

(Distributed during workshop by applicant)

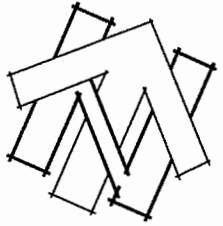
PC 5/26/16
#6

SITE PLAN SARATOGA ESTATES

COUNTY OF EL DORADO

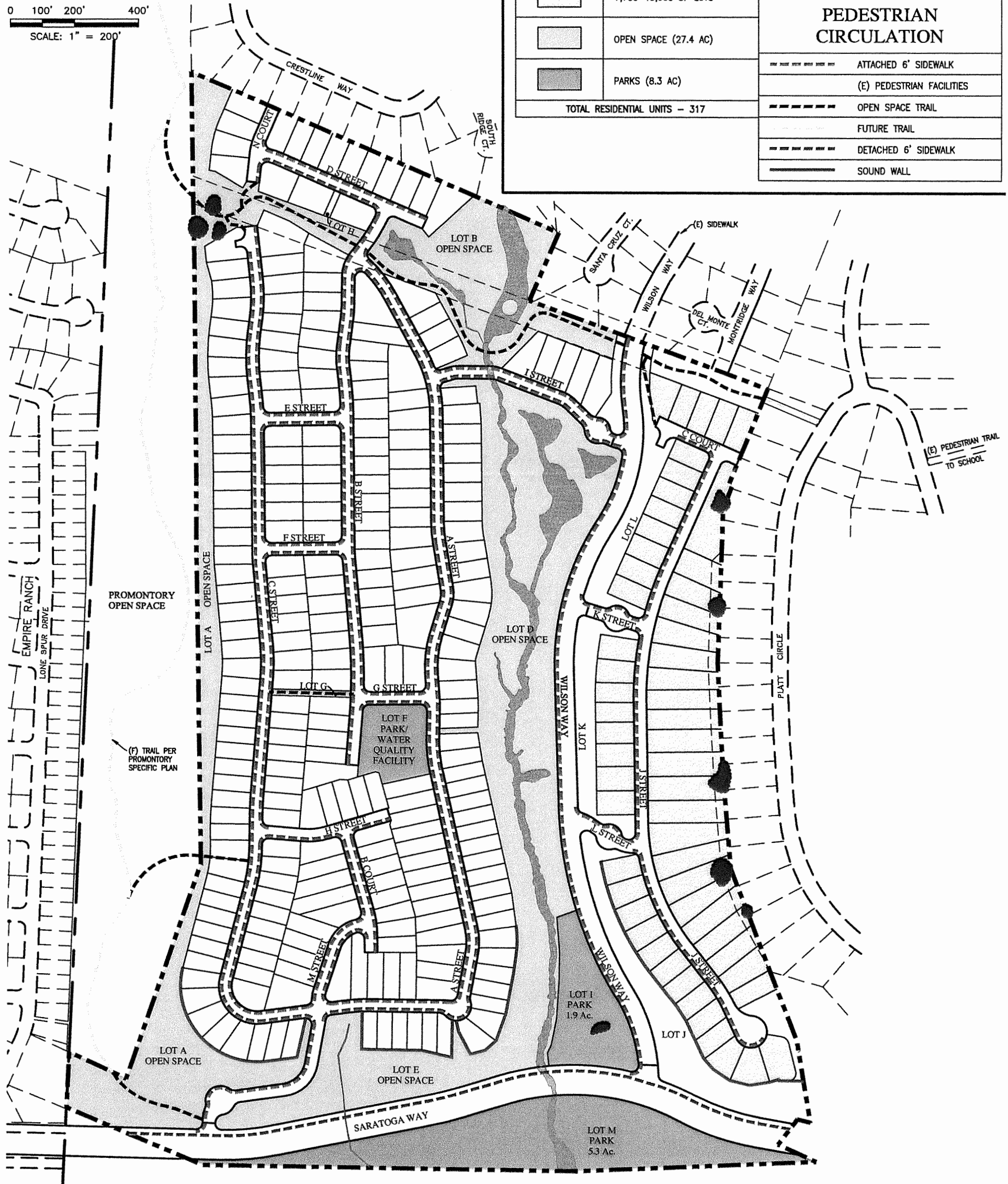
JULY, 2015

STATE OF CALIFORNIA



0 100' 200' 400'
SCALE: 1" = 200'

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





(Distributed during
workshop by John Hrdal) PC 5/26/16
#6
2 pages

El Dorado Hills Area Planning Advisory Committee
1021 Harvard Way
El Dorado Hills, CA 95762

2016 Board Chair
Ellison Rumsey
Vice Chair
John Raslear
Secretary
Kathy Prevost

May 18, 2016

El Dorado County Community Development Agency
Development Services Department, Planning Division
Attn: Jennifer Franich, Associate Planner
2850 Fairlane Court
Placerville, CA. 95667

Subject: APAC Subcommittee Comments on the Draft Environmental Impact Report for the Saratoga Estates project

Dear Jennifer,

The EDH APAC conducted its monthly meeting on Wednesday May 11th, and the proponents provided an update and answered questions from the public, which was well received. As a result, the full APAC voting membership present voted unanimously (4-0) to add 5 additional comments on the DEIR to the items that the subcommittee report dated May 6, 2016 contained. The additional items are underlined for clarity.

APAC submits the following comments on the DEIR:

Overall, this DEIR is one of the most thorough and comprehensive CEQA documents that we have reviewed recently, and includes serious and thoughtful considerations of impact mitigation.

Specific comments on the DEIR follow:

Section 4.7 Transportation and Circulation:

Exhibit 4.7-3 and pages 4.7. 1 and 4.7.3 and others: The APAC subcommittee disagrees with the County TDM modeling results that the Saratoga Way connection to Iron Point Road will be adequate as a two lane road initially. Once the residents of EDH and Folsom discover that this road has been opened, the traffic volumes will dictate the need for a 4 lane road. Don't short change the EDH residents, put in a four lane road as part of the project, not later, which will also save significant CIP resources in the long run for other needed projects. Likewise, the Wilson Blvd connection to Saratoga Way also needs to be built as a 4 lane road (instead of 2 lanes) at the time the project is built. During peak demand periods when the intersection of El Dorado Hills Blvd and Highway 50 are near gridlock, residents will use the Wilson Blvd to Saratoga Way routing as a cut-off to circumvent the traffic problems near Hwy 50. In addition, the question of when signalization at the

intersection of Wilson Blvd and Saratoga Way would be implemented? APAC supports the installation of lighted signals at this intersection concurrent with the road construction work. The need to ensure that a Class 1 bikeway be installed over the length of Saratoga Way and for the newly constructed section of Wilson Way, concurrent with the road construction was also emphasized.

Impact 4.7-6 and others: From discussions with the project planner, and the developer, our understanding is that most if not all of the streets within the project will have 28 foot roadway widths and thus only allow parking on one side of the residential streets. This creates real issues in terms of enforcement of the restricted parking condition. Who is going to enforce the requirement when parties or large gatherings are held inside the residences? A public safety issue is created without enforcement. Will our Sheriff's department or CHP or HOA security enforce the restriction? APAC supports the use of 32 foot minimum roadway widths for internal circulation and thus parking on both sides of the street to eliminate the costly burden of enforcement to allow emergency vehicles the proper access at all times.

General comments: 1) Lots B and D may not be suitable for recreational use unless they are maintained by the HOA, with due consideration given to public safety, and especially the risk of unsupervised children accessing the area. Provisions to install fencing to allow lock-off the area from public access during certain seasonal conditions may be required. 2) Lot F poses similar concerns from a public safety perspective, and especially the risk of unsupervised children accessing the area. Provisions to install fencing to allow lock-off the area from public access during certain seasonal conditions may be required. 3) The DEIR identifies a Low Density alternative to the proposed project, yet does not provide any conceptual layouts, including lot and street maps to allow the visualization of what this alternative would look like?

APAC appreciates having the opportunity to provide comments for this DEIR. If you have any questions please contact John Hidahl, the subcommittee chairperson hidahl@aol.com or (916) 933-2703; or Ellison Rumsey, 2016 APAC Chairman at aerumsey@sbcglobal.net or (916) 358-5733).

Sincerely,

Ellison Rumsey

Ellison Rumsey

APAC Chairman

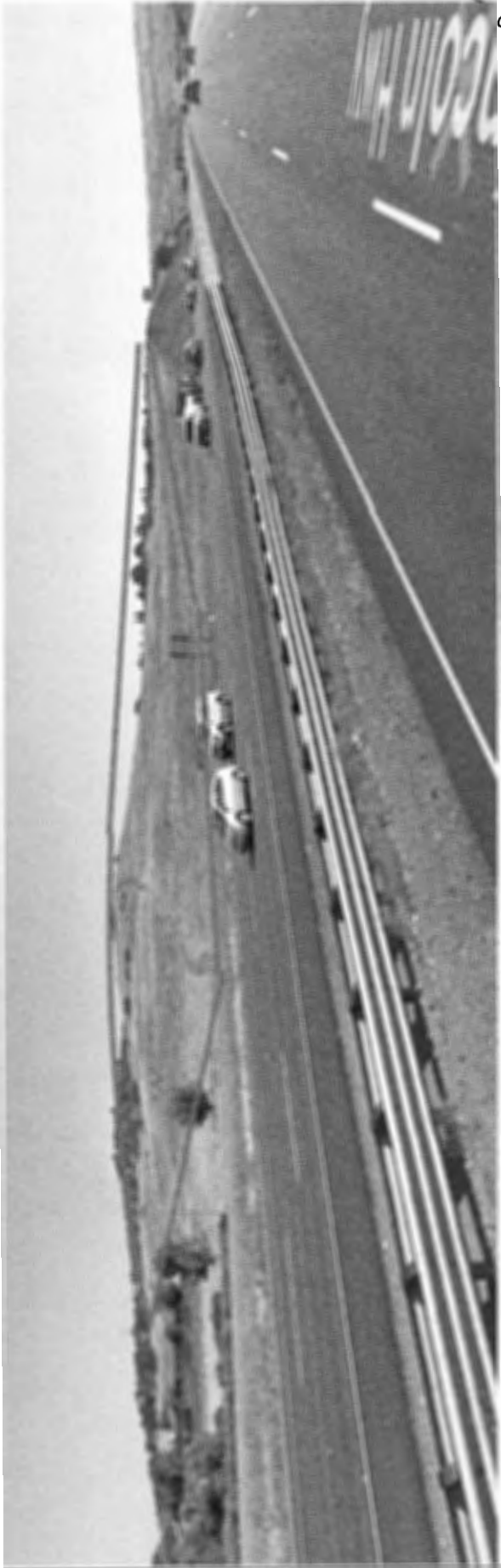
Cc: EDCo Planning Commission

EDCo BOS

APAC read file

(Distributed during
workshop by
Ben Ritchie)

PC 5/26/16
#6
4 pages





Viewpoint 1 (Eastbound Highway 50 Looking North Existing)



Viewpoint 1 (Eastbound Highway 50 Looking North Photosimulation)



Source: Source One 2005

© 2005 Source One

PATRICIA E. KRIZ
3388 Patterson Way
El Dorado Hills, CA 95762
(916) 933-0850 or cell (916) 802-1388
patkriz@earthlink.net

PC 5/26/16
#6
2 pages

June 1, 2016

County of El Dorado
Community Development Agency
Development Services Division
2850 Fairlane Court
Placerville, CA 95667

RE: Saratoga Estates (TM14-1520, Z14-0007, DA15-0001)

Attn: Jennifer Franich, Associate Planner

Dear Sir or Madam:

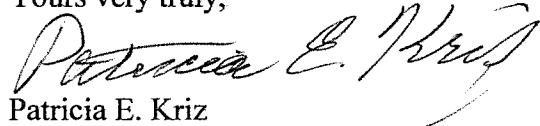
At the Informational Meeting on Thursday, May 26, 2016, with the Planning Commission, I made several statements regarding the proposed Saratoga Estates project in El Dorado Hills. I would like to put in writing my statements for your records. I am a 43 year resident of Ridgeview 1 in El Dorado Hills, and I have several concerns about this development.

1. The proposed subdivision map shows the name "Wilson Way" instead of the proper name Wilson Boulevard as the extension of the existing 4 lane boulevard known for the past 46 years as Wilson Boulevard. There should be no confusion as to the name of this street in the new subdivision. It should be shown as Wilson Boulevard and called that on the map.
2. The extension of Wilson Boulevard from the current four lane road which stops at the north entrance to the proposed Saratoga Estates should be constructed immediately as a four lane boulevard all the way to the connection with Saratoga, which will connect to Iron Point Road at the county line with Sacramento County. This existing four lane Wilson Boulevard will carry a major amount of traffic once residents discover it will be the easy way to bypass the intersection at El Dorado Hills Boulevard and Hwy. 50. It makes no sense to build the new roadway as a two lane road when the existing Wilson Boulevard is now and always has been a four lane road.
3. The extension of Saratoga from the existing road to connect with Iron Point Road at the county line must be built as a four lane divided roadway. The existing Iron Point Road which stops at the Sacramento County line is a fully landscaped center divided four lane road. Why are the Sacramento County/City of Folsom building standards so much better than those of El Dorado County? We need to match those standards and require the developer of Saratoga Estates to build the full four lane divided roadway to match Iron Point Road. This will be a heavily used thoroughfare which will collect traffic from the Broadstone area of Folsom and funnel it to the El Dorado Hills shopping area to avoid the intersections clogged by exit and entrance traffic for Hwy. 50, both at East Bidwell and at El Dorado Hills Blvd.

RECEIVED
PLANNING DEPARTMENT
16 JUN - 6 PM 1:12

4. The width of the planned residential roads inside the gates of the proposed Saratoga Estates is 29 feet wide. This width does not match the standard 36 foot wide roads in all of Ridgeview Village and Park Village and Crestline, and every other existing subdivision in the established parts of El Dorado Hills. The 29 foot wide residential streets will not provide parking space on both sides of the street, and this is not acceptable. We are a car culture and we do not have public transportation in El Dorado Hills. Without a car, there is almost no mobility in this community. Saratoga Estates is not an age limited project. There will be many families with three, four and even five cars living in this new subdivision. I strenuously object to the limited 29 foot wide streets which will be completely inadequate for residential street parking. My neighbor drives a fully loaded masonry truck for his construction business and often parks in front of his home overnight. This is perfectly legal. However, I would strenuously object to his having to park this truck in front of my house every night because he simply could not park in front of his own house by design. Please fix this problem by requiring the 32' wide streets in this subdivision.

Yours very truly,



Patricia E. Kriz

