



El Dorado Hills Area Planning Advisory Committee

1021 Harvard Way
El Dorado Hills, CA 95762

2013 Board Chair

John Hidahl

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October 12, 2013

El Dorado County Planning Services
Attn: Roger Trout, Executive Secretary
2850 Fairlane Court
Placerville, CA 95667

Subject: Application Revision for Z 11-0007, PD 11-0004 & TM 11-1504 - WILSON ESTATES (Ann Wilson/CTA Engineering & Surveying) Rezone approximately 23.6 acres of 28.18 acres to increase the density from 28 lots to 49 single family residential lots

Ref: APAC's previous subcommittee letter dated July 16th 2012 related to this project
APAC's previous subcommittee letter dated August 15th, 2012 related to this project
APAC's previous letter dated February 16th, 2013, related to this project.

The full APAC committee met on October 9th, 2013 and **voted 6-0, unanimously for non - support of the rezone to increase the density from 28 to 49 single family lots.**

After review of all the traffic mitigation measures for the project, its APAC's opinion the project traffic impacts violate Measure Y, which requires:

General Plan policy TC-Xa-2 (Measure Y) states: "Traffic from single-family residential subdivision projects of five or more parcels shall not result in or worsen Level of Service (LOS) F traffic during weekday, peak hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county."

General Plan policy TC-Xa-3 states: "The County shall not add any additional segments of US Highway 50 or any other roads, to the County's list of roads that are allowed to operate at LOS F without first getting the voter's approval or a 4/5ths vote of the Board of Supervisors". Reference Caltrans letter to Kim Kerr dated September 25, 2013 which states "**the portion of the segment from the County Line to the El Dorado Hills Blvd. interchange operates at LOS F during the peak hour.**"

The traffic volume from the Wilson Estates project is 540 car trips per day (49 homes). As identified by Kimbely-Horn's traffic impact analysis, there are three level of F service intersections that will be impacted by the project. Members of APAC have identified two other intersections that will be impacted by the project. The intersections are Green Valley Road and Silva Valley Parkway and Green Valley Road and Francisco Drive.

As a point of comparison, the aforementioned Green Valley Road segments are by far the worst two lane road segments within El Dorado Hills. These segments of Green Valley Road average approximately 25,000 car trips per day according to DOT's 2011 numbers. In comparison, the EDH Blvd daily traffic at Saratoga Way is at 31,000 car trips per day and it's a four lane road. It should be

obvious that the two lane Green Valley Road segments are heavily congested and must be improved before allowing additional traffic to use the road

It's APAC's opinion there is no viable mitigation measures included in the County's traffic conditions for approval that meets Measure Y requirements. There are known traffic and safety concerns along Green Valley Road, yet we understand that no County Capitol Improvement funds available to improve Green Valley Road until 2021. Changing signal light timing and paying EDH RIF fees will not solve the traffic impacts to these LOS F segments. If adequate road improvements needed to mitigate LOS F traffic aren't funded concurrent with this project, then County should not approve the project per GP policy TC-Xa – Table TC-2).

If you have any question about any of the comments and concerns expressed here, please contact John Hidahl, APAC Chairman at Hidahl@aol.com or (916 933-2703) or Norm Rowett GVC subcommittee Chairman at arowett@pacbell.net.

APAC appreciates having the opportunity to comment on this project.

Sincerely,

John Hidahl,
APAC Chairman

CC: BOS