



April 2, 2007

Mr Thomas Wiles  
Senior Planner  
City of Salinas  
Community Planning and Development  
65 West Alisal Street  
Salinas, California 93901

**SUBJECT: Comments on Mitigated Negative Declaration for the  
General Plan Amendment 06-03 and Rezone 06-03 Project**

Dear Mr. Wiles:

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 Mitigated Negative Declaration for the General Plan Amendment 06-03 and Rezone 06-03 (Creekbridge Homes) project.

The project involves a request to change the General Plan land use designation of a 3.42 acre parcel located at the northeast intersection of Independence Boulevard and Constitution Boulevard from "Office" to "Retail" and rezone the same parcel from "Commercial Office" to "Commercial Retail," with potential future development of a 14,820 square-foot drug store and 7,714 square-foot retail building. Transportation Agency staff offers the following comments for your consideration:

#### **Regional Road & Highway Impacts**

1. The document states that the potential future development of the project site will result in 1,601 daily vehicle trips, with 9% of the average daily traffic comprising new trips in the PM Peak Hour. The Transportation Agency is supportive of the City's planned mitigation measures, which include a requirement that future developments in the project area contribute a fair-share payment in city traffic impact fees. The discussion and mitigations as listed, however, do not specifically address how new developments' cumulative impacts to the regional network will be mitigated.

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. The Transportation Agency

is expecting that future developments in the project area will contribute their fair share in regional fees and request that this condition be included as a mitigation measure in the final document.

The Transportation Agency requests the following changes to the mitigation measures:

TC-1: Prior to the issuance of any building permit on the project site, the applicant, or successor in interest, shall pay all applicable local and regional traffic impact fees as determined by the City Engineer and the Transportation Agency for Monterey County's *Nexus Study for a Regional Development Impact Fee.*

### **Pedestrian, Bicycle, & Transit Travel**

2. The Transportation Agency supports accommodation of alternative forms of transportation both through the design of transportation facilities and through the design and orientation of land uses. Our Agency requests that the City consider and implement the attached list of development principles and alternative measures to promote alternatives to automobile travel and accommodate access to any proposed development in the project site by transit, rail, bicycle and foot. Future developments in the project area should give consideration to existing and planned bicycle and pedestrian facilities and incorporate appropriate access to and from the project site and direct linkages to other facilities into site designs. Monterey-Salinas Transit's *Designing for Transit* Guideline Manual should also be used as a resource for accommodating transit access to the project site. The Transportation Agency requests that the document be updated to include and clarify how the City will ensure that alternative forms of transportation will be accommodated by future developments.

Thank you for the opportunity to review this document. If you would like to discuss these comments further, please contact Michael Zeller of my staff at (831) 775-0903.

Sincerely,



Debra L. Hale  
Executive Director

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

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

## 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**

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- ❖ **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**

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- ❖ **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

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- ❖ 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

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- ❖ 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.