

SALINAS PLANNING COMMISSION

Staff Report

City of Salinas
Community Development
Department
65 West Alisal Street
Salinas, CA 93901
(831) 758-7206
(831) 758-7215 fax

Director:
Megan Hunter

Planning Manager:
Courtney Grossman

Planning Commission:

Matt Nohr, Chairperson
George Anzo
Richard Giffin
Brad Griffin
Jyl Lutes, Vice-Chairperson
John Meeks
Matthew Ottone

Planning Manager Approval



Agenda Item

ID# 18-145

DATE: March 21, 2018
TO: Planning Commission
FROM: Courtney Grossman, Planning Manager
BY: Jill Miller, Senior Planner
SUBJECT: STUDY SESSION REGARDING THE SALINAS TRAVEL CENTER PROJECT

RECOMMENDATION

Receive staff presentation. No action is required at this time.

BACKGROUND

This is the third Planning Commission study session on the Salinas Travel Center Project. At the study session on October 18, 2017, a power point presentation provided an overview of the project and progress as of that date. At the study session on January 17, 2018, staff briefed the Commission on each of the project components. The purpose of this study session is to provide an overview and update on the environmental review process.

The applicant, represented by Michael Harrington, has applied for a general plan amendment (GPA), specific plan (SP), pre-zoning (RZ), and annexation (A). An environmental impact report (EIR) is being prepared for the project. The project also includes applications for a parcel map (RS) and site plan review (SPR), which would be subject to a separate administrative review process.

On October 20, 2016, a Notice of Preparation (NOP) was distributed in accordance with Section 15082 of the California Environmental Quality Act (CEQA) Guidelines. At the study session held January 17, 2018, the Planning Commission requested that the NOP comments received to date be provided (see Attachment 2).

On February 20, 2018, the DEIR was circulated for a 45-day public review period, and the Notice of Completion (NOC) and Notice of Availability (NOA) prepared in accordance with Section 15087 of the CEQA Guidelines. The Draft Specific Plan was also distributed as Appendix B of the DEIR in accordance with California Government Code Section 65453.

PROJECT DESCRIPTION

The proposed project includes applications for Annexation, Prezoning/Rezoning, Specific Plan, General Plan Amendment, Parcel Map, and Site Plan Review approvals. The annexation applies to the entire 64-acre site located at Highway 101 and De La Torre, just south of the existing city limits (see Attachment 1), of which a total of 30 acres are within Caltrans and City roadway rights-of-way. A parcel map approval request is proposed to sub-divide the project into four parcels. A specific plan has been prepared to guide development of the entire project site. A travel center is proposed on one parcel of 13.86 acres, which includes a convenience store with an attached branded fast-food restaurant, automobile and truck fueling stations, and a mechanic's facility with a total of 20,349 square feet of building area. A 79-room hotel is proposed on a 2.19-acre parcel with 50,371 square feet of building area. There is no planned development for the third and fourth parcels at this time. Maximum building potential for the 17.93 acres within these two parcels is 390,110 square feet based on the FAR for the General Industrial land use designation. The proposed General Plan amendment is required to change the existing General Plan land use designation for the 2.19-acre hotel site from General Industrial to Retail. The existing Industrial land use designation for the remaining three parcels would remain unchanged. The prezoning/rezoning request is to establish City zoning that is consistent with the proposed/existing land use designations. The separate site plan review for the travel center and hotel would be considered by the City upon approval of the other entitlements and upon Monterey County Local Agency Formation Commission approval of the annexation.

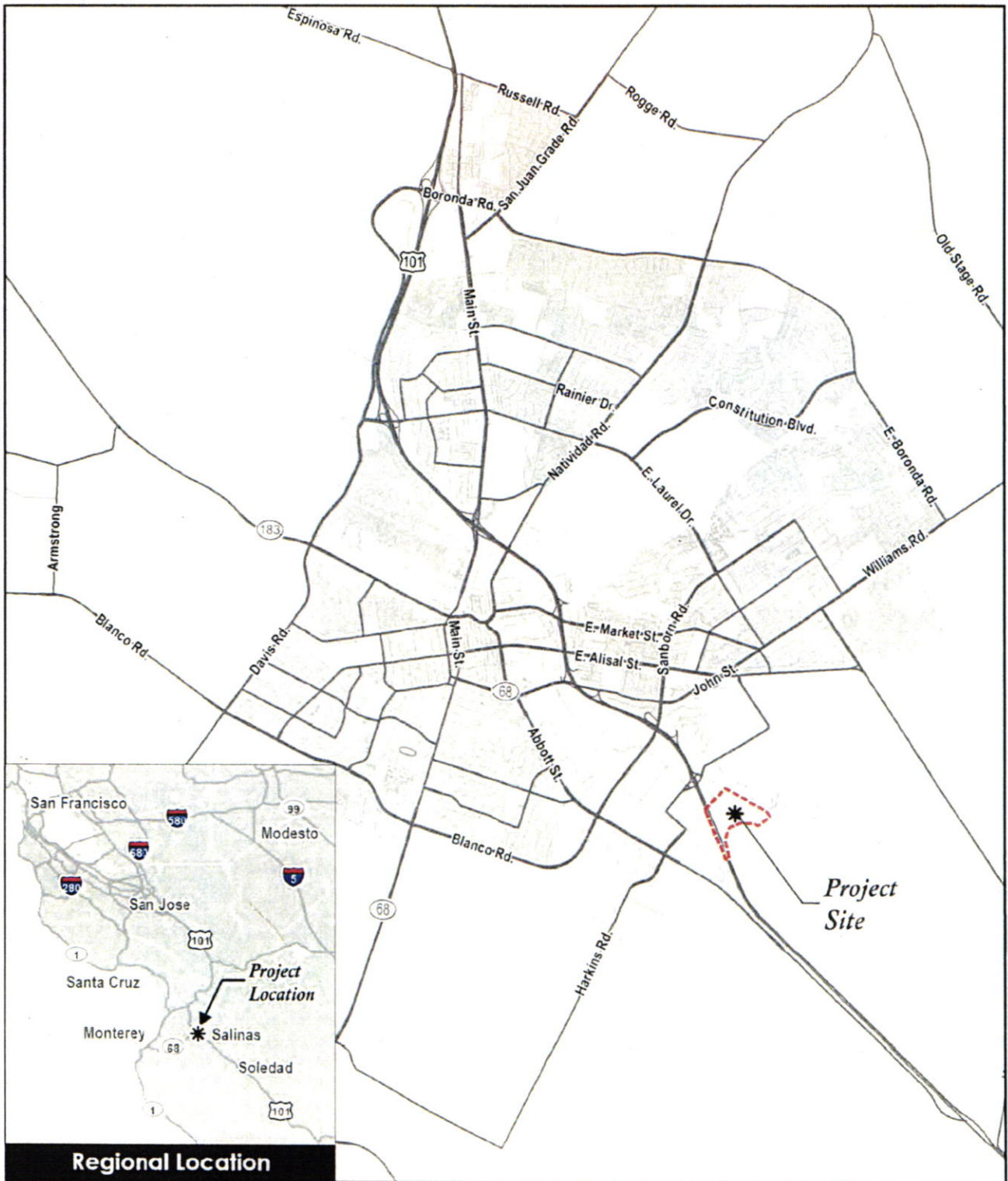
DRAFT ENVIRONMENTAL IMPACT REPORT

The areas of potential environmental effects analyzed in the DEIR include aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gases, hazards and hazardous materials, hydrology and water quality, noise, police and fire services, transportation, waste water and water supply. The appendices referenced include: Appendix A, Notice of Preparation and Responses, Appendix B, Draft Salinas Travel Center Specific Plan, Appendix C, Air Quality and Greenhouse Gas Emissions Assessment, Appendix D, Focused Congdon's Tarplant Survey, Appendix E, Geotechnical Engineering Report and Phase 1 Environmental Site Assessment, Appendix F, Environmental Noise Assessment, Appendix G, Traffic Impact Analysis, and Appendix H, LAFCO Policy Consistency Analysis.

COURTNEY GROSSMAN
Planning Manager

BY: 
Jill Miller
Senior Planner

- Attachments:
- Attachment 1: Project site vicinity maps
 - Attachment 2: Comments received to date in response to NOP, including:
 - a) Letter from Department of Transportation dated, October 31, 2016
 - b) Letter from Ag Land Trust dated, November 4, 2016
 - c) Letter from Ohlone/Coastanoan-Esselen Nation dated, November 9, 2016
 - d) Letter from Local Agency Formation Commission of Monterey County dated, November 18, 2016
 - e) Letter from Transportation Agency for Monterey County dated, November 18, 2016
 - f) Letter from Monterey County Resource Management Agency dated, November 21, 2016



Source: Esri 2015

Figure 1

Location Map

Salinas Travel Stop NOP



0 1 mile



Annexation Area

Salinas City Limits





Source: City of Salinas 2007, Esri 2015

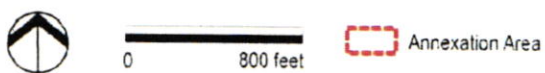


Figure 2
Project Site Boundary
 Salinas Travel Stop NOP

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



Serious drought
Help save water!

October 31, 2016

MON-101-85.62
SCH# 2016101058

Jill Miller
City of Salinas Planning Department
65 West Alisal Street
Salinas, CA 93901

COMMENTS TO SALINAS TRAVEL STOP NOTICE OF PREPARATION

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the above referenced project and offers the following comments.

1. Caltrans supports local planning efforts that are 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.
2. The environmental document should include an analysis of the multimodal travel demand expected from the proposed project. This analysis should also identify potentially significant adverse impacts from such demands and the subsequent mitigation measures to address them. Early collaboration, such as sharing the analysis and findings with Caltrans prior to official circulation, can lead to better outcomes for all stakeholders.
3. Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals.
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.
5. The traffic study should include information on existing 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 data available.

6. At any time during the environmental review and approval process, Caltrans 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].
7. Any work within the State right-of-way will require an encroachment permit issued from Caltrans. Detailed information such as complete drawings, biological and cultural resource findings, hydraulic calculations, environmental reports, traffic study, etc., may need to be submitted as part of the encroachment permit process.

Specific Comment of Note:

Because of the potential adverse impacts of this project, particular attention in the traffic study needs to be given to the interchanges on Highway 101 at Airport Boulevard. This would include but limited to an operational analysis of the on- and off-ramps of both north and southbound directions, acceleration/deceleration, merging, weaving, mainline queuing, etc.

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
john.olejnik@dot.ca.gov

cc: Orchid Monroy (D5)
Grant Leonard (TAMC)



RECEIVED

NOV 10 2016

COMMUNITY DEVELOPMENT
DEPARTMENT

www.AgLandTrust.org
Location: 1263 Padre Drive | Salinas, CA
Mail Address: P.O. Box 1731 | Salinas, CA 93902
Tel.: 831.422.5868

Jill Miller
Associate Planner
65 West Alisal Street
Salinas, CA 93901

November 4, 2016

Project: Salinas Travel Stop

Dear Ms. Miller,

On behalf of the Ag Land Trust, I am writing to you to express the Ag Land Trust's recommendation for the mitigation of converting prime agricultural lands to non-agriculture uses.

Understandably, there are situations where it is necessary to convert prime farmland to non-agriculture uses that support the agriculture industry and when that is done there needs to be mitigation to offset the loss of the prime farmland. The proposed Salinas Travel Stop is one of those situations.

The Ag Land Trust recommends that the mitigation be on the basis of a 2:1 ratio, where the protected land be two acres for each acre that has a prior history of agricultural production use and is proposed to be converted to non-agriculture production use.

The Ag Land Trust is a non-profit 501 (c)(3) corporation that has the mission of protecting agricultural lands for the benefit of the public and the agricultural industry in Monterey County and is willing be an assistant in locating and preserving prime farmland mitigation property for this project.

Sincerely,

Sherwood Darington
Managing Director

The Ag Land Trust is a 501 (c)(3) non profit organization.
Donations are welcome and tax deductible.

Ohlone/Costanoan-Esselen Nation



*Previously acknowledged as
The San Carlos Band of
Mission Indians
The Monterey Band
And also known as
O.C.E.N. or Esselen Nation
P.O. Box 1301
Monterey, CA 93942*

www.ohlonecostanoanesselenation.org

November 9, 2016

Jill Miller
Associate Planner
65 West Alisal Street
Salinas, CA 93901

Re: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the proposed Salinas Travel Stop.

Saleki Atsa,

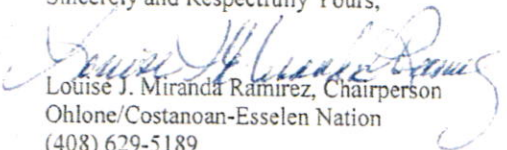
Ohlone/Costanoan-Esselen Nation is an historically documented previously recognized tribe. OCEN is the legal tribal government representative for over 600 enrolled members of Esselen, Carmeleno, Monterey Band, Rumsen, Chalon, Soledad Mission, San Carlos Mission and/or Costanoan Mission Indian descent of Monterey County. Though other indigenous people may have lived in the area, the area is the indigenous homeland of our people. Included with this letter please find a territorial map by Taylor 1856; Levy 1973; and Milliken 1990, indentifying Tribal areas.

Ohlone/Costanoan-Esselen Nation objects to all excavation in known cultural lands, even when they are described as previously disturbed though (Archaeological, farming, building, etc.) and of no significant archaeological value. Please be advised that it is our first priority that our ancestor's remains be protected and undisturbed. We desire that all sacred burial items be left with our ancestors on site or as culturally determined by OCEN. We request that all cultural items be returned to Ohlone/Costanoan-Esselen Nation. We ask for the respect that is afforded all of our current day deceased, by no other word these burial sites are cemeteries, respect for our ancestors as you would expect respect for your deceased family members in today's cemeteries. **Our definition of respect is no disturbance.**

OCEN's Tribal leadership desires to be provided with archaeological reports/surveys, including subsurface testing, and presence/absence testing. OCEN request to be included in mitigation and recovery programs, reburial of any of our ancestral remains, placement of all cultural items, and that a Native American Monitor of Ohlone/Costanoan-Esselen Nation, approved by the OCEN Tribal Council be used within our aboriginal territory.

We request consultation on projects affecting our aboriginal homelands, which include all ground disturbance. We look forward to hearing more information about this project; please feel free to contact me at (408) 629-5189. Nimasianexelpasaleki. Thank you for your attention to this matter.

Sincerely and Respectfully Yours,


Louise J. Miranda Ramirez, Chairperson
Ohlone/Costanoan-Esselen Nation
(408) 629-5189

Cc: OCEN Tribal Council

Distribution of Ohlone/Costanoan-Esselen Nation Tribal Rancherias, Districts, Landgrants and Historic Landmarks

OCEAN DIRECT LINEAL DESCENT

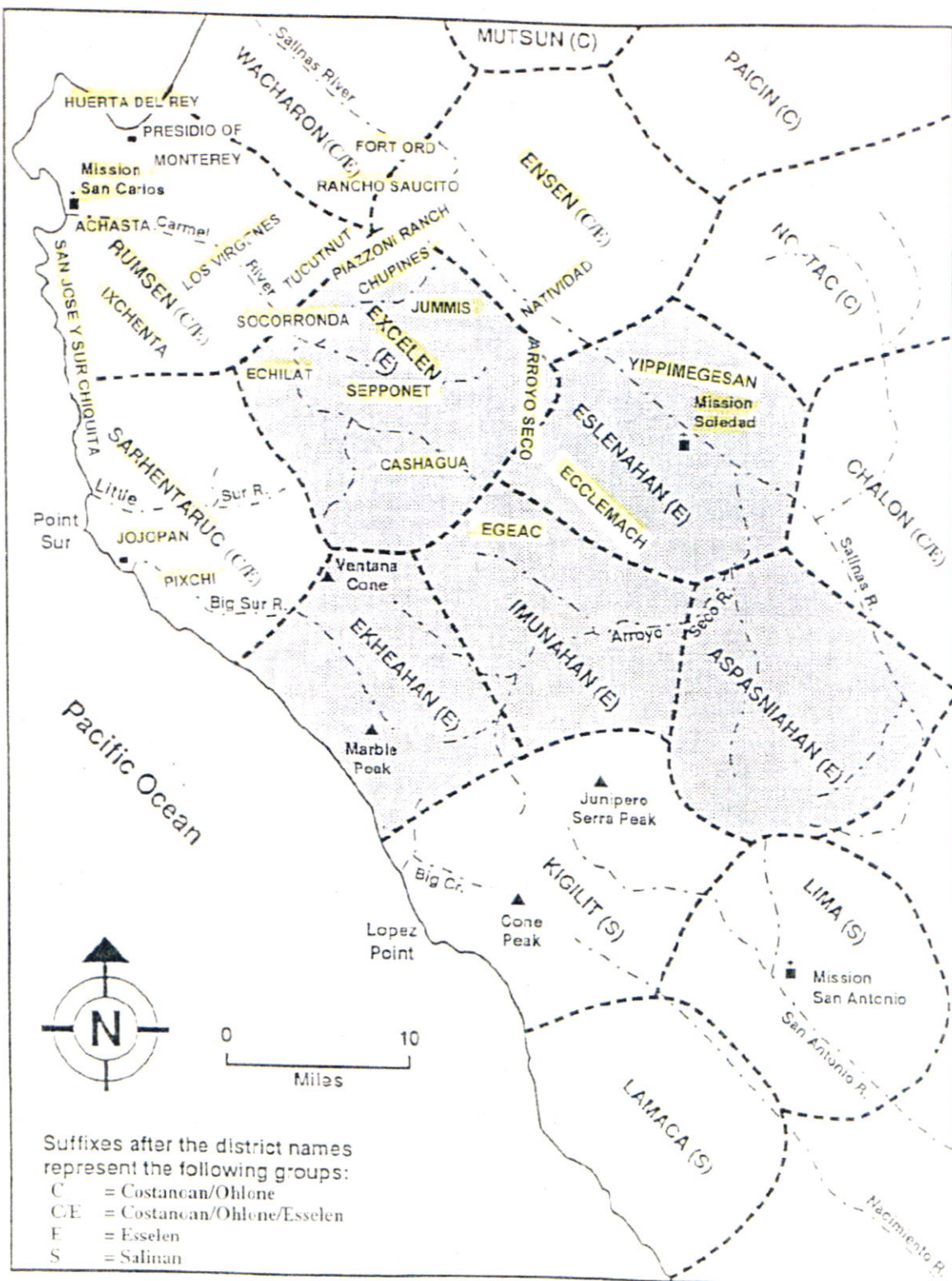


Figure 2:

Map after Taylor 1856, Levy 1973, Hester 1978, Milliken 1990



EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM

301 Lighthouse Avenue Suite C Monterey California 93940
Tel 831-649-1799 Fax 831-649-8399 www.emcplanning.com

To: Local Agency/Organization
From: Ron Sissem, Principal Planner
Cc: Courtney Grossman, Planning Manager
Jill Miller, Associate Planner
Community Development Department
City of Salinas
Project: Salinas Travel Stop
Date: October 20, 2016

Re: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for
the Proposed Salinas Travel Stop

This Notice of Preparation is being sent to you via U.S.P.S. Certified Mail.

The City of Salinas (City) would like to know the views of your agency/organization as to the scope and content of the environmental information that is relevant to your agency's/organizations statutory responsibilities or interests in connection with the proposed project.

Due to the time limits mandated by state law, your response must be sent within thirty (30) days, or no later than November 21, 2016. All written public and agency comments should be directed to the City of Salinas Community Development Department, c/o Jill Miller, Associate Planner, 65 West Alisal Street, Salinas, California, 93901. Please include the name of a contact person for your agency, if applicable. A scoping meeting will also be held per Public Resources Code Section 21083.9 to solicit input from local and state agencies on the scope of the EIR. The date, time, and location for the meeting are shown below. Questions about the NOP and project should be directed to Jill Miller, Associate Planner, at the same address and phone number. This NOP can also be found on the City of Salinas website at: <http://www.cityofsalinas.org/our-city-services/community-development/documents-public-review>.

TRANSMITTAL



NOTICE OF PREPARATION

DATE: October 20, 2016

TO: Responsible and Interested Agencies

FROM: City of Salinas

SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the proposed Salinas Travel Stop.

The City of Salinas (City) would like 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 Salinas Travel Stop project. Your agency may need to use the EIR when considering agency actions in connection with the project.

The 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, water supply and quality, air quality, noise generation, biological resources, cultural resources, hazardous materials, aesthetics, geology and soils, storm drainage, and public services. The City's final determination of environmental issues to be addressed in the EIR will consider input received in response to this NOP and to input provided at an EIR scoping meeting.

An initial study has not been prepared for the proposed project.

Due to the time limits mandated by state law, your response must be sent within thirty (30) days, or no later than November 21, 2016 at 5 p.m. All written public and agency comments should be directed to the City of Salinas Community Development Department, c/o Jill Miller, Associate Planner, 65 West Alisal Street, Salinas, California, 93901. Please include the name of a contact person for your agency, if applicable. A scoping meeting will also be held per Public Resources Code Section 21083.9 to solicit input from local and state agencies on the scope of the EIR. The date, time, and location for the meeting are shown below. Questions about the NOP should be directed to Jill Miller, Associate Planner, at the same address and phone number listed below. This NOP can be found on the City of Salinas' website at: <http://www.cityofsalinas.org/our-city-services/community-development/documents-public-review>.

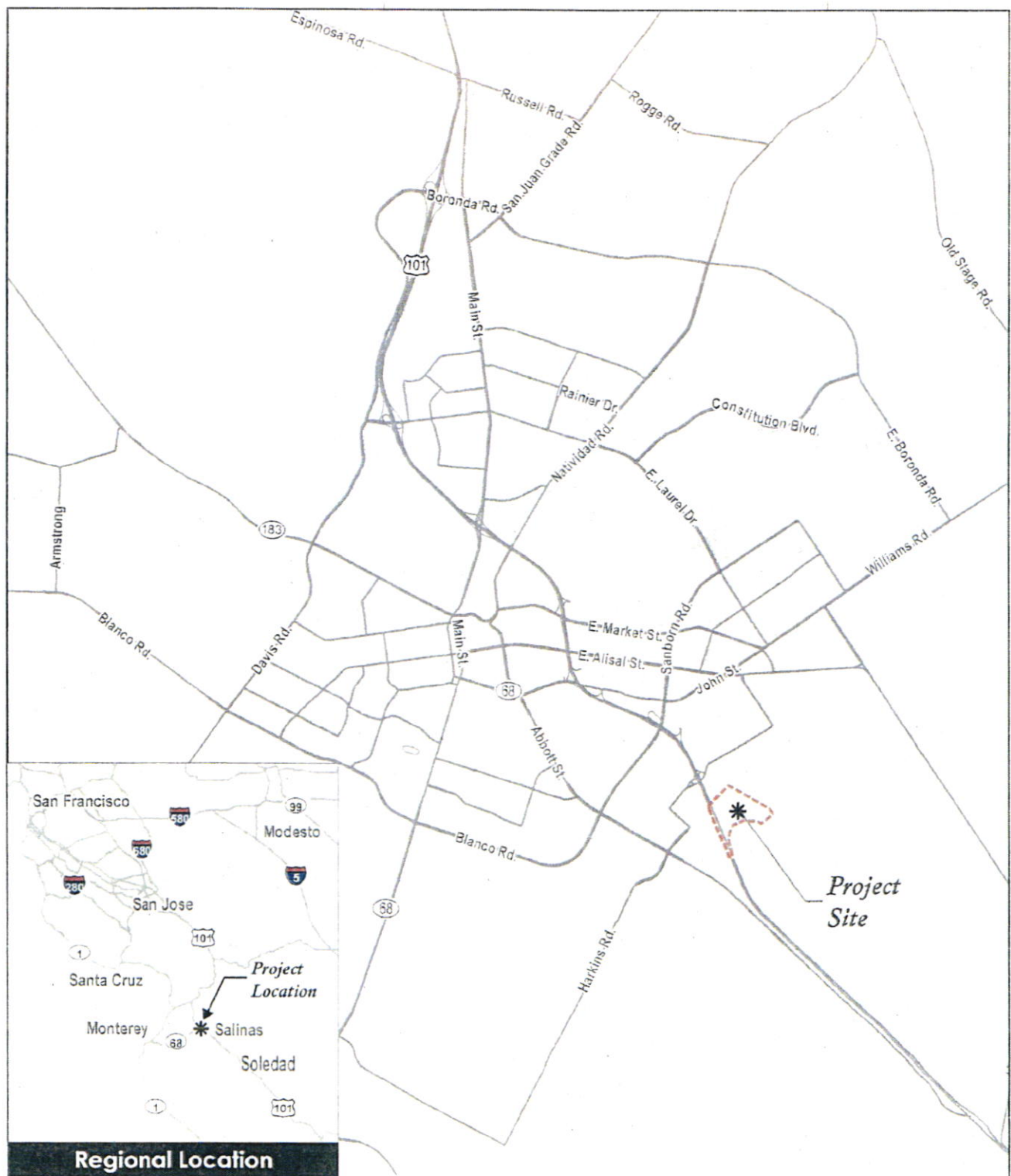
Figure 2, Project Site Boundary, shows the annexation area boundary as well as existing on-site and off-site land use conditions. The current City General Plan designation for the annexation area is General Industrial. The annexation area is a part of a larger 278-acre parcel identified as Assessor's Parcel Number is 177-131-011.

The annexation area includes approximately 30-acres that are within State of California Department of Transportation (U.S. Highway 101 Ramp 326A) and City public streets rights-of-way. The proposed parcel map would create four parcels as shown in Figure 3, Parcel Map. As required by the City, a Specific Plan must be prepared to identify proposed land uses, design guidelines, infrastructure requirements, and development standards. A draft Specific Plan has been submitted to the City consistent with this requirement. The Specific Plan reflects that the applicant proposes specific development projects for Parcels 1 and 2 as illustrated in the proposed site plan shown in Figure 4, Travel Stop Site Plan. A 94-room hotel with associated pool area and parking is proposed on the 2.43-acre Parcel 1. Proposed development on the 13.61-acre Parcel 2 includes a convenience store with an attached branded fast-food restaurant, automobile and truck fueling stations, and a mechanic's building. The proposed uses on Parcels 1 and 2 constitute the travel stop components of development currently proposed for the annexation area.

The proposed General Plan Amendment is required to change the existing General Plan land use designation for Parcel 1 from General Industrial to Retail to enable development of the hotel. The existing General Plan land use designation for Parcels 2, 3, and 4 would remain General Industrial. The Prezoning/Rezoning request is to establish City zoning for the project site that is consistent with the proposed/existing land use designations.

There is no planned development for Parcels 3 and 4 at this time. For these parcels, the maximum potential buildout based on the General Industrial land use designation, which allows a floor to area ratio of 0.5, will be assumed for purposes of CEQA review. Based on the combined 17.93 acres of the two parcels, a maximum of approximately 390,510 square feet of building development could be possible. Total anticipated building development capacity for the proposed project is summarized in Table 1, Proposed/Potential Building Capacity.

The Site Plan Review application pertains to the travel stop components of the proposed project on Parcels 1 and 2. Future development proposed on Parcels 3 and 4 would be subject to additional discretionary review and CEQA review once related applications are submitted. The proposed annexation will be subject to Monterey County Local Agency Formation Commission approval.



0 1 mile

Annexation Area

Salinas City Limits

Source: Esri 2015

E M C

Figure 1
Location Map
Salinas Travel Stop NOP



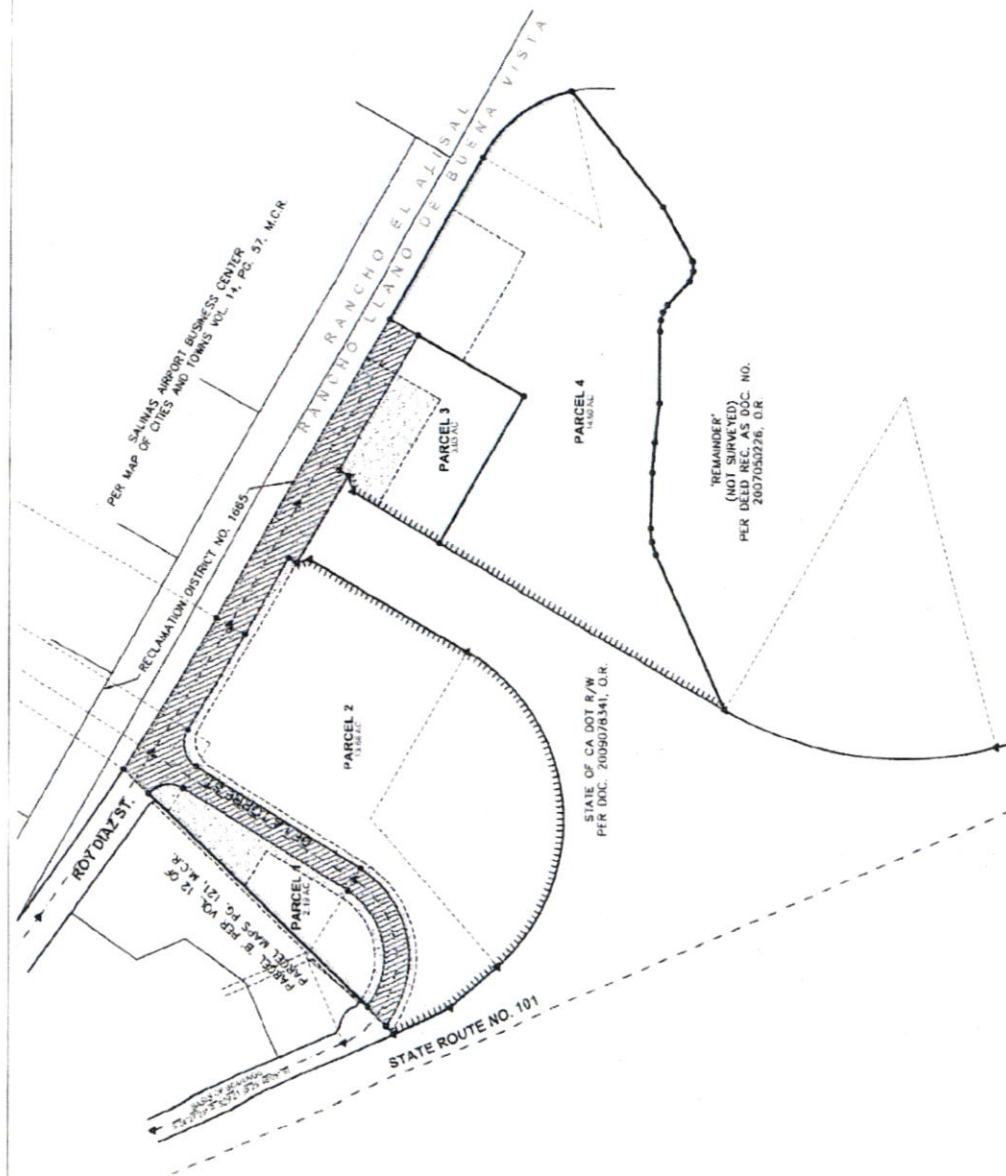
0 800 feet

Annexation Area

Source: City of Salinas 2007, Esri 2015



Figure 2
Project Site Boundary
Salinas Travel Stop NOP



FIELD LINE INDICATES PROPERTY BOUNDARIES
BOUNDARIES FOUND AND ACCEPTED AS SHOWN
ON MAP OF CHIES AND TOWNS VOL. 1, PG. 37, M.C.R.
RECORD DATA PER DOCUMENT NO. 2008078341
OF OFFICIAL RECORDS, OR CALCULATED THEREFROM
RECORD DATA PER PARCEL MAP REG. IN VOL. 12 OF PARCEL MAPS PG. 121 M.C.R.

INDICATES WARNING OF DIRECT ACCESS RIGHTS
PER DOCUMENT NO. 2008078341, OF OFFICIAL RECORDS
PARCEL 1 MAPS PG. 121 M.C.R.
TO BE ABANDONED PER THIS MAP
RIGHT OF WAY IN FEE TO THE CITY OF SALINAS
PER THIS MAP
ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF



0 250 feet

E M C

Source: Lane Engineers, Inc.

Figure 3
Parcel Map
Salinas Travel Stop NOP



SCOPE OF ENVIRONMENTAL EFFECTS TO BE ANALYZED

The City has determined that an EIR will be prepared to evaluate the direct and indirect physical impacts resulting from developing the proposed travel stop on Parcels 1 and 2, and up to 390,510 square feet of new building capacity within Parcels 3 and 4. Environmental effects will be evaluated commensurate with the level of detail available as described in CEQA Guidelines Section 15126.2.

The types of potential environmental effects and scope of analysis associated with buildout of the annexation area are summarized below.

Aesthetics

The annexation area is not within the viewshed from an eligible or officially designated scenic highway. However, the annexation area is highly visible from U.S. Highway 101 and is located at the southern entrance into the City of Salinas. Analysis of visual impacts will; therefore, be an important component of the EIR. The City's gateway policies and other Community Design Element policies will be considered in this context as will the applicant's proposed landscaping and screening approach for specific development on Parcels 1 and 2.

Agricultural Resources

The annexation area includes Important Farmland including Prime Farmland and Farmland of Statewide Importance. The General Plan EIR already considered loss of Important Farmland as a significant unavoidable impact, to which development of the annexation area will contribute. The City adopted findings of overriding consideration for this impact. This section of the EIR will define the agricultural quality of the annexation area and identify impacts and mitigation measures in light of the General Plan EIR and the City's farmland preservation program.

Air Quality

This section of the EIR will include an air quality analysis using the Monterey Bay Unified Air Pollution Control District's methodology and thresholds for evaluating air quality impacts. Specific attention will be paid to local concentrations of air emissions generated by idling trucks and vehicles and from fugitive fuel emissions at the proposed truck stop. Illingworth & Rodkin will prepare an analysis of potential air quality impacts of the project, which will be used as the basis of the impact analysis to be included in the EIR.

Hydrology and Water Quality

This section of the EIR will address flooding, drainage patterns and systems, water quality, and the consistency of proposed and future proposed development with the City's Storm Water Development standards and NPDES requirements. The change in groundwater demand that would be generated by future development of the annexation area will also be addressed, based on projected water demand from proposed development on Parcels 1 and 2 and projected building development capacity on Parcels 3 and 4.

Land Use

The EIR will not include a separate land use section. Rather, consistency of the proposed project with General Plan policies will be evaluated within each environmental topic section of the EIR. In addition, project consistency with LAFCO annexation policies will be addressed in the EIR such that the EIR will suffice as the CEQA documentation for LAFCO's consideration of the annexation request. As the annexation area is also located in the Salinas Municipal Airport Area of Influence and Airport Overlay District, analysis will be provided regarding project consistency with policies and standards for compatibility with airport operations. This analysis will be included in the relevant sections of the EIR (e.g. Hazards and Noise).

Noise

This section of the EIR will address construction noise/vibration, traffic noise, and potential stationary noise sources associated with buildout of the annexation area. Impacts will be evaluated in the context of General Plan noise and land use compatibility policies and standards. Illingworth & Rodkin will prepare a noise impact analysis. Potential project impacts on adjacent land uses, and exposure of proposed uses to existing noise sources including vehicle traffic noise on U.S. Highway 101 will be assessed.

Public Services and Utilities

This section of the EIR will address the adequacy of public services such as fire and police protection and schools to serve the proposed annexation area, as well as the adequacy/logical extension of utility infrastructure (water, sewer, storm drainage). The analysis will be partially based on the applicant's plan for services to be submitted as part of the LAFCO annexation application.

Project Title

Salinas Travel Stop

Project Applicant

Michael Harrington
Brian Finegan & Michael J. Harrington, LLP
60 West Alisal Street
Post Office Box 2058
Salinas, California 93902

Contact for Sending Responses

Jill Miller, Associate Planner
Community Development Department
City of Salinas
65 West Alisal Street
Salinas, California 93901
Fax: (831) 775-4258
Telephone: (831) 758-7387
Email: courtg@ci.salinas.ca.us

Scoping Meeting

Thursday, November 17, 2016 at 2:00 p.m.
City of Salinas Permit Center
2nd Floor, Large Conference Room
65 W. Alisal Street
Salinas, California 93901

PROJECT DESCRIPTION

The City has received applications for an Annexation, Rezoning/Rezoning, Specific Plan, General Plan Amendment, Parcel Map, and Site Plan Review for a proposed project planned at the south end of the City. The Salinas Travel Stop project includes annexation of an approximately 64-acre area (annexation area) located west of the intersection of De La Torre Street and De La Torre Circle adjacent to the existing city limit and within the Sphere of Influence, as displayed in Figure 1, Project Location.

Table 1 Proposed/Potential Building Capacity

| Parcel No. | Planned/Future End Use | Parcel Size (acres) ¹ | Building Capacity (square feet) |
|------------|---|-------------------------------------|------------------------------------|
| Parcel 1 | Hotel | 2.43 | 66,780 (Proposed) |
| Parcel 2 | Fueling Stations, Convenience Store/Fast Food, Mechanic Building | 13.61 | 18,351 (Proposed) |
| Parcel 3 | Industrial - To be determined | 3.30 | 65,990 (Potential) |
| Parcel 4 | Industrial - To be determined | 14.90 | 324,520 (Potential) |

Source: EMC Planning Group 2016

Note: ¹The approximately 30-acre balance of the approximately 64-acre site is comprised of Caltrans and City roadway rights-of-way.

Parcels 1 and 2 were historically in agricultural use, but are now fallow, with agricultural production having ceased in 2012 with Caltrans' construction of the U.S. Highway 101 Ramp 326A. Parcels 3 and 4 are currently in agricultural production with row crops. There are no structures within the annexation area.

Biological Resources

This section of the EIR will include discussion of existing biological resources within the annexation area, potential impacts to special-status species, impacts to riparian habitat or other sensitive natural communities if any, impacts to federally-protected wetlands, impacts to wildlife movement, and conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Cultural Resources

Potential to cause damage to pre-historic, historic, and paleontological resources within the annexation area are possible to the extent that such resources are or may be present. An evaluation of existing resources and potential for resources to occur will be conducted. This section of the EIR will address the potential for impacts to pre-historic, historic, and paleontological resources.

Geology and Soils

This section of the EIR will address potential impacts on new development related to earthquake faults, seismic ground shaking, ground failure, landslides, soil erosion, and expansive soils. The analysis will be based on the General Plan EIR and a geotechnical analysis that has been conducted by the applicant.

Greenhouse Gas Emissions

This section of the EIR will include a greenhouse gas emissions analysis using the Monterey Bay Unified Air Pollution Control District's direction for evaluating greenhouse gas emissions impacts. Emissions will be modeled using the California Emissions Estimator Model. Illingworth & Rodkin will prepare an analysis of potential greenhouse gas emission impacts of the project, which will be used as the basis of the impact analysis.

Hazards and Hazardous Materials

This section of the EIR will address any known hazardous materials within the annexation area that are included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. Potential hazardous materials use associated with the historic use of the site for agricultural production will be addressed. This section will also focus on the potential for new development to create risks to public health and safety from the use, storage and transport of hazardous materials.

Transportation/Traffic

This section of the EIR will address annexation area buildout impacts on the multimodal transportation system including roadways/vehicle transportation, pedestrian facilities, bikeways, public transit, vehicular transportation, parking, and goods movement. A detailed traffic impact analysis will be prepared by Hexagon Transportation Consultants, which will be used as the basis of the impact analysis in the EIR. The City's traffic model will be used as the basis to assess impacts on the circulation network.

Energy Demand

This section of the EIR will address anticipated energy consumption from the proposed project, as well as proposed or otherwise mandated energy conservation measures to be included in future development.

Cumulative Impacts

The cumulative effects of buildout of the project site, combined with other relevant plans and programs, will be analyzed in this section of the EIR. Issues to be addressed in this section include mobility and transportation, air quality, greenhouse gas emissions, energy, water supply, biological resources, solid waste, and wastewater.

Growth Inducement

In accordance with CEQA Guidelines section 15126.2(d) the EIR will include a discussion of the growth-inducing impacts of the proposed project.

Alternatives

In accordance with CEQA Guidelines section 15126.6, the EIR will include analysis of a reasonable range of alternatives to the proposed project, or to its location, which could feasibly attain most of the basic objectives of specific proposed development but would avoid or substantially lessen any of the significant effects of specific proposed development. An evaluation of the comparative merits of the alternatives will be presented.

LAFCO *of Monterey County*

LOCAL AGENCY FORMATION COMMISSION OF MONTEREY COUNTY

2016

Commissioners

Chair

*Joe Gunter
City Member*

Vice Chair

*John Phillips
County Member*

*Fernando Armenta
County Member, Alternate*

*Matt Gourley
Public Member, Alternate*

*Maria Orozco
City Member, Alternate*

*Warren E. Poitras
Special District Member*

*Ralph Rubio
City Member*

*Simón Salinas
County Member*

*Steve Snodgrass
Special District Member
Alternate*

*Graig R. Stephens
Special District Member*

Counsel

*Leslie J. Girard
General Counsel*

Staff

*Kate McKenna, AICP
Executive Officer*

*132 W. Gabilan Street, #102
Salinas, CA 93901*

*P. O. Box 1369
Salinas, CA 93902*

*Voice: 831-754-5838
Fax: 831-754-5831*

www.monterey.lafco.ca.gov

November 18, 2016

Jill Miller, Associate Planner
City of Salinas Community Development Department
65 West Alisal Street, Salinas, CA 93901

**RE: Notice of Preparation of a Draft Program Environmental Impact
Report (EIR) for the Proposed Salinas Travel Stop**

Dear Ms. Miller:

Thank you for this opportunity to comment on the Notice of Preparation of a draft EIR for the Salinas Travel Stop project. The project proposes a variety of commercial and industrial land uses on a presently unincorporated site adjacent to current city limits. The project location is within the city's existing LAFCO-designated Sphere of Influence.

LAFCO appreciates the early outreach and consultation that the City and its consultants have provided on this project, beginning in July of this year and continuing with the current Notice. Under the California Environmental Quality Act, LAFCO is a Responsible Agency for this proposal, and will have regulatory authority for future applications for annexation of the site, as the project description in the Notice anticipates. It is in this role that LAFCO will be commenting on the project's future EIR.

Development of the project would include conversion of approximately fifteen acres of designated Prime Farmland to urban uses. State LAFCO law provides that "Among the purposes of a [LAFCO] are discouraging urban sprawl [and] preserving open-space and prime agricultural lands."

Accordingly, LAFCO of Monterey County has adopted local policies that address impacts to, and preservation of, agricultural lands. The full text of LAFCO's policies is available on LAFCO's web site: <http://www.monterey.lafco.ca.gov>. Part E of LAFCO's policies specifically addresses agricultural lands and states, in part: "A Proposal must discuss how it balances the state interest in the preservation of open space and prime agricultural lands against the need for orderly development."

In order to comply with LAFCO's adopted policies, the project's EIR should include a specific preservation/mitigation proposal to offset the project's impacts to agricultural lands. Such a proposal would most commonly consist of working with a land trust and the County of Monterey to place permanent conservation easements on other agricultural lands in the vicinity. Pursuant to item 4 of the adopted 2006 City-County Greater Salinas Area Memorandum of Understanding, the City should consider asking for the County's input as to what would be an appropriate solution for addressing this project's impacts to agricultural lands.

The EIR should also evaluate whether agricultural buffers are warranted along the southern boundary (adjoining agricultural lands to remain), based on the site's specific circumstances. Please see LAFCO policies Part E, referenced above, for general guidance. It would also be advisable to consult with staff in the County Agricultural Commissioner's office regarding this topic.

The EIR should include a discussion as to the likely commencement of construction for all parcels within the project, potentially phased. Per LAFCO policies and practice, annexation into a city is appropriate for lands that are anticipated to begin development within approximately five years.

LAFCO will look forward to reviewing the project's draft EIR when it becomes available. Thank you again for this opportunity to comment on this proposal. Please continue to keep us informed throughout your process. I would be happy to meet with City staff and consultants for more detailed discussions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kate McKenna", with a stylized flourish at the end.

Kate McKenna, AICP
Executive Officer



November 18, 2016

Jill Miller
Associate Planner
City of Salinas
65 West Alisal Street
Salinas, CA, 93901

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COMMUNITY DEVELOPMENT
DEPARTMENT

SUBJECT: Notice of Preparation for the Proposed Salinas Travel Stop

Dear Ms. Miller:

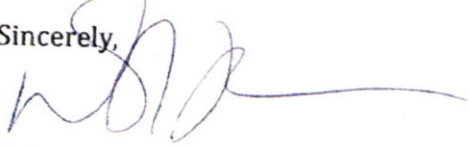
The Transportation Agency for Monterey County is the Regional Transportation Planning Agency for Monterey County. Agency staff has reviewed the Notice of Preparation for the proposed Salinas Travel Stop and offers the following comments:

1. The Transportation Agency agrees with and supports the comments provided by Caltrans in their comment letter submitted October 31, 2016.
2. The environmental document should include a discussion of the project's requirements to pay the City of Salinas' traffic impact fees, and the Transportation Agency for Monterey County's Regional Development Impact Fee as mitigation for the project's local and regional impacts.
3. An initial concern relates to ensuring that traffic from the development does not disrupt the exiting traffic pattern using the Highway 101 ramps. In particular, access to and from the development driveways should not result in conflicts with traffic entering and exiting Highway 101.
4. As part of the smart growth and multimodal analysis, the study should evaluate sidewalk and bike access to nearby uses, as well as the inclusion of bike storage for employees.
5. The study should include an analysis of including preferred parking spaces for carpools, alternative fuel vehicles, and electric vehicle charging stations. In particular, the addition of new buildings near the highway provides the perfect opportunity install electric vehicle charging stations as part of the construction. Installing charging stations will increase the area's electric vehicle charging station network, encourage electric vehicle travel through the region, and reduce greenhouse gas emissions.

November 18, 2016

Thank you for the opportunity to comment on the proposed project. If you have any questions, please contact Grant Leonard of my staff at 831-775-0903.

Sincerely,

A handwritten signature in blue ink, appearing to read 'DLH', with a long horizontal flourish extending to the right.

Debra L. Hale
Executive Director

Cc:
John Olejnik
Associate Transportation Planner
Caltrans District 5

MONTEREY COUNTY

RESOURCE MANAGEMENT AGENCY

Carl P. Holm, AICP, Director

Building Services / Environmental Services / Planning Services / Public Works & Facilities
168 W. Alisal Street, 2nd Floor
Salinas, California 93901
(831)755-4800
www.co.monterey.ca.us/rma



November 21, 2016

Jill Miller
Community Development Dept.
City of Salinas, CA 93901

Subject: NOP for Draft EIR for the Proposed Salinas Travel Shop

Dear Ms. Miller,

Thank you for the opportunity to comment on the NOP for the Proposed Salinas Travel Shop. The County land use departments have reviewed the NOP and have the following comments:

RMA – Planning

1. It does not appear that the proposed annexation is addressed in the Greater Salinas Area Memorandum of Understanding (MOU). The MOU should be amended to address the annexation.
2. The project would be adjacent to existing farmland. The project should incorporate agricultural buffers consistent with Policy AG-1.2 in the 2010 General Plan.
3. The EIR should include mitigation for the loss of farmland consistent with Policy AG-1.12 in the 2010 General Plan.

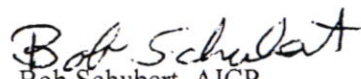
RMA-Public Works

Currently a segment of De La Torre Street and De La Torre Circle are County Roads. These roadway segments are maintained by the City of Salinas. Since these roadways will serve as access to the proposed project they will need to be annexed to the City of Salinas as well.

Health Department

See attached memorandum dated November 17, 2016.

Sincerely,


Bob Schubert, AICP
Senior Planner

REF160065, Salinas Travel Stop
Notice of Preparation for DEIR
Comments from Monterey County Health Department
Planning Evaluation & Policy Unit

November 17, 2016

The Planning, Evaluation, and Policy (PEP) unit appreciates the opportunity to provide input on local population health and wellbeing considerations for the development process of the proposed Salinas Travel Stop. Minimizing negative impacts and capitalizing on positive opportunities can both contribute to improved health for the community and users of the facility. PEP encourages the applicant to incorporate into the project's construction design considerations to:

- Reduce psychological impacts from noise
- Minimize impacts to outdoor air quality
- Maximize availability of common space which may promote worker health
- Provide for walkability in the design of the project
- Provide access to healthy food choices.

The planned site evaluations should assess the impacts for several specific populations (vulnerable populations) possibly impacted by the proposal. These populations include: several hotels <1000' away, the nearest permanent housing about 2000' away, many existing businesses <1500', and lastly the community of workers/patrons for the proposed facility, who face difficult workplace challenges that leave them especially vulnerable to many chronic diseases. In particular, site evaluators should consider:

Air Quality: The Environmental Impact Review (EIR) Assessment in its consideration of air quality impacts should specifically address the impacts on the vulnerable groups described above and, in particular, impacts on residents and workers near the proposed development.

Noise: The planned EIR in its consideration of noise should address noise impacts on permanent residents and workers near the proposed development. Specifically, the issue of unmuffled compression brakes (Jake brakes) should be addressed. The addition of a high daily volume of exiting trucks could create a large increase in this noise exposure for those working and living nearby.

Built Environment Considerations for Promoting Driver Health: Many chronic diseases are endemic among truck drivers but improving the health of the truck driving community is hampered by a lack of opportunity to choose healthy alternatives: this has been described by NIOSH and others. Research at the University of California, San Diego describes the challenges drivers face in combatting a largely sedentary lifestyle, characterizing many trucking worksites as "active-living deserts". Major trucking companies such as Melton Trucking in Tulsa Oklahoma are realizing that the continued health of their workforce makes good business sense. Attention to healthy design in new facilities can promote driver health. As maintaining health becomes important to a growing number of drivers and the industry as a whole, facilities with these attributes may become more desirable destinations for drivers on regular

routes. To that end, PEP encourages the facility to add elements that provide opportunities for drivers to get exercise during their stop. A perimeter walking path with workout stations may be one such opportunity. Such an active living feature would allow drivers to incorporate exercise into their planned stops. Design elements that promote general walkability and connection to nearby facilities and walking opportunities would also be beneficial.

Please contact Dr. Krista Hanni, (831) 755-4586, to learn more about these and other strategies for promoting healthy worksites and a healthy built environment.