

## Maloney, Mike

---

**From:** Maloney, Mike  
**Sent:** Thursday, December 14, 2017 8:39 AM  
**To:** \_PLANCOM - Planning Commission  
**Cc:** Streeter, Patrick  
**Subject:** FW: 12/14 PC Response to Questions - Item 8.2

Information only – Please do not reply to all

Chair Cisco and Members of the Planning Commission

Below, please find questions asked by members of the Planning Commission that relate to the Memorial Hospital Medical Office Building and Parking Structure, Item 8.2 on Thursday's agenda. Staff's response follows each question.

**Q1: Will planning staff or Rob Sprinkle be providing the Commission with a response to CalTrans November 3rd letter?**

Staff Response: The consultant traffic engineer for the project's Mitigated Negative Declaration, W-Trans, has prepared a response to the November 3<sup>rd</sup> Caltrans letter. The response will be provided to the Planning Commission either before or during tomorrow's meeting. Additionally, Deputy Director of Public Works – Traffic Division, Rob Sprinkle, has reviewed the Caltrans letter and will be available to answer questions.

**Q2: Is the CalTrans letter considered advisory and any objections to City Plans considered as CalTrans requirements?**

Staff Response: The Caltrans letter is categorized as comments on a Draft Initial Study/Mitigated Negative Declaration (IS/MND). While the California Environmental Quality Act (CEQA) does not require a formal response to comments on the IS/MND, any comments received during the public comment period, which for this project ran from October 9, 2017, to November 8, 2017, subsequently extended to December 13, 2017, should be taken into account by the review authority before making a CEQA finding on the project.

**Q3: In order to better utilize the parking structure, will SRMH & City consider further restricting parking abutting residential areas? By either allowable parking time limits by 50% (i.e. From 2 hours down to 1)? Or a non-fee residential parking permit for certain impacted street?**

Staff Response: Adjustments to on-street parking restrictions were not analyzed as part of this project, however the above question was forwarded to City Parking Manager Kim Nadeau. Ms. Nadeau clarified that a residential permit parking district already exists in the area and any changes to the included streets or time restrictions would have to be resident-driven. The City could adjust on-street parking time limits outside of the residential permit zones, however additional analysis would be required.

**Q4: Though one public member was especially productive in his correspondence, there appears no opposition to the structure itself and its purposeful over supply of automobile parking to help alleviate current negative impacts related to on-street parking in residential areas, correct?**

Staff Response: Correct. Most neighborhood concerns related to the parking structure involved the existing (or perceived) under-utilization of other parking structures in the area and a desire to see vehicles parking in the proposed structure instead of on neighborhood streets.

Please contact me with any additional questions. Thank you.

**Patrick Streeter, AICP | Senior Planner**

Planning and Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404  
Tel. (707) 543-4323 | Fax (707) 543-3269 | [PStreeter@srcity.org](mailto:PStreeter@srcity.org)

