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Governor's Office of Planning & Research

MAR 15 2019

Making Conservation
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STATE CLEARINGHOUSE

March 15, 2019

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

SCH#2017042066
 04-SON-2017-00366
 GTS ID 6336
 SON - 12 - 17.68/17.57

**Southeast Greenway General Plan Amendment and Rezoning Project – Revised Draft
 Environmental Impact Report (RDEIR)**

Dear Ms. Jones:

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 RDEIR. Please address our concerns in the October 4, 2017 Caltrans comment letter. Additional comments may be forthcoming pending final review.

Project Understanding

The project involves a General Plan and Zoning amendment that will enable future development of parks and open space, school facilities, community gathering space, neighborhood retail/commercial, and housing within the project site; no construction is currently proposed. The project includes a Land Use Concept Plan that structures multi-modal paths, crossings, and connections throughout the project site, and proposed land use policies that provide a framework for future development of the project area. The project would consist of up to 47.2-acres of parks and recreational use, 244 multi-family housing units, and 12,000 square-feet of commercial space. The 57-acre project site follows a 1.9 mile linear path from Farmers Lane and State Route (SR) 12 to Spring Lake Regional Park in southeast Santa Rosa. The project site is adjacent to the terminus of SR 12.

The City of Santa Rosa and Sonoma County Water Agency intend to acquire the project area with a partnership. The land acquisition partnership is made up of the following agencies and organizations: City of Santa Rosa, Sonoma County Regional Parks (SCRIP), Sonoma County Water Agency (SCWA), Sonoma Land Trust (SLT), Land Paths, and the Southeast Greenway.

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The Revised Draft Environmental Impact Report evaluates future no project and plus project conditions without the Farmers Lane extension.

Farmers Lane is a north-south corridor that extends for approximately 1.2 miles from Fourth Street to Bennett Valley Road, with a posted speed limit of 35 miles per hour (mph). The majority of Farmers Lane is a four-lane arterial with turn pockets at each intersection along the corridor and center two-way left-turn lanes at select locations. Future plans for Farmers Lane include an extension south from its current terminus at Bennett Valley Road to Petaluma Hill Road, connecting to Santa Rosa Avenue via the existing Yolanda Avenue corridor.

Hoen Avenue is an approximately 1.5-mile long east-west corridor extending from Farmers Lane to Summerfield Road, with a posted speed limit of 35 mph. Hoen Avenue is predominantly a three-lane arterial with a center two-way left-turn lane and turn pockets in select locations and at major intersections, and Class II bike lanes in each direction. Hoen Avenue becomes Hoen Avenue Frontage Road west of the Hoen Avenue/Cypress Way intersection. Hoen Avenue Frontage Road has an onramp to westbound SR 12 just west of Cypress Way and forms the eastern leg of the Farmers Lane/SR 12 East Off-ramp-Hoen Avenue Frontage Road intersection.

Right-of-Way

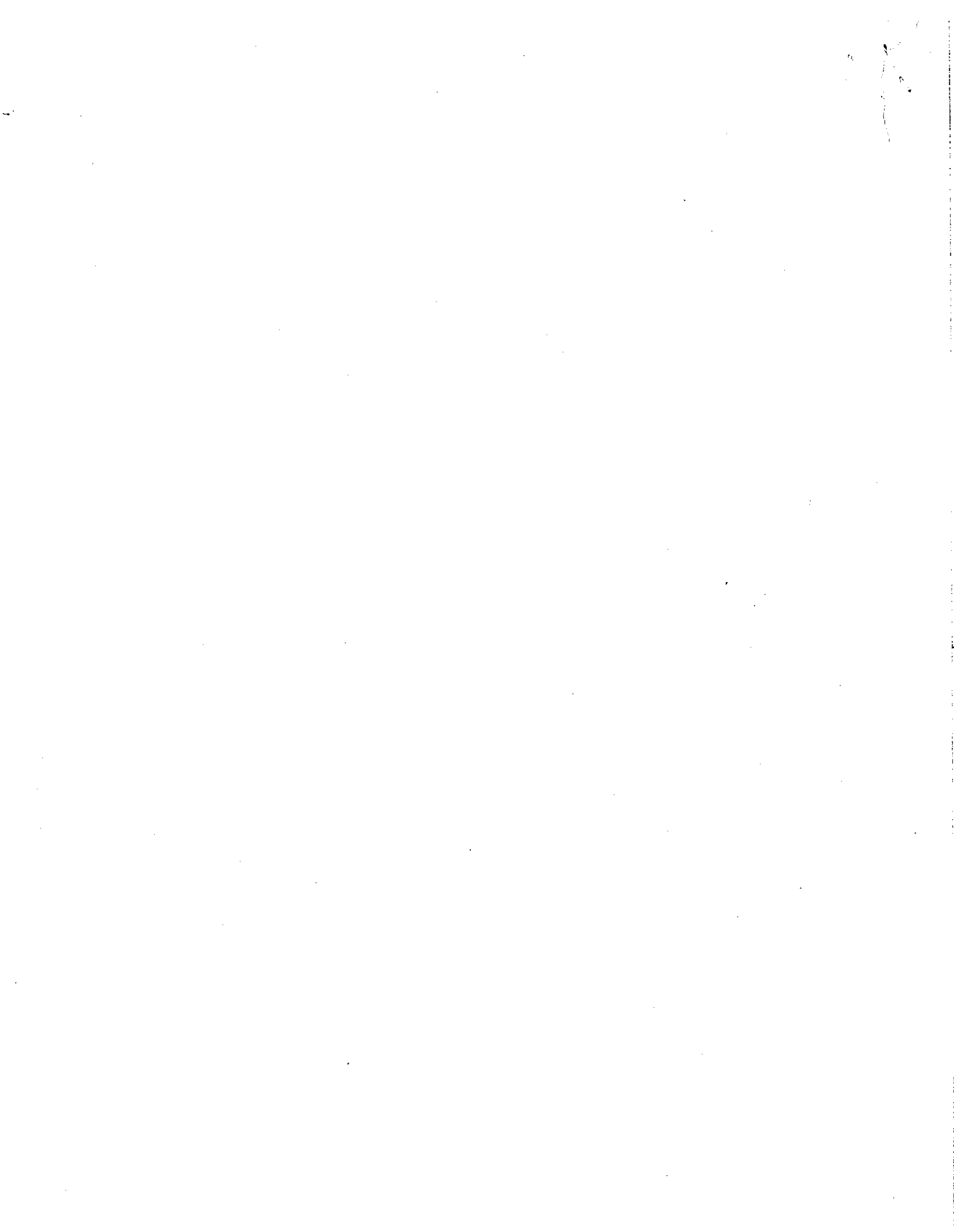
The Southeast Greenway Project is proposed to be developed within portions of existing State of California right-of-way (ROW) acquired for the planned extension of SR 12 east of Farmers Lane in the city of Santa Rosa. The planned extension did not occur; therefore, the state owns the corridor of land that has been converted into disposable units of excess land. Any parties interested in acquiring title to any portion or combination of the excess land parcels should contact Grant Semple, Branch Chief, Right of Way Excess Lands (510) 286-0692 for further information.

Operations Analysis

We are concerned with no project and plus project conditions without the Farmers Lane extension which result in significant VMT impact to STN. The revised Traffic Impact Analysis highlights the intersection of concern once the project is completed; Farmers Lane/Fourth Street/SR 12 (Sonoma Highway). If proposed mitigation cannot be realized, please provide and evaluate other feasible options that may mitigate the potential significant VMT impact of the no project and plus project conditions without the Farmers Lane extension. The analysis of state facilities is necessary to determine the scope and significance of issues that may arise from the project's potential conflicts. The California Environmental Quality Act (CEQA) does not exempt these types of operational concerns from evaluation.

Multimodal Planning

Caltrans is not in support of Mitigation Measure TRANS-1b.1, specifically, the proposed roadway widening and adding dual and triple turn lanes at the Farmers Lane/Fourth Street-Sonoma Highway intersection. Dual and triple turn lanes negatively impact pedestrian-crossing safety.



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Lead Agency

As the lead agency, the City of Santa Rosa (City) is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the final environmental document.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed and stamped traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

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

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

