

DEPARTMENT OF TRANSPORTATION

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AUG 26 2019

STATE CLEARINGHOUSE

August 26, 2019

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Tom Purciel, Associate Planner
El Dorado County
2850 Fairlane Court, Building C
Placerville, CA 95667

Dorado Oaks (Stonehenge Springs)

Dear Mr. Tom Purciel:

Thank you for including the California Department of Transportation (Caltrans) in the Notice of Preparation of a Draft Environmental Impact Report review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development - Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

The Dorado Oaks project is located southeast of the intersection of Missouri Flat Road and Pleasant Valley Road at the southern terminus of Faith Lane in the Community Region of Diamond Springs. The project proposes approximately 361 single family detached lots. 51 lettered lots (landscape, open space, recreation facilities and clubhouse).

The following comments are based upon the Notice of Preparation of a Draft Environmental Impact Report documents received.

Traffic Operations – Highway

The below comments are made on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) and Notice of Public (NOP) Scoping Meeting for the Dorado Oaks Tentative Subdivision Map, dated July 29, 2019.

- Caltrans previously reviewed and commented on the Transportation Impact Study (TIS) – Draft Report for Dorado Oaks, in El Dorado County, CA, dated July 2, 2018, by Prism Engineering prepared for the proposed Project.

- Caltrans also concurred with all the comments documented in the Memorandum to Katie Jackson, PE, TE, and Natalie Porter, PE, TE entitled Peer Review of the Dorado Oaks Transportation Impact Study, dated July 19, 2018, by DKS Associates.
- Caltrans would like an updated TIS as part of the DEIR that addresses all comments made by the County of El Dorado, DKS, and Caltrans.
- The NOP project land use is different than the TIS project land use, dated July 2, 2018. NOP land use and TIS land use should be consistent.
- The DEIR proposes SR 49 (Pleasant Valley Road) at Silver Road/Faith Lane/China Garden Road intersection improvements. Please include an Intersection Control Evaluation, based on Caltrans Policy Directive 13-02 for these intersection improvements.
- Any work within Caltrans right of way may require an encroachment permit.

Model & Forecasting

Model & Forecasting agrees with comments provided by Traffic Operations - Highway. An updated TIS should be completed in which no build volume on project opening day and no build + project volume on opening day should be added. My comments from the draft TIS review stage should also be included.

Traffic Operations - Encroachment Permits

The project limit is outside the State highway system right of way. However, if other Caltrans functional units request mitigation measures, then an encroachment permit will be required.

Highway Maintenance

Work (including sidewalks and roundabouts) will require a Maintenance Agreement, and all work must be maintained by the agency. Construction work must meet Caltrans Standard Plans and Specifications within the State Route 49.

Hydraulics

This project will potentially result in an increase in peak surface water runoff due to construction of buildings and parking, roads etc. and an increase in impermeable surface area. Peak runoff discharge for the 10 and 100-year storm events to the State's highway right of way and to Caltrans' highway drainage facilities must be reduced to at or below the pre-construction levels. This may be accomplished through the implementation of storm water management Best Management Practices (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.). Once installed, the property owner must properly maintain these systems. The proponent/developer may be held liable for future damages due to

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impacts for which adequate mitigation was not undertaken or sustained. In addition, runoff from the proposed project that will enter the State's highway right of way and/or Caltrans drainage facilities must meet all regional water quality control board water quality standards prior to entering the State's highway right of way or Caltrans drainage facilities. Appropriate storm water quality Best Management Practices may be applied to ensure that runoff from the site meets these standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must properly maintain these systems in perpetuity.

All work proposed and performed within the State's highway right of way must be in accordance with Caltrans' standards and require a Caltrans Encroachment Permit prior to commencing construction. For the encroachment permit application, provide drainage plans and calculations for the pre and post 10 and 100 peak run-off (quantities and velocities) and water quality treatment for all discharge to the State's highway right of way and to Caltrans' highway drainage facilities.

If you have any question regarding these comments or require additional information, please contact Amber Moran, Intergovernmental Review Coordinator for El Dorado County, by phone (530) 634-7624 or via email to Amber.Moran@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Yount", written in a cursive style.

KEVIN YOUNT, Branch Chief
Office of Transportation Planning
Regional Planning Branch—East