

Maywan Krach

From: Donald Hale <d-shale@sbcglobal.net>
Sent: Thursday, July 30, 2015 6:40 PM
To: Placer County Environmental Coordination Services
Subject: Comments on proposed project, Tahoe Lodge Pilot Project

My wife and I attended a public meeting at the Tahoe Community center, last night. Attached are my concerns which I asked to be entered into the record for that meeting. I am including them as part of this message to assure that they are documented for any future meetings/decisions/eir's/etc. that may result as this project moves through the submittal process.

7/29/2015

TAHOE CITY LODGE PILOT PROJECT

- My name is Don Hale. My wife and I reside at 695 Fairway Drive, Tahoe City, CA. We have owned or rented this property since 1971.
 - I am requesting that this presentation be entered into the public record for this meeting.
 - I don't know what this project scope really entails due to the early stage of present development and the preliminary information provided.
 - I have two concerns.
 - The 1st concern is the final impact on the golf course with respect to reducing it from its present size with respect to playable area. I am not sure the course can survive too many more reductions in size, and still be a viable facility.
1. Why is the Tahoe City Public Utility District (TCPUD/District) considering entering into a development agreement with a private developer of this nature? The TCPUD was formed to provide public services: water and sewer, (and now recreation, which to my knowledge was never actually put to a vote by the electorate). Collaboration with a particular development (at the possible expense of others) appears to exceed the bounds of its delegated authority.
 - The 2nd concern is additional traffic that will be generated and its impact on Fairway Drive. I can't be convinced that there will be no traffic impact to Fairway Drive.
 - I would like to share some history with you regarding Fairway Drive.
1. Fairway Drive originally was not a through street from Grove Street to Highway 89. It went from Grove Street to approximately the present Fairway Community Center.
 2. As a result it was designated as a minor residential street and was designed accordingly. It has limited sight distance, narrow traveled lanes and many driveways that are hard to see due to the number of swales and crests it traverses. It is posted for 25 miles per hour and that is an absolute max, due to limited visibility and terrain features. Pedestrians have to share the travelled way with vehicle traffic.
 3. At some point in time, it was extended to Highway 89.

4. After the Fairway Drive extension, the Fairway Center came on line. More traffic.
5. The TCPUD offices were constructed and to ease traffic on Fairway Drive, the TCPUD agreed to post a no left turn sign at their driveway exit. A few years ago, that sign was taken down and the PUD vehicles and PUD visitors use Fairway Drive. More traffic.
6. A Church/ School was added. More traffic.
7. The Fire Department built a new station. The Fire Dept. responses are directed to Highway 89 and Fairway Drive is used only when absolutely necessary.
8. School buses to Tahoe Lake School use Fairway Drive. I do not object to this.
9. Fairway Drive also accommodates a cemetery. This is not a significant traffic generator in my opinion. However the addition of boulders along the cemetery shoulder forces overflow parking to park in the traveled way.
10. The sports field (Finley Field) accommodates, Little League and Soccer as well as a number of softball tournaments. There is attendant parking along Fairway Drive associated with these functions, which generates traffic and constricts traffic. This occurs directly across the street from our residence, but I personally do not object to this.
11. Fairway Drive accommodates a hiking trail access point. More traffic.
12. During rafting season, Rafters park along the Highway 89 end of Fairway Drive, even though it is posted "NO PARKING". No citations seem to be issued.
 - The problem became more severe during and after the Highway 28 downtown area street improvements were constructed. Fairway Drive was designated as a DETOUR to route traffic around the downtown construction. After the improvements (and probably during) were constructed, the traffic concerns along Fairway Drive started.
 1. As people became educated that Fairway Drive could serve as a by-pass they started using it to circumvent traffic congestion in the down -town area. Along with detour/by-pass traffic, came speeders trying to beat the traffic congestion. Speeding is the primary concern, but increased traffic for this low volume street is important as well.
 2. This now happens at all times of the year. Summer, winter, spring and fall.
 3. It seems that every time there is an event, Fairway Drive is designated as an alternate route for vehicle traffic, or as a direct route for the event itself. By design or accident, it happens.
 4. CHP and perhaps Placer County Sheriff's Dept. has on occasion done radar checks for speeding, but this has done little to relieve the speeding and increased traffic. It is difficult to coordinate radar surveillance with major congestion in the downtown area resulting in by-pass traffic to Fairway Drive.
 - Fairway Drive has no sidewalks, and yet it serves children going to and from Tahoe Lake School, as well as adults. Bicyclists have started using Fairway drive on a regular basis as well. This is not a safe situation when vehicles speed through the neighborhood.
 - There is little doubt that the proposed project will only add to the traffic issues of Fairway Drive unless addressed adequately.

- I am requesting that Traffic Calming Devices be installed to maintain safe traffic speed along Fairway Drive. Decreased traffic would be a plus.
- Placer County has been advised of this problem on several occasions. Their position is that the residents along Fairway drive take the Initiative to solve the issue.
- The responsibility to solve this situation does not fall on the residents of Fairway Drive.
- We did not cause the problem!
- I strongly submit that Placer County, TCPUD and Caltrans are obligated to resolve the concerns that have resulted in SPEEDING, INCREASED TRAFFIC, noise and general disruption to what used to be a quiet neighborhood.

Don Hale



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