

TO: Anita McNamara, Planner III
FROM: Corey Aldridge
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Re: Agency Comments on Proposed Hillview Crossing Townhome Exemption Development Conditional

Transportation District Considerations

The proposed development is not currently in the Transportation District. The surrounding properties are part of the Transportation District, and MUTD requests the developer be required to petition into the District as part of the approval process.

If the developer is not required to petition into the Transportation District, the result will be a loss of future funding for Mountain Line transit services, and continued fracturing of the Transportation District boundaries.

Site Design and Layout

The applicant states “there are existing Mountain Line bus stops within walking distance of the development in the interest of public convenience”. The acceptable walking distance to public transit is $\frac{1}{4}$ mile. The planned layout for the development is essentially a giant cul-de-sac, and would require a person to walk up to $\frac{1}{2}$ mile just to get to Hillview Way. In total, the proposed development would require someone to walk between 0.9 miles and 1.2 miles to reach an existing Mountain Line bus stop, depending on where in the development they start from.



The future Long-Term Network in the recently adopted MUTD Strategic Plan shows bus service on Hillview Way. MUTD requests a more pedestrian friendly layout in this development that will facilitate better access to transit services, which are overwhelmingly accessed by foot. At the minimum, a walking path in the middle of the development should be added to shorten the walking distance to Hillview Way. Part of this walking path could go on top of the proposed sewer lines. In addition, a walking path on the eastern of the development would reduce the longest walking distances in the neighborhood. The addition of these walking paths would reduce the distance to closest bus stop to a minimum of 0.8 miles and a maximum of 0.96 miles – a reduction of 12% to 20%.

This is likely the only opportunity to ensure the proposed development is designed and built to support public transit use.