



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

January 12, 2007

Mr. Mark McClain
Building Official / Planning Manager
City of Greenfield
45 El Camino Real
Greenfield, California 93927

**SUBJECT: Comments on the Draft Environmental Initial Study / Mitigated
Negative Declaration for the Greenfield Civic Center**

Dear Mr. McClain:

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 Draft Environmental Initial Study / Mitigated Negative Declaration for the Greenfield Civic Center.

The project involves the construction and operation of an approximately 25,000 square foot facility consisting of a 14,000 square foot Police Station, 11,000 square foot City Hall, and 9,000 square foot impound yard located on the southwest corner of Cherry Street and El Camino Real. Transportation Agency staff offers the following comments for your consideration:

Regional Road & Highway Impacts

1. The Transportation Agency is supportive of the City's requirement for this project to contribute to the comprehensive City of Greenfield traffic impact fee as mitigation for impacts to the local roadway network, specifically at the intersection of Cherry Street and El Camino Real. However, while the Greenfield traffic impact fee may cover cumulative impacts on a citywide level as the document contends, it does not cover cumulative impacts to the regional transportation network. The Transportation Agency and Caltrans consider payment of regional development impact fees, as identified in our agency's *Nexus Study for a Regional Development Impact Fee*, on an ad hoc basis as adequate mitigation for new developments' cumulative impacts to state highways and regional roads across Monterey County. Under this program, regional impact fees would be discounted for any overlap with the City of Greenfield's local impact fee program.

Currently, the regional development impact fee is being updated to explore the implementation of zones for fee calculation based on geographic sub-regions, to utilize the most recent General Plan updates and land use assumptions, and to reevaluate the commercial trip generation rates. Taking these program refinements into consideration, the City of Greenfield Council adopted a Notice of Intent to adopt a regional development impact fee and to condition all new development projects with payment of the regional fee on a project-by-project basis. Based on this commitment, the Transportation Agency is expecting that this project will contribute its fair share in regional fees and request that this condition be included as a mitigation measure in the final document. If building permits are to be issued prior to the adoption of the fee program, regional fees should be paid on an ad hoc basis.

Pedestrian, Bicycle, & Transit Travel

2. 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. In particular, our agency is supportive of Mitigation 16, which requires the applicant to:

“...situate bicycle racks at, or near, the entrances of the Police Stations and City Hall and situate designated bike lanes in such a manner as to permit reasonable bicycle access to the project site from neighboring residential areas and public access routes.”

To aid in this goal, our agency recommends that the attached list of alternative measures be considered and implemented by developments in the study area to promote alternatives to automobile travel and accommodate access to the project by transit, bicycle and foot. Specific to this project, our agency requests that the applicant consider the installation of bicycle lockers, safe pedestrian access through the visitor parking lot fronting the building or relocating all of the parking to the rear of the building, and constructing direct linkages to existing bicycle and pedestrian facilities.

3. A discussion of any travel demand reduction measures to be implemented, such as carpool or telecommute programs, should be included in the final document. Monterey-Salinas Transit's *Designing for Transit* Guideline Manual should also be used as a resource for accommodating 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
Douglas Quentin, Monterey Bay Unified Air Pollution Control District

Enclosures: Transportation-related Principles for Community Development
Samples of Alternative Measures

**Transportation Agency for Monterey County
Transportation-Related Principles for Community Development**

Mission

The Transportation Agency for Monterey County aims to develop and maintain a multi-modal transportation system that enhances the mobility, safety, access, environmental quality, and economic activities in Monterey County.

The purpose of the following set of principles is to reduce future impacts to Monterey County's regional transportation system, reduce the cost of transportation infrastructure, and improve the Transportation Agency's ability to meet Monterey County's regional transportation needs. Our agency recommends that new land use development in the county adhere to the following set of principles, which emphasize developing a land use pattern that is supportive of non-single occupant auto modes of transportation so as to maximize the carrying-capacity of Monterey County's existing regional transportation infrastructure.

1. Land Use



- ❖ 1.a Encourage mixed use developments to accommodate short trips by non-auto modes
- ❖ 1.b Encourage growth in areas where transportation infrastructure exists or is most cost-effective to extend
- ❖ 1.c Encourage a balance of employment and housing to reduce regional commute demands
- ❖ 1.d Encourage higher residential densities in core areas or around transit stops to support regular transit service throughout the region
- ❖ 1.e Encourage land use jurisdictions to utilize the Caltrans Traffic Impact Studies Guide or develop traffic impact study guidelines of their own when analyzing the impacts of growth on the regional transportation system
- ❖ 1.f Require new development to pay for its proportional impact to the transportation system, preferably via regional and local fee programs, or on-street project construction

2. Street Network Design

- ❖ 2.a Provide an interconnected street system for new development to facilitate short trips by non-auto modes of transportation using the following features:
 - 2.a.1 Provide a grid-based street network.
 - 2.a.2 Encourage short block lengths in new development
 - 2.a.3 Discourage cul-de-sac streets in new development unless they incorporate pedestrian and bike easements that reduce trip lengths
- ❖ 2.b Incorporate traffic calming features into the street network to slow the flow of traffic and enhance the pedestrian environment:
 - 2.b.1 Provide curb bulb-outs at intersections to reduce the length of pedestrian crossings
 - 2.b.2 Allow on street parking to slow the flow of cars and create pedestrian/auto buffer
 - 2.b.3 Provide landscaped buffers between pedestrians and motorized traffic and provide pedestrian-scale street lighting no more than 15 feet high

- ❖ **2.c** Design streets to accommodate all modes of transportation
 - **2.c.1** Incorporate sidewalks and bicycle lanes into new street construction
 - **2.c.2** Accommodate safe bicycle travel by providing on-street bicycle lanes and routes instead of separated bicycle paths
 - **2.c.3** Incorporate bus pullouts, transit stops, transit shelters and other transit amenities to serve new development according to the MST Designing for Transit Handbook

3. Site Design

- ❖ **3.a** Orient buildings to face the street in new development to improve access for pedestrians from sidewalks
- ❖ **3.b** Incorporate residential uses over commercial uses in commercial areas to encourage trips by foot, bike, or transit and improve access by each of these modes
- ❖ **3.b** Incorporate reduced building setbacks, especially in commercial areas, to reduce the length of pedestrian trips and facilitate easy access
- ❖ **3.c** Locate on-site parking to the rear of structures or underground
- ❖ **3.d** Provide pedestrian facilities connecting building entrances with the street where parking is not provided to the rear of structures to enhance pedestrian access and safety
- ❖ **3.f** Incorporate bicycle storage facilities into site plans to accommodate access by bicyclists

4. Transportation Demand Management

- ❖ **4.a** Encourage telecommuting in non-residential development as a traffic mitigation measure
- ❖ **4.b** Encourage flexible work schedules for employees as a traffic mitigation measure
- ❖ **4.c** Encourage employers to utilize available rideshare programs or create their own
- ❖ **4.d** Encourage employers to offer transit incentives to employees to mitigate traffic impacts
- ❖ **4.e** Provide preferential carpool or vanpool parking in non-residential developments
- ❖ **4.e** Encourage large employers to offer child care facilities as resources allow and encourage all employers to provide information on nearby child care resources
- ❖ **4.f** Locate child care facilities near employment centers

SAMPLES OF ALTERNATIVE MEASURES

1. Provide ridesharing, public transportation and nearby licensed child care facility information to tenants/buyers as part of move-in materials.
2. Print transit information on promotional materials.
3. Install bicycle amenities, such as bicycle racks and bicycle lanes.
4. Provide bus pullouts, pedestrian access, transit stops, shelters and amenities as part of the site plan.
5. Provide locked and secure transportation information centers or kiosks with bus route/schedule information, in common areas.
6. Provide pedestrian facilities linking transit stops and common areas.
7. Provide resources for site amenities that reduce vehicular trip making.
8. Park-and-ride facilities.
9. On-site childcare facilities.
10. Shuttle bus service, bus pools or improved transit service as part of the development.
11. Facilities to encourage telecommuting.
12. Pedestrian and bicycle system improvements.
13. Transit oriented design and/or pedestrian oriented design.
14. Provide preferential carpool/vanpool parking spaces.
15. Implement a parking surcharge for single occupant vehicles.
16. Provide shower/locker facilities.
17. Employ or appoint a transportation/rideshare coordinator.
18. Implement a rideshare program.
19. Provide incentives for employees to rideshare or take public transportation.
20. Implement compressed work schedules.

SAMPLES OF STREET AND ROAD IMPROVEMENTS

1. Safety improvements
2. Traffic signal improvements.
3. Traffic signals.
4. Turning or auxiliary lanes.
5. Add travel lanes.
6. Improve highway interchange.
7. Construct interchange.
8. Construct new street or road.