

PC 8/14/08
#11

07/28/08

El Dorado County Planning Commission
2850 Fairlane Court
Placerville, CA 95667

PR JUL 29 AM 11:41
RECEIVED
PLANNING DEPARTMENT

To whom it may concern regarding:

Rezone Z07-0032;

Planned Development PD07-0019;

Tentative Map TM07-1447;

Special Use Permit S08-0014;

Submitted by STEVE and TINA FARREN

(Lebeck Young Engineering, Inc.)

I am submitting the CD labeled "UPLANDS DR. & MALCOLM DIXON, EDH" contents as my points against development of the stated plan by *using Uplands Drive (North)* El Dorado Hills, CA as the *main* access point.

Contents of CD UPLANDS DR. & MALCOLM DIXON, EDH":

1. **Farren TM07-1447_PD07-0019.pdf**
 - a. Shows assorted views of Uplands Drive & Malcolm Dixon Road intersection
 - b. Shows assorted views of New York Creek Bridge and Chicago Creek Bridge in relationship to Uplands Drive & Malcolm Dixon Road intersection.
 - c. Shows assorted views of New York Creek and Chicago Creek within the Uplands Drive (North) established community.
note: Pictures taken on 7/25/08 while Northern California is in 2nd year of drought.

2. Folder = **New_York_Creek_1076_Uplands_Dr_EDH**
 - a. AVI Videos of New York Creek taken on December 31, 2005.
 - b. M4V Videos of New York Creek taken on December 31, 2005.
 - c. FREE Video Viewer (AVSDVDPlayer.exe)
 - d. [http___www.avsmmedia.com_downloads_index.pdf](http://www.avsmmedia.com_downloads_index.pdf)
(shows link to FREE player)

Respectfully,

Frank (Ed) Pazoureck
1076 Uplands Drive
El Dorado Hills, CA 95762
916-933-2082
f_paz@nacbells.net

PC 8/14/08
#11



Paul Raveling
<paul.raveling@sierrafoot.org
>
07/28/2008 02:35 AM

To Rusty Dupray <bosone@co.el-dorado.ca.us>, Helen
Baumann <bostwo@co.el-dorado.ca.us>, Jack Sweeney
<bosthree@co.el-dorado.ca.us>, Ron Briggs
cc Paul Raveling <Paul.Raveling@sierrafoot.org>

bcc

Subject General Plan land use issues in current Planning
Commission business

History: This message has been forwarded.

Supervisors and Planning Commissioners, in this case especially Supervisor Briggs, and
Planning Commissioners,

This is a followup to Thursday's meeting of the Planning Commission. Two projects agendized
for that meeting produced situations that I hadn't anticipated: These involve subdivisions in the
westernmost part of District 4. What I hadn't previously foreseen was the impact of their use of
density bonuses, producing average residential parcel sizes less as low as one third of the
minimum size for LDR land use. Application of density bonuses at a factor of 1.5 would
effectively convert these parcels from LDR to MDR land use, except that their General Plan
designation would remain LDR. This means that the actual minimum parcel size for LDR is now
being observed to be in the range of 1.0 to 1.81 acres, not 5 acres. This is a special concern to
current residents in this general area, including me, because there are active projects for
essentially *all* subdividable land in this area. Subdivision to such densities will have very
significant impacts on traffic, traffic safety, and environmental factors, removing most land from
rural land use. Here are some basic statistics for average parcel size proposed in the two projects
that were agendized for the July 24th meeting of the Planning Commission:

Project	Acres per DU, average d over entire project area	Acres per DU, averaged over develope d area (average residenti al parcel size)	Actual minimu m parcel size, acres
Z06-0005/TM06-1408/PD-0006	3.6	2.44	1.81
Z07-0032/TM07-1447/PD07-0019/S08-0 014	3.0	1.67	1.0

Also, it appears that the EIR for the 2004 General Plan did not account for density bonuses
. Consequently, parts of the EIR probably are invalid. The Draft EIR states explicitly that its
projections for ultimate density and population are based only on Diagram LU-1 and *do not*
account for effects of policies . The effect of the Land Use density bonus provisions is observed in

these particular projects to produce a 50% increase in density and reduction in minimum parcel size by a factor of 5.

Friday I searched all of the major documents for the General Plan as posted on the County's web site: All appear to assume a minimum LDR parcel size of 5 acres and a maximum housing density of 0.2 DU/acre. Based on these two applications before the Planning Commission it's apparent that the normal case will be for developers to make maximum use of density bonuses on LDR land, producing an overall density of 0.3 DU/acre and a minimum parcel size that probably will be about 1.5 acres. Given the extent of LDR land on the West Slope, it would seem absolutely clear that a 50% increase in population density would require new environmental review and revision of the Transportation and Circulation element to very significantly increase the County road network's capacity.

Descriptions in the staff reports for these two projects noted that the General Plan requires them to set aside part of the original parcel as open space, and that setting aside this much land for open space qualifies them for the factor of 1.5 density bonus. That bonus is then calculated based on the maximum permitted density for the land use designation. In other words, the General Plan's explicit requirement for all LDR parcels to be at least 5 acres is automatically inoperative: As already seen, RE-5 or LDR actually represents RE-1, or possibly HDR for other subdivisions. I don't think the voters understood this in the 2004 Measure B election: I didn't personally recognize it until after reading the staff reports submitted to the Planning Commission for these two projects. Frankly, this looks like a General Plan provision to authorize much more development than had been represented to voters or considered in the General Plan's EIR. Voters expected the General Plan to honor its campaign promises to "limit growth, fix traffic".

Please consider these suggestions for possible actions to address this situation:

- Immediately adopt a moratorium on land use actions involving use of density bonuses, and conduct public outreach to fully inform the public and to receive comments from a significant sample of the public. This does NOT mean only public hearings at board meetings in Placerville: I recommend focus groups, with about 10 citizens per focus group and at least 1,000 focus groups in the County.
- Perform a major update to the General Plan EIR to account for density bonus impacts. This probably will identify a need to update the Transportation and Circulation Element of the General Plan itself to increase planned road system capacity. The County should anticipate that need and should initiate this update immediately.
- Resubmit the Land Use element of the General Plan to the public in a referendum. The public should have been informed of the actual density permissions for the Measure B election in 2005. It is very questionable whether the public would accept the actual densities authorized, especially since Measure B passed with only a 50.9% majority while being supported by a \$2 million campaign that pledged to limit growth.
- **Realign the section of Salmon Falls Road bordering the Z07-0032... project for the**

sake of traffic safety at the intersection of Salmon Falls and Lakehills Drive. The realignment will need to acquire a small amount of land from this project's current parcel (before subdivision) for right of way. Realignment instead of grading to expand a cut in an embankment is necessary to avoid removal of two landmark oak trees, one on either side of the roadway.

This part of Salmon Falls Road has a section about 625 feet long in which southbound traffic is hidden from drivers stopped at the limit line at the Lakehills/Salmon Falls intersection. Vehicles emerge from this blind zone about 125 feet before the intersection, usually at a speed around 50 to 60 mph. This has become an increasingly hazardous situation as traffic levels have risen on Salmon Falls: I have personally seen up to 3 vehicles emerging from this blind zone after all were completely hidden in it. Traffic levels have been gradually increasing on Salmon Falls Road; new subdivisions will accelerate the increases in both traffic and risk at this intersection.

I'm submitting these comments as a private individual whose home is in this general area; these are not opinions of either of the organizations that I represent as a director.

Paul Raveling
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Web site: <http://www.sierrafoot.org>

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**VERNON D. and PHYLLIS C. MILLER
2040 CASA ROBLE LANE
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e-mail: verndmiller@yahoo.com

July 23, 2008

To: El Dorado County Planning Commission
2850 Fairlane Court, Building C
Placerville, CA 95667

From: Vernon D. and Phyllis C. Miller

Subject: Piecemeal rezoning of large contiguous parcels from AE (Exclusive
Agricultural) to RE-5-PD

Agenda Items – July 24, 2008 meeting – TM 06-1408 / PD 06-0006 (Alto LLC /
Sparks), TM 07-1447 / PD07-0019 (Steve and Tina Farren)
Related Applications - TM 06-1421, TM 05-1401, TM 08- 1463

About Us: We live adjacent to these parcels being considered for rezoning as marked
Exhibit J: Current Applications of the parcel map identified as attachment 1. Our
property is identified by the name “Miller”. We have lived on this property for 35
years and moved to El Dorado County and this property because of the rural nature of
this area.

Piecemeal Planning and Planned Development Concerns:

Planned Development with Density Bonuses: The County has expressed in many ways
and on many occasions that it , and it’s residents want to preserve the rural nature of the
county. Every election for a position on the Board of Supervisors has the candidates
expressing their support for preserving this rural atmosphere. The County needed to pass
a General Plan and aggressively promoted a vote for the General Plan. We voted for that
plan after reviewing the zoning map of our area that was made available. It basically
confirmed that our area north of Green Valley Road would retain it’s rural lifestyle by
mandating at least RE-5 zoning. What was buried in the bulk of the details of the
General Plan was a provision for Planned Developments with a “Density Bonus” that
effectively minimizes the rural lifestyle preserved by RE-5 densities. Instead, it is
creating an incentive for developers and speculators to create clustered housing areas
with greenbelts similar to the villages in El Dorado Hills or Serrano. There is nothing
wrong with clustered housing on large lots but it is definitely not the same as a rural
setting.

With the additional lot incentives provided, it will be unlikely that few, if any, applications for pure RE-5 zoning are submitted in the future if the overall project is large enough to generate “Public Benefit” areas. Of course, small property owners who want to split a small parcel will likely not be able to benefit from the Planned Development provision. In addition to the increased number of lots that can be put on a parcel, the developer also benefits from significant infrastructure cost savings. The net result, we are probably hearing the demise of the splitting of any medium to large size parcel into RE-5 and the actual rural lifestyle we thought we were preserving.

In addition to the above, the guidelines on what is acceptable to meet the terms of a Planned development are sorely lacking. For instance, what is the absolute minimum lot size, are the so called “Public Benefit” parcels really created for the Public benefit or are they simply the lands that cannot be developed or are harder to develop. Is “Public Benefit” simply vacant parcels and are these parcels that are in a gated community truly for the “Public Benefit” even if they are enclosed in a Private Community? We live in a high fire hazard area. Who is responsible for these areas to ensure they don’t just become a neglected area that generates much fuel for any fire? Why does the County Counsel, according to the planning staff, provide guidance that says any developable land submitted be considered in the “Public Benefit” regardless of the circumstances and even in gated-not available-to-the public-areas? In reality, the “Density Bonus” should be abolished because the savings in infrastructure cost is enough to entice developers to use Planned Developments.

What is meant in the Density Bonus section of the General Plan – Policy 2.2.4.1 B? Does this really mean that the base unit calculation will be based on land that is undevelopable. This would mean that if you had 100 acres and 60 were considered undevelopable for RE-5 purposes that the total lots allowed would be 40 acres divided by 5 acre parcels equals 8 lots. However, if you used a Planned Development and set aside the 60 undevelopable acres for “Public Benefit” plus 10 acres of developable land, you would be allowed to divide the remaining 30 acres into **23 lots. This is almost unfathomable!**

The General Plan calls for a periodic review. Isn’t it time this issue is seriously reviewed and addressed.

Piecemeal Planning versus Comprehensive Planning concerns: I always assumed that the planning department, along with associated departments, used a model, or other source of good planning to evaluate projects as applications were received. I was wrong along with a great percentage of other citizens. What is considered on a piecemeal basis often does not make good common sense when globally viewing an area. The immediate and related proposals form a prime example.

One example is the traffic flow and roadways approved. When all projects under application are considered as a whole, the logical conclusion is that the primary access should be one or two primary entrances onto Salmon Falls Road creating a loop road with a secondary entrance at the S curve on Malcolm Dixon. There is already a dirt road from the TM 08-1463 parcel from Salmon Falls Road to these contiguous parcels. There is

also enough space on the 7.2 acre lot created in TM 07-1447 to also provide access from Salmon Falls Road into these parcels including the lots created from the split of this parcel.

There is a general reference that the dirt road will be improved at some time and is supposed to connect to other roads in these projects. There is not, however any indication of such connecting roads on the two parcels currently under review. When considered on a piecemeal basis, this likely will not happen. Instead, it appears that it will push an additional burden onto the historical Malcolm-Dixon Road with its three narrow bridges, definitive S curve, and narrow width. From a traffic planning standpoint, it may be preferable to enlarge the bridges and road and straighten the S curve. However, from the standpoint of the longtime residents of this area, this historical road helps define our area and we do not want such improvements. To change the road would be similar to tearing down a historical but structurally sound covered bridge.

Another example is a comprehensive view of the "Public Benefit" space versus the piecemeal approach that is being used now. Even the piecemeal approach does not necessarily optimize the impact on a parcel when the "Public Benefit" areas are created as islands without wildlife access between these areas. In fact, the Alto Sparks parcel has two areas separated by a lot that goes to the size of the period at the end of this sentence at an area that could have allowed such movement. Of course, in this case, the wildlife could use the paved street!

If the planning were done on a comprehensive basis, all contiguous projects would be shown on one map with an objective of having the "Public Benefit" areas form one greenbelt when all projects are completed. This would require no more land be dedicated per parcel but would certainly be of greater benefit if the objective truly is to preserve usable wildlife habitat.

Specific Application Concerns:

Application TM06-1408/PD06-0006 Alto LLC/Gary Sparks

It is difficult to tell from the topography maps what the slopes are but it appears that the bonus lots are calculated using the total land set aside including a small perennial wetlands of .35 acres plus land that is undevelopable due to slopes in excess of the 30 degrees allowed. Thus, the calculation of lot numbers allowed appears to be incorrect.

Public Benefit: (Staff Report dated July 3, 2008, page 3) –It states" For this project the Public Benefit would be the additional open space to conserve the public view shed as well as conserve wildlife habitat." The "Environmental Checklist/Discussion of Impacts – page 6" indicates that there will be a "Less Than Significant Impact" regarding the question c."—"Substantially degrade the existing visual character quality of the site and its surroundings?" This is true regarding the visual impact from the lots created by this

project. However, there may be significant visual impact to the current property owners and residents located along the east boundary of this project where the building sites are shown very close to the property line.

This same document states that “adjacent land uses include similar development of homes on similar sized parcels.” This is simply untrue! The surrounding parcels are all 5 acres in keeping with RE-5 requirements and there is considerable difference between 5 acres and 1.79 to 2.76 acres.

Lot Layout: The open space may be considered by the planners and County Counsel as Public Benefit but it really creates a nice greenbelt for many of the lots in this project. In fact portion at the North end of the project creates an area that will look like an extension of the two lots at that end. One of these lots (22) has a configuration that looks like it was gerrymandered by a State Legislator. This logic is of interest but of more significance is the fact that the Public Bonus areas are divided by a point on Lot 15 that prevents easy movement of wildlife through this area. A reshaping of this lot should be reconsidered to provide a corridor for movement between these two Public Benefit areas

Existing Land Use Patterns:

Application TM07-1447/PD07-0019 Steve and Tina Farren

This proposal could become the casebook study of what should not be allowed under the guise of Planned Development – with or without the bonus provision.

Take a parcel and maximize the lots allowed (12) using the bonus provision and then split the lots so that 10 are one acre and 2 are 1.2 acre. Put the other 7.2 acres into a lot for yourself. Have a driveway onto a good public road for yourself but have the traffic generated by the other 11 lots funnel through what was a quiet cul-de-sac onto a small historic road with narrow bridges. Do this even though there is ample room to go through the 7.2 acre parcel with frontage on a major road and put a bridge across a small seasonal stream to access the 11 lots in this proposal plus connect to the other 4 contiguous properties currently under application.

In addition, layout the so called Public Benefit areas so that it in reality becomes your view and screens the very project you are proposing. In addition, make the 11 lots into a gated community which makes the Public Benefit areas into Private Benefit areas.

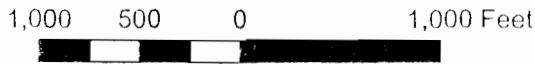
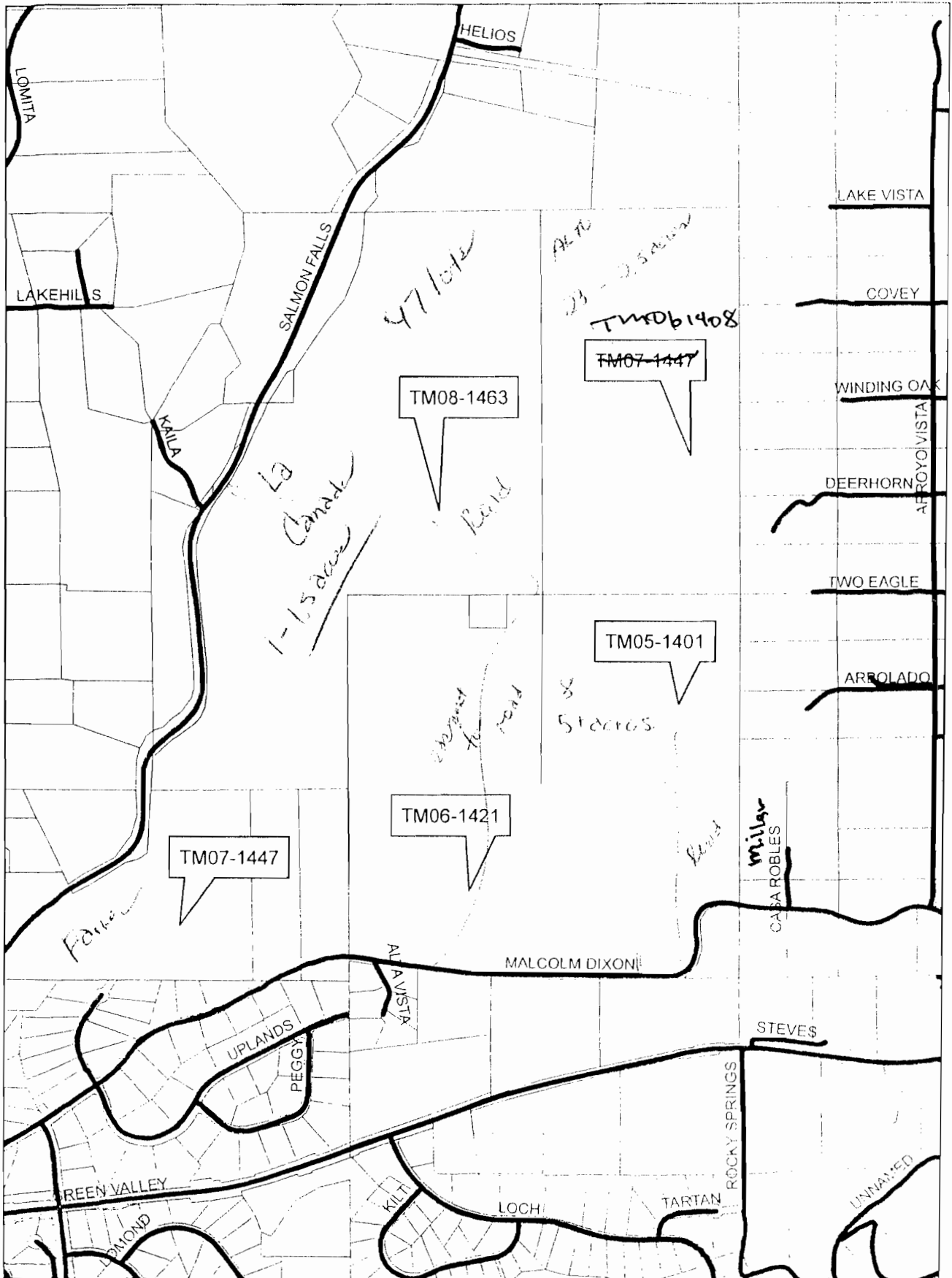
The low density bonus calculation by the planning staff also calculates 11.62 residential units but rounds up to 12. Shouldn't it actually be 11?

It is not that these lot sizes are not similar to others adjacent to them. The danger is the precedent that is set if this type of proposal is allowed to proceed under the guise of an RE-5 PD. **Please deny this Application**

Respectfully submitted,


Vern and Phyllis Miller

EXHIBIT J: Current Applications



Michael C Baron/PV/EDC
07/22/2008 03:51 PM

To Charlene M Tim/PV/EDC@TCP
cc
bcc
Subject Fw: Malcom Dixon Rd - Diamante Estates and Surrounding
developments

Hey Char,

Another letter that applies to both Alto and Farren.

MIKE

— Forwarded by Michael C Baron/PV/EDC on 07/22/2008 03:49 PM —



"Kelley & John Garcia"
<bugginu@sbcglobal.net>

07/22/2008 02:51 PM

Please respond to
<bugginu@sbcglobal.net>

To <mbaron@co.el-dorado.ca.us>
cc <jgarcia@thermogenesis.com>
Subject FW: Malcom Dixon Rd - Diamante Estates and Surrounding
developments

Michael,

Someone left a flyer on my doorstep about a very important meeting coming up on July 24th at 9 am regarding our area. A representative from our family will be present and let me reiterate again our mounting concerns over ANY AND ALL DEVELOPMENT of this corridor. Specifically the five parcel in question. 2 will be addressed in this meeting, but all 5 need to be looked at together as the impact is massive to our quality or lack of quality of life.

Excerpt from our letter:

There has been a lot of talk about widening and improving Malcom Dixon Rd Believe me when I tell you that the road is already too busy for a rural road. We have been working with CHP to get traffic enforcement and they state that they just do not have the resources to patrol this road Since El Dorado Hills has no local law enforcement the CHP is our only resource for traffic concerns They will come out when we call them, but only if we call them. The average speed at the corner of Alta Vista Ct and Malcom Dixon Rd is 50 MPH (it is zoned 35). From a safety perspective and its east west orientation it is a visually challenging road at peak rush hour times. The 4 proposed developments on the ridge next to your property stand to add 170 new cars based on two per household. One of our primary concerns is that we do not want to see Malcom Dixon turn into Green Valley Road.

Kelley Garcia
916-941-0418

I

-----Original Message-----

From: Kelley & John Garcia [mailto:bugginu@sbcglobal.net]

Sent: Monday, November 26, 2007 2:50 PM

To: 'mbaron@co.el-dorado.ca.us'

Subject: Malcom Dixon Rd - Diamante Estates and Surrounding developments

Michael,

We sent the attached letter to the owners/developers of Diamante Estates last January after the October 11, 2006 meeting with I believe the planning commission and/or DOT. Since that time we have not heard anything regarding the development of this property. I have been watching a lot of activity across the way and on the 80 acres and we have not received any notification. Were any of our concerns listed in the letter taken into consideration when the maps were re-drawn?

Could you please provide an update or let us know when the next meeting is?

Excerpt from letter dated January 3, 2007:

We have been watching the activity on your development for a while now We were at the meeting on October 11, 2006 and are very excited and concerned about the evolving hillside Not just your development, but yet the entire hillside. We share this concern with a high percentage of our neighbors in the Malcom Dixon area There has been a lot of chatter about the road, current issues, and prevention of future issues yet no one (developers, the county, DOT) has talked with or met with the existing residents to get a feel for what the challenges truly are. We hope to shed light on some of those issues in this letter.

Kelley & John Garcia



Diamante Estates Letter.doc



July 21, 2008

Via email

El Dorado County Planning Services
2850 Fairlane Court
Placerville, CA 95667
Attn: Michael Baron, Senior Planner

Re: Rezone Z07-0032; Planned Development PD07-0019; Tentative Map TM07-1447; Special Use Permit S08-0014

Subject: Development Concerns

Dear Mr. Barron

The purpose of this correspondence is to help ensure that County approval of above referenced development proposed by Steve and Tina Farren is conditioned in a manner that maintains a safe and aesthetically pleasing neighborhood for the residents of Uplands Drive, and to reduce the impacts on existing residents caused by construction activity. Based on the staff report prepared for the 7/24/08 Planning Commission meeting and the Environmental Checklist used for the Mitigated Negative Declaration, I have the following concerns:

1. Length and width of Uplands Drive:

The Farren project will extend the length of the existing Uplands Drive cul de sac. County Design and Improvement Standards allow a dead-end road to be 1,320 feet maximum for the given zoning in this neighborhood. I would like this standard, and the minimum roadway width requirement upheld and specifically conditioned so that fire and life safety responses to Uplands Drive are not compromised.

2. Re-naming Uplands Drive

To help reduce unnecessary traffic up and down Uplands Drive, I would like consideration given to re-name the street Uplands Court so that it follows typical street naming conventions which will forewarn drivers they are entering onto a dead end street. A traditional cul de sac traffic sign should be posted as well.

3. Uplands Drive/Malcolm Dixon Road intersection safety

This intersection currently has a two-way stop sign requiring Uplands Drive to stop for Malcolm Dixon Road traffic. Malcolm Dixon Road westbound is a visually precarious narrow downhill stretch of road where the posted speed limit is exceeded often. Current Uplands Drive traffic turning onto Malcolm Dixon westbound must make a very conscious driving effort to avoid a potentially tragic event. To mitigate this situation, I would like the County to explore the possibilities of improving Malcolm Dixon Road at this intersection by repairing it's deteriorating uneven roadway surfaces, increasing it's width, re-aligning it's westbound approach to Uplands Drive, and/or making the intersection a four way stop.

4. Gated entry:

A gated entry should not be allowed for the Farren development due to fire and life safety response concerns, and the need to maintain good neighborhood continuity with the existing homes on Uplands Drive.

5. Roadway design over existing creek:

To ensure a good quality development with aesthetics that match the community and natural woodland environment of Uplands Drive, the design of the new road section that will cross the existing creek should incorporate materials that compliment the residential feel of the neighborhood (stone veneer, architectural concrete, decorative metal, timbers, etc.). The design of this crossing should not be driven by least cost which typically produces a more commercial/industrial looking structure that will detract from the beauty of the neighborhood. In the case of a culvert solution, the design should provide means to safeguard curious neighborhood children from accidental entrapment/drowning and wild animal/snake den dangers. If these safeguards are not possible, a bridge span may be a better option for the crossing.

6. Zoning and CCR alignment with existing Uplands Drive homes:

The Farren development should integrate seamlessly into the existing Uplands Drive neighborhood. The existing homes and new should come together as one homogenous community in the end. To accomplish this, the Zoning regulations and the CCR's for the Farren development need to be aligned to match the RIA zoning and CCR's governing the existing homes on Uplands Drive.

7. Uplands Drive roadway damage:

The impacts to the existing paved section of Uplands Drive that will be caused by the Farren development should be addressed. Heavy construction traffic that will use the existing 22 year old Uplands Drive roadway for access, and the resultant patchwork that will be caused by underground utility tie-ins will beat this roadway into worst shape than it currently is, leaving an "eyesore" for Uplands Drive residents. As a responsible developer, the Farren development should resurface (overlay) the full width of Uplands Drive to Malcolm Dixon Road in concert with the installation of the new road extension.

8. Construction traffic, work hour limitations, and equipment emissions

The proximity of the Farren development will cause a disruptive, busy, and noisy environment to an otherwise quiet family neighborhood. To help reduce this impact, I would like the County to impose the following restrictions: 1) Limit construction work hours at the Farren development from 7am to 4pm Monday through Friday with no work allowed on Saturday or Sunday. 2) For the safety of children and residents, construction traffic speeds should be temporarily posted at 15 mph on Uplands Drive. 3) For mitigation of tracked dirt/debris leaving the site, developer should keep Uplands Drive "dirt/debris free" by contracting with a street sweeping service on an as-needed basis. 4) To minimize excess exhaust emissions and noxious odors generated by construction equipment, engines should be turned off when the equipment is not being used, or idling for a period longer than five minutes.

I am planning to attend the 7/24/08 Planning Commission meeting, but please feel free to call me in advance at 916-919-6481 if needed.

Sincerely,

Tim Spence, Property Owner
1055 Uplands Drive
El Dorado Hills, CA 95762

PL 7/24/08
#7

~ TERRY MEHLHAFF ~

JUL 17 PM 12:52
RECEIVED
PLANNING DEPARTMENT

July 17, 2008

El Dorado County Planning Commission
Attention: Michael Baron, Senior Planner
El Dorado County Planning Services
2850 Fairlane Court
Placerville, CA 95667

Dear Commissioners:

The intent of this letters to inform you of concerns that exist regarding proposed development along Malcolm Dixon Road in general and specifically the development of:
Rezone Z07-0032
Planned Development PD07-0019
Tentative Map TM07-1447
Special Use Permit S08-0014

Currently Malcolm Dixon Road is utilized to its capacity. The road is narrow with no shoulder to allow for future widening. There exist three vintage bridges that must be utilized when accessing Malcolm Dixon. These bridges are historic and add to the rural ambiance of the existing neighborhood. Although they do add to the neighborhood they also present a problem. The bridges will only allow one-way traffic with today's modern cars, thus causing a bottle neck for smooth traffic flow. In addition to the above stated road issues, the road is the route of the Historic Pony Express Trail. To this day the road is still utilized for the re-enactment ride of the pony express. With its historic significant I believe that it would be an unfortunate mistake to alter the current road.

The issue of personal property rights must come into consideration as we look at these developments. All parties involved, being existing home owners or land speculators bought their properties under the existing zoning. The safety, and existing quality of life, in addition to desirable property values have been established under the current zoning. By rezoning and thus further congesting the infrastructure all aspects of life for current homeowners will decline. The traffic flow over the Malcolm Dixon/Uplands drive route will increase dramatically, thus causing the following issues.

Congestions over bridges will increase, potentially causing multiple car back-ups.

Safety to all pedestrians particularly the children will diminish.

Habitat infringement is an issue. The area is utilized as fawning beds for the local deer herd, which currently reside here year around. It is also the home to Bobcat, Fox, Turkey, and annually a pair of Nesting Hawks, in addition to many other creatures.

Property values to all existing homes will more than likely decrease as the neighborhood becomes more congested, (most residents live here for the rural, less congested lifestyle).

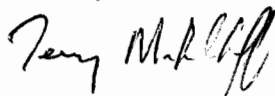
Having stated the above, I believe that by rezoning the properties along the Malcolm Dixon Road corridor you will, in effect, decrease the value of the existing homes and decrease the quality of life for your current citizens. At the same time you will be giving additional value to the properties owned by speculators.

I realize that development is eventually inevitable; I only wish that it is done in an appropriate manner as to maintain the Quality of life and Safety for all involved, not just the land developers. I believe that the following suggestions could go a long way in maintaining the existing Qualities that motivated us to live here in the beginning.

For the development of PD07-0019: Access from Salmon Falls road would cause minimal impact to the existing neighborhood. It would potentially impact the FARREN resident though. But it would seem that since the Farren's will be the ONLY one's benefiting from the development they should share the majority of the burden. They have even stated in their "PD GOAL STATEMENT" that they want to minimize impact.

For the remaining planned developments: As stated previously the infrastructure of Malcolm Dixon Road is already overly congested, so then I would hope that you would require access where as Malcolm Dixon Road is not further congested. Some properties could be accessed from Salmon Falls while other properties may require an additional road from Green Valley.

Sincerely,



Terry Mehlhaff

PC 7/24/08
#8

John R. and Cheryl A. McDougal
1041 Uplands Drive
El Dorado Hills, CA 95762
916-933-2081

09 JUL 16 AM 10:57
RECEIVED
PLANNING DEPARTMENT

Concerns Regarding:

Planned Development PD07-0019

Our overall objective is to find some common ground agreeable to the Farrens and us while taking into consideration the residents of Uplands Drive in El Dorado Hills. We hope to be able to work with the Farrens to enable them to meet their personal objectives while assuring that our property value is not adversely affected as well as our quality of life.

The Farren proposal that is currently with the County is the same one that the planner from the Lebeck Young Engineering company referenced during her statement in the presence of the Farrens that the retaining wall of the proposed road would adversely affect our property values. This was said during a discussion when the Farrens presented an alternative plan whereby they would cross over our land and use a significant portion of our driveway (thus no need for retaining wall) with no net new property or benefit to us.

The largest concern that we have is the close proximity of the proposed road to our home. At the end of our listed concerns below, we have attached photos to show the close proximity to our home and driveway along with a proposed alternative if it decided that the Farrens are approved to use this access rather than access through their property that is contiguous to the development.

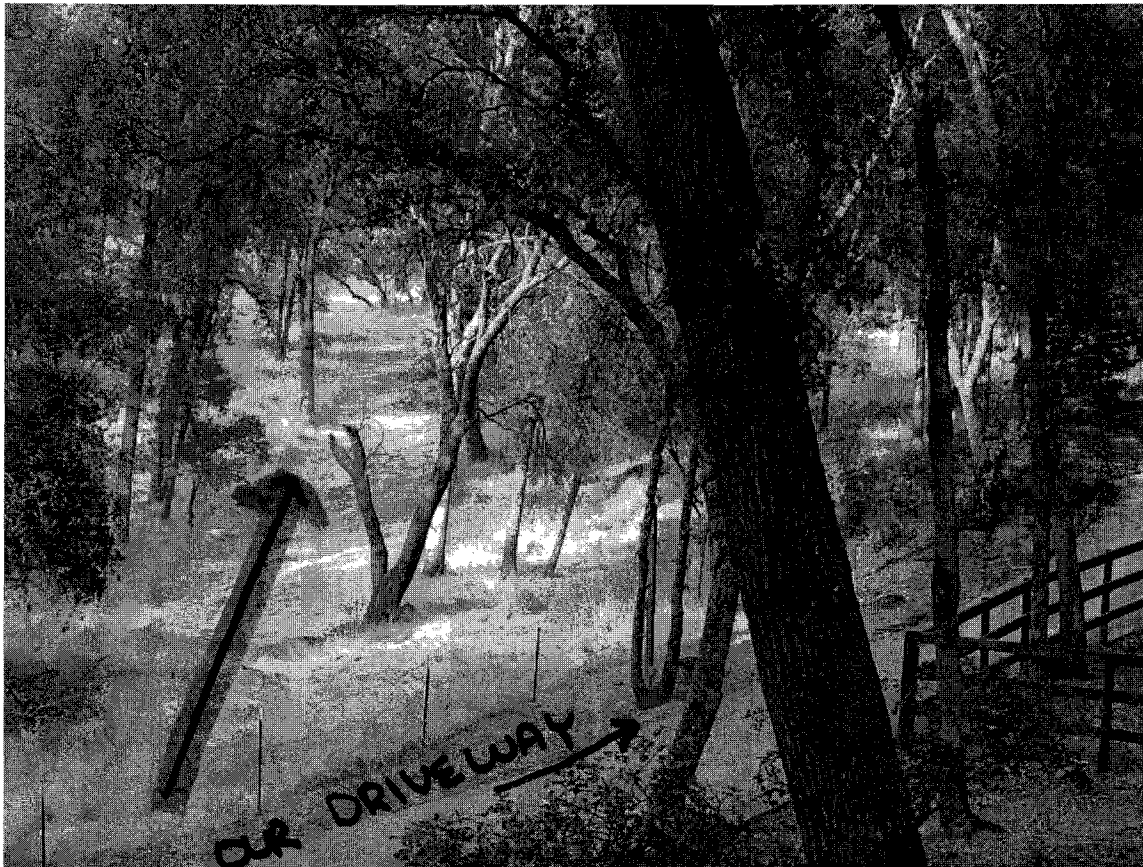
The current zoning would keep the new growth of homes limited to six homes maximum as what was originally intended. This is preferred due to many factors listed below, and was a factor in the decision of us to purchase 1041 Uplands Drive due to the rural nature of the property. This rural aspect with limited growth was reflected in a *higher* price per square foot as compared to other homes of the same age, single story and wood construction type in El Dorado Hills.

The view from our home is a significant source of satisfaction for us, and a crucial factor in resale value. This development project, as proposed, would intrude upon our rural view by having a two 12-foot paved lane within 50 feet from the corner of home and our main entrance door. No mention was made in the proposal as to a *residential transition* area of any depth and to buffer us from noise, light and other visual impacts from the incompatible use. The proposed road would actually light trespass on our home. The proposed plan also disturbs trees from a very close proximity to our property.

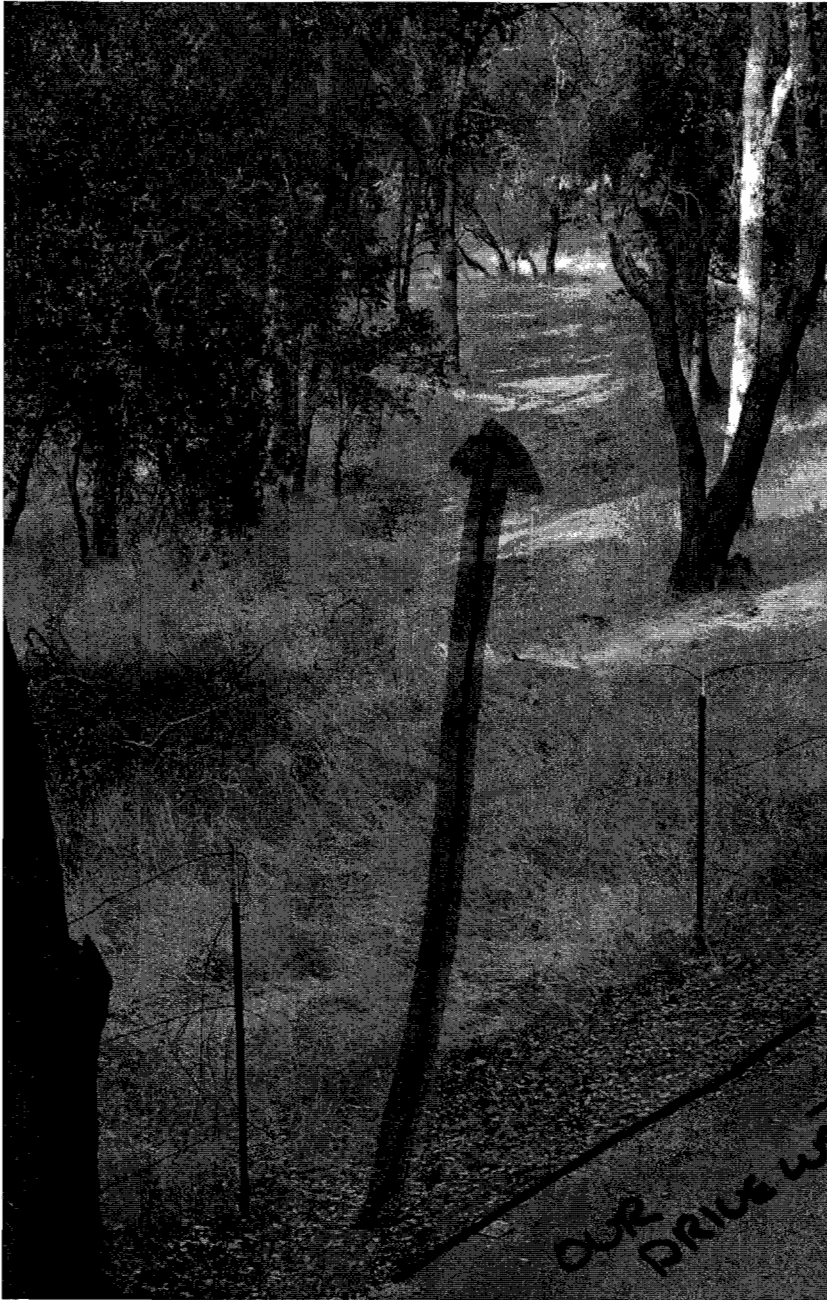
Following are some main points that would subtract from the current value and quality of life that we receive from our home rural setting:

- The development project, as proposed, will obstruct our scenic view from our home of open land and the water wetlands area.
- There is no mention of creating any special setbacks, parkways, landscaped roadway buffers, natural landscape features, and transitional development densities to help preserve the current value of our rural setting.
- The close proximity of the proposed road to our front door (50 feet) and to our driveway (10 feet) could pose a safety hazard.
- Entering and having a retainer wall to our immediate left – visually a negative as stated by Lebeck Young Engineering.
- During construction of both the two lane road and the proposed number of homes, dust, noise and air pollution in very close proximity to our home.
- The gated entrance is in direct conflict with our rural community setting.
- It is believed that the narrow distance of the proposed private entry gate and entrance to 1041 Uplands Drive creates congestion around our entrance, will not be adequate for safe turning movements and would impede traffic flow.
- There are a much greater number of trees greater than 8 inches at chest height that will need to be taken within close view of the our residence. If the alternative path is taken as mentioned below, only a few trees would need to be removed.

Below are some photos:



The path is one of which we believe has been recently taken by the Farrens through the access of our driveway. Please note the absence of trees. However, the proposed road is up along the fence line of which takes out significantly more trees.

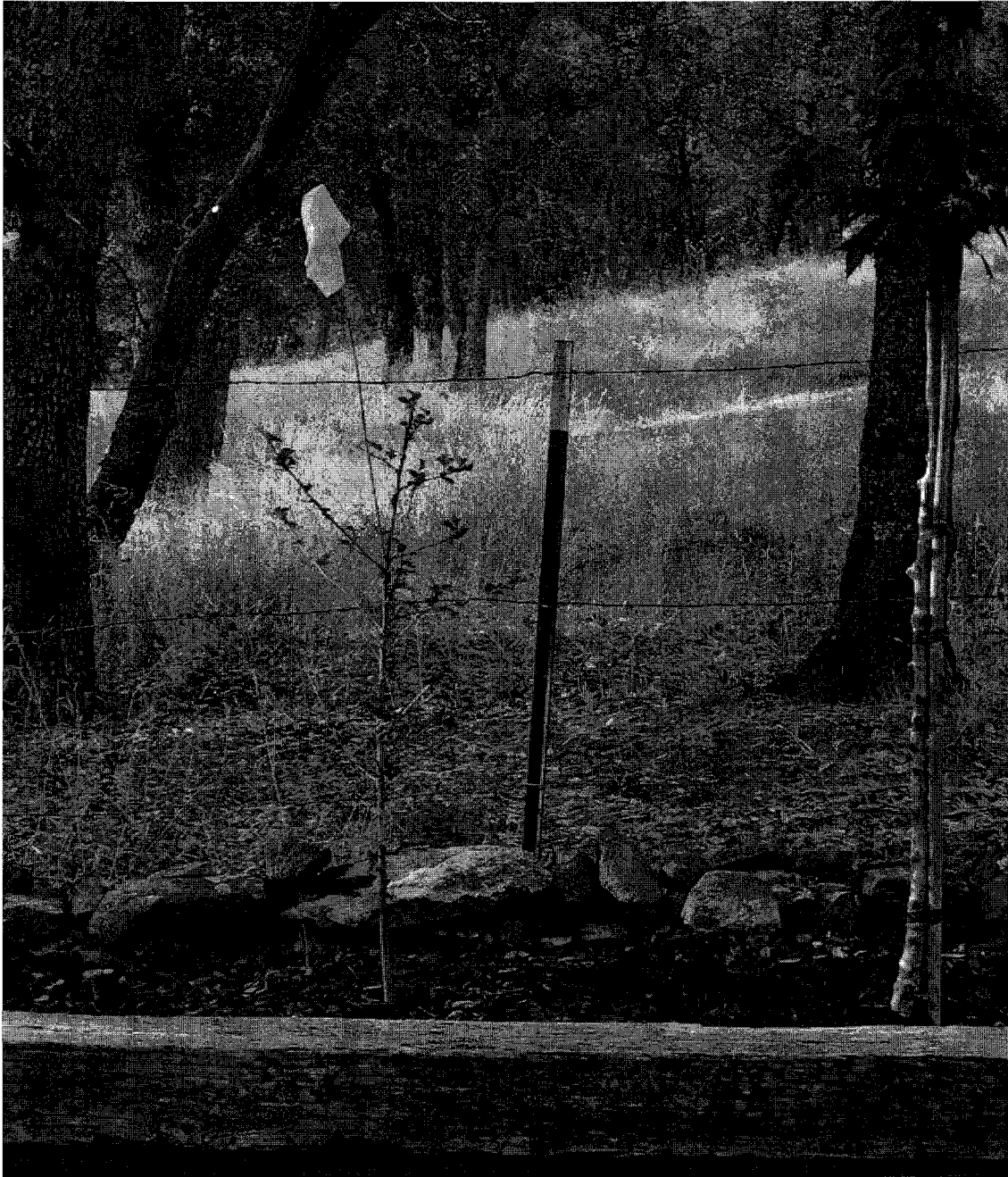


Another photo showing the access from our driveway cut through the fence to a path of which there are not any trees. This is a better selection from a nature, rural aspect as well as respect for us.



This is taken from our driveway to where the raised road would be – within 10 feet.





The flag is where the road would come through. The horizontal wood beam borders the driveway immediately in front of our main entrance to our home. Please note the trees that need to be take out to accommodate this plan versus the open space behind. The open space is not set aside to build any homes, but rather part of the open designated land to get to the first residential plot.

Suggested Land Development Alternative:

If the decision is made to approve this Uplands Drive access over Salmon Falls access, an alternative that may be more cost effective to the Farrens than their current proposal and one that would reduce the negative effect to us is as follows:

Have the road come down our driveway and immediately over the creek, go up the path that has currently been used by vehicles, and up to the first residential lot. The driveway would need to be widened at Farren's cost to accommodate two - way traffic and in accordance with land development standards. Once the road passed the north end of our property line, a gate could be erected for access to the private community. The wetlands could be further developed for preservation and general public use with access. In turn for this accommodation, the land between our driveway and the new recommended path would be deeded to us to be used for us to keep for nature and to plant additional trees to create a visual and sound buffer to the new road. A mutually approved-upon fence built by the Farrens would also be constructed to add to a perceived barrier to the road.

Several benefits could be realized:

- Reduced road and bridge construction costs for the Farrens
- Less impact to the residents on Uplands Drive
- Less negative impact to us due to not having to look at a retaining wall and a road very close to home
- Ability to build a better natural buffer from home to road over time
- Farren's ability to have a gated entrance to private community outside of rural general sight
- Public would have access to public use land as private land would be past gate

Respectfully Submitted,

Cheryl A. McDougall

John R. McDougall

07/15/08

**From the Property Owners and Residents on Uplands Drive
El Dorado Hills, CA**

Concerns Regarding:

Rezone Z07-0032
Planned Development PD07-0019
Tentative Map TM07-1447
Special Use Permit S08-0014

TM06-1421 } WITH SPECIFIC REGARD TO NEGATIVE
TM05-1401 } IMPACT ON MALCOLM DIXON ROAD,
TM08-1463 } WILDLIFE + QUALITY OF RESIDENT LIFE.

It is unfortunate that the proposal set forth by Steve and Tina Farren (via Lebeck Young Engineering, Inc.) appears to be at the sole benefit of these said individuals, and at the negative impact of the residents and property owners of Uplands Drive as outlined below.

Our desire is not to restrict the Farren's from further developing their land. Rather, it is to work with them to help them achieve their financial objectives within the current legal parameters while preserving our quality of life, family values, safety of and for our children, our property values, and our overall sense of a rural community that we have established and come to value.

Quality of Life and "Atmosphere" of the Neighborhood:

We believe that vacant land within or adjoining a neighborhood should be used in ways that preserve and enhance quality of life for us and our neighbors.

Uplands Drive has friendly people, neighborhood block parties at the end of the proposed affected cul-de-sac, little traffic with quiet and safe streets, abundance of deer, fox, birds, red-tail hawks, turkeys, spotted owls and other wildlife, and an overall feel of a quiet rural life. It is for this reason why the various residents on Uplands Drive chose to live here - it is a rural environment with close access to restaurants, theatres, shopping and other benefits. The homes are moderately priced for El Dorado Hills, and thus, is home to growing families with and without children and retirees.

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Maintaining Community Identity

We believe that new land and property developments should be carefully planned to enhance and maintain the existing rural character and promote a sense of community. We do not believe that this was taken into consideration and reflected in the Farren's proposal.

Proposal to Rezone from Estate Residential Five-acre (RE_5) to Estate Residential Five-acre-Planned Development (RE-5PD) and tentative subdivision map creating 12 single family lots ranging in size from 1.0 to 7.2 acres.

The current and existing zoning limits the new growth of homes to six homes maximum whereas the Farren's proposal would impede on the low density residential environment that is deemed desirable by both human and wildlife. As we have not seen any other proposals other than this one that is being presented by the Farren's, we believe that the Farren's intention is to benefit as specific property owners and as

investors at the cost of our overall quality of life for both current and future residents of Uplands Drive for the following reasons:

- The Farren's have access to this property from their home site on Salmon Falls. By developing a road there, it would not negatively impact the 15 homes on Uplands Drive and the other homes on Malcolm Dixon Road.
- This development needs to be viewed collectively with the other four large proposed land developments in application status intersecting with Malcolm Dixon Road. Farren's proposal, as compared to the other land development proposals, has the most negative impact due to the closer proximity to Uplands Drive, Green Valley, Salmon Falls and Malcolm Dixon exchange. In addition, Salmon Falls could much better handle the increased traffic as the other developments, if approved, are going to significantly add traffic volume and frequency to a sub-standard road and bridges reflected in Malcolm Dixon.
- The increased number of lots "earned" for setting aside 15.4 acres as open space along with county property benefits only the Farren's. With a proposed gate, and a resulting private road, this is not conducive to public use by the residents of Uplands Drive. The open area in the proposed subdivision that is identified as preserved is of benefit to the Farren's rather than to the public at large.
- Low intensity land uses should be incorporated into new development projects to provide for the physical and visual separation of communities. The visual separation is between the Farren's and the proposed subdivision, but the residents of Uplands Drive have no separation of communities.
- With increased human density, there is a potential increase in fire risks with only one way out planned for this new proposed subdivision.
- There will most likely be adverse effect on home values on Malcolm Dixon road through decreasing the low density residential and rural feel.

Two 12-foot paved roads with unpaved shoulders for road and cul-de-sac and reduction of the right of way width requirement to 50 feet in place of the required 60 foot right of way.

- The entrance to the new proposed road is immediately next and over to a riparian wetland. All feasible project modifications need to be considered to avoid wetland disturbance.
- Thru-traffic on residential streets will be nearly doubled along with the resulting issues and concerns that result from increased traffic. Malcolm Dixon Road is already heavily traveled and compromised by a less than standard width of the road for said traffic along with two one-lane bridges. Entering from Salmon Falls through the Farren's access rather than through Malcolm Dixon would not need to compete with any other traffic other than the traffic from the proposed subdivision, and be a safer route for said traffic.
- There is a lack of adequate buffer (visual and otherwise) from the proposed road to the contiguous property owners.
- Lack of preservation of views for end of cul-de-sac residents of Uplands drive
- Potential challenging evacuation during an emergency for these lots on no through-road.
- Significant construction traffic and resulting environmental byproducts would be experienced on Uplands Drive to support the construction of the road and the 12 single family homes over a lengthy time period.

Construction of a private entry gate.

- Private entry gate does not fit in with rural community feel of Uplands Drive.
- Private entry gate will create delayed entrance and conflict with private drive of potentially three current/existing residences.

Wildlife and Environmental Concerns

There are riparian lands and wetlands (one of which the proposed new road goes over). This very likely could have a negative impact on wildlife resources (watercourse, wetlands, native plant life, rare plants, threatened plants and animals, forests and grasslands). This project should be referred to the California Department of Fish and Game for a comprehensive review including but not limited to an on-site biological plant survey.

In Summary:

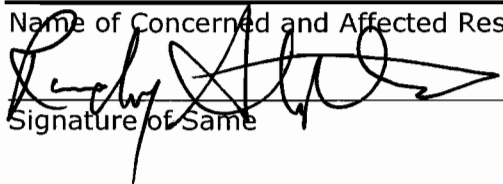
The Farren's are not meeting their PD Goal Statement of "providing benefits to the general public". They also state that they are "preserving natural resources and will be owned by all of the Planed Development community" and that they want to "avoid additional encroachments on Salmon Falls Road.

To counter the reasonableness of these perceived benefits and results, we believe, as the general public referenced, that the general public would be adversely affected by the reasons stated above. We also believe that the natural resources preserved need to be accessible by the general public rather than just the planned development community (as outlined in Density Bonus 2.2.4.21 : Public Benefit: Lands set aside for **public benefit**, as used herein, shall be those lands made available to the general public including but not limited to open space areas, parks, and wildlife habitat areas.) The proposed gated community and project does not lend the open space to public use.

Salmon Falls Road is a much wider and better maintained road as compared to Malcolm Dixon and Uplands Drive to handle the increased traffic, especially considering the additional traffic that will result from the four other proposed residential land development projects that are now in application status with El Dorado County.

This development is also not consistent with the "desire and intention to ensure a pleasant residential environment and the preservation of property values" as stated in the existing conditions, covenants, and restrictions of Oak Creek Hills Subdivision 1 of which represents the residents of Uplands Drive.

Name of Concerned and Affected Resident and Property Owner


Signature of Same

7/14/08
Date

FRANK E. PAZDURECK

Name of Concerned and Affected Resident and Property Owner

Frank Pazdureck

Signature of Same

07/14/08

Date

JOHNNY & SANDRA ASHLEY

Name of Concerned and Affected Resident and Property Owner

Johnny Ashley

Signature of Same

7/14/08

Date

MICHAEL & LOU ANN THOMPSON

Name of Concerned and Affected Resident and Property Owner

Michael Thompson

Signature of Same

7/14/08

Date

Tom Gill

Name of Concerned and Affected Resident and Property Owner

Tom Gill

Signature of Same

7/14/08

Date

Jan Gill

Name of Concerned and Affected Resident and Property Owner

Jan Gill

Signature of Same

7/14/08

Date

Judy Strippl

Name of Concerned and Affected Resident and Property Owner

Judy Strippl

Signature of Same

7-14-08

Date

VATSALA BHARGAVA

Name of Concerned and Affected Resident and Property Owner

Vatsala Bhargava

Signature of Same

1/14/08

Date

Eileen M. Spence

Name of Concerned and Affected Resident and Property Owner

Eileen M. Spence.

Signature of Same

1/14/08

1/14/08

Date

Harmon G. Ezkles

Name of Concerned and Affected Resident and Property Owner

Harmon G. Ezkles

Signature of Same

7/15/08

Date

Michael Stettner

Name of Concerned and Affected Resident and Property Owner

Michael Stettner

Signature of Same

7/15/08

Date

Jame Archiga

Name of Concerned and Affected Resident and Property Owner

Jame Archiga

Signature of Same

7/15/08

Date

Mike Ford

Name of Concerned and Affected Resident and Property Owner

Mike Ford

Signature of Same

7-15-08

Date

DUSTIN FERREIRA
Dustin Ferreira

7-15-08

Kyle Frews

Name of Concerned and Affected Resident and Property Owner

[Signature]
Signature of Same

7/14/08
Date

SCOTT BLAZE

Name of Concerned and Affected Resident and Property Owner

[Signature]
Signature of Same

7/14/08
Date

Debrae Smith

Name of Concerned and Affected Resident and Property Owner

[Signature]
Signature of Same

7-14-08
Date

Name of Concerned and Affected Resident and Property Owner

Signature of Same

Date

Name of Concerned and Affected Resident and Property Owner

Signature of Same

Date

Name of Concerned and Affected Resident and Property Owner

Signature of Same

Date

John and Cheryl McDougal

Name of Concerned and Affected Resident and Property Owner

John + Cheryl McDougal
Signature of Same

07/16/08

Date

Cameron E. Conley

Name of Concerned and Affected Resident and Property Owner

Cameron E. Conley
Signature of Same

07/16/08

Date

Name of Concerned and Affected Resident and Property Owner

Signature of Same

Date

Name of Concerned and Affected Resident and Property Owner

Signature of Same

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