



PC 12/13/10
#13

El Dorado County, California

Re: Proposed rezone at Green Valley and Francisco Drive

Rommel Pabalinas <rommel.pabalinas@edcgov.us>
To: Barb Yeadon <yeawalk@aol.com>
Cc: Charlene Tim <charlene.tim@edcgov.us>, Peter Maurer <peter.maurer@edcgov.us>

Mon, Dec 10, 2012 at 7:55 AM

Hello, Ms. Yeadon:

I am writing to confirm receipt of your comment letter on the project which will be forwarded to our Planning Commission clerk. I appreciate you taking the time to comment.

Mel Pabalinas

On Sun, Dec 9, 2012 at 7:10 PM, Barb Yeadon <yeawalk@aol.com> wrote:

Good Afternoon

This email is to express our continued opposition to the proposed rezone at the subject corner in El Dorado Hills. You have heard the many arguments against this many times and we will not belabor those here. There are some points we would like to stress however.

The new traffic proposal is a bubble gum and bailing wire patch on a bad idea. The proposal for a drive-in and drive-through simply does not work at this location. To force this idea to fit here simply takes the quality of life from the many residents in this area and gives to a single person. The newest proposal impacts an even wider sector of El Dorado Hills residents. That is not good planning. Also, we are not sure that this is a good plan economically for the County. Since there is nothing unique being proposed, these commercial entities will simply pull sales tax revenues from nearby businesses rather than bring in additional sales tax revenue from Sacramento County or keep sales tax revenue here. There will be an impact to property tax revenue, that we are sure of. We would not have bought here in Francisco Oaks with the proposed businesses sitting at the communities entrance.

On that same note, the developer stated numerous times at the last Planning Commission Meeting that the residents at Francisco Oaks knew that the subject property would someday be commercial. That is hearsay at best. However, that argument is moot since most of the homeowners here at Francisco Oaks are not original owners. Folks that purchased their homes here more recently were of the understanding that the subject property was residential. Nothing about that property being commercial was ever disclosed.

The County also needs to weigh the potential for incurring liability if this proposal is approved. The parents of the first child going to school struck by a car at this crazy intersection will certainly look towards the County – especially if safety (e.g., sight distances) is put off to some uncertain date in the future.

We ask one thing of the Planning Commission – Please consider planning for a Great Future for this County. Rather than react to a proposal – PLAN with a long-term vision – and then stick by the plan. And – ask yourself “Does El Dorado County want accept short-term gains on tax revenue (and end up as the Ranch Cordova of the future) at the expense of long term sustainable growth of a County that people want to live and thrive in?”

Bob & Barb Yeadon

Rommel (Mel) Pabalinas, Senior Planner



PC 12/13/12
#13

Charlene Tim <charlene.tim@edcgov.us>

Re: Proposed Traffic Change at Francisco/Embarcadero in El Dorado Hills

message

Rommel Pabalinas <rommel.pabalinas@edcgov.us>

Tue, Dec 11, 2012 at 10:35 AM

To: El Dorado Hills Salon <services@edhsalon.com>

Cc: Charlene Tim <charlene.tim@edcgov.us>, Peter Maurer <peter.maurer@edcgov.us>, Eileen Crawford <eileen.crawford@edcgov.us>

El Dorado Hills Salon:

I am writing to confirm receipt of your comment letter on the project which will be forwarded to our Planning Commission clerk. I appreciate you taking the time to comment.

Mel Pabalinas

On Mon, Dec 10, 2012 at 10:49 AM, El Dorado Hills Salon <services@edhsalon.com> wrote:

Dear Planning Commission,

As small business owners in Embarcadero Drive, we would like to express strong concern for the proposed traffic change at Embarcadero Drive/Cambrian/Francisco interchange. If adopted, the proposed change will force our customers to turn right from Embarcadero onto Francisco and make lengthy & time-consuming U-turns & detours to go to Hwy 50 or Town Center. Many of our customers have expressed this will result in great inconvenience and we would like to propose the traffic change be rejected until a viable solution is developed. Traffic signals at this intersection would seem to be such a solution.

We started a new, family-owned small business in the shopping center at the intersection of Embarcadero, Green Valley, and Francisco 18 months ago and we've already seen several businesses fail or move away. It can be challenging to attract new customers to the area. Several buildings remain empty and, in order to attract new tenants and customers, easy entry and exit for traffic is essential. Adding a significant traffic constriction for customers exiting the shopping center will have an increasingly negative impact on business survival and profitability, affecting all of us.

Please reject the proposed traffic change until a viable solution is developed.

Thank you.

El Dorado Hills Salon

881 Embarcadero Drive, Suite #5

El Dorado Hills, CA 95762

916-933-4247

www.edhsalon.com

RECEIVED
PLANNING DEPARTMENT
12 DEC 11 PM 11:51

Rommel (Mel) Pabalinas, Senior Planner
El Dorado County Development Services Department
Planning Division



PC 12/13/12
#13

Charlene Tim <charlene.tim@edcgov.us>

Fwd: Green Valley projects

1 message

Peter Maurer <peter.maurer@edcgov.us> Tue, Dec 11, 2012 at 12:33 PM
To: Rommel Pabalinas <rommel.pabalinas@edcgov.us>, Tom Dougherty <tom.dougherty@edcgov.us>, Lillian M MacLeod <lillian.macleod@edcgov.us>, Charlene M Tim <charlene.tim@edcgov.us>

FYI - Char, please include in e-mails to PC. Tnx! - Peter

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

From: **Planning Unknown** <planning@edcgov.us>
Date: Tue, Dec 11, 2012 at 12:14 PM
Subject: Fwd: Green Valley projects
To: Roger Trout <roger.trout@edcgov.us>
Cc: Peter Maurer <peter.maurer@edcgov.us>, Pierre Rivas <pierre.rivas@edcgov.us>

12 DEC 11 PM 2:07
RECEIVED
PLANNING DEPARTMENT

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

From: **Robin Fine-Weinberger** <Robin@weinbergerlaw.net>
Date: Mon, Dec 10, 2012 at 1:14 PM
Subject: Green Valley projects
To: "planning@edcgov.us" <planning@edcgov.us>

In Opposition to multiple Green Valley Projects – Without requiring builders to widen Green Valley Road and provide additional ingress/egress measures outside of existing suburban subdivisions, multiple projects should not be approved, including, but not limited to, Green Valley/ Winn Commercial, Green Valley/ Wilson Estates, Green Valley/ Dixon Ranch. Additionally, the "antiquated" 4 way stop at El Dorado Hills Blvd and Francisco will be impacted greatly as well. This "historic" 4-way stop at EDH Blvd and Francisco has existed without improvement for at least as long as I have lived here for 20 years or more. Additional building projects must also include massive infrastructure improvements, including, but not limited to, road widening on El Dorado Hills Blvd at Governor and beyond to the North to accommodate the additional traffic congestion as well as improvements to the 4-way stop. The "re-working" of the freeway ramps at EDH and 50 as well as implementing and completing the new freeway ramp at Silva Valley and 50. It is unforgivable that the county would continue to blindly pass on approval and recommend these projects, including, the continuation of "cheap" "pass-thrus" of quietly existing residential streets?

Thank you, Robin F. Fine-Weinberger, Esq.

NOTICE: This e-mail and any files transmitted with it may contain confidential information, and are intended solely for the use of the individual or entity to whom they are addressed.
Any retransmission, dissemination or other use of the information by persons other than the intended recipient or entity is prohibited.
If you receive this e-mail in error please contact the sender by return e-mail and delete the material from your system.
Thank you.

NOTICE: This e-mail and any files transmitted with it may contain confidential information, and are intended solely for the use of the individual or entity to whom they are addressed.
Any retransmission, dissemination or other use of the information by persons other than the intended recipient or entity is prohibited.
If you receive this e-mail in error please contact the sender by return e-mail and delete the material from your system.
Thank you.



PC 12/13/12
#13
(2 pages)

Re: re Francisco Oaks rezone

Message

Rommel Pabalinas <rommel.pabalinas@edcgov.us>

Tue, Dec 11, 2012 at 10:32 AM

To: Susan Johnson <susan@lkjconsulting.net>

Cc: Charlene Tim <charlene.tim@edcgov.us>, Peter Maurer <peter.maurer@edcgov.us>, Eileen Crawford <eileen.crawford@edcgov.us>

Hello, Ms. Johnson:

I am writing to confirm receipt of your comment letter on the project which will be forwarded to our Planning Commission clerk. I appreciate you taking the time to comment.

Mel Pabalinas

On Mon, Dec 10, 2012 at 8:52 PM, Susan Johnson <susan@lkjconsulting.net> wrote:

I am once again emailing you re the rezone of Francisco Oaks from residential to commercial.

My husband and I have lived here for 7 years and continue to think of El Dorado Hills as a very special place to live and raise our grandchildren.

It would appear that the rezone is going to have a very negative impact on traffic as well as other reasons already stated.

DOT will not address the sight distance limitations on Francisco until 2021 and I would ask where is the funding?

The developer should consider residential development as Cambria and Francisco were never designed to accommodate a large volume of traffic.

Shall we address the question of emissions? We all know that the proposed commercial idea will add a very unhealthy level of auto emissions.

Can we take a moment to respect the good faith purchases of homeowners who were told about a residential NOT commercial development in the future.

I will always refer you to your mission statement.

We do not need fast food.

We do not need a drive through.

We do not need delivery trucks on Cambria, we have many children in our neighborhood.

We do not need garbage pick-up early in the AM.

We do not need right turn only exiting on Francisco when we are taking kids to school or simply going to the Safeway.

We do not need another commercial venue when there is vacant space on all of the other 3 corners.

We do not need to cut down protected oak trees.

We do not need to disturb the migratory path of animals who live in the area.

I implore you to carefully consider this rezone and the negative impact on our community.

When is the last time you read your mission statement?

Respectfully submitted,

Susan Johnson

12 DEC 11 PM 11:51
RECEIVED
PLANNING DEPARTMENT

Susan L. Johnson

1071 Cambria Way

1071 Camino Way

El Dorado Hills, CA 95762-3988

(916) 939-7144

susan@lkjconsulting.net

=====
Rommel (Mel) Pabalinas, Senior Planner
El Dorado County Development Services Department
Planning Division
2850 Fairlane Court
Placerville, CA 95667
Main Line 530-621-5355
Direct line 530-621-5363
Fax 530-642-0508

NOTICE: This e-mail and any files transmitted with it may contain confidential information, and are intended solely for the use of the individual or entity to whom they are addressed.

Any retransmission, dissemination or other use of the information by persons other than the intended recipient or entity is prohibited.

If you receive this e-mail in error please contact the sender by return e-mail and delete the material from your system.

Thank you.



PC 12/13/12
13

Charlene Tim <charlene.tim@edcgov.us>

Fwd: Rezoning of parcel # 124-140-33-100 which is the corner of Francisco and Green Valley Roads in EDH.

1 message

Rommel Pabalinas <rommel.pabalinas@edcgov.us>
To: Charlene Tim <charlene.tim@edcgov.us>
Cc: George Carpenter <georgemcarpenter@comcast.net>

Wed, Dec 12, 2012 at 8:21 AM

similar email comment from Ms. Kreutz.

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

From: **Kreutz** <kreutz9@gmail.com>
Date: Tue, Dec 11, 2012 at 5:15 PM
Subject: Rezoning of parcel # 124-140-33-100 which is the corner of Francisco and Green Valley Roads in EDH.
To: "brian.shinault@edcgov.us" <brian.shinault@edcgov.us>
Cc: rommel.pabalinas@edcgov.us

Once again I am writing in regards to the proposed Rezoning of parcel # 124-140-33-100 which is the corner of Francisco and Green Valley Roads in EDH.

My husband and I are current homeowners in the lovely subdivision of Francisco Oaks. Our neighborhood is facing a commercial project that would cut down many large oak trees and increase traffic significantly on an already busy and dangerous intersection. The proposed median with the left turn only would make it extremely time consuming to travel to Marina Middle School, the Safeway Shopping Center, or Blue Ravine to Folsom. It will also make an exit from the shopping center off Embarcadero very inconvenient as well, which could hurt businesses there. The mediocre solution of the left turn only median onto Francisco for a rezone of this corner does not seem like a great idea.

As a cancer survivor, I worry about all the extra emissions from all the additional cars this commercial development would bring! Additional noise is another concern! Residents who bought homes in here were told that the land outside our gate would remain residential.

Please do not approve a fast food restaurant so close to our beautiful neighborhood!!!

Traffic is already a nightmare on Francisco and Green Valley! The increase in traffic on this corner which this commercial development would bring is of utmost concern to residents! Please consider the safety, health and welfare of our community.

Please submit this letter as an exhibit with the planning commission. Please carefully consider our concerns! Thank you for your consideration.

Sincerely,
Dick and Wendy Kreutz
5031 Coronado Drive
El Dorado Hills

Sent from my iPad

RECEIVED
PLANNING DEPARTMENT
12 DEC 12 AM 8:39

=====
Rommel (Mel) Pabalinas, Senior Planner
El Dorado County Development Services Department
Planning Division

2850 Fairlane Court
Placerville, CA 95667
Main Line 530-621-5355
Direct line 530-621-5363
Fax 530-642-0508

NOTICE: This e-mail and any files transmitted with it may contain confidential information, and are intended solely for the use of the individual or entity to whom they are addressed.

Any retransmission, dissemination or other use of the information by persons other than the intended recipient or entity is prohibited.

If you receive this e-mail in error please contact the sender by return e-mail and delete the material from your



PC 12/13/12
#13

Charlene Tim <charlene.tim@edcgo.us>

Re: Re zoning of parcel #124-140-33-100

1 message

Rommel Pabalinas <rommel.pabalinas@edcgov.us>
To: Kreutz <kreutz9@gmail.com>
Cc: Charlene Tim <charlene.tim@edcgov.us>, Peter Maurer <peter.maurer@edcgov.us>

Wed, Dec 12, 2012 at 8:20 AM

Hello, Ms. Kreutz:

I am writing to confirm receipt of your comment on the project which will be forwarded to our Planning Commission clerk. I appreciate you taking the time to comment.

Mel Pabalinas

On Tue, Dec 11, 2012 at 6:05 PM, Kreutz <kreutz9@gmail.com> wrote:

Once again I am writing in regards to the proposed Rezoning of parcel # 124-140-33-100 which is the corner of Francisco and Green Valley Roads in EDH.

My husband and I are current homeowners in the lovely subdivision of Francisco Oaks. Our neighborhood is facing a commercial project that would cut down many large oak trees and increase traffic significantly on an already busy and dangerous intersection. The proposed median with the left turn only would make it extremely time consuming to travel to Marina Middle School, the Safeway Shopping Center, or Blue Ravine to Folsom. It will also make an exit from the shopping center off Embarcadero very inconvenient as well, which could hurt businesses there. The mediocre solution of the left turn only median onto Francisco for a rezone of this corner does not seem like a great idea.

As a cancer survivor, I worry about all the extra emissions from all the additional cars this commercial development would bring!! Additional noise is another concern! Residents who bought homes in here were told that the land outside our gate would remain residential.

Please do not approve a fast food restaurant so close to our beautiful neighborhood!!!

Traffic is already a nightmare on Francisco and Green Valley! The increase in traffic on this corner which this commercial development would bring is of utmost concern to residents! Please consider the safety, health and welfare of our community .

Please submit this letter as an exhibit with the planning commission. Please carefully consider our concerns! Thank you for your consideration.

Sincerely,
Dick and Wendy Kreutz
5031 Coronado Drive

El Dorado Hills

Sent from my iPad

RECEIVED
PLANNING DEPARTMENT
DEC 12 AM 8:39

=====
Rommel (Mel) Pabalinas, Senior Planner
El Dorado County Development Services Department



PC 12/13/12
#13
(2 pages)

Re: Cambria & Francisco (EDH) intersection proposal 12/13/12

1 message

Rommel Pabalinas <rommel.pabalinas@edcgov.us>

Wed, Dec 12, 2012 at 11:52 AM

To: Jacqueline Tarry <tarryj@me.com>

Cc: Vince Tarry <vtarry1@gmail.com>, Charlene Tim <charlene.tim@edcgov.us>, Peter Maurer <peter.maurer@edcgov.us>, Eileen Crawford <eileen.crawford@edcgov.us>

Hello, Mr. and Mrs. Tarry:

I am writing to confirm receipt of your comment on the project which will be forwarded to our Planning Commission clerk. I appreciate you taking the time to comment.

Mel Pabalinas

On Wed, Dec 12, 2012 at 11:29 AM, Jacqueline Tarry <tarryj@me.com> wrote:

12/12/12

To: El Dorado County Planning Commission

Regarding: The proposal to put a median on Francisco Drive and create right-turn-only lanes out of Cambria and Embarcadero, El Dorado Hills

Dear Mr. Pabalinas,

We are writing to implore you to NOT put a median on Francisco Drive, separating north and southbound lanes, at Cambria Way. On this "lucky" and once-in-a-lifetime day of 12/12/12, we would like you to understand how, if you approve of this issue before you, you would be placing the motorists/residents/businesses of El Dorado Hills at risk.

This proposal would not only severely inconvenient the residents of Francisco Oaks community (among other communities), installing a median and creating a mandatory "right- turn-only" out of Cambria, onto Francisco, would establish an even more dangerous/hazardous reality for an already difficult traffic spot.

This proposal would essentially "trap" us from easily and safely exiting our community, in the efforts to travel north or east off of Cambria Way, across Francisco.

As residents of Francisco Oaks, we (several times per day) make a left turn off Cambria, on to Francisco Drive. This is the way we drive our daughter to her middle school "Marina Village" on Francisco Drive. This is the way we drive our daughter to her dance studio, on Francisco Drive. This is the way we drive to grocery shop at Safeway, EDH. This is the way we drive to fill our cars at Safeway gas, EDH. This is the way we drive to Starbucks, on Francisco Drive and Green Valley Road. Driving across Francisco Drive, at Cambria, is the way we drive to our tailor at EDH Tailoring on Embarcadero...or to EDH music store for our daughter's clarinet needs. This is the way we travel to gain access to Green Valley Road... West or East.

If this proposal is approved, and we are forced to only turn right, off of Cambria Way, on to Francisco Drive, we will be moving our retail shopping elsewhere.

The alternative to turning left off of Cambria way, to gain access to the above named retailers, we

(Francisco Oaks residents) would have to go out The Brittany gate, and take Brittany Place to El Dorado Hills Boulevard, then turn left onto EDH Blvd.

All someone has to do, to understand the absurdity of this intersection, is to attempt to make this turn during commute or school start & dismissal times. Then you would realize that this is a turn you want to avoid at all costs! The Brittany Place single lane (each way) dead-ends at EDH Blvd...you have to make a left or a right onto EDH Blvd. With the traffic on EDH Blvd. being heavy and speedy (50+ mph), there is a LONG line of several cars on Brittany, waiting to get on to EDH Blvd, whether they want to make a left or a right turn. After waiting, and waiting, and then waiting some more...and you finally get your chance to turn left onto EDH Blvd, it is a dangerous turn to make. Crossing both lanes of EDH Blvd., to travel northbound, is risky. We will do whatever it takes to avoid ever making a left turn off of Brittany Place onto EDH Blvd. Instead, we will travel down Brittany Way to Mormon Island or Sophia Parkway to gain access to Green Valley Road...From these intersections, we would then turn left at a safe, traffic-light-intersection, and travel into Folsom to do our grocery/retail shopping there. Due to convenience and safety, this would be our reality.

Having the access to making a left off of Cambria, onto Francisco Drive, is the only realistic option for our community. If you take this option away from us, we will feel like we are trapped. It's ironic, we could see the Safeway shopping center from our home...However, if this proposal is accepted, we would not be able to carefully, conveniently and smoothly get there.

If you, the planning commission of El Dorado County, approve of this proposal, you would be taking retail business out of El Dorado Hills and putting sales tax money into Folsom, Sacramento County. You would be doing the exact opposite of what you would be trying to create.

Currently, this travel route is viable, convenient and relatively safe. However, if the property at the corner of Green Valley and Francisco is commercially re-zoned, traffic on and off of Cambria drive will significantly increase. This traffic surge will substantially expand the danger at this intersection, endangering the safety and lives of all drivers and pedestrians who travel it.

We have 3 driving residents in our household (the two of us and our 17-year-old son). Between the three of us, we will use this intersection, no less than 10,000 times a year.... and, even more, once our daughter begins to drive in 2 years.

Please do not take the driving safety, of our community members and us, away.

The correct solution... regarding both the development of the property at the corner of Green Valley and Francisco, as well as the intersection of Cambria and Francisco...has not been produced. Please do not accept this precipitous and imperfect proposal. We realize that the perfect solution, for everyone involved, most likely does not exist. However, this is not the correct/appropriate/safe solution for the EDH community or its residents.

Thank you for your time.

Sincerely,

Vince & Jacqueline Tarry

Coronado Court, El Dorado Hills



PC 12/13/12
#13
(2 pages)

Re: Reference rezone and planned development in El Dorado Hills: A11-0003/Z11-0004/PD11-0002/P11-0003/Green Valley Center submitted by WINN COMMUNITIES

1 message

Rommel Pabalinas <rommel.pabalinas@edcgov.us>
To: Aleksandra Korzeniewski <aleksandra.law@gmail.com>
Cc: Charlene Tim <charlene.tim@edcgov.us>, Peter Maurer <peter.maurer@edcgov.us>

Wed, Dec 12, 2012 at 3:51 PM

Hello Ms. Korzeniewski:

I am writing to confirm receipt of your comment on the project which will be forwarded to our Planning Commission clerk. I appreciate you taking the time to comment.

Mel Pabalinas

On Wed, Dec 12, 2012 at 3:10 PM, Aleksandra Korzeniewski <aleksandra.law@gmail.com> wrote:
Dear Mr. Shinault:

RECEIVED
PLANNING DEPARTMENT
DEC 12 PM 4:08

I am writing this letter not as a resident of Francisco Oaks or the Embarcadero neighborhood. I am a friend of a resident. She has discussed the proposed rezoning with me at length and I would like offer some thoughts from a citizen living within a mile of the proposed rezone and new development.

Some time ago hundreds of El Dorado Hills residents signed a petition against the rezone. I do not have one neighbor on my street (Beechwood Drive) who supports this effort. As a matter of fact, there was a ground roots "get the vote out" effort to defeat a supervisorial candidate who had made several speeches supporting new development without regard to the General Plan and resident's wishes. That candidate was defeated.

Currently there are many vacancies in the 3 shopping centers that sit on the opposing corners (of the proposed development) . Many of these sites have been vacant for several years and are an eye sore. These eye sores are of great concern to those residents living close by. Why would we need to add to the vacancy rate on those corners?

Based on information from the last board meeting, it seems the Board has no concern for the residents who will be directly impacted by this rezone. There was talk about traffic, safety and concern for the owner of the property to be developed. The concern was that he would loose on his investment. Isn't that the nature of real estate development? Isn't there always risk? I am sure there isn't one resident of Francisco Oaks who bought at the beginning of the project who hasn't lost hundreds of thousands of dollars. These residents bought into a development that bordered an area zoned residential, not commercial as the original developer has stated. How does he know how much research prospective buyers did before purchase? I can tell you my friend was very aware of the zoning of the property next to the primary entrance gate, which is beautifully maintained and is a pride to residents. The rezone and development proposal will destroy that aesthetic on Cambria Drive. The ambiance residents "bought" will disappear.

The Residents of Francisco Oaks bought their properties knowing access to Green Valley, the major access point to Folsom and out of El Dorado Hills, was "down the street". The Safeway was one block away. Now, to protect the interests of a developer and accommodate his plan, which currently poses traffic safety issues; a suggestion to reroute traffic by making a right turn only lane coming out of Cambria has been proposed. This is grossly unfair to residents. Residents purchased their properties knowing they had only a short drive "out" of their development. Now that drive will be lengthened by over a mile crossing major intersections. Residents will be forced to make a lengthy and time-consuming detour daily to drive to work via Green Valley, drive to the grocery store or drop kids off at school. Rather than making a sometimes precarious left turn out of their development, they will need to go down Francisco, turn left onto El Dorado Hills Blvd, then turn left to drive down Green Valley. After all this driving they will end up one short block from where they originally started.

Now lets think about this..... to accommodate a developer: residents who have researched the area, built their homes and settled-in are going to have the entrance to their development essentially destroyed by delivery trucks, automobile lights, increased traffic and pedestrian noise and pollution. To add insult to injury, on a daily basis, perhaps several times a day, residents will have to drive over a mile on three major boulevards to end up one block from where they began. The proposal will add to commercial vacancies at the intersection, have a particularly negative effect on the shopping center that uses the left turn off Embarcadero (if traffic is rerouted), remove a large green belt area with many oaks, increase toxic emissions and generally decrease the quality of living for those who live in the general area. Is this logical? Is this best for the common good?

I am therefore pleading with you to side with the RESIDENTS who have made a long term commitment to the community and not the developers who are looking out only for their interests and are not a part of the community. Please do not approve this rezone.

If you would like to speak with me directly, my phone number is 916.206.9494, or you can reach me by email.

Thank you for your time.
Alexsandra Hodson, Esq.

Rommel (Mel) Pabalinas, Senior Planner
El Dorado County Development Services Department
Planning Division
2850 Fairlane Court
Placerville, CA 95667
Main Line 530-621-5355
Direct line 530-621-5363
Fax 530-642-0508

NOTICE: This e-mail and any files transmitted with it may contain confidential information, and are intended solely for the use of the individual or entity to whom they are addressed.
Any retransmission, dissemination or other use of the information by persons other than the intended recipient or entity is prohibited.
If you receive this e-mail in error please contact the sender by return e-mail and delete the material from your system.
Thank you.



PC 12/13/12

#13

Charlene Tim <charlene.tim@edc.gov.us>

(6 pages)

Fwd:

1 message

Wed, Dec 12, 2012 at 4:42 PM

Rommel Pabalinas <rommel.pabalinas@edcgov.us>
To: Charlene Tim <charlene.tim@edcgov.us>

fyi

----- Forwarded message -----
From: **Planning Unknown** <planning@edcgov.us>
Date: Wed, Dec 12, 2012 at 4:13 PM
Subject: Fwd:
To: Rommel Pabalinas <rommel.pabalinas@edcgov.us>

Hi Mel,

Could you respond or forward to the project planner (if not yourself)?

Thanks!

----- Forwarded message -----
From: **Jim Zaiser** <jimzaiser@jbiwater.com>
Date: Wed, Dec 12, 2012 at 2:11 PM
Subject:
To: planning@edcgov.us

I am in agreement with the attached letter.

I am strongly for non-support for the project.

Jim Zaiser

RECEIVED
PLANNING DEPARTMENT
12 DEC 12 PM 4:56

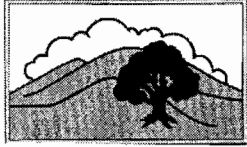
NOTICE: This e-mail and any files transmitted with it may contain confidential information, and are intended solely for the use of the individual or entity to whom they are addressed. Any retransmission, dissemination or other use of the information by persons other than the intended recipient or entity is prohibited. If you receive this e-mail in error please contact the sender by return e-mail and delete the material from your system. Thank you.

Rommel (Mel) Pabalinas, Senior Planner
El Dorado County Development Services Department
Planning Division
2850 Fairlane Court
Placerville, CA 95667
Main Line 530-621-5355
Direct Line 530-621-5362

Direct line 530-642-5503
Fax 530-642-0508

NOTICE: This e-mail and any files transmitted with it may contain confidential information, and are intended solely for the use of the individual or entity to whom they are addressed.
Any retransmission, dissemination or other use of the information by persons other than the intended recipient or entity is prohibited.
If you receive this e-mail in error please contact the sender by return e-mail and delete the material from your system.
Thank you.

 **winn green valley center 11-20-2012R1.docx.docx**
207K



El Dorado Hills
Area Planning Advisory Committee
1021 Harvard Way
El Dorado Hills, CA 95762

2012 Board
Chair
John Hidahl
Vice-chairman
Jeff Haberman
Secretary/Treasurer
Alice Klinger
Kathy Prevost

November 26, 2012

Roger Trout
Development Services Director
2850 Fairlane Court
Placerville, CA 95667

Subject: Revised Initial Study/Mitigated Negative Declaration for the project General Plan Amendment A11-003/Rezone Z11-0004/Planned Development PD-0002 Parcel Map P11-0003/Green Valley Center

Reference: APAC letters submitted on July 13, 2011, February 20, 2012, March 16, 2012 and October 15, 2012 Subject: Winn Commercial project at Green Valley Road and Francisco Drive

The full El Dorado Hills Area Planning Advisory Committee (APAC) met on Wednesday November 14, 2012 and reviewed the Revised **Negative Declaration** for the rezone from One Family Residential (R1 PD) to Commercial with the Planned Development (C-PD) overlay as required by General Plan Policy 2.2.6.1. The property, identified by APN 124-140-339, consists of 6.85 acres, and is located at southeast corner of Green Valley Road and Francisco Drive in the El Dorado Hills area.

The members voted unanimously (6 to 0) on a motion for reiterating their Non-Support for the General Plan Amendment and that the Revised Negative Declaration is not adequate for the impacts that a commercial project at this location will cause to the environment. APAC formally requests that a full EIR be prepared before the General Plan Amendment is considered and all of the impacts are fully evaluated.

APAC's concerns for the revised negative declaration are as follows:

The proposed right in and right out from the project via Cambria (Attachment B) will make the circulation even worse. When residents drop off their children at the two schools located north of Green Valley Road on Francisco Drive, they will impact two additional intersections which are already at level of service F (LOS F). "The intersections are Francisco Drive/EDH Blvd and EDH Blvd/ Green Valley Road.

The changing of the East bound left turn lane on Green Valley Road to accommodate a U turn from the project is a disaster waiting to happen and a major safety issue. Cars exiting the project who want to go West on Green Valley Road must cross four lanes of traffic to get to the U turn lane which is straight across the street from the project's exit. This intersection is currently at LOS F, so it will be nearly impossible to make a U turn after exiting the project from Green Valley Road.

Recently traffic levels have been increasing on Salmon Falls Road southbound to Green Valley Road, especially during the AM peak period flow. A maximum queue length of approximately 710 feet has been recently observed, with the queue blocking the intersections of both Malcolm Dixon Road and Village Center Drive. Queuing to Malcolm Dixon is not new, but generally postdates the time of the project's TIA. Queuing past Village Center Drive is new. Both cases are associated with operational LOS F on Salmon Falls Road due to long delays at the Green Valley Road signal.

Mitigation M1 calls for reduction of Green Valley Road LOS F at this intersection by signal cycle length optimization and reallocation of green time. This would involve allocating more green time to Green Valley Road, less green time to Salmon Falls Road. This probably would drive Salmon Falls Road past its current periodic LOS F, into chronic LOS F. The County needs to include additional mitigation for that condition (moves the problem point, but doesn't mitigate the overall increase in traffic flow).

The County needs mitigation "Plan B" for the existing actual operational LOS F at the intersection of Green Valley Road and Francisco Drive, as well as for the traffic levels based on 2010 traffic counts. "Plan B" needs to be defined and "shovel-ready" in the 5-year CIP, with funding sources identified and committed for use when the County recognizes LOS F delays.

Ozone Precursors Cumulative Impacts Evaluation: The project is required, per paragraph one of the letter from Mel Pabalinas, subj; Green Valley Commercial Center Cumulative Air Quality Impacts, dated August 30, 2012 to address Ozone Precursors. It states: If the project requires a change in the existing land use designation (a general plan amendment or rezone), then projected emissions of ROG and NOx from the proposed project must be equal to or less than the ROG and NOx emissions anticipated for the site if developed under the existing land use designation". The revised Mitigated Negative Declaration (page 13 Operational Ozone Precursor), evaluation suggests that each house under the current zoning would use a fire place to heat the house during the winter to justify the zoning change would not exceed the limit of the Sacramento Regional Ozone Air Quality Attainment Plan (AQAP). With natural gas heating options readily available in this area, wood burning fireplaces are rarely used. This is a flawed assumption and must be reevaluated using more realistic numbers. Many Agencies in the AQAP are now restricting the use of wood burning stoves during the winter, which would drastically reduce the amount of ROG and NOx generated from the site if it remains in its current zoning.

APAC comments are repeated here from our October 15th 2012 letter with concerns regarding the project.

The APAC committee recommended non-support for this project for the following reasons:

1. The project requires a full EIR to address any impacts to the environment. (This request for land use changes was not cover under the EIR for the 2004 General Plan.
2. The Neg Dec does not address all of the significant impacts the proposed zoning change will cause including Aesthetics, Cultural Resources, Hydrology and Water Quality, Land Use Planning, Noise, and Population and Housing.
3. The commercial zoning would have a major negative impact on the residents located at the south end of the parcel.
4. The corner of Cambria and Francisco Dr. is a very dangerous corner as it stands with just the residents of the Francisco Oaks subdivision using it and will become a safety issue.
5. The corner of Green Valley and Francisco, there are already 3 other commercial parcels and within those parcels, there are currently over 20 vacant units. There is limited demand for a commercial project at this location.
6. GP Policy 7.3.3.5 **States:** Rivers, streams, lakes and ponds, and wetlands shall be integrated into new development in such a way that they enhance the aesthetic and natural character of the site while disturbance to the resource is avoided or minimized and fragmentation is limited. Accordingly, the wetland setbacks reduction from 50ft to 25ft **should not be granted.**

APAC comments are repeated here from our July 13th 2011 letter with concerns and recommendations if the project is approved:

A. Resident Opposition. During both of the APAC meetings at which the application was discussed, a significant number of residents expressed their views and most in attendance were strongly opposed. Residents of Francisco Oaks Village have circulated a petition to express opposition. Of the more than 130 people contacted, only one did not sign.

B. Property Values. Without an appropriate buffer between the commercial activity and residences, the adverse impact upon the property value of the latter is certain to be substantial.

C, Traffic. Vehicular traffic, already at level F at the intersection of Green Valley Road and Francisco Drive at peak hours, will be yet more congested and traffic patterns more hazardous. Of particular concern is the increased hazard for children walking and cycling to Marina Village School.

D. Air Quality. The impact of fast food cooking odors and exhaust from cars idling at two drive-through sales points will have a significant negative impact upon air quality in the neighborhood.

E. Tree Preservation and Grading. In contrast to the extensive grading and consequent tree removal that would result from a rezone and commercial development, residential development would entail substantially less grading, save more significant trees and preserve more of the existing suburban atmosphere.

F. Deed Restrictions. CC&R's specify that the property be developed for residential use.

G. Fast Food Location. APAC has regularly opposed development of fast food outlets outside the Highway 50 corridor.

If the APAC position on this application does not prevail and the application is granted, APAC recommends strongly that the following conditions be placed upon eventual development:

A. Architectural Style. The style should be consistent for all three buildings, and no significant alteration should be permitted to meet the demands of a fast food style franchise.

B. Visual Pollution. Free standing signs should be low-profile, non-lighted monument style. Signs on building faces should be back lighted, low intensity and without animation. No signs at all should be permitted on south facing building elevations. Architectural controls should prohibit installation of banner signs outside or inside facing outward. Area lighting fixtures must face downward and be of a design that prevents seepage from the property. Mechanical equipment on roofs must be screened.

C. Sound Pollution. Drive through speakers must be shielded and directed so as to prevent seepage to the adjacent residential areas.

D. Water Pollution. Water sediment collection ponds shall be maintained and landscaped to fit natural landscape or proposed constructed landscape.

E. Traffic Mitigation. Applicant must be made responsible for extending 4 lanes paving on Green Valley Road from Safeway to El Dorado Hills Boulevard.

F. Tree Preservation. Precautions shall be made to preserve native oaks to the extent possible with particular concerns for those on the northeast, east and southern edges of the property.

If you have any questions regarding this letter, please contact John Hidahl at 916-933-2703 or Norm Rowett subcommittee chairman 916 933-2211

Sincerely,

John Hidahl

John Hidahl
APAC Chairman

cc: El Dorado County Planning Department
APAC Read File

PC 12/13/12
#13
(4 pages)

**Green Valley Center (WO#39) El Dorado Hills,
Comments to Revised Mitigated Negative Declaration**

A 110003 – General Plan Amendment request
Z 110004 – Rezoning request

Project Description: 6.85 acres proposed Pharmacy, fast food & retail at the SW corner of Green Valley & El Dorado Hills Blvd.

Recommendation:

Approve **Do Not Approve** Need More Information

Date: Dec. 12, 2012

To: El Dorado County Planning & Department of Transportation

From: Tara Mccann P.E.

RECEIVED
PLANNING DEPARTMENT
12 DEC 12 PM 4:59

Summary: Based on a review of the Project file at the County Planning Department, a site review at peak hours and a view of the Traffic Impact Analysis prepared for El Dorado County by Kimley Horn & Associates and the revised Mitigated Negative Declaration comments are as follows:

The MND fails to prove that worsen conditions can be mitigated to be less than significant without major traffic improvements including multiple widening, signal relocate intersection projects, and the signalization and widening of El Dorado Hills Blvd and Francisco. The proposed circulation of right in right out for all exiting traffic from the property I cannot stress enough is a huge flaw of this project.

PC Issue #1: Proposed traffic circulation is significantly flawed. The circulation that this forces upon this intersection is unreasonable and unduly burdens the Francisco Oaks subdivision as well as all traffic exiting onto Cambria to have to reroute around through a LOS F intersection at Francisco & Greenvalley by virtue of a proposed right in right out, as well as all exiting traffic from this proposed property. The solution the applicant has proposed to this unsafe substandard geometrics and site distance at the Cambria/ Francisco intersection is to require a burden on the traffic to circulate southbound through a level F intersection and then navigate their way back north to reach GreenValley. In my humble opinion as a 25 year traffic engineer this is outrageous. The County should require as a condition at occupancy that for a General Plan Amendment and Zoining change the project must improve the profile and alignment of Francisco drive to bring this dangerous intersection to ASHTO Standards and meet minimum design standards not allow such outrageous design waivers and exceptions. Also of critical note I went out and measures corner site stopping distance and got substantially less than what the Traffic Engineer reported in the MND.

I could not find any design plan of the deceleration lane from eastbound GreenValley into the proposed WINN commercial project. All exhibits showed a commercial driveway that extended into the adjoining property to the west's frontage. There is a County policy for separation from property corner for driveway radius'. Has this been overlooked or is it being proposed as a design exception as well. Has the adjoining property owner been notified for comment? Is there still not acquired Right of Way to provide this deceleration lane?

Mitigated Negative Dec. alluded to the on site circulation possibly getting a design waiver. This should be made clear what design waivers are being requested on site as it is significantly relevant to the approval of this project.

There still is no offsite pedestrian circulation plan provided and very minimum language in the MND dealing with the significant pedestrian issue that exists with the substandard geometrics at the Cambria / Francisco intersection the fact that the bike path comes out at this intersection 18 ft or so before the stop sign as well as other ADA and Pedestrian circulations issues.

Green Valley Road @ El Dorado Hills Blvd/Salmon Falls Road - Signal cycle length optimization would not be a viable solution to improve LOS 's at this location. We have not seen a Synco Simulation for this signalized intersection, this should be required by DOT. The general comment of signal cycle length optimization does not clearly offer a site specific timing distribution analysis to be analyzed and as such the general comment that it would mitigate to less than significant cannot be substantiated without actual signal timing distribution analysis relative to circulations and counts inclusive of school commute traffic for this intersection. If signal cycle time is lengthened for Green Valley then northbound El Dorado Hills Blvd could potentially backup to an unacceptable LOS especially in light of the potentially overlapping congestion at El Dorado Hills Blvd at Francisco which operates at LOS F at peak hours. This is not a reasonable solution and will not improve the intersection LOS. The County has tried signal cycle length optimizations at other locations unsuccessfully. There are many variables and overlapping considerations to consider when proposing signal cycle length changes. There would need to be a required Simulation using Syncro type software to prove this qualitative proposed mitigation could mitigate it that extensively from an LOS F to an LOS D.

The Mitigated Negative Dec has removed the proposed mitigation of geometric changes to this intersection and replaced it with just a mitigation of payment of mitigation fees. It does not even state that this project has to be included in the CIP or will be included or any reference to timing. CEQA law does not allow for a mitigation to less than significant to be assumed to be done at some unspecified time in the future.

Again the "future mitigation" to widen the southbound Salmon Falls to provide one left lane, one through lane and one right turn lane would require extensive intersection modifications not addressed in any County or Kimerly Horn document. The proposed dedicated right turn lane from southbound Salmon Falls to westbound Green Valley will require signal relocation, significant peak hour cycle length changes effecting other legs that have not been analyzed in this analysis, and relocation of several utilities at that corner. The utility relocations are significant. There is a major ground mounted transformer that would require relocating as well as signal controller cabinet and other utilities. There may be set back requirements or public utility

easements to consider from the adjoining residential at NW corner of intersection. The geometrics to provide a dedicated right turn lane onto westbound Green Valley would require widening, signal relocation and utility relocation has only been mentioned qualitatively. This TIA fails to analyze the necessary constructability, right of way, signal timing, lighting and traffic encroachment issues to residential bordering this corner before assigning a less than significant impact. It just states project will contribute proportionate shares. What has calculated as their proportionate share? Planning document the MND should state the timing for these.

El Dorado Hills Blvd @ Francisco – states “the addition of an Eastbound channelized right turn lane will be required this will require a Southbound receiving lane”. The quantitative assumption that an right turn flare will improve level of Service and is extremely flawed. This is a 4 way stop not a signalized intersection the added movement to the 4 way stop will add delay time in an extra leg movement . The vehicles approaching the intersection from Francisco to El Dorado Hills Blvd will be arriving at various times this would require extra time to clear the intersection as now an additional movement is added. Kimerly Horn needs to do a complete stop control program model to show how this would increase LOS. It actually will do the opposite to the 4 way stop by having to have more time from an additional turning movement. They traffic engineer is analyzing this as a traffic signal for the movement to be able to que faster. It can't possibly que faster at a 4 way stop. This is extremely flawed. The County DOT needs to require a traffic signal warrant analysis and a control stop analysis of Francisco and El Dorado Hills Blvd. Much more information needs to be included.

CONCLUSIONS - The Traffic Impact Analysis does not support the conclusion of less than significant. CEQA law is violated with an assumption to mitigate to less than significant with mitigations undefined and at some unspecified time in the future.

- Flawed circulation a burben and an expense to the Community at the benefit of this developer.
- Traffic Safety issues at Cambria and Francisco not adequately addressed. .
- Traffic Impact Analysis fails to prove mitigations using signal cycle length optimization without a Simulation using Traffic software such as Syncro.
- Insufficient Traffic Study for offsite improvements such as widening and signal relocations identified.
- Off-Site Improvements Not Conditioned in the Mitigated Negative Declaration for the Project. Deeded Right of Way needs to be acquired and conditioned for the project off-site improvements General Plan Findings- General Plan Amendment change from High Density Residential to Commercial was not anticipated in the traffic study conducted for the current General Plan. This Traffic Impact Analysis fails to prove proposed projects consistency with land use designations and zoning designations as applicable within the propose project area.
- 1. 17.63.020 Ordinance Amendments and Zone Change Applications'. Where a zone change amendment to a higher density or intensity zone is being proposed, approval shall be based on, but not limited to findings of adequate infrastructure and support services for the increased land use demands, and lack of significant impacts to the surrounding area (General Plan Policy 2.2.5.3)." The zoning intensities are grossly incompatible with adjoining

Francisco Oaks subdivision and adequate infrastructure to mitigate to less than significant is not provided in the improvements with this project.



PC 12/13/12
#13
(2 pages)

To the EDC Planning Commission regarding Winn commercial project:

12 DEC 13 AM 7:48
I'm writing to address the proposed rezone to commercial of the parcel in El Dorado Hills at the corner of Green Valley Rd. and Francisco Drive. I have spent multiple hours reading the staff report and also the DOT response to multiple letters from local organizations such as APAC. After the previous commission meeting about this project, my understanding is the planner and developer were tasked to come up with a solution to the huge traffic issues at the intersection of Cambria and Francisco. I am deeply concerned about the proposed resolution and looking at the design of multiple concrete medians; I believe the county would be making a bad traffic problem worse and also cause the local community to experience long delays in travel across Francisco as well as causing additional traffic backups at Green Valley and El Dorado Hills Blvd.

Some specific comments:

- **Traffic huge concern:** The negative effects of this proposal will severely impact traffic in an already hazardous intersection that isn't slated to be officially redesigned and expanded by the DOT's future improvement plan in 2021. This project based on traffic studies from past years projects over 3,000 trips/day. With the local area population growing and future projects on the Green Valley corridor this could mean total gridlock and danger to local residents using these roads daily. Making an intersection that is already rated an "F" even worse with minimal mitigating improvements is not the solution.
 - The additional of medians limiting a right turn only from Cambria to Francisco and from Embarcadero to Francisco will cause residents in both communities to have to reroute their paths especially to middle and elementary schools in the area. This will put additional traffic pressure on the intersection of Francisco and El Dorado Hills Blvd as well as Francisco and Green Valley and Green Valley and El Dorado Hills Blvd. This has to be thought out more clearly and examine the impact of the entire area within proximal radius. This will also present a very negative impact to existing businesses at the corner of Embarcadero and Francisco who would have patrons limited to a right hand only turn out of their business park.
- **This proposal also negatively impacts residents of the neighborhood at Embarcadero/Francisco.** Residents will also have to make lengthy detours to exit their neighborhood to head toward highway 50 and the businesses in that area. Residents of that neighborhood will also now have to deal with traffic leaving the shopping center then driving through their neighborhood trying to find their way through to EDH Blvd or Francisco.
- **Further traffic dangers are represented at Green Valley** where current plans are recommending making a change to allow U-turns at Green Valley/Francisco for people wanting to head west toward Folsom. Drivers coming out of this proposed development will have to cross three lanes of traffic in an area that is only a few hundred feet across traffic moving at 50 MPH. Is this a wise solution? The inherent nature of this design could lead to serious potential for dangerous traffic accidents. I think the DOT needs to reexamine this and consider if this is the right choice.
- I think a lot more consideration especially on the effects of traffic, public safety and impact of **air quality and smell** to the surrounding neighborhoods should be seriously studied. My understanding is the laws for a rezone to be approved, the volume of emissions from the new use has to be less than or equal to the currently zoned use. County staff says in the revised MND that fireplaces are approved for internal heating, so it's reasonable to compare the emissions of 1500 cars moving in and out of the property and sitting in drive-through to the combined wood smoke from all 34 homes burning fires at the same time. This point about fumes from fireplaces in new

construction homes completely ignores common sense and the current construction standards and methods. The construction of a commercial center here will absolutely increase emissions.

- There are also comments made from DOT regarding the staff memo notes responding to concerns about the sight distance at Cambria/Francisco states that *"The vertical sight distance limitations are anticipated to be resolved as part of DOT's future improvement (construction starts as early as 2021) on Francisco Drive/El Dorado Hills (Capital Improvement Project 72332), which is currently unfunded."* It would be nine years before the current improvement project to this road and intersection would take place. What will current traffic census be in the nine years leading to this planned improvement? No doubt a lot more trips per day, especially with continued population growth in the EDH area. Approving this application would be a serious mistake until safe, reasonable and meaningful improvements are made to the Cambria and Francisco intersections and lanes expanded. There is no analysis to show that widening will in fact resolve this traffic issue. And it's at least nine years to wait. The Rezone should wait until this can be resolved correctly.
- As proposed the developer can still build residential on the property since high density residential is currently approved, so he doesn't lose the functionality of the property.

While many in the surrounding community understand the need for the county to grow and new opportunities prosper, approving this project with the current solutions is hugely concerning. If the Planning Commission and Board of Supervisors choose to overlook the concerns of the surrounding community and neighborhood such as the huge traffic safety and traffic flow issues and approves changing the zoning to commercial, the buildings should be restricted with regard to use. To minimize impact to the residents and respect the quality of life they have come to El Dorado Hills and El Dorado County for, I would request the following restrictions:

- No fast food
- No drive-throughs
- Prohibit delivery trucks on Cambria and limit times of delivery
- Limit times of garbage pick-up (not at 5 am like in the other commercial centers)
- Position dumpsters, drive throughs (if permitted) to minimize noise to neighbors
- Limit hours of operation, for example not open after 9 pm or before 6 am

Thank you for your careful consideration and wisdom in exercising this decision.

Sincerely,

Alex LaBeaux
Resident 214 Asuncion Ct., El Dorado Hills
Board Member of Francisco Oaks