

El Dorado Hills Area Planning Advisory Committee



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July 24, 2023

RE: PD15-0001, Z17-0004, P17-0007, LLA21-0009, V22-0001 – EDH 52 Technical Advisory Committee Meeting, scheduled for July 31, 2023

The El Dorado Hills Area Planning Advisory Committee (EDH APAC) would like to offer the following questions, concerns, and comments on the proposed PD15-0001, Z17-0004, P17-0007, LLA21-0009, V22-0001 – EDH 52 to member agencies and staff for the July 31, 2023 Technical Advisory Committee meeting.

1. Reviewing the July 13, 2023 Revised Project Application Packet, EDH APAC has concerns regarding the following elements.
2. *“SITE ACCESS: It is anticipated that the Project site will have multiple points of access. A traffic signal is proposed at the main driveway and Silva Valley Parkway to provide access to both the South Site and the North Site.”*
In discussions with EDC DOT, it has been explained that a signalized FMA intersection on Silva Valley Pkwy at the center of the project site(s) is an unworkable element. The impacts to the Silva Valley Pkwy-HWY50 interchange would negatively impact the performance of the interchange, and circulation on Silva Valley Pkwy.
3. EDH APAC also has concerns about the signalized FMA intersection on Silva Valley Pkwy at the center of the project site(s) that would negatively impact the existing performance of the roadway in relation to the challenges currently existing for access at Oak Meadow Elementary School. With the close proximity to the Oak Meadow Elementary School site, improvements and mitigations MUST consider impacts on the sensitive population of students, staff, and families accessing the school property.
4. *“North Site: A right in and out is proposed on Silva Valley Parkway generally across from the existing Clarksville Crossing in the interim. An emergency access to Tong Road from the apartments is proposed. After Country Club Drive is extended through the property a driveway will connect to that road for an additional point of access. South Site Regional*

access to the warehouse will be from Interstate 50 via the Silva Valley Parkway exit. One full-access driveway with a signalized intersection is proposed along the eastern portion of the site, and an additional three driveways are proposed along the Project's western side to provide access from Clarksville Crossing. An interim signal at Clarksville Crossing is proposed to allow a northbound left turn from Silva Valley Parkway onto Clarksville Crossing. This signal will go away when the County constructs the Country Club Drive extension further north. At that time the Clarksville Crossing will become a right in and out only. An ADA-compliant pedestrian pathway will extend from the warehouse to the northern property boundary where it will connect to Silva Valley Parkway. The Project provides oversized parking stalls of 10 feet x 20 feet that are larger than the minimum El Dorado County requirements to provide members with easier accessibility to vehicles.”

Also:

“OFF-SITE IMPROVEMENTS A proposed traffic signal and appurtenant facilities will be located on Silva Valley Parkway at the main driveway of the Project to provide a connection to both the South Site and the North Site. An additional traffic signal is proposed at the intersection of Clarksville Crossing and Silva Valley Parkway as an interim until Country Club Drive is extended by the County.”

EDH APAC is concerned about the timing of the proposed circulation improvements/mitigation elements of the final conditions to Silva Valley Pkwy, Tong Road, Clarksville Crossing, and the future Country Club Drive alignment. EDH APAC believes the construction of Country Club Drive from Silva Valley Pkwy to the northeast side of the North Site MUST be concurrent with the development of the first Apartment Buildings, and the first of the two Retail buildings.

5. “TRUCK CIRCULATION Truck access will be allowed at all driveway locations depending on the size of the delivery truck and direction of travel.”

EDH APAC suggests that to avoid circulation impacts, that Truck Access MUST be limited to specific driveway locations, designed to accommodate commercial traffic, with signage. Truck Access should NOT be unlimited at ALL driveway locations.

6. “South Site Objectives: Minimize circulation conflicts between automobiles and pedestrians.” EDH APAC is concerned about the driveway locations proposed along Clarksville Crossing. As it exists now, Clarksville Crossing is a two lane road, constrained by an elevated bridge section of HWY50. EDH APAC is concerned that adequate vehicle and pedestrian capacity does not exist on Clarksville Crossing to facilitate the South Site/Costco portion of the proposed project.

7. Building Heights. Have building heights been established for the apartment buildings or the two retail buildings proposed for the north site - including the height added by architectural elements? Will they fall with the building heights established by El Dorado County Design standards for the proposed zoning?

EDH APAC appreciates the opportunity to review and provide feedback on proposed development projects to mitigate impacts in our El Dorado Hills Community. Through question and feedback, our goal is to realize the best possible project outcome for our community, the project applicants, and for El Dorado County.

Respectfully,

John Davey

Chair

El Dorado Hills Area Planning Advisory Committee

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