

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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www.dot.ca.gov



June 25, 2025

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Co/Rt/Pm: SON/12/36.314

Diane Levine, Associate Planner
City of Sonoma
No.1 The Plaza
Sonoma, CA 95476

Re: Montaldo Apartments Project – Draft Environmental Impact Report (DEIR)

Dear Daine Levine:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Montaldo Apartments Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the May 2025 DEIR.

Please note this correspondence does not indicate an official position or approval by Caltrans on this project and is for informational purposes only.

Project Understanding

The proposed project would construct 50-unit apartment complex within 2 two-story buildings and 5 three-story buildings, with 25 percent affordability component comprised of two extremely low-income units, three very low-income units, and eight low income-units. This project is located directly adjacent to State Route (SR) 12.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Vehicle Miles Traveled (VMT) analysis for land use projects, please review Caltrans' Transportation Impact Study Guide ([link](#)).

The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Land Use and Climate Innovation's (LCI) Technical Advisory or the City/County's adopted VMT policy. Per the DEIR, this project is found to have a less than significant VMT impact.

Please note that on page 15 of Appendix D, "the average daily traffic" for Highway 12 should be the annual average daily traffic.

Hydrology

Please ensure that any increase in storm water runoff to State Drainage Systems or Facilities be treated, contained on project site, and metered to preconstruction levels. Existing flow patterns should be maintained.

Project Coordination

Please note that coordination with a Caltrans' project may be needed. Caltrans has proposed a collision reduction project on SR 12 near Boyes Hot Springs, from 0.21 miles north of Verano Avenue to 0.15 mile south of the Lomita Ave within postmiles 35.75 to 36.10. This project would add an exclusive left-turn lane on westbound Verano Avenue, remove the existing right-turn slip lane and construct a protected intersection, upgrade existing traffic signal to a modern traffic signal system, install enhanced permanent safety lighting at the Verano Avenue intersection, install a speed feedback sign and audible accessible pedestrian signals (APs) on all approaches to the Verano Avenue intersection, and install Americans with Disabilities Act (ADA) compliant curb gaps from Harley Street to Donald Street on SR 12. Construction is scheduled to begin in Spring 2027 with 250 working days.

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)).

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Lead Agency

As the Lead Agency, the City 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 ADA Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. 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 temporary or permanent work including traffic control that encroaches in, under, or over any portion of the State highway Rights-of-Way (ROW) requires a Caltrans-issued encroachment permit.

The Office of Encroachment Permits requires 100% complete design plans and supporting documents to review and circulate the permit application package. The review and approval of encroachment projects is managed through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), depending on project scope, complexity, and completeness of the application. Please use the following resources to determine the appropriate review process:

- TR-0416 Applicant's Checklist (*link*)
- Caltrans Encroachment Projects Processes – Information Video (*link*)
- Flowchart, Figure 1.2 in Section 108, Overview of the Encroachment Review Process, of Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual (*link*)

The permit approval typically takes less than 60 days, but may take longer depending on the project scope, size, complexity, completeness, compliance with applicable laws, standards, policies, and quality of the permit package submitted. Projects requiring exceptions to design standards, exceptions to encroachment policies, or external agency approvals may need more time to process.

To obtain more information and download the permit application, please visit Caltrans Encroachment Permits (*link*).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Melissa Hernandez, Associate Transportation Planner via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please visit Caltrans LDR website (*link*) or contact LDR-D4@dot.ca.gov.

Diane Levine, Associate Planner
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Sincerely,

A handwritten signature in black ink, appearing to read "Luo Yunsheng". The signature is fluid and cursive, with the first name "Luo" being more prominent and the last name "Yunsheng" written in a more connected, flowing style.

YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse