

# Foresthill Residents for respOnsible Growth, Inc.

P. O. Box 568, Foresthill, CA 95631  
530-367-4803

December 8, 2013

Placer County Planning Dept.  
Community Development Resource Agency  
3091 County Center Dr.  
Auburn, CA 95603

Project: Belcara Planned Development – PSUB20080156

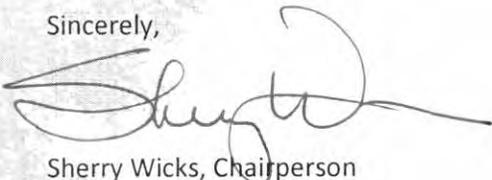
Dear Michael Johnson:

We have reviewed the Staff Report documents available to the public and the Commissioners for the Planning Commission meeting on December 12, 2013. We're concerned that our letter dated November 21, 2011, with its attachments was inadvertently omitted in the Staff Report.

We indicated in our letter dated September 29, 2013, that the ingress/egress safety issues we had addressed in our November 21, 2011, had still not been resolved. We feel that it's important for the Planning Commissioners to have access to the photos as well as the additional documents that we submitted in an effort to understand our concerns.

We are including a copy of our November 21, 2011, letter with its attachments. Thank you for your attention in this matter.

Sincerely,



Sherry Wicks, Chairperson

Attachments

cc Planning Commissioners  
Jennifer Montgomery, 5<sup>th</sup> District Supervisor  
Foresthill Forum

"Every man holds his property subject to the general right of the community to regulate its use to whatever degree the public welfare may require it."

*Theodore Roosevelt*

RECEIVED

NOV 22 2011

CDRA

Foresthill Residents for responsible Growth, Inc.

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November 21, 2011

COPY

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Community Development Resource Agency  
3091 County Center Dr.  
Auburn, Ca 95603

Project: Belcara Planned Development - PSUB 20080156

RECEIVED  
NOV 22 2011

Dear Michael Johnson,

BOARD OF SUPERVISORS

Hand Delivered 3:14 pm

We have reviewed the Transportation & Traffic portion of the Mitigated Negative Declaration for the above mentioned project and we feel that it does not adequately address the ingress/egress safety issues at the project's entrance location. Although the suggested mitigations sound reasonable, the entrance location is dangerous because of its close proximity to the crest of a hill on the eastside as well as there are visual issues due to road curves for both east and westbound traffic.

We have included an excerpt of Placer County Dept of Public Works – Transportation Map concerning Foresthill Road Collisions 2006-2010 that have occurred in close proximity to the project's entrance. The westbound passing lane as it crests the hill before the entrance is extremely dangerous because those drivers in the passing lane will be driving too fast if a vehicle from the project wants to merge into the westbound traffic. We have provided photos with captions to help provide clarity.

We are also concerned about soil stability in the particular location of the project's entrance because the Foresthill Road had experienced a road "cave in" in April, 2006. The road cave in had significantly impacted traffic flow for several months. Further-more, review of alternative routes in and out of Foresthill proved to be inadequate and implausible. The residents of Foresthill have one way in and one way out.

The developer and/or the County needs to do one or all of the following:

- 1) Change the ingress/egress location. (Note: Combining the Monte Verde and Belcara traffic patterns together by using Portofino Drive as the sole ingress/egress would be the best solution.)
- 2) Remove a portion of the crest of the hill and curves for better visibility.
- 3) Add a longer westbound right turn lane to accommodate westbound speeding traffic.
- 4) Additional studies to verify soil stability due to water drainage at the project entrance.

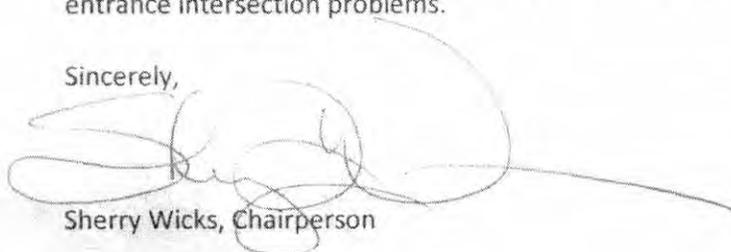
We understand the County has determined that the project's entrance meets their standards as well as Caltrans requirements...but the question is, "Is the project entrance intersection safe?" We do not feel that it is.

We also concerned about future wine tasting rooms at the vineyard and the impact those customers would have on traffic in and out of the project at the proposed location.

Additionally, the November 7, 2011, Forum agenda listed the County's presentation as an Action Item and clearly indicates that the County would give the community "specific details on the proposed entrance on Foresthill Road" so that questions could be answered and the Forum could make a recommendation. The Forum, which represents the community, was unable to make a recommendation before the November 22, 2011, deadline for the MND because the County did not provide the information as suggested by the agenda. This important information had been requested earlier by the Forum and members of the community. The County dropped the ball.

We are asking that the County consider one or all of the suggestions above to alleviate the project entrance intersection problems.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sherry Wicks', with a long horizontal line extending to the right.

Sherry Wicks, Chairperson

**Attachments**

cc Foresthill Forum  
Jennifer Montgomery, 5<sup>th</sup> District Supervisor  
Planning Commissioners

"Every man holds his property subject to the general right of the community to regulate its use to whatever degree the public welfare may require it."

*Theodore Roosevelt*

2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (PLN)			<b>X</b>	
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**Discussion- Item XV-1:**

There would be a negligible increase in the use of existing recreational areas for the surrounding area as a result of the development of the 39 single-family residences. However, these impacts would be offset by the proposed half-acre park and the multi-use trails included as part of the project and any required payment of in-lieu park fees as part of the conditioning process. No mitigation measures are required.

**Discussion- Item XV-2:**

The applicant proposes to include a half-acre park to serve the recreational needs of the proposed residential development. The proposed park will be expected to meet the project conditions for minimizing soil erosion and water runoff and is included in the environmental review. Therefore, the proposed park will not create a significant adverse impact on the environment. No mitigation measures are required.

**XVI. TRANSPORTATION & TRAFFIC – Would the project result in:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. An increase in traffic which may be substantial in relation to the existing and/or planned future year traffic load and capacity of the roadway system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (ESD)		<b>X</b>		
2. Exceeding, either individually or cumulatively, a level of service standard established by the County General Plan and/or Community Plan for roads affected by project traffic? (ESD)		<b>X</b>		
3. Increased impacts to vehicle safety due to roadway design features (i.e. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (ESD)		<b>X</b>		
4. Inadequate emergency access or access to nearby uses? (ESD)		<b>X</b>		
5. Insufficient parking capacity onsite or offsite? (ESD, PLN)				<b>X</b>
6. Hazards or barriers for pedestrians or bicyclists? (ESD)				<b>X</b>
7. Conflicts with adopted policies supporting alternative transportation (i.e. bus turnouts, bicycle racks)? (ESD)				<b>X</b>
8. Change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (PLN)				<b>X</b>

**Discussion- Items XVI-1,2:**

The project proposal would result in the construction of 39 new single-family dwelling lots. The proposed project at build out will generate approximately 39 additional PM peak hour trips and approximately 363 average daily trips. With the project traffic added to the existing traffic volumes, all area roadway segments and intersections will continue to operate within acceptable Level of Service standards. The increases in traffic due to this project are consistent with those anticipated in the Foresthill Divide Community Plan and Community Plan EIR, both individually and on a cumulative basis. For potential cumulative traffic impacts, the Foresthill Divide Community Plan includes a fully funded Capital Improvement Program, which with payment of traffic mitigation fees for the ultimate construction of the Capital Improvement Program improvements, would help reduce the cumulative traffic

impacts to less than significant levels. The proposed project's impacts associated with increases in traffic will be mitigated to a less than significant level by implementing the following mitigation measures:

**Mitigation Measures- Items XVI-1,2:**

MM XVI.1 Prior to issuance of any Building Permits for the project, this project shall be subject to the payment of traffic impact fees that are in effect in this area (Foresthill), pursuant to applicable Ordinances and Resolutions. The applicant is notified that the following traffic mitigation fee(s) shall be required and shall be paid to Placer County Department of Public Works:

A) County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code

The current estimated fee is \$4,425 per single family dwelling. The fees were calculated using the information supplied. If the use or the square footage changes, then the fees will change. The actual fees paid shall be based on the fee program in effect at the time the payment occurs.

**Discussion- Item XVI-3:**

The project proposes to construct a subdivision roadway encroachment onto the existing Foresthill Road. The construction of this intersection has the potential to increase the impacts to vehicle safety due to the increase in vehicle turning movements at a newly proposed intersection. Furthermore, the proposed onsite subdivision roadways are proposed as private with a gated entrance from Foresthill Road. Gated entrances can create the potential for increases in vehicle safety if the proposed gate is located too close to the County Maintained access road. The proposed project's impacts associated with vehicle safety will be mitigated to a less than significant level by implementing the following mitigation measures:

**Mitigation Measures- Item XVI-3:**

MM XVI.2 Construct a left-turn lane at the project entrance along Foresthill Road. Traffic striping shall be done by the developer's contractor. The removal of existing striping and other pavement markings shall be completed by the developer's contractor. The design shall conform to criteria specified in the latest version of the Caltrans *Highway Design Manual* for a design speed of 55 miles per hour, unless an alternative is approved by Department of Public Works.

MM XVI.3 Construct a public road entrance/driveway onto Foresthill Road to a Plate R-17, Land Development Manual standard. The design speed of Foresthill Road shall be 55 miles per hour, unless an alternate design speed is approved by the Department of Public Works. The improvements shall begin at the outside edge of any future lane(s) as directed by the Department of Public Works and the Engineering and Surveying Department. An Encroachment Permit shall be obtained by the applicant or authorized agent from Department of Public Works. The Plate R-17 structural section within the main roadway right-of-way shall be designed for a Traffic Index of 10.0, but said section shall not be less than three inch asphaltic concrete over eight inch Class 2 aggregate base unless otherwise approved by the Engineering and Surveying Department.

MM XVI.4 Construct a paved, private, gated entrance feature on Road A1 that complies with the County's Private Gated Entrance standard (LDM, Plate R-27) to the satisfaction of the ESD, DPW, and servicing fire district(s) and as shown on the Tentative Map. The entrance shall provide for a vehicle turnaround in front of the gate such that a vehicle can turn around within the Road A1 easement and enter into the Foresthill Road County right-of-way in a forward direction. The private, gated entrance feature shall include adequate vehicle cueing/stacking length (from the gate access panel) to the satisfaction of the Engineering and Surveying Department and the Department of Public Works.

**Discussion- Item XVI-4:**

The proposed subdivision will be accessed from one single encroachment onto Foresthill Road. The proposed onsite private roadways function as one large cul-de-sac with only one ingress and egress point. With only one ingress and egress point, the project has the potential to create impacts to adequate emergency access. Furthermore, existing access to an existing Parcel to the west (APN: 078-191-065) has the potential to be impacted by the construction of the project. The proposed project's impacts associated with inadequate access will be mitigated to a less than significant level by implementing the following mitigation measures:

**Mitigation Measures- Item XVI-4:**

MM XVI.5 Construct a 20 foot paved wide Emergency Vehicle Access road from the end of Road B to the existing pavement of the Ampezo Place cul-de-sac located offsite in the existing Monte Verde Estates subdivision as shown on the Tentative Map. Construct a gate across the onsite Emergency Vehicle Access road as shown on the Tentative Map. The Emergency Vehicle Access road and gate shall be constructed to the satisfaction of the Engineering and Surveying Department and the servicing fire district.

**MM XVI.6** Dedicate a 25 foot wide private access easement by separate instrument (Ref. Chapter 16, Article 16.08, Placer County Code) along the existing and reconstructed/realigned dirt access driveway from the onsite subdivision road A2, across the proposed Open Space Lot A, Lot 20, and Lot 21, to the existing parcel to the west (APN: 078-191-065) for the benefit of the existing parcel to the west (APN: 078-191-065) as shown on the Tentative Map and to the satisfaction of the Engineering and Surveying Department.

**MM XVI.7** Reconstruct and realign the existing dirt access driveway from the onsite subdivision road A2 until the driveway meets and matches the existing driveway location and grade as shown on the Tentative Map and to the satisfaction of the Engineering and Surveying Department. The reconstruction shall meet or exceed the existing access driveway section.

**MM XVI.8** Dedicate a 40 foot wide private access easement by separate instrument (Ref. Chapter 16, Article 16.08, Placer County Code) along the onsite subdivision roadways A1 and A2 for the benefit of the existing parcel to the west (APN: 078-191-065) as shown on the Tentative Map and to the satisfaction of the Engineering and Surveying Department.

**Discussion- Item XVI-5:**

The proposed project includes the development of 39 single-family residential lots, which will be subject to the Zoning Ordinance requiring two off-street parking areas for each unit. Since sufficient parking is included within the building envelopes for each lot, there will be no impacts to parking capacity on or off the project site.

**Discussion- Item XVI-6:**

The proposed project will be constructing site improvements that do not create any hazards or barriers for pedestrians or bicyclists. The project will be constructing onsite subdivision roadways that meet Placer County standards. The proposed roadway improvements to Foresthill Road will include/maintain an eight foot wide paved shoulder/bike lane.

**Discussion- Item XVI-7:**

The proposed project will not conflict with any existing policies or preclude anticipated future policies, plans, or programs supporting alternative transportation.

**Discussion- Item XVI-8:**

The project construction and related site improvements will not change air traffic patterns or increase the air traffic levels that result in substantial safety risks.

**XVII. UTILITIES & SERVICE SYSTEMS – Would the project:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (ESD)				X
2. Require or result in the construction of new water or wastewater delivery, collection or treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (EHS, ESD)			X	
3. Require or result in the construction of new onsite sewage systems? (EHS)			X	
4. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (ESD)			X	
5. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (EHS)			X	





Photo 1 – Westbound towards Auburn before crest of hill, curve to right and project entrance.



Photo 2 – Westbound towards Auburn, after crest of hill, right curve and end of passing lane; project entrance visible.



Photo 3 – Eastbound before project entrance, crest of hill and curve to left.



Photo 4 – Eastbound at project entrance, viewing crest of hill and curve to left.



Photo 5 – Foresthill Road  
cave in at project entrance in  
April, 2006.



Photo 6 – Foresthill Road cave in at project entrance in April, 2006.



Photo 7 – Foresthill Road at onset of cave in at project entrance in April, 2006.