

EL DORADO HILLS AREA PLANNING ADVISORY COMMITTEE

Est. 1981 | Volunteer Community Review

Costco Project Draft EIR Review

Preliminary Concerns, Questions & Suggested Conditions of Approval

Public Meeting Discussion | March 2026

Tonight's Discussion

1

Project Overview

What is being proposed?

2

Traffic & VMT

Significant and Unavoidable impact

3

Infrastructure Concerns

Temporary signals and access gaps

4

Public Health & Air Quality

School proximity and asbestos risk

5

Noise, Lighting & Aesthetics

Night operations and light spillover

6

APAC Formal Requests

Proposed conditions of approval

1 | Project Overview

PROJECT

El Dorado Hills Costco (PD15-0001, CUP23-0012, V22-0001)

LOCATION

Silva Valley Pkwy corridor — North & South sites

WAREHOUSE

165,000 sq. ft. retail warehouse (South Site)

FUEL FACILITY

13,000 sq. ft. canopy on North Site

SCHOOL

Oak Meadow Elementary — only 65 ft from project boundary

EDH APAC Role

As a volunteer advisory committee representing El Dorado Hills residents, EDH APAC reviewed the Draft EIR and Transportation Impact Analysis to assess:

- Safety and infrastructure integrity
- Consistency with the El Dorado County General Plan
- Adequacy of proposed mitigation measures
- Long-term community impacts

2 | Traffic & VMT — Significant and Unavoidable

21,123

New Daily VMT
(Costco project alone)

32,586

Combined Daily VMT
(including North Remainder)

LOS F

White Rock Rd / Valley View Pkwy
even after improvements

Key Findings

- DEIR classifies VMT impact as Significant and Unavoidable — mitigation cannot reach the County no net increase threshold
- Costco business model is auto-oriented; DEIR admits walking, biking, or transit is impractical for bulk shoppers
- Only 18% of VMT comes from employee commutes — yet proposed mitigation targets only those trips
- White Rock Rd / Valley View Pkwy remains at LOS F even after improvements — direct violation of General Plan Policy TC-Xd (min. LOS E)
- Saturday peak hour (1,697 trips) is the busiest period, yet TIA only modeled Saturday conditions at a subset of intersections

3 | Infrastructure & Access Concerns

The Temporary Signal Problem

A signal will be installed at Silva Valley Pkwy and Clarksville Crossing — then physically removed when the County extends Country Club Drive (CIP #36105008, construction suggested July 2027). EDH APAC questions building temporary infrastructure to support a permanent 32,000+ daily VMT increase.

Missing Northern Corridor

TIA analysis ends at Silva Valley Pkwy / Harvard Way — ignores impacts north to Green Valley Road, a primary regional feeder route.

Bass Lake Road Omission

TIA covers the Bass Lake Rd / US 50 interchange but provides zero analysis for Bass Lake Rd between Serrano Pkwy and Silva Valley Road.

Emergency Access

East-side access road reduced to 15 ft due to topography — required special Fire Department acceptance.

Truck Routing — 15+ Vehicles/Day

10-12 warehouse + 4-5 fuel tankers daily, receiving 2 AM to 1 PM. No enforceable mechanism keeps trucks off Silva Valley Pkwy north of the site.

Delivery Conflict with School

Oak Meadow Elementary is only 65 ft away. No analysis of Costco traffic impacts on school arrival and dismissal safety.

Country Club Drive Overlap

Extension construction may begin July 2027 — potentially overlapping with North Site Remainder Area construction.

4 | Public Health & Air Quality

65 ft

Oak Meadow Elementary
to project boundary

11/M

Unmitigated cancer risk
for nearby residents

9.1/M

Cancer risk at school
(significance threshold: 10/M)

Naturally Occurring Asbestos (NOA)

Site adjacent to mapped NOA areas. Grading and silent blasting on the North Site could release asbestos fibers upwind of the school. Mitigation requires a Dust Plan but no independent monitoring at the school property line.

North Remainder Area HRA Gap

DEIR excludes the North Site Remainder Area (13.79 acres) from a detailed Health Risk Assessment, assuming its impacts will be similar to the Costco project. EDH APAC finds this insufficient for a site 65 ft from a school.

Tier 4 Final Equipment Loophole

MM 3.2-4a allows Tier 3 engines with extra filters if Tier 4 Final is not available. Given 65-ft proximity to an elementary school, EDH APAC demands Tier 4 Final be non-negotiable — no exceptions.

Legacy Soil Contamination (South Site)

Phase I ESA identified concrete pit and watering trough with potential for past hazardous dumping. Current mitigation is reactive. EDH APAC requests proactive Phase II core sampling before any grading begins.

5 | Noise, Lighting & Aesthetics

NOISE & VIBRATION

Nighttime Concrete Pours (8 nights)

+5.3 to 6.5 dBA at Village Green Dr. residences (56-58 dBA). Exceeds the 3 dBA significance threshold. Existing levels already exceed 45 dBA County standard.

2 AM to 1 PM Delivery Window

10-12 warehouse trucks + 4-5 fuel tankers. Backup alarms and air brake releases during quietest residential hours (2-7 AM).

Vibration — North Remainder Area

Future pile driving could exceed structural damage threshold (0.25 in/sec PPV) within 84 ft and annoyance threshold (80 VdB) within 293 ft.

AESTHETICS & LIGHTING

37-Foot Light Poles

Currently vacant site will become intensely lit. Fuel facility modeled at 5.0+ FC. Residential property lines as close as 9-10 feet from site boundary.

Signage Variance V22-0001

1,294 sq. ft. total signage — far exceeds CR-PD zoning limits. Contributes to sky glow and light pollution. EDH APAC recommends denial.

Heritage Oak Tree Removal

13 protected oaks removed including 3 Heritage Trees (36 in. + diameter). Trees serve as natural visual and acoustic buffers. Proposed mitigation: in-lieu fees only.

Design Inconsistency: Applicant goals of being architecturally appealing and sensitive to the community conflict with 37-ft poles, 1,294 sq. ft. of signage, and a 2 AM delivery schedule.

6 | EDH APAC Formal Requests

Proposed Conditions of Approval — Draft 1.0

TRANSPORTATION

- Mandate permanent northern access aligned with Country Club Drive extension — deny temporary Clarksville Crossing signal
- Demonstrate LOS E or better at White Rock Rd / Valley View Pkwy before Certificate of Occupancy
- Establish enforceable Truck Routing Plan (CUP condition) prohibiting trucks north of project on Silva Valley Pkwy

PUBLIC HEALTH

- Make Tier 4 Final engine requirement non-negotiable (no Tier 3 loophole) for all North Site construction
- Require independent third-party NOA air monitoring at Oak Meadow Elementary property line during all grading and blasting
- Conduct Phase II core sampling around South Site concrete pit/trough before any grading begins

OPERATIONS & NOISE

- Require broadband (white noise) backup alarms on all delivery vehicles and material handling equipment
- Restrict high-decibel receiving activities (air brakes, idling) to after 7:00 AM
- Mandate off-site concrete mixing for nighttime foundation pours to minimize noise at Village Green Dr residences

AESTHETICS & LIGHTING

- Deny signage variance V22-0001 — require strict compliance with CR-PD zoning limits
- Restrict light pole heights to a maximum of 25 feet

Key Questions for EDH APAC Discussion

Q1

VMT

If VMT is truly unavoidable, what project scales or configurations were studied to actually meet the County no net increase standard?

Q2

Infrastructure

What is the estimated fiscal and environmental cost of the Clarksville Crossing signal, given it will be removed when Country Club Drive is extended?

Q3

Infrastructure

How will the County manage circulation hazards when the Clarksville Crossing connection is physically removed for reconstruction?

Q4

School Safety

Has anyone reviewed the impact of Costco traffic on Oak Meadow Elementary arrival and dismissal cycles, given the 65-ft proximity?

Q5

TIA Gaps

Why was Saturday peak hour analysis — the project highest-volume period (1,697 trips) — limited to only a few near-site intersections?

Q6

Mitigation

What documentation must an applicant provide to justify using Tier 3 engines near a school before Tier 4 Final is declared unavailable?

Next Steps

01

Finalize comment letter

Refine the draft formal comment letter for submission to Cameron Welch, Senior Planner, El Dorado County Planning and Building Department

02

Submit by comment deadline

Ensure formal comments are submitted before the DEIR public comment period closes

03

Request FEIR responses

All EDH APAC comments must be addressed in the Final EIR — track each item for completeness and adequacy

04

Coordinate with community

Share key findings with El Dorado Hills residents and encourage individual public comment submissions to the County