

PC 12/10/15
#4
9 pages



Charlene Tim <charlene.tim@edcgov.us>

Dixon Ranch, public comment, Planning Commission 12/10/15

Ellen Van Dyke <vandyke.5@sbcglobal.net> Tue, Dec 8, 2015 at 6:04 AM
To: Char Tim <charlene.tim@edcgov.us>, Brian Shinault <brian.shinault@edcgov.us>, Gary Miller <gary.miller@edcgov.us>, Tom Heflin <tom.heflin@edcgov.us>, Dave Pratt <dave.pratt@edcgov.us>
Cc: Brian Veerkamp <bostthree@edcgov.us>, Shiva Frentzen <bostwo@edcgov.us>, Sue Novasel <bosfive@edcgov.us>, Michael Ranalli <bosfour@edcgov.us>, Jim Mitrising <edc.cob@edcgov.us>, Lillian Macleod <lillian.macleod@edcgov.us>

3rd time's a charm— forgot the attachment on the previous email and the first was from a non-receiving address; please delete the prior duplicates, & sorry for the redundancy.

Ellen Van Dyke

From: Ellen Van Dyke
Sent: Tuesday, December 08, 2015 5:56 AM
To: Char Tim ; Brian Shinault ; Gary Miller ; Tom Heflin ; Dave Pratt
Cc: Brian Veerkamp ; Shiva Frentzen ; Sue Novasel ; Michael Ranalli ; Jim Mitrising ; Lillian Macleod
Subject: Re: Dixon Ranch, public comment, Planning Commission 12/10/15

Dear Commissioners:

The sign below is presumably intended to meet the requirements of Zoning Ordinance 120.24.085(2):

“Physical posting of notice on the property proposed for development so as to be visible to the public”





The sign is not actually visible from the roadway until you are almost directly in front of it, and this is a 55 mph road. It seems reasonable to ask that the item be continued so that the applicant can adequately meet the noticing requirement.

Additionally, please include the attached public comments into the administrative record.
Thank you – Ellen Van Dyke



Public Comment_12.10.15 Planning Commission_Dixon Ranch.pdf
959K

E. Van Dyke, Public Comment - 12.10.15 Planning Commission, Dixon Ranch
A11-0006, Z11-0008, PD11-0006, TM11-1505

This project is just too intensive for its location on GV Rd. We have repeatedly attended meetings and made comments on the NOP & the Draft EIR, and expressed reasonable objections to the project, yet here we are with County staff recommending approval despite our protests. With the Dist 1 Commissioner and Supervisor both recused, and Staff advocating for the developer, our representation is gone, and we need for you (Commissioners) to listen to us. Please do not throw District 1 residents under the proverbial bus on this.

1. The main argument for approving this project appears to be that it is in the Community Region-that we *need* to amend the Gen Plan for this additional housing. But,
 - a. Our approved Housing Element has *surplus* housing in all categories. A Gen Plan amendment this extreme (going from 14 allowed parcels to 605) is completely unnecessary; and
 - b. Whether or not the site should be included in the Community Region at all has been an ongoing and controversial topic, yet this EIR *just assumes* the site to be appropriate.
2. The project will exacerbate existing traffic safety issues, with a 50% increase on an already accident prone stretch of GV Rd with a history of fatalities. Improvements recommended in the GV Corridor Traffic Study (Oct 2014) have been disregarded. The County spent \$150K on that study, yet this project ignores the results while simultaneously claiming to provide adequate road infrastructure.
3. County staff is telling Highland View residents that the proposed Lima Wy EVA will not be opened because it is somehow 'infeasible' for safety reasons. But *what about traffic safety on Green Valley Rd?* Green Valley already boasts fatalities. Why on Earth would staff not recommend the safer Reduced Build Alternative? If fewer units do not 'pencil out' for the developer, perhaps this is not the place for this project.
4. The project objective claims 'sensitivity to adjacent land uses', yet
 - a. there are typically 30-40 lots in the same area as a single adjacent 5-ac Green Springs Ranch parcel. This is a HUGE imposition on the rural quality of life in GSR. Reminder: the developer is not *entitled* to this Gen Plan amendment- the existing zoning is 'Exclusive Agricultural', with 20-acre minimum lot size.
 - b. the proposed lots are so small, that not one of them will enjoy a retained tree; *all* trees will be removed in the areas graded for pads - 100% of them. Off-site mitigation may be 'legal' when the County manages to eliminate the tree retention requirements necessary for Phase 2, but this mass tree removal is *not* sensitive. This is *not* a 'sensitive' design, and it would be very nice to hear you respectfully disagree with staff on this.
5. Issues regarding recycled water and water supply, oak tree removal, air quality, noise impacts during construction, and more, have NOT been adequately addressed. See comments submitted for the DEIR.

No matter how "well designed" you may feel this project is, it is not "well placed". Green Valley Rd is our sole access route anytime we leave home, and we're counting on you to respect our traffic safety concerns. And regarding my neighbors sharing a boundary with the project, I can't believe they even have to point out that this is not a 'sensitive' design from their perspective.

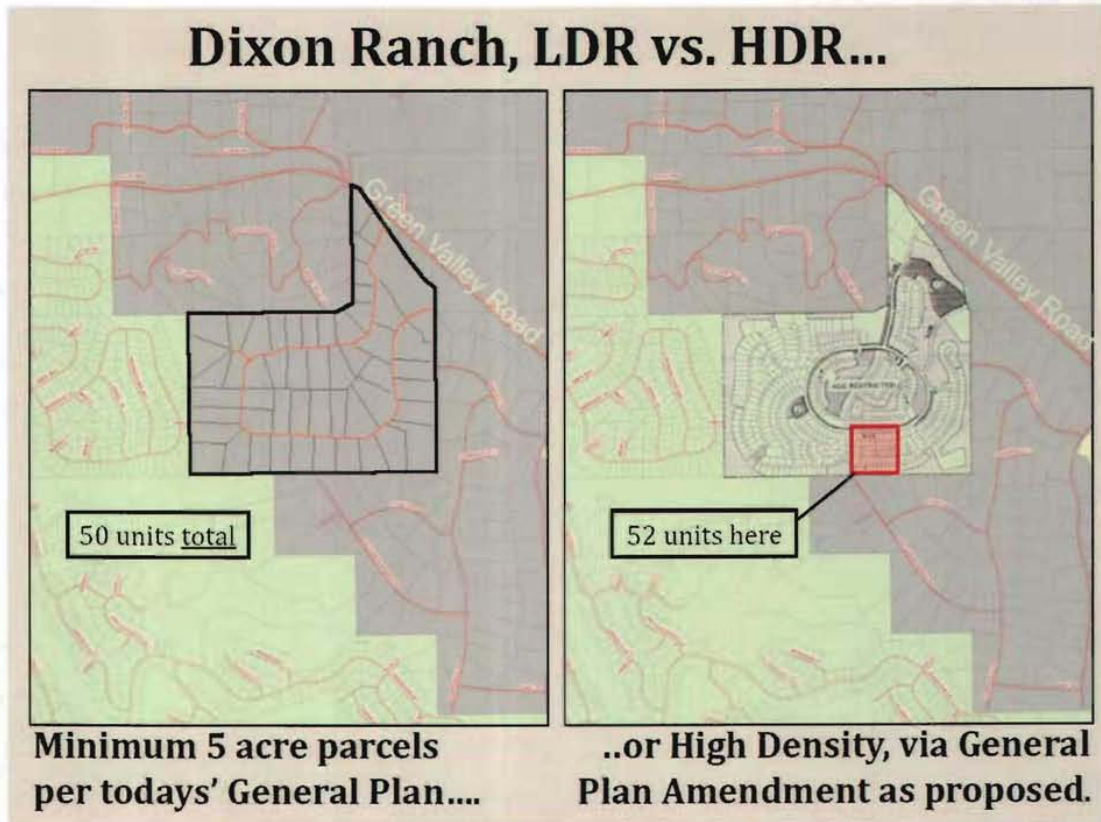
Please do not approve this project as proposed.

Ellen Van Dyke, Rescue resident in the Green Springs Ranch rural subdivision

Van Dyke public comment_Dixon Ranch_PC 12/10/2015

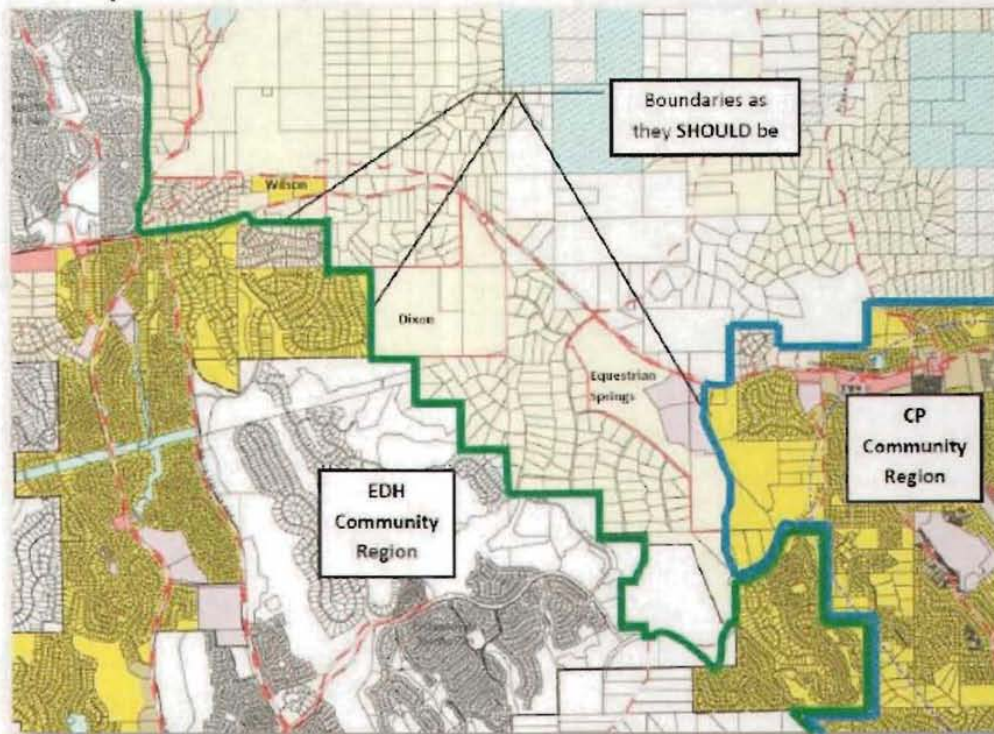
14-1617 Public Comment
PC Rcvd 12-08-15

Conceptual parcel map consistent with current Gen Plan designation, vs amending to high density:



CRB's are scheduled for revisions in 2016, based on several maps, including this one, per the 2/26/15 BOS vote:

Proposed



Van Dyke public comment_Dixon Ranch_PC 12/10/2015

PRIVATE DRIVEWAYS

This section summarizes key findings and identifies considerations to improve access to private properties along the corridor. It is important to note that the County does not maintain private driveways and is not responsible for any improvements on private property.

Key Findings

Initial intersection sight distances (ISD) and stopping sight distances (SSD) were evaluated at the private property driveways on Green Valley Road between Sophia Parkway and Bass Lake Road, with more detailed measurements collected at locations where limited sight distances were perceived based on visual observations. Field observations confirmed that a number of locations along the study corridor had limited ISD and/or SSD due to vegetation, horizontal curves, vertical curves, and other obstructions. A complete list of driveways exhibiting sight distance limitations is provided in Part D of this report.

Improvement Considerations

To address intersection and stopping sight distance deficiencies, the following improvements shall be considered:

- Private property owners are responsible for trimming and maintaining overgrown foliage that impede sight distances at access points and intersections;
- Provide at least 8-foot wide shoulders and/or bicycle lanes, particularly in areas with a high density of driveways (such as, between Malcolm Dixon Road and Deer Valley Road (West) to increase driver's field of view and improve the motorists ability to avoid a crash. Wider shoulders can be utilized as acceleration and deceleration lanes; and,
- Private property owners should better define radius and frontage of driveways through improved driveway aprons⁹ on their private property accesses.
- Add exclusive turn lanes at the high volume driveways and roadways. For example, provision of back-to-back left-turn lanes at Loch Way and the church's access will separate out vehicles waiting for an acceptable gap to turn left into the site.

⁹ Area at the beginning of a private driveway with a curb cut in the sidewalk or beyond the edge line.



From the Green Valley Corridor Traffic Study - Oct 2014- Table 4, crash frequency; 6 fatalities in study area:

Table 4. Crash Severity and Frequency by Segment

Segment	No. of Crashes	Corridor Percent	PDO	Injury	Fatal	Crash Rate per MVM
1. County Line to Sophia Parkway	1	1%	0	1	0	0.18
2. Sophia Parkway to Francisco Drive	22	14%	8	12	2	0.60
3. Francisco Parkway to El Dorado Hills Boulevard	4	3%	2	2	0	0.64
4. El Dorado Hills Boulevard to Silva Valley Parkway	7	4%	4	3	0	1.22
5. Silva Valley Parkway to Malcom Dixon Road	7	4%	4	3	0	0.33
6. Malcom Dixon Road to Deer Valley Road (W)	8	5%	6	2	0	0.65
7. Deer Valley Road (W) to Bass Lake Road	8	5%	3	5	0	0.49
8. Bass Lake Road to Cameron Park Drive	2	1%	0	2	0	0.23
9. Cameron Park Drive to Ponderosa Road	19	12%	9	9	1	0.90
10. Ponderosa Road to N Shingle Road	1	1%	1	0	0	0.42
11. N Shingle Road to Lotus Road	2	1%	2	0	0	0.40
ENTIRE CORRIDOR	81	51%	39	39	3	0.51

Source: Kittelson & Associates

Table 5. Crashes at Study Intersections

Green Valley Road Intersection with	No. of Crashes	Corridor Percent	PDO	Injury	Fatal	Crash Rate per MEV
1. Sophia Parkway	15	9%	10	5	0	0.38
2. Francisco Drive	8	5%	7	1	0	0.19
3. El Dorado Hills Boulevard/Salmon Falls Road	6	4%	4	2	0	0.19
4. Silva Valley Parkway/Allegheny Road	0	0%	0	0	0	0.00
5. Loch Way	2	1%	0	2	0	0.15
6. Rocky Springs Road/Steve's Way	1	1%	0	1	0	0.08
7. Malcom Dixon Road	3	2%	2	1	0	0.23
8. Deer Valley Road (West)	7	4%	2	4	1	0.52
9. Pleasant Grove School Access	2	1%	1	1	0	0.15
10. Bass Lake Road	1	1%	0	1	0	0.05
11. Cambridge Road/Peridot Drive	4	3%	4	0	0	0.24
12. Cameron Park Drive	15	9%	12	3	0	0.83
13. Deer Valley Road (East)	2	1%	0	2	0	0.30
14. Ponderosa Road	5	3%	1	2	2	0.83
15. North Shingle Road	4	3%	1	3	0	0.37
16. Lotus Road	2	1%	1	1	0	0.17
ENTIRE CORRIDOR	77	49%	45	29	3	0.27

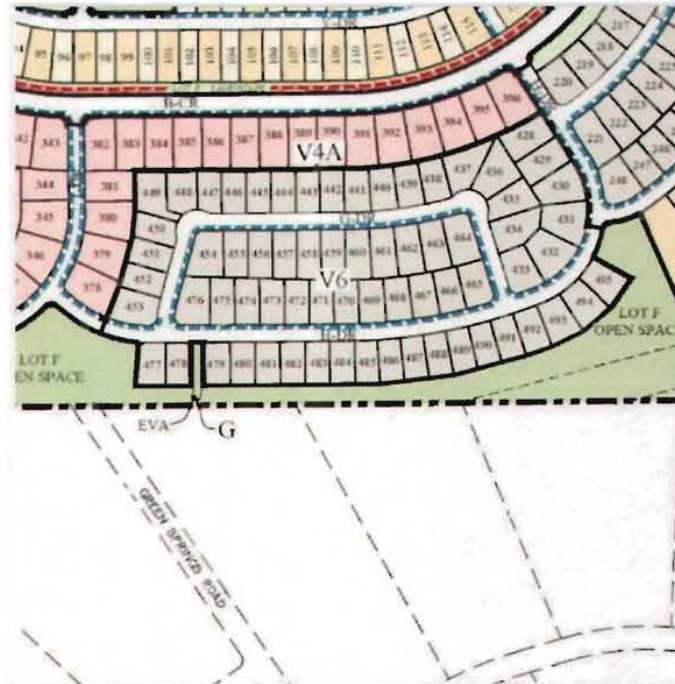
Source: Kittelson & Associates



From the DEIR, graphic demonstration of this project NOT being sensitive to adjacent uses:

DEIR page 349: " **Larger medium-density lots would be located at the perimeter of a portion of the developed area, with smaller, high-density lots concentrated within the site's interior.**"

Excerpt showing GSR 5-ac lots adjacent to the 'larger medium-density' Dixon lots (Figure III-5 excerpt)



Larger lots would allow tree preservation in yards - as designed, ALL trees outside open space must go (Fig III-3a)



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Table HO28
2013 Land Inventory Summary –El Dorado County

	Income Category			
	VLL	Mod	Above	Total
Units approved or under construction	108	2	124	234
Entitlements (lots)*	--	--	5,762	5,762
Vacant land - residential	2,338	764	10,151	13,253
- West Slope	2,134	675	6,720	9,529
- East Slope	204	89	3,431	3,724
Vacant land – commercial/mixed use	257	--	--	257
Underutilized land – residential	925	148	0	1,073
Potential second units**	406	0	0	406
Subtotal	4,034	914	16,037	20,985
RHNA (net 2013-2021)	1,740	821	1,633	4,194
Surplus (Deficit)	2,294	93	14,404	16,791

Source: El Dorado County Community Development Agency, 7/2013

* Includes Approved Specific Plans, Tentative and Parcel maps west slope only

** Estimated 4% of Vacant land – residential, *Above*

End Comments.



PC 12/10/15
#4

5 DEC -8 AM 10:40

RECEIVED
PLANNING DEPARTMENT

Placer County Contractors Association & Builders Exchange

PCCA

December 7, 2015

Joel Korotkin
Dixon Ranch
Joel Korotkin <jkorotkin@gmail.com>

Dear Joel,

Thank you for reaching out regarding the Dixon Ranch development project in El Dorado Hills.

After careful review of the project, it is clear that the development concept is consistent with the direction the west El Dorado County region is heading. This project is a natural fit with the surrounding communities.

While there is such a wide expanse of land unsuitable for development throughout El Dorado County, which can and should be preserved, this project sits in a location that will complement the growth occurring in Folsom while securing much needed funds for El Dorado County. The impact on the region as a whole is negligible as its location is already in an established development area.

The job creation and opportunities for increased housing choices will be a significant benefit for the region.

The PCCA and EDBE have never embraced growth for the sake of growing. We strongly believe that a good development plan have ample options for residential, commercial and civic improvements, while benefiting the communities they will be growing alongside.

This development plan seems to be a good, solid fit for a strong and stable El Dorado County.

You have the support of this organization in your efforts.

Sincerely,

Jeff Henry
Executive Vice President
Placer County Contractors Association, Inc.
El Dorado Builders Exchange
10656 Industrial Ave., Suite 160 Roseville CA 95678



PC 12/10/15
#4
2 pages
Charlene Tim <charlene.tim@edcgov.us>

Fwd: Dixon Ranch Project

EDC COB <edc.cob@edcgov.us>
To: Charlene Tim <charlene.tim@edcgov.us>

Tue, Dec 8, 2015 at 3:50 PM

FYI - for Planning Commission.

Office of the Clerk of the Board
El Dorado County
330 Fair Lane, Placerville, CA 95667
530-621-5390

----- Forwarded message -----

From: **Kim Summers** <kimponce7@gmail.com>
Date: Tue, Dec 8, 2015 at 3:10 PM
Subject: Dixon Ranch Project
To: edc.cob@edcgov.us

Dear Planning Commission -

I urge you to not rezone the Dixon Ranch Project which calls for high residential housing.

I am a resident of Green Valley Rd. In fact, my address is 2120 Green Valley Rd, El Dorado Hills and my property lies directly to the East of this project and yes I am in EDH, the last address before Rescue...you know those "private driveways that are not of the county's concern". While the new site plan calls for more open space, it also calls for more houses and everything else that comes along with it. Not too mention the nice regional trail that now goes too close for comfort to my own property. I moved up here to get away from a bunch of people, now they are getting even closer!

I have read the EIR and I don't see how the BOS or the planning commission could approve this project. Although the EIR speaks in favor of the project we all know anything and everything can be mitigated for. It already takes me several minutes of waiting to pull out of my driveway onto Green Valley Rd safely in the mornings, not too mention the extra amount of slowing down I use in order to safely pull into my driveway in the evenings. I know according to the EIR this project only calls for a 10 - 30% increase in traffic....but that's just this one project, how about all the other ones planned combined? Not to mention if there is an accident on HWY 50, then everyone uses Green Valley as the alternate.

We have countless wildlife being hit and killed by traffic on Green Valley Rd, just this morning I counted 5 dead deer within a 100 yards of each other. A few months ago a bear was hit and killed right outside of our property. The Dixon Ranch property has multiple natural springs on it and many many different wildlife frequent this area - turkeys, coyotes, bobcats, mountain lions, bears, deer, etc. where will all these animals go? These animals and living closer to nature is the reason why the majority of residents live here.

What about the school system? I know we are only at 98% capacity and the majority of our schools are outstanding, but the main elementary school this would feed into performs below average, so much so you can opt out of having your children go there. This is an issue and needs to be addressed.

I could go on and point out all of the other misleading information that can be mitigated for in the EIR but the point is, our infrastructure is not set up to handle this type of development not to mention as voters (Measure E) we have repeatedly expressed this is unwanted.

Not to also mention that Supervisor Ron Mikulaco stands to make a bunch off this deal since his property will be prime real estate once this is developed.

12/9/2015

Edcgov.us Mail - Fwd: Dixon Ranch Project

Thank you for your time and consideration.

Kim Summers
concerned resident