

Public comments #5
BOS Recd 10/21/25

 Outlook

Perks Ct

From Scott Fisher <sekbbc3@hotmail.com>

Date Mon 10/20/2025 11:59 PM

To BOS-Clerk of the Board <edc.cob@edcgov.us>

LATE DISTRIBUTION
DATE

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Me and my family support this affordable housing project. Do the right thing.

The Fisher Family
Pollock Pines



Outlook

Last time... Re: 10-21-25 Agenda Item #5, Legistar # 25-1486, Surplus property on Perk Court

From Sue Taylor <suetaylor530@gmail.com>

Date Tue 10/21/2025 3:14 PM

To BOS-Clerk of the Board <edc.cob@edcgov.us>

 3 attachments (837 KB)

Sues comment.pdf; Phase 2 M Interchange.pdf; Phase 1 and Phase 2.pdf;

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This is for item #5.

Thank you,

Sue Taylor

Re: 10-21-25 Agenda Item #5, Legistar # 25-1486, Surplus property on Perk Court

We ask that the Board remove item #5 from the consent calendar and deny the item and retain possession of the property until, at a minimum, Phase 2 of the Missouri Flat Interchange is completed.

There are now 4 projects approved in DS/ED, behind closed doors and moved forward with the assistance of my Supervisor Veerkamp as he's telling the DS/ED residents that he's doing everything he can to push back on these projects. Yet it was Brian's vote for the EID annexation that moved the Koki Lane project forward. That one vote could have stopped that project. Now you have left your community without the capacity for evacuation if another fire comes up that mountain. Then there are the 3 story buildings. The only fire engine with the capacity for reaching a third story is housed in Shingle Springs. Then there is the drainage. El Dorado already floods. Just last year there was 2 feet of water in town that cars had to float through. The Koki Lane property does not even perk. Runoff from that property and the Mercy housing project will create more flooding in the town of El Dorado. This is a pattern of poor and dangerous planning.

Now let's talk about this gift to the State. Item #5, if approved, the Board is declaring the property as "exempt" surplus land, to give to the State, in order to build so called affordable housing. Declaring it as such means the county avoids compiling basic information on the property to make a determination of its future, avoids determining a property value, avoids an environmental review, and avoids the normal transparent process for liquidating the property.

In 2017, Lori Parlin and I compiled a document that showed that the County had approved 1.3 million square feet of commercial property that was either built or approved to be built and yet the current Missouri Flat Interchange only has capacity for 750,000 square feet. Caltrans stated that no more building permits should be issued until the Interchange was expanded. This was prior to all the development that has occurred since 2017.

The next page is from a presentation by Long Range Planning given to the Board in 2017 that confirms the need for phase 2. As you see in Phase 2 Perk Court is impacted. So how can you now say that this property is no longer needed?

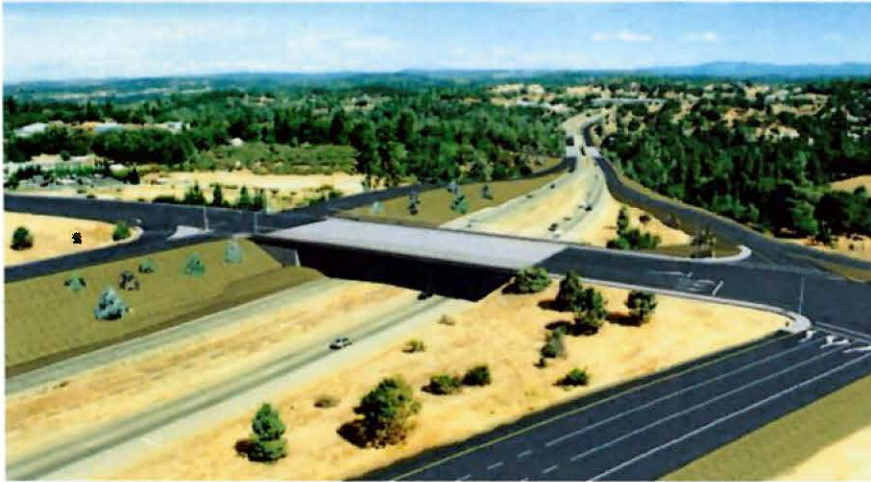
Given that the State just passed State Bill 79, you are giving the gift of property acquired with taxpayer funds. The gift for the State to take over the County's land use authority to develop, without any process of oversight or environmental, health or safety review. They will be able to build up to 7 stories with a maximum density of 100 units per acre. If you move the bus stop a quarter of a mile closer to the property, the State can require up to 120 units per acre. That is 1,152 units... Project Housing. It didn't work in Detroit, do you think it's going to work here? Supervisor Veerkamp, you said the Board was pushing back on the State. How is this pushing back?

Again, we ask that the Board remove item #5 from the consent calendar and deny the item and retain possession of the property until, at a minimum, Phase 2 of the Missouri Flat Interchange is completed.

Thank you for your time,

Sue Taylor for Save Our County

Missouri Flat Interchange – Project of Many Phases



**Phase 1 - 4 Lane Tight
Diamond**

**Phase 2 - Single Point
Urban Interchange (SPUI)**



PROJECT BACKGROUND

The MC&FP was divided into two phases after the November 1998 passage of Measure Y. The County approved the initial phase (Phase I) in December 1998.

Phase I

- Limits commercial development to 730,000 sq. ft. in Project Area.
- Excludes specific transportation improvements included in MC&FP.

Phase II

- Would allow for an additional 770,000 sq. ft. of commercial development (1.5 million sq. ft. in total).
- Requires updated evaluation of transportation improvements, including need for ultimate highway interchange solution at Missouri Flat.