



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

February 5, 2007

Ms. Sara Isgur
Redevelopment Services Manager
City of Seaside
Redevelopment Agency
440 Harcourt Avenue
Seaside, California 93955

SUBJECT: Comments on the Notice of Preparation for the Draft Environmental Impact Report for the Seaside Main Gate Project

Dear Ms. Isgur:

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 Notice of Preparation for the Draft Environmental Impact Report for the Seaside Main Gate Project.

The project proposes the development of an approximately 552,500 square foot, open-air retail center, including a 180-room hotel, a 26,000 square foot spa facility, a 12,000 square foot conference center, and 24 resort style casita buildings housing 30 hotel rooms on 53 acres at the northwest corner of Lightfighter Drive and Second Avenue. Transportation Agency staff offers the following comments for your consideration:

Regional Road and Highway Impacts

1. The traffic analysis should evaluate the traffic impacts of the project to regional roads and highways under both project-specific and cumulative conditions, in particular at Highway 1 and Lightfighter Drive. 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. The Transportation Agency is expecting that new developments within the project area will contribute their fair-share in regional fees and request that this condition be included as a mitigation measure in the document.

The Transportation Agency specifically recommends that impacts to Highway 1 access and the need for planned interchanges at Monterey Avenue and Second Avenue be addressed in the Draft Environmental Impact Report. In addition, a discussion of necessary upgrades to the First Street under-crossing to provide bicycle and pedestrian access from the regional trail should be included. The Transportation Agency requests that this project makes a fair-share contribution to all of these improvements and include the payment or planned construction of the improvements as mitigation in the draft document.

2. The Level of Service for each regional roadway segment and intersection analyzed in the traffic analysis should be calculated under both project-specific and cumulative conditions and disclosed in the Draft Environmental Impact Report. Cumulative conditions should be clearly defined in the document. Roadway performance deficiencies and feasible mitigation measures under both scenarios should be identified.

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. Our Agency urges that the attached list of development principles and alternative measures be considered and implemented by the development to promote alternatives to automobile travel and accommodate access to the project by transit, bicycle and foot. A discussion of any travel demand reduction measures to be implemented by the City of Seaside should be included in the Draft Environmental Impact Report.

The Transportation Agency recommends that existing bike paths, walkways, or easements that surround the planned development should be linked to facilities on First Avenue. In addition, bicycle racks and lockers should be installed and made publicly available, and retail stores should front sidewalks to make access more pedestrian-friendly. Monterey-Salinas Transit's *Designing for Transit* Guideline Manual should also be used as a resource for accommodating potential 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
Douglas Quentin, Monterey Bay Unified Air Pollution Control District

ATT: Transportation Agency Development Principles
List 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.