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Saratoga Estates, September 13, 2016 Board of Supervisors, Agenda Item #36, File #16-0533, Comment by the Measure E Committee

loriparlin@sbcglobal.net <loriparlin@sbcglobal.net>

Tue, Sep 13, 2016 at 9:00 AM

Reply-To: loriparlin@sbcglobal.net

To: Supervisor Mikulaco <bosone@edcgov.us>, Supervisor Frentzen <bostwo@edcgov.us>, Supervisor Veerkamp <bosthree@edcgov.us>, Supervisor Ranalli <bosfour@edcgov.us>, Supervisor Novasel <bosfive@edcgov.us>, Jim Mitrisin <edc.cob@edcgov.us>, "david.livingston@edcgov.us" <david.livingston@edcgov.us>

Please submit the attached comment into the public record for the Saratoga Estates project.

Thank you,

Lori Parlin



Saratoga Estates comment FINAL.docx

158K

Measure E applies to Saratoga Estates since no previous entitlements have been granted to this project.

Compliance with Measure E:

To comply with Measure E, all roadway improvements required to mitigate LOS F shall be completed **before** approval of a final map. These improvements are spelled out in the Final EIR and the developer is only required to pay for their fair share.

LOS Determination:

As spelled out in Measure E, the County must use Caltrans LOS determination for Highway 50 segments and interchanges. The current Caltrans TCR/CSMP shows the segment of Highway 50 from Latrobe Road to the County line to be at LOS F today and in the future.

TABLE 13: US 50 BASIC SYSTEM OPERATIONS															
Seg. #	County	Post Miles	Distance (Miles)	Average Annual Daily Traffic			Level of Service (LOS)				Vehicle Miles Traveled (VMT)			Delay	
				Base Year (BY)*	No Build (Horizon Year (HY))*	Build (HY)	B Y	No Build (HY)	Build (HY)	Concept LOS	BY	No Build (HY)	Build (HY)	Daily Vehicle Hours of Delay	Daily Person Hours of Delay
1	YOL	0.00/3.16	3.16	176,000	206,000	210,000	E	F	F	E	337,274	394,000	402,000	228	310
2	SAC	L0.00/L2.48(R0.00)	2.48	246,000	279,000	300,000	F	F	F	E	452,373	513,000	552,000	1,697	2,309
3		R0.00/R5.34	5.34	206,000	249,000	265,000	F	F	F	E	959,231	1,158,000	1,235,000	1,708	2,323
4		R5.34/R10.92	5.58	171,000	226,000	234,000	F	F	F	E	660,438	873,000	905,000	509	692
5		R10.92/12.50	1.58	141,000	196,000	204,000	E	F	F	E	194,349	271,000	281,000	204	278
6		12.50/17.01	4.51	117,000	160,000	161,000	F	F	F	E	630,648	862,000	866,000	565	768
7		17.01/23.14	6.13	91,000	113,000	132,000	F	F	F	E	521,760	645,000	759,000	158	215
8	ELD	0.00/0.86	0.86	91,000	100,000	110,000	F	F	F	E	81,060	89,000	98,000	59	80
9		0.86/R3.23	2.37	70,000	94,000	105,000	E	F	F	E	127,860	171,000	191,000	10	13
10		R3.23/6.57	3.34	61,000	86,000	84,000	D	F	D	E	207,994	294,000	286,000	51	70
11		6.57/R8.56	1.99	61,000	73,000	77,000	D	E	D	E	170,099	203,000	216,000	15	20
12		R8.56/R15.06	6.5	52,000	67,000	71,000	C	D	C	E	307,233	396,000	420,000	16	21
13		R15.06/17.25	2.19	49,500	59,000	67,000	D	D	E	E	129,242	153,000	176,000	6	9
14		17.25/18.11	0.86	52,000	59,000	58,000	C	C	C	D	37,604	43,000	42,000	132	179

According to the DEIR, page 4.7-21, the project will generate 58 trips in and 174 trips out in the AM peak hour. Given the trip distribution in exhibits 4.7-6 and 4.7-7, only 4% and 5% respectively of these trips will occur on the segment of Highway 50 at AM peak hour. According to the DEIR conclusions, the Project will not worsen (by Policy TX-Xe) existing LOS F traffic on the segment of Highway 50 between Latrobe Road and the County line, and no improvements to the segment of Highway 50 are required for approval of the Project.

Inconsistencies between CalTrans and DOT determination of LOS

Measure E requires that LOS on Highway 50 on-off ramps and road segments shall be determined by CalTrans and fully accepted by the County for traffic planning purposes.

It appears that the County intends to continue using DOT determinations, which differ significantly from those made by CalTrans, claiming that the DOT determinations are based upon the same data as that used by CalTrans and that the General Plan requires the DOT to use the Highway Capacity Manual to determine the levels. The implementation requirement of Measure E is mandatory, and the County must use the CalTrans LOS determinations.



EDC COB <edc.cob@edcgov.us>

Fwd: Saratoga Estates Project Request for Information

Jennifer Franich <jennifer.franich@edcgov.us>

Tue, Sep 13, 2016 at 12:41 PM

To: EDC COB <edc.cob@edcgov.us>, Charlene Tim <charlene.tim@edcgov.us>

Board Clerk's office,

I just confirmed with Mr. Johnstone that this email can be included in the public comments. Please post the attached public comment.

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

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

Date: Mon, Sep 12, 2016 at 2:03 PM

Subject: Re: Saratoga Estates Project Request for Information

To: jennifer.franich@edcgov.us

Mrs. Franich,

I'm planning on coming to the Placerville office to meet with you or staff or any Supervisors to discuss these concerns this afternoon. I will do my best to be there before 4pm.

In researching local and State fire codes, the proposal to reduce street width to 29 feet, to allow for lots at or above R1 minimums, and reduce the cost of paving, actually prevents parking on both sides of the street. The condition for approval missed local fire codes, which state that a road 29 feet wide must be marked as no parking on both sides. This would eliminate all street parking throughout the development as all internal roadways are at 29 feet.

If this was the only problem, maybe planning could still support, but all internal streets need to be redesigned, bike lanes clarified, missing fire hydrants planned, fire access turn arounds added in, and lot lines adjusted.

I'm a social science teacher and in talking with my students, I constantly reminding them, they should expect the best of their government officials. When a project has so many violations, it is time to tell the developer to redo the plan. If this a good project, which they want to move forward on, ask their engineer and developer to look at all the rules, make the necessary changes and come back to a properly noticed meeting in two weeks or two months, or however long it takes to get this project fixed.

Please, I implore you to watch the short video [here](#). Look at the evidence presented and tomorrow tell Board, in your professional expertise, there are simply too many fixes needed with this project. Direct the project be redesigned and reheard with a proper and legal plan.

Thank you,
Tyler Johnstone

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