

Public Comment #18  
BoS Recd. 3-6-23

**From:** steed@pacbell.net  
**Sent:** Monday, March 6, 2023 8:25 AM  
**To:** Adam J. Bane; Rafael Martinez; BOS-Clerk of the Board  
**Cc:** BOS-District II; BOS-District I; jjrazzpub@sbcglobal.net; 'Bob Williams'  
**Subject:** Re: 3/7/2023 EDC BoS Agenda Item 18 (22-0900) - Acceptance of Carson Crossing Drive - Request to Remove Item from Agenda  
**Attachments:** 20230303 Carson Crossing Photos.pdf; Selected Conditions of Approval - DOT.pdf

Adam, Rafael,

I am very disappointed that DOT would put acceptance of Carson Crossing Drive on the agenda without ensuring that items we previously raised and discussed have been resolved. The lack of corrective action by Lennar regarding the traffic signage at several intersections (Escalona, De La Vina, Mission Canyon (south), and Sol Vista) are most concerning. We have communicated and discussed the need for signage to prevent left turns across the Carson Crossing medians at the EVA crossings at these intersections (which are currently taking place), and one-way signage where there is not an EVA crossing at Sol Vista. This is particularly dangerous at the Mission Canyon (south) location as the curve of Carson Crossing limits sight and the raised EVA section limits the speed of cars turning left. I understood from our discussions these would be placed by Lennar PRIOR to placing the roadway acceptance on the EDC Board of Supervisors' agenda. Also, there are a couple of signs that have been damaged or destroyed by construction vehicles working on behalf of Lennar that should be replaced at Lennar's expense.

Additionally, while Lennar has taken corrective action on most of the minor chips and cracks in sidewalks and curbs along the roadway, the largest of these cracks, located just west of the Carson Creek c-spans near the PG&E underground transformers, has not been addressed. I am not sure whether this crack was the result of Lennar's or PG&E's equipment, but it requires repairs and that should not be the responsibility of the county and taxpayers.

Other concerns raised and discussed about aspects of the current roadway design that affect both current and future traffic and the resultant environmental impact of noise at the February EDH APAC meeting deserve further review and discussion with the impacted communities of Heritage and Four Seasons.

I have attached pages with references to the appropriate sections of the Conditions of Approval (TM04-1391 and TM06-1428) for the Heritage development that I believe show the signage requirements and require the placement of the identified signs, as well as photos I took on 3/3/2023 of the deficiencies identified above.

I ask the request from the EDC DOT for the Board to adopt and authorize the Chair to sign Resolution 041-2023 accepting Carson Crossing Drive into the El Dorado County Maintained Mileage System (Item 18 – 22-0900) be removed from the March 7, 2023, pending resolution of these items.

George Steed  
Vice-President  
Concerned Residents of Heritage Villages  
A non-profit, public benefit corporation.



Escalona



Sol Vista (north view)



De La Vina



Sol Vista (south view)



Mission Canyon (south)



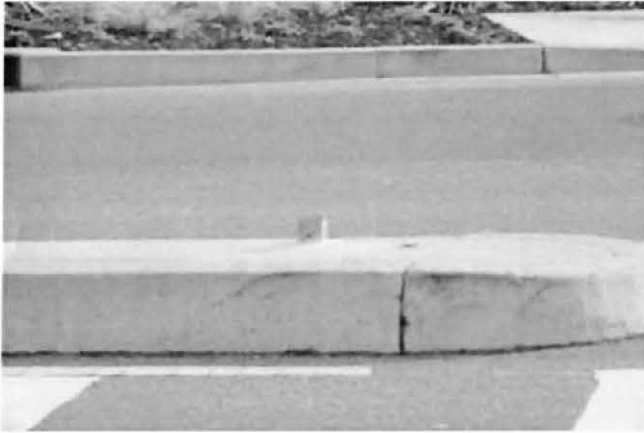
De La Vina - Carson Crossing EVA (damaged sign)



Palmdale - Carson Crossing east median (missing sign)



Palmdale - Carson Crossing west median (sign present)



Carson Crossing west of C-Span (east view)



Carson Crossing west of C-Span (west view)



Verification of Final Map Conformance with Conditions of Approval  
Tentative Map TM04-1391-F5 - Carson Creek Unit 1, Phase C  
Board of Supervisors - March 8, 2016

40. The applicant shall provide a minimum 20-foot break in the landscaped median at the intersection with the second and third residential street intersections and Carson Crossing Drive for fire access. These streets shall be emergency exists with right out exits only. No left turn signage shall be provided at said intersections. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.

All roads shall be constructed in conformance with the Carson Creek Specific Plan and the Design and Improvements Standard Manual as noted in the table below. The applicant shall provide a non-exclusive road and public utility easement (R&PUE) for onsite roadways as listed in the table and 60ft wide radius R&PUE for any cul-de-sac. Sidewalk widths for cross sections provided in the table can be found on the exhibit dated October 18, 2007 provided by CTA. The improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.

TM06- 1428/Carson Creek Phase 2, Unit 2  
Planning Commission/December 13, 2012  
Attachment 1/Conditions of Approval

40. Carson Crossing Drive: The applicant shall construct Carson Crossing Drive with an 80-foot right of way from the northwest corner of Lot A as shown on the Tentative Map, to the intersection with Golden Foothill Parkway. The applicant shall provide the appropriate lane spacing and site distance along Carson Crossing Drive for any future signal at the Carson Crossing Drive and A drive intersection.

The applicant shall place conduits across Carson Creek Drive and A Drive to be utilized for a future signal at the Carson Crossing Drive and A drive intersection.

The applicant shall construct an opening in the median at the B Drive intersection. The applicant shall install a mountable curb system across the opening to deter regular vehicular use of the opening, but will still allow emergency vehicles to cross the median and enter the emergency gate at B Drive.

The above improvements shall be substantially completed to the approval of the Department of Transportation or the applicant shall obtain an approved improvement agreement with security, prior to the filing of the final map.

57. Signage: The applicant shall install all necessary signage such as stop signs, street name signs, and/or "not a county maintained road" sign as required by the Department of Transportation prior to the filing of the map. The signing and striping shall be designed and constructed per the latest version of the California Manual Uniform Traffic Control Devices (MUTCD).

---

**From:** John Raslear <jjrazzpub@sbcglobal.net>  
**Sent:** Monday, March 6, 2023 2:40 PM  
**To:** BOS-Clerk of the Board  
**Subject:** Supervisor's acceptance of Carson Crossing

Supervisors , As a Four Season Resident, Chair of the Four Seasons Civic League and Vice Chair Of APAC , I have voiced concerns for many years about Carson Crossing as expressed by Bob Williams below.

"Several items need further clarification, such as the four-lane expansion, funding (in particular the potential impact on Heritage CFD-2014), and the Carson Crossing/Empire Ranch exchange. The construction of sound mitigation barriers remains a major issue because no correlation has been established between theoretical models and actual construction. Please recall that those questions and others were outlined in communications from APAC last November. Reflecting back to the APAC April 2022 presentation prepared by Four Seasons (John R., Jeff Lewis) and Heritage residents, some of these same Carson Crossing issues were discussed. In short, controversy appears to exist."

These are all issues that affect 3 major senior communities and I request the Board delay any approval until a study is made to investigate the issues listed .

I along with resident of Four Seasons , Heritage and Black Stone urge that the Board does not accept Carson Crossing until a further study is made . Many of these issues pose potential legal action against the County.

John Raslear

John Raslear

Vice Chair El Dorado Hills Area Planning Advisory Committee  
Chair Four Seasons Civic League  
jjrazzpub@sbcglobal.net