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CITY OF GREENFIELD

"SOUTH END" ANNEXATION PROJECT

FINAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2005121035

Prepared for:

CITY OF GREENFIELD
599 EL CAMINO
GREENFIELD, CA 93927

Prepared by:

Michael Baker

INTERNATIONAL

60 GARDEN COURT, SUITE 230
MONTEREY, CA 93940

SEPTEMBER 2016

South End Annexation Project

City of Greenfield

Response to Comments on the Draft South End Annexation Supplemental Environmental Impact Report (DSEIR)

Introduction

As prescribed by State CEQA Guidelines Sections 15088 and 15132, the lead agency, the City of Greenfield, is required to evaluate comments on environmental issues received from persons who have reviewed the Draft SEIR and to prepare written responses to those comments. This document, together with the DSEIR (incorporated by reference in accordance with State CEQA Guidelines Section 15150), will comprise the Final Supplemental Environmental Impact Report (FSEIR) for this project. Pursuant to the requirements of CEQA, the City of Greenfield must certify the FSEIR as complete and adequate prior to approval of the project.

The South End Annexation DSEIR was circulated for public review from July 22, 2016, through September 5, 2016. The City of Greenfield received four letters or pieces of correspondence (attached) following the public review period. Letters were received from:

- Ohlone/Costanoan-Esselen Nation (Louise J. Miranda Ramirez, Chairperson)
- California Department of Transportation (Jillian Morales, Transportation Planner, District 5)
- Transportation Agency for Monterey County (Debra Hale, Executive Director, TAMC)
- Monterey County Sheriff's Office (Donna Galletti, via County of Monterey RMA – Planning)

Response to Comments

A summary of the comments and the City's responses are provided below.

Ohlone/Costanoan-Esselen Nation

The Ohlone/Costanoan-Esselen Nation (OCEN) objects to all excavation in known cultural lands, even when they are described as previously disturbed and of no significant archaeological value. OCEN's Tribal leadership requests to be provided with archaeological reports/surveys, including subsurface testing and presence/absence testing. OCEN requests to be included in any mitigation and recovery programs.

City Response

A cultural resources study was prepared for the 2006 DEIR (PMC, *Cultural and Paleontological Resources Section for the South End EIR*, January 2006). That programmatic analysis relied primarily on records searches and archival research from existing data sources. The EIR recognized that future project development could result in potentially significant impacts and included mitigation measures in the event that resources are encountered during construction.

In recognition of heightened sensitivity regarding cultural lands and recent legislation designed to enhance collaboration and consultation between local government and recognized tribes, the City of Greenfield has added the following requirement to the project as a condition of approval:

COA-25: Prior to grading or ground disturbance for any individual (non-agriculture) project within the annexation area, the applicant will prepare a site-specific archaeological report to supplement the 2006 research findings. The report will be provided to the City of Greenfield. The applicant will also provide the report and initiate consultation with OCEN representatives to discuss any specific recommendations made by the report.

Caltrans District 5

Caltrans' comments are summarized as follows: Caltrans supports local development and works with local jurisdictions on the transportation system; any development within the state right-of-way will require an encroachment permit; and any new development or intensification of land uses may impact the US 101 and Espinosa Road interchange, which may require significant improvements at the time of construction. Adequate setbacks for interchange improvements should be provided.

City Response

The City of Greenfield appreciates District 5's continued collaboration and coordination with the City and local project proponents regarding the shared vision of land use and transportation in south Greenfield. Mitigation measures included in the certified DSEIR are designed to respond to triggers to operational thresholds to local and state facilities, including the US 101/Espinosa Road interchange. Because this large land use program will not be constructed at one time, the City will continue to work with Caltrans regarding the optimal configuration and timing of future interchange improvements.

Transportation Agency for Monterey County (TAMC)

TAMC's comments are summarized as follows: TAMC supports regional and local impact fees as mitigation for transportation impacts; TAMC supports Caltrans' comments that significant improvements will be required for the US 101/Espinosa Road interchange over time and that coordination is required for planning the design of such improvements; the SEIR identifies an unavoidable impact to the US 101 mainline between Thorne Road and Oak Avenue; TAMC encourages the City to consider bicycle and pedestrian connectivity as a part of final circulation plans; and TAMC supports the use of roundabouts for intersection control.

City Response

Local and regional impacts fees are required by the City as mitigation for the project's impacts.

See response to Caltrans District 5 regarding coordinating improvements relative to the US 101/Espinosa Road interchange. The City also encourages coordination with Caltrans to develop improvement plans that meet local and regional circulation and design goals.

Regarding mainline US 101 impacts, the volumes of traffic predicted in the 2006 EIR assumed substantial growth within the city and a much more intensive development scenario than currently envisioned for the South End annexation area. Although impacts are anticipated to be less severe than originally predicted, the EIR nonetheless considers the possibility that operations could be constrained on US 101 in the future, as identified in the City's General Plan. The City will continue to collaborate with Caltrans for any project or planned improvement that affects the highway system.

Circulation plans and requirements in Greenfield west of US 101 include provisions for bicycle and pedestrian connections, particularly between the new (Scheid) residential subdivision and Greenfield High School. Crossing the highway will occur at existing bridge facilities. As land uses are predominantly highway commercial and heavy industrial east of the highway, the design and inclusion of bicycle and pedestrian facilities in this area must consider safety and predicted effectiveness during the design process. However, Greenfield's General Plan Circulation Element includes policies supportive of enhanced bicycle and pedestrian facilities. These measures are reflected in Mitigation Measures 3.11-7a and -7b, as well as 3.11-9a and -9b.

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.ohlonecostanoanesselelnation.org

August 16, 2016

Mic Steinmann
Community Services Director
City of Greenfield
599 El Camino
Greenfield, CA 93927

Re: Notice of Availability (NOA) of a Supplemental Environmental Impact Report (SEIR) for the South End Annexation Project

Saleki Atsa,

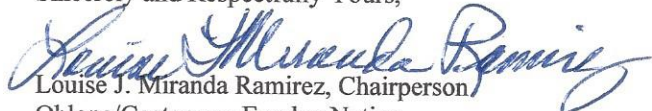
Ohlone/Costanoan-Esselen Nation is an historically documented previously recognized tribe. OCEN is the legal tribal government representative for over 600 enrolled members of Esselen, Carmeleno, Monterey Band, Rumsen, Chalon, Soledad Mission, San Carlos Mission and/or Costanoan Mission Indian descent. 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, 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 determined culturally respectable by OCEN. All cultural items 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

Notice of Completion/Availability of a Supplemental Environmental Impact Report

Date: July 22, 2016

To: Office of Planning and Research, Responsible Agencies, Agencies with Jurisdiction by Law, Trustee Agencies, Involved Federal Agencies, and Agencies/Persons Requesting Notice, and the General Public

From: City of Greenfield
599 El Camino Real
Greenfield, CA 93927

Re: **Notice of Availability (NOA) of a Supplemental Environmental Impact Report (SEIR) for the South End Annexation Project**

The City of Greenfield (lead agency) has prepared a Supplemental EIR for the proposed South End Annexation Project. This Notice of Availability (NOA) is being distributed to applicable responsible agencies, trustee agencies, and interested parties as required by the California Environmental Quality Act (CEQA). Comments on the SEIR from interested persons and agencies are invited in connection with the proposed project. The project location and description are summarized below.

Project Name: South End Annexation

Project Location: The South End Annexation project is located in the southern portion of and immediately south of the City of Greenfield, situated in the southern Salinas Valley and Central Monterey County. The City is located along Highway 101, approximately 40 miles southeast of Monterey Bay, 35 miles south of Salinas, and 60 miles north of Paso Robles. Neighboring communities within 25 miles includes the cities of Gonzales and Soledad to the north, and King City to the south.

The project involves the rezoning and annexation of seven parcels under the ownership of four separate entities. The property owners include Scheid Vineyards, the Franscioni family (TMV Lands), NH3, and the LA Hearne Company. TMV Lands has real interest in 171 Acres (APN 221-011-017) located north of Espinosa Road on the east side of Highway 101. Scheid Vineyards has real interest in 137 acres (APN 221-011-070, -071, and -068) located east and west of the highway. LA Hearne Company owns APN 221-011-018 which consists of approximately three acres, located at the southwest corner of US Highway 101 and Espinosa Road. APNs 221-011-041 and -045 are owned by NH3, consisting of approximately 3 additional acres.

Attached **Figure 1** illustrates the project location.

Parcel	Total Acreage	Proposed Land Use	Development Potential
County and State Rights of Way	26	Roadways	No change
Totals	290	290	222,200 sf – new Highway Commercial 1,074,000 sf – new Industrial/Warehouse 149 du – new Low Density Residential

Project Background: On August 8, 2006, the City of Greenfield City Council approved the South End Sphere of Influence Amendment (“SOI”) project and related amendments to the City of Greenfield General Plan. The South End Sphere of Influence Amendment Project Final EIR (“EIR”) was prepared by the City to analyze the environmental effects of the SOI and General Plan amendments, and was also certified by the City Council on August 8, 2006. The City subsequently filed a resolution of application with the Monterey County Local Agency Formation Commission (LAFCO) to expand the SOI boundary. On March 26, 2007 LAFCO approved a comprehensive, although scaled down, amendment to the City’s SOI, which included the South End territories. This approval was conditioned upon a future agreement to address the impacts of planned future growth. That agreement, the Greater Greenfield Area Memorandum of Agreement, or MOA, was adopted in June 2013. With the MOA in place, in 2015 the project applicant, representing the South End property owners, approached the City of Greenfield with a request to move forward with annexation of several parcels. City staff determined that the annexation and related actions requested require appropriate review under the California Environmental Quality Act (CEQA) to determine the potential environmental effects of those actions.

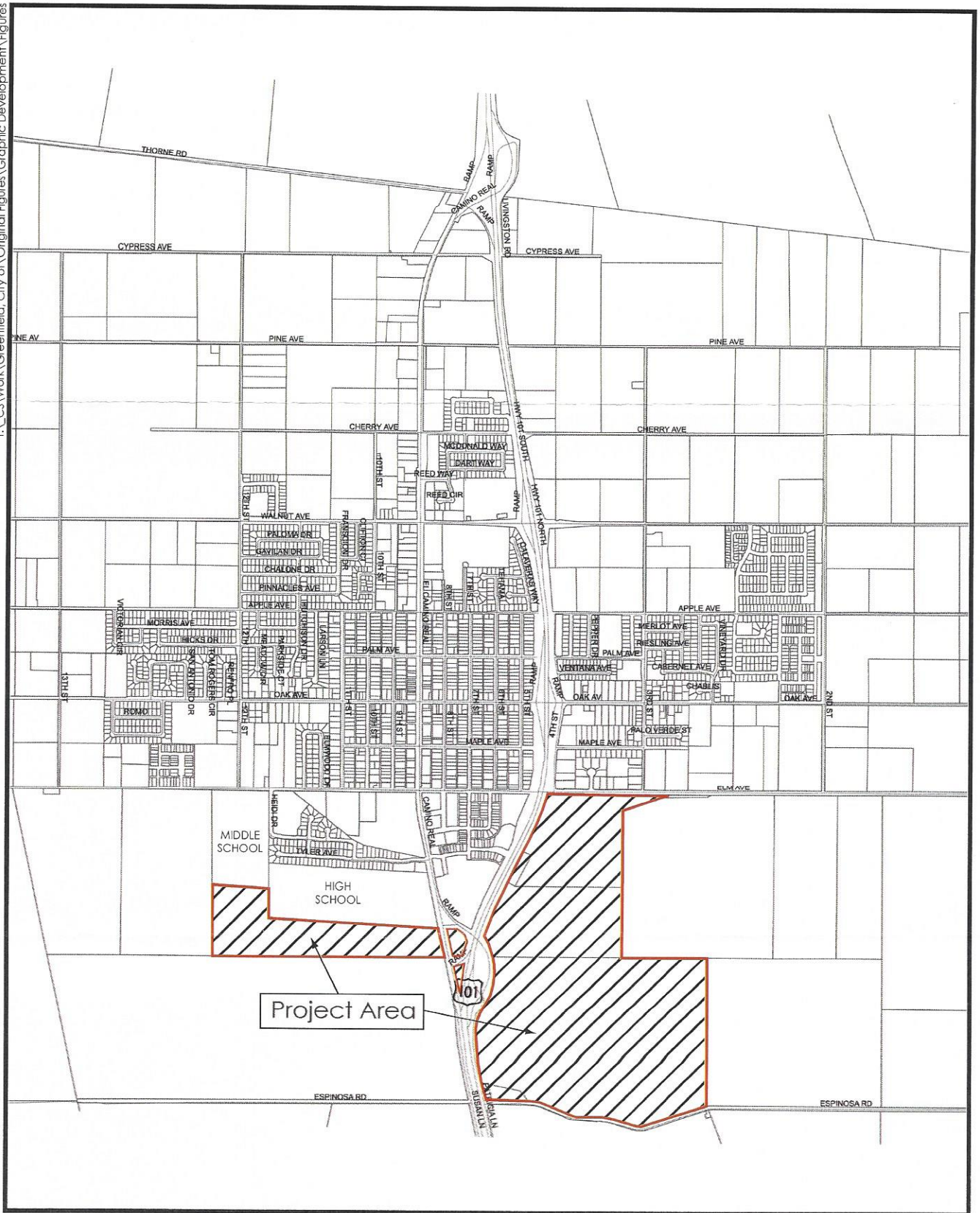
Reasoning for the Supplemental EIR. CEQA provides that where there are changes to an already approved project for which an EIR was previously certified, a new environmental review shall be performed only where there is significant new information or changes to the project or in the circumstances surrounding the project that would result in new adverse environmental impacts that were not analyzed previously or impacts that are more severe than previously determined (Public Resources Code [PRC] Section 21166 and State CEQA Guidelines Section 15162).

Since the certification of the 2006 South End SOI EIR and LAFCO approval of the City’s SOI boundary, certain circumstances have changes that warrant additional review. Most notably, the execution of the MOA outlines specific mitigation requirements and other policies directly related to annexation proposals that were not previously in place. In addition, the applicant’s current request for entitlements is slightly different in size and configuration compared to the 2006 project description. For these reasons, the current proposal requires an updated review.

TL_GIS\Monterey_County\MXD\Greenfield\South_End\Regional_Vicinity.mxd (12/16/2015)



Figure 2-1
Regional Location



Not To Scale



Figure 2-2
Project Vicinity

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

OCEN DIRECT LINEAL DESCENT

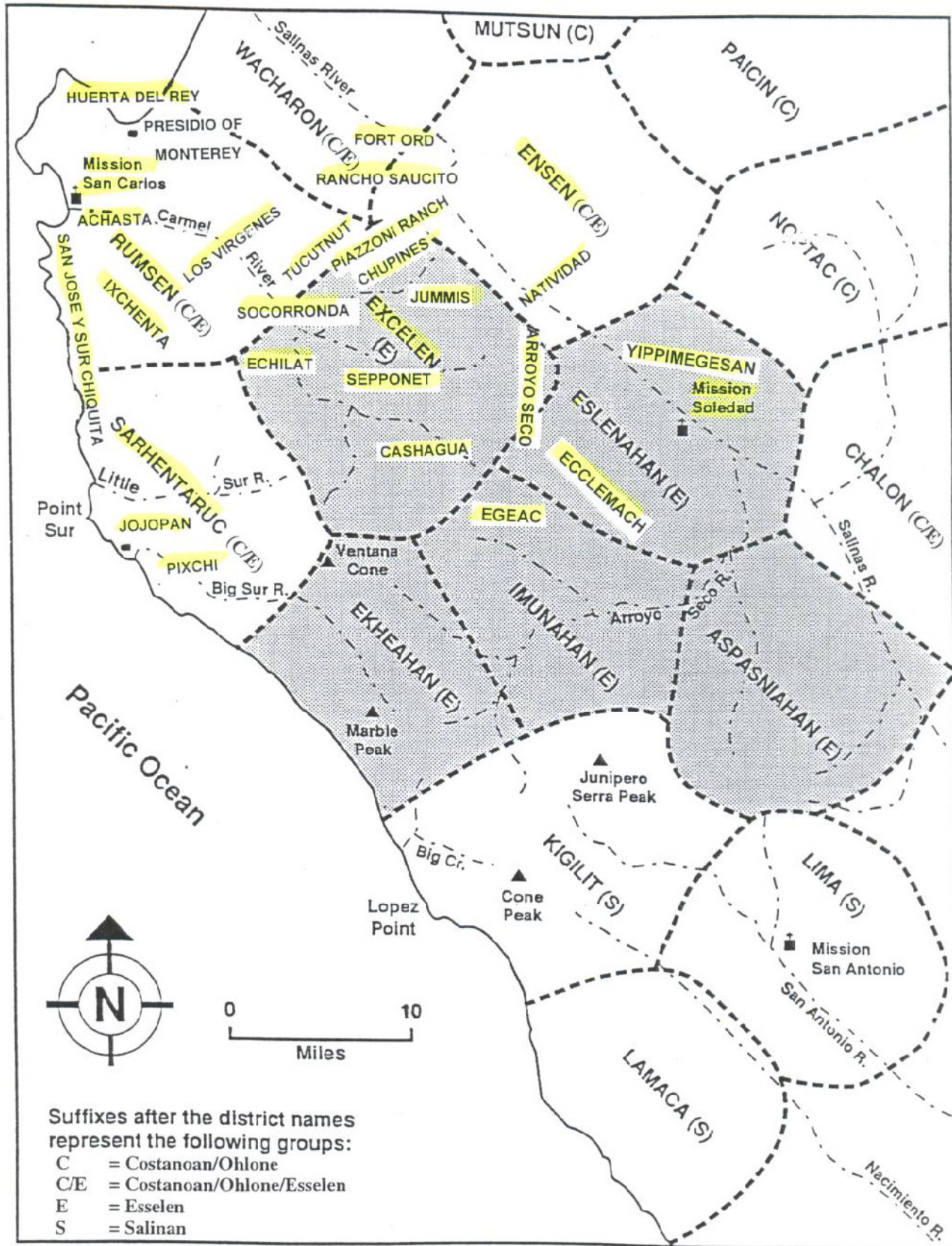
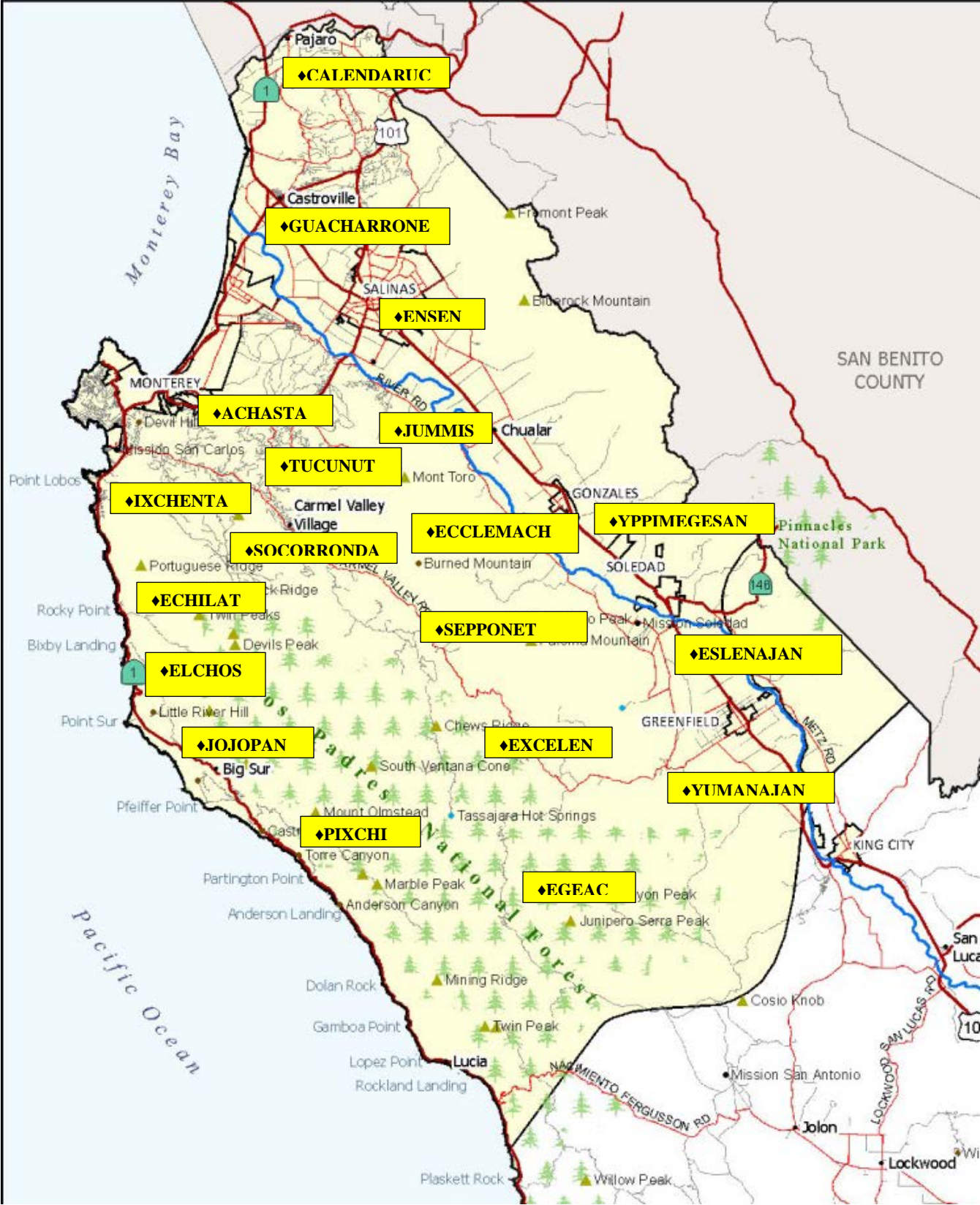


Figure 2:

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



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!*

August 31, 2016

MON-101-53.10
SCH#2006081150

Mr. Mic Steinmann
City of Greenfield
599 El Camino Real
Greenfield, CA 93927

Dear Mr. Steinmann:

COMMENTS FOR SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR) FOR SOUTH END ANNEXATION AT HWY 101 AND ESPINOSA ROAD IN THE CITY OF GREENFIELD.

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

1. Caltrans 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. Please be aware that if any work is completed in the State's right-of-way it will require an encroachment permit from Caltrans, and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditioned and requirements. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at: <http://www.dot.ca.gov/trafficops/ep/index.html>.
3. The highway interchange at US 101 and Espinosa Road currently accommodates existing land uses only. The SEIR identifies the potential for significant growth within the project area with residential, commercial, and industrial uses paying a proportionate share of financial contribution to the impacted intersections. Any new development within the project area would require significant improvements made to the interchange at the time of construction. Due to the intensification of land uses, Caltrans will work with the City of Greenfield to ensure the adequate setback areas and improvements needed for the future interchange are made.

Mr. Mic Steinmann
August 31, 2016
Page 2

Thank you for the opportunity to review and comment on the proposed project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3282 or email jill.morales@dot.ca.gov.

Sincerely,



JILLIAN MORALES
Transportation Planner
District 5
jill.morales@dot.ca.gov

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



September 6, 2016

Mic Steinmann
Community Services Director
City of Greenfield
599 El Camino
Greenfield, CA 93927

**SUBJECT: Comments on the Supplemental Environmental Impact Report for the
Greenfield South End Annexation Project**

Dear Mr. Steinmann:

The Transportation Agency for Monterey County is the Regional Transportation Planning Agency and Congestion Management Agency for Monterey County. Transportation Agency for Monterey County (TAMC) staff has reviewed the Notice of Preparation (NOP) for the proposed Greenfield South End Annexation Project.

The project will accommodate development of 149 new low-density residential units, approximately 222,200 square feet of Highway Commercial space, and 1,074,000 square feet of Heavy Industrial space, with 50 acres of Agricultural land persevered through easement.

TAMC acknowledges and reaffirms the comments made in previous letters, and staff offers the following additional comments for your consideration:

Regional Road and Highway Impacts

1. TAMC supports the payment of regional and local impact fees as mitigation for the project's transportation impacts as identified in the SEIR.
2. TAMC supports Caltrans' position that significant improvements would need to be made to the existing U.S. 101 - Espinosa Road/El Camino Real interchange at the time of construction in order to accommodate increased traffic resulting from construction of the project. Furthermore, TAMC encourages early coordination between Caltrans and the City of Greenfield to develop a plan for making the needed improvements.
3. The SEIR identifies impact to mainline U.S. 101 between Thorne Road and Oak Avenue as significant and unavoidable. TAMC encourages continued collaboration with Caltrans

to address this significant and unavoidable impact to the operational level of service U.S. 101.

Conceptual Roadway Network

4. The SEIR notes that the circulation plans are conceptual except for the vested tentative map for the residential sub-division. TAMC encourages the city to consider bicycle and pedestrian connectivity from the existing areas of Greenfield when defining the final circulation plans as part of subsequent development. Ensuring pedestrian and bicycle access from existing residential and commercial areas will allow individuals to consider walking or biking to and from the development as an alternative to driving, which particularly important for residents of Greenfield who also are employed within the development.
5. TAMC supports the use of roundabouts as forms of intersection control, as outlined in the conceptual roadway network for the project, and TAMC encourages consideration of roundabouts for intersection control when the circulation plans are finalized.

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

Sincerely,



Debra L. Hale
Executive Director

CC: John J. Olejnik, California Department of Transportation (Caltrans) District 5

To:

County of Monterey
Resource Management Agency-Planning Department
Attn: Bob Schubert, Senior Planner
168 West Alisal, 2nd Floor
Salinas, CA 93901

Re:

Greenfield South End Annexation
File Number REF 16-0049

From:

Agency Name: **Monterey County Sheriff's Office**
Contact Person: **Donna Galletti**
Phone Number: **831-647-7909**
E-Mail: **gallettid@co.monterey.ca.us**

No Comments provided
 Comments noted below
 Comments provided in separated letter

COMMENTS:

Since this project area is being annexed from the county to the city limits of Greenfield, there will be no impact to the public services provided by the Monterey County Sheriff's Office.

South End Annexation Project

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