

Public Comment #41 BOS RCVD 6/15/2026

From: jons van dooren <jvdusa@hotmail.com>

Sent: Saturday, June 13, 2026 1:49 PM

To: Planning Department <planning@edcgov.us>

Cc: BOS-District I <bosone@edcgov.us>; BOS-District II <bostwo@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District V <bosfive@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; tim.costello@edhgov.us; David Spaur <David.Spaur@edcgov.us>

Subject: Village M-5 traffic impacts

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To Board of Supervisors,

It seems that the M -5 housing development is causing lots of attention from the local

community!

My take on this initially approved project seems to have LOTS of missing elements, that have NOT been considered, such as the traffic impact, which seems to cause a significant unavoidable impact on the Level Of Service at the Appian Way and Sangiovese intersection! Heard there are about 6,000 vehicles a day passing over Appian Way daily!

This kind of growth has, in my opinion, NOT been taken in consideration in a 1988 plan, cannot blame this on anybody, 38 years later, but times, traffic etc. have changed in these almost 40 years!

So please reconsider this M5 Village project, let's do a REAL, under current conditions, analyzation!

Thankful for your time and considerations!

Jons van Dooren

Public Comment #41 BOS RCVD 6/15/2026

From: tracyannharris@aol.com <tracyannharris@aol.com>

Sent: Sunday, June 14, 2026 12:33 PM

To: BOS-District I <bosone@edcgov.us>; BOS-District II <bostwo@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District V <bosfive@edcgov.us>

Cc: Cameron W. Welch <Cameron.Welch@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; Planning Department <planning@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>; David Spaur <David.Spaur@edcgov.us>

Subject: Subject: Formal Opposition to Serrano Village M5 (TM25-0003 / PD25-0005)

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Dear El Dorado County Board of Supervisors,

This letter constitutes my formal opposition to the proposed Serrano Village M5 project and my full support for the community appeals. Regional traffic configurations along the Silva Valley Parkway and Appian Way corridors, along with cumulative density patterns, have changed in ways that the 1988 plan could not anticipate. Under CEQA § 15162, we have substantial evidence of changed circumstances showing that traffic impacts will cause a significant, unavoidable drop in the Level of Service at the Appian/Sangiovese intersection. The County cannot rely on an obsolete EIR. I demand a Supplemental EIR (SEIR) under CEQA Guidelines § 15163 to evaluate modern traffic infrastructure, updated VMT, and current cumulative density before any approvals are considered.

Respectfully,

Tracy Harris
resident of Breese Circle, EDH

Public Comment #41
BOS RCVD 6/15/2026

From: David Soper <davidbsoper@sbcglobal.net>

Sent: Sunday, June 14, 2026 8:04 AM

To: BOS-District I <bosone@edcgov.us>; BOS-District II <bostwo@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District V <bosfive@edcgov.us>

Cc: Cameron W. Welch <Cameron.Welch@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; Planning Department <planning@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>

Subject: Serrano Village M5 project - Specific to a Four Way Stop on Appian

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Dear El Dorado County Board of Supervisors,

I am writing to formally oppose the proposed Serrano Village M5 project and to express my strong support for the community appeals currently before the County.

Although this project may be presented as a continuation of long-range planning efforts, El Dorado Hills today bears little resemblance to the community envisioned when the original environmental analysis was conducted decades ago. Population growth, increased housing density, changing travel patterns, school demands, emergency response needs, and traffic congestion have fundamentally altered local conditions.

For safety purposes, a designated right turn lane into the Serrano Village Gate on Appian Way would be a far better use of taxpayer dollars. The waiting line at causes a "3-wide" traffic situation for contractors that arrive early. The line can be 20-30 trucks deep on Appian Way at 7:00AM waiting for access to Serrano. This is a real safety concern at that intersection.

I respectfully urge the Board to uphold the community appeals, require a Supplemental Environmental Impact Report, and ensure that any future decisions regarding Serrano Village M5 are based on accurate, current, and complete environmental review.

Thank you for your consideration and for your service to the residents of El Dorado County.

Respectfully,

David B. Soper
3675 Amer Way
El Dorado Hills, CA 95762

Public Comment #41 BOS RCVD 6/15/2026

From: Megan Montes de Oca <casamontes03@gmail.com>

Sent: Saturday, June 13, 2026 12:22 PM

To: BOS-District V <bosfive@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District I <bosone@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District II <bostwo@edcgov.us>

Cc: Cameron W. Welch <Cameron.Welch@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; David Spaur <David.Spaur@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Planning Department <planning@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>

Subject: Formal Opposition to Serrano Village M5 (TM25-0003 / PD25-0005) Dear El Dorado County Board of

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Dear El Dorado County Board of Supervisors,

This letter constitutes my formal opposition to the proposed Serrano Village M5 project and my full support for the community appeals.

Regional traffic configurations along the Silva Valley Parkway and Appian Way corridors, along with cumulative density patterns, have changed in ways that the 1988 plan could not anticipate. Under CEQA § 15162, we have substantial evidence of changed circumstances showing that traffic impacts will cause a significant, unavoidable drop in the Level of Service as well as Congestion, Significant Backups, and Dangerous Conflicting Vehicle Movements where Sight distance is compromised as stated by County's own Consultant at the newly proposed Appian/Sangiovese intersection. This intersection has already become dangerous when Serrano commercial traffic backs up blocking Appian in the mornings. The back custom Serrano gate should have never been approved for commercial traffic. The County cannot rely on an obsolete EIR. I demand a Supplemental EIR (SEIR) under CEQA Guidelines § 15163 to evaluate modern traffic infrastructure, updated VMT, and current cumulative density before any approvals are considered.

I Support Upholding the Appeal and Remand the Project Back for Adequate Project Review with a Supplemental EIR to study the significant Traffic Impacts.

Respectfully,

Megan Montes de Oca

Public Comment #41
BOS RCVD 6/15/2026

From: Nikki Maoz <nikkimaoz@gmail.com>

Sent: Sunday, June 14, 2026 9:21 PM

To: BOS-District I <bosone@edcgov.us>; BOS-District II <bostwo@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District V <bosfive@edcgov.us>; Cameron W. Welch <Cameron.Welch@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; Planning Department <planning@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>; David Spaur <David.Spaur@edcgov.us>

Subject: RE: APPEAL of Serrano Village M (TM 25-0003 and PD25-0005)

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Honorable El Dorado County Board of Supervisors

RE: APPEAL of Serrano Village M (TM 25-0003 and PD25-0005)

Hearing Date: June 16, 2026

Dear Members of the Board,

As a resident of Highland View, my family and I submit these comments regarding the Serrano Village M5 subdivision. Our goal is not to oppose appropriate growth, but to ensure our neighborhood's safety is not compromised. We respectfully ask the Board to uphold the appeal, require a Supplemental EIR, and bring the project back to the Planning Commission for a thorough Design Exception review by the Department of Transportation (DOT).

We have serious concerns regarding the reliance on a 1988 El Dorado Hills Specific Plan (EDHSP) to grant a CEQA exemption for this project. Relying on an EIR that is decades old to justify a significant density shift—moving high-density production units into an area originally earmarked for low-impact estates—ignores current traffic conditions and infrastructure burdens. Under CEQA, substantial changes in circumstances require fresh analysis. The current traffic realities were never contemplated in 1988.

Additionally, the project proposes modifying County Standard Plan 110 to build a non-standard private gated easement on Appian Way, conditioned through the project with an undefined waiver to be as directed in the future by DOT. This easement would be located directly across from the existing Sangiovese Drive gate, with nearly 6,000 vehicle trips per day at this location. Given the existing geometry and curve of the road, sight distance constraints at this location have already been identified.

Approving this subdivision with a private gated easement and an undefined waiver—while deferring DOT engineering directives until after project approval—creates a permanent, severe traffic conflict point. A 4-way stop at a curved location with poor sightlines is simply not a proven way to enhance public safety.

Before moving forward, this community deserves a robust, engineered solution verified by our DOT. We urge the Board to require a Supplemental EIR to robustly review traffic conditions created by this proposed easement, and mandate a full Design Exception review to ensure an unsafe condition is not permanently engineered into our public collector roadway.

We thank the Board for your time, leadership, and continued commitment to the safety of our community.

Sincerely,
Inbal (Nikki) Maoz

Public Comment #41 BOS RCVD 6/15/2026

From: Chris O <orme1289@gmail.com>

Sent: Saturday, June 13, 2026 6:59 PM

To: BOS-District I <bosone@edcgov.us>; BOS-District II <bostwo@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District V <bosfive@edcgov.us>; Cameron W. Welch <Cameron.Welch@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; Planning Department <planning@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>; David Spaur <David.Spaur@edcgov.us>

Cc: Denise Orme <denise_orme@sbcglobal.net>; Kasandra Orme <kasandra.orme@gmail.com>

Subject: Re: Formal Opposition to Serrano Village M5 (TM25-0003 / PD25-0005)

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Dear El Dorado County Board of Supervisors,

I am writing to formally oppose the proposed Serrano Village M5 project and to express my strong support for the community appeals currently before the County.

While this project may be presented as a continuation of long-range planning efforts, the reality is that El Dorado Hills today bears little resemblance to the community envisioned when the original environmental analysis was conducted decades ago. Population growth, increased housing density, changing travel patterns, school demands, emergency response needs, and traffic congestion have fundamentally altered local conditions.

Of particular concern is the impact on the Silva Valley Parkway and Appian Way corridors, which already experience significant congestion during peak travel periods. Substantial evidence demonstrates that traffic conditions have changed in ways that were not anticipated by the 1988 planning documents. The projected impacts at the Appian Way/Sangiovese Drive intersection alone raise serious concerns regarding public safety, emergency vehicle access, quality of life, and the County's ability to maintain acceptable transportation standards.

The California Environmental Quality Act was designed to ensure that government decisions are based on current facts—not outdated assumptions. Under CEQA Guidelines §§ 15162 and 15163, changed circumstances require a fresh and comprehensive evaluation of environmental impacts. Reliance on an obsolete Environmental Impact Report fails to provide decision-makers or residents with an accurate assessment of today's conditions.

Before any approvals are granted, the County should require preparation of a Supplemental Environmental Impact Report (SEIR) that evaluates:

- Current traffic volumes and roadway capacity
- Updated Vehicle Miles Traveled (VMT) analysis
- Cumulative impacts from recent and pending developments
- Emergency evacuation and public safety considerations
- Infrastructure, school, water, and service demands resulting from increased density
- The project's consistency with current community needs and planning objectives

The residents of El Dorado County deserve decisions grounded in present-day realities rather than decades-old projections. Responsible growth requires thoughtful planning, transparent analysis, and full compliance with CEQA. Anything less risks placing

additional burdens on existing residents while undermining public confidence in the planning process.

I respectfully urge the Board to uphold the community appeals, require a Supplemental Environmental Impact Report, and ensure that any future decisions regarding Serrano Village M5 are based on accurate, current, and complete environmental review.

Thank you for your consideration and for your service to the residents of El Dorado County.

Respectfully,

Christopher Orme
(626) 826-6525

On Sat, Jun 13, 2026, 6:54 PM Kasandra Orme <kasandra.orme@gmail.com> wrote:

Dear El Dorado County Board of Supervisors, This letter constitutes my formal opposition to the proposed Serrano Village M5 project and my full support for the community appeals. Regional traffic configurations along the Silva Valley Parkway and Appian Way corridors, along with cumulative density patterns, have changed in ways that the 1988 plan could not anticipate. Under CEQA § 15162, we have substantial evidence of changed circumstances showing that traffic impacts will cause a significant, unavoidable drop in the Level of Service at the Appian/Sangiovese intersection. The County cannot rely on an obsolete EIR. I demand a Supplemental EIR (SEIR) under CEQA Guidelines § 15163 to evaluate modern traffic infrastructure, updated VMT, and current cumulative density before any approvals are considered. Respectfully,

Kasandra Orme- concerned parent and community member
[4821 Screech Owl Creek Road](#)
[El Dorado Hills, CA 95762](#)
Cell: 510861-4925

Public Comment #41
BOS RCVD 6/15/2026

From: KIMBERLY COHEN <icare2@comcast.net>

Sent: Saturday, June 13, 2026 5:31 PM

To: BOS-District I <bosone@edcgov.us>; BOS-District II <bostwo@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District V <bosfive@edcgov.us>

Cc: Cameron W. Welch <Cameron.Welch@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; Planning Department <planning@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>; David Spaur <David.Spaur@edcgov.us>

Subject: Formal Opposition to Serrano Village M5 (TM25-0003 / PD25-0005)

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strong support for the community appeals currently before the County.

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Of particular concern is the impact on the Silva Valley Parkway and Appian Way corridors, which already experience significant congestion during peak travel periods. Substantial evidence demonstrates that traffic conditions have changed in ways that were not anticipated by the 1988 planning documents. The projected impacts at the Appian Way/Sangiovese Drive intersection alone raise serious concerns regarding public safety, emergency vehicle access, quality of life, and the County's ability to maintain acceptable transportation standards.

The California Environmental Quality Act was designed to ensure that government decisions are based on current facts—not outdated assumptions. Under CEQA Guidelines §§ 15162 and 15163, changed circumstances require a fresh and comprehensive evaluation of environmental impacts. Reliance on an obsolete Environmental Impact Report fails to provide decision-makers or residents with an accurate assessment of today's conditions.

Before any approvals are granted, the County should require preparation of a Supplemental Environmental Impact Report (SEIR) that evaluates:

- Current traffic volumes and roadway capacity
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- The project's consistency with current community needs and planning objectives

The residents of El Dorado County deserve decisions grounded in present-day realities rather than decades-old projections. Responsible growth requires thoughtful planning, transparent analysis, and full compliance with CEQA. Anything less risks placing additional burdens on existing residents while undermining public confidence in the planning process.

I respectfully urge the Board to uphold the community appeals, require a Supplemental Environmental Impact Report, and ensure that any future decisions regarding Serrano Village M5 are based on accurate, current, and complete environmental review.

Thank you for your consideration and for your service to the residents of El Dorado County.

Respectfully,
Kimberly Cohen
El Dorado Hills Resident

Public Comment #41
BOS RCVD 6/15/2026

From: Heidi Michelson Hogan <heidi_mbaa@yahoo.com>

Sent: Sunday, June 14, 2026 12:55 AM

To: BOS-District I <bosone@edcgov.us>; BOS-District II <bostwo@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District V <bosfive@edcgov.us>

Cc: Cameron W. Welch <Cameron.Welch@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; Planning Department <planning@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>; David Spaur <David.Spaur@edcgov.us>

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The County cannot rely on an obsolete EIR. I request a Supplemental EIR (SEIR) under CEQA Guidelines § 15163 to evaluate modern traffic infrastructure, updated VMT, and current cumulative density before any approvals are considered.

Respectfully,
Heidi Hogan
3904 Ironwood Drive
El Dorado Hills, CA

Public Comment #41 BOS RCVD 6/15/2026

From: Victor Frediani <vldb@sbcglobal.net>

Sent: Sunday, June 14, 2026 2:16 PM

To: BOS-District I <bosone@edcgov.us>; BOS-District II <bostwo@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District V <bosfive@edcgov.us>

Cc: Cameron W. Welch <Cameron.Welch@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; Planning Department <planning@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>; David Spaur <David.Spaur@edcgov.us>

Subject: Formal Opposition to Serrano Village M5 (TM25-0003 / PD25-0005)

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community appeals. Regional traffic configurations along the Silva Valley Parkway and Appian Way corridors, along with cumulative density patterns, have changed in ways that the 1988 plan could not anticipate. Under CEQA § 15162, we have substantial evidence of changed circumstances showing that traffic impacts will cause a significant, unavoidable drop in the Level of Service as well as Congestion, Significant Backups, and Dangerous Conflicting Vehicle Movements where Sight distance is compromised as stated by County's own consultant at the newly proposed Appian/Sangiovese intersection. The County cannot rely on an obsolete EIR. I demand a Supplemental EIR (SEIR) under CEQA Guidelines § 15163 to evaluate modern traffic infrastructure, updated VMT, and current cumulative density before any approvals are considered. I Support Upholding the Appeal and Remand the Project Back for Adequate Project Review. Respectfully,

Linda Frediani

Public Comment #41
BOS RCVD 6/15/2026

From: Margaret Azevedo <marjuazee@gmail.com>

Sent: Sunday, June 14, 2026 12:29 PM

To: BOS-District I <bosone@edcgov.us>; BOS-District II <bostwo@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District V <bosfive@edcgov.us>

Cc: Cameron W. Welch <Cameron.Welch@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; Planning Department <planning@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>; David Spaur <David.Spaur@edcgov.us>

Subject: Formal Opposition to Serrano Village M5 (TM25-0003 / PD25-0005)

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June 14, 2026

Formal Opposition to Serrano Village M5 (TM25-0003 / PD25-0005)

Dear El Dorado County Board of Supervisors,

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Respectfully,

Margaret J. Azevedo
Shingle Springs, CA 95682

Public Comment #41 BOS RCVD 6/15/2026

From: simon shang <shang_simon@yahoo.com>

Sent: Sunday, June 14, 2026 12:01 PM

To: BOS-District I <bosone@edcgov.us>; BOS-District II <bostwo@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District V <bosfive@edcgov.us>

Cc: Cameron W. Welch <Cameron.Welch@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; Planning Department <planning@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>; David Spaur <David.Spaur@edcgov.us>

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The County cannot rely on an obsolete EIR. I demand a Supplemental EIR (SEIR) under CEQA Guidelines § 15163 to evaluate modern traffic infrastructure, updated VMT, and current cumulative density before any approvals are considered.

Respectfully,

Simon Shang & Jane Wang

Public Comment #41 BOS RCVD 6/15/2026

From: Sarah Rocio Gomez <chefrociogomez@gmail.com>

Sent: Sunday, June 14, 2026 9:45 AM

To: BOS-District I <bosone@edcgov.us>; BOS-District II <bostwo@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District V <bosfive@edcgov.us>

Cc: Cameron W. Welch <Cameron.Welch@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; Planning Department <planning@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>; David Spaur <David.Spaur@edcgov.us>

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Respectfully,

Rocio Gomez

Public Comment #41
BOS RCVD 6/15/2026

From: Irma Garcia <iggrouch@gmail.com>

Sent: Sunday, June 14, 2026 9:35 AM

To: BOS-District I <bosone@edcgov.us>; BOS-District II <bostwo@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District V <bosfive@edcgov.us>

Cc: Cameron W. Welch <Cameron.Welch@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; Planning Department <planning@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>; David Spaur <David.Spaur@edcgov.us>

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Dear El Dorado County Board of Supervisors,

While this project may be presented as a continuation of long-range planning efforts, the reality is that El Dorado Hills today bears little resemblance to the community envisioned when the original environmental analysis was conducted decades ago. Population growth, increased housing density, changing travel patterns, school demands, emergency response needs, and traffic congestion have fundamentally altered local conditions. Of particular concern is the impact on the Silva Valley Parkway and Appian Way corridors, which already experience significant congestion during peak travel periods. Substantial evidence demonstrates that traffic conditions have changed in ways that were not anticipated by the 1988 planning documents. The projected impacts at the Appian Way/Sangiovese Drive intersection alone raise serious concerns regarding public safety, emergency vehicle access, quality of life, and the County's ability to maintain acceptable transportation standards. The California Environmental Quality Act was designed to ensure that government decisions are based on current facts—not outdated assumptions. Under CEQA Guidelines §§ 15162 and 15163, changed circumstances require a fresh and comprehensive evaluation of environmental impacts. Reliance on an obsolete Environmental Impact Report fails to provide decision-makers or residents with an accurate assessment of today's conditions. Before any approvals are granted, the County should require preparation of a Supplemental Environmental Impact Report (SEIR) that evaluates:

- Current traffic volumes and roadway capacity
- Updated Vehicle Miles Traveled (VMT) analysis
- Cumulative impacts from recent and pending developments
- Emergency evacuation and public safety considerations
- Infrastructure, school, water, and service demands resulting from increased density

The project's consistency with current community needs and planning objectives

The residents of El Dorado County deserve decisions grounded in present-day realities rather than decades-old projections. Responsible growth requires thoughtful planning, transparent analysis, and full compliance with CEQA. Anything less risks placing additional burdens on existing residents while undermining public confidence in the planning process. I respectfully urge the Board to uphold the community appeals, require a Supplemental Environmental Impact Report, and ensure that any future decisions regarding Serrano Village M5 are based on accurate, current, and complete environmental review. Thank you for your consideration and for your service to the residents of El Dorado County. Respectfully,

Irma Garcia

Public Comment #41 BOS RCVD 6/15/2026

From: br nokes <br22117@yahoo.com>

Sent: Sunday, June 14, 2026 6:27 PM

To: BOS-District II <bostwo@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District V <bosfive@edcgov.us>; BOS-District I <bosone@edcgov.us>

Cc: Cameron W. Welch <Cameron.Welch@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; Planning Department <planning@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>; David Spaur <David.Spaur@edcgov.us>

Subject: Formal Opposition to Serrano Village M5 (TM25-0003 / PD25-0005)

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Dear El Dorado County Board of Supervisors,

This letter constitutes my strong formal opposition to the proposed Serrano Village M5 project and my full support for the community appeals.

It's not 1988 now. Do you drive a 1988 car or use a 1988 computer or rely on ANY technology or environmental awareness that's nearly four _decades_ old. Do you run El Dorado County by any codes, standards, regulations, and conditions from 38 years ago? (Tell EDC residents immediately if you do!)

Regional traffic configurations along the Silva Valley Parkway and Appian Way corridors, along with cumulative density patterns, have changed in ways that the 1988 plan could not anticipate. Under CEQA § 15162, we have substantial evidence of changed circumstances showing that traffic impacts will cause a significant, unavoidable drop in the Level of Service at the Appian/Sangiovese intersection.

The County cannot rely on an obsolete EIR. I demand a Supplemental EIR (SEIR) under CEQA Guidelines § 15163 to evaluate modern traffic infrastructure, updated VMT, and current cumulative density before any approvals are considered.

Respectfully,
William A. Nokes P.E.

P.S. On a personal note, our family has loved residing in EDC since 1990. We know how much EDC traffic, development, environment, laws and regulations have changed in the past 36 years. Actually, one of my parents worked with Mr. Paul Lindsey (a very smart and kind gentleman) when he was planning El Dorado Hills in the early 1960's. My first visit to El Dorado Hills (Clarksville) was in 1964, when the Sunset Magazine home had an Open House—surrounded by oak trees, scrub, and dust. The only item that's the same since 1964 and 1988 is snakes! But all circumstances since those bygone years have changed. As BOS members, you must likewise acknowledge that in 1988 you could not possibly have imagined how different living, traffic, and environmental circumstances would be changed by the year 2026!

Public Comment #41 BOS RCVD 6/15/2026

From: Seth Thomas <scthomas77@icloud.com>

Sent: Sunday, June 14, 2026 5:44 PM

To: BOS-District I <bosone@edcgov.us>; BOS-District II <bostwo@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District V <bosfive@edcgov.us>

Cc: Cameron W. Welch <Cameron.Welch@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; Planning Department <planning@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>; David Spaur <David.Spaur@edcgov.us>

Subject: Formal Opposition to Serrano Village M5 (TM25-0003 / PD25-0005)

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Dear El Dorado County Board of Supervisors,

This letter constitutes my formal opposition to the proposed Serrano Village M5 project and my full support for the community appeals. Regional traffic configurations along the Silva Valley Parkway and Appian Way corridors, along with cumulative density patterns, have changed in ways that the 1988 plan could not anticipate. Under CEQA § 15162, we have substantial evidence of changed circumstances showing that traffic impacts will cause a significant, unavoidable drop in the Level of Service as well as Congestion, Significant Backups, and Dangerous Conflicting Vehicle Movements where Sight distance is compromised as stated by County's own consultant at the newly proposed Appian/Sangiovese intersection.

The County cannot rely on an obsolete EIR. I demand a Supplemental EIR (SEIR) under CEQA Guidelines § 15163 to evaluate modern traffic infrastructure, updated VMT, and current cumulative density before any approvals are considered.

I Support Upholding the Appeal and Remand the Project Back for Adequate Project Review.

Respectfully,

Seth and Jennifer Thomas
2706 Highland Hills Dr
El Dorado Hills, CA 95762

Public Comment #41
BOS RCVD 6/15/2026

From: Bill and Kelly Smyth <westover@msn.com>

Sent: Monday, June 15, 2026 10:53 AM

To: BOS-District I <bosone@edcgov.us>; BOS-District II <bostwo@edcgov.us>; BOS-District III <bostthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; BOS-District V <bosfive@edcgov.us>; Cameron W. Welch <Cameron.Welch@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; Planning Department <planning@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>; David Spaur <David.Spaur@edcgov.us>; tara.mook@comcast.net

Subject: Grant Appeal (TM 25-0003 and PD 25-0005) Serrano Village M

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June 15, 2026

El Dorado County Board of Supervisors

El Dorado County Board of Supervisors
330 Fair Lane
Placerville, CA 95667

Subject: Appeal Serrano Village M (TW 25-0003 and PD25-0005) Hearing Date June 16, 2026

Dear Chair and Members of the Board:

I respectfully request that the Board of Supervisors grant an appeal of the Planning Commission's approval of the proposed residential development consisting of ten new homes located near the Highland View community in El Dorado Hills.

While we recognize the property owner's right to develop land in accordance with County regulations, many residents have serious concerns that the project's impacts have not been adequately evaluated and that existing environmental review may no longer reflect current conditions.

Specifically, we request that the County:

1. **Suspend further project approvals pending additional environmental review.**
2. **Require preparation of a Supplemental or Subsequent Environmental Impact Report (EIR), or other appropriate environmental analysis, to evaluate current conditions and cumulative impacts.**
3. **Conduct additional public hearings and provide meaningful opportunities for public input before any final approval is granted.**

Our concerns include, but are not limited to:

Traffic and Public Safety Impacts

The project proposes access through a roadway system that already experiences congestion during peak travel periods. Additional vehicle trips generated by the development could:

- Increase traffic delays for existing residents.
- Create backups at key intersections.
- Reduce emergency vehicle access and response times.
- Increase safety risks for pedestrians, cyclists, and motorists.

Many residents believe the traffic analysis relied upon by the Planning Commission may not adequately reflect current traffic volumes, recent development approvals, or cumulative growth occurring throughout the area.

Changed Circumstances Since Prior Environmental Review

The environmental assumptions used in previous studies may no longer be valid due to:

- Increased residential development in surrounding areas.
- Changes in traffic patterns and roadway utilization.
- Evolving wildfire evacuation concerns.
- Updated environmental and public safety standards.

Given these changed circumstances, additional environmental review appears warranted to ensure that decision-makers and the public have accurate and current information.

Public Participation

The residents most affected by this project deserve a full opportunity to review updated studies, understand potential impacts, and provide meaningful input before irreversible decisions are made.

Additional hearings would improve transparency, strengthen public confidence in the process, and help ensure that any final decision is based upon complete and current information.

Request

For these reasons, we respectfully request that the Board of Supervisors:

- Grant the appeal.
- Set aside the Planning Commission approval.
- Direct staff to prepare any necessary supplemental environmental review.
- Conduct additional public hearings; and
- Reevaluate the project after the completion of that review process.

Thank you for your consideration of this matter and for your service to the residents of El Dorado County.

Respectfully submitted,

William Smyth

Resident and HOA Director. Highland View Community

3850 Calais Way
El Dorado Hills, California

510-677-7209

westover@msn.com

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Dear Board Members,

Public Comment #41
BOS RCVD 6/15/2026

RE: June 16, 2026 Agenda-Item #41-Serrano

I recommend that after taking public testimony, you continue this item for 6 weeks. The County, the applicant, and the El Dorado Hills CSD (EDHCSD) can use the next 6 weeks to determine if there is anything that can be done to accelerate the construction of the park near Bass Lake which I believe is a mitigation measure required by the 1988 specific plan.

I first asked your Board formally to condition a Serrano tentative map to require the construction of this park in November 2019. I am aware that in 2019, the EDHCSD asked your Board to transfer responsibility for the construction to the EDHCSD. The County, at the EDHCSD's request, entered into an agreement to allow the EDHCSD to build the park in August 2020. I believe that the Board of Supervisors entered into this agreement in good faith. The agreement states "EDHCSD shall exert best efforts to commence construction of the park as soon as practicable..." I do not believe that the Supervisors would have entered into this agreement in 2020 if they understood how little "apparent" effort EDHCSD put into the construction of this park. A six-week delay will allow the EDHCSD to report to the County their efforts since 2020 and their timeline and financing to complete this park.

Joe Harn

From: [Larry Saunders](#)
To: [BOS-Clerk of the Board](#)
Subject: Fw: Proposed gated Entrance Sangiovese and Appian Dr.
Date: Monday, June 15, 2026 12:33:54 PM

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----- Forwarded Message -----

From: Larry Saunders <larry.saunders@sbcglobal.net>
To: planning@edcgov.org <planning@edcgov.org>; bosone@edcgov.us <bosone@edcgov.us>;
bostwo@edcgov.us <bostwo@edcgov.us>; bosthree@bos.edcgov.us <bosthree@bos.edcgov.us>;
bosfour@edcgov.us <bosfour@edcgov.us>; bosfive@edcgov.us <bosfive@edcgov.us>
Sent: Tuesday, May 12, 2026 at 02:24:10 PM PDT
Subject: Proposed gated Entrance Sangiovese and Appian Dr.

To all members of the El Dorado County Board of Supervisors,

My name is Larry Saunders, and my family resides on Sangiovese Drive inside the Sangiovese gate. I am a retired law enforcement officer with 35 years of experience including The Operations Captain for a local police department and supervision of a traffic unit.

The proposed gate across the street from the Sangiovese Dr. gate gives me great concern.

It currently is a safety issue in its present configuration. Each day the traffic coming into Serrano creates a backup down Appian due to the length of the security checks. Drivers coming up Appian frequently cross the double yellow line with little line of sight at the crest of the hill to continue on Appian. It is next to impossible to pull out onto Appian from the Sangiovese gate NOW, let alone if the additional gated is constructed across the street. Putting a four way stop at the entrances on Appian will not mitigate this issue and most likely will make it worse by increasing the congestion to a further unacceptable level. The line of sight still will not be adequate in either direction.

In order not to be redundant, let me firmly state my opposition to this safety hazard and let you know I agree with the points brought to your attention by Tara Mccann.

In the least, I request that the additional gate M5 project be sent back for a full traffic engineering review and modifications in order to prevent an already existing safety hazard from becoming worse.

Respectfully submitted,

Larry Saunders
916-717-6115

Public Comment #41

BOS RCVD 6/15/2026

From: [LINDA CAMPBELL](#)
To: [BOS-District I](#); [BOS-District II](#); [BOS-District III](#); [BOS-District IV](#); [BOS-District V](#); [BOS-Clerk of the Board](#)
Subject: Public Comment BOS Agenda Item 41, June 16
Date: Saturday, June 13, 2026 7:07:35 PM
Attachments: [Public Comment BOS Agenda Item 41 June 16 2026.pdf](#)

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Hello Clerk of the Board,

Please be sure to include this email and attached document to the public comments for Legistar item 26-0960.

Supervisors,

I appreciate your review and consideration of this feedback. Let me know if there are any requested points of clarification.

Regards,

Linda K Campbell

Hello Supervisors,

I would like to provide some items for your consideration in support of the appeals that have been submitted for denial of the Serrano M5 Village request.

There were a lot of concerns submitted to the Planning Commission by residents living in that area that should not be discounted. Although the original specific plan allowed shifts in housing numbers between the villages, what was supposed to be maintained as large lots has more than doubled in Villages L and M, with no consideration of the roadways and modern safety assessments that have shifted over the last almost 40 years.

In review of the Final EIR for the El Dorado Hills Specific Plan, I located the following comments from our county Department of Transportation that I think are very relevant to the conversation now (FEIR pages 58, 59 and 136):

1st reference DOT comment: *Draft EIR and Draft Specific Plan use only two future years as data/decision points; project build out in 1997, and El Dorado Hills area build out in 2010. This creates an analysis that turns a blind eye to incremental development and renders impacts and mitigation measures difficult to determine in a reasonable time horizon.*

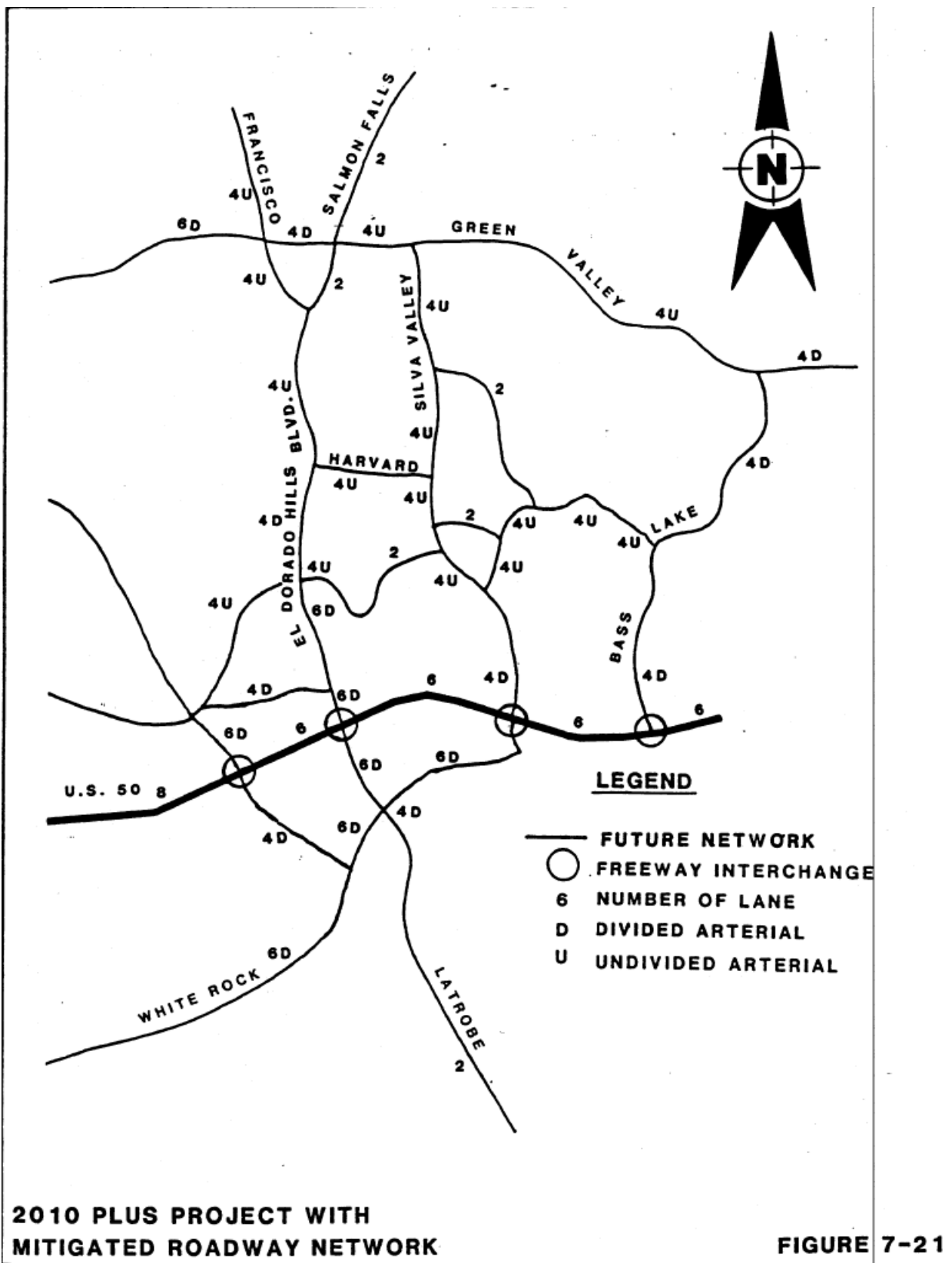
By looking at only two points, one 10 years and the other 23 years in the future, planning for incremental impact mitigation (a requirement of CEQA) is not possible.

Response: *The County should establish a monitoring program tied to traffic growth to determine that phasing of mitigation measure. This program would be sensitive to actual development and changes in area wide travel pattern.*

2nd reference DOT comment: *The EIR does not link suggested mitigation measure with the stages of development.*

Response: *The EIR identifies mitigation measure needed for 1997 and 2010. No information was available to determine phasing of the project.*

On the next page is a picture of the estimated 2010 mitigation needed for roadways with the EDHSP project. A couple key things to highlight are the 4-lane undivided Silva Valley Parkway between Harvard and Green Valley, as well as Green Valley 4-lane undivided. One item clearly missing is the upward curve of Appian Way to Aberdeen Lane. Homes on Aberdeen Lane were built in the early 2000s. This is an example of incremental changes that occurred in the area, which should be factored into a supplemental environmental review before additional units are approved, for the safety of the residents in the area.



In relation to Land Use concerns, the Final EIR included a comment (page 10) as follows:

Impact: *Inconsistency between proposed zoning and parcel sizes for **Village M** and Village C Neighborhood 4. Identified as Potentially Significant.*

Mitigation Measure: *No mitigation is necessary because Specific Plan stipulates 4-acre minimum parcel size.*

In other areas of definition for the specific plan, this also meant 1 dwelling unit per parcel. This was the original design agreed too in this village, and all supporting analytics were based on that in 1988. Incremental zone changes over the decades to other parcels and dwelling units per acre have built up a significant change in the area which the 38-year-old specific plan and related analysis did not factor into the agreement.

In summary, the original Specific Plan for this area is significantly different from the current state. Things change over time, but almost 40 years is a very long time during which other adjustments were made, with a lot of present safety policies or ordinances being disregarded. Our own DOT department identified concerns related to the long-term phase cycles, and adherence to CEQA required for planning, none of which originally went beyond 2010.

Here we are in 2026, and the residents in that area are asking for reasonable accommodation so that their concerns are addressed through current analysis factors. They should not be held captive to prior agreements that have not held up to promised designs or mitigations, particularly when their safety is potentially impacted related to traffic and wildfire evacuations. The current request should be denied, until such time as a supplemental EIR and comprehensive traffic/evacuation study is performed for this area.

Thank you for your consideration.

Linda Campbell