

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
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Governor's Office of Planning & Research

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May 9, 2019

STATE CLEARINGHOUSE

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Jen Santos, Parks Deputy Director  
 City of Santa Rosa  
 100 Santa Rosa Avenue, Room 3  
 Santa Rosa, CA 95402

**Kawana Springs Community Park – Mitigated Negative Declaration (MND)**

Dear Jen Santos:

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 Regional Transportation Plan/Sustainable Communities Strategy, 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 Traveled by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the MND.

***Project Understanding***

The project proposes to construct a community park between Kawana Springs Road and Kawana Terrace in Santa Rosa. The site is bisected by Kawana Springs Creek and contains three contiguous wetland mitigation areas for the Kawana Springs subdivision project that fill with water during rain events and drain into Kawana Springs Creek when inundated. The proposed project would develop an approximately 19.2-acre site with a park that includes a fitness course, community garden, half basketball court, sand volleyball court, outdoor table tennis court, pump track, dog park, bathrooms, bocce court, open turf, gathering pavilion, picnic areas, children's play area, parking, and a paved trail adjacent to Kawana Springs Creek. A clear span pedestrian bridge is proposed over riparian habitat and Kawana Springs Creek on the northeast corner of the site. The proposed project will include 32 parking spaces. Regional access is provided 5,000 feet from proposed project at US 101. We support ample and secure bicycle parking facilities.

***Multimodal Transportation***

The project should be conditioned to ensure connections to existing bike lanes and multi-use trails to facilitate walking and biking to nearby jobs, neighborhood services, and transit. Since the proposed project is half a mile away from the nearest bus stop, we recommend working with Sonoma County Transit and providing fully built bus stops including shelters in front of the project site.

***Vehicle Trip Reduction***

The project should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures will be critical to facilitate efficient transportation access to and from the project site and reduce transportation impacts associated with the project. The measures listed below will promote smart mobility and reduce regional VMT.

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*

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- Project design to encourage walking, bicycling and convenient transit access;
- Secured bicycle storage facilities located conveniently near entrances to minimize deterrent of bicycle use due to weather conditions;
- Bicycle parking;
- Subsidized transit passes on an ongoing basis;
- Fix-it bicycle repair station(s);
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces conveniently located to encourage carpooling and clean-fuel vehicles;
- Bicycle route mapping resources and bicycle parking incentives;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with annual Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on nearby State facilities. These smart growth approaches are consistent with the MTC's RTP/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

***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. Potential mitigation measures that include the requirements of other agencies—such as Caltrans—are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the Lead Agency.

Should you have any questions regarding this letter, please contact Michael McHenry at (510) 286-5562 or Michael.mchenry@dot.ca.gov.

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c. State Clearinghouse