

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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*Making Conservation
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Governor's Office of Planning & Research

July 14 2021**STATE CLEARINGHOUSE**

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Amy Nicholson, Senior Planner
City of Santa Rosa
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

Re: Spring Lake Village East Grove Project + Draft Environmental Impact Report (DEIR)

Dear Amy Nicholson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Spring Lake Village East Grove Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the May 2021 DEIR.

Project Understanding

The Spring Lake Village East Grove Project is located in Santa Rosa, California in between Montgomery Drive to the south and State Route (SR)-12 to the north. The project proposes an off-site expansion of the existing Spring Lake Village Continuing Care Retirement Community (CCRC). The project would include 32 independent senior living units as well as a community building, outdoor common areas, parking areas, and off-site pedestrian, bicycle, storm water and utility improvements.

Travel Demand Analysis

Caltrans commends the City's effort to implement Transportation Demand Management (TDM) measures to reduce resident-based Vehicle Miles Traveled (VMT). The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the DEIR and TR-2, this project is found to have Less than Significant impacts, therefore working towards meeting the State's VMT

reduction goals. Caltrans acknowledges the mitigation and TDM strategies incorporated into the DEIR and supports the implementation and monitoring of these strategies.

Design

Caltrans requires at least one complete cross-section of SR-12 in relation to Los Alamos Road showing the centerline, lanes, curb/gutter, shoulder width, and proposed sidewalk. In addition, please include plans of the three proposed alternatives for frontage improvements showing the proposed sidewalk.

The Caltrans District 4 Bike Plan calls for Class I bike lanes along the project frontage. To ensure adequate room for the bike lanes at the frontage road, please comply with the Caltrans minimum standard sidewalk and shoulder widths.

Hydrology

The State drainage system currently crosses SR-12 and outlets onto Los Alamos Road. State culverts and pipes will likely be impacted by the curb, gutter, and sidewalk elements proposed in the northeast corner of the project site. Sheet flow from SR-12 that drains toward the project site will be blocked by the proposed sidewalk as well. Please include plans in the Final Environmental Impact Report in relation to Caltrans' Right-of-Way (ROW) to ensure that the project meets Caltrans' standards and does not impact the State drainage system.

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways require a transportation permit that is issued by Caltrans. As well, the project must maintain bicycle and pedestrian access during construction. To apply, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>. Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to SR-12.

Lead Agency

As the Lead Agency, the City of Santa Rosa is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto the ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating the State ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

To download the permit application and to obtain more information on all required documentation, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Llisel Ayon at Llisel.Ayon@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please email LDIGR-D4@dot.ca.gov.

Sincerely,



MARK LEONG
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse