

2/2/2016

Edcgov.us Mail - Fwd: Dixon Ranch



Charlene Tim <charlene.tim@edcgov.us>

Fwd: Dixon Ranch

EDC COB <edc.cob@edcgov.us>

Tue, Jan 26, 2016 at 7:44 AM

To: The BOSONE <bosone@edcgov.us>, The BOSTWO <bostwo@edcgov.us>, The BOSTHREE <bosthree@edcgov.us>, The BOSFOUR <bosfour@edcgov.us>, The BOSFIVE <bosfive@edcgov.us>
 Cc: Jim Mitrison <jim.mitrison@edcgov.us>, Charlene Tim <charlene.tim@edcgov.us>

FYI

Office of the Clerk of the Board
 El Dorado County
 330 Fair Lane, Placerville, CA 95667
 530-621-5390

----- Forwarded message -----
 From: **dlg** <dflsg@pacbell.net>
 Date: Mon, Jan 25, 2016 at 9:43 PM
 Subject: Dixon Ranch
 To: EDC COB <edc.cob@edcgov.us>

Dear Clerk Mitrison,

I find it quite disheartening in these days of government so called trying to or suppose to be transparent to its constituents they serve that 2 planning commissioners vote on the Dixon Ranch calendar item and then resign after their votes. Knowing they were resigning they should have recused themselves from voting. District 1 citizens continue to have no representation in Dixon Ranch decisions because of recuses.

It is a great play by the developer to insert a senior package to the project after receiving resistance on the projects original proposal. How can one refuse the project now that it has a senior housing component, that would be very insensitive! What the developer failed to bring forth during their commissioner pleasing presentation of all the grandiose plans and benefits of the senior component, the high 50+ population in El Dorado County and the desperate need of senior housing, was that the starting price point is \$488K as asked by commissioner Pratt at the end of the planning commission session on 1/14/2015. How convenient not to present any data on how many El Dorado County seniors can afford or would be willing to pay ONE HALF A MILLION DOLLARS for housing for the balance of their golden years. The developer did surveys and focus group data gathering on all the other highly favorable data they touted. What happens when the senior fill rate of the project doesn't meet the developer's financial goals because of the high price point? They convert to regular housing and the project is back to the developer's original desired plan, a no lose position for the developer by incorporating a senior component to get the project approved.

The EIR has some serious flaws. I have been a resident of El Dorado Hills for 21 years. The rear of my property backs up against Green Valley Road. What was an intermittent roar of pickup truck or car noise back 10+ years ago has growing into a fairly steady higher tone roar from a larger number of pickup trucks, cars and now larger than car SUV's which did not exist back 15-20 years ago. My wife and I have a hard time holding a conversation in our back yard at 3ft without yelling to be heard and it was not that way before. Adding almost 4,931 additional trips per day from Dixon

Ranch will make a conversation impossible because of a steady traffic roar from 6am - 8pm, and this is NOT INSIGNIFICANT even though the EIR states differently. We have gotten very adept to knowing when school is in session and the seasons of the year as noise levels are very distinct on these factors. Spring and summer bring increased foliage which helps absorb some of the increased noise. We have also come to not needing an alarm clock as we have identified unique vehicle noise occurring at the same time Monday – Friday that wakes us. The EIR noise modeling was completed on 4/28 which skews the data because of the increased spring foliage. Data should have been collected in Jan/Feb when there is no foliage to absorb noise. The modeling does not provide details of where the measuring device was placed in the various locations (none was done in my back yard). The most impacted stretch of road is between Silva Valley Pkwy and the Dixon Ranch entry both from sound and number of vehicles. The #03 noise model (Green Valley-Silva Valley-Loch Way) has existing noise of 60Lnd at 212.4 ft. with Dixon Ranch this goes to 262.0 ft and with Dixon Ranch and Approved it goes to 294.3 ft. At 50ft of road centerline existing noise level is 68.7, with Dixon Ranch 70.1 add in Approved it goes to 70.8db. Quiet Urban day and night levels are 50 and 40 db levels as indicated in the EIR. Even though county ordinance has a 1.5db increase limit for existing >65db levels it is interesting that the study just happens to come in at an 1.4db increase for Silva Valley to Loch Way, what a coincidence just 0.1 under, which is probably more than the modeling statistical error. What is 0.1 the sound of a feather dropping? This means I would have to live with a constant droning noise level of 70.1db from approximately 6 am to 8 pm with the added 4,931 new trips from Dixon Ranch. It is interesting in that for mitigation level #2 lots 2, 3, 4 of Dixon Ranch has to have structures >294ft from Green Valley or some sound attenuation such as berm, wall etc. provided. What about those of us who have been here longer than 20 years and are located closer than 294ft? I guess we are SOL and have to live with >70db because someone (who doesn't have to experience it 365 days, or live next to Green Valley) has decided it is a less than a significant impact.

Water – The EID water study was completed in 2013 before the severity of the 2014 and 2015 drought years. There is no work being done to see if there is reclaim water capacity available and the cost to get reclaim water to Dixon Ranch so it could become part of the recycled water service area.

Traffic – The intersection of Green Valley and Loch Way has the 3rd highest increased queue time behind Green Valley/EDH Blvd and EDH Blvd/Franciscan with Dixon Ranch. I have seen queuing at Loch Way go from being non-existent 20 years ago to now can be in the minutes, add 4,931 more trips from Dixon Ranch and it will make entering Green Valley from Loch Way like a NASCAR driver entering pit row from his pit stall after a pit stop under yellow with 50 other drivers jockeying for position. The mitigating measure of adding turn lanes onto Loch from both east and west directions while helpful in preventing the recent increase in rear end collisions will make this intersection more complex. Adding the turn lanes will replace rear end collision with an increase in t-bone collisions as people try to deal with the turning and non-turning cars and squeeze into even smaller traffic gaps while entering onto Green Valley because of the extra 4,931 trips from Dixon Ranch. I bet statistics show t-bone collisions are of a far greater severity and fatality prone collision than rear end ones. The Loch Way intersection presently sees the largest amount of peak volume vehicles (greater than EDH Blvd and Franciscan), a.m. (560 west bound/357 east bound and will increase to 774/496 with Dixon Ranch) p.m. (286 west bound/641 east bound and will increase to 364/875 with Dixon Ranch). The Loch Way intersection will go from a LOS C to D for a.m. and C to E for p.m. peaks with Dixon Ranch. Add in the Approved and this intersection goes to an E and F. This is NOT less than significant! Mitigation measures (band aid measures!) like measure #1 for a.m. peak of Green

Valley/EDH Blvd. of adding south bound turn lane, one already exists (south bound turns increases to 157 from 60, more than doubling which is based on what?) and right turn lane to Salmon Falls goes from 47 to 53, not much advantage or impact reduction of having a right turn lane. The balance of the 708 (existing) and 805 (with Dixon Ranch) continue west bound and that in there lies the problem as this mitigation measure does not reduce it to less than significant. On most morning I see cars queuing back toward and sometime to and past Loch Way from the Silva Valley/Green Valley intersection but yet this intersection isn't even mentioned or has any mitigation measures and it will become the newest additional bottleneck with Dixon Ranch. There is a mitigation measure to add stop lights at Appian and Silva Valley, why? With Lima Rd. being an EVH designation no Dixon Ranch traffic will go through Highland View and Appian/Silva Valley.

Fire Safety – Hope all can out run a wildfire on foot as traffic gridlock will have one charred sitting in their cars along with the other 1200+ vehicles that travel past Green Valley and Loch at peak commute times each day.

4,931 new trips from Dixon Ranch each day on an already over taxed Green Valley Rd. and marginal mitigation measures that will not address the significant noise and traffic impacts on Green Valley from Silva Valley to Loch Way. These are significant impacts that the developer needs to address other than a few road light timing mitigations and less than 0.2 miles of some additional traffic lanes. Adding the senior housing component to the development does not make it any better than the original proposal or comply with the voter approved General Plan or many of the county codes the developer is asking to be changed for this development.

We ask you to send Dixon Ranch Development back to the developer for refinements that actually makes a difference on reducing the many significant impacts or adopt 6.1.1 or 6.1.3 alternatives from the EIR.

Regards,

Dale and Linda Gretzinger

**COPY SENT TO BOARD MEMBERS
FOR THEIR INFORMATION**

January 23, 2016

RECEIVED
BOARD OF SUPERVISORS
EL DORADO COUNTY

2016 JAN 27 AM 11:50

El Dorado County Board of Supervisors
330 Fair Lane
Placerville, CA 95667

Supervisors:

I was dismayed to read an article titled "Project Approved: Dixon Ranch Gets the Go-Ahead" in the January 20, 2016, issue of Village Life newspaper. Apparently the El Dorado County Planning Commission approved a high density housing development called Dixon Ranch south of Green Valley Road near Malcolm Dixon Road after a public meeting on January 14, 2016. The current proposal is for 604 homes on 280 acres of land. (This meeting, by the way, was poorly advertised. I and my neighbors were not aware of it.)

I am very much opposed to this development as it is currently proposed. Please reject the plan and insist that a new proposal must be submitted for a much lower density development plan. A revised plan should include better traffic routing to reduce the impact to Aberdeen Lane and Silva Valley Parkway.

The continuing trend by El Dorado County officials to rubber stamp any proposal by wealthy developers is causing irreversible damage to the quality of life here in the western part of the county. Please stop and think. Do you really want our area to be overpopulated, the beauty of our area compromised, and our property values diminished?

Oh, and one more thing ... where is all the water going to come from for these projects? We may be getting enough rain this year, but that will not be the case in subsequent years.

Please reject the Dixon Ranch development as currently proposed. Demand a much lower density development plan with better traffic routing.

Thank you,



David Kempker
724 Ramon Court
El Dorado Hills, CA 95762