



Department of Public Works

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Memorandum

To: Quincy Yaley, CDD Director

From: Kim MacFarlane, Public Works Director
David Ruby, Engineer

Date: September 14, 2021

Subject: Valley Vista Subdivision (GPA10-001(1), RZ10-005(1), T10-010(1), PUD10-002(1), and CUP10-004(1)), CEQA Addendum to Adopted IS-MND and Modifications of Conditions of Approval

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Public Works staff have been working with Valley Vista development staff over the course of the last few years to move the project forward within the guidelines of the original entitlements and their required Conditions of Approval. Ultimately, proposed modifications to the original 2010 project have necessitated a formal CEQA Addendum process, to review and analyze the project changes, and their impacts to the environment. There were proposed changes to the overall layout of lots, roads, and open space, as well as revisions to other aspects, such as removal of age and accessory dwelling unit restrictions. Additionally, due to capacity restraints, the serving utility for sanitary sewer service for the entire subdivision changed, and with it, the routing of sewer discharge mains from the site.

Public Works Engineering Development staff reviewed revised Traffic Impact Studies which sought to analyze more recent traffic patterns, in light of newer improvements to SR49/108, such as nearby signalization at the intersection of Fifth Avenue and SR49/108, and analyze project impacts to traffic safety, volume, and the nature of its circulation patterns, and suggest project mitigations sufficient to offset adverse impacts brought about by the incremental construction of the phases of the Valley Vista subdivision and its appurtenant features.

The Department of Public Works concurs with the conclusions drawn by the most recent iteration of project Traffic Impact Analysis, prepared by KD Anderson & Associates, Inc., dated February 18, 2021. It bears further mentioning that this report was also reviewed and discussed by key Caltrans District 10 personnel of the Traffic Safety, Traffic Operations, Traffic Design, and Rural Planning Departments, as the project has direct impacts to SR49/108 via its proximity, and interfaces via the Golf Links Road and Chabrouillan Lane intersections. Any revised project conditioning pertaining to the State Highway or project traffic impacts to the State Highway should be undertaken as a mutual effort between Caltrans and the County Public Works Department.

The Notice to Stakeholders had errors in Table 2, the Approved versus Modified Project Unit Count. The Modified Project column did not correctly reflect the total sum to include the 46 secondary units. The correct total of units on the Modified Project is 278, not 232, and the difference between Approved and Modified Projects is 27 less units overall on the modified project versus the original approved project. As such, the original traffic volume expected to be generated by the revised project at full build-out should be less than the approved (2010) project. However, modifications in the last eleven years to the existing road network in the vicinity of the project, including the addition of signalization of the Fifth Avenue-SR49/108 intersection, addition of a center left-turn lane and dedicated left turn or merge pockets on SR49/108, and some degree of pavement widening at the intersection of Golf Links Road-SR49/108 bear review and some of the existing project Conditions of Approval, in particular those for the T10-010 action, should be modified.

There had been some discussion regarding using Traffic Impact Mitigation Fees generated by the project to pay for the signalization of the intersection of SR49/108 and Chabrouillan Lane, or for other traffic mitigations necessitated by the direct impacts of this project. In accordance with Tuolumne County Ordinance Code Chapter 3.54, "Traffic Impact Mitigation Fees," development projects need to provide all mitigations for their direct (known or anticipated) impacts. The Traffic Impact Mitigation Fee ("TIMF") is intended to create a nexus and means for addressing unforeseen regional traffic impacts brought about by cumulative projects. It would be inappropriate for the TIMF to pay for a mitigation for a known project impact identified by technical studies and could even be construed as a gift of public funds.

Public Works would like to recommend that the following modifications be made to the existing Conditions of Approval for T10-010:

79. ED The following road improvements shall be completed:
- a. Construct all portions of related onsite roads needed to provide access to the proposed uses as they are proposed. Partial sections of roads shall terminate in a temporary 40-foot radius turning bulb and non through roads shall terminate in a 40-foot radius turning bulb. Road segments shall not exceed cul-de-sac length limits specified in Section 11.12.040 of the Tuolumne County Ordinance Code.
 - b. Offsite road improvements would be based on the number of trips generated from the proposed onsite uses for each submitted phase of development. The following Trip Generation Factors would be used in determining trips associated with various phases:
 - Single family residence - 7.5 trips/day (10 trips/day for Caltrans 108 improvement calculations)
 - Condominium / Apartment unit (non-age restricted) – 5.4 trips/day
 - Condominium / Apartment unit (age restricted)– 4.22 trips/day
 - Assisted care unit – 2.15 trips/day
 - Senior residential care facility – 1 trip/day per bed
 - Secondary units (on same lot as primary residence) - 7.5 trips/day
 - c. The following road improvements would be based on the total trip generation per submitted phase added to the cumulative total from previous submitted phase(s). The trip thresholds and related improvements are:
 - At the 0 trip threshold
 - a. Onsite road improvements necessary for uses proposed;
 - b. Golf Links Road improvements in front of submitted phase development area; and
 - c. Install advance flashing beacon at WB SR 49-108 / Golf Links Road;
 - At the 201 trip threshold
 - a. Onsite road improvements necessary for uses proposed;
 - b. Golf Links Road improvement in front of submitted phase development area;
 - c. Improve Golf Links Road at its intersection with Chabrouillan Lane for sight distance;
 - d. Construct a left-turn pocket on Golf Links Road at Chabrouillan Lane;
 - e. Chabrouillan Lane shall be widened to a 20-foot minimum width to accommodate 2-way traffic and shall be improved to Title 11 standards from Golf Links Road to the intersection of State Highway 108/49;

- f. Install a streetlight at the intersection of Chabrouillan Lane and SR49/108; and
- g. Request that Caltrans conduct a Safety Investigation review for the SR49/108-Golf Links Road intersection to determine the need to restrict to right-turns-only prior to the 401 daily trip thresholds noted below, and if requested by Caltrans, implement item "c" of the 401-trip threshold list below

At the 401 trip threshold

- a. Onsite road improvements necessary for uses proposed;
- b. Improve balance of Golf Links Road along the project site's frontage; and
- c. Convert SR 49-108 / Golf Links Road to right-turn-only; and
- d. The project proponent shall make improvements to the intersection of Golf Links Road and State Highway 108/49 and shall purchase all signage required to implement right-turn in and right-turn out restrictions at the intersection of Golf Links Road and State Highway 108/49 and work with the California Department of Transportation to ensure that these restrictions are implemented.

At the 801 trip threshold

- a. On site road improvements necessary for uses proposed;
- b. Provide a traffic signal warrant study to determine if the traffic signal is warranted at SR49/108 and Chabrouillan Lane. If the signal warrants are met and the signal is justified and supported by the engineering study, install the traffic signal and improvements to the satisfaction of Caltrans; and
- c. If intersection is signalized, realign portion of road (in State Route 49/108 ROW) across State Route 49/108 from Chabrouillian Lane to line up with Chabrouillian Lane; and
- d. The proposed trail located parallel to Golf Links Road beginning at the eastern property boundary to the western property boundary of the project site shall be completed with the related Golf Links road improvements and graded to a minimum of six (6) feet to ten (10) feet in width. This section of the trail system shall take the place of the required shoulder along Golf Links Road and a transition meeting Americans with Disabilities Act (ADA) requirements shall be provided back to the road shoulder of Golf Links Road at each end of the property.

(CEQA Section 15041, [Initial Study, "Traffic and Circulation"])

August 28, 2021

Richard Walker
Tuolumne County CDD
2 S. Green St.
Sonora, CA 95370

Re: Dry Creeks/Valley Vista subdivision

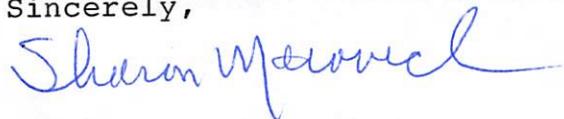
Dear Mr. Walker:

Thank you for inviting the Tuolumne Heritage Committee to comment on the above-referenced subdivision's amended tentative map. I believe a cultural resources survey was required for this project which encompasses all of the Sonora Golf Course which was developed in 1925. Please follow the recommendations of the qualified consultant who prepared the survey.

The Committee notes in the material provided that there have been modifications to roadway alignments to reduce impact to oak trees along Golf Links Rd. The Committee supports this attention to the oaks that are there, but would like to point out that there is an historic rock wall along Golf Links Rd. not far from the existing alignment. Please require preservation of this local landmark. The Committee prefers that the wall be retained as is. If modifications to Golf Links Rd. require its demolition the Committee asks that it be replicated with the same stones along Golf Links Rd.'s new alignment.

My files do not go back to 2010, but I think I recall we asked that a public history of the project site be written such as the county required of Blue Mountain Minerals and The Sonora Mining Co. Please take a look at the survey to see if such a requirement is listed.

Sincerely,



Sharon Marovich, Chair
Tuolumne Heritage Committee
532-1733

RECEIVED

SEP 03 2021

Community Development
Department

California Department of Transportation

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October 29, 2021

Quincy Yaley, Director
Tuolumne County
Community Development Department
48 Yaney Avenue
Sonora, CA 95370

TUO-49-PM 15.987
Valley Vista, LLC
IS-MND Addendum
Updated Comment Letter

Dear Mrs. Yaley:

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the Addendum for the Initial Study Mitigated Negative Declaration (IS-MND) for the Valley Vista Project in Jamestown, California.

The modified development will include the installation of 232 residential units on 219 residential lots on 92.7 acres. The proposed modified project reduces the total number of single-family residential lots from 213 to 189 and removes the age restricted component. All 189 single-family residential lots will be non-age restricted. Residential lots will range in size from 5,662 square feet to 21,220 square feet. The modifications will increase the total number of townhouses, condominiums, or duplexes to be developed on the 1.2± acre lot from eight (8) to nine (9) and remove the age-restricted component. It will also reduce the total number of units to be developed on the 4.2± acre lot from 50 condominium, apartment units, or assisted care units to 32 single-family residential lots (small lot development), condominiums, or duplexes. Additionally, it will reduce the number of apartment units associated with the one- or two-story office, neighborhood commercial and community center containing up to 15,000 square feet from three (3) to one (1). The modification will remove the limitation related to the number of secondary residences (Accessory Dwelling Units [ADU]) as detailed in the Planned Unit Development (PUD10-002). State law allows an ADU on any property zoned for a single-family dwelling, but it is reasonable to assume that only a portion of the future lots will construct an ADU.

The subdivision will include a community center, open space, trails, RV storage, and a small commercial market on the following assessor parcel numbers (APN) 59-020-54; 59-020-57; 59-020-58; 59-020-59; 59-020-60; 59-020-61 and 59-020-62. The project site is located on the north side of Golf Links Road, east of Jamestown Road, and west of McKibbon Drive in Jamestown, CA. It is approximately three quarters of a mile from

5th Avenue and State Route (SR) 49/108 intersection and a half mile from Chabroullian Road and SR 49/108 intersection.

Caltrans has the following updated comments:

Traffic Operations:

1. Page 19 – 20 states “As warrant analysis was completed by K.D. Anderson & Associates on April 24, 2006, and a supplement to the analysis was completed on June 23, 2010. The analysis’s identified traffic volumes at SR 49/108 and Chabroullian Lane in order to evaluate Caltrans traffic signal warrants to determine if a traffic signal can be permitted at the intersection.

Caltrans responded that the installation of a traffic signal at the intersection of SR 49/108 and Chabroullian Lane would mitigate traffic impacts associated with development of the Original Project. As such, the Mitigation Measures (and Conditions of Approval) for the Original Project required phased improvements to Chabroullian Lane and the installation of a traffic signal at the intersection of SR 49/108 and Chabroullian Lane.

The traffic study also identified potential safety and congestion problems due to poor sight distance to the east at the intersection of Golf Links Road and SR 49/108. For this reason, the traffic study recommended limiting traffic movements at Golf Links Road and SR 49/108 to right turn in and right turn out movements.”

2. The Addendum to the IS-MND shows a Table listing the Traffic and Circulation levels of impacts. The impacts are identified as “Less than Significant”.
3. **K.D. Anderson & Associates prepared an updated TIS, dated June 9, 2021**, for the Modified Project. As noted above, the Original Project TIS was completed in 2005 and since that time, improvements to SR 49/108 have taken place, particularly the installation of a signalized intersection at 5th Street and SR 49/108.

The Valley Vista project is located within an area of Tuolumne County where residences generate per capita regional Vehicle Miles Traveled (VMT) at a rate that is more than 15% below the current countywide average. Thus, development of the project’s residences will not have a significant VMT impact. The project’s support commercial uses are “Locally Serving” and can be presumed to have VMT impacts that are less than significant.

The impacts to Traffic and Circulation would remain Less Than Significant with Mitigation Incorporated with the implementation amended Mitigation Measures 7, 8, 9, and new Mitigation Measure 7a as shown below in ~~strike through~~ and underline. The following mitigations are being implemented in the project with this IS-MND addendum:

Mitigation Measures:

7a. At the 0-trip threshold

- a. Install advance flashing beacon at SR 49/108 / Golf Links Road.

7b. At the 201-trip threshold

~~Chabroullian Lane shall be widened to a 20-foot minimum width to accommodate 2-way traffic and shall be improved to Title 11 standards from Golf Links Road to the intersection of SR 49/108.~~

- a. Request that Caltrans ~~conduct~~ receive a Traffic Safety Investigation Review for the SR 49/108 / Golf Links Road intersection to determine the need to restrict to right-turns-only prior to the 401 daily trip thresholds noted below. If requested by Caltrans # 8a immediately.
- b. Install a streetlight at SR 49/108 Chabroullian Road intersection; and
- c. Improve Chabroullian Road to a minimum 20-foot paved width

Caltrans requests the term 'conduct' be replaced with 'receive' and 'Safety Investigation Review' be replaced with 'Traffic Safety Review' in bullet 7b, sub-bullet a, in the above paragraph.

8. At the 401-trip threshold

~~SR 49/108 and Golf Links Road intersection shall be reconfigured to right-turn-in and right turn only. The project proponent shall make improvements to the intersection of Golf Links Road and SR 49/108 and shall purchase all signage required to implement right-turn in and right-turn out restrictions at the intersection of Golf Links Road and SR 49/108 and work with the California Department of Transportation to insure that these restrictions are implemented.~~

- a. Convert SR 49/108 at Golf Links Road to right-turn-only.

9. At the 801-trip threshold

~~SR49/108 and Golf Links Road intersection shall be signalized.~~

- a. Conduct a full traffic signal warrants analysis for the SR 49/108 Chabroullian Road intersection to determine whether a traffic signal is justified. If traffic signal warrants are met and a traffic signal is justified and supported by the engineering study, develop the construction

and funding plans for the traffic signal and install the improvements to the satisfaction of Caltrans.

Caltrans D10 Traffic Operations supports the commitment to implement the appropriate mitigation measures when reaching the trip generation threshold milestones, as indicated above.

Travel Forecasting:

1. Page 24, paragraph 2. Project proposes widening SR 49/108 to 4 lanes and ends at about 700' east of 5th Avenue; this does not reach SR 49/108 Golf Link intersection per approved PSR-PDS. Please provide clarification.
2. Page 25, last paragraph. Project VMT impact significance appears to contradict the conclusion on page 27. Please provide clarification.

General Comments:

Section 2.0 Proposed Modifications and Project Description

Introduction, Paragraph 2;

Bullet 3 – please clarify if coincides or conflicts with Table 1.

Introduction, Paragraph 5:

Bullet 2 – please clarify if coincides or conflicts with Table 1 and Table 2. The second bullet state up to three apartments, whereas on Tables 1 and 2 on pages 5 and 6 state four apartments. Please clarify and revise, as appropriate, on tables and under the proposed modification descriptions.

Modified Project, Paragraph 2

Bullet 5 – please clarify if coincides or conflicts with Table 2. Bullet cites 3 units and table cites 4.

Mrs. Quincy Yaley, Director
October 29, 2021
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If you have any questions or would like to discuss these comments, please contact Michael Casas at (209) 986-9830 (Email: michael.casas@dot.ca.gov) or me at (209) 483-7234 (Email: gregoria.ponce@dot.ca.gov).

Sincerely,

Gregoria Ponce'

GREGORIA PONCE, CHIEF
Office of Rural Planning

c: Kim McFarlane, Director Tuolumne County Public Works Department
David Ruby, Engineer, Tuolumne County Public Works Department

Mrs. Quincy Yaley, Director
October 29, 2021
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bc: Traffic Operations—Jose Mujica, Jamie Quesada
Travel Forecasting—Eric Chin, Tri Nguyen
Encroachment—Francisco Rodriguez
Deputy Directors—Arvinder Bajwa, Marlon Regisford
IGR file



TUOLUMNE UTILITIES DISTRICT

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Board of Directors

Barbara Balen
David Boatright
Jeff Kerns
Lisa Murphy
Ron W. Ringen

September 15, 2021

Tuolumne County Community Resources Agency
Attn: Quincy Yaley
2 S. Green St.
Sonora, CA 95370

RE: VALLEY VISTA LLC GPA10-001 RZ10-005, T10-010, PUD10-002 AND CUP1-004, CEQA ADDENDUM TO ADOPTED IS-MND AND MODIFICATIONS OF CONDITION OF APPROVAL.

To Whom It May Concern:

The following is in response to your letter to advisory agencies dated August 20, 2021. For comments regarding this project please see District response letter dated September 21, 2018. In addition to the comments previously provided, the District offers the following comment:

The District has approved and executed Developer Agreements with the developer and approved engineered drawings for water and sewer facilities to serve the proposed Valley Vista Development. These Developer Agreements and engineered drawings reflect the proposed amended project, including the reduced unit counts. The Developer has completed all District requirements needed to commence construction.

Regards,

Antonio J. Ramirez
Engineering Services Technician
(209) 532-5536 Ext. 511