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Item #35 - Letter regarding developments along GVR Cooridor..

1 message

The BOSFOUR <bosfour@edcgov.us>

Mon, Jan 23, 2012 at 7:47 AM

To: Cindy Johnson <cynthia.johnson@edcgov.us>

Dear El Dorado County Board of Supervisors and Members of the Planning Commission

RE: Jan 24, 2012 B.O.S. Agenda, Targeted General Plan Amendment and Comprehensive Zoning Update and Update to the Traffic Model 2010; and Imminent Developments

I am the President of Arroyo Vista Community Services District, El Dorado.

This regards the developments and huge cumulative traffic circulation impacts on what I refer to as the Green Valley Road Corridor: Green Valley Road and all traffic feeding into/from GVR from Cameron Park Blvd. to Francisco, east and west bound traffic. The developments in question, including but not limited to: the Wilson Estates development, the Dixon Ranch development, the La Canada, the Grande Amis, the Diamante, Altos LLC, the Farrin.

In November we learned about the Dixon Ranch Subdivision, a high density development adjoining our neighborhood with plans to add 714 new homes about 1/2 mile from our access point to Green Valley Road at Malcom Dixon; and which will also feed additional traffic through local highly sloped and poorly graded streets; dumping onto Green Valley Road at Silva Valley, via Aberdeen Way. It is estimated the development will generate over 6,000 new car trips PER DAY! This is insane planning! It is destructive to the neighborhoods all along the GVR Cooridor.

We are asking that in reviewing each plan that particular attention is paid to the General Plan Cumulative Traffic Circulation policies; and that you reach out to the communities along the GVR Cooridor to ensure them that the policies are being adhered to. Policies include:

Policy TC-Xe For the purposes of this Transportation and Circulation Element, "worsen" is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project:

- A. A 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or
- B. The addition of 100 or more daily trips, or
- C. The addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.

Comment: With an increase of over 6,000 trips A DAY, this policy is certainly going to be violated. The Planning Commission and the BOS must assure the residents in the Green Valley Road Corridor that this policy is being adhered to.

Policy TC-1p The County shall encourage street designs for interior streets within new subdivisions that **minimize the intrusion of through traffic on pedestrians and residential uses while providing efficient connections between neighborhoods and communities. Hills.**

Comment: The plans fail miserably in meeting this policy!

12-0078.C.1 of 3

Policy TC-1w New streets and improvements to existing rural roads necessitated by new development shall be designed to minimize visual impacts, preserve rural character, and **ensure neighborhood quality to the maximum extent possible consistent with the needs of emergency access, on street parking, and vehicular and pedestrian safety.** With 6,000 cars a day added to the otherwise narrow and steep roads the Dixon Ranch Plan, as well as the others mentioned fail this test as well.

Policy TC-Xa The following policies shall remain in effect until December 31, 2018:

1. Traffic from single-family residential subdivision development projects of **five or more parcels of land 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.** Traffic studies need to be completed to demonstrate that the impacts on Green Valley Road from Cameron Park Drive to Francisco Blvd. will not end up at LOS F, with the advent of the developments along Malcom Dixon as well as Dixon Ranch. There are at least six developments in process! The proposed Wilson Estates development will add 650 new car trips on Malcom Dixon, then feed into the frenzy of Green Valley Road. **The county owes the local residents compelling proof that with the approval of one or all of these developments as proposed will NOT result in Green Valley Road going LOS F!**

Policy TC-Xd Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions. Again, **The county owes the local residents compelling proof that with the approval of one or all of these developments as proposed will NOT result in Green Valley Road going LOS F!**

We have since learned the County is also processing multiple high density projects in El Dorado Hills which require rezoning to be consistent with the Community Region. The Community Region was expanded under the last General Plan Amendment, but has not seen any substantial traffic infrastructure upgrades planned to deal with the additional congestion impacts. The nine cumulative projects proposed attaching to Green Valley Road in this area warrant significant infrastructure improvements sooner than what is identified in the Capital Improvement Program. The traffic congestion will become intolerable and Green Valley Road will be dangerous with the high potential for left turn movements being broadsided in an attempt to cross two lanes of an undivided road not to mention an extremely high potential for rear end collisions without added widening and turn pockets at existing developments such as Sterlingshire.

I respectfully request to receive all relevant information and notices pertaining to the Targeted General Plan Amendment and Comprehensive Zoning Update. We are very concerned with the land use designations being supported in the General Plan Amendment to unilaterally rezone land to be consistent with these designations in the El Dorado Hills area. We understand project applications are being processed by the County requesting rezoning from low density, medium density and agriculture into high density subdivisions without adequate traffic element updates and assumptions being brought current in the General Plan Amendment. We urge that the Traffic Circulation Element be updated and brought current before rezoning of land into higher densities and that the Traffic Model Update address these land use and zoning inconsistencies created by the expansion of the Community Regions in the last General Plan.

Please let me know if we can be of assistance and if you have any questions.

Bill Welty
President
Arroyo Vista Community Services District

12-0078.C.2 of 3

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