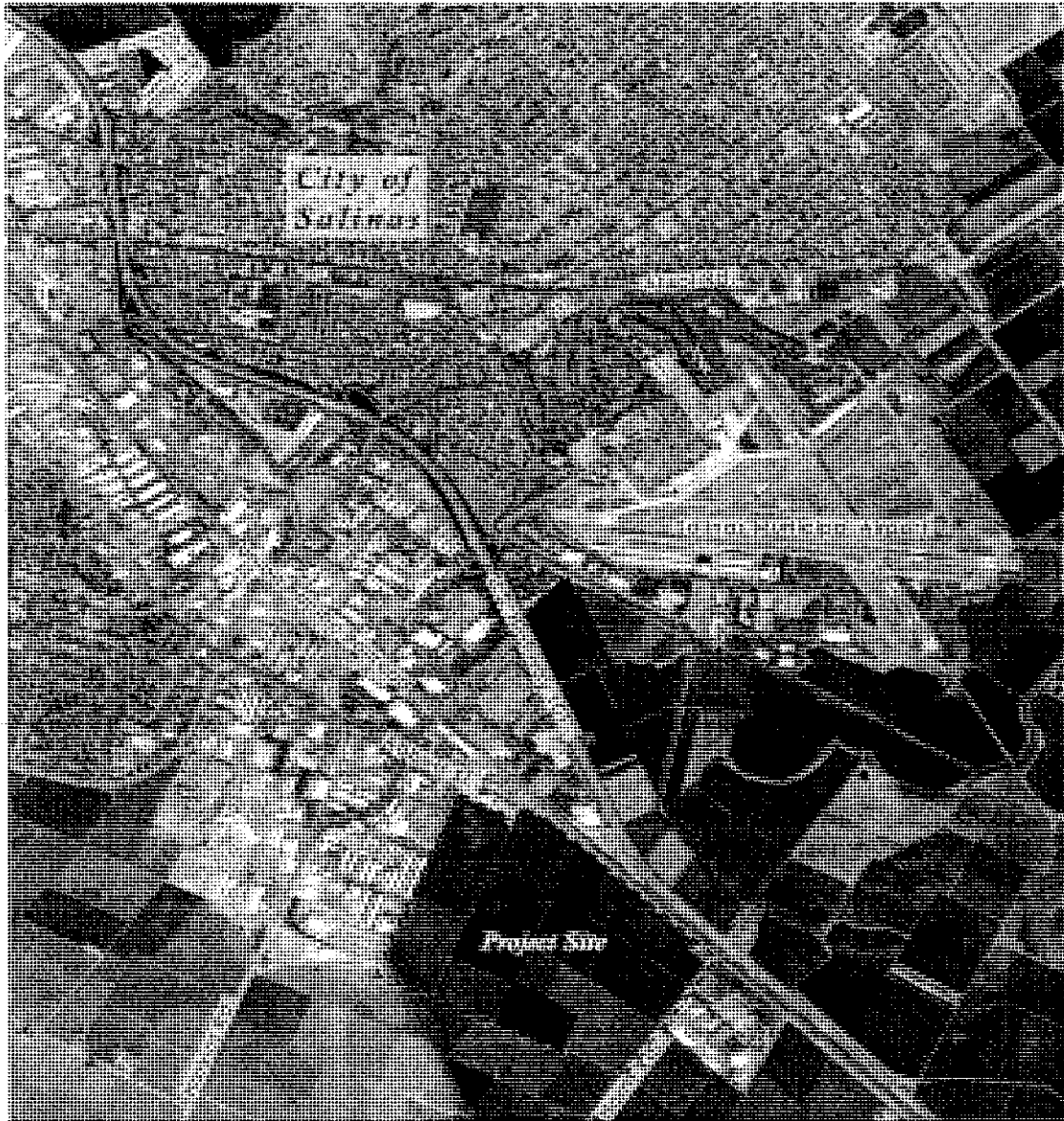


Figure 2
USGS

Salinas Ag-Industrial Business Park EIR NOP



0 2,000 feet

Source: EMC Planning Group Inc. 2008, Google Earth 2008



Figure 3
Aerial Photograph

Salinas Ag-Industrial Business Park EIR NOP

2. CHECKLIST

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
1. AESTHETICS. <i>Would the proposal:</i>					
(a) Affect a scenic vista or scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A1
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A1, Q5
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A1, M1, N1
(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 type="checkbox"/>	<input checked="" type="checkbox"/>	Q3

Discussion: The project site is located on the southern urban-agricultural edge of the City of Salinas. It is surrounded by farmland and/or transportation corridors on approximately 50 percent of its perimeter. The remaining 50 percent is surrounded by industrial use. The project site is not located within a specified Gateway Overlay Zone (Salinas General Plan Figure CS-1 Gateway Overlay Zones) or within a specified view corridor (Salinas General Plan Figure CD-2 Highway 101 View Corridors). U.S. Highway 101 is not designated a state scenic highway. Traveling north and south bound on U.S. Highway 101 and Abbott Street, views of farmland and the Santa Lucia mountain range are provided through the project site. Traveling east and west on Harris Road, views of the project site and industrial business park to the west are provided. The project's visual impacts will be evaluated in the EIR.

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
<p>2. AGRICULTURAL RESOURCES. <i>Would the proposal:</i></p> <p>(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p> <p>(b) Conflict with existing zoning for agricultural use or a Williamson Act contract?</p> <p>(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?</p>	<p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p>A2</p> <p>Q2</p> <p>Q3</p>

Discussion: According to the Salinas General Plan EIR (Figure 5.9-1), the project site has a California Department of Conservation designation of Prime Farmland. The proposed project would result in the loss of this farmland. According to the applicant, none of the project parcels are in Williamson Act contracts.

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
3. AIR QUALITY. <i>Would the proposal:</i>					
(a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓	F1, F3, Q3
(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"/>	✓	F1, F3, Q3
(c) Result in 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"/>	✓	F1, F3, Q3
(d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓	F1, F3, Q3
(e) Create objectionable odors affecting a substantial number of people?	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F1, F3, Q3

Discussion: The project will result in both stationary (industrial uses) and non-stationary (vehicular traffic) air quality impacts. The air quality analysis will be conducted consistent with the Monterey Bay Unified Air Pollution Control District CEQA Air Quality Guidelines (2004) and in consultation with air district staff. The project site is in an industrial/agriculture area. Any odors associated with project operations would not affect a substantial number of people. Global warming impacts will also be addressed.

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
<p>4. BIOLOGICAL RESOURCES. <i>Would the proposal result in impacts to:</i></p> <p>(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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Q4
<p>(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Q4
<p>(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?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Q4
<p>(d) Interfere substantially with the movement of any</p>					

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
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?	✓	□	□	□	Q4
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	✓	□	□	□	Q4
(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?	✓	□	□	□	Q4

Discussion: A biological report prepared for the applicant titled *Biological survey report for the Salinas Agricultural-Industrial Business Park, Abbott Street and Harris Road, Salinas, CA. APNs 177-133-004, 177-133-005, 177-133-007, Ed Mercurio, Biological Consultant, February, 29, 2008.* The report concluded that there are no sensitive habitats, sensitive plant species, or sensitive animals in or near the project site area. However, the report will need to be peer reviewed by the City's EIR consultant. Impacts to biological resources will be addressed in the EIR.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
5. CULTURAL RESOURCES. <i>Would the proposal:</i>					
(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 checked="" type="checkbox"/>	Q3, Q7
(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 checked="" type="checkbox"/>	Q3, Q7
(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Q3
(d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Q3, Q7

Discussion: The project site contains existing structures. Potential impacts to historical resources will be evaluated and addressed in the EIR. A preliminary archaeological survey was conducted for the project site by Archaeological Consulting. The report is titled *Preliminary Archaeological Reconnaissance for the Salinas Ag-Industrial Business Park Project on Assessor's Parcels 177-133-004,-005, and -007, Salinas, Monterey County, California, March 28, 2008*. A records search with the Northwest Information Center and a surface reconnaissance of the project area were conducted. The report concluded that the project area contains no surface evidence of potentially significant archaeological resources. Standard conditions of project approval will be required to be implemented during construction activities.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
<p>6 GEOLOGY/SOILS. <i>Would the proposal result in or expose people to potential impacts involving:</i></p> <p>(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p> <p>(ii) Strong seismic ground shaking?</p> <p>(iii) Seismic-related ground failure, including liquefaction?</p> <p>(iv) Landslides?</p> <p>(b) Result in substantial soil erosion or the loss of topsoil?</p> <p>(c) Be located on a geologic unit or soil that is unstable,</p>					
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A2
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A2
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A2
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Q5
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Q3

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
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"/>	✓	A2
(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"/>	✓	A2

Discussion: According to the Salinas General Plan EIR (Figure 5.10-1), the project site is located in a moderately high seismic hazard zone. A geotechnical report is being prepared by the applicant to address issues associated with seismic hazards. The EIR will summarize the findings of this report.

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
7. HAZARDS & HAZARDOUS MATERIALS. <i>Would the proposal involve:</i>					
(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 type="checkbox"/>	✓	Q3
(b) Create a significant hazard to the public or the					

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Q3
(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"/>	Q3
(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"/>	Q3
(e) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N1, Q5
(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A-1
(g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands					

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
are adjacent to urbanized areas or where residences are intermixed with wildlands?	✓	☐	☐	☐	A-2, Q3, Q5

Discussion: A Phase 1 Environmental Site Assessment will be conducted by O'Brien & Gere consistent with the American Society for Testing Materials (ASTM) 2005 guidance, to address possible current and historical use of hazardous materials on the project site and to identify mitigation measures, as necessary, for clean-up purposes prior to development of the site. The EIR will also address the industrial use of the site and the potential for hazardous materials to be used on-site, as well as transported to and from the site.

There is no private airstrip located in the vicinity of the project site. The project would not interfere with the City's or County's emergency response plans or emergency evacuation plans. The project site is not located in a wildlands area.

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
8. HYDROLOGY AND WATER QUALITY. <i>Would the proposal result in:</i> (a) Violate any water quality standards or waste discharge requirements? (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	☐	☐	☐	✓	Q6

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
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"/>	✓	Q6
(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 type="checkbox"/>	✓	Q6
(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 type="checkbox"/>	✓	A9, Q6
(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 type="checkbox"/>	✓	Q6
(f) With regards to NPDES compliance:					
(i) Potential impact of					

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
(i) project construction on storm water runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓	Q6
(ii) Potential impact of project post-construction activity on storm water runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓	Q6
(iii) Potential for discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓	Q6
(iv) Potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓	Q6
(v) Potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and water bodies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓	A9, Q6

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
(vi) Potential for significant changes in the flow velocity or volume of storm water runoff that can cause environmental harm?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓	A9, Q6
(vii) Potential for significant increases in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓	A9, Q6
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓	
(g) Otherwise substantially degrade water quality?					A9, Q6
(h) 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"/>	Q3
(i) 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"/>	✓	Q6, O1
(j) 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 type="checkbox"/>	✓	Q6
	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(k) Inundation by seiche, tsunami, or mudflow?					Q3

Discussion: The project site is flat with an average slope across the site of less than 0.3 percent. The natural drainage runs generally south to north. The site is approximately two to three feet lower than Abbott Street and Harris Road. Existing man-made road swales exist between the existing edge of pavements for Abbott Street and Harris Road along the project frontage. The swales appear to be created by farming operations during the winter rainy season to collect road runoff and prevent water from entering the project site. Existing Abbott Street and Harris Road along the project frontage do not have curb and gutter and currently half streets drain toward the site (Engineering Report, RJA & Associates, March 2008).

The project site is located in Zone B, areas of potential 100-year to 500-year storm events. It is not within the 100-year flood hazard area. It is in a drainage basin that drains toward the County of Monterey reclamation ditch north and east of the project site. Drainage from existing development surrounding the site is conveyed to the reclamation ditch by a 72-inch storm drain culvert located near the northwest corner of the site and a 48-inch storm drain culvert located at the northeast corner of the site. Both storm drain culverts flow by gravity and cross below the railroad tracks and Highway 101 and ultimately outflow into the reclamation ditch. The reclamation ditch is a major drainage channel owned and operated by the Monterey County Water Resources Agency. The ditch flows from east to west through the City of Salinas. Most of the City drains into the reclamation ditch and is part of a larger city-wide drainage and detention storage network (ibid).

The additional flows generated from developed impervious areas will be collected and detained on site through the use of detention basins. Other detention methods may be used such as landscape areas, which make efficient use of available land, and comply with the City of Salinas Low Impact Development (LID) guidelines. The City has adopted LID procedures with goals to effectively reduce volume, rate, and pollutant loading of new development urban runoff.

This section of the EIR will address the impacts of increased storm water run-off, the effectiveness of the proposal to mitigate the increase and whether the proposal complies with the City of Salinas LID guidelines. Storm water quality impacts will also be addressed.

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
9. LAND USE AND PLANNING. <i>Would the proposal:</i>					
(a) Conflict with the Salinas General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓	A1
(b) Conflict with the Salinas Zoning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓	A3
(c) Conflict with applicable precise/specific plans?	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A1
(d) Conflict with the adopted sphere of influence?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓	A1
(e) Disrupt or divide the physical arrangement of an established community?	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Q3
(f) Conflict with any applicable habitat conservation plan or natural community conservation plan?	✓	<input type="checkbox"/>	<input type="checkbox"/>	✓	A1,

Discussion: The proposed project includes a general plan amendment, zone change, and sphere of influence boundary change. The proposed project will be subject to a specific plan overlay district and a specific plan will be required. The project will not conflict with a habitat conservation plan or natural community conservation plan. The project is in an area with existing industrial and agricultural-related businesses/operations and would not disrupt or divide the physical arrangement of an established community.

The EIR will evaluate the project's consistency with the *City of Salinas General Plan*, the *City of Salinas Zoning Code*, the *2004 Air Quality Management Plan for the Monterey Bay Region*, the *2005 Monterey County Regional Transportation Plan*, the Greater Salinas Area Memorandum of Understanding, applicable Salinas airport land use compatibility plans, and the Monterey County Local Agency Formation Commission (LAFCO) Standards for the Evaluation of Proposals.

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
<p>10. ENERGY & MINERAL RESOURCES. <i>Would the proposal:</i></p> <p>(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?</p> <p>(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?</p>	<p>✓</p> <p>✓</p>	<p>☐</p> <p>☐</p>	<p>☐</p> <p>☐</p>	<p>☐</p> <p>☐</p>	<p>A1, A2</p> <p>A1, A2</p>

Discussion: There are no mineral resources located in the project vicinity.

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
<p>11. NOISE. <i>Would the proposal result in:</i></p> <p>(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</p>	<p>☐</p>	<p>✓</p>	<p>☐</p>	<p>☐</p>	

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
agencies?					A1, A2
(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A1, A2
(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A1, A2
(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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A1, A2
(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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A1, A2
(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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A1, A2

Discussion: For industrial uses, the acceptable Community Noise Exposure (CNEL) is 70 or lower (General Plan EIR Table 5.3-1, page 5.3-2). According to the General Plan EIR, Figure 5.3-4, Future Noise Contours, the project site is located within projected 65 CNEL and quieter noise contours. Therefore, the entire project site is located well within

the future anticipated acceptable noise levels for industrial uses.

A portion of the project site is located within the Salinas Airport land use plan; however, according to Figure 5.3-4, Future Noise Contours, in the General Plan EIR, the project site would not experience unacceptable noise levels associated with airport operations.

The EIR will evaluate construction noise impacts and it is anticipated that standard mitigation measures would be applied.

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
12. POPULATION AND HOUSING. <i>Would the proposal:</i>					
(a) Cumulatively exceed official regional or local population projections?	✓	□	□	□	Q3
(b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?	□	□	□	✓	Q3
(c) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	✓	□	□	□	Q3
(d) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	✓	□	□	□	Q3

Discussion: The proposed project is not population generating and it would not displace

substantial numbers of existing housing or people. The project is an expansion of the City of Salinas’s existing urban services area and therefore, has the potential to be growth-inducing. The EIR will evaluate the proposed project’s potential to induce substantial growth.

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
<p>13. PUBLIC SERVICES. <i>Would the project result in 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:</i></p> <p>(a) Fire protection?</p> <p>(b) Police protection?</p> <p>(c) Schools?</p> <p>(d) Maintenance of public facilities, including roads?</p> <p>(e) Other governmental services?</p>					
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Q3, Q6
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Q3, Q6
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Q3
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Q3, Q6
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Q3, Q6

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	

Discussion: A plan for providing services will be prepared by the EIR consultant, per the Monterey County Local Agency Formation Commission (LAFCO) guidelines. The plan for providing services will be incorporated in the EIR.

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
<p>14. RECREATION. <i>Would the proposal:</i></p> <p>(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?</p> <p>(b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</p>	<p>✓</p> <p>✓</p>	<p>☐</p> <p>☐</p>	<p>☐</p> <p>☐</p>	<p>☐</p> <p>☐</p>	<p>Q3</p> <p>Q3</p>

Discussion: The proposed project is not population generating and therefore, would not have a significant impact on recreation.

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
<p>15. TRANSPORTATION & CIRCULATION. <i>Would the project:</i></p> <p>(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)?</p> <p>(b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roadways or highways?</p> <p>(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</p> <p>(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p> <p>(e) Result in inadequate emergency access?</p> <p>(f) Result in inadequate parking capacity?</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p>Q3</p> <p>Q3</p> <p>Q3</p> <p>Q3</p> <p>Q3</p> <p>Q3</p>

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
(g) Conflicts with vehicle trip reduction requirements in accordance with the Salinas Zoning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A3, Q3
(h) Conflicts with airport operations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Q3

Discussion: The proposed project would result in new vehicle and trucks trips in the vicinity and on the regional transportation system. The following intersections will be evaluated in the EIR:

1. State Route 68/Blanco Road
2. State Route 68/Hunter Lane
3. State Route 68 westbound ramps/Spreckels Boulevard
4. State Route 68 eastbound ramps/Spreckels Boulevard
5. Hatton Road/Spreckels Boulevard
6. Harkins Road/Hunter Lane
7. Harkins Road/Abbott Street
8. Harkins Road/Hansen Street
9. Airport Boulevard/Hansen Street
10. Airport Boulevard/Terven Avenue
11. Airport Boulevard/De La Torre Street
12. S. Sanborn Road/Abbott Street
13. Harris Road/Abbott Street
14. Firestone Driveway/Abbott Street
15. U.S. Highway 101/Gould Road
16. U.S. Highway 101/Hartnell Road Connector
17. Harkins Road/Dayton Street
18. Harkins Road/Burton Avenue
19. Abbott Street/North-South Project Road
20. Harris Road/Dayton Road Extension
21. U.S. Highway 101 northbound ramps/selected interchange
22. U.S. Highway 101 southbound ramps/selected interchange
23. Blanco Circle/Blanco Road
24. Work Street/Sanborn Road
25. U.S. Highway 101 southbound ramp/South Sanborn

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Uni-Kool Partners

- 26. Elvee Drive/South Sanborn
- 27. Fairview Avenue/South Sanborn/U.S. Highway 101 northbound ramp
- 28. Fairview Avenue/ U.S. Highway 101 northbound ramp
- 29. E-W Project Road/Harris
- 30. North-South (easterly) Project Road/Abbott Street
- 31. Abbott Street/ U.S. Highway 101

The following freeway segments will also be analyzed:

- 1. U.S. Highway 101 between Airport Boulevard and Gould Road
- 2. U.S. Highway 101 between Gould Road and Hartnell Road
- 3. U.S. Highway 101 between Sanborn and Airport

The following development scenarios will be evaluated:

- 1. Existing traffic conditions
- 2. Existing plus Phase 1 project conditions without the new interchange
- 3. Background with new interchange
- 4. Background plus full project with new interchange
- 5. General plan without project without new interchange
- 6. General plan without project with new interchange
- 7. General plan with project without new interchange
- 8. General plan with project with new interchange

Regional impacts, as well as project access and internal circulation, will also be addressed in the EIR.

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
16. UTILITIES & SERVICE SYSTEMS. <i>Would the project:</i> (a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (b) Require or result in the construction of new water	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A1, A2, Q3, Q6

Issue	Impact				Source <i>(Refer to Section 3: Source List)</i>
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
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"/>	✓	A1, A2, Q3, Q6
(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"/>	✓	A1, A2, Q3, Q6
(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"/>	✓	A1, A2, Q3, Q6
(e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has the 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"/>	✓	A1, A2, Q3, Q6
(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"/>	✓	A1, A2,
(g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓	A1, A2, A9, Q3

Discussion:

Water Demand

There are four wells currently located on the project site, which are owned and maintained by the property owners. The wells produce non-potable water and have the following capacities: 1,100 gallons per minute (gpm); 1,000 gpm; 770 gpm; and 700 gpm. The wells are currently used to provide groundwater for farming. These wells would be abandoned with implementation of the project.

Upon annexation to the City of Salinas, water supply and distribution would be the responsibility of California Water Service Company (Cal Water), a public utility corporation. Cal Water provides domestic water services to approximately 70 percent of the population in the City of Salinas. Water supply is generated from underground wells extracted from underground aquifers in the Salinas Valley known as the Pressure Area and Eastside Area.

Peak water demand is estimated to be 8.8 million gallons per day. An SB610 water supply assessment will be prepared to identify how water will be supplied to the project. The EIR will address the water demand necessary to serve the project, the net change in water use from farming to industrial, and the ability of Cal Water to provide the water. One new well would be installed on site.

Wastewater Generation and Treatment

Wastewater treatment for sanitary sewer is provided by the Monterey Regional Water Pollution Control Agency. The wastewater treatment plant is located approximately nine miles northwest of the project site, north of the City of Marina. The Salinas pump stations deliver the raw sewage to the wastewater treatment plant. The proposed project is expected to produce an average daily flow of approximately 0.50 mgd with a corresponding peak day flow of 0.75 mgd. The EIR will address the capacity of the wastewater treatment plant to accommodate the project's sanitary sewer flows.

Wastewater treatment for the industrial sewer is provided by the City of Salinas. The industrial wastewater treatment plant is located on the west side of the City. The City is currently evaluating the existing industrial wastewater treatment infrastructure, existing plant capacity, and options for expanding treatment plant capacity. The proposed project is expected to produce approximately 3.4 mgd industrial water flows (peak flow condition). The EIR will address the capacity of the industrial wastewater treatment plant to accommodate the project's industrial wastewater flows.

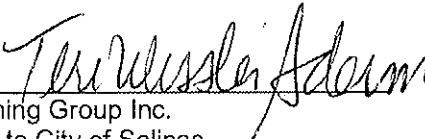
Mandatory Findings of Significance	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigated	Potentially Significant Impact
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? <i>("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).</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Does the project 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"/>

3. SOURCE LIST

Source	Source Number
City of Salinas:	
<i>Salinas General Plan, 2002.</i>	A1
<i>Salinas General Plan, Final Environmental Impact Report, 2002.</i>	A2
<i>Salinas Zoning Code, 2006: <input checked="" type="checkbox"/> Entire Code Section:</i>	A3
<i>Traffic Fees - Cost Estimates and Fee Schedule, (Revised: March 1, 2005).</i>	A4
<i>1989 Historical and Architectural Resources Survey and Preservation Plan - Appendix, 1989.</i>	A5
<i>Harden Ranch Planned Community Precise Plan, 1988.</i>	A6
<i>Williams Ranch Planned Community Precise Plan, 1993.</i>	A7
<i>Multihazard Emergency Plan, 1986.</i>	A8
<i>City of Salinas Sewage and Drainage Master Plan, 1992.</i>	A9
<i>Harden Ranch Planned Community Final EIR, 1987</i>	A10
<i>Williams Ranch Planned Community Final EIR, 1987</i>	A11
School Districts:	
	B1
Association of Monterey Bay Area Governments:	
<i>2004 Regional Population and Employment Forecasts, 2004.</i>	C1
Federal Agencies:	
<i>2000 Census of Population and Housing, 2000.</i>	D1
<i>Soil Survey of Monterey County, California, 1978.</i>	D2
Monterey County Local Agency Formation Commission:	
<i>Standards for the Evaluation of Proposals.</i>	E1
<i>City of Salinas & Boronda County Water District Spheres of Influence Study.</i>	E2
Monterey Bay Unified Air Pollution Control District:	
<i>CEQA Air Quality Guidelines, dated June 2004</i>	F1
<i>2005 Report on Attainment of the California Particulate Matter Standards in the Monterey Bay Region</i>	F2

<i>2004 Air Quality Management Plan.</i>	F3
Monterey County:	
<i>Monterey County General Plan, 1987, as amended.</i>	G1
<i>Greater Salinas Area Plan, 1986, as amended.</i>	G2
<i>Boronda Neighborhood Improvement Plan, 1987.</i>	G3
<i>Monterey County Hazardous Waste Management Plan, 1989.</i>	G4
Monterey County Water Resources Agency:	
<i>Salinas Valley Ground Water Basin Seawater Intrusion Delineation/Monitoring Well Construction Program, 180-Foot Aquifer, 1993.</i>	H1
<i>Monterey County Drainage Study: Carr Lake and Reclamation Ditch, 1979.</i>	H2
Monterey County Regional Water Pollution Control Agency:	
	I1
Transportation Agency for Monterey County:	
<i>Monterey County Regional Transportation Plan, 2005.</i>	J1
<i>Congestion Management Program, 1994.</i>	J2
<i>1994 General Bikeways Plan for Monterey County, 1994</i>	J3
Monterey-Salinas Transit:	
<i>Short Range Transit Plan, Fiscal Year 1995-1999.</i>	K1
<i>Development Review Guidebook..., A Practical Guidebook for Providing Transit-Accessible Development.</i>	K2
State of California:	
	L1
Field Inspection:	
<i>EMC Planning Group Inc.</i>	M1
Maps/Aerial Photography:	
<i>Google Earth</i>	N1
Flood Insurance Rate Map (National Flood Insurance Program):	
	O1

Consultation:	
	P1
Other:	
<i>California Water Service Company Urban Water Management Plan, Sept. 2004.</i>	Q1
<i>Applicant</i>	Q2
<i>Project Description</i>	Q3
<i>Ed Mercurio, Biological Consultant, Biological survey report for the Salinas Agricultural-Industrial Business Park, Abbott Street and Harris Road, Salinas, CA. APNs 177-133-004, 177-133-005, 177-133-007, February, 29, 2008.</i>	Q4
<i>Consultant knowledge of area</i>	Q5
<i>RJA & Associates, Engineering Report for The Development of The Salinas Ag-Industrial Business Park, March 2008</i>	Q6
<i>Archaeological Consulting, Preliminary Archaeological Reconnaissance for the Salinas Ag-Industrial Business Park Project on Assessor's Parcels 177-133-004, -005, and -007, Salinas, Monterey County, California, March 28, 2008.</i>	Q7

Prepared by: Signature 
 EMC Planning Group Inc.
 Consultant to City of Salinas

Date: 4/28/08

4. DETERMINATION

On the basis of this Initial Study:

- 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:
 - (a) Has been adequately analyzed in (*Reference document*) pursuant to applicable legal standards; and

- (b) Has been addressed by mitigation measures based on the earlier analysis as described in *Section 2: Checklist*, if the effect is a "Potentially Significant Impact" or a Negative Declaration: "Potentially Significant Unless Mitigation Incorporated".

An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects:
 - (a) Have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and;
 - (b) Have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project.

NOTHING FURTHER IS REQUIRED.

Signature


Courtney Grossman
Planning Manager

Date: 4/28/08

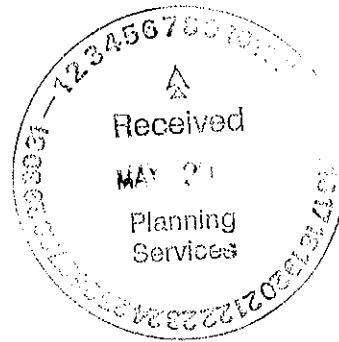
PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

May 2, 2008

Courtney Grossman
City of Salinas
65 West Alisal Street
Salinas, CA 93901

Re: Notice of Preparation (NOP)
Salinas Ag-Industrial Park
SCH# 2008041171



Dear Ms. Grossman:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian traffic at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

The proposed project could result in large increases in vehicular traffic at at-grade railroad crossings over Union Pacific Railroad tracks in the vicinity, e.g., on Abbot Street and on Harkins Road. The Initial Study attached to the NOP indicates that a large number of intersections will be evaluated in the EIR. The Commission requests that the CEQA documentation for the proposed project also evaluate potential project-related rail safety impacts, and measures to reduce adverse impacts. The CEQA document should evaluate, for example, whether traffic queues would extend across railroad tracks. Such queuing increases the possibility that a motorist would stop on the tracks and be unable to clear the tracks as a train approaches, e.g., due to congestion or a stalled vehicle. In addition to the potential impacts of the proposed project itself, the CEQA document should consider cumulative rail safety-related impacts created by other projects. In general, the major types of impacts to consider are collisions between trains and vehicles, and between trains and pedestrians.

General categories of measures to reduce potential adverse impacts on rail safety include:

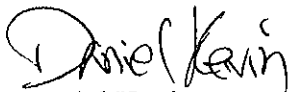
- Installation of grade separations at crossings, i.e., physically separating roads and railroad track by constructing overpasses or underpasses
- Improvements to warning devices at existing highway-rail crossings
- Installation of additional warning signage

- Improvements to traffic signaling at intersections adjacent to crossings, e.g., traffic preemption
- Installation of median separation to prevent vehicles from driving around railroad crossing gates
- Where soundwalls, landscaping, buildings, etc. would be installed near crossings, maintaining the visibility of warning devices and approaching trains
- Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains
- Installation of pedestrian-specific warning devices and channelization
- Construction of pull-out lanes for buses and vehicles transporting hazardous materials
- Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way
- Elimination of driveways near crossings
- Increased enforcement of traffic laws at crossings
- Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings

Commission approval is required to modify an existing highway-rail crossing or to construct a new crossing. If the project includes a proposed new crossing, the CPUC will be a responsible party under CEQA and the impacts of the crossing must be discussed in its CEQA documentation.

Thank you for your consideration of these comments. If you have any questions in this matter, please call me at (415) 703-1306.

Sincerely,



Daniel Kevin
Regulatory Analyst
Consumer Protection and Safety Division

cc:

Terrel A. Anderson
Manager, Industry and Public Projects
Union Pacific Railroad
9451 Atkinson St.
Roseville, CA 95747

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3077
TDD (805) 549-3259
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

May 7, 2008

MON-101-84.41
SCH# 2008041171

Courtney Grossman
City of Salinas Planning Department
65 West Alisal Street
Salinas, CA 93901

Dear Mr. Grossman:

COMMENTS TO UNIKOOL SALINAS AG INDUSTRIAL PARK

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the above referenced project and offers the following comments for your consideration in preparing the traffic impact study. Based on previous discussions with the City regarding this project, Item #8 highlights some of the specific issues we anticipate being addressed in the traffic study.

1. The Department supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development.
2. To ensure the traffic study in the Draft EIR includes the information needed by the Department to analyze the impacts (both cumulative and project-specific) of this project, it is recommended that the analysis be prepared in accordance with the Department's *"Guide for the Preparation of Traffic Impact Studies."* An alternative methodology that produces technically comparable results can also be used.
3. Because the Department is responsible for the safety, operations, and maintenance of the State transportation system, our Level of Service (LOS) standards should be used to determine the significance of the project's impact. We endeavor to maintain a target LOS at the transition between LOS C and LOS D on all State transportation facilities. At times, *for mainline planning documents only*, there might be deviation from the LOS C/D standard. However, this deviation is not carried through into traffic management and operations (including design, construction, etc.) where the LOS C/D is adhered. Unfortunately, we have seen a recent trend of traffic studies incorrectly using a threshold below the standard, and justifying it by referencing the Caltrans planning documents.
4. Our future comments to this, and any subsequent EIR for the project will stress the importance of using the Association of Monterey Bay Area Governments Model for traffic analysis, and to include all impacted transportation agencies early and often in the development discussions.
5. The traffic study should include information on existing traffic volumes within the study area, including the State transportation system, and should be based on recent traffic volumes less than two

years old. Counts older than two years cannot be used as a baseline. Feel free to contact us for assistance in acquiring the most recent count data available.

6. The methodologies used to calculate the LOS should be consistent with the methods in the current version of the Highway Capacity Manual. All LOS calculations should also be included in the Draft EIR's as an appendix made available for review.
7. At any time during the environmental review and approval process, the Department retains the statutory right to request a formal scoping meeting to resolve any issues of concern. Such formal scoping meeting requests are allowed per the provisions of the California Public Resources Code Section 21083.9 [a] [1].
8. Considering the high volume of truck trips associated with a commercial facility of this size, we will be closely scrutinizing the traffic impact analysis and the disclosure of those impacts at two key locations along Highway 101. These two locations include the Sanborn Interchange and the Abbott Street access to the Highway.

Further, since there are ongoing discussions of a potential enhancement to the southbound Sanborn off-ramp to accommodate heavy truck usage, the applicant should anticipate some financial responsibility toward this improvement as part of their mitigation.

Lastly, a Caltrans Project Study Report at Harris Road and Highway 101 allowed an alternative which builds a 'fly-over' ramp at the location of the proposed development. Therefore, the site plan for the project should not include permanent structures that conflict with right-of-way needs of the overpass. As part of projects' overall mitigation, an irrevocable offer of right-of-way dedication may be considered.

9. Finally, the traffic study and subsequent EIR for this project should clearly indicate that in addition to mitigating project-specific impacts, the developer would be required to pay their pro-rata share of cumulative impact mitigation per the TAMC Regional Traffic Impact Fee Program.

We look forward to receiving the Draft EIR, and providing comments from a more thorough analysis. At that time, we may include comments on other pertinent issues related to the environment, water quality, and hydrology. If you have any questions, or need further clarification on items discussed above, please don't hesitate to call me at (805) 542-4751.

Sincerely,



JOHN J. OLEJNIK
Associate Transportation Planner
District 5 Development Review Coordinator

cc: Paul McClintic (D5 Traffic Ops)
David Silberberger (D5 Project Mgmt)
Mike Zeller (TAMC)



CALIFORNIA WATER SERVICE COMPANY

254 COMMISSION STREET • SALINAS, CA 93901-3737
(831) 757-3644 • FAX (831) 757-0497

SALINAS DISTRICT

May 7, 2008

Courtney Grossman, Planning Manager
Community Planning and Development
City of Salinas
65 West Alisal Street
Salinas, CA 93901



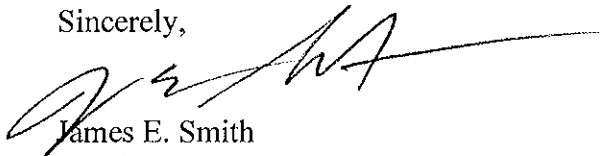
Re: Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Salinas Ag-Industrial Business Park Project and Notice of Scoping Meeting (Uni-Kool Partners)

Dear Courtney:

At the request of the Carl Niizawa and the City of Salinas acting as the lead agency, California Water Service Company (Cal Water) is currently preparing a Water Supply Assessment (WSA) for the proposed development. We will forward the WSA to the City upon completion.

Should you have any questions, please call me at 831-757-3644.

Sincerely,



James E. Smith
District Manager

Pc: M. Jones
J. Yarne
T. He



DEPARTMENT OF CONSERVATION

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEBSITE conservation.ca.gov

May 16, 2008

Ms. Courtney Grossman, Planning Manager
City of Salinas
65 West Alisal Street
Salinas, CA 93901



RE: Notice of Preparation (NOP) Draft Environmental Impact Report (DEIR)
Salinas Ag-Industrial Business Park SCH# 2008041171

Dear Ms. Grossman:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the NOP for the referenced project. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the project's impacts on agricultural land and resources.

Project Description

The project proposes development of an agricultural industrial business park for processing, manufacturing and support on 257.3-acres of prime agricultural land. The project area is currently in agricultural production. The project area is located south of Abbot Street and west of Harris Road, adjacent to the Salinas city limits to the north, west and partially to the east. Approximately 17-acres of the project area are located within the Salinas city limits, the remaining acreage is located outside of the City's future growth boundary and sphere-of-influence, in unincorporated Monterey County. Surrounding land uses include agriculture to the south and east with industrial uses to the north and west.

The project will also require approvals to amend the City's sphere-of-influence, annexation of the project area to the City, General Plan amendments, pre-zoning and adoption of a specific plan, parcel maps and site plan review.

Agricultural Setting of the Project

The DEIR should describe the project setting in terms of the actual and potential agricultural productivity of the land. The Division's Important Farmland Map for the Monterey County should be utilized to identify land within the project site and

surrounding land that may be impacted. Acreages for each land use designation should be identified. Likewise, the County's Williamson Act Map should be utilized to identify potentially impacted contracted land, Farmland Security Zone (FSZ) and agricultural preserve land by acreage and whether it is prime or nonprime agricultural land according to definition in Government Code §51201(c).

In addition, we recommend including the following items of information to characterize the agricultural land resource setting of the project.

- Describe current and past agricultural use of the project area. Include data on the types of crops grown, crop yields and farm gate sales values.
- Describe the full agricultural resource value of the soils of the site. We recommend the use of economic multipliers to assess the total contribution of the site's potential or actual agricultural production to the local, regional and state economies. University of California Cooperative Extension Service, Natural Resources Conservation Service and United States Department of Agriculture (USDA) are good sources of economic multipliers.

Project Impacts on Agricultural Land

The Department recommends that the following be included in the DEIR in the analysis of project impacts:

- A description of type, amount, and location of farmland lost to project implementation. The conversion of Prime Farmland, Unique Farmland or Farmland of Statewide Importance is considered a potentially significant adverse impact.
- Indirect impacts on current and future agricultural operations; e.g., land-use conflicts, increases in land values and taxes, vandalism, population, traffic, water availability, etc.
- Growth-inducing impacts, including whether leapfrog development is involved.
- Incremental project impacts leading to cumulatively considerable impacts on agricultural land. These impacts would include impacts from the proposed project as well as impacts from past, current and probable future projects. The Division's farmland conversion tables may provide useful historical data.
- Impacts on agricultural resources may also be quantified and qualified by use of established thresholds of significance (California Environmental Quality Act (CEQA) Guidelines §15064.7). The Division has developed a California version of the USDA Land Evaluation and Site Assessment (LESA) Model, a semi-quantitative rating system for establishing the environmental significance of project-specific impacts on farmland. The model may also be used to rate the relative value of alternative project sites. The LESA Model is recommended by CEQA and is available from the Division at the contact listed below.

Mitigation Measures

The Department recommends that feasible alternatives to the project's location or configuration that would lessen or avoid farmland conversion impacts be considered in the DEIR. In addition, the DEIR should discuss feasible mitigation measures for the conversion of agricultural land.

The Department encourages the use of agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land. We highlight this measure because of its acceptance and use by lead agencies as mitigation under CEQA. It follows a rationale similar to that of wildlife habitat mitigation: The loss of agricultural land represents a permanent reduction in the State's agricultural land resources. Agricultural conservation easements will protect a portion of those remaining resources and lessen project impacts in accordance with CEQA Guideline §15370.

Mitigation using agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance, and the search for replacement lands conducted regionally or statewide, and not limited strictly to lands within the project's surrounding area.

Other forms of mitigation may be appropriate, including the following:

- Directing a mitigation fee to invest in supporting the commercial viability of the remaining agricultural land in the project area, County or region through a mitigation bank that invests in agricultural infrastructure, water supplies, marketing, etc.
- The Department also has available listing of approximately 30 "conservation tools" that have been used to conserve or mitigate project impacts on agricultural land. This compilation report may be requested from the Division at the address or phone number below.

Although the direct conversion of agricultural land and other agricultural impacts are often deemed to be unavoidable by an agency's CEQA analysis, mitigation measures must nevertheless be considered. The adoption of a Statement of Overriding Consideration does not absolve the agency of the requirement to implement feasible mitigation that lessens a project's impacts. A principal purpose of an EIR is to present a discussion of mitigation measures in order to fully inform decision-makers and the public about ways to lessen a project's impacts. In some cases, the argument is made that mitigation cannot reduce impacts to below the level of significance because agricultural land will still be converted by the project, and, therefore, mitigation is not required.

However, reduction to a level below significance is not a criterion for mitigation. Rather, the criterion is feasible mitigation that lessens a project's impacts. Pursuant to CEQA Guideline §15370, mitigation includes measures that "avoid, minimize, rectify, reduce or eliminate, or compensate" for the impact. For example, mitigation includes "*Minimizing impacts by limiting the degree or magnitude of the action and its implementation (§15370(b))*" or "*Compensating for the impact by replacing or providing substitute resources or environments (§15370(e))*."

All measures ostensibly feasible should be included in the DEIR. Each measure should be discussed, as well as the reasoning for selection or rejection. A measure brought to the attention of the Lead Agency should not be left out unless it is infeasible on its face.

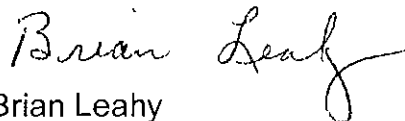
Finally, when presenting mitigation measures in the DEIR, it is important to note that mitigation should be specific, measurable actions that allow monitoring to ensure their implementation and evaluation of success. A mitigation consisting only of a statement of intention or an unspecified future action may not be adequate pursuant to CEQA.

Information about agricultural conservation easements and provisions noted above is available on the Department's website or by contacting the Division at the address and phone number listed below. The Department's website address is:

<http://www.conservation.ca.gov/dlrp/index.htm>

Thank you for the opportunity to comment on this NOP. The Department looks forward to receiving your response, including a copy of the DEIR. If you have questions on our comments or require technical assistance or information on agricultural land conservation, please contact Adele Lagomarsino at 801 K Street, MS 18-01, Sacramento, California 95814; or, phone (916) 445-9411.

Sincerely,



Brian Leahy
Assistant Director

cc: Monterey County Resource Conservation District

LAFCO *of Monterey County*

LOCAL AGENCY FORMATION COMMISSION
P.O. Box 1369 132 W. Gabilan Street, Suite 102
Salinas, CA 93902 Salinas, CA 93901
Telephone (831) 754-5838 Fax (831) 754-5831
www.monterey.lafco.ca.gov

KATE McKENNA, AICP
Executive Officer

May 29, 2008

Courtney Grossman, Planning Manager
City of Salinas
Community Planning & Development
65 W. Alisal Street
Salinas, CA 93901

RE: Notice of Preparation of a Draft Environmental Impact Report for the proposed Salinas Ag-Industrial Business Park Project (Uni-Kool site)

Dear Mr. Grossman:

Thank you for the opportunity to comment on the Notice of Preparation for the Draft EIR for the City's upcoming application for a Sphere of Influence amendment and annexation.

As a responsible agency, LAFCO will consider the EIR when the Commission formally reviews the City's proposal for a Sphere of Influence amendment and annexation. For this reason LAFCO is making the following comments to assist the City in creating an environmental document that helps LAFCO to meet its state-mandated responsibilities.

Proposed Project

- The description of the proposed project should specify that the Sphere of Influence amendment is for the expansion of the Spheres of both the City of Salinas and the Monterey Regional County Sanitation District, which is a dependent district of the Monterey Regional Water Pollution Control Agency.

Agricultural Resources

- The document should analyze the agricultural land on the site according to the Cortese-Knox-Hertzberg definition of prime agricultural land, contained in Government Code Section 56064, as well as according to the California Department of Conservation categories.
- Mitigation for the loss of agricultural land should be consistent with the City's "Agricultural Land Preservation Program" which was adopted by the City

Council on April 8, 2008. The review should include a full assessment of recommendations for avoidance of impacts and mitigation of impacts, such as permanent conservation and agricultural buffers.

Land Use and Planning

- A review of the proposal's consistency with the Cortese-Knox-Hertzberg legislation, including consistency with the state mandated determinations and factors contained in the attached Section 56425(e) for SOI updates and Section 56668 for annexations.
- A review of the proposal's compatibility with LAFCO of Monterey County's Sphere of Influence and Annexation policies, specifically consistency with the "Sphere of Influence Policies and Criteria," in addition to the "Standards for the Evaluation of Proposals" which was mentioned in the Initial Study. (A copy of the "Sphere of Influence Policies and Criteria" is attached.)

Public Services

- A review of impacts on the delivery of municipal services including water, sewer, fire, schools, police, emergency medical services, flood protection, parks and open space.

Cumulative Impact

- The cumulative impact to the Salinas Valley of the conversion of farmland mapped as prime and of statewide importance and any required mitigations.
- The cumulative impacts to regional roadways and regional jobs/housing balance.
- The cumulative impacts to regional water supply.

Alternatives

- Alternatives that would avoid and lessen the project's direct and cumulative impacts, particularly to agricultural resources, availability of water, regional housing needs, and regional traffic

Prior to submitting the proposal for the Sphere of Influence Update, please confer with the County to ensure compliance with the required City-County consultation process outlined in Government Code Section 56425.

Again, thank you for the opportunity to participate early in this process. If you have any questions regarding this letter please contact me at 754-5838.

Sincerely,



Thomas A. McCue, AICP
Senior Analyst

Attachment:

- "Sphere of Influence Policies and Criteria"

**LOCAL AGENCY FORMATION COMMISSION
(LAFCO)
OF MONTEREY COUNTY**

SPHERE OF INFLUENCE POLICIES AND CRITERIA

I. LEGISLATIVE AUTHORITY

The State Legislature has provided Local Agency Formation Commissions (LAFCO's) with the following directions in the preparation of spheres of influence:

1. "Among the purposes of a Local Agency Formation Commission are the discouragement of urban sprawl and the encouragement of the orderly formation and development of local governmental agencies based upon local conditions and circumstances. One of the objects of the Local Agency Formation Commission is to make studies and to obtain and furnish information which will contribute to the logical and reasonable development of local governmental agencies so as to advantageously provide for the present and future needs of each County and its communities..."
2. "In order to carry out its purposes and responsibilities for planning and shaping the logical and orderly development and coordination of local governmental agencies so as to advantageously provide for the present and future needs of the County and its communities, the Local Agency Formation Commission shall develop and determine the sphere of influence of each governmental agency within the County. As used in this section, "sphere of influence" means a plan for the probable ultimate physical boundaries and service area of a local governmental agency. In determining the sphere of influence of each local governmental agency, the Commission shall consider and prepare a written statement of its determinations with respect to each of the following:
 - a. The present and planned land uses in the area, including agricultural and open space lands.
 - b. The present and probable need for public facilities and services in the area.
 - c. The present capacity of public facilities and the adequacy of public services which the agency provides or is authorized to provide.
 - d. The existence of any social or economic communities of interest in the area if the Commission determines that they are relevant to the agency."
3. Every determination made by a Commission involving proposals for changes of organization or reorganization shall be consistent with the spheres of influence of the local agencies affected by those determinations.

4. The Commission may recommend governmental reorganizations to particular agencies in the County, using spheres of influence as the basis for such recommendations."

II. DEFINITIONS

1. Agricultural Lands: Land currently used for the purpose of producing an agricultural commodity for commercial purposes, land left fallow under a crop rotational program, or land enrolled in an agricultural subsidy or set-aside program (Government Code Section 56016).
2. Agricultural Preserve: Lands subject to an existing land conservation agreement established pursuant to the California Land Conservation Act of 1965 (the Williamson Act, Government Code Section 51200 et seq.).
3. County: Monterey County.
4. Essential Services: Those basic services necessary to protect the health, safety, and general well-being of a community, including but not limited to police, fire, water, sanitation, etc.
5. General Purpose Government: A City or County government.
6. LAFCO: Monterey County Local Agency Formation Commission.
7. Local Agency: A City or special district.
8. Open Space Lands: Parcel or area of land or water which is substantially unimproved and devoted to open space use as defined in Government Code Section 65560.
9. Planning Concern Area: An area established by the Local Agency Formation Commission with the assistance of the appropriate cities and the County designating a general area of concern of a city for which planning decisions and other governmental actions of the County may have an impact on the city. A "Planning Concern Area" will usually be larger than the adopted sphere of influence boundary and may take into consideration the planning area of the city as identified within their local general plans.
10. Prime Agricultural Land: (A) Land that, if irrigated, qualifies for rating as Class I or II in the USDA Natural Resources Conservation Service land-use capacity classification, whether or not the land is actually irrigated, provided that irrigation is feasible; (B) land that qualifies for rating 80-100 in the Storie Index Rating; (C) land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre; (D) land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a non-bearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars (\$400) per acre for three of the previous five calendar years; (E) Land that has returned from the production of unprocessed agricultural plant products an annual gross

value of not less than four hundred dollars (\$400) per acre for three of the previous five calendar years. (Government Code Section 56064).

11. Regional Agencies: Association of Monterey Bay Area Governments (AMBAG), Regional Water Quality Control Board, Central Coast Regional Coastal Commission, Air Pollution Control Board, etc.
12. Sphere of Influence: A plan for the probable physical boundaries and service area of a local agency. The area around a local agency eligible for annexation and extension of urban service within a twenty-year period.
13. Sphere of Influence Boundary: Boundary, adopted by the Monterey County Local Agency Formation Commission, which delineates the limits beyond which a local governmental agency will not annex territory.
14. Urban Services: Those services which are provided to an urban area including, but not limited to, police, structural fire protection, non-agricultural water, sewer, drainage, street lighting, streets and roads.
15. Urban Service Districts: Special districts which are authorized to provide public sanitary sewer services or domestic water distribution services.
16. Urban Service Area: Urban developed areas within an urban service district or city sphere of influence, which is now served by existing urban facilities, utilities, and services or is proposed to be served by urban facilities, utilities and services within the next five years.
17. Urban Transition Area: Area within the spheres of influence boundaries of a city or an urban service district which is not programmed for urban facilities or utility extensions within the next five years. This area will most likely be used for urban expansion within approximately five to twenty years.
18. Future Study Area: Territory outside of an adopted sphere of influence that may warrant inclusion in the sphere in future years. Further study would have to be completed prior to inclusion.
19. Principal County: Principal County has the meaning contained in any definition of principal county, as set forth in the principal act. If the principal act has no definition of principal county, or if there is any inconsistency between the definitions contained in two or more applicable principal acts, principal county means the county having all or the greater portion of the entire assessed value, as shown on the last equalized assessment roll of the county or counties, of all taxable property within a district or districts for which a change of organization or reorganization is proposed.

III. POLICY GUIDELINES FOR SPHERES OF INFLUENCE

The Commission will generally apply the following policy guidelines in the spheres of influence program, in addition to the local conditions and circumstances of each local agency. The Monterey County Local Agency Formation Commission will consider the particular local conditions and circumstances of each agency and community.

1. LAFCO intends that its sphere of influence determination will serve as a master plan for the future organization of local government within the County. The spheres shall be used to discourage urban sprawl; limit proliferation of local governmental agencies; encourage efficiency, economy and orderly changes in local government; promote compact, community centered urban development; and minimize adverse impacts on lands classified as prime agriculture.
2. The sphere of influence lines shall be a declaration of policy which shall be a primary guide to LAFCO in the decision on any proposal under its jurisdiction. Every determination made by the Commission shall be consistent with the spheres of influence of the agencies affected by those determinations.
3. Any proposal which is inconsistent with an agency's adopted sphere of influence shall not be approved until the Commission, at a noticed public hearing, has considered an amendment or revision to that agency's sphere of influence.
4. Inclusion within an agency's sphere of influence does not assure annexation to that agency. The Commission shall evaluate boundary change proposals as they relate to all of the relevant factors listed in the Cortese-Knox Local Government Reorganization Act of 1985 (Government Code Section 56841 et seq.).
5. When possible, a single larger general purpose agency, rather than a number of adjacent smaller ones, established for a given service in the same general area will be preferred. Where an area could be assigned to the sphere of influence of more than one agency providing a particular needed service, the following hierarchy shall apply dependent upon ability to serve.
 - a. Inclusion within a City sphere of influence.
 - b. Inclusion within a multi-purpose district sphere of influence.
 - c. Inclusion within a single-purpose district sphere of influence.

In deciding which of two or more equally ranked agencies shall include an area within its sphere of influence, LAFCO shall consider the agencies' service and financial capabilities, social and economic interdependence, topographic factors, and the effect that eventual service extension will have on adjacent agencies.

6. Duplication of authority to perform similar functions in the same territory will be avoided. Sphere of influence boundaries shall not create islands or corridors unless it can be demonstrated that the irregular boundaries represent the most logical and orderly service area of an agency.

7. The adopted sphere of influence shall reflect City and County General Plans, plans of regional agencies, growth management policies, annexation policies, resource management policies, and any other policies related to ultimate boundary or service area of an affected agency unless those plans or policies conflict with the legislative intent of the Cortese-Knox-Hertzberg Act of 2000 (Government Code Section 56000 et seq.).

Where inconsistencies between plans exist, LAFCO shall rely upon that plan which most closely follows the Legislature's directive to discourage urban sprawl, direct development away from prime agricultural land and open-space lands, and encourage the orderly formation and development of local governmental agencies based upon local conditions and circumstances.

8. Extension of urban type services promotes urban development and such development belongs in cities or areas of development concentration in the unincorporated area of Monterey County. In evaluating proposals involving urban development requiring an urban level of governmental services, the Commission will discourage the formation of new special districts or premature annexation of territory within existing city spheres of influence or logical expansion area. The Commission will discourage boundary change proposals involving urban development outside adopted city spheres of influence that have the potential to negatively impact prime agriculture or open space lands, public service capacity, existing local governmental agencies, or generally represents illogical growth patterns.
9. This Commission, in recognition of the mandated requirements for considering impacts on open space lands and agricultural lands, will develop and determine spheres of influence for Cities and urban service districts in such a manner as to promote the long-term preservation and protection of this County's "Resources." The Commission believes the public interest will be best served by considering "Resources" in a broad sense to include open space, recreational opportunities, wildlife, and agricultural land. Sphere of influence determinations must conform with the Commission's Agricultural Preservation Policy adopted in November, 1979.
10. The Commission recognizes the many inter-relationships and impacts which one agency's land use, planning, and governmental decisions may have on other agencies even though they may be outside of the "sphere of influence" of the secondary agency. Consequently, this Commission, when necessary, will seek to establish and identify Areas of Planning Concern for each city within the County. The "Planning Concern Area" will seek to identify those areas which in a broad sense affect the city in terms of planning and land use decisions. Such "Planning Concern Areas" will be established with the assistance and guidance of the affected cities and the County. The "Planning Concern Area" normally will extend beyond the adopted "sphere of influence" of the city. Once established, the Commission will solicit the cooperation and involvement of the affected cities and the County to jointly involve one another in planning decisions for these areas.

IV. PROCEDURAL GUIDELINES

1. LAFCO will designate a sphere of influence for each local agency representing the agency's probable physical boundary within a zero to twenty year period.

2. LAFCO shall consider the following factors in determining or amending an agency's sphere of influence:
 - a. Present and future need for agency services and the service levels specified for the subject area in applicable general plans, growth management plans, annexation policies, resource management plans, and any other plans or policies related to an agency's ultimate boundary and service area.
 - b. Capability of the local agency to provide essential and urban services, taking into account evidence of resource capacity sufficient to provide for internal needs and urban expansion.
 - c. The existence of agricultural preserves, agricultural lands and open space lands in the area and the effect that inclusion within a sphere of influence shall have on the physical and economic integrity of maintaining the land in non-urban use.
 - d. Present and future cost and adequacy of services anticipated to be extended within the sphere of influence.
 - e. Present and projected population growth, population densities, land uses, land area, ownership patterns, assessed valuations, and proximity to other populated area.
 - f. The agency's capital improvement or other plans that delineate planned facility expansions and the timing of that expansion.
 - g. Social or economic communities of interest in the area.
3. The Commission may establish an urban service area within an adopted sphere of influence to discourage urban sprawl and to promote compact growth patterns. Urban service areas consist of territory now served by urban facilities, utilities and services or proposed to be served within the next five years, and may include the following:
 - a. Urbanized Areas. This includes all existing areas, either incorporated or unincorporated, developed to urban densities.
 - b. Urban Expansion Areas. This consists of vacant land, either incorporated or unincorporated, which is capable of holding urban growth expected within the next five years.

The territory included within urban service areas will be considered by LAFCO to be eligible for annexation within five years. Consideration will be given to city and special district capability to provide needed services with related time schedules for planned expansion of services. Cities and special districts are encouraged to develop Capital Improvement Programs and other plans for the phased extension of services to assist LAFCO in determining logical urban service area boundaries.

4. The Commission may establish urban transition areas within adopted spheres of influence to discourage premature pressure for development. Transition areas consist of the residual lands between designated urban service areas and the ultimate sphere of influence boundary. This land will most likely be used for urban expansion within approximately five (5) to twenty (20) years. Territory included within urban transition areas, but not within urban service areas, generally will not be considered eligible for annexation to receive urban services within five years.
5. LAFCO may adopt a zero sphere of influence encompassing no territory for an agency. This occurs where LAFCO determines that the public service functions of the agency are either non-existent, no longer needed, or should be reallocated to some other agency of government.

The local agency which has been assigned a zero sphere of influence should ultimately be dissolved. Special districts that lie substantially within the boundary or sphere of influence of a general purpose government which is capable of assuming the public service responsibilities and functions of that special district may be allocated a zero sphere of influence designation.

6. Territory not in need of urban services, including open space, agriculture, recreational, rural lands or residential rural areas, shall not be assigned to an agency's sphere of influence unless the area's exclusion would impede the planned, orderly and efficient development of an area.
7. LAFCO may adopt a sphere of influence that excludes territory currently within that agency's boundaries. This occurs where LAFCO determines that the territory consists of agricultural lands, open space lands or agricultural preserves whose preservation would be jeopardized by inclusion within the agency's sphere of influence. Exclusion of these areas from an agency's sphere of influence indicates that detachment is appropriate.
8. Two or more local agencies providing the same service(s) may be allocated a consolidated sphere of influence to include the areas served by both agencies. This would be the case where LAFCO believes that the particular service(s) should be provided to the entire area by a single local agency.
9. LAFCO may establish future study areas outside of adopted spheres of influence. These areas indicate territory which may ultimately be appropriate for inclusion within an agency's sphere upon future study or modified conditions.
10. LAFCO shall adopt, amend or revise sphere of influence determinations following the procedural steps set forth in the Cortese-Knox-Hertzberg Act of 2000 (Government Code Section 56076 et seq.).
11. LAFCO shall review sphere of influence determinations not less than every five years. If a local agency or the County desires amendment or revision of an adopted sphere of influence, the local agency by resolution may file such a request with the Executive Officer. The request shall state the nature of the proposed amendment and the reasons

for the request, include a map of the proposed amendment, and contain additional data and information as may be required by the Executive Officer.

12. The Commission encourages any private individual desiring a revision of an adopted sphere of influence to request that the affected local agency initiate sphere reconsideration by resolution to promote consultation between the parties.
13. At least 30 days prior to submitting an application to the Commission for a determination of a new sphere of influence, or to update an existing sphere of influence for a city, representatives from the city shall meet with county representatives to discuss the proposed sphere, and its boundaries, and explore methods to reach agreement on the boundaries, development standards, and zoning requirements within the sphere to ensure that development within the sphere occurs in a manner that reflects the concerns of the affected city and is accomplished in a manner that promotes the logical and orderly development of areas within the sphere. If no agreement is reached between the city and county within 30 days, then the parties may, by mutual agreement, extend discussions for an additional period of 30 days. If an agreement is reached between the city and county regarding the boundaries, development standards, and zoning requirements within the proposed sphere, the agreement shall be forwarded to the Commission, and the Commission shall consider and adopt a sphere of influence for the city consistent with the policies adopted by the Commission pursuant to this section, and the Commission shall give great weight to the agreement in the Commission's final determination of the city sphere.
14. If the Commission's final determination is consistent with the agreement reached between the city and county pursuant to subdivision 13, the agreement shall be adopted by both the city and county after a noticed public hearing. Once the agreement has been adopted by the affected local agencies and their respective general plans reflect that agreement, then any development approved by the county within the sphere shall be consistent with the terms of that agreement.
15. If no agreement is reached pursuant to subdivision 13, the application may be submitted to the Commission and the Commission shall consider a sphere of influence for the city consistent with the policies adopted by the Commission pursuant to this section.
16. When adopting, amending, or updating a sphere of influence for a special district, the Commission shall do all of the following:
 - a. Require existing districts to file written statements with the Commission specifying the functions or classes of services provided by those districts.
 - b. Establish the nature, location, and extent of any functions or classes of services provided by existing districts.
17. In order to prepare and to update spheres of influence in accordance with Section 56425, the Commission shall conduct a service review of the municipal services provided in the county or other appropriate area designated by the Commission. The Commission shall include in the area designated for service review the county, the region, the subregion, or

any other geographic area as is appropriate for an analysis of the service or services to be reviewed, and shall prepare a written statement of its determinations with respect to each of the following:

- a. Infrastructure needs or deficiencies.
- b. Growth and population projections for the affected area.
- c. Financing constraints and opportunities.
- d. Cost avoidance opportunities.
- e. Opportunities for rate restructuring.
- f. Opportunities for shared facilities.
- g. Government structure options, including advantages and disadvantages of consolidation or reorganization of service providers.
- h. Evaluation of management efficiencies.
- i. Local accountability and governance.

18. In conducting a service review, the Commission shall comprehensively review all of the agencies that provide the identified service or services within the designated geographic area.

19. The Commission shall conduct a service review before, or in conjunction with, but no later than the time it is considering an action to establish a sphere of influence in accordance with Section 56425 or Section 56426.5 or to update a sphere of influence pursuant to Section 56425.

20. Individuals desiring LAFCO to initiate revision or amendment of an existing sphere of influence shall file a written request with the Executive Officer. The request shall state the nature of the proposed amendment and the reasons for the request, include a map of the proposed amendment area, and contain additional data and information as may be required by the Executive Officer.

21. The Executive Officer shall review each request for amendment, prepare a report and recommendation, and place the request on the agenda of the next meeting of the Commission for which notice can be given after determining conformance with the California Environmental Quality Act. Copies of the Executive Officer report shall be provided to the person(s) making the request, each affected local agency, and each person who has filed a request for a report.

22. Any local agency, county, or private individual making such a request shall reimburse the Commission for the actual and direct costs incurred by the Commission. The

Commission may waive such requirement if it finds that the request may be considered as part of its periodic review of spheres of influence.

23. The Monterey County Local Agency Formation Commission shall adopt, amend, or revise spheres of influence after a public hearing called and held for that purpose. At least 15 days prior to the date of any such hearing, the Executive Officer shall give mailed notice of the hearing to each affected local agency and the County, and to any interested party who has filed a written request for such notice with the Executive Officer. In addition, at least 15 days prior to the date of any such hearing, the Executive Officer shall cause notice of the hearing to be published in a newspaper of general circulation which is circulated within the territory affected by the sphere of influence proposed to be adopted or amended.

LAFCO may continue from time to time any sphere of influence hearing. At any sphere of influence hearing, LAFCO shall hear and consider oral or written testimony presented by any affected local agency, the County, or any interested person who wishes to appear.

24. On the date and time set for hearing and provided in the notice, the Commission may, without further notice, consider the amendments to a sphere of influence or set a future date for the hearing on the request.
25. For annexations and Sphere of Influence applications, Monterey County LAFCO shall consider as part of its decision whether the proposal mitigates its regional traffic impacts by, for example, monetary contribution to a regional transportation improvement fund as established by the Transportation Agency of Monterey County or otherwise.
26. For annexations and Sphere of Influence applications, Monterey County LAFCO shall consider as part of its decision whether the city in which the annexation or Sphere of Influence amendment is proposed has included certain goals, policies, and objectives into its General Plan that encourages mixed uses, mixed densities, and development patterns that will result in increased efficiency of land use, and that encourages and provides planned, well-ordered, efficient urban development patterns.

Revised October 23, 2006



MONTEREY BAY

Unified Air Pollution Control District
serving Monterey, San Benito, and Santa Cruz counties

AIR POLLUTION CONTROL OFFICER
Douglas Quetin

24580 Silver Cloud Court • Monterey, California 93940 • 831/647-9411 • FAX 831/647-8501

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Santa Cruz County Cities

George Worthy
South Monterey County Cities

May 29, 2008

Mr. Courtney Grossman
City of Salinas
Division of Community Planning and Development
Development and Engineering Services Dept.
65 West Alisal Street
Salinas, CA 93901

Sent Electronically to:
courtg@ci.salinascity.org
Original Sent by First Class Mail.

SUBJECT: SALINAS AG-INDUSTRIAL PARK - NOP

Dear Mr. Grossman:

The Air District's concerns include emissions of fugitive dust and diesel exhaust from heavy-duty engines during construction, emissions from direct and indirect operational sources, permits for stationary sources and portable equipment, and consistency with the 2008 Air Quality Management Plan that is scheduled for adoption by the Air Board in June; which are reflected in the comments that follow.

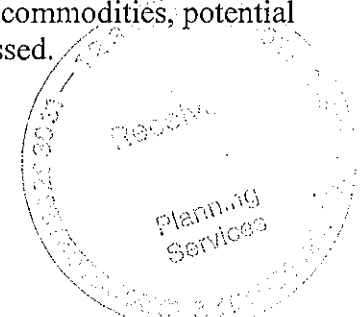
Program-Level EIR for Specific Plan / Project EIR for First Project ("Lot F")

The Project Description specifies that a program-level EIR will be prepared for the Ag-Industrial Park, with more detailed analysis of the first user (Page 4 of Notice of Preparation). The Program EIR should provide sufficient description and analysis of "program-level issues" to allow subsequent projects to tier off the program-level EIR.

Operational Emissions: VOC and NOx

Direct and indirect source emissions (VOC and NOx) from all proposed operational activities should be quantified and assessed. URBEMIS 2002 Version 8.7 for the North Central Coast (Monterey Bay Region) should be used to estimate emissions.

As discussed at the early consultation meeting with District staff, the existing environment likely includes fugitive dust from agricultural tilling, vehicular travel on unpaved roads, emissions from ag pumps and mobile equipment, pesticides, as well as traffic that might be redistributed as a result of implementation of the Specific Plan and the first proposed project. This baseline should be described and analyzed against the proposed project. If the Specific Plan would accommodate projects that would preserve agricultural commodities, potential emissions of ammonia from refrigeration facilities should be addressed.



PM₁₀ Emissions

If emissions would exceed 82 lb/day, the project would have a significant impact on air quality. However, PM₁₀ modeling could be undertaken to verify or dispute this finding per the District's CEQA Air Quality Guidelines.

Diesel Health Risk Assessment

This should reflect the impacts associated with the diesel equipment to be used in the various stages of the project, and should include a discussion of how emissions were determined (including horsepower and load factors).

Chronic Cancer Risk

Given the phasing of the Ag-Industrial Park, each stage of the project should include a description and health risk assessment of the direct and indirect sources of diesel emissions, including diesel truck trips. A map showing cancer risk isopleths should be included with the analysis.

In addition to diesel trucks, other sources of emissions may result from project operations, including:

- Stationary sources of power generation such as boilers, engines, turbines;
- Gasoline dispensing operations;
- Diesel engine repair shops;
- Stainless steel welding operations; and
- Painting operations.

If these operations become part of the build-out of the Specific Plan, associated acute, chronic and cumulative impacts should be assessed.

Acute Risk from Acrolein Emissions

In addition to the cancer risk, the acute hazard index associated with acrolein emissions from diesel trucks should be determined. The diesel truck emissions should be determined as the trucks 1) travel through the area (a) onsite and (b) to Highway 101; and 2) idle (a) onsite and (b) while waiting to enter sites.

Anti-Idling Regulation

Please see Title 13, California Code of Regulations, Section 2485 regarding idling of commercial vehicles, which follows:

California Code of Regulations

Title 13. § 2485. Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling (a) Purpose. The purpose of this airborne toxic control measure is to reduce public exposure to diesel particulate matter and other air contaminants by limiting the idling of diesel-fueled commercial motor vehicles. (b) Applicability. This section applies to diesel-fueled commercial motor vehicles that operate in the State of California with gross vehicular weight ratings of greater than 10,000 pounds that are or must be licensed for operation on highways. This specifically includes: (1) California-based vehicles; and (2) Non-California-based vehicles. (c) Requirements. On or after February 1, 2005, the driver of any vehicle subject to this section: (1) shall not idle the vehicle's primary diesel engine for greater

than 5.0 minutes at any location, except as noted in Subsection (d); and (2) shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d).

Construction Emissions of Volatile Organic Compounds and NOx

VOC and NOx emissions need not be quantified for "typical" construction activity. Staff should be consulted regarding potential construction equipment to be used on the project.

Construction Impacts: Dust and Diesel Exhaust

Fugitive Dust

Given the Air Basin's non-attainment status for PM₁₀, the District suggests that the County consider the following measures to adequately address the impacts of fugitive dust:

- ◆ Water graded / excavated areas at least twice daily. Frequency should be based on the type of operations, soil and wind exposure.
- ◆ Prohibit all grading activities during periods of high wind (over 15 mph)
- ◆ Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days)
- ◆ Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations, and hydro-seed area.
- ◆ Haul trucks shall maintain at least 2'0" of freeboard.
- ◆ Cover all trucks hauling dirt, sand, or loose materials.
- ◆ Plant vegetative ground cover in disturbed areas as soon as possible.
- ◆ Cover inactive storage piles.
- ◆ Install wheel washers at the entrance to construction sites for all exiting trucks.

Diesel Exhaust

David Craft of the District's Engineering Division will contact you to discuss the diesel equipment to be used in the project. If mitigation appears necessary, he will discuss suggested measures with you.

Carbon Monoxide "Hotspots"

If a project or cumulative traffic would cause LOS to decline from D or better to E or F, dispersion modeling should be undertaken to determine if carbon monoxide.

Odors, Nuisances and Sensitive Receptors

If the project would revise land use designations that might result in development of odors or nuisances in adjacent land uses, the Draft EIR should include an assessment of those impacts. District Rule 402, Nuisances, should be reviewed for applicable requirements.

Climate Change / AB 32 Requirements

Please note that during the period that the EIR would be prepared, the District plans to propose a new chapter to its CEQA Air Quality Guidelines, which would establish a methodology to address the impacts of development projects on climate

change. (The City of Salinas has addressed the impacts of future growth on climate change in its Future Growth Area DSEIR.)

Air District Permits

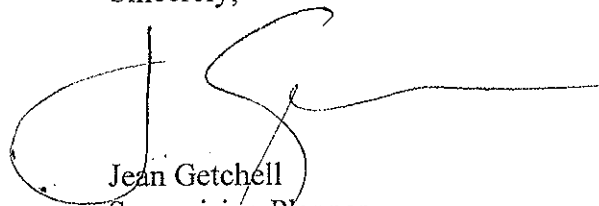
Permits to Construct and Permits to Operate are required for all stationary sources subject to the District's permitting authority. Based on the Project Description, potential sources include:

Painting Operations
Cogeneration Units
Commercial Boilers
Vehicle Fueling Operations (gasoline)
Solvent Cleaning Operations
Process Heaters/Dryers
Fermentation Operations

Source List. Page 33 of Initial Study.

"F1" in the Source List, CEQA Air Quality Guidelines, dated June 2004" was updated in April 2008.

Sincerely,

A handwritten signature in black ink, appearing to be 'JG', with a long horizontal flourish extending to the right.

Jean Getchell
Supervising Planner
Planning and Air Monitoring Division

MONTEREY COUNTY

RESOURCE MANAGEMENT AGENCY

PLANNING DEPARTMENT, Mike Novo, Director

168 W. ALISAL ST., 2ND FLOOR
SALINAS, CA 93901

(831) 755-5025
FAX (831) 757-9516

June 4, 2008

Courtney Grossman, Planning Manager
Community Planning and Development
City of Salinas
65 W. Alisal Street
Salinas, CA 93901



SUBJECT: Notice of Preparation, Salinas Ag-Industrial Business Park (PD080528)

Dear Mr. Grossman:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the proposed Salinas Ag-Industrial Business Park. In the future, please provide the notice to my attention and I will get it distributed to our county land use departments.

We are providing several comments for consideration in addressing the potential environmental effects of the proposed project:

1. The NOP states that this is a Program EIR. Will additional environmental review be conducted to allow development of the project site? It is important for us to understand whether more detailed, site specific, environmental documents will be prepared later or if this document will allow actual construction on the site and for needed infrastructure improvements.
2. In addition to providing a consistency analysis with local plans, please analyze consistency of the project, and any required mitigation measures, with the Greater Salinas Area Memorandum of Understanding dated August 2006.
3. The project needs to be designed to provide well-defined agricultural buffers as set forth in Section 21.66.030.F.2 of the County Zoning Ordinance (Title 21) and as found at the following website:

<http://www.co.monterey.ca.us/planning/docs/ordinances/Title21/21.66.030%20Agricultural%20Uses.htm>

4. The EIR should analyze the project's potential effects on 1) the loss of farmland identified by the State Department of Conservation as prime land, 2) the continued viability of surrounding agricultural land and land uses as a result of the construction of the project, and 3) Williamson Act contracts in the area. In addition, compatibility between uses proposed by the project and surrounding

agricultural uses needs to be analyzed to disclose whether conflicts or significant environmental effects will occur.

5. We have reviewed the project list you provided to our Public Works Department for analyzing cumulative projects. For the list of cumulative projects to be analyzed in this document, please consider adding the following projects:

Rogge Commons (east of the city limits)
Butterfly Village (north of the city limits)
Nestech (Boronda area)
Laguna Seca Villas (Laguna Seca Office Park)

We have attached the project description for each of these projects, except Butterfly Village. That description will be sent to you early next week.

6. The EIR should include a preliminary drainage analysis that includes calculations certifying there will be adequate stormwater detention facilities to limit the 100-year post development runoff rate to the 10-year pre-development rate. The drainage analysis should include a discussion of potential impacts to existing drainage facilities including the Reclamation Ditch. The EIR should also include a drainage plan showing the existing and proposed primary drainage facilities.
7. The EIR should analyze potential impacts to county road facilities from the potential release of hazardous materials from transportation, storage, or upset conditions.
8. The EIR should describe the likely areas where employees would reside, and identify the commute patterns and related impacts of travel to and from this site. Adequate mitigation should be identified for potential significant impacts.
9. County Public Works appreciates the opportunity to participate with the City in the preparation of the traffic study for the Salinas Ag-Industrial Business Park / UniKool project, and looks forward to continued coordination with the City. The County acknowledges the City's objectives of seeking additional facilities for the local agricultural industry. In achieving these goals, attention must be paid to providing the improvements to existing roadways and new roadway facilities necessary for access between the project site and the surrounding regions, and to ensure acceptable service levels on the local and regional circulation systems that would serve our communities.

The EIR/Traffic Study should address the project's impacts on all county, regional, and city roadways. The geographic area covered in the scope of the traffic study should be of sufficient size to adequately identify all of the project's impacts. Because existing County roadway facilities appear to be access routes for the proposed planning area, and given the size of the project area, both geographically and in terms of traffic generation, attention should be paid to the effect this growth will have on the County roadway system, and particularly those roads in the vicinity of the project site. Impacts to the City and County roadway systems must be determined, and any mitigation measures warranted by these impacts must be identified to ensure sufficient street networks with acceptable levels of service are available to serve the community. County Public Works has already

been included in several meetings with the City and the applicant in developing the scope for the traffic analysis, and welcomes continued participation with the City.

10. A thorough pavement condition analysis and corresponding mitigation measures need to be included in the EIR, should the project generate a significant amount of heavy truck traffic on County roads, i.e. increases in the Traffic Index (TI).
11. The report should address the needs and benefits of providing pedestrian/bicycle facilities. The project should also strive to provide carpool/vanpool and other alternative modes of transportation that will reduce the peak demand on roadways in the project area.
12. The EIR should address the direct impacts to trash disposal and recycling facilities and providers, and the impacts related to those increased operations. The project should be analyzed for "green" (sustainable) design components and mitigation measures should consider "green" options. The alternatives analysis should include a project design using sustainable construction materials and methods.

In addition to considering our comments on the NOP, please ensure that the project application is submitted through the Airport Land Use Commission process, if applicable.

Should you have any questions, please call me at 755-5192 or email me at novom@co.monterey.ca.us.

Sincerely,



Mike Novo

cc: Monterey County Public Works Department
Monterey County Water Resources Agency
Monterey County Agricultural Commissioner
Monterey County Environmental Health
Local Agency Formation Commission



Regional Transportation Planning Agency • Congestion Management Planning
Local Transportation Commission • Monterey County Service Authority for Freeways & Expressways



June 5, 2008

Mr. Courtney Grossman
Planning Manager
Community Planning and Development
City of Salinas
65 West Alisal Street
Salinas, California 93901

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Salinas Ag-Industrial Business Park Project

Dear Mr. Grossman:

The Transportation Agency for Monterey County is the Regional Transportation Planning Agency and Congestion Management Agency for Monterey County. Transportation Agency staff has reviewed the proposed Notice of Preparation of a Draft Environmental Impact Report for the Salinas Ag-Industrial Business Park Project.

The project involves the subdivision of 257 acres located south of Abbott Street and west of Harris Road to create six parcels for use in agricultural processing, manufacturing, agricultural support, and related commercial, retail, and office businesses, including an extension of Burton Avenue and Dayton Street. Transportation Agency staff appreciates the City's and project development team's prior coordination and discussion of this project early in the process and offers the following comments for your consideration:

Regional Road & Highway Impacts

1. With the project developing support facilities that will service agriculture-related activities in the Salinas Valley, it can be expected that the development will act as a regional draw, particularly for truck traffic, via Highway 101, State Route 156, State Route 68, and State Route 183. The traffic study for the draft Environmental Impact Report should fully consider the impacts this project will have on the aforementioned regional facilities at both site-specific and cumulative levels (including the proposed Fresh Express expansion project in the development scenarios), with special consideration given to the impacts from truck traffic. In addition to the listed study points, the traffic study should also include an analysis of the project impacts to the proposed US-101/Harris Road interchange and existing US-101/Airport Boulevard interchange, with feasible site-specific and cumulative mitigation measures identified for all impacts.

2. The Transportation Agency supports fair-share payments of the City of Salinas' comprehensive Traffic Impact Fee as contribution to mitigation for project-specific impacts to local streets and roads. Cumulative impacts will also need to be mitigated, which can be accomplished through a contribution to our agency's regional development impact fee program. Our agency is in the process of seeking approval from our member jurisdictions to implement regional fees, and the City of Salinas has indicated its support for the program. The Transportation Agency is expecting, adoption status of the fee program notwithstanding, that this project will mitigate its cumulative impacts through the regional fee program. Payment of the regional development impact fee is supported by Caltrans and allows new development to adequately mitigate cumulative impacts to state highways and regional roads while remaining California Environmental Quality Act-compliant. The document should indicate that payment of the regional development impact fees is the preferred mitigation measure for cumulative transportation impacts.
3. The traffic analysis for the draft Environmental Impact Report should include information on existing traffic volumes within the study area, especially for those roadway segments and intersections on state highways and principal arterials. This information should be based upon recent traffic counts (no more than two years old). The existing level of service for each roadway segment and intersection should also be calculated and included in the draft document.
4. When complete, the Transportation Agency requests that a copy of the traffic study for this project be provided to our agency for review along with the draft Environmental Impact Report.

Pedestrian, Bicycle, & Transit Travel

5. The Transportation Agency supports accommodation of alternative forms of transportation (rail, bus transit, bicycle and pedestrian transportation), both through the design of transportation facilities, and through the design and orientation of land uses. The Transportation Agency supports projects that seek to maintain and promote non-automotive travel within the community by providing adequate bicycle and pedestrian facilities, connecting sidewalks to surrounding developments, and ensuring sufficient right-of-way for bike lanes. With the amount of truck traffic that can be expected from this development, special consideration should be given to employees, visitors, and passers-by utilizing bicycle and pedestrian routes for access and safety:
 - a) Our agency requests that existing bicycle and pedestrian facilities, proposed facilities, and facilities that the project applicant will construct be interconnected, particularly to the existing Class II and III bike lanes on Abbott Street, Harkins Road and Hansen Street/Schilling Place as well as the proposed facility on Airport Boulevard. Also, the document should address the need for new roadways to be designed to accommodate bicycles with adequate pavement for bike travel, with specific dimensions clearly identified, particularly along major arterials.
 - b) The environmental review and development planning should place a premium on safe and accessible pedestrian access to the site from intersections and crosswalks, sidewalks, and bicycle facilities. Our agency recommends that proper striping be

included for all pedestrian crosswalks to clearly identify areas of pedestrian travel and ensure safe transitions for vehicles and pedestrians. Consideration should be given to the inclusion of intelligent crosswalks, which provide flashing notification lights when a pedestrian enters the crosswalk to increase visibility and alert drivers of their presence. The project site should also be designed with sidewalks that connect to external facilities, provide access to transit stops, and do not include the use of cul-de-sacs without a cut-through for pedestrian travel.

- c) A map depicting both existing and planned bicycle and pedestrian facilities (specifically how planned facilities will link to existing facilities in surrounding areas) with the type of facility (lane, path, or route) and cross-sections should be provided in the draft document. The map should also indicate the location of bicycle racks and lockers and our agency encourages the inclusion of adequate lighting at those locations for safety. The Transportation Agency also encourages the project developer to apply for our Bicycle Protection Program, which provides grant funding for bicycle parking facilities (racks and lockers) for local businesses, governments, and school districts.
6. Monterey-Salinas Transit is in discussion with the South County cities of Gonzales, Soledad, Greenfield, and King City on the possibility of assuming transit service in these areas. Our agency recommends that the development work closely with Monterey-Salinas Transit to ensure that the development will provide adequate access to any planned transit routes as well as to the routes that currently exist for Lines 21, 23, and 29. In addition, Monterey-Salinas Transit's *Designing for Transit* Guideline Manual should be used as a resource for accommodating any future transit access to the project site.

Thank you for the opportunity to review this document. If you have any questions, please contact Michael Zeller of my staff at (831) 775-0903.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Hale", with a horizontal line extending to the right.

Debra L. Hale
Executive Director

CC: Dave Murray, California Department of Transportation (Caltrans) District 5
Ron Lundquist, Monterey County Department of Public Works
Carl Sedoryk, Monterey-Salinas Transit
Nicholas Papadakis, AMBAG
Douglas Quetin, Monterey Bay Unified Air Pollution Control District

