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August 3, 2015

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SCH# 2014072039

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Placer County
Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

Lucia Maloney
Tahoe Regional Planning Agency
P.O. Box # 5310
128 Market Street
Stateline, NV 89449

Placer County Tahoe Basin Area Plan and Tahoe City Lodge Pilot Project – Notice of Preparation (NOP)

Dear Ms. Krach and Ms. Maloney:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The proposed project includes development of the Tahoe Basin Area Plan (TBAP) and redevelopment of the Tahoe City Lodge. The TBAP would update existing community plans, general plans, plan area statements, maps, and regulations, in the Placer County portion of the Tahoe Basin, which will support implementation of the Tahoe Regional Planning Agency's 2012 Regional Plan. The Tahoe City Lodge Pilot Project (TCLPP) would redevelop an existing commercial complex into a 120-unit lodge that would include a mix of hotel rooms and 1- and 2-bedroom suites, hotel amenities, and parking, as well as redevelopment of the existing clubhouse and new shared-use parking at the Tahoe City Gold Golf Course. The TBAP will address the portion of Placer County bounded by El Dorado to the South, the State of Nevada to the east, Martis and Squaw Valleys to the north, and the Sierra Nevada to the west including State Route 28 (SR 28), SR 89, and SR 267. The TCLPP project is located at 255 and 265 SR 28 / North Lake Blvd. just east of the intersection of SR 28 and SR 89 near the western entrance to Tahoe City. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. The following comments are based on the NOP.

"Provide a safe, sustainable, integrated, and efficient, transportation system to enhance California's economy and livability"

Encroachment Permit

Please be advised that any work or traffic control that would encroach onto the State Right of Way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to Charles Laughlin at the California Department of Transportation, District 3, Office of Permits, 703 B Street, Marysville, CA 95901.

Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website link below for more information.

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Transportation Management Plan (TMP)

At the bottom of page 8, the NOP states that the implementation of the TCLPP would also include, “demolition of existing structures and pavement...” If it is determined that traffic restrictions and detours are needed on or affecting State highways, a TMP or construction Traffic Impact Study may be required of the developer for approval by Caltrans prior to construction. TMPs must be prepared in accordance with Caltrans’ *Manual on Uniform Traffic Control Devices*. Further information is available for download at the following web address:

<http://www.dot.ca.gov/hq/traffops/engineering/mutcd/pdf/camutcd2014/Part6.pdf>.

Freeway Monument Signage and Outdoor Advertising

At the bottom of page 8, the NOP states that the implementation of the TCLPP would also include, “improved entryway and signage for the golf course.” Sign plans for any proposed state highway monument signage should be provided to Caltrans for review and, depending on proposed sign location, approval. The plans should depict the layout, roadway setback, orientation, glare intensity, and sign size. Caltrans is required by law to enforce the Outdoor Advertising Act and Regulations regarding the placement of advertising along the highways. That document is available on the internet at: http://www.dot.ca.gov/hq/oda/download/ODA_Act_&_Regulations.pdf.

For more information contact Mr. James Arbis at (916) 654-6413.

Hydraulics

In the last paragraph on page 16, the NOP states, “The EIR/EIS will also include project-level analysis of the hydrologic effects of the Tahoe City Lodge Pilot Project, including impacts relative to existing and proposed impervious surfaces, the potential for increased runoff, and the ability of existing and proposed drainage facilities to convey runoff.” Development of the TCLPP site will increase impervious surface area through the construction of roads, driveways, etc. with a corresponding increase in surface water (storm water) run-off. The TCLPP may also increase or decrease surface water detention, retention and infiltration. Any cumulative impacts to Caltrans drainage facilities, bridges, or other State facilities arising from effects of development on surface water run-off discharge from the peak (100-year) storm

event should be minimized through project drainage mitigation measures. All grading and/or drainage improvements must perpetuate, maintain or improve existing drainage pathways and may not result in adverse hydrologic or hydraulic conditions within the State's highway ROW or to Caltrans drainage facilities. Means of accomplishing this, if necessary, shall be identified and backup calculations supporting this conclusion provided to Caltrans District 3 Hydraulics Branch. Please identify proposed runoff pattern and outfall.

Pedestrian Accommodations

Per Section 1.1.3, on page 3 of the NOP, objectives for the pending Placer County TBAP include emphasis on mixed-use and pedestrian-oriented uses to allow for the redevelopment of higher and better uses within town centers, and encouragement of mixed-use developments in designated areas to allow people to live, work, and play in close proximity because pedestrian activity is directly related to economic activity. Caltrans notes that installing traffic signals to facilitate and control pedestrian crossings can affect the visual character of the area. Another alternative is to create mid-block pedestrian refuge islands in road sections with a median turn lane, although these may need to be implemented on a seasonal basis due to snow removal maintenance issues.

On page 5 the NOP discusses designation of Tahoe City Western Entry area as Special Plan Area #1. Caltrans requests to work with project proponents to reduce the potential for negative impacts associated with increased pedestrian travel from pedestrian-oriented commercial development to the west of the proposed roundabout in that area. High vehicular traffic volumes may make it challenging for pedestrians to cross the state highway.

For any planned roundabouts within community areas (i.e. Kings Beach Entry), high volumes of pedestrian travel should be considered in the design of roundabouts and how to best accommodate all modes through roundabouts. In areas with wide medians, placing crosswalks at more than one car length from the circulatory roadway may be an option to consider.

On page 7 of the NOP two main objectives of the TCLPP include creating “a project with connections to pedestrian, bicycle and multi-modal transportation” and enhancing transportation circulation and improving pedestrian safety and traffic flow. The closest crosswalk that intersects SR 28, in the vicinity of the TCLPP is at Commons Beach Road. Caltrans requests project proponent consideration to move the existing crosswalk west approximately 100 feet, along with a median refuge area and other crosswalk enhancements. It may be necessary to potentially eliminate some on-street parking and create a bulb-out on the north side of SR 28. The TCLPP Proposed Site Plan, in Exhibit 4 on page 10 of the NOP, shows parking stalls that are situated just east of Commons Beach Road and the access to the Tahoe Marina Lodge. At least one of the parking stalls may need to be eliminated in order to reduce the effect that parking maneuvers may have on vehicles that are entering the parking lot from SR 28.

Caltrans also requests consideration be given for a possible mid-block median refuge area and bulb-outs near the proposed plaza area, in the Kings Beach Center, in order to reduce the effects of additional highway pedestrian crossings on the operation of the planned Coon Street roundabout.

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Ms. Lucia Maloney / Tahoe Regional Planning Agency
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One alternative to the possible mid-block median refuge area could be relocation of the crosswalk to across the east leg of the Coon Street roundabout, at least two car lengths away from the circulatory roadway.

Landscape Architecture for State Route Maintenance

Exhibits 6 and 7 are the Kings Beach Center Conceptual Site Plan Options shown on pages 13 and 14 of the NOP. The exhibits show large trees, along SR 28, which may affect travelers' ability to see highway signs, cause maintenance issues on the highway, and / or affect sidewalks adjacent SR 28. Caltrans requests project proponents consider the use of smaller vegetation or larger setbacks.

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Arthur Murray, Intergovernmental Review Coordinator at (916) 274-0616 or by email at: arthur.murray@dot.ca.gov.

Sincerely,



ERIC FREDERICKS, Branch Chief
Regional Planning – South

c: Scott Morgan, State Clearinghouse