

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life.*

7/30/2020

**Governor's Office of Planning & Research**

**Jul 30 2020**

**STATE CLEARINGHOUSE**

July 30, 2020

Ms. Quincy Yaley, Planning Director  
County of Tuolumne  
Community Resources Agency  
2 South Green Street  
Sonora, CA 95370-4618

**TUO-120-PM 50.082**  
**Terra Vi Lodge**  
**Draft Environmental Impact**  
**Report**  
**SCH # 2019110286**

Dear Ms. Yaley,

The California Department of Transportation (Caltrans) appreciates the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for the development of Terra Vi Lodge, a master planned lodge located at 11262 Sawmill Mountain Road, Groveland, CA 95321. The Terra Vi Lodge will include one hundred (100) guest rooms, seven cabins with 26 guestrooms and five employee housing units, a market, a lodge, event space, emergency landing zone for a helicopter, and other support buildings. The project site consists of two parcels totaling 63.38± acres. The parcels are zoned Commercial Recreation (C-K) and Open Space (O) under Title 17 of the Tuolumne County Ordinance Code. The project site is located at the northeast corner of the intersection of Sawmill Mountain Road and State Route (SR) 120.

Caltrans has responded to the previous routing of this project on December 27, 2018, May 20, 2019, October 28, 2019, and December 12, 2019. Caltrans has the following comments based on our previous letters and the current Draft Environmental Impact Report (DEIR):

**Traffic Operations:**

- The proposed site plan shows only access on Sawmill Mountain Road, however, on page 386 of the DEIR the document states a third driveway along SR 120 will be constructed for emergency vehicles. Please describe how the traveling public will be prevented from using this exclusive emergency vehicle access?

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- The proposed public driveway access will need to be placed furthest away from the intersection of SR 120/ Sawmill Mountain Road to avoid queueing onto the State Route. Please provide measurements and location of the driveway in relation to the intersection in the site plan.
- The Traffic Impact Study (TIS) used to determine mitigations in the DEIR needs to be submitted to Caltrans for review along with the electronic files used for the analysis. In addition, please define the Hardin Flat Road intersection location as it relates to the project location.
- Page 379 of the DEIR shows truck traffic may deteriorate Sawmill Mountain Road if used for traffic handling. How will the project mitigate for the truck traffic detour causing this deterioration?
- Page 383-385 of the DEIR states there will be widening at SR 120 and the proponent will pay fair share. The left turn and acceleration lane are day of opening direct impacts, therefore these improvements should be in place prior to opening day.
- The DEIR on page 384 indicates the sight distance to the west from Sawmill Mountain at SR 120 is only 400 ft and does not meet the sight distance of 500 ft for speeds of 55 mph. Page 384 also indicates that the construction of the left turn lane will make the sight distance acceptable. Once the design for the left turn is determined, the sight distance with left turn lane design should be submitted to Caltrans for review.
- The development will also include a landing zone for emergency response helicopters and states in the DEIR that it will be easily accessible from SR 120. Where will be the access, in relation to SR 120? Please provide access location on the site plan.
- The project proposes installing a new Public Transit YART bus stop to Yosemite. Where will this bus stop be relevant to SR 120? Please provide bus stop location on the site plan.
- Please provide a copy of the Temporary construction and lane closures to Caltrans Traffic Management for review.

### **Outdoor Advertising:**

Any proposed directional signs need to be installed by the applicant outside of the state highway right of way and in accordance with State Outdoor Advertising Program regulations and Federal laws. It is important to note that any advertising structure visible to the National Highway System (NHS), which in this case includes SR 49/108, is subject to the provisions of the California Outdoor Advertising Act outlined in Business and Professions Code Section 5200 et seq. Any advertising structure that displays off-premise commercial copy visible from the NHS will require a permit from the Office of Outdoor Advertising (ODA). Any advertising structure that only advertises goods and services available on-premise will not require a permit from ODA, provided it adheres to the provisions of Business and Professions Code Section 5272 and 5274 and California Code of Regulations 2243 and 2246. Each of the proposed advertising structures should refrain from operating in any of the conditions outlined in Business and Professions Code Section 5403. For questions related to the ODA permit application process please contact Kenneth Parmelee at (916) 651-9327.

### **Hydrology:**

Please provide a copy of the hydrology and hydraulic report to Caltrans for review so we can determine if grading would divert drainage from this proposed project and cause an increase in runoff to existing State facilities. The report must include hydraulic calculations for both existing and proposed conditions, using 25-year storm events and 100-year storm events at the project site location. The calculations should identify the affected drainage inlets, the amount of flow being intercepted and spread width calculations.

### **Encroachment Permit:**

For project construction activities which will encroach into Caltrans right of way, the project proponent must submit an application for an Encroachment Permit to the Caltrans Permit Office. Appropriate environmental studies must be submitted with this application. These studies will include an analysis of potential impacts to any cultural sites, biological resources, hazardous waste locations, and/or other resources within Caltrans right of way at the project site. Please include California Environmental Quality Act (CEQA) documentation with supporting technical

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studies when submitting the Encroachment Permit. For more information please visit the Caltrans Website.

<https://dot.ca.gov/programs/traffic-operations/ep/applications>

SB 743 is changing CEQA analysis of transportation impacts. It requires local land use projects to provide safe transportation systems, reduce per capita Vehicle Miles Traveled (VMT), increase accessibility by mode share of bicycle, pedestrian, and transit travel, and reduce GHG emissions. VMT reduction is necessary to meet the statewide greenhouse gas (GHG) emissions regulations. Caltrans recommends VMT per capita thresholds are 15% below existing regional VMT per capita. Caltrans also recommends establishment of programs or methods to reduce VMT and support appropriate bicycle, pedestrian, and transit infrastructure.

If you have any question or would like to discuss these comments, please contact Michael Casas at (209) 986-9830 [michael.casas@dot.ca.gov](mailto:michael.casas@dot.ca.gov) or me at Kevin Schroder (209)[Kevin.Schroder@dot.ca.gov](mailto:Kevin.Schroder@dot.ca.gov)

Sincerely,

*Kevin Schroder*

Kevin Schroder, Interim Office Chief  
Office of Rural Planning

Cc: Quincy Yaley, Planning Director, Tuolumne County Planning Department  
State Clearinghouse