

April 2, 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  
Magnolia Place Planned Development Project**

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 Magnolia Place Planned Development Project.

The project proposes the subdivision of 6.2-acre site into 49 single-family residential lots, a 0.36-acre open space, and a 0.13-acre infiltration basin, located in the City of Greenfield and bordered to the south by Elm Avenue and to the west by 12<sup>th</sup> Street. 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 12<sup>th</sup> Street and localized impacts would be generated at roadway segments along Elm Avenue, Oak Avenue, and 12<sup>th</sup> Street, and intersections at 12<sup>th</sup> Street / Elm Avenue and 12<sup>th</sup> Street / Oak Avenue. The document, however, does not address the project's regional circulation patterns, as it can be expected that residents of this subdivision 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 Cities of Greenfield and 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 project-specific 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. 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. The fee for residential dwelling units in the South County area is \$4,208 per dwelling unit, which includes a discount for overlap with the City of Greenfield's Traffic Impact Fee; this project's expected regional development impact fee for 49 residential units would be \$206,192.

### **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, connecting sidewalks to surrounding developments, and ensuring sufficient right-of-way for bike lanes on 12<sup>th</sup> street. 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 12<sup>th</sup> Street and US-101 and El Camino Real between Apple Avenue and Walnut Avenue.
4. The document notes that the project applicant is anticipating installing 74 on-street parking spaces on 12<sup>th</sup> Street. Coupled with the 68 feet of right-of-way, which is expected to allow 10 feet on both sides of the roadway for Class II bicycle lanes, landscaping, and sidewalks. The Transportation Agency requests clarification that the planned on-street parking will not restrict access to non-motorized vehicle facilities and that street markings or signage also be included to allow for safe use of this space by bicyclists as well as for parking.
5. In addition, The Transportation Agency recommends that bicycle racks and lockers be installed and made publicly available in the development, particularly at the planned open space area. Adequate lighting should be provided at these locations to improve safety and visibility.
6. Our agency discourages the use of cul-de-sacs in site designs, as they impede and discourage the use of bicycle and pedestrian travel by creating longer travel times and blocking access to surrounding portions of the development. The Transportation Agency recommends that access be provided to bicyclists and pedestrians through the Monterey and San Luis Obispo Courts, as depicted in Figure 4, by including bike or pedestrian walkways to the rest of the development and to the adjoining development on Elm Avenue.
7. 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,

A handwritten signature in black ink, appearing to read 'DLH', with a long horizontal flourish extending to the right.

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