



Charlene Tim <charlene.tim@edcgov.us>

Public Comment_Alto DA_ 4/24/14 Planning Commission agenda item 7 (14-0584)

John & Kelley <bugginu@sbcglobal.net>

Tue, Apr 22, 2014 at 10:42 PM

To: bosfour@edcgov.us

Cc: Char Tim <charlene.tim@edcgov.us>, Brian Shinault <brian.shinault@edcgov.us>, Dave Pratt <dave.pratt@edcgov.us>, Tom Heflin <tom.heflin@edcgov.us>, Walter Mathews <walter.mathews@edcgov.us>, Rich Stewart <rich.stewart@edcgov.us>, Roger Trout <roger.trout@edcgov.us>

Planning Commission,

Please submit this letter for public comment.

What does \$30,000.00 buy in El Dorado County? We will soon find out.

We are unable to attend the planning commission on this topic. We met with Mr. Neesham on 4/17/14 and our questions were not answered to our communities satisfaction. This Development agreement is not "boiler plate" by any means and is actively trying to circumvent the pending initiatives and political climate of El Dorado County.

THIS DEVELOPMENT AGREEMENT SHOULD NOT BE APPROVED BASED ON CHANGES THAT HAVE OCCURRED SINCE THIS MAP WAS APPROVED:

- Oak Tree Woodlands Lawsuit
- Traffic Impacts - Green Valley Road Corridor traffic study. LOF F intersection at Salmon Falls Rd/Green Valley Rd and El Dorado Hills Blvd and Francisco.
- A development agreement is a discretionary document. By law it requires CEQA evaluation against current standards.
 - *Tower Lane Properties v. City of Los Angeles* (2nd Dist. 2014) __ Cal.App.4th ____, Case No. B244092, a (1) CEQA applies to discretionary approvals.

By approving this Development Agreement you are removing all future flexibility and control from the county.

This development agreement will prevent the county from compliance with future laws and area changes.

The sole purpose of the development agreement is to avoid future law compliance in exchange for the \$30,000.00 investment.

This development agreement would create an Island of other projects untouchable by the county. (La Canada, Diamante, Malcolm Dixon)

This developer has had the ability to develop the property all along. It was a choice for them to delay. The road complexity should not be a scape goat to be exploited.

This development agreement offers no public benefit.

This map is getting ready to expire. There are significant changes that have occurred in the County since this map was approved. We strongly believe that the map as drawn is not compliant with planning and zoning standards in effect at the time of the extension application. This development agreement is trying to lock in decisions from 2009 rather than going through the normal discretionary process. HOWEVER, a Development agreement is a discretionary process and therefore would be subject to CEQA. In order to be compliant with CEQA law the county can not ignore environmental changes that have happened in the vicinity of the project. \$30,000 would be much better spent to re-evaluate the project and see if it is still CEQA compliant.

- This project was approved in 2009 with a tentative map for three years.
- They have had 2 mandated 2 year extensions. Courtesy of AB 116 which states:

AB 116, Chap. 62 Stats. 2013. For tentative maps initially approved prior to the cutoff date, the subdivider must file an application at least 90 days prior to the map expiration. If the local agency determines that the map is consistent with the planning and zoning standards in effect at the time of the extension application, the local agency must grant an extension of 24 months. If the tentative map is not consistent with the new standards, then the agency may deny or conditionally approve the extension for up to twenty four months.

- Their current map expires in 2016 when they would have to apply for the first discretionary approval

30,000 dollars for anything other than environmental analysis is an insignificant drop in the bucket and hardly constitutes community benefit. Especially when those dollars are not guaranteed to stay within the region that this development will impact.

Of grave concern is:

Staff analysis: "due to the complexity of developing the road circulation element required for the subdivision additional time is needed."

The county and applicant knew the risk for the road circulation element required for the subdivision. The county and the applicant DEVELOPED the road circulation. It was a bad idea then and it remains a bad idea. Traffic is a major element that needs to be re-evaluated on a cumulative level.

Sections 3.02 Initiatives and Referendums - This paragraph is is actively trying to circumvent the pending initiatives. Given the current environmental concerns of traffic and water this project needs to be able to stand on it own merits or be re-reviewed.

Section 3.11 (p16/44) states that the developer "in its sole and absolute discretion may terminate this Agreement" with written notice. A DA typically requires dissolution by both parties.

Most development agreements can be dissolved upon mutual agreement of both parties, yet this Alto agreement says that if they do not want it, that Alto can dissolve it. You can't have protection, guarantees and control all in the same document. The county needs to ask what is in it for El Dorado County and its residents?

Please do not approve a development agreement, giving away county control, based on environmental studies that are outdated and non-cummulative. Let the project come up for its regularly scheduled discretionary review. Do not set precedent for this entire hillside.

John & Kelley Garcia
El Dorado Hills CA

4/23/2014

Edcgov.us Mail - Public Comment_Alto DA_4/24/14 Planning Commission agenda item 7 (14-0584)

NEASHAM & KRAMER LLP
ATTORNEYS AT LAW

340 Palladio Parkway, Suite 535 • Folsom, California 95630
Tel: (916) 853-8030 • Fax: (916) 853-8039
Web page: <http://www.neashamlaw.com>

PC 4/24/14
7
13 pages

April 23, 2014

Planning Commission
County of El Dorado
2850 Fairlane Court, Building C
Placerville, CA 95667

Re: Planning Commission Agenda April 24, 2014
Item #7 (14-0584)
Alto Development Agreement

14 APR 23 PM 3:03
RECEIVED
PLANNING DEPARTMENT

Honorable Commission and Staff:

This letter is in support of your recommendation for approval of the proposed Alto LLC Development Agreement and is requested to be made a part of the public record.

The Alto tentative subdivision map was approved by the Board of Supervisors on May 5, 2009- less than five (5) years ago. Since that time and despite a time of high uncertainty the project has been diligently and fully processed through the El Dorado LAFCO and recently received an updated El Dorado Irrigation District Facilities Improvement Letter indicating there is more than sufficient water available to serve the project.

Alto LLC submitted its application for a development agreement on March 7, 2013 (more than a year ago). Copies of the submission letters are attached. Alto also applied for a Tentative Map extension on April 19, 2013. However, in recognition of the national and statewide financial and housing crisis, the passage of Assembly Bill No. 116 automatically extended the term of the subdivision map by operation of law until May 5, 2016. This map is far from about to expire.

Five years ago and even in March 2013 when Alto submitted its application, there were no initiative measures. In the four years since approval of the Alto tentative subdivision map, there has hardly been an explosion of growth in El Dorado County-particularly in light of the severely impacted housing market over the last several years with foreclosures and failed financings. And while mostly non-existent in 2009-2013, recently there has been voiced by way of circulating initiative petitions a community concern over impacts from large scale, high-density, future and unapproved projects purportedly being proposed by outside corporate interests.

Objectively and reasonably viewed, the Alto project is within none of these concerns.

Alto LLC

Letter In Support of Recommendation for Approval of Development Agreement

Planning Commission April 24, 2014 Agenda, Item #7

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Alto is a relatively small fully approved project of lower density- 23 lots on 80+ acres. The minimum lot size is just under 2 acres. The approved PD overlay minimizes impacts on oak tree canopy and, just as it is designed and approved even without the Development Agreement, brings significant local community benefits. For example, the Emergency Vehicle Access designed into the east side of the approved map does not benefit the Alto properties. It was incorporated into the Alto project at the request of the Fire Department to address a potentially dangerous circumstance of its neighboring subdivision by providing nearby public water sources and an alternate escape route. This was recognized then and should be recognized now as providing no specific benefit to Alto, that it does create additional costs and expense to Alto, but provides a distinct benefit to the community.

There are several misstatements about the Alto project and proposed development agreement.

Regarding compliance with the Oak Tree Woodlands Mitigation Plan and lawsuit: When approved, the Alto project qualified under both Option A and Option B of the Oak Tree Woodlands Plan. The subsequent lawsuit only affected Option B and Alto has already paid its mitigation fee under Option A as required by the County. This issue is moot and unaffected by the proposed development agreement.

Discretionary Act and CEQA: While the approval of a Development Agreement is a discretionary act under CEQA, not a single change is being made to the approved Alto LLC tentative subdivision map under the development agreement. CEQA analyzes and identifies the potential adverse physical impacts of a proposed project. This agreement essentially confirms and extends the term of the tentative subdivision map under the terms and conditions as already approved. The Approval of the proposed Development Agreement presents absolutely no new physical impacts whatsoever.

Prohibits Compliance with Future Laws: Statements that this development agreement will prevent the County from compliance with future laws and area changes are not true or correct as a matter of law or fact. This development agreement does not prevent the County from applying, enforcing, or complying with new federal or State of California laws or County ordinances which do not conflict with the approved terms and conditions.

If the future laws being referred to here are the proposed initiative measures, Alto is one of the already approved projects. Even if ultimately approved by the voters (yet to occur), the initiative measures don't seek to prohibit the development of already approved projects. In fact, the rationale underlying most of the proposed initiative measures point out that unapproved projects are undesirable as there already sufficient approved projects to meet future demands for housing.

Purpose of the Development Agreement: The public purpose in enacting the Development Agreement statutes into California law was to create certainty from continually changing

conditions, changing political landscapes, or escalating fee exactions from those in effect at the time of approval. These are among the major purposes underlying the law itself.

Many Development Agreements don't require extraordinary payments of fees or contributions of any kind. The \$30,000 contribution voluntarily provided for in the proposed Alto agreement could, for example, pay for a significant amount of engineering design work to address what has been identified by CEDAC-EDH as the most dangerous intersection in the El Dorado Hills community at the Loch Lane intersection with Green Valley Road. Copies of these supporting documents are attached. It is Alto's understanding that there is no public funding slated or available to even start this work on the horizon and its contribution would be welcome by staff.

Alto recognized these circumstances and wanted to do something to demonstrate its commitment for the community benefit and thus proposed the \$30,000 start-up work as its contribution for the benefit of the community.

We urge the Commission to recognize the merits of the Alto project itself and the proposed Development Agreement. This proposed Agreement should be viewed as a model to begin addressing some of the shortfalls and public needs and a measure to help financing improvements to the existing identified deficiencies when the public agency is unable for whatever reason to do so.

We request your recommendation to the Board of Supervisors for approval of the proposed Alto Development Agreement. Thank you for your time and attention to this request.

Respectfully Submitted,



William "Sam" Neasham

Enclosures

NEASHAM & KRAMER^{LLP}
ATTORNEYS AT LAW

340 Palladio Parkway, Suite 529 • Folsom, California 95630
Tel: (916) 853-8030 • Fax: (916) 853-8039
Web page: <http://www.neashamlaw.com>

March 7, 2013

Mr. Roger Trout
Director, Community Development Services
2850 Fairlane Court, Building C
Placerville, CA 95667

Re: Alto LLC Application for Development Agreement
(Z06-005, PD 006-0006, TM06-1408)

Dear Roger:

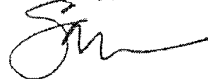
Enclosed please find the Application for Development Agreement by Alto LLC for the Project referenced above we discussed yesterday. I have included a draft Development Agreement prepared by this office.

The Alto LLC Project was approved by the Board of Supervisors on May 5, 2009. As a matter of convenient review and reference, I have also included copies of Z06-005/TM06-1408/PD06-0006 Findings as approved by the Board of Supervisors, excerpts from the Planning Commission Minutes of March 26, 2009, the May 7, 2009 letter from the Board Clerk for the Board of Supervisors referencing the Board's approvals and Ordinance 4821 which was adopted by the Board, a copy of the Final Minutes for Board of Supervisors Agenda for May 5, 2009, and the Development Services Department Staff Report dated March 5, 2009.

Please review this Application and determine if any additional documents are necessary to have this matter processed. I have not included the DA processing fee per your written note of instructions from yesterday. Alto LLC is prepared to submit the required processing fee immediately upon your notification such is necessary.

Thank you for your attention to my client's Application and I will await your response.

Sincerely,



William C. Neasham

NEASHAM & KRAMER^{LLP}
ATTORNEYS AT LAW

340 Palladio Parkway, Suite 535 • Folsom, California 95630
Tel: (916) 853-8030 • Fax: (916) 853-8039
Web page: <http://www.neashamlaw.com>

October 21, 2013

Mr. Roger Trout
Director

Mr. Tom Dougherty
Project Planner
Community Development Services
2850 Fairlane Court, Building C
Placerville, CA 95667

Re: Alto LLC Application for Development Agreement
(Z06-005, PD 006-0006, TM06-1408)

Dear Roger and Tom:

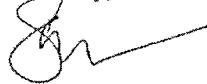
The Alto LLC Project was approved by the Board of Supervisors on May 5, 2009. Alto LLC initially submitted an Application for Development Agreement for this project on March 7, 2013. Alto LLC then submitted an Application for Tentative Map Extension Pursuant to Government Code Section 66452.6(e) on April 19, 2013.

The enactment of Assembly Bill No. 116 (Bocanegra) has extended the Alto LLC Project Tentative Map through May 5, 2016, thus making the Application for Tentative Map Extension Pursuant to Government Code Section 66452.6(e) submitted by Alto LLC on April 19, 2013, not immediately pressing. We therefore request that the Application for Development Agreement submitted by Alto LLC on March 7, 2013, continue to be processed and the Application for Extension of Tentative Map be placed on hold until action is taken on the Development Agreement.

Please review the Alto LLC Application for Development Agreement, and determine if any additional documents are necessary to have this matter processed.

Thank you for your attention to my client's application(s), and I will await your response.

Sincerely,



William C. Neasham

December 16, 2013

HAND DELIVERED

Mr. Roger Trout
Director, Community Development Services
2850 Fairlane Court, Building C
Placerville, CA 95667

Re: Alto LLC Application for Development Agreement
(Z06-005, PD 006-0006, TM06-1408)

Dear Roger:

This letter is to follow-up on our discussions for the Alto LLC Project which was approved by the Board of Supervisors on May 5, 2009. On March 7, 2013 Alto LLC initially submitted an Application for Development Agreement for its project and since then has met with various representatives of the Community Development Services Department. Through these meetings we have now identified a matter of public benefit and safety that the County may consider appropriate in the approval of the pending request for approval of the Alto LLC development agreement.

Attached please find copies of the most recent EDH Accident Analysis 2010-2012 (revised 11-05-13) and the November 19, 2013 CEDAC-EDH Transportation Safety Letter dated November 19, 2013. The analysis completed reflects that the intersection segment ranking the highest in El Dorado Hills is at Green Valley Road and Loch Lane, not far from the Alto proposed development. While the conditioning for the Alto development project brings its own valuable transportation benefits to Malcolm Dixon Road, Alto recognizes the community concerns over Green Valley Road traffic and that there exists a notion that the public benefit obtained by Alto in the approval of a development agreement should be met by one in which the public obtains a benefit as well.

Other than identifying this as the number one traffic accident intersection in the El Dorado Hills area, nothing has been done to advance its improvement. It is our understanding that there is no current funding for moving any improvement project for this intersection forward. The estimates for just having preliminary engineering plans drawn up vary, but after consultation with several engineering firms, a reasonable estimate is in the range of \$30,000-to \$50,000. Under the required CEQA process of approval for an improvement to this intersection, there would be a thorough analysis of a proposed project. That process and whatever improvement project is

ultimately approved by the County is beyond the already approved Alto project, but Alto wants to propose a contribution that would at least enable the County to move forward in the preparation of improvement plans to reduce this danger to public safety in its neighborhood.

Accordingly, the Alto LLC principals have authorized me to propose as part of an agreement for the approval of Alto LLC's development agreement whereby Alto LLC will contribute the significant sum of Thirty Thousand Dollars (\$30,000) as its contribution. This would at least provide some funds to initiate a process which hopefully will ultimately come to a reality, and reduce the danger of this intersection and improve transportation safety for the public on Green Valley Road.

We have attached a revised Development Agreement in lieu of the one submitted by Alto LLC on March 7, 2013 which amends the terms to a ten (10) year initial term with one five (5) extension and includes the proposed Alto contribution to the County. Although Alto wishes to have the contribution acknowledged and earmarked for the Green Valley-Loch Lane intersection, we have described the contribution as unrestricted in order to give the County the greatest amount of flexibility in applying these funds as it considers most appropriate.

We request that the revised Application for Development Agreement submitted by Alto LLC herewith be processed to the Board of Supervisors forthwith. Please review the Alto LLC Application for Development Agreement, and determine if any additional documents are necessary to have this matter processed.

Thank you for your attention to my client's Application, and I will await your response.

Sincerely,



William C. Neasham

April 4, 2014

**VIA HAND DELIVERY
AND ELECTRONIC TRANSMISSION**
roger.trout@edcgov.us

Mr. Roger Trout
Director, Community Development Services
2850 Fairlane Court, Building C
Placerville, CA 95667

Re: Alto LLC Application for Development Agreement
(Z06-005, PD 006-0006, TM06-1408)

Dear Roger:

This letter is to re-submit the revised Alto LLC Application for Development Agreement to the Planning Commission and Board of Supervisors.

The Alto LLC Project was approved by the Board of Supervisors on May 5, 2009, almost five (5) years ago. The project was specifically designed to blend into the rural character of the surrounding area and comprises a 23-lot subdivision on 81.6 acres of land with greenbelt and wildlife corridors and special conditioning imposed through an Area of Benefit to provide off-site road and traffic improvements. Since its approval in 2009, Alto's project has received all necessary approvals from the County, LAFCO and EID.

Alto initially submitted an Application for Development Agreement over a year ago on March 7, 2013. Alto also submitted an Application for Tentative Map Extension on April 19, 2013, but subsequently withdrew it after Alto's Tentative Map was automatically extended through May 5, 2016 by Assembly Bill No. 116 (Bocanegra). On October 22, 2013, Alto formally requested that the County continue the review and process of its Application for Development Agreement. Alto submitted a revised Application for Development Agreement on December 16, 2013 and has met with various County departments seeking input as to language, concept, and content to demonstrate a community benefit to both the County and Alto.

While Alto's project is a small, low-density project, Alto's members are long-time County and area residents who are aware and sensitive through the approval processes that it will still have an impact, albeit limited, on the surrounding community. In addition to complying with the project's conditions of approval, it is important to Alto that they develop their project responsibly by keeping in mind the effect it will have on the surrounding community. The Alto

Roger Trout
April 4, 2014
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developers are aware of the benefit they would obtain with the approval of Alto's proposed Development Agreement and recognize that their own benefit should be met by one in which the public obtains a benefit as well. These reasons underlie Alto's self-initiated proposal of a specific benefit to the public after already being fully approved and beyond any term or condition of approval.

While the conditioning for the Alto project does bring its own valuable transportation benefits to Malcolm Dixon Road, Alto recognizes the community concerns over Green Valley Road traffic. Through Alto's review of the El Dorado Hills Accident Analysis 2010-2012 (revised 11-5-2013), the November 19, 2013 CEDAC-EDH Transportation Safety Letter, and meetings with various representatives of the Community Development Services Department, Alto learned that the Green Valley Road and Loch Way intersection segment has the highest number of accident occurrences in El Dorado Hills. However, other than identifying this as the number one traffic accident intersection in the El Dorado Hills area, apparently due to a lack of funding or competition with other public needs, nothing is currently being done to advance its improvement.

As this intersection segment is not far from Alto's proposed development, Alto decided they would like to contribute toward improving the safety of this intersection as an additional way to benefit the County and surrounding community. The revised Development Agreement Alto submitted in December 2013 thus incorporated a \$30,000 contribution by the Alto. While Alto requested that the County acknowledge and earmark this significant contribution for improvements to the Green Valley Road – Loch Way intersection, the proposed Development Agreement describes the contribution as unrestricted in order to allow the County the greatest amount of flexibility in applying these funds appropriately.

Enclosed is the proposed Development Agreement between Alto LLC and El Dorado County. It has been revised to incorporate changes requested by County Counsel and Community Services. We are hereby requesting that you process Alto's Application for Development Agreement to the Agenda for the April 24, 2014 Planning Commission meeting so that it may be publicly considered by the Commission and thereafter by the Board of Supervisors.

Thank you for your attention to my client's Application, and if there are any questions or further concerns, please contact me as soon as practical.

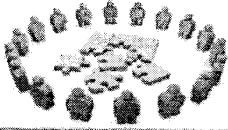
Sincerely,



William C. Neasham

cc: David Livingston
Clients

Enclosure



CEDAC-EDH

"El Dorado Hills, Better Together"

Corridor Traffic & Transportation Subcommittee

November 19, 2013

John Hidahl & Noelle Matlock
CEDAC-EDH Steering Committee

The Corridor Traffic and Transportation subcommittee has completed its first part of the analysis of the traffic conditions in El Dorado Hills. The committee with the help of County staff has prepared an EDH accident analysis based on CHP accidents reports that were recorded from January 1, 2010 to December 31, 2012 and kept the by the County traffic engineering office. The accident information has been documented in the attached spread sheet for ease of determining the highest areas of accident occurrences.

The committee has ranked the road segments accidents areas with numeric numbers with the number 1 ranking designating the poorest segment and number 12 the best segment that were in the analysis. The definitions of the abbreviations used in the spread sheet are contained at the bottom of the last page of the analysis.

There were several reasons for creating this accident analysis for El Dorado Hills. 1) When the other CEDAC-EDH subcommittees are preparing their recommendations and policies they can refer to this document to determine where potential road safety conditions are located and then factor them into their recommendations. 2) The County can use this analysis to determine what is needed in the 5 year capital improvements list to mitigate the highest ranking road segments in El Dorado Hills. 3) Create an El Dorado Hills baseline accident report to measure the following year's accidents to determine if the roads safety is improving or digressing in the following years. 4) Have on file and linked to the County DOT website an accident report for El Dorado Hills that citizens, Planning Commissioner and Supervisors can refer to for accurate information on accidents in our community.

There is one caveat that needs be addressed for the accident analysis. The committee understands and recognizes that the analysis only contains accidents that were reported to the CHP and more accidents likely occurred during this period. Many members of the public and committee members as well, believe there were many more accidents in El Dorado Hills that were not reported due to insurance issues and possible citations. The committee was unable to locate any data that would help assess this issue and recommends that DOT address this issue to determine the actual number of accidents that occur on are road system.

The committee would like acknowledge Natalie Porter from DOT and Allen Stansbury from our committee for their assistance in preparing this report. A similar letter with the attached spread sheet will be sent to Dave Defanti, Assistant Director of future planning for El Dorado County to request the County implement reasons 2, 3 and 4 for creating the accident analysis.

Respectfully,

Norm Rowett

Norm Rowett
CEDAG-EDH Subcommittee Coordinator
Corridor Traffic & Transportation

CC: CEDAG-EDH Steering Committee
Corridor Traffic & Transportation Subcommittee

EDH Accident Analysis 2010-2012 (revised 11-05-13)

Summary:

Information and accident data on 12 locations were provided by El Dorado County for the El Dorado Hills area and are summarized in the table below. This is based on CHP accidents reports for the period beginning January 1, 2010 and ending December 31, 2012 and kept by the county traffic engineering office. These are ranked according to Accidents per Million Vehicle Miles, highest to lowest.

There were a total of 116 accidents with 86 injuries and 2 fatalities reported for the 3 year period.

The table was also compared with information provided to the transportation subcommittee in August 2013. For the most part, both analyses are compatible with the following exceptions:

- Latrobe Rd from Investment Dr to Golden Foothill Pkwy/Club View Dr. Previous study shows higher accident rate.
- White Rock Rd from Valley View Dr to Joeger Cutoff .51 miles. Again, previous study shows higher accident rate.
- Green Valley Rd at Malcohn Dixon Rd .10 mi was not part of the previous analysis.
- Salmon Falls Rd from Green Vly Rd to Lakehills Dr .29 miles was not part of the previous analysis

#	Location	Segment	Mile Post Start	Mile Post end	Year	# Accidents	# Injuries	Fatalities	Accident Rank	ADT	ADT Rank	A/MV M	A/MV M rank
1	Green Valley Rd	Silva Vly Pkwy to Loch Way .45 mi	2.09	2.54	2010	6	2	0					
					2011	3	3	0					
					2012	4	4	0					
					Notes: Identified in previous analysis with 8 accidents			13	9	0	3	12595	8
2	El Dorado Hills BI	Wilson BI-Saratoga Wy (N) .86mi	0.27	1.13	2010	10	8	0					
					2011	9	12	0					
					2012	6	2	0					
					Notes: Identified in previous analysis with 26 accidents			25	22	0	1	27321	2
3	Green Valley Rd	Sophia Pkwy to Miller Rd .98 mi	0.21	1.19	2010	5	2	0					
					2011	10	7	2					
					2012	8	5	0					
					Notes: Identified in previous analysis with 15 accidents			23	14	2	2	25784	3
4	White Rock Rd	Valley View Dr to Joeger Cutoff .51 miles	1.58	2.09	2010	4	2	0					
					2011	3	1	0					
					2012	1	0	0					
					Notes: Identified in previous analysis, 28 accidents at Valley View			8	3	0	7	9442	1
5	Salmon Falls Rd	Green Vly Rd to Lakehills Dr .29	0	0.29	2010	3	3	0					
					2011	-	-	-					
					2012	2	3	0					
					Note: was not part of previous analysis			5	6	0	8	6694	11

6	Green Valley Rd	El Dorado Hills B1 to Silva Vly Pkwy .17 mi	1.92	2.09	2010	4	2	0	6	14181	7	0.58	6
					2011	3	1	0					
					2012	2	3	0					
					Notes: Identified in previous analysis with 16 accidents			9					
7	Francisco Dr.	At Marina Park Dr .1 mi	1	1.1	2010	2	1	0	9	8566	6	0.53	7
					2011	-	-	-					
					2012	3	1	0					
					Notes: Identified in previous analysis with 11 accidents			5					
8	Latrobe Rd	at Town Center Blv .1 mi	11.13	11.23	2010	3	1	0	4	25845	4	0.49	8
					2011	4	1	0					
					2012	7	9	0					
					Notes: Identified in previous analysis with 17 accidents			14					
9	Green Valley Rd	Francisco Dr to El Dorado Hills Bl .36 mi	1.56	1.92	2010	5	5	0	5	20508	5	0.45	9
					2011	2	6	0					
					2012	3	2	0					
					Notes: Identified in previous analysis with 11 accidents			10					
10	Latrobe Rd	Investment Dr to Golden Foothill Pkwy/Club View Dr .63 miles	8.9	9.53	2010	1	0	0	11	8508	10	0.21	10
					2011	-	-	-					
					2012	1	0	0					
					Notes: Identified in previous analysis with 28 accidents			2					
11	Green Valley Rd:	Malcoln Dixon Rd .10 mi	3.7	3.8	2010	1	0	0	10	11010	9	0.17	11
					2011	-	-	-					
					2012	1	0	0					
					Note: was not part of previous analysis			2					
12	White Rock Rd	at Joerger Cutoff .10 mi	2.04	2.14	2010	0	0	0	12	n/a	12	n/a	12
					2011	0	0	0					
					2012	0	0	0					
					Note: accident information combined with #4			0					
TOTAL						116	86	2					

ADT = Average Daily Traffic

A/MVM = Accidents per Million Vehicle Miles

Source: CHP traffic reports, one from September 9, the other September 23, 2013 from the El Dorado County Traffic Engineer's Office.

Analysis conducted by Allen Stansbury, Stansbury Consulting Services, El Dorado Hills, CA