

DEPARTMENT OF TRANSPORTATION

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MAY 30 2017

DEPARTMENT OF
COMMUNITY DEVELOPMENT
PLANNING DIVISION



*Making Conservation
a California Way of Life*

May 23, 2017

04-SON-2017-00125

SCH# 2017042065

Ms. Susie Murray
City of Santa Rosa
Planning and Economic Development Department
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

Park Lane II Apartments Project – Mitigated Negative Declaration (MND)

Dear Ms. Murray:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the MND. Additional comments may be forthcoming pending final review.

Project Understanding

The proposed project includes the development of a 34,500 square foot building containing 24 attached residential dwelling units on a vacant lot that is approximately an acre located within the Planned Development (Courtside Village) zoning district. The project would result in a new structure onsite with a maximum height of 35 feet, surface parking, carports, and ancillary improvements. Site development would include the removal/abandonment of a limited number of utilities, grubbing and vegetation removal, site grading, and construction of the attached multifamily residential building, parking and driveways, landscaping, and amenities. Parking onsite would consist of 60 parking spaces, including surface spaces and designated carport stalls and garages located on the first floor of the building on the south side. A new 26- foot wide driveway at Doubles Drive will provide the vehicle access point into the project. A secondary 20-foot wide emergency vehicle access would be located at the western limit of the site at Arthur Ashe Circle; this access would only be utilized by emergency equipment and personnel. The project is located approximately 0.5 miles southeast of the North Wright Road/State Route (SR) 12 interchange.

Lead Agency

As the Lead Agency, the City of Santa Rosa is responsible for all project mitigation, including any needed improvements to the STN. The project's financing, scheduling, implementation responsibilities and monitoring should be fully discussed for all proposed mitigation measures, prior to the submittal of an encroachment permit.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development. Recently approved guidance for incorporating SB 743 (*Local Development-Intergovernmental Review Program Interim Guidance, November 2016*) intends to ensure that development projects align with State policies through the use of efficient development patterns, innovative travel demand reduction strategies, necessary multimodal roadway improvements, and VMT as the primary transportation impact metric.

In Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, this project falls under **Place Type 4 Suburban Communities – Neighborhoods**, which includes areas with a low level of integration of housing with jobs, retail service, poorly connected street networks, low levels of transit service, a large amount of surface parking, and inadequate walkability, residential subdivisions and complexes including housing, public facilities and low-serving commercial uses typically separated by corridors. Given this Place Type and the opportunities to reduce VMT, we encourage the City to establish a Transportation Management Association (TMA) in partnership with other developments in the area to pursue aggressive trip reduction targets with Lead Agency monitoring and enforcement. The TDM elements described below should be included in the program to promote smart mobility and reduce regional VMT and traffic impacts to the STN:

- Annual reporting with the Lead Agency monitoring;
- Membership in a transportation management association;
- Project design to encourage walking, bicycling, and convenient transit access;
- Decrease the number of employee parking spaces;
- Electrical vehicle (EV) charging stations and designated parking spaces for EVs and clean fuel vehicles;
- Carpooling incentives and dedicated parking spaces for carpooling employees;
- Secured bicycle storage facilities;
- On-site showers and lockers for employees;
- Bicycles for employees and residents to access nearby destinations;
- Showers, changing rooms, and clothing lockers;
- Bicycle route mapping resources and bicycle parking incentives;
- Emergency ride home program;
- Decrease headway times and improve way-finding on bus lines by working with Santa Rosa City Bus to provide a better connection between the project, nearby transit stations and regional destinations.

- Fix-it bicycle repair station(s); and
- Transportation and commute information kiosk.

For additional TDM options, please refer to Chapter 8 of FHWA's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference, regarding TDM at the local planning level*. The reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

For information about parking ratios, see MTC report, *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking.

Multimodal Planning

Caltrans encourage the development of Travel Demand Management (TDM) policies to encourage the use of the nearest public transit lines and reduce vehicle trips on the STN. These policies could include lower parking ratios, car-sharing programs, bicycle parking, and providing transit passes to all residents, patrons, and employees on a permanent basis. For information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking.

The project should be conditioned to provide connections to existing bike lanes and multi-use trails to facilitate walking and biking to the project site. Specifically, the project should provide connections to the following destinations: the Joe Rodota Trail via Doubles Drive, by constructing curb cuts on Louis Krohn Drive. This could be in the form of fair-share contribution, together with the existing developments in the vicinity, Westside Transit Center, Santa Rosa – Brookwood Avenue Transit Center, Eastside Transit Center, Downtown Transit Mall, and the existing and proposed class II bike lanes on Sebastopol Road, as identified in the *2010 City of Santa Rosa Bicycle and Pedestrian Master Plan*. By providing these connections and configuring streets for alternative transportation modes, the City will reduce VMT and create multi-modal links to increase ridership for the nearby City of Rosa bus routes 2 and 2B.

Transportation Permit

Project work that requires movement of oversized or excessive load vehicles on the STN requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to: Caltrans Transportation Permits Office, 1823 14th Street, Sacramento, CA 95811-7119. See the following website for more information: <http://www.dot.ca.gov/hq/traffops/permits>.

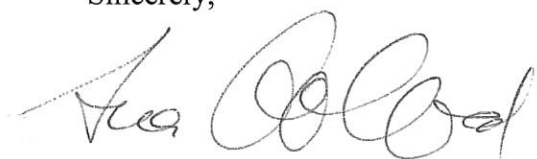
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Traffic Impact Fees

Given the potential of increased level of VMT and proximity to SR 12, the project should be conditioned to contribute fair share traffic impact fees. These contributions would be used to lessen future traffic congestion and improve multimodal forms of transportation in the project vicinity. The fair share information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document.

Should you have any questions regarding this letter, please contact Stephen Conteh at 510-286-5534 or stephen.conteh@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Patricia Maurice', written in a cursive style.

for PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

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bcc:PMaurice/IGerhard/PVan/EGestuvo/EDarko/SRuiz/Sconteh/File