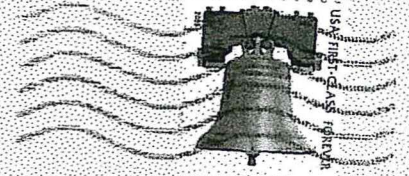


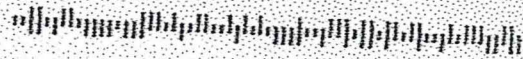
F. Duchamp #28 Bds 7/29/14

SACRAMENTO CA 957

23 JUL 2014 PM 6 1



FRANCESCA DUCHAMPS
2965 BONANZA STREET 2
POLLOCK PINES, CALIFORNIA



Dear friend,

I know it's not easy getting beyond the hurts of your childhood and earlier life. Coming from always being on the fringe is painful and isolating. You have a lot to offer, but seem to always get in your own way by the way you treat others. Resolve this, not to put a stumbling block or a cause to fall in your brother's way. Try not to judge others anymore. The way you judge, so shall you be judged, which only confirms the pain of your youth – a self-fulfilling prophecy. "I am not liked. I am not valued. I don't count in this world." To compensate, we sometimes make up rules for others to live by and insist on their adherence to certain behaviors and beliefs, but dear one, you are not the one responsible for anyone else's behavior, language, or thoughts, just your own. And that's what you will (and are) being judged on. How do you want to be remembered? You can't change the way you were raised and the way people treated you in the past, but you can change what you have become.

B, Center # 28 BOS 7/29/14

We are original members of the Measure Y Committee.

We are here to support placing the Community Region and Rural Center initiative (agenda item 27) on the November 2014 ballot.

But, we request that you conduct a 30-day economic impact study of the initiative that purports to “Reinstate Measure Y’s Original Intent” (agenda item 28).

The main proponent of the “Reinstate Measure Y’s Original Intent” initiative” is “Save Our County” leader Sue Taylor. Ms. Taylor added a very restrictive policy (read below) that was **not included** in the original 1998 Measure Y or its 2008 extension.

Ms. Taylor’s initiative goes far beyond what the original Measure Y intended.

The original 1998 Measure Y and 2008 extension focused on two purposes: (1) limit the approval of housing projects of 5 or more parcels or units if traffic from the project would result in LOS F and couldn’t be mitigated, and (2) require all types of new development to pay traffic impact fees to fully mitigate weekday, peak-hour traffic from their projects.

Sue Taylor’s proposed TC-Xa-3 language seriously changes Measure Y’s purposes. Ms. Taylor’s language reads as follows:

(~~red~~ represents deletions and blue represents added language proposed by Ms. Taylor’s group.

~~“Developer paid traffic impact fees combined with any other available funds shall fully pay for building~~ All necessary road improvements shall be fully completed to prevent cumulative traffic impacts from new development from reaching Level of Service F during peak hours upon any highway, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county before any form of discretionary approval can be given to a project.”

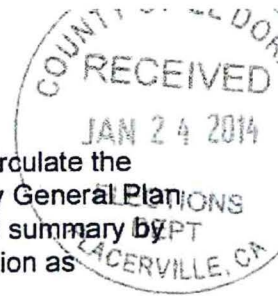
Sue Taylor's TC-Xa-3 language applies to all "discretionary" projects. A "discretionary project" applies to almost every project brought before the Board of Supervisors and Planning Commission. Ms. Taylor's language **prohibits approving any kind of "discretionary" project – no matter how big or small.** "Discretionary" variances are often needed to approve job centers, research parks, tourist recreation businesses, hotels, wineries, retail stores, or even expanding existing businesses. The list is endless.

Ms Taylor's language prohibits approving **any** discretionary project – **no matter how big or small - until** all road improvements have been fully completed to stay below LOS F. This is problematic because Highway 50 is currently at Level of Service F according to CalTrans, and likely can't be improved sufficiently to stay below LOS F. Given this, Ms Taylor's initiative language could easily prohibit the County from approving any discretionary projects in the future.

Ms Taylor's initiative **is not** a simple reinstatement of the original Measure Y. The original Measure Y placed limits **only** on residential housing projects of five or more parcels or units - not job projects.

We certainly understand that this request to conduct a 30-day economic impact study will push the eventual election date for the "Reinstate Measure Y's original intent" initiative to June 2016, but we believe there are far too many serious economic impacts from this measure that need to be analyzed before voters are asked to make a decision.

NOTICE OF INTENTION TO CIRCULATE PETITION



Notice is hereby given by the persons whose names appear hereon of their intention to circulate the petition within the County of El Dorado for the purpose of amending the El Dorado County General Plan in order to reinstate Measure Y's 1998 original intent. The preparation of a ballot title and summary by the County Counsel is hereby requested. A statement of the reasons of the proposed action as contemplated in the petition is as follows:

Measure _ - Initiative to Reinstatement Measure Y's original intent – no more paper roads

In 1998, the voters enacted the "Control Traffic Congestion Initiative" (Measure Y), which added five policies to the 1996 General Plan. The policies included: (1) a prohibition of residential development projects of five or more units causing, or worsening, Level of Service (LOS) F traffic congestion during weekday, peak-hour periods; (2) a prohibition against adding roads to the list of roads allowed to operate at LOS F without voter approval; (3) a requirement that developers pay fees to mitigate traffic impacts of new development; and, (4) a prohibition against county tax revenues being used to mitigate such impacts without voter approval. Measure Y stated that the policies would remain in effect for ten years. It provided that the policies should be placed on the ballot prior to expiration for the voters to decide on a 10 year extension.

In 2008, The Board of Supervisors decided to put the policies of Measure Y on the ballot for an extension, with certain modifications. These modifications included the ability of the Board to override LOS F with a 4/5 vote, enabled the county to use taxpayer funds to pay for road improvements needed for new development and allowed developers to move forward with projects as long as the roads needed for their projects were in the County's \$851,990,000+ Capital Improvement Program. Basically, if the road was on paper to be built in the future, then development could move forward.

Due to the fact that the El Dorado County Board of Supervisors, Department of Transportation and Planning Staff continue to ignore that Highway 50 has reached LOS F, that the Board has used the power of the 4/5th vote to favor certain developers over others in regards to traffic mitigation and that the County is actively moving forward using taxpayer funds to facilitate developer favored projects, it has become necessary to hold our representatives feet to the fire by restoring the original intent of Measure Y. Doing so will bring us back to preventing traffic gridlock, protecting our rural environment, and requiring new development to pay its true cost for new roads.

Also by removing paper roads from the options used by the Board of Supervisors, their forecasting of the County's Capital Improvement Program should come down to a realistic amount, which would therefore reduce the Traffic Mitigation Fees, creating more jobs locally.

Initiative Measure to be Submitted Directly to the Voters

[Insert County Counsel's title and summary]

The 2004 El Dorado County General Plan is hereby amended as follows and shall remain in effect indefinitely unless amended by voter approval:

(deletions are shown as ~~strikeouts~~, additions are shown as underlined)

Policy TC-Xa:

1. Traffic from ~~single family residential subdivision~~ development projects of five or more units or parcels of land or shall not result in, or worsen, Level of Service F (gridlock, stop-and-go) traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.

2. The County shall not add any additional segments of U.S. Highway 50, or any other highways and roads, to the County's list of roads from the original Table TC-2 of the 2004 General Plan that are allowed to operate at Level of Service F without first getting the voters' approval. ~~or by a 4/5ths vote of the Board of Supervisors.~~
3. ~~Developer paid traffic impact fees combined with any other available funds shall fully pay for building~~ All necessary road capacity improvements shall be fully completed to prevent to fully offset and mitigate all direct and cumulative traffic impacts from new development from reaching level of Service F during peak hours upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county before any form of discretionary approval can be given to a project.
4. County tax revenues shall not be used in any way to pay for building road capacity improvements to offset traffic impacts from new development projects. Non-county tax sources of revenue, such as federal and state grants, may be used to fund road projects. Exceptions are allowed if county voters first give their approval.
5. The County shall not create an Infrastructure Financing District unless allowed by a 2/3rds majority vote of the people within that district.
6. Mitigation fees and assessments collected for infrastructure shall be applied to the geographic zone from which they were originated and may be applied to existing roads for maintenance and improvement projects.
7. Before giving approval of any kind to a residential development project of five or more units or parcels of land, the County shall make a finding that the project complies with the policies above. If this finding cannot be made, then the County shall not approve the project in order to protect the public's health and safety as provided by state law to assure that safe and adequate roads and highways are in place as such development occurs.

Policy TC-Xf: At the time of approval of a tentative map for a single family residential subdivision of five or more parcels that worsens (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall ~~do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus forecasted traffic growth at 10-years from project submittal; or (2) ensure the commencement of construction of the necessary road improvements are included in the County's 10-year CIP.~~

For all other discretionary projects that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall ~~do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.~~

Policy TC-Xg: Each development project shall dedicate right-of-way and construct or fund improvements necessary to mitigate the effects of traffic from the project. The County shall require an analysis of impacts of traffic from the development project, including impacts from truck traffic, and require dedication of needed right-of-way and construction of road facilities as a condition of the development. ~~For road improvements that provide significant benefit to other development, the County may allow a project to fund its fair share of improvement costs through traffic impact fees or receive reimbursement from impact fees for construction of improvements beyond the project's fair share. The amount and timing of reimbursements shall be determined by the County.~~

IMPLEMENTATION:

This measure is not applicable within the jurisdictions of the Tahoe Regional Planning Agency and the City of Placerville.

This measure shall take effect upon certification of election results.

All 2004 General Plan Traffic Impact Mitigation Fees for all projects shall be paid at the building permit stage.

No Traffic mitigation fee shall be required for remodeling of existing residential units including adding a second kitchen, shower or bath in the house or garage that were built pursuant to a valid building permit from the County of El Dorado.

Tenant Improvements of existing buildings shall receive T.I.M. fee credit for prior use, unless the new use is less impacting, then there shall be no fee required.

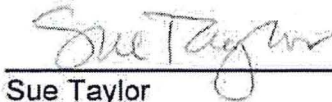
Mobile homes on permanent foundation shall be subject to the single-family residential fee.

Second dwelling as defined under County Code Chapter 17.15.030 shall be subject to the multi-family fee.

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

If any provision of this measure is for any reason held to be invalid, the remaining provisions shall remain in full force and effect.

Proponents



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Placerville, CA 95667

