

8/27/2020

Edcgov.us Mail - Fwd: PC 8/27/20 Agenda, Item 3, File #20-1033, El Dorado Senior Village Project



PC 8-27-20
Item #3
Julie Saylor <julie.saylor@edcgov.us>
2 pages

Fwd: PC 8/27/20 Agenda, Item 3, File #20-1033, El Dorado Senior Village Project

1 message

Planning Department <planning@edcgov.us>
To: Julie Saylor <julie.saylor@edcgov.us>

Thu, Aug 27, 2020 at 7:25 AM

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

From: **Kimberly Beal** <kimberlyabeal@gmail.com>

Date: Wed, Aug 26, 2020 at 6:35 PM

Subject: PC 8/27/20 Agenda, Item 3, File #20-1033, El Dorado Senior Village Project

To: <planning@edcgov.us>, <julie.saylor@edcgov.us>, <jvegna@edcgov.us>, <gary.miller@edcgov.us>, <jeff.hansen@edcgov.us>, <james.williams@edcgov.us>, <aross@edcgov.us>

Cc: Devin Woodard <dwoodard@edcar.org>

Dear Commissioners and Julie, Clerk of the Planning Commission,

Please find attached a position letter from the El Dorado County Association of Realtors, in favor of the El Dorado Senior Village Project, being heard by the EDC Planning Commission tomorrow. Julie, please post our letter to the EDC Legistar's website as soon as you are able.

Thank you.

Kimberly Beal
Government Affairs Director
El Dorado County Association of Realtors

 **EDCAR Letter to PC Re File #20-1033 El Dorado Senior Village Project 20-0827.docx**
72K



August 26, 2020

El Dorado County Planning Commission

This is being Transmitted via Email to Clerk of the Planning Commission at planning@edcgov.us

Re: EDC File # 20-1033, El Dorado Senior Village Project, PC 8/27/20 Agenda

Dear Commissioners,

The El Dorado County Association of Realtors (EDCAR) supports new housing for the Extremely Low to Low income earners, Moderate income earners, and Senior citizens. In El Dorado County, we passionately believe there is a housing shortage, both rental and for-sale housing, for these persons and encourage the construction of new housing to meet their needs.

Tomorrow you will be considering the El Dorado Senior Village Project, for the construction of 149 rental units and 2 commercial buildings, and EDCAR is in favor of this project for the following reasons.

1. The Project's 149 rental units will be age-restricted, and 50% or more of the units will be affordable to households earning at or below 80% of the Area Median Income (AMI), and thus affordable to seniors having lower incomes.
2. As the project is age-restricted, the number of vehicles for each household will be fewer than would be needed for households of all ages. And as most of the renters will be retired from employment, they will choose to travel from their homes during non-peak traffic hours, and thus not further burden the roads in the vicinity of the Project during the peak hours when school is in session and commuters are traveling to/from their homes.
3. Under SB 35, given there is an El Dorado Transit stop within one-quarter mile of the project, no parking requirements can be imposed for the 149 residential units. However, the applicant will be providing 183 parking spaces, which is an average of 1.2 parking spaces per unit, and we believe this will be sufficient for the project's residents.
4. The applicant will be providing the 37 required parking spaces for the 2 commercial buildings.
5. The Project will include on-site recreation facilities for the residents; Pickleball courts, Bocci court, 2 swimming pools, a 3,500 square foot Community Center, and Veggie Beds.
6. The Project as designed is consistent with the property's General Plan land use designations, Zoning and Overlays. And the project will comply with the development Standards once the parcel-merge application has been completed. One parcel is Zoned Residential Multi-Unit (RM) and will only have residential units and recreation facilities for the residents constructed upon it. The other parcel has split Zoning of RM (where residential units and recreation facilities will be constructed) and Commercial (C), where only Commercial buildings will be constructed. Having a restaurant on-site will benefit the residents of the project and the community, and having a Bed and Breakfast facility on-site will benefit the residents when they have family or friends visit them, and also benefit the greater community as visitors will likely shop locally, tour our historic sites, and visit our agricultural enterprises.

We thank you for considering our favorable position and rationale, and hope you will approve the Project.

Kimberly Beal
EDCAR Government Affairs Director

Cc: Devin Woodard, EDCAR Executive Officer

www.edcar.org • association@edcar.org
530.676.0161 • 916.933.3223 • Fax 530.676.0180
4096 Mother Lode Drive • PO BOX 627, Shingle Springs, California 95682



8/27/2020

Edcgov.us Mail - Fwd: rejection letter

PC 8-27-20

Item #3

Julie Saylor <julie.saylor@edcgov.us>



Fwd: rejection letter

1 message

Planning Department <planning@edcgov.us>
To: Julie Saylor <julie.saylor@edcgov.us>

Thu, Aug 27, 2020 at 7:25 AM

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

From: **brittany gadow** <brittany.gadow@yahoo.com>
Date: Wed, Aug 26, 2020 at 10:24 PM
Subject: rejection letter
To: <planning@edcgov.us>
Cc: brittany gadow <brittany.gadow@yahoo.com>

County of El dorado planning commission
2850 Fairlane Court
Placerville, CA 95667

RE: DR20-0001/El Dorado Senior Village

To whom it may concern,

We are the homeowners of 5505 Crossbill lane in El dorado, just a couple of lots away from the site where they're wanting to build the senior village. We have lived in this house for 5 years and love the small town feel and the fact that we know our neighbors by name and they ours. I love to sit on my front porch and watch my children play and are aware that some hours are more busy due to the school traffic but I'm aware of them at all times and almost everyone that drives by waves at me and my kids. I feel safe, I feel comfortable and I feel happy. I do however have deep concern that I won't feel this way anymore if the senior village is built, especially if its a low income senior living facility. I won't feel comfortable with my kids being outside whatsoever due to the added amount of traffic and the people I will be seeing will be unfamiliar faces. Building this low income facility will possibly bring in family members seeking somewhere to "crash" for awhile causing excess traffic and an increased amount of crime. I don't feel like this is fair to our community. Our community is quiet and reserved and I'm having a hard time thinking of any pros to building this structure. Please consider terminating this idea for the sake of keeping our community quiet and safe. Thank you for your time.

Luke and Brittany Gadow
5505 Crossbill lane
El dorado, CA 95623

8/27/2020

Edcgov.us Mail - Fwd: Planning Commission 8-27-20 # 20-1033 El Dorado Senior Village project Caltrans Correspondance



PC 8-27-20
Julie Saylor <julie.saylor@edcgov.us>

Item #3

5 pages

Fwd: Planning Commission 8-27-20 # 20-1033 El Dorado Senior Village project Caltrans Correspondance

1 message

Thu, Aug 27, 2020 at 7:25 AM

Planning Department <planning@edcgov.us>
To: Julie Saylor <julie.saylor@edcgov.us>

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

From: Sue Taylor <sue-taylor@comcast.net>
Date: Wed, Aug 26, 2020 at 10:59 PM
Subject: RE: Planning Commission 8-27-20 # 20-1033 El Dorado Senior Village project Caltrans Correspondance
To: Nelson, Steve@DOT <steve.nelson@dot.ca.gov>, Dosanjh, David@DOT <David.Dosanjh@dot.ca.gov>
Cc: YOUNT, KEVIN J@DOT <KEVIN.YOUNT@dot.ca.gov>, planning@edcgov.us <planning@edcgov.us>, james.williams@edcgov.us <james.williams@edcgov.us>, jvegna@edcgov.us <jvegna@edcgov.us>, gary.miller@edcgov.us <gary.miller@edcgov.us>, jeff.hansen@edcgov.us <jeff.hansen@edcgov.us>, aross@edcgov.us <aross@edcgov.us>

To Kevin Yount,

I send Caltrans information on Monday, regarding the El Dorado Senior Village Project, to show how the traffic study reported 100 new peak hour trips and a total of 883 new trips going onto Highway 49 and somehow out of that the applicant's paid consultant claims only 9 new AM trips, ignores the PM trips and you are okay good with that? The previous study for this project, with less trips, required a signal to mitigate the impacts. So after looking at this you are buying off on this? Any lay person can see that these numbers make no sense. It's pretty strange that after my email to you, to look at this, rather than responding to me you send the following email to the County?

a page

Fwd: El Dorado Senior Village project

1 message

Wed, Aug 26, 2020 at 1:13 PM

Natalie Porter <natalie.porter@edcgov.us>
To: Julie Saylor <julie.saylor@edcgov.us>
Cc: Breann Moebius <breann.moebius@edcgov.us>

Hi Julie -

Here's the email from Caltrans regarding the El Dorado Senior Village project.

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

From: YOUNT, KEVIN J@DOT <KEVIN.YOUNT@dot.ca.gov>
Date: Tue, Aug 25, 2020 at 2:00 PM
Subject: El Dorado Senior Village project
To: Tia Raamot <tia.raamot@edcgov.us>, Natalie.Porter@edcgov.us <Natalie.Porter@edcgov.us>

Tia and Natalie

I wanted to reach out and let you know that Caltrans will not be in attendance at Thursdays Planning Commission Meeting. Caltrans has reviewed and has worked with El Dorado County on this project. The project has been modified so that peak hour impacts are at acceptable levels, which is acceptable to Caltrans.

If you have anything further to discuss please feel free to contact me, my contact information is below.

Kevin Yount
Branch Chief, Transportation Planning – East
Division of Planning, Local Assistance & Sustainability
Office: (530)741-4286

Also, something they failed to mention is that this new road encroachment is coming out on a blind curve in the road.



I want to make sure that you have full understanding of the impact this project will have on Highway 49 and that you are intentionally signing off on this report knowing full well that the conclusion of their report conflicts with the data.

It would be nice if you withdrew your blessing and actually went back and looked at the report, reached out to EDCDOT and reconsidered your sign off first thing this morning.

I am also sending this to the Planning Commission given no time to resolve this.

Sue Taylor

On 08/24/2020 3:54 PM Sue Taylor <sue-taylor@comcast.net> wrote:

Thank you!

On 08/24/2020 9:58 AM Nelson, Steve@DOT <steve.nelson@dot.ca.gov> wrote:

Sue, our Planning unit has staff that review such programs for impacts on the State Highway System via Local Development - Intergovernmental Review (LD-IGR) Program. David Dosanjh in our Planning coordinator for El Dorado County. David can respond. David, I highlighted in red Sue's questions for Caltrans below.

Thanks

Steve Nelson

Caltrans District 3 Public Information Officer

Lake Tahoe Basin/El Dorado County

(530) 741-4566; (530) 701-9459

For real-time highway information: <http://quickmap.dot.ca.gov/>

From: Sue Taylor <sue-taylor@comcast.net>
 Sent: Monday, August 24, 2020 1:34 AM
 To: Nelson, Steve@DOT <steve.nelson@dot.ca.gov>
 Subject: Re: New senior housing project in El Dorado

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Steve,

There is a new project up for approval this coming Thursday in which I would ask you send this to the appropriate person and that we get an answer prior to the hearing.

Jim Davies is coming to Planning on Thursday with a project in an extremely dangerous location for both traffic and fire. He is pulling the SB35 exemption for review for low income housing, which this project is really moderate housing with seniors (55 and older) that Planning Staff claims these people won't be driving cars. With SB35 there is no appeal and no discretion authority after the hearing, which is coming up on Thursday.

Below is from the 2018 Traffic Study, page 34, just the existing plus project stats. This project originally was a "Senior Resort" but since the developer had so many planning, along with health and safety issues with the project, he is coming back with a SB35 housing project to avoid mitigating impacts. The project egress road is at LOS F, therefore per our county ordinance, the developer is required to mitigate in order to not worsen traffic congestion or the project cannot be approved... so the traffic engineers had originally proposed a traffic signal on Highway 49 where a new road from this project would be encroaching. I'm not sure the signal will actually mitigate the impact, but either way a signal on Highway 49 cannot happen unless approved by Caltrans - which they state they don't have yet, see below:

Impacts and Mitigation

Existing (2018) plus Proposed Project Conditions

Intersections:

As reflected in **Table 66**, the addition of the proposed project results in a significant impact as defined by the County. The mitigation analysis worksheets for this scenario are provided in **Appendix H**.

Impacts:

1. Intersection #1: SR 49 @ Pleasant Valley Road

This intersection operates at LOS F in the AM peak-hour without the project, and the project contributes more than 10 peak-hour trips to the intersection during the AM peak-hour. This is a significant impact.

Mitigations:

1. Intersection #1: SR 49 @ Pleasant Valley Road

The impact can be mitigated with a traffic signal. If constructed by others or added to the 10-year CIP prior to residential development levels in the project site that would require this mitigation, payment of traffic impact mitigation fees would satisfy the project's fair share obligation towards this improvement. If not constructed by others, the applicant would be responsible for implementing this improvement consistent with General Plan Goal TC-X and supporting Policy TC-Xf to ensure that transportation improvements are implemented concurrent with approved residential development. If constructed by the applicant, the applicant may be subject to reimbursement through the County's traffic impact mitigation fee program. This improvement is on a facility under the jurisdiction of Caltrans. Therefore, the timing of the implementation will be subject to Caltrans approval. The project proportional share of traffic entering the intersection is 0.7% in the AM peak hour under Existing plus Proposed Project conditions.

Below is from the 4 new page memorandum to the 2018 traffic report after they amended their project:

They dropped the traffic signal and say that the LOS F is mitigated with fair share funds (which the County is waiving). Since this project is not in the County's CIP, they cannot pay fair share, they have to actually financially pay and construct whatever is necessary to mitigate the impact. By not doing this, they are violating the County's Transportation Element and ballot Measure E. Problem is I don't know if Caltrans even knows about this project in order to let the applicant know what he would have to do to mitigate this project.

Background

Our office previously completed a traffic impact study for the proposed project¹. This study concluded that the proposed project resulted in a significant impact at the SR-49 intersection with Pleasant Valley Road (Intersection #1) under the following conditions:

- Existing (2018) Conditions
AM Peak-Hour
- Near-Term (2028) Conditions
AM Peak-Hour
- Cumulative (2035) Conditions
AM Peak-Hour
PM Peak-Hour

In all four of the peak-hour conditions outlined above, the subject intersection was found to operate unacceptably (LOS F) without the project, and the project contributed at least 10 peak-hour trips during the respective peak-hours. As a result, the proposed project triggered a significant impact and was required to mitigate each of these impacts to enable the intersection to operate at acceptable LOS E or better under the "plus project" conditions for Existing and Near-Term scenarios. Under Cumulative Conditions, because the intersection operates at unacceptable LOS F without the project, the project's significant impact was understood to be mitigated through fair share contribution to the County's ultimate mitigation at this location.

Here is where things get really hanky: The original project stated there would be 787 new daily trips..41 AM peak, 62 PM peak... then with the new project there would be 883 new daily trips, 37 new AM and 63 new PM trips. So somehow they go from that to only 9 new daily peak hour trips. Therefore the study states there will magically be no significant impact .. therefore no mitigation is necessary. (Our county requires mitigation when at least 10 trips are added - so I'm sure why they came up with the magical number of 9)... so besides mentioning some bogus number for the new AM peak time traffic the PM is still over 10 so I guess since they could not mitigate that impact, they just choose to ignore the pm peak trips in order to come up with no mitigation required. This in my mind is straight up fraud in which these folks should lose their license... but aside from that this real impact of the 883 new daily trips is going onto Highway 49. The verbiage below is where they have the hanky language:

As presented in **Table 1**, the originally proposed project is anticipated to result in the addition of 787 new daily, 41 new AM peak-hour, and 62 new PM peak-hour trips. As reflected in Figure 5 of the original traffic study, the originally proposed project, using the trip generation data reflected in **Table 1**, resulted in the addition of ten (10) AM peak-hour trips and fourteen (14) PM peak-hour trips at Intersection #1.

As presented in **Table 2**, the modified proposed project is anticipated to result in the addition of 883 new daily, 37 new AM peak-hour, and 63 new PM peak-hour trips. In comparison with the previously prepared traffic study, the modified proposed project generates an additional 96 daily trips, a reduction of 4 AM peak-hour trips, and an addition of 1 PM peak-hour trip. Applying the trip distribution scheme as reflected in Figure 4 of the original traffic study, the modified proposed project, using the trip generation data reflected in **Table 2**, resulted in the addition of nine (9) AM peak-hour trips and sixteen (16) PM peak-hour trips at Intersection #1. As such, the modified proposed project will not result in a significant impact at during the AM peak-hour as only nine (9) trips are routed through this intersection (fewer than the County's 10 peak-hour trip threshold).

This is a super high density project for the area being put in front of a high school which roads are already over capacity going onto the 2 lanes of old logging road on Highway 49. In the past Caltrans used to step in on these kind of overly impacting projects with comments and requirements for the circulation.

So I would really appreciate it if someone responsible could let me know if 1) Caltrans is or has reviewed this project in regards to traffic congestion, capacity and circulation, and 2) if so what is Caltran's response to those issues. We need to know this prior to the meeting on Thursday.

Traffic report:

<https://eldorado.legistar.com/View.ashx?M=F&ID=8732966&GUID=EAC5284B-901F-436E-8D19-6405B2238798>

8/27/2020

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Staff exhibits:

<https://eldorado.legistar.com/View.ashx?M=F&ID=8726316&GUID=E0880DE0-86FB-4BB9-A49A-E78390274703>

The project:

<https://eldorado.legistar.com/LegislationDetail.aspx?ID=4616230&GUID=4D6E8577-BCB0-41CD-A874-48D802A8A11F>

Thank you for your assistance,

Sue Taylor
530-391-2190

P.S. I'm still waiting to hear back about the native cultural site discovered in Placerville. The City is preparing to start bulldozing the site any day now.

8/27/2020

Edcgov.us Mail - Fwd: El Dorado Senior Village, (DR20-0001)

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Subject: El Dorado Senior Village, (DR20-0001)
To: YOUNT, KEVIN J@DOT <KEVIN.YOUNT@dot.ca.gov>, Nelson, Steve@DOT <steve.nelson@dot.ca.gov>, Dosanjh, David@DOT <David.Dosanjh@dot.ca.gov>
Cc: planning@edcgov.us <planning@edcgov.us>, jvegna@edcgov.us <jvegna@edcgov.us>, james.williams@edcgov.us <james.williams@edcgov.us>, gary.miller@edcgov.us <gary.miller@edcgov.us>, jeff.hansen@edcgov.us <jeff.hansen@edcgov.us>, aross@edcgov.us <aross@edcgov.us>

Kevin Yount and Planning Commission
RE: El Dorado Senior Village DR20-0001:

I sent an email to you Kevin and the Planning Commission earlier tonight after seeing Kevin Yount's email to the County, and for some reason my email is not in my sent box. It probably did not go through since I'm having issues with Comcast so I will try this again.

Kevin,

I was pretty shocked when I read your email to the County. I find it strange that I had given you the information below on Monday and you sent the County an email on Tuesday saying the project is good to go without any mitigation or reduction in allowed capacity.

I'm curious how do you go from over 800 new trips a day with 100 peak hours (which the "modified" project actually increased car trips rather than decreased) then out of thin air the conclusion is there is only 9 new AM peak car trips and unacceptable PM peak trips (even though also bogus) disappeared from the conclusion and you can say that is okay? DID YOU READ THE NOTES FROM THE REPORT THAT I SENT YOU?!?

I think is is pretty irresponsible for Caltrans to continue to sign off these projects which blatantly violate traffic standards meant to protect the public. In the past Caltrans had written the County letters that they were over capacity in this area and they needed to increase capacity before adding anymore square footage. Now after hundreds of thousands of added square footage from new development in the area, without mitigation, it's now okay to go full steam ahead? With this project any lay person could see that the numbers do not make any sense in the report for this project.

Aside from the obvious mentioned above the pictures in the project file neglected to show that these 800+ new trips a day are coming out on a blind corner.



So no, the levels are not acceptable per the traffic study. **The previous study with less trips required a signalized new intersection.** Next the County is writing off the TIM fees for this project, so no the county will not be "collecting TIM fees for this development".

Also this project violates the requirements of Measure E which is something the County is required to enforce but instead has decided to act to collude with this applicant and his lawyer to deceive the public and just ignore the law. It's become a known practice. Fire, setbacks, traffic and road capacity mitigation are all requirements per Local and State laws that should be conditions for approval placed on this project aside from whether or not the project can meet the requirements of SB35. Sadly County staff and apparently State agencies have chosen to be negligence in their responsibilities.

I will be sending the Planning Commission a few more emails showing non-compliance and why this project should be denied.

It would be nice given the information I have spent hours compiling for you, that you would engage in this project **this morning**, contact the county and come up with something that lessens the hazard to the public.

Sue Taylor

On 08/25/2020 1:56 PM YOUNT, KEVIN J@DOT <kevin.yount@dot.ca.gov> wrote:

Sue Taylor

Thank you for reaching out. Yes, Caltrans has reviewed this project and has worked with El Dorado County on this project. The project has been modified so that peak hour impacts are at acceptable levels, which is acceptable to both Caltrans and El Dorado County. Also, in working with the county the project meets the affordable housing standards under SB 35, and the county will collect TIM Fees for this development.

If you have any further questions please feel free to contact me, my contact information is below.

Kevin Yount

Branch Chief, Transportation Planning – East

8/27/2020

Edcgov.us Mail - Fwd: El Dorado Senior Village, (DR20-0001)

Division of Planning, Local Assistance & Sustainability

Office: (530)741-4286

Mobile: (530)513-0584

Email: kevin.yount@dot.ca.gov

www.dot.ca.gov/d3/

For real-time highway conditions: <http://quickmap.dot.ca.gov/>



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Sent: Monday, August 24, 2020 9:58 AM
To: Sue Taylor <sue-taylor@comcast.net>; Dosanjh, David@DOT <David.Dosanjh@dot.ca.gov>
Cc: YOUNT, KEVIN J@DOT <KEVIN.YOUNT@dot.ca.gov>
Subject: RE: New senior housing project in El Dorado

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Steve Nelson

Caltrans District 3 Public Information Officer

Lake Tahoe Basin/El Dorado County

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Existing (2018) plus Proposed Project Conditions

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- Existing (2018) Conditions
 AM Peak-Hour
- Near-Term (2028) Conditions
 AM Peak-Hour
- Cumulative (2035) Conditions
 AM Peak-1 hour
 PM Peak-Hour

In all four of the peak-hour conditions outlined above, the subject intersection was found to operate unacceptably (LOS F) without the project, and the project contributed at least 10 peak-hour trips during the respective peak-hours. As a result, the proposed project triggered a significant impact and was required to mitigate each of these impacts to enable the intersection to operate at acceptable LOS E or better under the "plus project" conditions for Existing and Near-Term scenarios. Under Cumulative Conditions, because the intersection operates at unacceptable LOS F without the project, the project's significant impact was understood to be mitigated through fair share contribution to the County's ultimate mitigation at this location.

Here is where things get really hanky: The original project stated there would be 787 new daily trips..41 AM peak, 62 PM peak... then with the new project there would be 883 new daily trips, 37 new AM and 63 new PM trips. So somehow they go from that to only 9 new daily peak hour trips. Therefore the study states there will magically be no significant impact .. therefore no mitigation is necessary. (Our county requires mitigation when at least 10 trips are added - so I'm sure why they came up with the magical number of 9)... so besides mentioning some bogus number for the new AM peak time traffic the PM is still over 10 so I guess since they could not mitigate that impact, they just choose to ignore the pm peak trips in order to come up with no mitigation required. This in my mind is straight up fraud in which these folks should lose their license... but aside from that this real impact of the 883 new daily trips is going onto Highway 49. The verbiage below is where they have the hanky language:

As presented in **Table 1**, the originally proposed project is anticipated to result in the addition of 787 new daily, 41 new AM peak-hour, and 62 new PM peak-hour trips. As reflected in Figure 5 of the original traffic study, the originally proposed project, using the trip generation data reflected in **Table 1**, resulted in the addition of ten (10) AM peak-hour trips and fourteen (14) PM peak-hour trips at Intersection #1.

As presented in **Table 2**, the modified proposed project is anticipated to result in the addition of 883 new daily, 37 new AM peak-hour, and 63 new PM peak-hour trips. In comparison with the previously prepared traffic study, the modified proposed project generates an additional 96 daily trips, a reduction of 4 AM peak-hour trips, and an addition of 1 PM peak-hour trip. Applying the trip distribution scheme as reflected in Figure 4 of the original traffic study, the modified proposed project, using the trip generation data reflected in **Table 2**, resulted in the addition of nine (9) AM peak-hour trips and sixteen (16) PM peak-hour trips at Intersection #1. As such, the modified proposed project will not result in a significant impact at during the AM peak-hour as only nine (9) trips are routed through this intersection (fewer than the County's 10 peak-hour trip threshold).

This is a super high density project for the area being put in front of a high school which roads are already over capacity going onto the 2 lanes of old logging road on Highway 49. In the past Caltrans used to step in on these kind of overly impacting projects with comments and requirements for the circulation.

So I would really appreciate it if someone responsible could let me know if 1) Caltrans is or has reviewed this project in regards to traffic congestion, capacity and circulation, and 2) if so what is Caltran's response to those issues. We need to know this prior to the meeting on Thursday.

Traffic report:

<https://eldorado.legistar.com/View.ashx?M=F&ID=8732966&GUID=EAC5284B-901F-436E-8D19-6405B2238798>

Staff exhibits:

<https://eldorado.legistar.com/View.ashx?M=F&ID=8726316&GUID=E0880DE0-86FB-4BB9-A49A-E78390274703>

The project:

<https://eldorado.legistar.com/LegislationDetail.aspx?ID=4616230&GUID=4D6E8577-BCB0-41CD-A874-48D802A8A11F>

Thank you for your assistance,

Sue Taylor

530-391-2190

8/27/2020

Edcgov.us Mail - Fwd: El Dorado Senior Village, (DR20-0001)

PC 8.27.20
Item # 3
Julie Saylor <julie.saylor@edcgov.us>

4 pages

Fwd: El Dorado Senior Village DR20-0001 - Setbacks

1 message

Planning Department <planning@edcgov.us>
To: Julie Saylor <julie.saylor@edcgov.us>

Thu, Aug 27, 2020 at 7:26 AM

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

From: **Sue Taylor** <sue-taylor@comcast.net>

Date: Thu, Aug 27, 2020 at 2:52 AM

Subject: RE:El Dorado Senior Village DR20-0001 - Setbacks

To: planning@edcgov.us <planning@edcgov.us>, jvegna@edcgov.us <jvegna@edcgov.us>, james.williams@edcgov.us <james.williams@edcgov.us>, aross@edcgov.us <aross@edcgov.us>, gary.miller@edcgov.us <gary.miller@edcgov.us>, jeff.hansen@edcgov.us <jeff.hansen@edcgov.us>

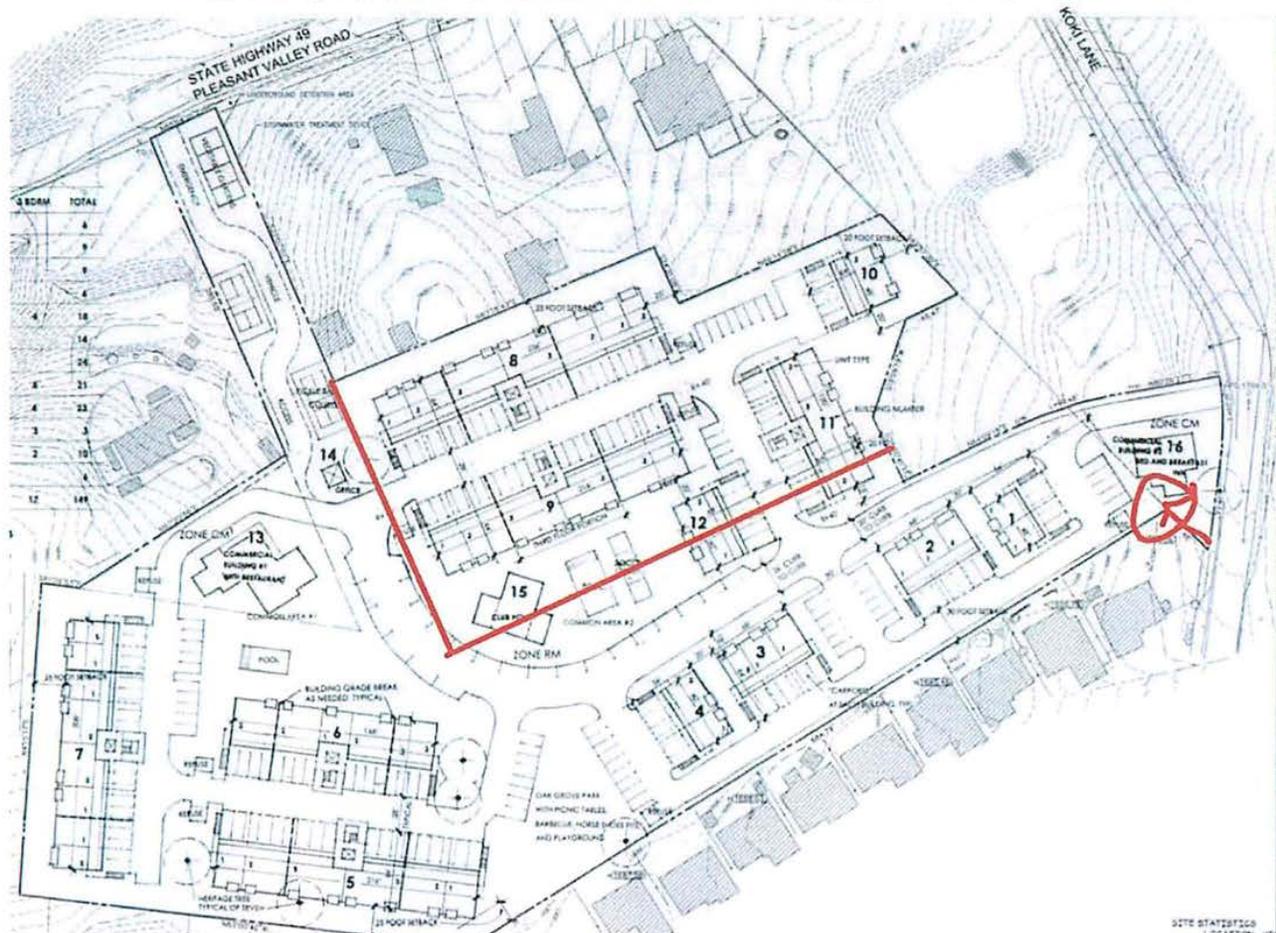
Cc: Barcklay, Nathan@CALFIRE <Nathan.Barcklay@fire.ca.gov>, scott.lindgren@fire.ca.gov <scott.lindgren@fire.ca.gov>

To the Planning Commission,

Apparently Calfire thinks that this project is conforming to the 30' setbacks which you can see per the picture they are not meeting the required 30' setbacks. This project cannot be approved without Calfire's blessing on those setbacks. SB35 does not dismiss local and state requirements for health and safety. The red line represents a property line in which this project must maintain at the very minimum 15', but only when allowed by Calfire. Zero is not okay. Nor does it appear that the commercial parcel has maintained an allowed setback.

This project must be denied as designed.

DR20-0001 EXHIBIT K - PROJECT SITE PLAN



On 08/26/2020 8:09 PM Sue Taylor <sue-taylor@comcast.net> wrote:

Hi Scott,

Thank you for responding, but did you miss this paragraph? They have not kept the 30' setback on most of the buildings.

The conditions show that they are **getting a 15' variance pending a Calfires signoff**, which according to the plans has not happened yet. My concern is that there is a **property line** not shown on the project site plan (page 22) **that goes through 3 buildings** a pool and a bocce court. Also the **commercial building on the corner (#16) looks to be closer than 15' to the property line**. Not sure how that meets even the variance. Perhaps you could clarify.

On 08/25/2020 1:20 PM Lindgren, Scott@CALFIRE <scott.lindgren@fire.ca.gov> wrote:

Hi Sue,

Yes as you can imagine we are super busy supporting all the fires right now. I have Nate and his guys looking into this new one you are talking about. It sounds like it won't need a variance as the set back is 30 feet. But, once we have conformation, we will get back to you.

Scott Lindgren

Unit Chief

CAL FIRE

Amador El Dorado Unit

Serving Alpine, Amador, El Dorado, Sacramento, & San Joaquin Counties

Also Proudly Representing Buena Vista, Cameron Park, and Lockwood Fire Departments

2840 Mt. Danaher Road Camino, CA. 95709

(530) 708-2700

----- Original message -----

From: Sue Taylor <sue-taylor@comcast.net>

Date: 8/23/20 8:34 PM (GMT-08:00)

To: "Lindgren, Scott@CALFIRE" <Scott.Lindgren@fire.ca.gov>

Cc: "Barcklay, Nathan@CALFIRE" <Nathan.Barcklay@fire.ca.gov>

Subject: Re: New senior housing project in El Dorado

Hi Scott,

Regarding the El Dorado Senior Village project,

The conditions show that they are getting a 15' variance pending a Calfires signoff, which according to the plans has not happened yet. My concern is that there is a property line not shown on the project site plan (page 22) that goes through 3 buildings a pool and a bocce court. Also the commercial building on the corner (#16) looks to be closer than 15' to the property line. Not sure how that meets even the variance. Perhaps you could clarify.

Anyway, I would appreciate if you could get back to me asap regarding the status of Calfire's approval regarding the setbacks on this project. We need to know this prior to the meeting on Thursday.

Thank you,

Sue Taylor
530-391-2190

On 09/24/2019 8:12 AM Lindgren, Scott@CALFIRE <scott.lindgren@fire.ca.gov> wrote:

Good morning Sue,

Thanks for all the info on this. I'm down in Southern California this week for meetings. I talked to Nate about your concerns and he will be meeting with Ken Earl to discuss. Once they have a chance to meet, I would like to invite you up to meet with my staff and I at Camino HQ. Nate is on a fire assignment in Santa Clara, but I will keep you posted on when we can set up a time to meet.

Scott Lindgren

Unit Chief

CAL FIRE

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8/27/2020

Edcgov.us Mail - Fwd: 8-27-20 #3 Senior Village Comment



PC 8.27.20
Item #3
Julie Saylor <julie.saylor@edcgov.us>
5 pages

Fwd: 8-27-20 #3 Senior Village Comment

1 message

Planning Department <planning@edcgov.us>
To: Julie Saylor <julie.saylor@edcgov.us>

Thu, Aug 27, 2020 at 7:27 AM

Please see attachments

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

From: **Sue Taylor** <sue-taylor@comcast.net>

Date: Thu, Aug 27, 2020 at 5:57 AM

Subject: RE: 8-27-20 #3 Senior Village Comment

To: planning@edcgov.us <planning@edcgov.us>, gary.miller@edcgov.us <gary.miller@edcgov.us>, jeff.hansen@edcgov.us <jeff.hansen@edcgov.us>, james.williams@edcgov.us <james.williams@edcgov.us>, jvegna@edcgov.us <jvegna@edcgov.us>, aross@edcgov.us <aross@edcgov.us>

Please attach my comments to Item #3 on the agenda today.
Thank you,

Sue Taylor

CEQA Comments_Senior Village 8-27-20.pdf
461K

8-27-2020

RE: El Dorado Senior Village DR20-0001

Dear Planning Commission,

Re: Agenda Item 8-27-2020, Item #3 File #20-1033, Hearing to consider the El Dorado Senior Village DR20-0001 to request for a streamlined ministerial Design Review Permit in accordance with the provisions of California Senate Bill 35 (Streamlined Ministerial Approval of Affordable Housing) for a senior living village including a 149-unit apartment complex, two commercial buildings, a community club house and leasing office on property identified by Assessor's Parcel Numbers 331-221-030 and 331-221-032, consisting of 8.2 acres, in the El Dorado area.

First of all I would ask that the Commission not consider any counsel that may tell you that you cannot make conditions of approval or require this project to meet county and state laws and requirements due to any time constraint. The Applicant signed an SB35 time extension in order for there to be a complete review of this application up to and through 8-27-2020.

Sadly, this is another example of this developer sidestepping the planning process in which a project with this much impact to the Community would be required to mitigate and reduce the size in order to meet the regulations required by our local and state agencies. Even with SB35 the developer is required to meet the legal setbacks, egress, traffic capacity and other health and safety codes. Neither the County or State agencies can simply give a pass on this project.

SB35 does not contain any policy not requiring the applicant to comply to voter approved ballot initiatives or laws that require protection to the public's health and safety laws and policies.

Traffic:

The project being approved as designed is based on Kimbley-Horn's conclusion in their traffic study, which states this project will have no impact. Per there report,

"The original proposed project is anticipated to result in the addition of 787 new daily, 41 new AM peak-hour, and 62 new PM peak-hour trips."

"The modified proposed project is anticipated to result in the addition of 883 new daily, 37 new AM peak-hour, and 63 new PM peak-hour trips."

The original project required:

Cumulative (2035) plus Proposed Project Conditions

As reflected in Table 14, the addition of the proposed project results in a significant impact as defined by the County.

3. Intersection #1: SR 49 @ Pleasant Valley Road

This intersection operates at LOS F in the AM and PM peak-hours without the project, and the project contributes more than 10 peak-hour trips to the intersection during the AM and PM peak-hours. This is a significant impact.

Mitigations: 3. Intersection #1: SR 49 @ Pleasant Valley Road

The impact can be mitigated with a traffic signal.

I would really like someone to explain to me how one can start with a project that would require a new signal, then modify the project so that there are MORE trips on the road yet suddenly there is no impact.

Not only has the County relied on Kimley-Horn's conclusion, but Caltrans has also quoted this same conclusion, apparently not taking the time to read the study and make their own judgement. This is Kimbley-Horn's conclusion:

"Table 2, resulted in the addition of nine (9) AM peak-hour trips and sixteen (16) PM peak-hour trips at Intersection #1. As such, the modified proposed project will not result in a significant impact at during the AM peak-hour as only nine (9) trips are routed through this intersection (fewer than the County's 10 peak-hour trip threshold)." Notice that they failed to mention that the 16 PM peak-hour trips are **MORE THAN** the 10 trip threshold?

Per the County Staff Report:

"The project will not worsen traffic, as defined by General Plan Policy TC- Xe. The project Traffic Engineer, Kimley-Horn, provided El Dorado County a memo dated March 11, 2020, demonstrating the project would not contribute more than 10 peak hour trips at the most critical intersection, the intersection of SR49 and Pleasant Valley Road. The project does not degrade the level of service at any of the seven intersections in the study area. 1 TIM fees will be assessed by the County of the Developer."

So the County's statement above, states, *would not contribute more than 10 peak hour trips*". If this was true then the applicant is required to provide a traffic signal at 49 and Pleasant Valley because 10 or more trips "worsen" the conditions which requires the mitigation. So, is it 10 trips and the forgotten 16 trips or 9 trips and the forgotten 16 trips? Either way as the traffic study stated this would require a signal at 49 and Pleasant Valley to be provided.

So let's suppose that this is some accidental oversight and now that everyone is aware that the numbers just forgot to come down to the conclusion that we can now rectify the mishap.

Staff throughout the Interoffice Memorandum have mislead the public with conclusion for the required Mitigations for Policies TC-Xa-e with what seems to be misunderstanding of the law.

#1 of TC-Xa requires a denial of this project since it is five units or more that worsens Level of Service F during peak-hour periods. Worsen is defined as 10 or more trips during peak hours. the study came out with 25 total increase of peak hour trips.

#2 of TX-Xa requires a denial until the public can vote on worsen traffic since the intersection has already tripped LOS F. This segment of road is not on the allowed to go to F table, and even is it was on the table the project would only be allowed to increase a certain amount. The county has not provided any information to support their conclusion.

#7 of TX-Xa requires a denial since before a project of 5 or more residential units can be approved the project must comply with the policies above. When the project does not comply with the policies above, which in this instance it cannot, the County shall not approve the project.

TC-Xc requires the developer to pay for all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development. They can only pay a share when the project is in the County's CIP, which this project is not, therefore the developer must pay for all of the impacts, which unfortunately the county did not study the impacts, but rather just went with the brief misguided conclusion from the Kimley-Horn report. The County must consider what impacts will be brought forward due to this project and require the developer to fully fund the necessary mitigation measures.

TC-Xd is not just about the worsen section – which either way this project does worsen the capacity. TC-Xd is the required levels of service that must be maintained within the County. If you have gone above those thresholds then projects of 5 or more units must be denied until mitigation can be provided. This is another reason to deny.

TC-Xe – Worsen. This project does “worsen” circulation. This was determined by Kimley-Horn with 9 plus 16 peak trips... that adds up to more than 10.

TC-Xg this section has nothing to do with worsen. The County must go back and evaluate this section. Learn the law.

Flooding issues:

Below is from DOT in which they only “encourage” the developer to retain their water flow on their property even though they know there is a major issue of flooding below this property. I think it is a requirement of State law that new project must retain their water flow on the property. This should be a condition of approval, not just a suggestion.

El Dorado Townsite experiences flooding downtown along Main Street from Forni Road to North Street. DOT strongly encourages the applicant to consider construction of detention and/or retention measures to reduce post development peak flows and volumes to below existing levels, to assist in reduction of flows on Main Street. This would apply to all frequency of storm.

IN THE CONDITIONS OF APPROVAL:

Diamond Springs El Dorado Fire Department:

18. **Setbacks:** Any parcels greater than one acre shall conform to State Fire Safe Regulations requirements for setbacks (minimum 30' setback for buildings and accessory buildings from all property lines). Setback variances must meet the requirements of the Title 14 2020 version. Additionally, these variances must be approved by CalFire and the Diamond Springs-El Dorado Fire Protection District. The final design of the buildings that encroach on the set-back area must meet the requirements of the Project DR20-0001 letter sent to the Planning Department on June 15th, 2020. This project has tentative approval based upon project compliance with the setback fire safety requirements for a variance. (Letter contents included below in Appendix A)

Appendix A

I. RE: Design Waivers for Reduced Setback

There are times when parcels are configured so that the placement of structures upon a property is difficult due to the required 30-foot setback.

The District is mandated to follow the Public Resource Code Section 4291 which gives guidance as it pertains to setbacks and procedures for setback variances. We perform a design review in cooperation with CalFire to assure the safety of the project. Additionally, we require additional safety design specifications to minimize the risk of fire spread.

In these cases, the fire district has guidelines to allow for a reduced setback under the 30-foot rule if the following modifications are made to the proposed structure to meet the same practical effect as distance. Here are the guidelines for building within the 30-foot required setback:

This is another project in which the County has chosen to blatantly violate the policies that were passed with the voter initiative Measure E. This project must comply with these policies or be denied. This project as configured violate the fire code as I explained in my email sent earlier. Each parcel requires 30' setbacks from the property lines. Any setback less than 30' must be approved by Calfire and this project has not received any such approval. Also with all the impermeable surfaces the applicant must mitigate that water flow on site. The Oaks Woodlands policy is still under appeal and moving forward would require mitigation if the appeal is awarded.

I would ask that the request to use SB35 for this project be rejected and the project be rejected until a properly written environmental impact document and can be composed that will comply with CEQA, the El Dorado County General Plan, other County and State Health and Safety requirements and Measure E. Also the developer should consider a project that is more in line and compatible with the neighborhood. Respectfully,

s/Sue Taylor
For Save Our County

8/27/2020

Edcgov.us Mail - Fwd: To be read in today's public comments: El Dorado Senior Village DR20/00001 / 20-1033



PC 8-27-20
Hum #3
Julie Saylor <julie.saylor@edcgov.us>

Fwd: To be read in today's public comments: El Dorado Senior Village DR20/00001 / 20-1033

1 message

Planning Department <planning@edcgov.us>
To: Julie Saylor <julie.saylor@edcgov.us>

Thu, Aug 27, 2020 at 9:39 AM

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

From: **Wopumnes Tribe** <tribalcouncil@eldoradonisenanmewuk.com>

Date: Thu, Aug 27, 2020 at 9:15 AM

Subject: To be read in today's public comments: El Dorado Senior Village DR20/00001 / 20-1033

To: The BOSONE <bosone@edcgov.us>, The BOSTWO <bostwo@edcgov.us>, The BOSTHREE <bosthree@edcgov.us>, The BOSFOUR <bosfour@edcgov.us>, The BOSFIVE <bosfive@edcgov.us>, Planning Department <planning@edcgov.us>

Dear Planning Department,

The property in question at one time belonged to the Blackwells of the Wopumnes Tribe including the recent purchases made by the corporation. The Tribe would like to review all studies to give their input and provide a monitor to any work done on that site. The Wopumnes Tribe still has relatives in houses surrounding this property.

Thank you,

Louie Smith, III Cultural Resources Officer

--

Tribal Council,
Wopumnes Nisenan-Mewuk Tribe of El Dorado County
www.RealMiwokTribe.com
PO Box 1712
Shingle Springs, CA 95682
530-350-5075

--

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8/27/2020

Edcgov.us Mail - Fwd: regarding koki lane dev

PC 8.27.20
Item #3
2 pages



Julie Saylor <julie.saylor@edcgov.us>

Fwd: regarding koki lane dev

1 message

Planning Department <planning@edcgov.us>
To: Julie Saylor <julie.saylor@edcgov.us>

Thu, Aug 27, 2020 at 9:40 AM

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

From: **Wopumnes Tribe** <tribalcouncil@eldoradonisenanmewuk.com>
Date: Thu, Aug 27, 2020 at 9:38 AM
Subject: Fwd: regarding koki lane dev
To: Planning Department <planning@edcgov.us>, The BOSFOUR <bosfour@edcgov.us>, The BOSTWO <bostwo@edcgov.us>, The BOSFIVE <bosfive@edcgov.us>, The BOSONE <bosone@edcgov.us>, The BOSTHREE <bosthree@edcgov.us>

To be read in public comment for DR20-0001
This may have been sent to the wrong email address.
Thank you!

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

From: **Nisenan Mewuk** <tribalcouncil@eldoradonisenanmewuk.com>
Date: Thu, May 23, 2019 at 11:57 AM
Subject: regarding koki lane dev
To: Sue Taylor <Sue-Taylor@comcast.net>

RE: File #19-0810 Tribe is writing in support of Measure E. Project APE is former Nisenan-MeWuk family land held in chain of Title by way of deed and other documentation. Wopumnes Tribe claims right to bring out an archeological team to study land for Tribal Artifacts and monitor any activity on it as the direct the lineal descendants of the deed holders in the chain of title.

--
Tribal Council,
El Dorado County Nisenan-Mewuk Tribe
www.RealMiwokTribe.com
PO Box 1712
Shingle Springs, CA 95682

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--
Tribal Council,
Wopumnes Nisenan-Mewuk Tribe of El Dorado County
www.RealMiwokTribe.com
PO Box 1712
Shingle Springs, CA 95682
530-350-5075

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8/27/2020

Edcgov.us Mail - Fwd: regarding koki lane dev

8/27/2020

Edcgov.us Mail - Fwd: Design Review DR20-0001 ED-DS Fire Comments 7-13-20 with Title 14 added as a tracked change



PC 8-27-20
Item #3
Julie Saylor <julie.saylor@edcgov.us>

14 pages

Fwd: Design Review DR20-0001 ED-DS Fire Comments 7-13-20 with Title 14 added as a tracked change

1 message

Tom Purciel <tom.purciel@edcgov.us>
To: Julie Saylor <julie.saylor@edcgov.us>

Thu, Aug 27, 2020 at 11:59 AM

Please post to the Legistar record for this item. Thank you!

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

From: **Kenneth Earle** <kearle@diamondfire.org>

Date: Thu, Aug 27, 2020 at 11:55 AM

Subject: Design Review DR20-0001 ED-DS Fire Comments 7-13-20 with Title 14 added as a tracked change

To: tom.purciel@edcgov.us <tom.purciel@edcgov.us>



Kenneth R. Earle

Deputy Chief / Fire Marshal, DSP

Office: 530-626-3190

Cell: 530-306-8101

Fax: 530-626-3188

kearle@diamondfire.org

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8/27/2020

Edcgov.us Mail - Fwd: Design Review DR20-0001 ED-DS Fire Comments 7-13-20 with Title 14 added as a tracked change

--

Tom Purciel
Project Planner

County of El Dorado
Department of Planning and Building
Planning Services Division
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5903
tom.purciel@edcgov.us
<https://www.edcgov.us/government/Planning>



Design Review DR20-0001 ED-DS Fire Comments 7-13-20.docx
120K



Diamond Springs / El Dorado Fire Protection District Fire Prevention Division

501 Pleasant Valley Rd Diamond Springs, CA 95619 ~ (530) 626-3190 Fax (530) 626-3188
www.diamondfire.org

I. RE: Design Waivers for Reduced Setback

There are times when parcels are configured so that the placement of structures upon a property is difficult due to the required 30-foot setback.

The District is mandated to follow the Public Resource Code Section 4291 and the California code of Regulations (CCR) Title 14 which gives guidance as it pertains to setbacks and procedures for setback variances. We perform a design review in cooperation with CalFire to assure the safety of the project. Additionally, we require additional safety design specifications to minimize the risk of fire spread.

In these cases, the fire district has guidelines to allow for a reduced setback under the 30-foot rule if the following modifications are made to the proposed structure to meet the same practical effect as distance. Here are the guidelines for building within the 30-foot required setback:

II. Roofs:

1. Roof Covering: The Class "A" rated roof covering and assembly shall be installed in accordance with its listing and the manufacturer's installation instructions.
2. Roof Valleys: When provided, valley flashing shall not be less than 28 gauge galvanized corrosion resistant metal installed over a minimum of 36-inch wide underlayment consisting of one layer of no. 72 ASTM cap sheet is running the full length of the valley.
3. Roof Gutters: The roof gutters and downspouts shall be constructed of metal or of non-combustible material. The roof gutters shall be provided with the means to prevent the accumulation of leaves and debris in the gutter.
4. Roof Eaves: The roof eaves shall be enclosed and constructed of non-combustible materials on the exposed underside.

III. Attic Ventilation:

- 1 Attic Ventilation: Roof and attic vents shall be protected by corrosion resistant non-combustible wire mesh with openings no greater than ¼ inch.
- 2 Eave and Cornice Vents: Vents shall not be installed in eaves and cornices unless the vents used to provide the ability to resist the intrusion of flame and burning embers into the attic area of the structure.

IV. Exterior Walls:

- 1 Exterior Wall Covering: The exterior wall covering shall extend from the top of the concrete foundation and terminate at the enclosed section of the eaves. The exterior wall covering shall be constructed of approved noncombustible material. The use of foam board and stucco coats shall not



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be considered as a non-combustible covering.

- a. An example of siding that meets this standard is cement fiber board siding or similar material.
- 2 Exterior Glaze Openings: Exterior windows, window walls, glazed doors and glazed door openings within exterior doors shall be insulated tempered glass pane units or have a fire resistant rating of not less than 20 minutes when tested according to ASTM E. 2010.
- 3 Exterior Door Openings: Exterior door assemblies shall be of non-combustible construction or solid core wood having stiles and rails not less than 1 3/8 inches thick.
- 4 Foundation Vents: Underfloor ventilation shall be protected by corrosion resistant non-combustible frames and wire mesh with openings no larger than 1/4 inches.
- 5 Appendages and Floor Projections: The underside of cantilevered and overhang appendages and floor projections shall maintain the ignition resistant integrity of exterior walls to grade.

V. Set Back Area:

- 1 Area: The area within the reduced set back shall have all combustible vegetation removed and maintained. This area shall be free of combustible storage, which includes firewood and lumber.
- 2 Fencing: The fencing located within the reduced set back area shall be constructed of non-combustible materials.
- 3 Landscaping: The reduced setback area, if landscaped, shall utilize fire-resistant vegetation only.
- 4 Elimination of all roof, soffit, attic and foundation vents and under house access openings.*
- 5 Fire windows required to have a three-fourths-hour fire-protection rating for protection of openings in exterior walls shall have an area not greater than 84 square feet (7.8 m²) with neither width nor height exceeding 12 feet (3658 mm).*
- 6 Require 1-hour minimum fire-resistive construction.*
- 7 Require all eaves, decks, porches, external stairways, etc. be enclosed, be of heavy timber construction or otherwise made fire resistant.*
- 8 Require the installation of exterior fire sprinklers.
- 9 Combinations of all the above.

* Sections marked with a "*" indicates improvements shall be within the affected area. See drawing for an explanation.



Diamond Springs / El Dorado Fire Protection District Fire Prevention Division

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www.diamondfire.org

The yellow highlighted sections are the most commonly combined items to meet the same practical effect; however, this does not prevent the use of the other sections or combinations thereof.

Note: This does not allow the property owner/building to reduce the minimum-zoning setback. Minimum zoning setbacks are established through the County Planning Department and may be obtained through that agency.



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July 13, 2020

Tom Puricel, Project Planner
El Dorado County Planning Department
2850 Fair Lane
Placerville, CA 95667

Re: – FIRE COMMENTS – Design Review DR20-0001 (El Dorado Senior Village)

Dear Mr. Puricel:

The Diamond Springs-El Dorado Fire Protection District (DSP) has reviewed the above-referenced project and submits the following comments regarding the ability to provide this site with fire and emergency medical services consistent with the El Dorado County General Plan, State Fire Safe Regulations, as adopted by El Dorado County and the California Fire Code as amended locally. **The fire department reserves the right to update the following comments to comply with all current Codes, Standards, Local Ordinances, and Laws in respect to the official documented time of project application and/or building application to the County.** Any omissions and/or errors in respect to this letter, as it relates to the aforementioned codes, regulations, and plans, shall not be valid, and does not constitute a waiver to the responsible party of the project from complying as required with all Codes, Standards, Local Ordinances, and Laws.

- 1. Annexation:** Community Facilities District
Approval of the subject project is conditioned on meeting the public safety and fire protection requirements of the County of El Dorado General Plan, which shall include the provision of a financing mechanism for said services. The financing mechanism shall include inclusion within, or annexation into, a Community Facilities District (CFD) established under the Mello-Roos Community Facilities Act of 1982 (Government Code § 53311 et seq.), established by the Diamond Springs / El Dorado Fire Protection District (District) for the provision of public services permitted under Government Code § 53313, including fire suppression services, emergency medical services, fire prevention activities and other services (collectively Public Services), for which proceedings are under consideration, and as such, shall be subject to the special tax approved with the formation of such CFD with the Tract's inclusion or annexation into the CFD.
- 2. Fire Flow:** The potable water system with the purpose of fire protection for this residential/commercial development shall provide a minimum fire flow of 1,750 gallons per minute with a minimum residual pressure of 20 psi for a three-hour duration. This requirement is based on a commercial building up to 40,600 square feet or less in size, Type V-A construction. This fire flow rate shall be in excess of the maximum daily consumption rate for this development. A set of engineering calculations reflecting the fire flow capabilities of this system shall be supplied to the Fire Department for review and approval.



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3. **Underground Private Fire Mains:** After installation, all rods, nuts, bolts, washers, clamps, and other underground connections and restraints used for underground fire main piping and water supplies, except thrust blocks, shall be cleaned and thoroughly coated with a bituminous or other acceptable Corrosion retarding material. All private fire service mains shall be installed per NFPA 24 and shall be inspected, tested and maintained per NFPA 25.
4. **Sprinklers:** The building(s) shall have fire sprinklers installed in accordance with NFPA 13 or NFPA 13D (R3 single-family residential use), including all Building Department and Fire Department requirements. Buildings which have the capacity of storage above 12 feet in height will need to have the sprinkler system(s) designed to accommodate the appropriate high-pile storage.
5. **Hydrants:** This development shall install Dry Barrel Fire Hydrants which conform to El Dorado Irrigation District specifications for the purpose of providing water for fire protection. The spacing between hydrants in this development shall not exceed 300 feet. The exact location of each hydrant on private roads and on main county-maintained roadways shall be determined by the Fire Department.
6. **Fire Department Access:** Approved fire apparatus access roads and driveways shall be provided for every facility, building, or portion of a building. The fire apparatus access roads and driveways shall comply with the requirements of Section 503 of Diamond Springs El Dorado Fire Protection District as well as State Fire Safe Regulations as stated below (but not limited to):
 - a. All One- or Two-family dwelling residential developments, and residential projects with over 100 dwelling units, shall be provided with separate and approved fire apparatus access roads and shall meet the requirements for Remoteness when required by the Fire Code Official.
 - b. All roadways shall be a minimum of 20 feet wide, providing two ten (10) foot traffic lanes, not including shoulder and striping.
 - c. Each dead-end road shall have a turnaround constructed at its terminus.
 - d. Where parcels are zoned 5 acres or larger, turnarounds shall be provided at a maximum of 1320 foot intervals.
 - e. Where maximum dead-end road lengths are exceeded, there shall be a minimum of two access roadways allowing for the safe access of emergency apparatus and civilian evacuation concurrently.
 - f. The fire apparatus access roads and driveways shall extend to within 150 feet of all portions of each facility and all portions of the exterior of the first story of the building as measured by an approved route around the exterior of the building or facility.
 - g. Aerial apparatus road widths will be 26' and are required on buildings that meet or exceed three stories.
 - h. Driveways and roadways shall have unobstructed vertical clearance of 15' and a horizontal clearance providing a minimum 2' on each side of the required driveway or roadway width.



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- i. Depending on final heights of each building, the final layout of fire apparatus/aerial apparatus access roads shall be determined and approved by the fire code official with consideration of whether a ladder truck or ground ladders would be used for firefighting operations.
7. **Roadways:** Roadways shall be designed to support the imposed load of fire apparatus weighing at least 75,000 pounds and provide all-weather driving conditions. All-weather surfaces shall be asphalt, concrete or other approved driving surface. Project proponent shall provide engineering specifications to support design, if request by the local AHJ. All roadways shall meet El Dorado County DOT and CA Fire Code requirements. All roadways will be all-weather surfaces. All roads less than 30' shall be signed and denoted "No on Street Parking." 30' road widths shall have parking on one side only and shall be posted with appropriate signage. Parking on both sides will require 36 feet minimum road width; appropriate associated signage and road markings shall apply and be provided.
8. **Roadway Grades:** The grade for all roads, streets, private lanes, and driveways shall not exceed 16%.
9. **Traffic Calming:** This development shall be prohibited from installing any type of traffic calming device that utilizes a raised bump/dip section of roadway. All other proposed traffic calming devices shall require approval by the fire code official.
10. **Turning Radius:** The required turning radius of a fire apparatus access road/driveway shall be determined by the fire code official. Current requirements are 40' inside and 60' outside.
11. **Gates:** All gates shall meet the DSP Gate Standard B-002.
12. **Fire Access During Construction:** In order to provide this development with adequate fire and emergency medical response during construction, all access roadways and fire hydrant systems shall be installed and in service prior to combustibles being brought onto the site as specified by the Fire Department, Standard B-003. A secondary means of egress shall be provided prior to any construction, or the project can be phased.
13. **Fire Service Components:** Any Fire Department Connection (FDC) to the sprinkler system and all Fire Hydrant(s) outlets shall be positioned so as not to be obstructed by a parked vehicle.
14. **Wildland Fire Safe Plan:** This development shall be conditioned to revise/develop, implement, and maintain a Wildland Fire Safe Plan that is approved by the Fire Department as complying with the State Fire Safe Regulations, prior to issuance of building permits.
15. **Fencing:** Lots that back up to wildland open space shall be required to use non-combustible type fencing.
16. **Knox Box and Keys:** All Commercial or Public occupied buildings shall install a Knox Box and building keys including, but not limited to, main entry doors, utility closets, roof accesses, alarm panels, fire sprinkler locks and all other keys required by the fire code official for emergency access. It is recommended, but not required that residential buildings also add a Knox box and main front door key for improved emergency access.



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17. **Parking and Fire Lanes:** All parking restrictions as stated in the current California Fire Code and the current DSP Ordinance shall be in effect. All streets with parking restrictions will be signed and marked with red curbs as described in the El Dorado County Regional Fire Protection Standard titled "No Parking-Fire Lane." All curbs in the parking lot(s) that are not designated as parking spaces will be painted red and marked every 25 feet "No Parking - Fire Lane." This shall be white letters on a red background. There shall be a designated plan page that shows all Fire Lanes as required by the El Dorado County Regional Fire Protection Standard B-004 "No Parking-Fire Lane" and the fire code official.
18. **Setbacks:** Any parcels greater than one acre shall conform to State Fire Safe Regulations requirements for setbacks (minimum 30' setback for buildings and accessory buildings from all property lines). Setback variances must meet the requirements of the Title 14 2020 version. Additionally, these variances must be approved by CalFire and the Diamond Springs-El Dorado Fire Protection District. The final design of the buildings that encroach on the set-back area must meet the requirements of the Project DR20-0001 letter sent to the Planning Department on June 15th, 2020. This project has tentative approval based upon project compliance with the setback fire safety requirements for a variance. (Letter contents included below in Appendix A)
19. **Vegetative Fire Clearances:** Prior to June 1st each year, there shall be vegetation clearance around all EVA's (Emergency Vehicle Access), buildings, up to the property line as stated in Public Resources Code Section 4291, Title 19 as referenced in the CA Fire Code, and the conditioned Wildland Fire Safe Plan.
20. **Trail Systems and Land-Locked Access:** If this project decides on designing a trail-type system or contains/abuts to land-locked open space, the project shall be conditioned to provide emergency vehicle access (EVA) points as required by the fire code official. Gates may be installed and locked with a low priority KNOX lock. The street curbs adjacent to the trail access point shall be painted red. All trails and multi-use paths need to be constructed so as to ensure a minimum of a 10' drivable width and 14' minimum vegetation clearance (the wildfire safe plan will likely require additional clearance on these paths). The purpose of this requirement is to allow access for ambulances and smaller fire apparatus in case of emergency.
21. **Knox Key Shunt:** A Knox Key Shunt system shall be installed to termite power to all back-up power generators.
22. **Addressing:** Approved numbers or addresses shall be provided for all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property, as per El Dorado County Standard B-001.
23. **Landscaping:** The landscaping plan shall be reviewed by the Fire Department to ensure that trees, plants, and other landscaping features proposed to be adjacent to the Fire Apparatus Access roads, Fire and Life Safety equipment, and near address locations on buildings and monuments will not impede fire apparatus access or visual recognition.
24. **Improvement (Civil) Plans:** A Fire plan sheet shall be included in the improvement plans that shows or lists all requirements from the Fire Department as they relate to design of the subdivision. These requirements include, but are not limited to, Fire Lanes (and how they relate to allowed parking), Hydrants, Turning Radius of all turns, Slope % of Roads/Driveways, 2 Points of Egress for the Public



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and Emergency Personnel, EVA's as required, Road Widths, Gates, etc.

25. **Building and Fire Plans:** Building, fire sprinkler, and fire alarm plans shall be reviewed and approved by the fire department prior to respective permit issuance. The plans shall provide the use and occupancy classification for each building for future comments in regards to fire sprinklers, fire alarms, exiting, occupant loads, and other fire and life safety features. There shall be a designated plan page that shows all Fire Lanes as required by the El Dorado County Regional Fire Protection Standard B-004 "No Parking-Fire Lane" and the fire code official.

Appendix A

VI. RE: Design Waivers for Reduced Setback

There are times when parcels are configured so that the placement of structures upon a property is difficult due to the required 30-foot setback.

The District is mandated to follow the Public Resource Code Section 4291 which gives guidance as it pertains to setbacks and procedures for setback variances. We perform a design review in cooperation with CalFire to assure the safety of the project. Additionally, we require additional safety design specifications to minimize the risk of fire spread.

In these cases, the fire district has guidelines to allow for a reduced setback under the 30-foot rule if the following modifications are made to the proposed structure to meet the same practical effect as distance. Here are the guidelines for building within the 30-foot required setback:

VII. Roofs:

1. **Roof Covering:** The Class "A" rated roof covering and assembly shall be installed in accordance with its listing and the manufacturer's installation instructions.
2. **Roof Valleys:** When provided, valley flashing shall not be less than 28 gauge galvanized corrosion resistant metal installed over a minimum of 36-inch wide underlayment consisting of one layer of no. 72 ASTM cap sheet is running the full length of the valley.
3. **Roof Gutters:** The roof gutters and downspouts shall be constructed of metal or of non-combustible material. The roof gutters shall be provided with the means to prevent the accumulation of leaves and debris in the gutter.
4. **Roof Eaves:** The roof eaves shall be enclosed and constructed of non-combustible materials on the exposed underside.

VIII. Attic Ventilation:

- 1 **Attic Ventilation:** Roof and attic vents shall be protected by corrosion resistant non-combustible wire mesh with openings no greater than ¼ inch.



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- 2 Eave and Cornice Vents: Vents shall not be installed in eaves and cornices unless the vents used to provide the ability to resist the intrusion of flame and burning embers into the attic area of the structure.

IX. Exterior Walls:

- 1 Exterior Wall Covering: The exterior wall covering shall extend from the top of the concrete foundation and terminate at the enclosed section of the eaves. The exterior wall covering shall be constructed of approved noncombustible material. The use of foam board and stucco coats shall not be considered as a non-combustible covering.

b. An example of siding that meets this standard is cement fiber board siding or similar material.

- 2 Exterior Glaze Openings: Exterior windows, window walls, glazed doors and glazed door openings within exterior doors shall be insulated tempered glass pane units or have a fire resistant rating of not less than 20 minutes when tested according to ASTM E. 2010.
- 3 Exterior Door Openings: Exterior door assemblies shall be of non-combustible construction or solid core wood having stiles and rails not less than 1 3/8 inches thick.
- 4 Foundation Vents: Underfloor ventilation shall be protected by corrosion resistant non-combustible frames and wire mesh with openings no larger than 1/4 inches.
- 5 Appendages and Floor Projections: The underside of cantilevered and overhang appendages and floor projections shall maintain the ignition resistant integrity of exterior walls to grade.

X. Set Back Area:

- 1 Area: The area within the reduced set back shall have all combustible vegetation removed and maintained. This area shall be free of combustible storage, which includes firewood and lumber.
- 2 Fencing: The fencing located within the reduced set back area shall be constructed of non-combustible materials.
- 3 Landscaping: The reduced setback area, if landscaped, shall utilize fire-resistant vegetation only.



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- 4 Elimination of all roof, soffit, attic and foundation vents and under house access openings.*
- 5 Fire windows required to have a three-fourths-hour fire-protection rating for protection of openings in exterior walls shall have an area not greater than 84 square feet (7.8 m²) with neither width nor height exceeding 12 feet (3658 mm).*
- 6 Require 1-hour minimum fire-resistive construction.*
- 7 Require all eaves, decks, porches, external stairways, etc. be enclosed, be of heavy timber construction or otherwise made fire resistant.*
- 8 Require the installation of exterior fire sprinklers.
- 9 Combinations of all the above.

* Sections marked with a "*" indicates improvements shall be within the affected area. See drawing for an explanation.

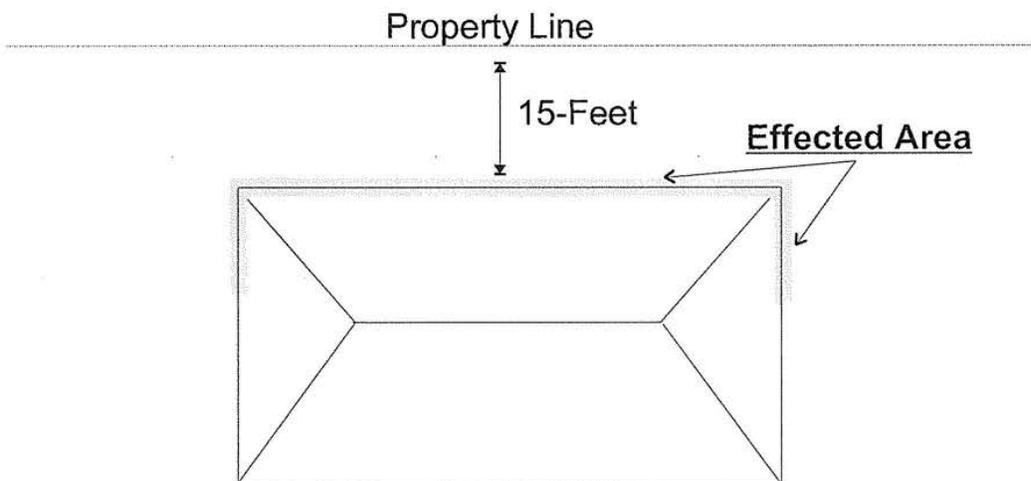
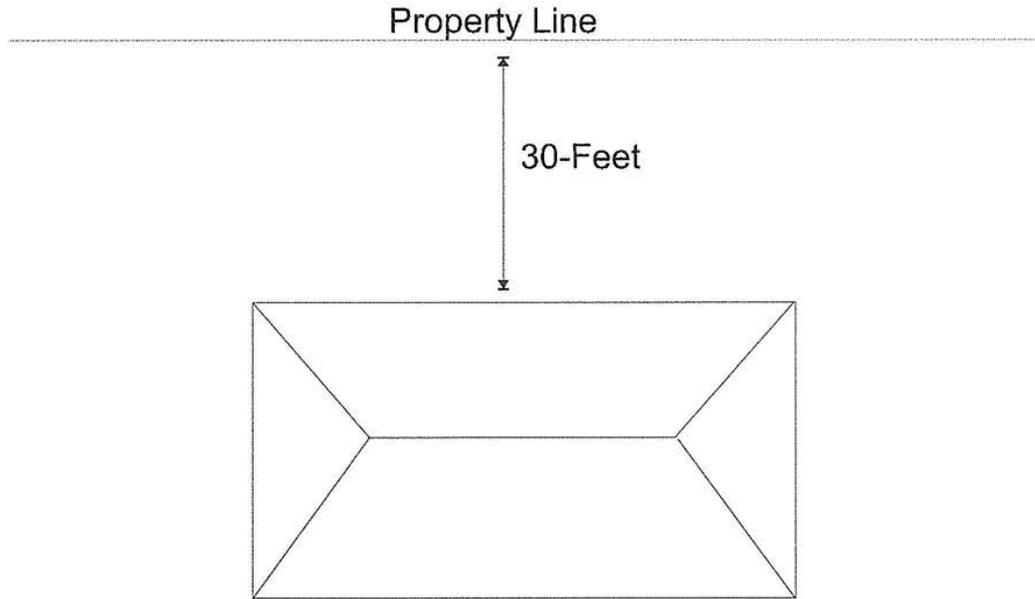
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www.diamondfire.org

Contact Deputy Chief Ken Earle at the Diamond Springs El Dorado Fire Protection District with any questions at 530-306-8101

Sincerely,

A handwritten signature in black ink, appearing to be "KE", written over a horizontal line.

Kenneth R. Earle
Deputy Chief, Fire Marshal
kearle@diamondfire.org
Cell: (530) 306-8101



PC 8-27-20
Item #3
Julie Saylor <julie.saylor@edcgov.us>

Fwd: El Dorado Senior Village project (Design Review DR20-0001)

1 message

Planning Department <planning@edcgov.us>
To: Julie Saylor <julie.saylor@edcgov.us>

Thu, Aug 27, 2020 at 2:20 PM

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

From: **Wopumnes Tribe** <tribalcouncil@eldoradonisenanmewuk.com>

Date: Thu, Aug 27, 2020 at 2:19 PM

Subject: El Dorado Senior Village project (Design Review DR20-0001)

To: Planning Department <planning@edcgov.us>, The BOSONE <bosone@edcgov.us>, The BOSTWO <bostwo@edcgov.us>, The BOSTHREE <bosthree@edcgov.us>, The BOSFOUR <bosfour@edcgov.us>, The BOSFIVE <bosfive@edcgov.us>

Dear Planning Department,

BEFORE THIS PROJECT IS APPROVED THE WOPUMNES TRIBE REQUESTS TO REVIEW THE STUDIES INCLUDING THE ARCHEOLOGICAL STUDY.

If you look at the chain of title for the properties involved in the El Dorado Senior Village Project you'll find that the Wopumnes Tribe's ancestors legally owned the properties, in fee simple, that are currently under discussion for development. The surnames, Daniels, Tripp, Blackwell, Verbeck, Urijvich and others.

The Sacramento-Verona Band (acting as the SSBMI) is not native to El Dorado County and does not have superior knowledge of this land involved in this project. The Sacramento-Verona Band was recognized as "Shingle Springs Indians" by the El Dorado County Board of Supervisors in 2003-2005... essentially the EDC BOS gave the Sacramento-Verona Band our name and our land. The Sacramento-Verona Band has no right to sign-off any CEQA project in El Dorado County. The Wopumnes Tribe is the aboriginal group with sacred site knowledge of these lands and would like to be included in the review of any studies done on that property and will provide a Tribal Monitor for the project.

Thank you,
Louie Smith, III
Cultural Resources Office

--

Tribal Council,
Wopumnes Nisenan-Mewuk Tribe of El Dorado County
www.RealMiwokTribe.com
PO Box 1712
Shingle Springs, CA 95682
530-350-5075

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Applicant Presentation

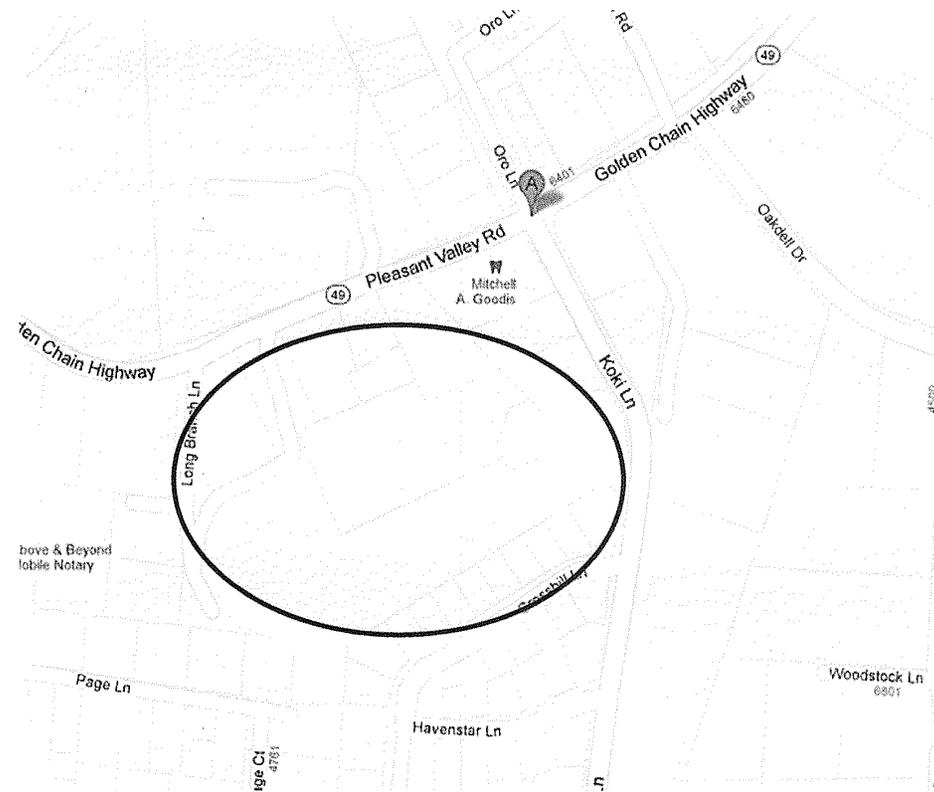
PC 8.27.20
25 pages
Item #3

EL DORADO SENIOR HOUSING, LLC

Presentation, August 27, 2020
to
El Dorado County
Planning Commission

Project Location

Hwy 49 at Koki Ln, El Dorado



Background

- ▣ 2006 – Purchased Property
 - ▣ Developed initial concepts and presented to the BOS Pre-Plan Hearing
 - ▣ Went before DSEDAC
- ▣ 2012 – OWMP Rescinded
- ▣ Oct 2017 – Oak Resources Policies Adopted
- ▣ Sept 2018 – Submitted Application for CUP for “Resort”
 - ▣ Went back to DSEDAC
- ▣ April 2019 – Planning Staff Recommends Approval

Background

- ▣ May 23, 2019 – Planning Commission Hearing
- ▣ July 15, 2019 – Presentation to Dorado Woods
- ▣ Oct 10, 2019 – Withdraw App for “Resort”
- ▣ April 20, 2020 – Submit App for “Village”

**SO NOW, AFTER 14 YEARS OF EFFORT & 3
DIFFERENT PROPOSALS, WE ARE HERE
BEFORE YOU...**

- ▣ Aug 27, 2020 - PC Hearing

Project Features

- ▣ 8.2 Ac Planned Senior Development
- ▣ Senior Apartments – 149 Units
- ▣ 2 Commercial Buildings including Restaurant
- ▣ Open Space including Oak Park w/ Picnic Facilities, Walking Paths, Swimming Pools, Club House, Community Garden, and Sports and Recreational Facilities.

PROJECT DATA

NO.	DESCRIPTION	UNIT	TYPE	PERIOD	1/2000	2/2000	3/2000	4/2000	TOTAL
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REVISIONS:
1.00 12/15/07 - 1.00 12/15/07 - 1.00 12/15/07

- NOTES:**
1. General notes apply to all drawings.
 2. All work shall be in accordance with the current editions of the applicable codes and standards.
 3. All work shall be in accordance with the current editions of the applicable codes and standards.
 4. All work shall be in accordance with the current editions of the applicable codes and standards.
 5. All work shall be in accordance with the current editions of the applicable codes and standards.
 6. All work shall be in accordance with the current editions of the applicable codes and standards.
 7. All work shall be in accordance with the current editions of the applicable codes and standards.
 8. All work shall be in accordance with the current editions of the applicable codes and standards.
 9. All work shall be in accordance with the current editions of the applicable codes and standards.
 10. All work shall be in accordance with the current editions of the applicable codes and standards.



Wright Architecture Studio
101 Jackson Valley Road, Suite 212
San Rafael, CA 94903
(415) 491-4447 / FAX (415) 491-4446
www.wrightarchitecture.com

El Dorado Senior Village
Highway 49 at Kobi Lane
El Dorado, California

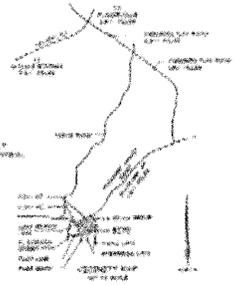
El Dorado Senior Village LLC
854 Dorado Road
Dorado, CA 94526
(925) 772-2772
www.eldoradoseniorvillage.com

PROJECT SQUARE FOOTAGE (CALIFORNIA)

FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	TOTAL
1000	2400		3400
2000	4000		6000
3000	4000		7000
4000	3000		7000
5000	1000		6000
6000	1000		7000
7000	1000		8000
8000	1000		9000
9000	1000	5000	15000
10000	2000		12000
11000	4000		15000
12000	3000		15000
TOTAL	20000	6000	26000

NON-RESIDENTIAL BUILDINGS	FIRST FLOOR	SECOND FLOOR	TOTAL
COMMERCIAL #1	1000	4000	5000
COMMERCIAL #2	1000	5000	6000
OFFICE	5000	5000	10000
TOTAL	7000	14000	21000

- GENERAL NOTES:**
1. The project shall be in accordance with the current editions of the applicable codes and standards.
 2. All work shall be in accordance with the current editions of the applicable codes and standards.
 3. All work shall be in accordance with the current editions of the applicable codes and standards.
 4. All work shall be in accordance with the current editions of the applicable codes and standards.
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 9. All work shall be in accordance with the current editions of the applicable codes and standards.
 10. All work shall be in accordance with the current editions of the applicable codes and standards.



SITE/GROUND LEVEL PLAN

A1.2

Vegetable Gardens

Pickle Ball

Bocce Ball

Swimming Pools

Oak Grove

PROJECT DATA

RESIDENTIAL UNIT	RESIDENTIAL UNIT	STRESS	1 ROOM	2 ROOM	3 ROOM	4 ROOM	TOTAL
1							
2	A	4					4
3	A	4					4
4							
5							
6							
7	A	4					4
8							
9							
10							
11							
12							
13							
14							
15							
16							
TOTAL		18	44	64	11		137

PARKING
145 CARS + 18 BIKES + 20 MOTORCYCLES

- NOTES:**
1. Refer to site plan for location of all utility lines and easements.
 2. All footings shall be set on compacted gravel.
 3. All walls shall be set on compacted gravel.
 4. All exterior walls shall be finished with stucco.
 5. All interior walls shall be finished with gypsum board.
 6. All floors shall be finished with tile.
 7. All ceilings shall be finished with gypsum board.
 8. All doors shall be finished with wood.
 9. All windows shall be finished with wood.
 10. All stairs shall be finished with wood.
 11. All roofs shall be finished with asphalt shingles.
 12. All exterior doors shall be finished with wood.
 13. All exterior windows shall be finished with wood.
 14. All exterior stairs shall be finished with wood.
 15. All exterior roofs shall be finished with asphalt shingles.

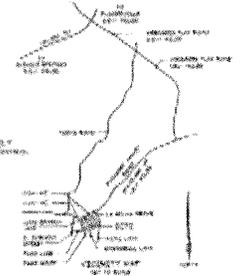
PROJECT SQUARE FOOTAGE (approximate)
TOTAL = 485,000 SQ. FT. (RESIDENTIAL + COMMERCIAL + PUBLIC + PARKING)

RESIDENTIAL BUILDING	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	TOTAL
1	1800	2400		4200
2	2000	4000		6000
3	2000	4000		6000
4	1800	3600		5400
5	2000	4000		6000
6	1800	3600		5400
7	2000	4000		6000
8	1800	3600		5400
9	1800	3600		5400
10	1800	3600		5400
11	1800	3600		5400
12	1800	3600		5400
TOTAL	21600	43200		64800

NON-RESIDENTIAL BUILDINGS	FIRST FLOOR	SECOND FLOOR	TOTAL
COMMERCIAL #1	3000	3000	6000
COMMERCIAL #2	1700	800	2500
PUBLIC	1200	1200	2400
PARKING	500	500	1000
TOTAL	6400	5500	11900

- PERMITTED UTILITIES (APPROXIMATE)**
1. Water: 12" diameter, 10' depth.
 2. Sewer: 12" diameter, 10' depth.
 3. Gas: 12" diameter, 10' depth.
 4. Electric: 4" diameter, 10' depth.
 5. Telephone: 4" diameter, 10' depth.
 6. Cable TV: 4" diameter, 10' depth.
 7. Fiber Optic: 4" diameter, 10' depth.
 8. Storm Drain: 18" diameter, 10' depth.
 9. Fire Water: 12" diameter, 10' depth.
 10. Irrigation: 12" diameter, 10' depth.

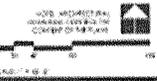
SITE/GROUND LEVEL PLAN



Wright Architecture Studios
161 Lucas Valley Road, Suite 313
San Rafael, CA 94903
(415) 461-8867 / FAX (415) 461-8868
www.wrightarchitecturestudios.com

El Dorado Senior Village
Highway 49 at Koki Lane
El Dorado, California
95623

El Dorado Senior Village #111
854 Empire Blvd
Orinda, CA 94556
(925) 770-3772
www.eldoradoseniorvillage.com



A1.2

Community Benefits

- ▣ Affordable Housing
- ▣ Needed Senior Facilities
- ▣ Alleviate Long Waiting Lists
- ▣ Job Opportunities
 - Construction Jobs: 190
 - Permanent Jobs: 38
 - ▣ Apartments - 8
 - ▣ Retail - 30

Compliance

- ▣ County Ordinances
 - Zoning - RM and CM, Consistent with General Plan
 - Density - 18/ac, Max Allowed 24/ac
 - Open Space - Near 30% (Not Required)
 - Height - Less than 40 ft. Allowable is 50 ft.
 - Setback - Complies
 - Parking - Proposed 220
 - Lighting - Complies
 - Landscaping - Complies
 - Signs - Complies

Compliance

- ▣ Grading and Drainage
 - Balanced Cut and Fill
 - Pervious Pavements – Grassy Pavers and Porous Asphalt
 - Storm Water Collection and Reuse

- ▣ Fire Safety Requirements
 - Clearances and Setbacks – Fire District has given written approval for reduced setbacks based on construction.
 - Building Construction – Meets More Stringent Standards
 - Fire Flow – 1,750 GPM
 - Hydrants – 300 ft Spacing
 - Access – Wide EVAs and Turn-Arounds

Compliance

- ▣ Facilities Improvement Letter
 - Adequate Water Supply
 - Adequate Water Facilities
 - Adequate Sewer Facilities

- ▣ Fire Department Annexation
 - Approved

- ▣ LAFCO Annexation
 - Approval Prior to Building Permit

Traffic Impact Study

▣ Summary

- Seven Intersections Studied – County Mandated
- Experts, Kimley-Horn, Traffic Consultant
- Study is Peer Reviewed – County, DKS, CalTrans
- Result: NO SIGNIFICANT IMPACT

Traffic Analysis

- ▣ Number of Daily Trips 883 (+96)
- ▣ Peak Morning Hour (6:00 – 9:00) 37 (-4)
 - ▣ In (16), Out (21)
- ▣ Peak Afternoon Hour (4:00 – 7:00) 63 (+1)
 - ▣ In (32), Out (31)
- ▣ No. of cars at Hwy 49/PV intersection 9
- ▣ No Significant Impact

Public Comments

- ▣ Noise
- ▣ Light
- ▣ Access
- ▣ Waste Management
- ▣ Brush Clearing
- ▣ Traffic
- ▣ Project Scale and Type

Public Comments

Noise, Light, and Access

- ▣ Noise
 - Acoustical studies have been conducted concluding:
 - ▣ Noise From Traffic - Less than significant
 - ▣ Noise From Operations - Mitigated
 - ▣ Noise From Construction - Mitigated
- ▣ Light
 - Complies with codes
- ▣ Access
 - Access is considered excellent by responsible agencies. Hwy 49 access is considered unsafe.

Public Comments

Waste Management

Several comments were received expressing concern over the dumpsters.

- ▣ Conditions of approval mandate compliance with waste management policies.
- ▣ Waste management to be the responsibility of property manager.
- ▣ Storage areas will be enclosed.
- ▣ County code states that before building permits shall be issued, plans for waste facilities must be approved by both the County and the waste hauler.

Public Comments

Brush Clearing

The allegation was made that we haven't cleared the brush on our property for several years.

- ▣ This simply isn't accurate. We were advised by this commission to do so last year during the hearing of our continuance request and we did so in Oct. 2019.
- ▣ This year, I contacted Diamond Springs Fire District office to see if they had their approved contractor for land clearing and they did not, so I went back to the same person to clear the brush that I had ordered in 2019 to clear the brush in 2020. He agreed to do so and in July he went in and cleared the brush to at least 75 feet from any dwelling, I suspect even as much as 100 feet.

Public Comments

Traffic

There is concern that Koki Lane and Highway 49 can't handle our additional traffic

- ▣ This has been addressed in the traffic report
- ▣ Per the report, intersection and road conditions are currently at LOS B and C and are expected to remain at that level irrespective of whether our project is built.
- ▣ Some suggest that single family homes would alleviate the perceived problem.

Public Comments

Traffic (Cont.)

- ▣ Single Family Detached Homes generate 2.6 times* as many trips as Senior Adult Apartments
- ▣ Single Family Detached Homes generate more trips in the morning than Senior Adult Apartments
 - 8.1%* of SFD trips are in the AM peak hours
 - 5.2%* of SAA are in the AM peak hour

▣ * See Table 1, Proposed Project Trip Generation (Original Project)

Public Comments

Scale and Type

Several neighbors are concerned about the scale and type of project we are proposing. They contend that the project is too large and that it should be neither multi-family nor affordable housing.

I am being accused of making good on “threats” to provide affordable housing, and of lack of concern for the community by proposing multi-family homes rather than single family homes. As I said during the meeting we are not zoned for single family housing and never were since we bought the property.

Public Comments

Project Scale and Type (Cont.)

- ▣ Neighbors Preference for Single Family Homes
 - We are not zoned for single family homes. The neighbors should have been advised when purchasing their home that this property was zoned as Multi-Family Housing.
- ▣ Neighbors Object to Affordable Housing
 - We understand that there are those who object to the idea of affordable housing in their neighborhood; however, we are zoned as multi family housing, and we are in compliance with all objective standards applicable to this project. Most important is the drastic need for affordable senior housing.

Understanding SB35

Consistency

- ▣ County must provide consistency determination within 60 days, otherwise project is deemed to satisfy all required objective standards.
- ▣ We ARE consistent with all objective standards because we have not been advised otherwise.
- ▣ SB35 is not clear whether public oversight may be utilized to make consistency determination if the inconsistency was not raised within the 60-day deadline. However ...
- ▣ There are no claims, so far, of consistency violations within the public comments.

Understanding SB35 Design Review

- ▣ It has been requested by some for the Planning Commission to consider the impact of the project on local residents and their quality of life
- ▣ Any design review or public oversight shall be objective and be strictly focused on assessing compliance with criteria required for streamlined projects, as well as any reasonable objective design standards.

Understanding SB35

Timing

- ▣ Design review or public oversight shall be completed within 90 days of submission
- ▣ In this case, however, we granted the County an extension until August 27, 2020 to accommodate the public oversight approvals related to the application.
- ▣ To date, not one instance has been presented showing lack of compliance with objective standards.
- ▣ We respectfully ask that you now agree with County planning and the approval of our project.