

**FORMAL REQUEST FOR DESIGN EXCEPTION**

May 1, 2010

El Dorado County  
Department of Planning Services  
2850 Fairlane Court, Bldg. C  
Placerville, CA 95667  
Attn: Mike Baron

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PLANNING DEPARTMENT

**Re: Formal Request for Design Exception for Tilden Park, TM08-1485**

Dear Mr. Baron,

Thank you for meeting with us to discuss the preliminary Tentative Subdivision Map for Tilden Park on Wednesday, March 31. Your comments and insight on the project were much appreciated. We formally request that the following design exceptions be approved for the project, and included in the final Conditions of Approval:

- A. We request that the required roadway width for Crosswood Drive along the project frontage be reduced to a consistent 20' from edge of pavement to edge of pavement with 2' shoulders.
- B. We request that the required roadway width for Crosswood Drive offsite from the project to Wild Chaparral Drive be reduced to a consistent 20' from edge of pavement to edge of pavement with 2' shoulders.

We base the request for these exceptions on the following findings:

- 1.) The posted speed limit on Crosswood Drive will not exceed 20 MPH.
- 2.) The projected traffic count on Crosswood Drive (including project) will not exceed 300 ADT.
- 3.) The 90-degree bend in Crosswood Drive near the halfway point will act to slow traffic even further, reducing the risk of speeding or collision.
- 4.) Crosswood Drive is located in a rural residential neighborhood of 1-acre minimum lots and currently serves only 19 lots along its entire length – widening the roadway to 24 feet from edge-of-pavement to edge-of-pavement will adversely affect neighbor's yards and frontages.
- 5.) There is no commercial interest with frontage along Crosswood Drive.
- 6.) Environmental concerns along the project frontage and along Crosswood Drive in its present condition prohibit the widening of the roadway without impacting several important wetland areas as delineated in the 2009/2010 reports by Sycamore Environmental and confirmed by the Army Corps of Engineers in 2010.
- 7.) DOT Standard 101C , with a width of 20' from edge-of-pavement to edge-of-pavement, still meets the present fire code, and is a much more fitting standard to

employ in this rural residential setting. The neighbors and the community would benefit much more from a pavement overlay than they would from a roadway widening.

- 8.) Excessive road widening (i.e. to 28') will induce higher speeds through this residential neighborhood.

If there are any questions, or if you should require additional information, please do not hesitate to call me at 530-583-9222 X 20. Thank you for your consideration.

Sincerely,

William B. Stelter, P.E.

Project Engineer

GARY DAVIS GROUP