

Bill Center Testimony re Wilson Estates, before the Board of Supervisors, October 22, 2013

I will speak to two items. Respect for the neighborhood, and respect for Measure Y.

On Neighborhood

Page 1, Item 2 of the staff report says that the applicant's request is:

To rezone the 28 acres from R1A to R1 and for a Tentative Subdivision Map to create 49 residential lots ranging in size from 10,141 sq. ft. to 62,449 sq. ft.

Starting on Page 9 the Report states that:

"General Plan Policy 2.2.5.21 directs that new development be compatible with the surrounding neighborhood. The project site is surrounded by land designated and utilized for medium-density residential uses on two sides and low-density uses on the other two.

That general plan policy is quite clear, as is the description of what surrounds this parcel.

Then why does the staff report continue to say:

"The project has proposed larger lot sizes (1.03 and 1.04 acres), as well as a permanent 50-foot non-building setback for the portion of the project abutting the residences along the west property line. The three lots proposed for along the east boundary range in size from 0.86 acre to 1.43 acres and include a 30-foot non-building setback. These larger sized parcels and setbacks were designed by the applicant to provide a more efficient transition from the MDR designated lots to the west and the LDR designated lots to the east".

The critical facts can be exhumed from a table on Page 19. There we see that, of the 49 proposed building lots, over half are under a third of an acre in size and that there are actually fewer lots over an acre than there are lots under a quarter acre.

Why is the simple fact that over 90% of the proposed lots are high density so conspicuously missing from the staff report? Why does the report draw attention only to five larger lots while ignoring any mention of the 44 smaller lots, all but one of which are under half an acre. Why does the report imply this is transition zoning. It isn't. It is high density spot zoning, entirely inappropriate in this neighborhood. The parcel was zoned Medium Density in 1989, and it should stay that way today. Significant gravity should be given to 24 years of unchanged zoning. Even more significant gravity should be given to the community's wishes.

On Traffic and Measure Y

Quoting from the October 17 Kimmerly Horn Letter:

As pertains to US-50 Level of Service F conditions, Caltrans confirmed in a letter to the County that "the portion of the segment from the County Line to the El Dorado Hills Boulevard interchange operates at LOS F during the peak hour." In an interoffice memorandum within the County's Community Development Agency, County staff clarify that "Highway 50 is currently shown as LOS F in an a.m. peak hour at the El Dorado Hills Blvd. westbound on-ramp to the County line." General Plan Policy TC-Xe clarifies that a development project is determined to "significantly worsen"

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conditions on a county road or state highway by adding 10 or more trips during the a.m. peak hour or the p.m. peak hour.

But then Kimmerly Horn goes on to say that the project does not "significantly worsen" conditions along – but not on Highway 50, but on the westbound onramp facility. They then conclude that it "can be considered to be consistent with the requirements of Measure Y."

Quite a shift he makes there, from Highway 50 to the westbound onramp facility. What the letter failed to say is the following:

P4 of the Staff Report states "The Supplemental (traffic) study estimated the project would generate 540 total new trips, with 44 new trips occurring during the AM peak-hour, and 55 new trips occurring during the PM peak-hour."

The proposed project trip distribution (shown on page 281 in the Staff report) assigns 30% of these trips to west bound Highway 50. This equals 14 AM peak hour trips, trips and 15 PM peak hour trips.

This is more than 10. This is significant. But the consultant ignores it. Staff ignores it. How is your Board supposed to see it?

It is frustrating and more than a little concerning to us, to read a letter from the very firm which is preparing the County's new Traffic Demand Model, that fails to report their own traffic study numbers and thereby obscures or outright ignores the proposed project's impact on Highway 50. It is equally frustrating to us that County staff totally ignores Measure Y, not even mentioning it in the original or the revised findings/conditions of approval.

But they do.

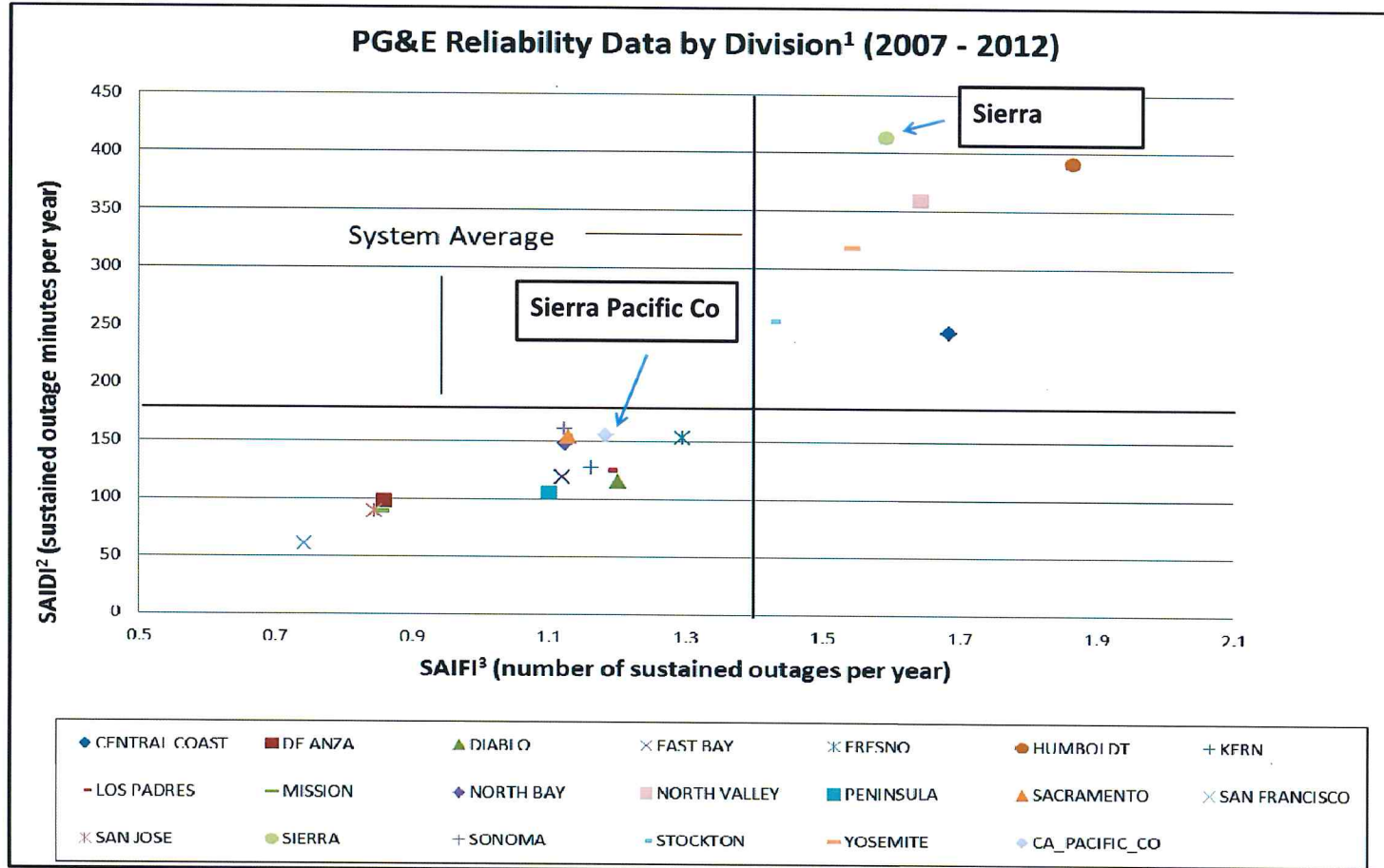
Is it because that allows them to continue to publicly ignore and/or deny the fact that Cal Trans has stated Highway 50 is at LOS F today, not even counting the traffic that will flow from already approved developments, and that that condition will only get worse with already approved growth? Did they fail to understand that their own consultant's study unequivocally shows that traffic on Highway 50 will be worsened by this project? Maybe they just didn't read it. I don't know.

What I do know is that we should not, as citizens, have to constantly monitor and dissect staff reports and consultant studies to be sure that they are not serving as an advocacy tool for development.

But we will.

The bottom line is this: The proposed rezoning and parcel map simply cannot be approved based on roads proposed to be built at some theoretical future time by a yet to be funded Capital Improvement Program. Paper roads don't prevent LOS F. The development cannot be approved using 2025 traffic projections from a 2004 traffic analysis, while ignoring real numbers, measured today in real time, accompanied by real information as to actual future capacity and LOS, all from the entity responsible for Highway 50. Equally important, the rezoning and map cannot be approved because it is a blatant piece of spot zoning which ignores the concerns and objections of a community, a community that also has property rights.

I trust this Board will do the right thing and deny this rezoning and map.

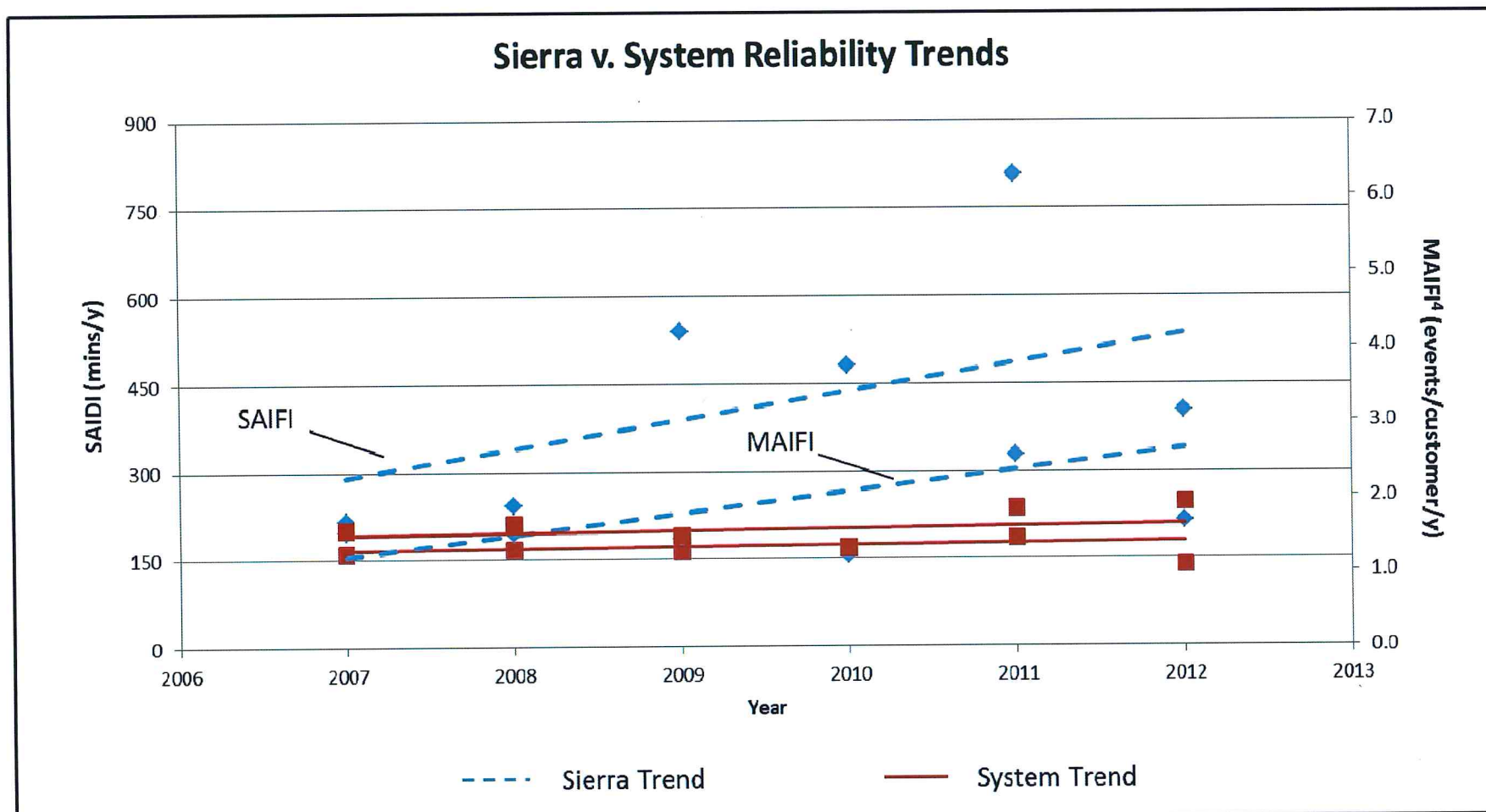


¹ – 2012 Annual Electric Distribution Reliability Report, Pacific Gas and Electric Company, 2013. Available online at: http://ftp.cpuc.ca.gov/ElecReliabilityAnnualReports/2012/PGE_2012_Reliability_Annual_Report.pdf

² – SAIDI – duration of sustained outages (outage >5 mins in length) per year in system under consideration.

³ – SAIFI – number of sustained outages per customer per year in system under consideration.

Note: Despite PG&E Efforts, Load growth around Hwy 50 & 80 corridor has surpassed infrastructure development. Enough time need to be given to PG&E to upgrade the electric infrastructure.



⁴ – MAIFI – number of momentary outages (<5 mins in duration) per customer per year in system under consideration