



EDC COB <edc.cob@edcgov.us>

Re Hearing regarding Development of Saratoga Estates

# 36

1 message

MGeorgell@aol.com <MGeorgell@aol.com>

Sat, Sep 10, 2016 at 2:02 PM

To: edc.cob@edcgov.us

We have received your notice of the hearing re development of Saratoga Estates on September 13, 2016. We have lived close to the area for approximately 24 years near Wilson and Barcelona. Over that time we have watched our community grow from an extremely desirable, sleepy, bedroom community to an overgrown, overpopulated, crowded place to live. The traffic has increased 10 fold both here and on the freeway to get here. As a result we are adamantly opposed to the development in question and don't want to see the county spend valuable tax dollars to deal with the developers and their project.

Sincerely,

Michael and Claudia George  
1747 Santa Maria Way  
El Dorado Hills, Ca. 95762

LATE DISTRIBUTION  
DATE 9/12/16  
BOS 9/13/16



EDC COB &lt;edc.cob@edcgov.us&gt;

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**Saratoga Estate Planned Development, EHD**

3 messages

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**Douglas Dickinson** <dickinson.rose@sbcglobal.net>  
Reply-To: Douglas Dickinson <dickinson.rose@sbcglobal.net>  
To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Sat, Sep 3, 2016 at 2:15 PM

I read that evergreen trees will be planted along the sound walls of the development, on the north side of Saratoga Way. Will there also be evergreen trees planted along the existing sound wall of Cresnet Ridge, on the north side of Saratoga Way between Arrowhead Dr. and Finders Way? Are these evergreens going to be mature trees or small young ones require years of growth before they provide the mitigation they were intended to?

Thank you.  
Douglas Dickinson  
703 Platt Circle

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**EDC COB** <edc.cob@edcgov.us>  
To: Douglas Dickinson <dickinson.rose@sbcglobal.net>

Tue, Sep 6, 2016 at 7:35 AM

Thank you. Appropriate public comment provided for upcoming agenda items will be added to the corresponding file.

Office of the Clerk of the Board  
El Dorado County  
330 Fair Lane, Placerville, CA 95667  
530-621-5390  
[Quoted text hidden]

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**Douglas Dickinson** <dickinson.rose@sbcglobal.net>  
Reply-To: Douglas Dickinson <dickinson.rose@sbcglobal.net>  
To: EDC COB <edc.cob@edcgov.us>

Sun, Sep 11, 2016 at 12:24 PM

Due to the increased vehicle traffic on Saratoga Way, resulting in increased noise, will there be mitigation to provide the homes in Cresnet Ridge (Platt Circle) along Saratoga Way with sound reducing windows?

Thank you.  
Douglas Dickinson  
703 Platt Circle

[Quoted text hidden]





## Fwd: Saratoga Estates Project Request for Information

1 message

**Char Tim** <charlene.tim@edcgov.us>

Mon, Sep 12, 2016 at 9:36 AM

To: EDC COB <edc.cob@edcgov.us>

Cc: Jennifer Franich <jennifer.franich@edcgov.us>, Tiffany Schmid <tiffany.schmid@edcgov.us>, Roger Trout <roger.trout@edcgov.us>

Board Clerk's office,

Please post the attached public comment. Please note that although this was received on September 2, 2016, staff was able to confirm today that Mr. Johnstone would also like to have his questions posted as public comment, too. Thank you.

----- Forwarded message -----

From: **Jennifer Franich** <jennifer.franich@edcgov.us>

Date: Mon, Sep 12, 2016 at 9:24 AM

Subject: Fwd: Saratoga Estates Project Request for Information

To: Charlene Tim <charlene.tim@edcgov.us>

----- Forwarded message -----

From: **Tyler Johnstone** <johnstonedesign@gmail.com>

Date: Fri, Sep 2, 2016 at 1:36 PM

Subject: Saratoga Estates Project Request for Information

To: jennifer.franich@edcgov.us

Ms Franich,

I'm looking for comments and feedback on the following item. As this was approved by the planning commission last week and is going to the Board soon, I'm requesting feedback on the following items by September 8th, so that I may prepare comments prior to the Board meeting.

I spoke with Commissioner Stewart yesterday regarding some concerns. He stated many of many concerns would needed to be looked at by planning staff. I tried to raise the issue as my public representative and the recommending authority, it was his duty and the other Commissioners to make sure the project was entirely legal and well planned. He disagreed with this assessment unfortunately,

As you are the expert on this project, I'm hoping you can address my concerns. I'm by no means an expert in this. I teach high school world history, but in researching available codes online and the documents presented to the planning commission & Board, I believe there are some contradictions and items needing further clarification.

1. Notification- I spoke with Tiffany during your absence. She was helpful in letting me know while the mailed notification area is quite large for the EIR, it is smaller for Planning Commission meetings. In looking up Zoning Code 120.24.085, both published notice and mailed notification within 500 feet of a project are required 10 days prior. Based on the tentative map, my home is within this area, but I along with my neighbors were not notified. Was a mistake made and if so does there need to be a new hearing at the planning commission? Or am I mistaken in my measurements? Are measurements not made perpendicular to the edge of a project?
2. R1 lots are required to have a 6000 square foot minimum. Considering that the developer obviously wants to maximize lots and thus profit, following this minimum seems key to avoiding overcrowding. When the parcel was rezoned to R1-PD, was this 6000 sq ft minimum voided. Commissioner Stewart said it wasn't in the documentation he saw. It was listed on the map and thus I raised in my comments to the board. When speaking with him yesterday, he acknowledged, "oops, I guess we missed that one." I've noticed in the item going to the Board the 5972 ft lot is identified but that seems to still not meet the R1-PD standard.



3. Continuing on this line, Sec.130.28.040, states specified minimum, yet on page 48, 3.0 "The project, as proposed and conditioned, is consistent with the Zoning Ordinance because the parcels have been designed to comply with the R1 development standards as provided within Section 130.28.040 of the County Code. This can't be true when both the minimum lot size and width are not meet. Does an R1-PD not have minimum? There are zero mentions of R1PD when searching the zoning code. The design variances seem to allow the developer to do what they want with regard to turn radius, sidewalks, and driveway locations, even if county guidelines specifically don't allow these items. Page 6 of the staff report from 8/25 acknowledges that it doesn't meet these requirements. The design waivers listed further below on that page, also don't mention changing the lot size or width. It seems the PD opens a loophole for any development to be approved regardless of the standards.
4. On BOS Findings 9/13 page 18, 2.24, a Class II bike lane will be installed along Wilson Blvd. In comparing with the Exhibit F, the section view for Wilson Blvd shows a 20 ft lane. Is this sufficient space for the bike lane and traffic? The design speeds in the Conditions are 35mph but I believe this is different than the rest of Wilson Blvd. When the speed is 40mph or higher DOT requires that the Class II Bike lane become 6 feet wide. Is there still sufficient space?
5. Lot 201 in the project is plotted significantly inside the PG&E easement. I'm I correct that no permanent structure can be built within that area. Is it possible to meet the setback requirements, have a appropriately sized house, and still avoid the setbacks. Does the County have provision for allowing overhead power lines to directly cross over lots. 201 is so inside the easement area, the lines will actually be over the lot. Is there also a problem with Street B being inside the proposed easement around Lot B near the north end of the project. These are identified on Exhibit F. If an easement is supposed to protect the marsh area, there shouldn't be a street or lot (57) within the area.
6. Is residential density really calculated based on the total project area. Since there can not be any houses in streets or wetland areas, it would seem more honest in reporting to calculate the density based upon where the houses actually are. I think that is certainly the idea of density. In a residential high density development, we understand as an apartment building because there are many units in one area. But under this definition of density, even if many of the lots are clustered in one area, they are considered low density because within the larger scope of the project, there were steep hillsides and wetlands that could not be built out. The difference is stark- the density is claimed at only 2.6 unites per acre, when removing wetland, street, open space, the density jumps to 5.4 units per acre. Again, I guess this is how density is calculated regardless of how misleading it may be.
7. In the applicant presentation, they claim the first benefit as a reduction in traffic on Highway 50 and El Dorado Hills Blvd. While I guess true, there won't be fewer cars, there will in fact be more cars on Saratoga & Iron Point. I believe the industry standard of 10 car trips per unit, leads to over 3100 additional daily trips. That isn't less traffic, that is much more. How can there be a claim that this is less traffic.

In working on changes to my own home, I've found planning staff to be quite knowledge and precise in their details and adherence. I'm hoping that same level of diligence that is given to a shed's location within a lot, is given to a 300+ unit development.

Thank you,  
Tyler Johnstone  
661-714-5941

----- Forwarded message -----  
From: **Char Tim** <charlene.tim@edcgov.us>



Date: Wed, Aug 31, 2016 at 2:29 PM

Subject: Re: Clerk of the Planning Commission

To: johnstonedesign@gmail.com

Cc: Jennifer Franich <jennifer.franich@edcgov.us>, Tiffany Schmid <tiffany.schmid@edcgov.us>, Roger Trout <roger.trout@edcgov.us>

Mr. Johnstone,

Your Public Comments were received and are part of the public record. They can be viewed online by clicking on the link below, selecting File #16-0533 and selecting the attachment titled "Public Comment Rcvd 08-25-16 PC 08-25-16". <https://eldorado.legistar.com/MeetingDetail.aspx?ID=491083&GUID=9E412B7A-62B0-4B59-89E5-E3E7671E6F47&Options=info&Search=>

Your Public Comment that was sent on August 24, 2016 at 8:56 PM was distributed to the Commission during the hearing. Your Public Comments that were sent the day of the hearing (August 25, 2016) from 11:21 AM to 11:26 AM were uploaded online for the public record. As stated in our agenda, "Planning Services cannot guarantee that any FAX or mail received the day of the Commission meeting will be delivered to the Commission prior to any action."

The Planning Commission recommended approval of the Saratoga Estates project to the Board of Supervisors. The Board will consider this item on September 13, 2016 and documents received for the Planning Commission meeting, including Public Comments, are part of the item. Those documents, along with the documents being submitted for the September 13, 2016 meeting, can be viewed online at the link I provided above.

If you have any further questions on the hearing process, please let me know. If you have any questions regarding the project, please contact Jennifer Franich either via email or at 530-621-5355. Thank you.

On Wed, Aug 31, 2016 at 1:47 PM, Tyler Johnstone <johnstonedesign@gmail.com> wrote:

Ms. Tim,

I'm following up on my emails of last week, prior to the Planning Commission meeting in regards to Saratoga Estates. I was surprised to not hear back some response from any of the planning commission members or staff. I'm first checking to see if in fact the comments were received and if there was any outcome. Any help that you could provide in directing me to the right person, would be appreciated. I sent my comments to each of the Planning Commission members and the general address and have included those below. I was hoping to get comments back from at least one member, even if it was just thanking me for my comments and concerns.

Sincerely,  
Tyler Johnstone

Members of the El Dorado County Planning Commission,

I write with concerns regarding the proposed Saratoga Estates project. First, I do not believe there was the necessary notification of nearby residents for action at today's meeting. As the property borders Sacramento county and the City of Folsom, notice of publication solely within Mountain Democrat, a paper with sole distribution in El Dorado County did not provide adequate notice to affected residents within the City of Folsom and Sacramento county. Notice has been given for the preparation of the EIR and of previous public comment meetings, so I would expect the same precedence to follow for a hearing before the Planning Commission. Per Land Development Code, notice is to be published in the newspaper **AND** mailed to all property owners within 500 feet.



Using the development map and the scale provided the attached drawing shows in fact, my home and many others lie within this 500 foot zone. Any planner is welcomed to use an engineering scale to plot this line as I did. I have a master in public policy and administration and teach a course in civil engineering. The facts that I list are exactly such.

Second, as a property owner and resident of an adjacent parcel I do have concern. I do not wish to be viewed as a NIMBY resident wholly opposed to construction or development. Upon purchasing my home, I knew that development was possible. I look forward to the connection of Iron Point and Saratoga Way, so that I may easily access the retail and commercial areas of El Dorado Hills. I know that this will come with some additional traffic and I have seen the traffic plans in Folsom for the addition of a stoplight and future freeway exit/on-ramp at Empire Ranch, especially with the connection to the Folsom Planning area. However, my concerns surround, El Dorado County seemingly bending its own well-established rules in order to make this project possible. If the project cannot stand on its own merits and be financially viable, maybe the county should wait for a future, better planned project.

In looking at the mitigation measures alone, numerous county development standards are being violated and the planning staff is approving these violations. Why does the county even pretend to have standards if, whenever a developer asks, the standards are waived. In example, there is a minimum lot size of 6000 sq ft, in place across the county. For a county priding itself on open space preservation and a rural appearance, this is already a surprisingly small lot. In this project, there is one lot that is even smaller than this 6000 sq ft. minimum. What is the point of a minimum lot if it will be waived? I question whether the same leniency would be given to a property owner encroaching on a setback or adding an additional unit. Each of these have an effect on neighboring lots and the quality of life in the project. I have seen previous set back requirements held, so why would this project be allowed to proceed? The developer could easily argue, it is just one lot of over 300, but then why can't they combine just that one lot with another. Splitting that parcel among the two neighboring parcels, would not make them abnormally large in comparison to the rest of the project.

Next, the project requires a mitigation of the street width. County provisions call for internal residential streets to have a 36' width with 6 foot sidewalks on both sides. This will be reduced by 19% to the narrow width of 29 feet. Combining this narrow width with the additional mitigation allowances of reducing the required turn radius for residential streets and allowing for driveways closer to these turns creates a dangerous site line and raises the possibility of accidents. One mitigation with street layout may be justified by the combination of parking on one side, will increase the number of cars on that side, as it will be the only place to park. In addition, the narrower sidewalks (reduced to 4 feet), along with the driveways and turn radius provision are the opposite of bike and pedestrian safety.

On bicycle safety, the development plans for a Class 2 bike lane along Wilson Blvd. While the standard 4 foot width for a class 2 bike lane may be squeezed into the design, there is no room in the ROW for the necessary 6 foot, class 2 bike lane that would be required, as speeds are proposed at greater than 40 mph, per Cal Trans Highway Design Manual 301.2. Look at Exhibit F of the Staff Report and the cross section for Wilson Blvd. There is only a 20 foot drive lane, no bike lane even shown. Looking at page 18 of the findings, 2.23, states there will be a Class II bike lane along Wilson Blvd. It can't be both ways.



This also applies to the parking requirements. The proposal calls for narrowing the driveway requirements including 1 car driveways. Combining narrow driveways, 1 car garages and parking on internal streets solely on one-side will invariably run afoul of 130.50.050. The driveways are nearly too small to count as a parking space and if there is only a 1 car garage, then street parking would be required, but no provided in the plan.

### **Sec. 130.50.050. - Development standards.**

The following requirements shall apply to all PD districts:

A. Those requirements as contained in the development plan approved by the Board of Supervisors;

B. Parking requirements:

1. Two spaces per dwelling unit,
2. Other parking requirements as provided by Chapter 130.18;

Additionally for lot size, is not consistent with R1. I understand the land is being rezoned to R1-PD to skirt the rules. However on page 48, 3.0 "The project, as proposed and conditioned, is consistent with the Zoning Ordinance because the parcels have been designed to comply with the R1 development standards as provided within Section 130.28.040 of the County Code." This is simply not true. If it were, they would not need the R1-PD rezone. The rezone is necessary as the lot size is too small and the lot width is not sufficient. The rationale that this is to avoid wetlands and drainage is insufficient. Wouldn't a better plan be to reduce the number of lots to avoid the wetlands AND conform to the R1 development standards?

### **Sec. 130.28.040. - Development standards.**

The following provisions shall apply in R1 districts unless and until a variance is obtained from the Planning Commission:

A. Minimum lot area: 6,000 square feet when the lot is served with public water supply and sewage system; 10,000 square feet when either the proposed water supply is a well located on the lot, or the proposed sewage disposal system is a septic tank located on the lot; 20,000 square feet when the proposed water supply is a well and the proposed sewage disposal system is a septic tank, both located on the lot; **-NOT MET**

B. Maximum lot coverage: 35 percent (including accessory buildings);

**C. Minimum lot width: 60 feet; -NOT MET**

D. Minimum yards: front, 20 feet; sides, five feet, except the side yard shall be increased one foot for each additional foot of building height in excess of 25 feet; rear, 15 feet;

E. Maximum building height: 40 feet.

I ask that you limit any mitigation. Without proper notice, I found the above problems in less than 24 hours. Is it possible your planners could quibble over some? Certainly possible, however, between the lack of notification and the number of contradictions I found in this short time, I'd ask that this project get a serious second look.

This lot has been subject to many ideas and proposals over the years. What is the harm in holding to the standards and asking the developer to come back with a better project? I hope that I and the other residents can count on the support of the commission to hold all developers and project to a standard in compliance with El Dorado County regulations.

Sincerely,

Tyler Johnstone

420 Lone Spur Dr

Folsom CA

661-714-5941

<<< Next Message >>

Dear Clerk of the Planning Commission,

In regards to Item 16-0533

Attached is an annotated copy of the tentative map outlining the 500 foot boundary for which notice was required prior to action by the planning commission. As a resident and property owner within this area, I'd ask the Clerk delay this hearing until proper notice is given. I contacted Tiffany in planning services today regarding lack of notification. Jennifer F was out of the office, she is the listed planner. She confirmed that for an EIR, 1 mile notice is given, but she believed that for planning hearings, only 1000 foot of the project site was required. In fact, development code only requires 500 feet. As you can see from the map, my property does lie within 500 feet of the boundary of the project. There is no way, the 500 feet is measured from the center of the project, as obviously with a large project, no notification would be required.

In addition, I'd ask that a paper copy of my comment below, be forwarded to each of the Planning Commissioners regarding this item. Without proper notices, I'm be scabbling to add my comments prior to the hearing tomorrow. I'd appreciate your effort in submitting my comments and making sure they are included in the official record.

Thank you,



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**Char Tim**

Clerk of the Planning Commission

Assistant to Roger Trout  
Development Services Division Director**County of El Dorado**Community Development Agency  
Development Services Division  
2850 Fairlane Court  
Placerville, CA 95667  
(530) 621-5351 / FAX (530) 642-0508  
charlene.tim@edcgov.us

-

**Jennifer Franich**

Associate Planner

**County of El Dorado**Community Development Agency  
Development Services Division  
2850 Fairlane Ct.  
Placerville, CA 95667  
Office: (530) 621-6591 Fax: (530) 642-0508  
jennifer.franich@edcgov.us

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Thank you.

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**Char Tim**

Clerk of the Planning Commission

Assistant to Roger Trout  
Development Services Division Director**County of El Dorado**Community Development Agency  
Development Services Division  
2850 Fairlane Court  
Placerville, CA 95667  
(530) 621-5351 / FAX (530) 642-0508  
charlene.tim@edcgov.us

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**Informational Workshop-Handout from Audience-PC 05-26-16 (1) 1.pdf**

1139K

Sec. 120.24.085. - Notice requirements and procedure.

A. Action by the Planning Commission pursuant to Section 120.24.075.

A shall be made after a public hearing for which notice has been given as follows:

1. Mailed or delivered at least ten days prior to the hearing to the applicant and all owners of real property as shown on the latest equalized assessment roll **within 500 feet of the property** which is the subject of the hearing; and
2. Published once in at least one newspaper of general circulation at least ten days prior to the hearing.

(Distributed during  
workshop by applicant)

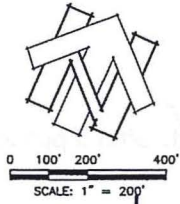
PC 5/26/16  
#6

# SITE PLAN SARATOGA ESTATES

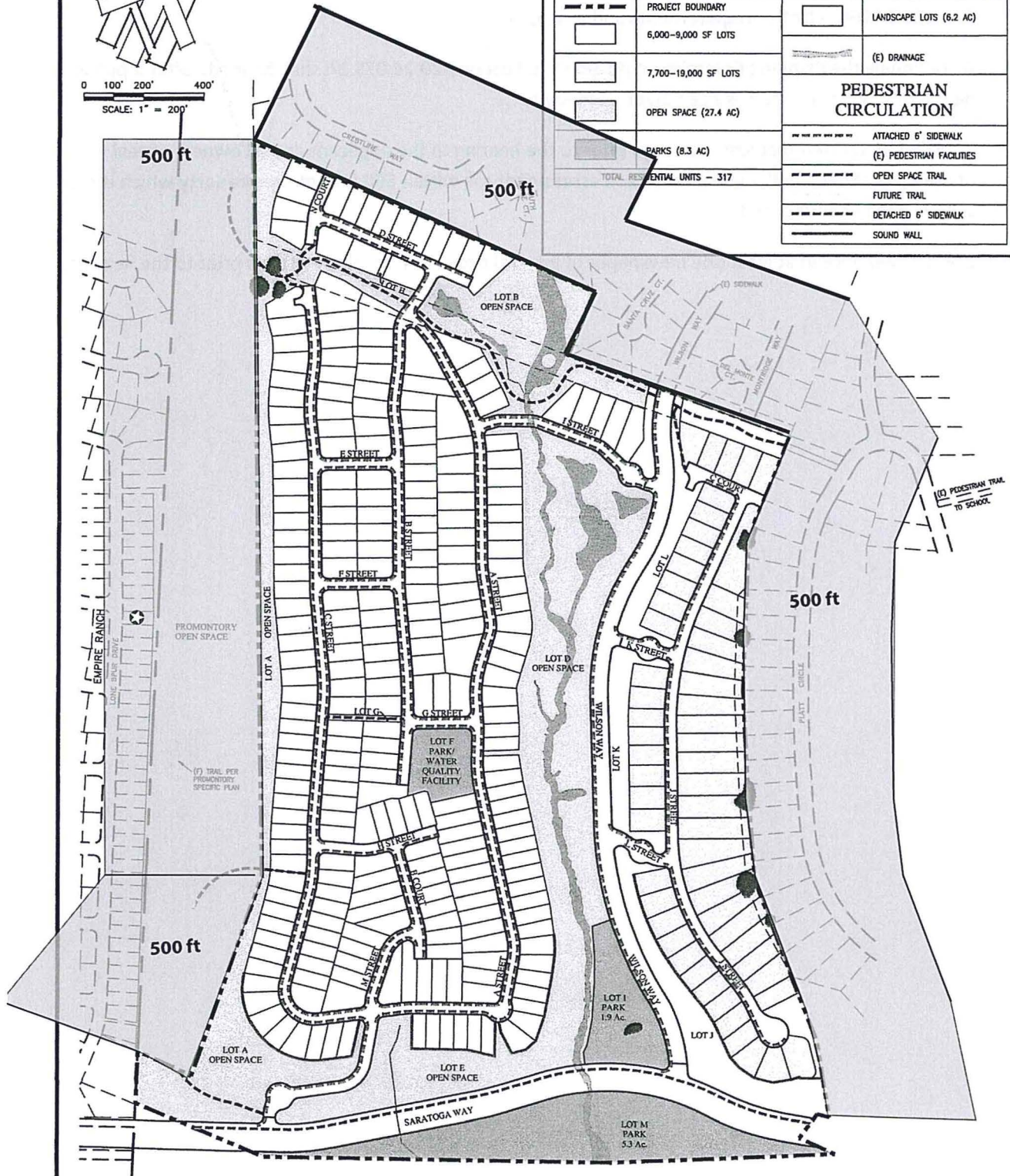
COUNTY OF EL DORADO

JULY, 2015

STATE OF CALIFORNIA



LEGEND	
	PROJECT BOUNDARY
	6,000-9,000 SF LOTS
	7,700-19,000 SF LOTS
	OPEN SPACE (27.4 AC)
	PARKS (8.3 AC)
TOTAL RESIDENTIAL UNITS - 317	
	LANDSCAPE LOTS (6.2 AC)
	(E) DRAINAGE
PEDESTRIAN CIRCULATION	
	ATTACHED 6' SIDEWALK
	(E) PEDESTRIAN FACILITIES
	OPEN SPACE TRAIL
	FUTURE TRAIL
	DETACHED 6' SIDEWALK
	SOUND WALL





The attached map shows the area within 500 feet of the proposed Saratoga Estate project. The Planning Commission should hold off on a final decision until proper notification can be made to the affected residences and property owners.

Per Land Development Code, Title 120:

Sec. 120.24.085. - Notice requirements and procedure.

A. Action by the Planning Commission pursuant to Section 120.24.075. A shall be made after a public hearing for which notice has been given as follows:

1. Mailed or delivered at least ten days prior to the hearing to the applicant and all owners of real property as shown on the latest equalized assessment roll **within 500 feet of the property** which is the subject of the hearing; and
2. Published once in at least one newspaper of general circulation at least ten days prior to the hearing.



EDC COB &lt;edc.cob@edcgov.us&gt;

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**Saratoga Estates file no. 16-0533, BOS 9/13/16**

2 messages

**Ellen Van Dyke** <vandyke.5@sbcglobal.net>

Mon, Sep 12, 2016 at 11:00 AM

To: Brian Veerkamp <bosthree@edcgov.us>, Ron Mikulaco <bosone@edcgov.us>, Shiva Frentzen <bostwo@edcgov.us>, Sue Novasel <bosfive@edcgov.us>, Michael Ranalli <bosfour@edcgov.us>, Jim Mitrisin <edc.cob@edcgov.us>  
Cc: Jennifer Franich <Jennifer.franich@edcgov.us>

Dear Supervisors:

Saratoga Estates does not comply with Measure E and simply cannot yet be approved. The Board's direction given 8/30/16 was that the measure must be applied verbatim: *road infrastructure must be provided prior to project approval*. Regarding the proposed Saratoga Estates project:

1. The project's Conditions of Approval falsely indicate permits may be issued prior to the completion of off site improvements, with nothing that precludes occupancy of those units (see Conditions 50c, 54, 49a). Condition 49a in particular says "*The construction of Saratoga Way to Iron Point Road shall be completed prior to issuance of the 101st Building Permit..*". The Conditions must be revised to meet Measure E requirements, meaning all road improvements must be provided prior to project approval and prior to issuance of *any* permits.
2. The Staff Report (attachment 2A) indicates EDH Blvd is operating at 'acceptable' LOS since the new Silva Valley interchange was opened. This is based on *projected* traffic counts. But conditions on the ground do not show that to be the case, indicating flaws in the TDM and traffic analysis. Road segments on EDH Blvd (the southbound approach to Hwy 50) and on Latrobe Rd (the northbound approach to Hwy 50) are both still operating at LOS F during peak hours. The projections and flawed TDM data must be corrected to reflect actual conditions, and the staff report and the project revised accordingly.
3. Measure E requires the County to use Caltrans data in determining Level of Service. The Caltrans website for PeMS data (Performance Measurement System) clearly shows Hwy 50 to be at LOS F during peak hour commute traffic. Claims in the DEIR that a 317-unit project contributes a mere 9 trips at peak hour, narrowly missing the 10-trip trigger point for 'E' of worsening traffic, are seriously debatable and I would hope you would question the trip distribution accordingly. The percentages appear very much to have been manipulated to rationalize the project, especially when viewed in conjunction with the flawed modeling data noted in no.2 above.

My understanding was that Measure E proponents were somewhat supportive of conditioning projects to allow completion of road improvements to occur prior to occupancy, but the currently proposed project conditions do not even do that. Have there been further discussions with the Measure E proponents regarding intent and interpretation? Without a standard interpretation of how this Board intends to apply measure E, I am very concerned you will use the flawed traffic analysis and an erroneous approval of Saratoga Estates as a precedent to approve subsequent projects such as the upcoming Dixon Ranch.

Please include these comments in the administrative record for the Dixon Ranch project (Legistar file no. 14-1617) as well as this project (16-0533).



Ellen Van Dyke  
Rescue resident

*Below is the Measure E reference in the staff report, 8/25/16 attachment 2A, which erroneously conflicts with both the literal reading of E requiring improvements prior to approval (BOS direction given 8/30/16), as well as the Board-rejected County Counsel interpretation that would have allowed improvements to be made prior to occupancy.*

**Measure E:** With the passage of Measure E, which became effective on July 29, 2016, the environmental documents and conditions of approval for the subdivision were reviewed in order to ensure the subdivision, as conditioned, would be in compliance with the General Plan as amended by Measure E. The Draft Environmental Impact Report (DEIR) and traffic study conducted for the subdivision reveals that there are two intersections to which the subdivision will contribute additional traffic and which are forecast to operate at Level of Service F: 1) the intersection of El Dorado Hills Boulevard, Park Drive and Saratoga Way, and 2) the intersection of Town Center Boulevard and Latrobe Road. Both of these intersections were forecast to operate at LOS F with or without the approval of this project, but the project will contribute 10 or more trips at the intersection at buildout. With respect to the Town Center Boulevard/Latrobe Road intersection, the recommendation in the DEIR was that the impact would be mitigated through the payment of TIM Fees because the needed improvements are programmed into the 10 Year CIP program. With the amendment to the General Plan made by Measure E, the payment of TIM fees is no longer a means of determining General Plan consistency with Policy TC-Xf. Accordingly, the proposed mitigation in the Final EIR has been modified to require the construction of the improvements as a condition of approval of the project and a project condition has been included in the conditions of approval requiring these improvements be constructed subject only to an updated traffic study being completed prior to the 100th building permit and for which demonstrates the continued need for both improvements to be constructed by the Project.

16-0533 2A 7 of 12

The BOSTHREE <bosthree@edcgov.us>  
To: EDC COB <edc.cob@edcgov.us>

Mon, Sep 12, 2016 at 11:13 AM

### Kathy Witherow

Assistant to Supervisor Brian K. Veerkamp  
District Three - El Dorado County  
530.621.5652  
[Quoted text hidden]



EDC COB &lt;edc.cob@edcgov.us&gt;

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## Saratoga Estates development map change

1 message

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**ppeacock@base3consulting.com** <ppeacock@base3consulting.com>

Mon, Sep 12, 2016 at 12:12 PM

To: edc.cob@edcgov.us

Cc: peacock4@comcast.net

El Dorado County Board of Supervisors:

With regard to the planned Saratoga Estates development map changes.

We are concerned with how the the modifications to the Standard Plan 101B and 103A-1 will create an overly cramped set of homes and streets in El Dorado Hills. It appears the modifications are designed to pack more homes into the defined space and in the process diminish street safety as well as the aesthetics of the overall community. While a densely packed set of homes is typically for communities in the Los Angeles suburbs or the East Bay, the El Dorado Hills Community prides itself on having a less congested and safer set of homes and streets.

In addition to our concerns with the noted changes to the Standard Plan, we are concerned that no mention of traffic abatement to the surrounding Villages was noted in the application notice. Significant construction traffic during the building phase can be expected on Wilson Blvd unless connecting roadways at Saratoga Way and Iron Point Road are build out first. The road wear, truck noise, and traffic safety concerns on Wilson Blvd are a major concern to the families living along Wilson and should be a major concern for the Board of Supervisors when reviewing this application.

Thank you for listening to our concerns on this new development.

Philip & Sugar Peacock





EDC COB &lt;edc.cob@edcgov.us&gt;

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**BOS 9/13 Item 16-0533**

3 messages

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**Tyler Johnstone** <johnstonedesign@gmail.com>

Mon, Sep 12, 2016 at 1:49 PM

To: edc.cob@edcgov.us

Public Comment:

Dear Clerk of the Board,

Linked is a video outlining concerns with the proposed Saratoga Estates.

Please include this as my public comment with the meeting detail.

Thank you,  
Tyler Johnstone

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**EDC COB** <edc.cob@edcgov.us>

Mon, Sep 12, 2016 at 2:12 PM

To: The BOSONE &lt;bosone@edcgov.us&gt;, The BOSTWO &lt;bostwo@edcgov.us&gt;, The BOSTHREE &lt;bosthree@edcgov.us&gt;, The BOSFOUR &lt;bosfour@edcgov.us&gt;, The BOSFIVE &lt;bosfive@edcgov.us&gt;

FYI

Office of the Clerk of the Board  
El Dorado County  
330 Fair Lane, Placerville, CA 95667  
530-621-5390

[Quoted text hidden]

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**EDC COB** <edc.cob@edcgov.us>

Mon, Sep 12, 2016 at 2:14 PM

Draft To: Tyler Johnstone &lt;johnstonedesign@gmail.com&gt;

Good Afternoon - I have forwarded your email to the Board and will include your email with the public comment from today, however your link will not be active when I attach to the item. Thanks, Kim

Thank you. Appropriate public comment provided for upcoming agenda items will be added to the corresponding file.

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[Quoted text hidden]



EDC COB &lt;edc.cob@edcgov.us&gt;

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**BOS 9/13 Item 16-0533**

4 messages

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**Tyler Johnstone** <johnstonedesign@gmail.com>  
To: edc.cob@edcgov.us

Mon, Sep 12, 2016 at 1:49 PM

Public Comment:

Dear Clerk of the Board,

Linked is a video outlining concerns with the proposed Saratoga Estates.

Please include this as my public comment with the meeting detail.

Thank you,  
Tyler Johnstone

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**EDC COB** <edc.cob@edcgov.us>

Mon, Sep 12, 2016 at 2:12 PM

To: The BOSONE &lt;bosone@edcgov.us&gt;, The BOSTWO &lt;bostwo@edcgov.us&gt;, The BOSTHREE &lt;bosthree@edcgov.us&gt;, The BOSFOUR &lt;bosfour@edcgov.us&gt;, The BOSFIVE &lt;bosfive@edcgov.us&gt;

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[Quoted text hidden]

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**EDC COB** <edc.cob@edcgov.us>

Mon, Sep 12, 2016 at 2:18 PM

To: Tyler Johnstone &lt;johnstonedesign@gmail.com&gt;

Good Afternoon - I have forwarded your email to the Board and will include your email with the public comment from today, however your link will not be active when I attach to the item. Thanks, Kim

Thank you. Appropriate public comment provided for upcoming agenda items will be added to the corresponding file.

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530-621-5390

[Quoted text hidden]

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**Tyler Johnstone** <johnstonedesign@gmail.com>

Mon, Sep 12, 2016 at 3:04 PM

To: EDC COB &lt;edc.cob@edcgov.us&gt;

Clerk of the Board,

In clarifying the email, I want to make sure the link is available for members of the public and the Board to review. I'd ask that the full link address be published in my comments if the link will not be active.

<https://drive.google.com/file/d/0B76GrjTQ9OUuUXc0OVk1T1NxN0k/view>

Thank you.