



July 3, 2008

Mr. Brent Slama
Acting Planning Manager
City of Greenfield
45 El Camino Real
Greenfield, California 93927

**SUBJECT: Comments on the Proposed Mitigated Negative Declaration for the
Don Chapin Batch Plant CUP / Industrial Annexation**

Dear Mr. Slama:

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 Mitigated Negative Declaration for the Don Chapin Batch Plant CUP / Industrial Annexation.

The project consists of the annexation of approximately 68 acres of property into the existing City of Greenfield limits and the near-term development of a cement batch plant located along Elm Avenue between 2nd and 3rd Streets with Oak Avenue to the north. Transportation Agency staff offers the following comments for your consideration:

Regional Road and Highway Impacts

1. As proposed in the draft Mitigated Negative Declaration, main access to the project site would be from Elm Avenue, Oak Avenue, and 3rd Street and localized impacts would be generated at roadway segments along Oak Avenue, Walnut Avenue, and 3rd Street as well as at US-101 ramps at Walnut Avenue and Oak Avenue. The document, however, does not address the project's regional circulation patterns, as it can be expected that vehicle and truck trips from this industrial development will utilize US-101 to access other parts of the County. The document should be revised to address this issue, with specific consideration given to the US-101 / Walnut Avenue interchange and segments of US-101 between the City of Greenfield and City of Salinas.
2. The draft document indicates that the project applicant will be required to pay a Transportation Impact Fee as mitigation for project-specific and cumulative transportation impacts. The Transportation Agency supports the payment of the City of Greenfield's comprehensive Traffic Impact Fee as mitigation for impacts to local streets and roads. Cumulative impacts still need to be mitigated; this can be

accomplished through a contribution to our agency's regional fee program. Payment of the regional development impact fee on an ad hoc basis is supported by Caltrans and allows new development to adequately mitigate cumulative impacts to state highways and regional roads and remain California Environmental Quality Act-compliant. Considering that the Transportation Agency has been working collaboratively with the City of Greenfield on the regional fee program and expects that the program will be adopted by City Council in July, this development should not escape its responsibility to mitigate cumulative impacts. As such, the document should be revised to indicate that collection of the Transportation Agency's regional impact fees is the preferred mitigation measure for cumulative transportation impacts.

Pedestrian, Bicycle, & Transit Travel

3. 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 that the project seeks to maintain and promote non-automotive travel within the community by providing adequate bicycle and pedestrian facilities and connecting sidewalks to surrounding developments. Our agency requests that existing bicycle and pedestrian facilities, proposed facilities, and facilities that the project applicant will construct be interconnected, particularly to the bike lanes on Walnut Avenue between 12th Street and US-101 and El Camino Real between Apple Avenue and Walnut Avenue.
4. In addition, The Transportation Agency recommends that bicycle racks and lockers be installed and made publicly available in the development. Adequate lighting should be provided at these locations to improve safety and visibility.
5. As the document notes, the existing transit system in the City of Greenfield is limited. However, Monterey-Salinas Transit is in discussion with the South County cities on the possibility of assuming transit service in these areas. While the development may only expect minimal transit ridership from this development initially, 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 facilities as well as to the facilities that currently exist for Lines 23 and 53. 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,



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
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