PC 3-25-21
Item #2
2 pages

Julie Saylor <julie.saylor@edcgov.us>

Fwd: Expansion of Montano De El Dorado Shopping Center

1 message

Tom Purciel <tom.purciel@edcgov.us> Tue, Mar 23, 2021 at 8:07 AM
To: Julie Saylor <julie.saylor@edcgov.us>

---------- Forwarded message ---------
From: **AES** <aes1998@gmail.com>
Date: Mon, Mar 22, 2021 at 9:49 PM
Subject: Expansion of Montano De El Dorado Shopping Center
To: <tom.purciel@edcgov.us>

El Dorado County Planning Commission

Dear Planning Commission Members:

My name is Amber Siepmann. I live in El Dorado Hills at 8548 Avelin Place. My home is about one mile from the Montano De El Dorado Shopping Center at Latrobe Road and White Rock Road.

I would like to say I FULLY support the expansion of this shopping center. I enjoy the close convenience of Montano but I wish there were more businesses and choices available. The existing shopping center is beautiful and I love Pottery World and other retailers. I can truly surmise that the new phase is only going to be better and really put El Dorado Hills on the map for shopping. And of course more shopping means more tax dollars for the community. Additionally, there are two "over 55" communities nearby and I can only imagine the folks who live there would appreciate more quality shopping nearby.

I also understand that a hotel is proposed. I'm ecstatic that it is a MARRIOTT SUITES hotel because it is upscale, and when my friends and relatives come to visit they will have a choice of a place to stay which is close and convenient..

In closing, I think you should give the builder (developer) room to expand this plaza as he's already shown what he can do and has done a great job so far. I'd like to see the next phase as I'm sure it will be even nicer and be a very desirable asset for our area.

Thank you,

Amber Siepmann

--
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

PC 3-25-21

Julie Saylor <julie.saylor@edcgov.us>

Item #2

Planning Commission March 25, 2021 Public Comment - Montano de El Dorado Phase 2 - Z15-0002 P15-0006 PD15-0004 S17-0015

1 message

7 pages

El Dorado Hills Area Planning Advisory Committee <info@edhapac.org> Tue, Mar 23, 2021 at 7:26 AM
To: "tom.purciel@edcgov.us" <tom.purciel@edcgov.us>, "planning@edcgov.us" <planning@edcgov.us>, "julie.saylor@edcgov.us" <julie.saylor@edcgov.us>, "tjwhitejd@gmail.com" <tjwhitejd@gmail.com>, "washburn_bew@yahoo.com" <washburn_bew@yahoo.com>, "jjrazz@sbcglobal.net" <jjrazz@sbcglobal.net>, "mschrisfish@gmail.com" <mschrisfish@gmail.com>, "jdavey@daveygroup.net" <jdavey@daveygroup.net>

Hello,

The El Dorado Hills Area Planning Advisory Committee would like to submit the following findings of Conditional Support from our Montano de El Dorado Phase 2 Subcommittee as public comment in advance of Thursday's Planning Commission Public Hearing.

Our Subcommittee reviewed the project DEIR, and offered public comment in 2020, and have recently completed a review of the FEIR. EDH APAC would like to thank the project applicant for the generous amount of time and public outreach at several EDH APAC meetings in 2020, and in the El Dorado Hills Community.

As always, EDH APAC appreciates the opportunity to review and provide thoughtful feedback from area residents relating to development projects in El Dorado Hills.

John Davey
Chair

El Dorado Hills Area Planning Advisory Committee
1021 Harvard Way
El Dorado Hills CA 95762
https://edhapac.org
info@edhapac.org

EDHAPAC Montano de El Dorado Phase 2 Masterplan FEIR Planning Commission Comments.pdf
1015K

El Dorado Hills Area Planning Advisory Committee

APAC 2021 Board
John Davey, Chair jdavey@daveygroup.net
John Raslear, Vice Chair jjrazzpub@sbcglobal.net
Timothy White, Vice Chair tjwhitejd@gmail.com
Brooke Washburn, Secretary washburn_bew@yahoo.com

1021 Harvard Way, El Dorado Hills, CA 95762
https://edhapac.org

The County of El Dorado Planning Commission
The County of El Dorado Planning and Building Services Department

2850 Fairlane Court
Building C
Placerville, CA 95667
ATTN: TOM PURCIEL

March 22, 2021
Montano Phase II Z15-0002 P15-0006 PD15-0004 S17-0015
Montano Sub Committee FEIR Response

The El Dorado Hills Area Planning Advisory Committee formed a Subcommittee (EDH APAC Subcommittee) to study and review the Montano de El Dorado Phase 2 Z15-0002 P15-0006 PD15-0004 S17-0015 project. These are our public comments regarding the FEIR.

O4-2, O4-3, and O4-4 - These Responses in the FEIR indicates that after an evaluation period of sound measurements during the first two daytime events at the proposed amphitheater that results in monitored sound generation that complies with the County's 45dB - 55dB limitation, that operation hours of events would be modified beyond daytime events for the time period of 7AM - 7PM, to also include nighttime events up to 10PM. The responses also indicate that events using amplified sound systems are required to obtain a discretionary permit and perform self-monitoring to ensure that sound system levels comply with noise levels specified in the permit's conditions of approval. However, current events operating with a Conditional Use Permit at the existing Montano de El Dorado Phase1 tenant "Relish Burger" have generated numerous noise complaints from residents along Monte Verde Drive, and from residents far to the west in the Four Seasons residential development. This demonstrates that self monitoring is not effective monitoring, nor an effective mitigation. Unfortunately this immediately puts residents in an adversarial relationship with event organizers, and places the burden of monitoring for compliance onto residents.

O4-6 These Responses to the question of building heights impacting sightlines, and exceeding County Height ordinances informs:

Comments regarding not allowing building height exceptions will be evaluated by County staff, the Planning Commission, and the Board of Supervisors for project consideration.

The Commenters would offer that the comparison to heights in the nearby Town Center East development are similar in nature, but that the proposed Phase 2 project is immediately adjacent to an established residential community, whereas El Dorado Hills Town Center East is not - therefore the designed building heights requested in this project that exceed limits established by County Ordinance should be considered inappropriate by the Planning Commission and the Board of Supervisors for granting a variance, and that the project heights should be in compliance with County Ordinances, and may act as a buffer to the El Dorado Hills Town Center East Development, by lessening sightline impacts on properties in nearby residential developments.

Concerns about traffic and circulation remain

Recognizing that delay times are no longer considered a significant impact under CEQA, residents are still concerned that delay times do in fact contribute to Greenhouse Gas Emissions that don't seem to be considered as a factor in VMT calculations. Specific delay times, depending on the degree, can contribute more to greenhouse gas emissions than the base VMT formula may consider.

O4-7 - This Response in the FEIR regarding resident concerns of traffic on Latrobe Road using the residential Monte Verde Drive as a by-pass to White Rock Road to avoid traffic delays experienced at the Latrobe Road-White Rock Road signalized intersection (as well as the proposed Latrobe Road-Post Street Intersection) indicates that a time distance calculation determines that staying on Latrobe Road is roughly 30 seconds quicker than using Monte Verde Drive ignores four points:
1) Monte Verde Drive at Latrobe Road has a traffic signal that motorists are forced to stop at (a pain point), encouraging motorists to use the alternate Monte Verde Drive route.
2) Traffic on Latrobe Road ALREADY uses Monte Verde Drive as an alternate route to White Rock Road, to avoid the Latrobe Road-White Rock Road signalized intersection during heavier traffic periods
3) The proposed Post Street intersection on Latrobe Road will add another traffic signal to the route to White Rock Road causing additional delay, compelling motorists to use the alternate route on Monte Verde Drive.
4) Traffic, like water, will find its own path. Regardless of the actual 30 second calculation, if drivers <u>feel like</u> the alternate route is faster, <u>they will take it</u>.

O4-8 This Response in the FEIR offers that El Dorado County does not post signs restricting traffic on public roadways. The intent of the Commenter(s) to the DEIR was not to seek a formal restriction of traffic type - it more precisely should have been worded to request a sign that simply indicated that the roadway serves a residential neighborhood - in an attempt to discourage pass-through traffic. It is recognized by the commenter(s) that it would not be legally enforceable signage.

O4-10 - This Response addresses the suggestion for a deceleration lane on northbound Latrobe Road for vehicles entering and exiting the southern property entrance by observing that the project frontage will be widened on Latrobe Road to three (3) lanes with an 8 foot paved shoulder, and sidewalk. This does not address the commenters' original concern provided to the DEIR that a deceleration lane (or dedicated turn pocket) would move slowing northbound traffic safely out of the flow of 45-55MPH traffic on Latrobe Road, so that residents entering northbound Latrobe Road from Monte Verde Drive would not enter Latrobe Road and be immediately confronted with 45-55 MPH traffic slowing to a near stop to use the project southern entrance. It would also allow for the three lanes of northbound Latrobe Road to continue unimpeded by traffic slowing to a near stop to transit the southern project entrance, or for traffic exiting the project property at the southern entrance immediately onto Latrobe Road.

O4-11 - This Response in the FEIR provides that despite the commenters' concerns that existing traffic does not comply with the existing posted prohibition of left turn movements exiting the eastern project driveway on White Rock Road, that:

...the County will monitor this driveway for potential future safety issues.

It is observed that the County currently has numerous unfunded Capital Improvement Projects identified, and that a minor improvement such as this request for a median on White Rock Road be installed to augment the prohibition of left turns at this location on White Rock Road, if evaluated and considered "for potential future safety issues" would just be added to the unfunded CIP - effective mitigation of the circulation and safety concerns at this project site would be more appropriately addressed by including it as a condition of approval of this project.

Additional traffic concerns regarding the project.

This project proposes extending Post Street through the project site as an additional roadway to mitigate potential traffic and circulation impacts - to provide a measure of circulation relief. However, both the existing Post Street to the north of the project in the Town Center East development, and the proposed extension of Post Street to the south through the project site, are private roadways. There are no possibilities for future circulation improvements of these private roadways if circulation conditions continue to evolve. The proposed Post Street extension from White Rock Road to Latrobe Road as represented in the project documents, appears to be nothing more than an interior parking lot connector roadway, with numerous parking aises crossing the proposed roadway. If the proposed Post Street extension is to be considered an adequate mitigation of circulation impacts of the project, then the roadway should be designed to County Road Design Standards, and function as an actual part of the County Road network. As it exists currently along the proposed Post Street alignment inside the Phase 1 project parking lot, the drive aisle offers very poor sightlines. Designed road speeds would have to be well below 25MPH to operate safely. As such, a sub-25MPH roadway is not an effective circulation improvement to the transportation network in El Dorado Hills.

Post Street at White Rock Road - view to south.

Post Street Parking Aisle Entrance - view to south

Existing Drive Aisle - view to north of Post Street entrance

The EDH APAC Subcommittee also has concerns about the project impacts potentially being mitigated in part by contributions to the El Dorado County Intelligent Transportation System [ITS] Pilot Project Included in the Conditions of Approval #13 Access and Offsite Improvements item a).

A Pilot Project by definition does not suggest an effective ongoing mitigation. EDH APAC would recommend that a solution beyond the scope of a Pilot Project be designated as effective mitigation. The EDH APAC Subcommittee also has concerns that several other proposed and approved area projects (primarily residential development,and some of those in development agreements) have only had voluntary contributions suggested/defined for the ITS in the range of several hundred thousand dollars per project, while this development project is being burdened with connecting signals at existing public intersections (considerably off site of the project), as well as Private Roads from other development projects along Latrobe Road, with an undefined cost. What becomes of the suggested mitigation if the El Dorado County ITS Pilot Program is not approved by the Board of Supervisors?

Also in the Conditions of Approval #13 Access and Offsite Improvements item b)

> *Construct recommended roadway Improvements #2 and #4 (as discussed in Section 3.12.4, "Non-CEQA Operations Analysis" in the Project EIR), Latrobe Road / Town Center Blvd Intersection Improvements prior to issuance of any building permit.*
>
> - *Reconfigure the westbound approach to include one shared-left/through lane, and two right-turn lanes*
> - *Change the intersection signal timing to allow for a permitted/overlap phase for the westbound right-turn lanes.*
>
> *These improvements may require further restriping or improvements to the western portion of Town Center Boulevard as well as potential improvements to the privately owned roadway to the west.*

Why is this project required to provide improvements to privately owned roads in other existing development projects?

COA #13 ends with the following:

If item 2.b (Improvement #'s 2 and 4) above is constructed by others, and not added to the TIM Fee program, the project shall pay its fair share towards construction of these improvements

Why does the COA denote the TIM Fee program - has this not transitioned to the TIF Program?

The EDH APAC Subcommittee offers conditional support of the Montano de El Dorado Phase II project:

Conditions:

1. Effective Sound Mitigation and Monitoring be incorporated to prevent impacts to the immediately adjacent residential development along Monte Verde Drive. Events in the Amphitheater/Pavilion should be by SUP, with quarterly monitoring performed by El Dorado County Code Enforcement Officers
2. Building heights must comply with County Standards/Ordinances with no variances granted
3. Effective measures are implemented that will reduce cut-through traffic between Latrobe Road and White Rock Road that would use Monte Verde Drive
4. A deceleration/acceleration lane be provided at the project southern access point on Latrobe Road
5. A median or curb be constructed on White Rock Road at the project driveway west of Post Street that will prevent left turn movements out of the project
6. The Post Street extension from White Rock Road to Latrobe Road be designed to County Road design and speed standards, and not constructed simply as a parking lot drive aisle

The EDH APAC Subcommittee appreciates the opportunity to study, review, and provide thoughtful and informed public comments on proposed development projects in El Dorado Hills.

EDH APAC Montano de El Dorado Phase 2 Subcommittee
Chair - EDH APAC Vice Chair John Raslear
EDH APAC Member Crissy Gaewsky

EDH APAC Chair John Davey