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DEPARTMENT OF TRANSPORTATION

DISTRICT 3—SACRAMENTO AREA OFFICE

2379 GATEWAY OAKS DRIVE, SUITE 150

PHONE (916) 274-0635

FAX (916) 274-0602

TTY 711

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Tilden Park Project

Planned Development

Initial Study/ Mitigated Negative Declaration

Ms. Shawna Purvines

2850 Fairlane Court

Placerville, CA 95667

Dear Ms. Purvines:

Thank you for the opportunity to review and comment on the Initial Study/ Mitigated Negative Declaration (IS/MND) for the Tilden Park Project. The project is for a General Plan Amendment, Rezone from RIA to R1-PD, C-PD and OS-PD to allow for the construction of a hotel, retail shops, office space, restaurants, and single family residential lots. Our comments are as follows:

- The Tilden Park Wild Chaparral – Final Traffic Impact Study (TIS) – Executive Summary (Page 4) under the heading *Existing 2010 and 2015 Traffic, and "plus Project" Traffic* includes the following statements;

The Ponderosa Road / US 50 interchange currently operates at LOS E and LOS D conditions at the following locations:

- *the US 50 EB off ramp intersection with S. Shingle Road*
- *the Ponderosa Road/Wild Chaparral Drive intersection*

When project traffic is added in the level of service goes to LOS F and LOS E for these two intersections, both unacceptable conditions.

- The IS/MND states on page 30 under (a) that *"The addition of the proposed project to the existing road network does not result in substandard operations at the study intersections."* This conclusion is not supported by the TIS. This project will create "direct impacts" at the US 50 EB off ramp intersection under the existing plus project scenario and a finding of *less than significant impact* in IS/MND is not supported by the evidence. The IS/MND goes on to state that the interchange is scheduled to improve in the future under the Capital Improvement Plan (CIP) which improves the Level of Service to "C"; and "payment of Traffic Impact Mitigation fees required would ensure that the project contributes to the improvements called out in the CIP, thus reducing the

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impact to a level of "less than significant." The IS/MND clearly presents contradictory conclusions and statements that do not meet the requirements of CEQA for a MND. An EIR is required to be completed unless mitigation for the impacts are required when the project is scheduled for completion, not at some uncertain future date.

- The mitigation that is proposed includes payment of fair-share fees and inclusion of Ponderosa Interchange Reconstruction Project (EA#2E5500) in El Dorado County's Capital Improvement Program (CIP) which is satisfactory to mitigate project impacts, but the interchange improvements need to be scheduled for completion prior to, or in conjunction with the project in order for the IS/MND to conclude that project impacts will be "less than significant".
- The TIS should consider both alternatives 1 and 2. Only Alternative 1 is considered in the TIS.
- A Traffic Management Plan (TMP) should be prepared to minimize traffic impacts to the State Highway System during project construction. The TMP should discuss the expected dates and duration of construction, as well as traffic mitigation measures. Caltrans should review the draft TMP. For TMP assistance, please contact John Holzhauser at (916) 859-7978.

If you have any questions regarding these comments or require any assistance, please contact Jorge Rivas, Sacramento County Intergovernmental Review Coordinator, at (916) 274-0679 or via email at jorge_rivas@dot.ca.gov.

Sincerely,



Eric Fredericks, Chief
Office of Transportation Planning—South