

**El Dorado Hills Area
Planning Advisory Committee
APAC 2019 Board**



John Davey, Chair jdavey@daveygroup.net
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1021 Harvard Way, El Dorado Hills, CA 95762

AGENDA FOR MEETING: April 10, 2019, 7:00 PM

Held at: The El Dorado Hills Community Services District Norm Rowett Pavillion
1021 Harvard Way, El Dorado Hills CA 95762

1. Call to Order
2. Adoption of Meeting Agenda

EDH APAC Chair John Davey - Housekeeping: Volunteer assistance is needed to help with a subcommittee review of S18-0012 EDH-Folsom Self Storage. One area resident has already volunteered, more assistance on the subcommittee is needed, as the project is expected to be at the Planning Commission in June or July. We would prefer to complete the review before our May 8th EDH APAC meeting.

Also - Vineyards at El Dorado Hills would like to make another presentation at APAC

3. Public Comment NONE
4. Supervisor Communications: Supervisor John Hidahl

Costco - no decision yet. Originally believed that the decision would be in early April. County CAO office contacted Costco, and they have not decided to proceed yet. Once the decision is made, they will contact the County.

Vegetation Management ordinance. Impact in El Dorado Hills should be minimal, because EDH Fire Dept already has a vacant lot ordinance. A lot of concern and opposition in the rural parts of the County. We can imagine the concern for someone who may own, say 5 acres, and has 100 pine trees on their property. It a tremendous expense to trim and maintain the property, clear grass, and then clear low lying ladder fuels, sometimes as high as 10 -12 feet off the ground.

Public meetings will be coming soon for the Count Human Rights Commission. The Human Rights Commission existed previously in the County several years ago, but was disbanded. It is forming again. Alan Stansbury is here tonight, and he serves as the Chair of the County Human Rights Commission. He is our District 1 representative.

Cannabis Ordinance - all five ballot measures passed in 2018. The County has been busy trying to define procedures. Where it will be allowed to be grown, indoors and outdoors. The uses, recreational and medicinal. Where we will permit dispensaries, and other issues. The draft ordinances might be ready in another 3 - 4 months. We're looking at what other counties, and states like Colorado, and Oregon have found to be their biggest issues and challenges - so we can avoid some of those impacts. For this growing season coming up, there will not be any permits issued in El Dorado County. There continue to be illegal grows, and the Sheriff is tasked to handle those.

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5. Guest Speaker: County of El Dorado Community Development Services Department of Transportation Director Rafael Martinez: Discussion - Impacts of development on Transportation Funding, Planning, & Maintenance.

DOT Director Rafael Martinez - Last week we spoke at the EDH Community Council about Road maintenance in the County and here in El Dorado Hills, what the impacts of SB1 were on our projected funding sources, and how we determine maintenance needs. I wanted to correct one item - If SB1 was extra funding, how is the County DOT Maintenance funds coming into shortfall? Back in 2010 we collected \$8 million in gas taxes from the State of California from gas taxes. Last year we received \$6 million. We used to get \$3 million from the Federal Government in timber fees. That's been a structural deficit over previous funding. The State of California told us last year that we would get \$2 million in SB1 funds to cover some of that decrease. We told the state "you're kidding - that's not even going to be close to covering the reduction in gas tax dollars." We have significant issues with the way that SB1 was proposed, and presented to the voters, vs. the reality of how it is being implemented. The County and the Board of Supervisors are going to be issuing a letter to the Capitol, and to our local state representatives to express our concerns, and to let them know that they need to do more for us, because we will not be able to sustain our current road rehab & repair projects at this funding level.

I was asked to discuss at this meeting how we move forward with developments and roads, and how we calculate maintaining our PCI in El Dorado County. PCI is Pavement Condition Index, and we use that as a measure of road condition, with a scale of 0 - 100: zero being dirt roads, 100 being a brand new road. We develop a yearly score of the PCI, but do a measurement of the road conditions every two years. District 1 (EDH) is measured at 73.98, District 2 67.74, District 3 is 64.57, District 4 is 72.83, and District 5 is 56.79. Average PCI for the entire County is 64.

We also take into account the average daily traffic (ADT) - So when we evaluate road conditions we might have a road segment with a low PCI and a low ADT, so repairs on a road like that might have to wait, while a road with a low PCI but much higher ADT will need repair sooner. We try to balance all this out with the funding we have available. We have to support the entire county fairly. District 1 actually has a pretty good PCI when looking at the national scale.

The County used to look at how much gas tax we expected to collect, and could determine based on the population if we had enough funding to maintain a good road surface on our networks. But we've come to realize that families now have more vehicles, take more trips, car use is up, so the calculation wasn't accurate any longer - which is why maintenance costs continue to rise every year. So that \$8 million in 2010, really should have been \$12 million in 2018 from the State of California. So we've had to make adjustments, and find more efficiencies internally at DOT to account for that shortfall. But we still have shortfalls. So now, with all new development, we calculate their fair-share contributions in collector roads and arterial roads that are adjacent to their projects. In the past, many developments in El Dorado Hills weren't paying a contribution through their property tax for the maintenance of the roadways. Now we collect that as part of the TIM fees, and part of the property tax on new homes in the region. This is a new revenue source that helps the County and DOT to sustain the development that comes in. This has always been a complaint - we allow more development to come in, and the impact to the infrastructure is getting worse. SO any new development that comes in has to pay their fair share of the impact - not only on their own private roads, but for their impact on any collector roads or arterial roads. As an example, there is a development in the Bass Lake Area that we are currently working out those fees, and what those allocations will be. Also, the Vineyards project is in the planning stages, but if it is approved, we'll have to talk about what their contributions and fees will have to be to offset

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their impacts to the collectors and arterials.

So those are the kind of steps our department is taking - trying to squeeze water out of rocks where we can to maintain funding. Many residents have been concerned about development coming in, and the impacts on congestion, and impacts on the level of services - but the county has to abide by the CEQA process - any agency does, County or city. CEQA states what the level of service can be for any developer and their impacts to roadway surfaces. Unfortunately for residents that live in a somewhat more rural area, any kind of impact for us can be a negative one. I wish we could have a barometer that we could set to developers, but we can't. We're bound by the State's criteria - rural or metropolitan communities - the standards are the same. We try to work very closely with developers to make sure that we are adequately mitigating the impacts of development. We're also trying to take that further, in regards to impacts to our county, is the ITS program - Intelligent Transportation System. Because the A, B, C, D, E, F scale of a development's impact may vary from year to year, and from the cumulative impact of other projects - so we're asking developers to take some ownership in the community, to be part of the community and some solutions, by contributing to an ITS program. This will connect and synchronize all the traffic signals in a region, so that it creates a 'smart' system that helps to coordinate and manage traffic in real time, not just at an intersection, but along entire segments of roadways and road networks. Those are the types of solutions that we're working on with developers.

Current area projects - looking only from a traffic/transportation standpoint:

Silver Springs Unit 1 - likely to be under construction this year
Serrano J6 - at Bass Lake Rd and Serrano Pkwy is under construction now
Saratoga Estates - under construction - and Saratoga Way will connect to Iron Point Rd in Folsom this summer, and we're hoping that the Wilson Blvd extension to Saratoga Way will connect then too.
Lennar age restricted community will have more homes near Carson Crossing under construction this summer.
Longer range projects are Lennar's Bell Woods and Bell Ranch projects off of Bass Lake Rd. With those developments we will also be completing the construction of Country Club Dr realignment to Bass Lake Rd, which is direly needed, and we're enthusiastic to work with the Developer to get that completed.
Also the Vineyards is another longer range project we're working on.

In terms of our CIP (Capital Improvement Program), Completed projects, the New York Creek Bridge for bicycles and pedestrians, The Silva Valley Pkwy Bike path has some drainage issues that should be completed by this summer. Future CIP projects, Bike trail along Francisco between EDH Blvd and Green Valley Rd. We just received confirmation that the EDH Fire Department is working with DOT to establish a satellite yard behind Station 86 on Bass Lake Rd.

Road rehab projects - As I mentioned we evaluate the PCI and the ADT - the lowest PCI in the El Dorado Hills area is Lakehills Community, so we will be starting a rehab project there this summer. We're also looking at the El Dorado Hills Blvd rehab project, which is currently a \$5.6 million project. The reason why the project is so expensive is that the State and Federal governments require that when we work on large major arterial roads that we bring them up to current standards - so all of the crosswalk ramps need to be brought up to current standards, and be ADA compliant. Originally we had believed that the SB1 funds due to El Dorado for 2018 as \$5 million, so we anticipated starting the El Dorado Hills Blvd project this summer, but we confirmed that the dollars would be less this year, we realized we were going to have to delay that. We believe that we will have the funding for that project by the summer of 2020, or 2021.

Public Comment Joel Wiley - You mentioned ITS - are there any cost analysis on that program?

DOT Director Rafael Martinez - In the El Dorado Hills area we've calculated that it will probably be \$5.3 to \$5.6 million. We've already collected or identified \$800,000 from developers in the area. The good part of this is that the State and Federal governments are providing grant funding for these types of projects. SO if we can come

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up with a quarter to half of the needed funds, that would probably qualify us for matching funds, or a matching grant. We're hoping in the next two years, starting in phases, likely in El Dorado Hills interchange, we can begin to synchronize the signals around the interchange - I have to say that the State DOT doesn't do a very good job with synchronizing those lights.

Public Comment Doug Hus - You mentioned Developer contributions, and then you've mentioned the ITS contribution - I thought that was what TIM fees were for? And now you're getting developers to voluntarily contribute for the ITS? What taxing mechanism is actually in place for a developer to actually pay more than the impact fees. Because it is not developers that have to pay this, it will be passed onto consumers, via higher home prices, etc. The TIM fees for this district are substantially higher than any other district in this county, so those fees somehow go up the hill. So why is it with all the development around here that we have to pay for more traffic impacts?

DOT Director Rafael Martinez - Because the residents in the community have said that things like LOS C feel to residents like LOS F. Residents ask, you say this is an acceptable level of service, but it doesn't feel like it to us, we do we have to deal with this congestion? The ITS is voluntary - we're asking the developer to work with us, because it is going to benefit their project, and it is going to benefit the community.

Public Comment Doug Hus - That's the ITS, but didn't you mention other Impact Fees?

DOT Director Rafael Martinez - Perhaps I misspoke. Development impact fees do go to the collectors, arterials, and secondary roads impacted by development, and the TIM fees go to Zone 8, El Dorado Hills. Other Zones in the County have different fees, but we are starting a TIM Fee modification this May, and other zones in the county will be seeing an increase in fees. Those are big ticket items.

Supervisor John Hidahl - I think that the confusion is that when a Developer goes for a development agreement, it fits into a different category, and that there is a community benefit, and that there are things that the County asks for providing additional funding for other items. It isn't a TIM Fee, it's really a negotiation process between the developer and the county - because the developer benefits from a development agreement, and presumably the community should benefit from it. Those really end up being closed door negotiations where we want to make sure that the community really gets the best deal it can, and the developer gets the terms they want for the development agreement within reason. That's the way additional funds come to the county for various purposes, perhaps even for road maintenance.

EDH APAC Vice Chair John Raslear - White Rock Rd - County line and Folsom. Folsom side is horrible- does the EDC DOT talk to the City of Folsom to see what we can do about the conditions?

DOT Director Rafael Martinez - We do - it is a bit difficult, as there are some roads on our side the county line that they are telling us that we need to be doing more to maintain. We do try to work together cooperatively to find areas where we can make improvements that can be beneficial to both agencies. We have 2 on 2 meetings, where we meet about twice a year. Our next meeting is in June or July.

EDH APAC Vice Chair John Raslear - We should be reminding the City of Folsom that we have the Southeast Capital Connector coming through, which will have major impacts in the area, in terms of signalization and other matters that the Connector JPA has to consider. Also, many people here are interested in the bike path on Silva Valley Pkwy from Harvard to Appian Way. When we first saw the plans we said it was too narrow, and now that it is built, it has huge drainage problems, and we asked about some kind of stenciling could be put on the road to help people understand how and where to walk on the path since it is too narrow. Folsom stencils with footprints to show people which direction they should be walking - even the dogs! Since the path is so narrow, stencils can help. With the path being so close to schools, I think it would be heavily traveled.

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DOT Director Rafael Martinez - It was built with grants, and we did want it to be wider. We wanted to extend it, but the construction estimates were lower than the bids we received, so we had to scale that back. Because of this, we didn't do a complete drainage analysis - we knew that we would have to come back and do some drainage correction. Now that we've had the rainy season we know what we have to correct, and we built in a contingency for that - we'll be spending about \$40,000 to fix that, which is better than the \$200,000 a drainage analysis would have cost. But I do appreciate the idea of stenciling to improve the path. I'll talk to the parks manager and see if we can add the stenciling because that shouldn't be that much money.

Public Comment - It sounds like some improvements are online for Bass Lake Rd, but I am concerned about the Bass Lake Interchange - you're putting more cars on Bass Lake Rd, and right now during commute times in the afternoon, cars are backing up onto eastbound HWY 50, and there is also impaired visibility exiting both eastbound and westbound - it seems like all of this development is fixing parts of Bass Lake Rd, but what is the source of funding for fixing the Bass Lake Rd - HWY 50 Interchange? More development?

DOT Director Rafael Martinez- TIM Fees that developers pay, also pay for portions of HWY50 - there are different parts of the TIM Fees, not just for the different Zones, or areas, but there are also components like one that is called TIM Fee US50, so that funding source can pay for those improvements. Just four months ago, that interchange was measured and it triggered the warrants for those improvements - a signal will be installed. It will be included in our CIP, and included this year for designs for that location. Plus the improvements from the Country Club Dr realignment will also improve that interchange - which is the worst intersection in the County, because of its proximity to the freeway.

Public Comment - Where is the signal going?

DOT Director Rafael Martinez - The signal is going on the Eastbound HWY50 on and offramp at Bass Lake Rd. And a signal at the re-aligned Country Club Dr and Bass Lake Rd.

Public Comment - I attended a meeting 5 years ago and we were told that Country Club might be started in 5 years or longer. Now we're seeing the development of EDH 52 at Silva Valley as well as other developments. Is the plan to start at Bass Lake and end at Silva Valley, or would it be possible to start the Country Club Dr extension at the west end and work back to Bass Lake Rd? One of my concerns is that the left turn exit from the Serrano Entrada gate is going to be closed. It is likely that most cars will come down Country Club and drop kids off at the elementary school from Country Club. Have you considered a drop off area along Country Club?

DOT Director Rafael Martinez - The school is one of our biggest concerns and challenges. The State of California places school sites, and the county has no say in where they place the schools - as an example, they approved four school sites on Silva Valley, and next to a freeway. We don't think Costco will be a concern in the morning for the school issue, but more in the afternoon. If Costco does come in, that will be a key aspect of the design - to see if we can work with the applicant and the school.

Public Comment - Costco says that they will open at 10AM, but the gas pumps would open at 7AM.

DOT Director Rafael Martinez - So far the conceptual views we've seen have placed the gas station on the other side of Silva Valley, so that may, or may not, make a difference.

Public Comment - Back to the bike lane/trail on Silva Valley near Harvard - Are they going to put a crosswalk in at Harvard or at Charter Way?

DOT Director Rafael Martinez - I Believe that they will, but I will need to check to confirm that.

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Public Comment - You said that EDH52 would develop big box. I was shown when I bought my house here, that this was going to be a connection to Russi Ranch Rd for Serrano, and that there would be no development there. That was a plan at a meeting like this just a few years ago, and that property was not approved for commercial or big box then, so that zoning for big box and development is only recently come out, and that is an important distinction.

EDH APAC Chair John Davey - There's a lot of history with the parcel there.

Public Comment - When I went to Serrano, that was the picture they showed me.

EDH APAC Chair John Davey - That is a concern - the developer will show buyers one thing, but the problem is that they don't own they property. In 2012 Is when they rezoned for big box, but they started the official process in 2008. They started talking to the county about it in 2004.

Public Comment - I would like to see a timeline of the changes, because that might be important if it comes down to litigation on the project.

EDH APAC Vice Chair Tim White - If I can make a suggestion: Remember, we're all volunteers, we're not officials, and we spend a lot of time, a lot of our volunteer time, to study these items, working with the community, and we need the people who are most affected by these projects in any part of the county, to get involved, because we just don't have enough time or bandwidth to do what we do on volunteer time - if you make the suggestion, then we need you to step up, and we can help show you how to go through the documents.

Public Comment - Thank you for that suggestion, and maybe I'll be able to, but I'm a partner in an accounting firm, I have two kids, and we're all busy, so it's difficult to get into this. Who is our representative, an El Dorado Hills resident, for matters like this? What is the Planning Commission doing? How can there be any matter more important than that on any priority list?

EDH APAC Vice Chair Tim White - Supervisor Hidahl represents most of El Dorado Hills, we have a District 1 Planning Commissioner Jon Vegna, and he regularly attends these meetings and the Community Council meetings. I think that County has generally not done a good job of informing residents of what is going on. Unfortunately, we have to take the responsibility of going to look at the County websites, and to contact the County Planning Department, ask what's going on with a project, what conditions are currently imposed on it. We all have to step up - I am involved in a lot of these County projects that will mostly have very little to no effect on me, I live over off of Green Valley Rd and Silva Valley. Am I going to be effected by a Costco? Not as much as the other residents who live near it, but I am still going to the meetings, I'm going to read all the reports. I don't particularly care about the result, I'm more concerned about the process, and that no one party gets favored treatment - that the developers don't get to take shortcuts, that the Planning Department doesn't take shortcuts. One of the failures, I think, is that right now that Planning and Development only have to notify residents within 500 feet of most projects - is that right Supervisor Hidahl?

Supervisor John Hidahl - 500 feet is the state minimum, but right now I think the County is adhering to 1000 feet. That's today's rules, that's not what is was in the 2000s.

DOT Director Rafael Martinez - I want to add that Tim is right: Back 5, or 6 years ago the County wasn't doing a very good job in terms of getting the messages out, getting the word out. As of 3-4 years ago, it has made a huge change. This is perhaps the 10th public speaking assignment that I have done this year. Mel Pabalinas is out talking about projects, and attending APAC meetings. Tiffany Schmid the new Planning Direct has probably been to about 10 public speaking events as well. We're trying to do a better job. four or five years ago we were getting complaints: "I didn't know", or "nobody told us". and we weren't getting it out because we were just

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posting it on the web, or working in our bubble in our buildings. We all have busy lives, families with children, who don't have the time to go out and research this. Fortunately, you have volunteers like these people, volunteering their time, collecting the information, and getting it out to the community. Our website is more advanced now, where you can contact staff right from the pages. Our phone numbers are there, you can ask any one of us. Don't depend on your real estate agents for crying out loud. Don't depend on property owners or developers - ask the county. That's what we're here for. We are better able to answer questions than we were in the past - that is the mandate from our Board of Supervisors now.

Public Comment - Dick Ross - I would express my appreciation to everyone this was just a good 3 minute presentation on good governance - and that starts with getting information out from the County. And the other side is the public making the effort to know what is going on. Generally we don't speak up until our ox is gored, and that is our mistake. My second question is that earlier you gave different ratings to the five different districts for the quality of the roads. How are those numbers derived?

DOT Director Rafael Martinez - Technicians out in the field, taking pictures, taking measurements, and then based on the conditions, such as the road cracking, or potholes, etc, it can be categorized with a PCI number, and then based on the square footage of the roadway is calculated for the entire stretch of the road.

Public Comment - Dick Ross - Are those numbers influenced by some areas have greater amounts of new development, therefore they have newer roadways than other districts where development is not as fast, and therefore the surface area of roads is less, and older, while areas like El Dorado Hills might have more and newer roads, and the conditions are better - does that raise that numeric average, over an area with older roads?

DOT Director Rafael Martinez - That does. The average for a district that might have a high PCI, doesn't mean that we don't pay attention to a specific location within that district with a lower PCI.

Public Comment - I have a question about fee structure. You have a fee you get in your taxes like with Costco, but outside that with additional negotiation, like you spoke about, are you involved in those in any way?

Supervisor John Hidahl - Yes, on development agreements, our Director of DOT is now part of those discussions, as is our Planning Director, and our CAO, and our Auditor Controller. That's new as of about nine months ago. Before that it was a single person, the Director of Planning who was involved in those development agreement discussions. We changed that so that a county team, with the most influence and knowledge parts of the entire organization.

Public Comment - That was my concern.

Supervisor John Hidahl - Rafeal, can you also mention what we're doing with some school districts and signalization of some intersections, with grant money, to try to clear up some traffic issues around the schools?

DOT Director Rafael Martinez - As I mentioned earlier, the county has no control over where the state puts school sites, so we have to deal with the impacts. We've started meeting with the school districts on a quarterly basis, to try and see if we can partner up for grants, to try to mitigate some of the impacts. One of the things we're looking at is widening at Silva Valley right in front of Silva Valley Elementary School, for perhaps a pickup/frop off, or maybe having the bus lane there to improve circulation. Another item is widening at Silva Valley and Harvard Way to improve capacity there. And a new project is a traffic signal at Clermont and Harvard, because so many students are crossing there and it is a major concern. The current cost to signalize an intersection starts at \$500,000 - \$600,000, so we're hoping we can be successful in getting a state grant, which typically pays about 70-75% of that cost. Then the school district will help us with the balance.

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Thank you for your time.

6. APAC Projects

a) **PA17-0004 Carson Creek Specific Plan Amendment – Rezone:** Director of Forward Planning Sean MacDiarmid from Project Applicant Lennar Homes to discuss an overview of the proposal to amend the Carson Creek Specific Plan to include increased residential units, and remove 57 acres of Industrial, and 33 acres of Research & Development.

EDH APAC Chair John Davey - Sean MacDiarmid is here tonight to give a high level first view of a project they are proposing and a change to the Carson Creek Specific Plan.

Sean MacDiarmid - This is a proposed rezone and specific plan amendment, generally located to the west of Latrobe Rd, and south of Carson Crossing Drive. The northern end of the project is bounded by the El Dorado Hills Business Park, and the existing Heritage residential development that we are currently building.

Currently the site is zoned for 57 acres of industrial (IND), and 33 acres of research and development (R&D). There is a 30 acre regional park at the southern end. We are proposing to modify the IND and R&D zoning to 84 acres of single family residential, and the intent is that the community would be age restricted for 55 and older. And there is a space we're proposing for a small local commercial center.

The main entrance will be off of the existing Investment Blvd which connects to Latrobe Rd, and there would be proposed secondary road connection at the southern end of the project, which would also connect to Latrobe Rd. We have a preliminary traffic study for this use, vs. the current approved specific plan, and it suggests that it would reduce traffic by about 50%.

There is a proposed trail that surround the boundary on both the south and west side. The intent is that it would connect to the existing trail system in the Heritage El Dorado Community, to provide additional regional public trail connection. The entire trail system would be open for public use.

The proposed community would include:

415 residential homes

A 3.1 acre community center

1.7 acres of local convenience commercial

13.5 acres of open space

30 acre regional park

Lennar has identified this as an area to serve the continuing needs of our aging community.

We have a J6 application to the County, which is currently under review. We are looking to get before the Board of Supervisors in the next 60-90 days.

EDH APAC Vice Chair John Raslear - is this adjacent to the Broadridge facility? It's one of the larger employers in El Dorado Hills.

Sean MacDiarmid - Yes, we've reached out to Broadridge, and are looking to conduct additional outreach with them, and they are aware of what is being proposed.

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EDH APAC Vice Chair John Raslear - All of the traffic is going to go out on Investment Blvd, and out to Latrobe? Won't that add significantly to the traffic going towards HWY50? If you were on Latrobe this evening you would know the traffic is horrendous - the intersections were almost blocked by traffic going towards HWY50.

Sean MacDiarmid - As I mentioned, this new proposed use would generate 50% less traffic than the currently approved use. After we complete our J6 application, we would be looking to complete a very intensive environmental review to include traffic. In this stage we're focused on presenting the J6 application, and we'll have more extensive review if we go forward.

EDH APAC Chair John Davey - So with the currently approved use of IND and R&D I thought that I had read that it was estimated to generate 4000 employees, so with 415 residential units, is that where you would probably see the most reduction in traffic generation, because there would likely be fewer people commuting to work/jobs with an age restricted community?

Sean MacDiarmid - That is part of the computation.

Public Comment - It is currently zoned for IND and R&D?

Sean MacDiarmid - yes.

Public Comment - How far down from places like CVS and Relish Burger is the project?

EDH APAC Vice Chair John Raslear - It is at the other end, to the south.

Public Comment - will you be developing the commercial site?

Sean MacDiarmid - We would probably sell the property to someone to develop - Lennar is a home builder.

Public Comment - Will this be an extension of Heritage El Dorado?

Sean MacDiarmid - This will actually be a stand alone project. It will have its own HOA, its own private amenities, it will be a stand alone community. Lennar uses the branded name "Heritage" for all of its age restricted community, but currently it is labeled as "Heritage Carson Creek".

Public Comment - Joel Wiley - If the trail system is for public use, how does the public get to it in these gated communities?

Sean MacDiarmid - The trail system is outside of the gated community areas in all of our projects. You can access them from public roads.

Public Comment - Is the assumption that if the zoning didn't change, there would be 4000 people in the IND and R&D use areas?

Sean MacDiarmid - The 50% reduction in traffic is based off of what the currently approved uses are for the area.

Supervisor John Hidahl - The County Parks & recreation commission has been looking for some sort of connection in the Carson Creek and Business Park areas to the Sacramento Placerville Transportation Corridor (SPTC)- has anyone talked to you about helping us provide that connection? Because the SPTC is a great asset, but there's no where in the area to park and get to it.

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Sean MacDiarmid - That isn't something that has been raised with us yet - but it is certainly something we can explore.

EDH APAC Vice Chair John Raslear - All of these trails are close to that railroad corridor. In Four Seasons, we do have public trails, but they are inside the gated area. This would be trails outside of the gated areas, open to the public, and that is a big change.

EDH APAC Vice Chair Tim White - Assuming you can get the zoning approved, when would you expect to break ground, and what do you expect the buildout, from the first home to the 415th home, to take?

Sean MacDiarmid - Much of the timing is based on market conditions, and there are other factors. We expect the J6 application to take 60 to 90 days, and probably a six month period to get to a tentative map, then community improvements, infrastructure, and then building homes. Mostly likely, we would see homes out there for at least two years. Buildout is harder to answer, but we've had good success at Heritage El Dorado, and in the El Dorado Hills Community. We would probably have two different product lines, based on lot sizes, so we would estimate that we would absorb 4 homes per product line, per month - so 8 homes per month total - so the math of 8 homes per month to get to 415 homes is a gauge of what it might take.

EDH APAC Vice Chair Tim White - When you've built your other communities here in El Dorado Hills, do your projects usually comply with county rules on items like setbacks? Or do you ask for exemptions to those county standards?

Sean MacDiarmid - We have proposed various setbacks in various portions of our communities all over El Dorado County. At our current Reflections community in Carson Creek Unit 3, that is currently selling, it is more a small lot community, so the setbacks are a little less than the County standard. In this new project we anticipate our lot widths will average 45-50 feet and 105 feet deep, so those would have more traditional setbacks.

Public Comment - Dick Ross - Is the park area designated there on your map, inside the gated community?

Sean MacDiarmid - No, it would be accessible to the public. outside the gates. EDH CSD will be taking a site visit there soon.

Public Comment - Dick Ross - Is there public parking?

Sean MacDiarmid - on this site, there is.

Public Comment - Dick Ross - Do have an idea of cost range yet?

Sean MacDiarmid - We get asked this a lot - and it is difficult to say, because we're two years away. We would build a similar product to our other communities in El Dorado Hills. Right now in the mid \$500,000 to mid \$650,000 for a base price.

EDH APAC Vice Chair John Raslear - The Heritage Park is mostly swamp land. I don't see how you can use three quarters of that land.

Alan Priest - We don't have a plan yet, It does have a lot of wetlands issues, and a lot of restrictions for us. We need to work with the developer - it may be that we end up just getting some financial compensation for, or we might be able to build bits and pieces of it, but right now, we're just not sure.

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Public Comment - Doug Hus - I agree that we need to rezone that property, as we all know that the Business Park is taking forever to complete, and it would probably take 100 years to get it built. I'm still concerned about the impacts to Latrobe and El Dorado Hills Blvd, and HWY50.

Supervisor John Hidahl - This is a specific plan amendment, which is different than building a brand new community.

Public Comment - Doug Hus - Can't the county ask for some improvements from the developer in order to grant the rezone?

Supervisor John Hidahl - If the developer is interested in a new Development Agreement, we might be able to pursue that. The J6 application review is a new policy - the County recognizes that with any major project, changes to the General Plan, or Specific Plans, the applicant needs to come before the Board of Supervisors and present a conceptual proposal of what they are looking for. The public has an opportunity to provide comments. And we look at it as a regional review, not just localized to a small project, so traffic will always be a component of that review. I think where the county has not done a good job is planning for growth and allowing for additional right of way to handle that traffic growth. We have an issue on White Rock Rd, an issue on Latrobe Rd and when these specific plans were approved, there was no provision to acquire additional right of way to accommodate the traffic growth. White Rock Rd was originally planned for six lanes from the County line to Latrobe Rd and El Dorado Hills Blvd intersect. DOT at that time determined that we'd only need four lanes, so they cut back from six. So we're seeing all those impacts now, many years later, that there just isn't enough capacity on these roads, and it's very expensive and difficult to correct that after the roads have been built.

Public Comment - Steve Ferry - I know that you provide an amazing amount of recreational facilities in your projects. But there are some things to consider - why do we need a park provided by the CSD when the development already has similar amenities for those residents? Blackstone also has great facilities. We're still talking about Iron Horse High School, and the possibility of building an athletic pavilion over there. The CSD will have to come out there and spend money, but the CSD has plenty of other places it needs to spend money. As far as the roads - this will be a senior community with retirees. Out of the 1060 units, how many of those folks will drive? Three? My point is that the CSD shouldn't be out there spending money. Seniors like to walk, so we'll be out there using the trails. But the rest of it is nuts.

Sean MacDiarmid - Thanks for your comment. I would like to add, anecdotally that I serve on the HOA board for Heritage El Dorado Hills, and we do have this park that is about to start construction that will be outside our gates, and our residents are very excited to have that available. And it is true that our residents will probably use our amenities more, but there is an appeal of a public park near an age restricted community that offers more amenities.

Public Comment - Steve Ferry- In three years, when you're mowing and blowing, you'll see that people aren't really using it. And the CSD needs their money to go where people use it.

Sean MacDiarmid - Thank you for your comment.

b) *Notification - No Review* PD-R19-0001 Superior Self Storage Revision (PD95-0007)

Revision to PD95-0007 to add self-storage to allowable uses and to add a 20,000 square foot addition to an existing commercial structure. The property consists of 14.8 acres, and is located on the west side of Latrobe Road, approximately 25 feet south of the intersection with Town Center Blvd. in the Town Center West Planned Development

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EDH APAC Chair John Davey - this is in Town Center West - This is a reuse of an existing building, the old VPD facility. This will be converted to a Superior Self Storage. There will be two phases, the first phase will convert the interior to self storage spaces, with landscape enhancements. The second phase will add a 20,000 sq ft building addition. There will only be an entrance from Town Center Dr, and no access from White Rock Rd or Latrobe Rd.

b) ***Notification - No Review* TM08-1463-F La Canada Large Lot Final Map Board of Supervisors April 2** Large Lot Final Map (TM08-1463-F) for La Cañada Subdivision, creating a total of eight large lots for financing purposes consisting of six residential lots and two lettered lots on the 143-acre property. The property is located on the west side of Salmon Falls Road, approximately 1,000 feet north of the intersection with Kaila Way

This was just an approval of the Large Lot maps for the project can begin to gain financing. We only wanted to let residents know about this because the new road from the Vineyard Project, which we are reviewing, will be running all the way north into this project.

d) ***Notification - No Review* Regional Housing Needs Assessment presentation at March 19, 2019 Board of Supervisors Meeting**

An update regarding a presentation to the Board of Supervisors made by the Senior Planner for the Sacramento Area Council of Governments, regarding the upcoming methodology process for the 2021-2029 Regional Housing Needs Assessment for the 2021-2029 Housing Element Update of the General Plan

EDH APAC Chair John Davey - Due to time constraints we'll have to skip this topic, but here are some of the highlights of the presentation - the SACOG Presentation files from the March 19, 2019 BOS meeting can be found here

<https://eldorado.legistar.com/View.ashx?M=F&ID=7107722&GUID=95320442-132A-49FB-83DC-12160A782F98>

Notes:

SACOG: Housing is a hot topic with the legislature and the governor. Housing Element Law tries to provide available housing to all income levels. The County has the power of zoning, and that is where the County can meet the requirements of the Housing Element Law. Every 8 years SACOG is responsible for estimating the available levels of housing, and estimate the amount of housing needed by income levels that the county needs to zone for.

How does SACOG arrive at the number that tells the county how much land they need to zone for housing at all levels. SACOG works with six county member governments - working with EDCT Commission they look at the Metropolitan Transportation Plan (MTP) every four years - they look at where the region is growing what are the development plans. They work with 28 cities and counties in the region. They work with all planning departments and look out to 2040 and ask what projects are coming, when are they expected to be developed, how many units of housing are planned, how realistic is it? SACOG makes their own projections. The State makes projections as well, looking at birth rates, death rates, demographics, etc - but they don't look at it from a land use standpoint, and come up with their own estimate.

SACOG Projections goes from 2016 - 2040, but for the RHNA cycle they are looking at 2021 through 2029.

For example: a jurisdiction has X percent of a region's growth, SACOG considers what the state says the projected growth should be. That's the overall amount of housing units needed, but then it needs to be broken down into income levels - Four categories:

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Median Family income in El Dorado County is approaching \$80K

Very Low 50% or less of the median family income

Low 50-80%

Moderate 80-120%

Above Moderate income 120% or higher.

Low and Very low are the affordable housing categories.

Deed restricted for affordable housing, or higher density housing 20 - 30 units per acre to meet the need.

The County must meet the number defined by providing enough land zoned for affordable housing to meet the total number of affordable units required.

The Lake Tahoe Basin is part of the region calculation for RHNA. There is a State compact that allows for some flexibility to the calculation from Lake Tahoe. TRAPA

Methodology is available for 60 days of public comment in August.

Allocation numbers come in October.

State will certify the County's housing element - The County only has to zone enough land to meet the needs defined in RHNA

40% of the region (SACOG not just EDC) is considered in the low to very low category.

Growth projections shows increase in slope - why should we expect a significant increase in growth? Is the reality of the projections realistic? The county has not met those projections in the past.

e.) Minor Status Updates: El Dorado Hills area projects

- Proposed EDH Costco status update & the process for approvals

EDH APAC Chair John Davey - We still don't know if this will be pursued. We don't know the details of the plan. There's only a letter of intent between the property owner and Costco. APAC is not advocating for or against this project, we just want to see the plans, so we know what we're even talking about - so we can identify the impacts, and have a discussion about how this fits in the community, and how we mitigate against impacts.

What we really wanted to do tonight is to talk about the process if they decide to go forward. The County's Costco Fact Sheet * is available on the APAC website -

<https://edhapac.org/el-dorado-county-issues-fact-sheet-for-proposed-el-dorado-hills-costco-project/>

and on Supervisor Hidhal's website -

<https://www.edcgov.us/Government/BOS/Documents/District%201/Fact%20Sheet%20FAQ%20Costco%20FINAL%20%281%29.pdf>

* (the details of the review of the County Costco Fact Sheet starts [HERE](#) in the video recording of the April 10th EDH APAC meeting)

EDH APAC Vice Chair John Raslear - I would say that we have an unusual situation with four schools on one street. And all of those schools get out at about the same time. The schools don't provide enough buses because they feel that they are too expensive, so you have hundreds of parents at the same time dropping off

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or picking up children.

Public Comment - What does that have to do with this conversation?

Public Comment - It has a lot to do with this conversation, because when you look at the concept that there's only the A Class interchange, that's only one half of the equation, since most of the El Dorado County Costco members are in El Dorado Hills, a lot of the traffic won't be coming from the interchange. It backs up not to just Oak Meadow, but four schools. When they close the Entrada Gate, you'll have more traffic traveling through that area.

Public Comment - You've talked about all the reasons why it should be at that interchange, but I haven't heard any reasons why Costco shouldn't be there.

EDH APAC Chair John Davey - That's part of the question- we don't have the official plan, so we don't know the details of what's proposed. So what we're doing now is just letting people know what has been suggested, and we want to talk about the process if this moves forward - What are the opportunities for the public to have input to this? To say, 'hey this makes no sense' or 'this makes sense if you can change certain things', or even 'hey this is wonderful'.

Public Comment - Based on what you know now, are there any concerns?

EDH APAC Chair John Davey - I'd say that there are traffic concerns.

Public Comment - There are thousands of concerns

EDH APAC Chair John Davey - Yes there are numerous concerns. For me, traffic is the primary impact. The interchange is class A now, but further up Silva Valley, with all of the schools, the traffic is pretty significant.

Public Comment - Yes, I live there.

EDH APAC Chair John Davey - Then you know.

Public Comment - I live in the area, so traffic is my number one concern, but also crime. We see alcohol bottles even at the library. Lights off at certain near a freeway exit - I'm concerned that with all this close by with kids. Traffic and crime are big concerns.

Public Comment - Costco is very concerned about freeway access, and this interchange is Class A - but again, a majority of the El Dorado County members are in El Dorado Hills, so that really becomes a question about internal traffic, in addition to the interchange.

Public Comment - One of the questions I have - the majority of the 40,000 El Dorado County Costco members are in El Dorado Hills- if we have that much leverage, Costco is coming here to serve us. So what is our recourse - I know we're waiting to see if they are going to proceed, but what if we don't want it? What are our options to perhaps have it placed somewhere else in town? Or not do it at all? So what are our options - if Costco says that they intend to do this, do we only get to provide input like, "there should be more trees over here", or "We would prefer a different paint color". For example, there is a parcel right behind CVS that is still in the business district, that would be far enough away from some of the folks on Latrobe, far enough away from Serrano, and far enough away from Blackstone. With the JPA connector coming past it, with the Latrobe/EDH Blvd exit, with Silva Valley Pkwy exit, now you have three opportunities to access the site. So what is our process?

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EDH APAC Vice Chair Tim White - That's part of our conversation tonight.

Supervisor John Hidahl - Yes, part of it is CEQA.

EDH APAC Vice Chair Tim White - It's at least two years, and that's assuming there are no lawsuits, it's complicated, it requires public input and information.

Public Comment - If someone from Costco came to your committee and said, 'we want to build here' based on what they've shown you, would you support it or not? What would you say?

EDH APAC Chair John Davey - I would need to see the plans, because there's no real detail about impacts or mitigation yet. Keep in mind - we are an *advisory* committee - as an example, in my 3 years as a voting member, pretty much everything that we have voted against, has been approved by the County.

Public Comment - Sure, but a citizen in compared to a committee- I would have to believe that a committee would have a little more pull.

EDH APAC Chair John Davey - Understood - most of APAC's impact has been in getting projects to make accommodations to make them better for the community. But when it comes down to it - the decision makers make the decisions. And that's why getting those public comments in - directly to the county, or funneled in through APAC, that is where everyone can make an impact. And it is conceivable that out of nine current voting APAC members, five may hate the project, while four members love it - or any combination of vote results - so we'll issue our report for the decision makers to review, that some voting members support it, and some don't support it - like the Supreme court does - here's our finding, here's the majority decision, and here's the minority decision.

Public Comment - The Tax revenue - it may be in the Fact Sheet, but what is the anticipated Tax revenue? How can that impact the community?

EDH APAC Chair John Davey - those numbers were not revealed to anyone in the Stakeholder meetings, but I suspect that the county has a guesstimate based off of the county's share of the sales tax, what the average taxable sales are for a Costco location, and do a little math.

Public Comment - any analysis on how much of those sales taxes stays here in El Dorado Hills?

Public Comment - I'm a CPA so I know a little bit about that, but I'm not a tax guy. First of all, not everything Costco sells is taxable - like food. Gas taxes go to the whole state, and not all of it comes back to the community. So we need to figure out what the impact is, and consider what damage it will do to home values in Serrano, which will reduce tax revenue as well, which will probably offset all of the tax revenues from Costco. Anyone looking near a Costco, their house value is going to be \$100,000 less. Who is going to buy a house next to a Costco? The answer is nobody. The second they break ground, I'll be going to get an assessment for my house. So that will be less money than they generate. Think about that, when we talk about the tax revenue.

EDH APAC Chair John Davey - We need people to be saying that, that are affected, and not just us saying it, without evidence.

Public Comment - I think it will be more than just Folsom Ranch, it will probably be people in Folsom close to the dam, instead weaving through Folsom, they can come up Green Valley and Silva Valley. I believe that the Supervisor mentioned it before, but you can't just go on Social Media and make a comment, and then say, "well, I made my comments." That doesn't count. The comments need to be submitted to the County.

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Someone said that there is a 35 foot difference between Silva Valley and Serrano, but the Costco Building is going to be 25 to 35 feet tall. So unless they're sitting it down, it's going to stand out like a monument from HWY 50, which probably what Costco wants, but Costco will probably be taller than the surrounding homes.

EDH APAC Vice Chair Tim White - They're talking about excavating and dropping it down - it's still a 35 foot tall building. I asked the Costco representative and he said that from the lowest part of Village Green, that the Costco building would be about 5 - 6 feet above the lowest ground level in that area. People higher on the hill will be looking over the roof, and people with homes on the lower elevations would be looking right at the roof.

Public Comment - You've said that the best thing to do is to speak to the supervisors, how do we let the supervisor know, we clearly don't want this, the community doesn't want this, how do we let you know, or is this going to be like the Measure E vote about the Golf Course - Our Supervisor is here, do you negotiate at this level?

Supervisor John Hidahl - you raise your concerns at every level of the process. That starts with the Notice Of Preparation of the EIR, You'll get a Draft EIR that will come out, and it will tell you, these are going to be the impacts, here is the traffic analysis, there will be a noise analysis, an Elevation analysis that will show you the views, from different perspectives, a number of different documents. That EIR is probably going to be 6 - 8 inches thick, with all of the recognized potential impacts, and then the proposed mitigation. And the mitigation is the important part, because, are they really addressing the impacts, and secondly, are those traffic analysis realistic? Because we've seen a lot of traffic analysis from the past that I don't believe were realistic compared with what is going to happen. But I will tell you today, with our new leadership in the DOT - Rafael is a traffic engineer, he can do a separate, almost napkin, analysis, and say 'this makes sense', or 'no, there is something wrong with this' and then challenge it. He is going to be an integral part of reviewing the traffic plans, and the traffic analysis, and comment on them. There's a major concern about where those lighted intersections are going to be. Costco wants a signal right at the entrance to the warehouse. The concern is that would cause a lot of traffic back up coming off the freeway. He has to look to see if there is enough stacking distance, or if it is even allowable. It may end up having to be a right in, right out only for that entrance, which means that Country Club would become the major entrance then - so there are a lot of things in that process that need to be looked at. Get involved in APAC, follow the process, every time there is a public review, show up and demonstrate the issues that you have, and bring evidence. Show examples that show where communities have suffered significant impacts. For instance in Elk Grove, that is the last Costco that they have built in this area, it's in the city center, and also there's a large residential area near it - so look and see, what were the drops in home values? That's the kind of factual data that needs to be presented. Then the Board can review it- I should also remind everyone, I am one vote of five supervisors. I was opposed to the Saratoga Retail project because I didn't believe that the small lot was acceptable to put a Chick Fil A in - I'd love to have a Chick Fil A in El Dorado Hills, but that wasn't the right location. So I voted against it, the other four supervisors voted for it. It got approved, then there was a lawsuit. The owner decided he didn't want to get involved in the lawsuit, and has tried to find a plan that is acceptable to local residents and try to move forward with it. That hasn't come out, as to what that is, yet. But that is the process - remember it only takes three votes to approve a project in El Dorado Hills - 1 supervisor lives at Lake Tahoe, 1 lives in Shingle Springs, another lives in Cameron Park, and 1 lives just outside of Placerville. By the way, Placerville really wanted this Costco. And they had been working on it, to try and get Costco to come up there for six to eight years. Costco's answer was repeatedly, 'we'll consider it'. But when they really looked at it, it just didn't pencil out for them. They're looking at a population around 10,000 people, and a freeway location somewhere off of Missouri Flat Rd, and it just won't work for them. The site that they had identified was more than a mile off of the highway. Costco said, 'no thank you, we're not interested in that'. They are interested in this - but that doesn't mean that they get it. It means that they have to go through the process, the steps. Ultimately it comes down to a vote of five people. I've always believed that you try to get the best possible project out of the process you can, because you may regret not getting it, because even if you're not personally in favor of it, it could still get approved with features that aren't the best possible result.

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Public Comment - Keep in mind, something IS going to get built there, and Costco might be the best project that fits. Just looking at the first project drawing, I'm not sure a project like a Walmart would be, considering loading docks and other things. So it is important to be included in discussing the process.

EDH APAC Chair John Davey - Also keep in mind, there's more to this project than just the Costco, there is also the west side too.

Public Comment - I think that Costco is the worst imaginable thing that could go there. What could generate more cars than Costco in that amount of space: There isn't anything. I would bet that there are probably five to ten thousand cars a day at a Costco. Isn't there a rule against a project if it generates a level of service F? I would bet my life that this would generate a level of service F. That is a no brainer. Walmart? Fine. There would be half as many people. What's the difference? There's nothing worse.

Public Comment - I get your statement that you're just one of five votes, but I remember when we were voting on cityhood, that the county bent over backwards to promise us things, and better services, because they realized that they were going to lose a lot of tax dollars and revenue. Same thing here today, it seems that you would have a big stick here and tell the other supervisors, you got to help me out here, and vote with me...

Supervisor John Hidahl - You can't do that - that is a Brown Act violation.

Public Comment - I understand, but I know these conversations happen, Cityhood may be coming this way, so they should think about it.

EDH APAC Chair John Davey - The important thing is that if we can get more participation - typically our subcommittees could be four to five people on a big project, more frequently they are two to three. It helps to get people who will be there, that will be impacted, to provide their input, to be honest about it, and find evidence that demonstrates your concerns and raise those concerns, so we can put it into our subcommittee report, it gets entered into public comments and the Draft Environmental Impact Report responses, so that perhaps we realize better mitigations, or maybe even we come to a conclusion that no this isn't an appropriate project for the location.

So the process is - there's a Notice of Preparation (NOP) of the Draft EIR (DEIR), and typically a notice of a public scoping meeting. Scoping meetings are usually very informal, an open house format - I've been to several of those meetings here in this building, at the fire station, or perhaps it could even be at Oak Meadow Elementary, since it is in the area of the project. They will have displays to see, showing proposed elevations, and features - they will sing and dance, put on a show, and really tell you how great it is going to be. There will be comment cards for you to provide comments. If you enter comments at the Scoping meeting the answers get included in the Final EIR. The Applicant will be there with their consultants, the consultant that they County hires to complete the DEIR will be there. Planning Staff is on hand - all the questions at the scoping meeting that are turned in will get an answer in the Final EIR (FEIR).

The letters for the NOP and the scoping meeting won't go to everyone, just the residents in very close proximity. The County will post the letters on their website, and we will also post them on the APAC website.

Supervisor John Hidahl - Residents within 1000 feet will get those letters.

EDH APAC Chair John Davey - There are a long list of elements that are evaluated in a DEIR - it usually takes quite a while to prepare them, sometimes 12 to 18 months, the impacts will be identified as per CEQA. Those impacts are: 1 - no impact, 2 - less than significant impact, 3 - significant impact, 4 - significant impact that can be mitigated to less than significant impact, 5 - significant but unavoidable impact. The public gets 30 days to

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provide comments, we typically will ask for an extension, which can be an additional 15 days. All public comments to the DEIR and the Scoping meeting will receive a response in the FEIR.

Supervisor John Hidahl - Part of the DEIR is that they have to consider alternative projects. One of the alternate projects is "No Project". But they have to address alternative projects as part of the process.

EDH APAC Chair John Davey - Yes. After this, a project will go to the Planning Commission to be reviewed. For big projects, there might be a couple of hearings, including a workshop, so that the Planning Commissioners can see what is proposed. Additional public comments can be entered into the record for those meetings as - so another opportunity to comment. At the final Planning Commission hearing, they can accept the project as proposed, seek additional conditions for approval, or reject the project as proposed. If the project is rejected, the applicant can appeal the result to the Board of Supervisors within 10 days.

At the Board of Supervisors it is a similar process - They conduct a hearing, the public can enter more public comments into the record. They have similar options - they can approve it as proposed, seek additional conditions of approval, or they can deny it. If denied, it can be appealed. If they vote to approve it, the Board of Supervisors votes to certify the FEIR. That is the process - there are many places and opportunities for residents to provide comments or input. It is important that you do that. If you live near it, you definitely need to participate. Like Tim said earlier, he lives further away from this, but he might have concerns that he should raise. It comes down to the entire community participating. Your comments and concerns should be based on facts and data, real examples - opinions are important, and we all have them, but at the end of the day, they typically do not sway the decision makers.

Public Comment - You said that sometimes you only have 2 - 3 people working on a subcommittee. How do we get involved?

EDH APAC Chair John Davey - There's our email sign up sheet by the door. What will happen is that when the project has an application, we will ask the public "we need to work on this - is there anybody in the community that wants to help work on this?" Our members that have worked on these before will help - for example, you may only be interested in the traffic impacts - or perhaps you know about traffic matters. Or Environmental matters like, noise, air, water. So we can get individuals working on pieces, we can put all the pieces together, and it makes it easier for us as residents and volunteers to make sure that we're not missing something.

Public Comment - the two to three people that work on these, is it usually just you guys, or do you see that residents get involved?

EDH APAC Chair John Davey - As an example, I mentioned at the beginning of this meeting, we need to do some subcommittee work on the EDH-Folsom Self Storage project by our next meeting. There is a resident in that area that was interested in it, so I emailed him this week, and he has agreed to work on it.

EDH APAC Vice Chair John Raslear - Traditionally the way that we have done these things is that you would have to buy into a committee. Then we would help you with what to look for to get you started, and then you share your comments, concerns, questions, and then we would put that into a report.

EDH APAC Chair John Davey - We're just volunteers - nobody is an expert. No one is a planner, or a traffic planner.

Public Comment - will you post when those public meeting opportunities are available?

EDH APAC Chair John Davey -We typically post the Board of Supervisors, and Planning Commission meeting agendas, and specifically list the items that impact El Dorado Hills, and we also follow those up by posting the

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minutes and results of those meetings. We post those on our APAC website, and link those to our Facebook page too.

Public Comment - Who is the Planning Commission?

EDH APAC Chair John Davey - There is a Planning Commissioner for each of the five Supervisor districts, and they are appointed by the District Supervisor. Our District 1 Planning Commissioner is Jon Vegna.

EDH APAC Chair John Davey - Our next meeting is here in this building at 7PM on May 8th. We will need help with the Vineyards project , and we will need help with the EDH-Folsom Self-Storage project, because they expect to be at the Planning Commission in June or July.

EDH APAC Vice Chair Tim White - Those are smaller projects would probably takes about five hours of your time, so if you get involved, learn about our process you would be ready if Costco decides that they want to proceed. A very good opportunity to start small, gain some knowledge, gain some experience, and apply what you've learned to Costco or other project.

EDH APAC Chair John Davey - Like I said, our email sign up form is by the door - sometimes I can't read the handwriting, so if your don't get an email from us in May, that means I probably entered your address wrong, but there is a sign up form on our EDH APAC website, and you can sign up there as well. Thank you everybody.

7. Adjournment: The Next EDH APAC meeting is May 8, 2019 7PM At the El Dorado Hills Community Services District Norm Rowett Pavilion 1021 Harvard Way, EDH, CA 95762

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