



October 27, 2008

Ms. Diana Hurlbert
Senior Planner
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 West Broadway Urban Village Specific Plan

Dear Ms. Hurlbert:

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 West Broadway Urban Village Specific Plan Project.

The project proposes a transit-oriented urban village with, at full build-out, a mix of 494 residential dwelling units, 296,000 square feet of commercial and retail, 28,700 square feet of office, and approximately 250 hotel rooms encompassing about 10-blocks centered on West Broadway between Del Monte Boulevard and Fremont Boulevard.

Transportation Agency staff has been participating in a working group during the design of the development and appreciates the City's and project applicant's communication and willingness to take our agency's plans for the area into consideration early in the development process.

Transportation Agency staff offers the following comments on the Notice of Preparation for your consideration:

Multi-Modal Transit Station

1. The Transportation Agency is in the process of planning a Multi-Modal Transit Station located at the intersection of Del Monte Boulevard and Contra Costa Street to connect local area buses from Monterey-Salinas Transit with proposed Bus Rapid Transit service. The Bus Rapid Transit service would operate via the existing Monterey Branch Line and continue along Eighth Street and Inter-Garrison Road through Marina. Our agency supports and appreciates the transit-oriented elements that the project applicant is proposing to include in the development, such as mixed-

use and high density buildings and the connectivity corridor along Del Monte Boulevard to the proposed transit station for pedestrians and bicyclists. Our agency recommends that the project applicant work with our staff to ensure issues of motorized and non-motorized access, parking requirements, bicycle and pedestrian safety at the station's entrances, and the proposed Highway 1 widening project are properly addressed in the design and construction of the development and discussed in the draft report.

2. Monterey-Salinas Transit's *Designing for Transit* Guideline Manual should also be used as a resource for accommodating existing (Monterey-Salinas Transit Lines 10, 11, and 16) and potential future transit access to the project site at the planned Multi-Modal Transit Station.

Regional Road and Highway Impacts

3. The nature of the project as a destination for hotel visitors, shopping and retail, office workers, and other tourist attractions will serve as a regional draw for traffic both internal and external to the county, which will access the project site via Highway 218 (Canyon Del Rey Road), State Route 1, State Route 68, State Route 156, and Highway 101. In addition to analyzing traffic impacts on local streets, such as Del Monte Boulevard, Fremont Boulevard, Broadway Avenue, and Contra Costa Street, the traffic study for the draft Environmental Impact Report should fully consider the impacts this project will have on the aforementioned regional facilities at both site-specific and cumulative levels. Roadway performance deficiencies and feasible mitigation measures under both site-specific and cumulative conditions should be identified.
4. Cumulative transportation impact mitigation can be accomplished through a contribution to our agency's regional development impact fee program. The Transportation Agency has been working collaboratively with the City of Seaside on the establishment of the regional fee program, which the City adopted and began collecting in August. This development is responsible for mitigation of cumulative impacts and the draft environmental report should indicate that collection of the Transportation Agency's regional impact fees is the preferred mitigation measure for cumulative transportation impacts

Site-specific impacts will still need to be addressed and our Agency supports the funding of circulation infrastructure improvements through fair-share payments. The Transportation Agency requests that improvements to be funded be identified in the draft report and specifically recommends that traffic need for signals be considered at major intersections. Modern roundabouts should also be considered in-lieu of traffic signals if supported by traffic levels and life cycle cost analyses.

5. The traffic analysis for the draft Environmental Impact Report should include information on existing traffic volumes within the study area, especially for those roadway segments and intersections on state highways and principal arterials. This information should be based upon recent traffic counts (no more than two years old). The existing level of service for each roadway segment and intersection should also be calculated and included in the draft document.

6. When complete, the Transportation Agency requests that a copy of the traffic study for this project be provided to our agency for review along with the draft Environmental Impact Report.

Pedestrian & Bicycle Travel

7. 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 goal of the Specific Plan is to create a bike and pedestrian-friendly development, with the specific goals of developing a bike and pedestrian-friendly streetscape, including wide sidewalks and bicycle boulevards, and integrating the planned multi-modal transit center into the village.

To accomplish these goals, the development planning should place a premium on safe and accessible pedestrian access to the site from intersections and crosswalks, sidewalks, and bicycle facilities. The project site should also be designed with sidewalks that connect to external facilities, provide access to transit stops, and do not include the use of cul-de-sacs without a cut-through for pedestrian travel. As per Caltrans standards, bicycle lanes should be constructed to the left of any right-hand turn lanes included in the development or constructed off-site as mitigation. Also, the document should address the need for new roadways to be designed to accommodate bicycles with adequate pavement for bike travel, with specific dimensions clearly identified, particularly along major arterials.

8. Our agency recommends that planned bike paths and walkways in the development be linked to existing facilities that surround the project area, particularly on Imjin Parkway, 2nd Avenue, General Jim Moore Boulevard, and bike trails in the former Fort Ord area. Also, the project applicant should consult with the Transportation Agency and the City of Seaside's Bike Plans to ensure that all proposed bicycle facilities are accounted for in the site planning of this project, such as the Class 2 facility on First Avenue connecting to the scenic trail, Class 1 facility on General Jim Moore Boulevard connecting to the existing bike path, and additional Class 2 facilities on Monterey Road, Light Fighter Drive, Gigling Road, and Third Street.
9. Our agency recommends that proper striping be included for all pedestrian crosswalks and walkways to clearly identify areas of pedestrian travel and ensure safe transitions for vehicles and pedestrians. Consideration should be given to the inclusion of intelligent crosswalks, which provide flashing notification lights when a pedestrian enters the crosswalk to increase visibility and alert drivers of their presence, particularly at the planned mid-block crosswalk on West Broadway Avenue leading to the proposed library. In addition, our agency recommends the use of mid-crosswalk islands as a safe refuge for pedestrians that do not completely cross before the traffic signal changes.
10. The Transportation Agency recommends that bicycle racks be installed and made publicly available in the development, and be placed near building entrances. The

development should also consider installing lockers at these locations and providing adequate lighting to improve safety and visibility.

11. A site plan should be included with the draft report that depicts planned pedestrian and non-motorized facilities within the development. This map should also include areas outside of the immediate project vicinity to show how the development will address connectivity to regional areas through bike and pedestrian travel. In addition, the planned location of bicycle racks, pedestrian walkways, shuttle services, and transit access should be clearly labeled.
12. With the development's goal of encouraging residences over retail and office uses, our agency recommends that retail stores and office spaces front sidewalks to make access more pedestrian-friendly, with parking provided to the rear of the buildings.

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
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