

Appendix A

Notice of Preparation and
Comments Received

Notice of Preparation



REVISED NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Date: February 25, 2025

To: Agencies and Interested Parties

From: Cameron Welch, Senior Planner, County of El Dorado

Subject: **Revised Notice of Preparation of Draft Environmental Impact Report and Notice of Public Scoping Meeting for the EDH Costco (Application Nos. Planned Development Permit PD15-0001, Conditional Use Permit CUP23-0012, and Variance Application V22-0001), SCH #2021080402**

Review Period: February 28, 2025, to March 31, 2025

The County of El Dorado (acting as the Lead Agency) previously released a Notice of Preparation on August 23, 2021 (2021 NOP) for the preparation of an Environmental Impact Report (EIR) for the proposed EDH-52 Commercial Center located in unincorporated El Dorado County (County). Since release of the 2021 NOP, the project has been revised and now includes a new Costco Wholesale Member Warehouse retail store, Costco Wholesale fuel facility, and associated site improvements on Silva Valley Parkway (collectively referred to as the Costco Wholesale project), just north of US Route 50 (US 50) in El Dorado County. Additionally, the project name has been changed from “EDH-52” to “EDH Costco.” As a result, the County of El Dorado is releasing this Revised NOP to re-initiate the environmental scoping process in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21080.4) and CEQA Guidelines (14 California Code of Regulations [CCR] Section 15082). The purpose of an NOP is to provide sufficient information about the proposed project and its potential environmental effects to allow public agencies, organizations, tribes, and interested members of the public the opportunity to provide a meaningful response related to the scope and content of the EIR, including feasible mitigation measures and project alternatives that should be considered in the EIR (CEQA Guidelines, 14 CCR Section 15082[b]). The proposed project and location are briefly described below.

PROVIDING COMMENTS

El Dorado County is soliciting written comments from public agencies, organizations, tribes, and individuals regarding the scope and content of the environmental document. Because of time limits mandated by State law, comments should be provided at the earliest possible date, but no later than 5:00 p.m. on, March 31, 2025. Please send all comments to:

Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667
Email: EDHCostco@edcgov.us

Agencies that are responsible agencies or trustee agencies will need to use the EIR when considering permits or other approvals for the project. Such agencies should provide the name of a contact person, phone number, and email address in their comment. Comments provided by email should include **“EDH Costco NOP Comment”** in the subject line, and the name and physical address of the commenter in the body of the email.

PROJECT SITE AND LOCATION

The project site is in an unincorporated area of El Dorado County, in the El Dorado Hills area (Figure 1). As shown in the aerial photo of the project site (Figure 2), the project site is north of U.S. Highway 50 (U.S. 50) and is bisected by Silva Valley Parkway, resulting in a North Project Site area (North Site) and a South Project Site area (South Site). The project site encompasses 43.26 acres, including Assessor’s Parcel Numbers (APNs) 122-720-002, -003, -018, -019, -020, and -021, and is undeveloped/vacant. APN 122-720-21 (6.57 of 7.75 acres) is primarily reserved for the future extension of County Club Drive to Silva Valley Parkway, which is not part of the project. Existing land uses near the project site include undeveloped/vacant land, single-family residences, an elementary school (Oak Meadow Elementary) to the north; U.S. 50 to the south; a church (Capital Korean Presbyterian), single-family residential, undeveloped/vacant land, and Tong Road to the east; and Clarksville Crossing and open space area to the west.

The North Site comprises 24.83 acres and the South Site is 18.42 acres; and the General Plan Land Use Designation for both areas is Commercial (C). The North Site is currently zoned Commercial Regional – Planned Development (CR-PD). The South Site is predominantly zoned CR-PD and includes two small parcels zoned Commercial Limited (CL) and Transportation Corridor (TC), respectively.

UPDATED PROJECT DESCRIPTION

The revised project includes a new Costco Wholesale Member Warehouse retail store (warehouse retail store), Costco Wholesale fuel facility (fuel facility), and associated site improvements. The warehouse retail store is proposed for the South Site and the fuel facility and Costco employee parking is proposed on the North Site. The remainder of the North Site would include a 13.79-acre outparcel that is not planned for development at this time. The following are the anticipated requested entitlements:

- Planned Development Permit (PD15-0001) for a Costco Wholesale Member Warehouse retail store and Costco Wholesale fuel facility.
- Conditional Use Permit (CUP23-0012) for a tire center, outdoor vehicle display, and recurring outdoor Christmas Tree sales.
- Variance (V22-0001) to allow building-attached signage square footage area beyond the current allowance in the El Dorado County Zoning Ordinance.

Additionally, a few pre-construction activities include: Tree permit for selective removal of on-site trees within the development envelope and authorization for the payment of in lieu fees to compensate for tree removal; Lot Line Adjustment to be submitted to the County Surveyor for the adjustment of property lines, and an applicant-led annexation of the site into the El Dorado Irrigation District (EID) and El Dorado Hills Fire Department (formally known as the El Dorado Hills County Water District) service boundaries to be considered by the El Dorado Local Agency Formation Commission.

The revised site plan for the project (Figure 3), shows development currently proposed on the South Site and a portion of the North Site. The remainder of the North Site is not proposed for any development in connection with the project and would remain vacant. Any future development of the North Site beyond the fuel facility would require further applications filed with, and approvals by, the County, as well as associated review of potential environmental impacts under CEQA.

North Site

Approximately 3.29 acres (143,261 square feet) of the North Site would include a members-only Costco Wholesale fuel facility and Costco employee parking. The fuel facility would include an approximate 11,668 square-foot open canopy and an approximate 125 square-foot controller enclosure. There would be four covered fueling bays, each with four two-sided fuel dispensers to provide fueling for up to eight cars at each island for a total of 32 fuel positions. The Costco employee parking area would include approximately 70 spaces. The remainder of the North Site is not proposed for development in connection with the project.

Two access points to the fuel facility would be provided: A restricted right-in and right-out access from Silva Valley Parkway and a new four-way signalized intersection at Silva Valley Parkway and the driveways into the fuel facility and Costco Warehouse retail store parking lot. At a date yet to be determined, future access would also be provided to the planned extension of Country Club Drive. The extension of Country Club Drive, which is not a part of this proposed project, is a County Capital Improvement Project (No. 36105008) and would be constructed by the County at a future date.

South Site

The South Site would include up to approximately 165,000 square feet of building area planned to be constructed as a Costco Wholesale Member Warehouse retail store. Within the warehouse retail store, Costco would offer optical exams and optical sales, hearing aid testing and sales, food service preparation and sales, meat preparation and sales, bakery and sales of baked goods, alcohol sales, and tire sales and installation. Temporary outdoor sales may occur within the parking field adjacent to the warehouse for seasonal Christmas tree sales during the months of November and December. The warehouse is proposed to include one customer entrance to the main Costco store, which would be located at the northwest corner of the building. The tire center would have bay doors accessible from outside of the warehouse, though the tire center sales area would be accessible through the warehouse retail building. A promotional vehicle may be on display near the customer entrance to the building. This vehicle would be used to promote online or offsite vehicle sales; no vehicles are proposed to be sold on site. The South Site would also include a parking structure and surface parking, which are further described below. Development on the South Site would exclude the 1.38-acre area located west of Clarksville Crossing where no development is proposed.

The South Site has been designed to accommodate the existing slope of the site by locating the Costco warehouse retail building in the southeast corner of the site, where the elevation of existing streets adjacent to the site are the highest. Parking would be provided in two at-grade parking lots and one subterranean (below-grade) parking lot structure beneath one of the at-grade lots. Vehicle access to this lower-level parking structure would be provided by a ramp on the north side of the structure from Clarksville Crossing and a ramp on the south side of the structure from the above at-grade parking lot. The below-grade parking structure would include approximately 200 to 230 spaces. A pedestrian ramp would provide pedestrian access from the below-grade level up to the at-grade parking and entry to the warehouse retail building. The below-grade parking structure and at grade parking lots together would include approximately 760 spaces in total parking to serve the South Site.

It is anticipated that the warehouse retail store and fuel facility would employ approximately 250 to 300 employees. The warehouse retail store hours are anticipated to be 9:00 a.m. to 8:30 p.m. Monday through Friday and 9:00 a.m. to 7:00 p.m. Saturday and Sunday. The fuel facility hours have yet to be determined.

The primary customer vehicle entrance to the South Site would be from a signalized intersection via the main driveway at Silva Valley Parkway. There would also be an intersection at Silva Valley Parkway and Clarksville Crossing that would provide a left-hand turn pocket for vehicles traveling northbound on Silva Valley Parkway to make a left turn onto Clarksville Crossing. From Clarksville Crossing, there would be three driveways providing access to the parking areas of the South Site. The intersection set-up of Silva Valley Parkway and Clarksville Crossing would remain in place until the County constructs the Country Club Drive extension. After completion of the Country Club Drive extension, Clarksville Crossing's existing connection to Silva Valley Parkway would be eliminated.

Delivery Truck Ingress/Egress

Delivery truck access would be allowed at all driveway locations depending on the size of the delivery truck and direction of travel for both the North Site and South Site. Most trucks delivering to the warehouse retail building would access the site at the southwest driveway on Clarksville Crossing near the receiving docks. Fuel trucks accessing the North Site would enter at the northern right-in/right-out driveway on Silva Valley Parkway and exit at the proposed signalized main driveway on Silva Valley Parkway.

Loading

The receiving dock of the warehouse retail building would be located at the southwest corner of the building. The bay doors would be equipped with sealed gaskets to limit noise impacts. A smaller on-grade door would also be located on the south side of the building. This on-grade door is to receive bread deliveries and single-unit or box shipping and delivery trucks. A transformer and two trash compactors would also be located along the south edge of the warehouse building. Dense landscape material would screen this area.

Signage

The project also proposes signage to include approximately 1,300 square feet of combined building-attached signage for the warehouse retail store on the South Site and the fuel facility on the North Site.

Lighting

The warehouse and employee parking lot would be illuminated with standard downward LED fixtures affixed to a 36-6" light pole. Parking lot light standards are designed to provide even light distribution for vehicle and pedestrian safety, with lighting fixtures of a "shoe-box" style. The parking lot lights would be timer controlled to limit lighting after the warehouse has closed and most employees are gone from the warehouse. Parking lot lighting would then only remain on to provide security and emergency lighting. Lighting fixtures would also be located on the exterior of the building approximately every 40 feet to provide safety and security. Parking and site lighting would incorporate the use of cutoff lenses to keep light from overflowing beyond the South Site boundaries. Lights on the fuel facility would be recessed into the canopy to provide both lighting during operating hours and lower-level security lighting after hours. No direct light from any light source on either site may fall outside the property line or into the public right-of-way

Utilities/Services

Both the North Site and the South Site would need to be annexed into EID to acquire sanitary sewer and water service. EID stated in its September 14, 2023, Facilities Improvement Letter (FIL) that there should be adequate water supply and sewer capacity available to serve a similar type of project. The project will tie into the existing 18-inch potable water main and the 21-inch gravity sewer line in Clarksville Crossing. An updated Facilities Improvement Letter will be requested through EID at the appropriate time.

Sanitary service and potable water for the North Site would be provided by EID sanitary sewer and water lines that cross the South Site. Reclaimed water is available for non-potable irrigation use and would be provided by extending an existing reclaimed line in Silva Valley Parkway north of the project site.

The on-site drainage system will connect to El Dorado County's storm drain infrastructure in Clarksville Crossing. The project proposes bioretention planters for LID treatment of stormwater runoff.

The property would also need to be annexed into the El Dorado Hills Fire Protection District prior to building permit issuance.

Dry utilities (electric, gas, telephone, and cable TV) will be provided from existing infrastructure located to the north of the project site in Silva Valley Parkway. Dry utilities will need to be extended along the frontage of both the North Site and the South Site.

Additional project information can be accessed via the following web link:

<https://edc-trk.aspgov.com/etrakit/>

POTENTIAL ENVIRONMENTAL IMPACTS

Pursuant to the CEQA Guidelines, 14 CCR Section 15063(a), the County has determined that an EIR is required for the project and has elected to not prepare an initial study. The County anticipates that the EIR will address the following topic areas:

- Aesthetics
- Air Quality
- Archaeological and Historic Resources
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards, and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Based on a preliminary analysis, the County has determined that impacts to the following topics would not be significant. Therefore, these topics will not be analyzed further in the EIR.

- Agricultural and Forestry Resources - no agricultural or forestry resources would be affected because these resources do not exist on the project site.
- Mineral Resources - no mineral resources would be affected because these resources do not exist on the project site.

Unless specific comments are received during the revised NOP public comment period that indicate a potential for the project to result in significant impacts, these topics will not be analyzed further in the EIR.

SCOPING MEETING

The County of El Dorado will hold a scoping meeting to receive comments regarding the scope and content of the environmental document and answer general questions regarding the environmental process. The meeting will be on March 10, 2025 from 6:00 p.m. to 8:00 p.m. at the El Dorado Hills Fire Station, Station 85, located at 1050 Wilson Boulevard, El Dorado Hills, CA 95762.

Written comments regarding the scope and content of the environmental document may be submitted throughout the scoping period, which closes at 5:00 p.m. on March 31, 2025.

The County of El Dorado is committed to ensuring that persons with disabilities are provided the resources to participate in its public meetings. If you require accommodation, please contact Planning Services at 530-621-5355 or via e-mail, planning@edcgov.us.



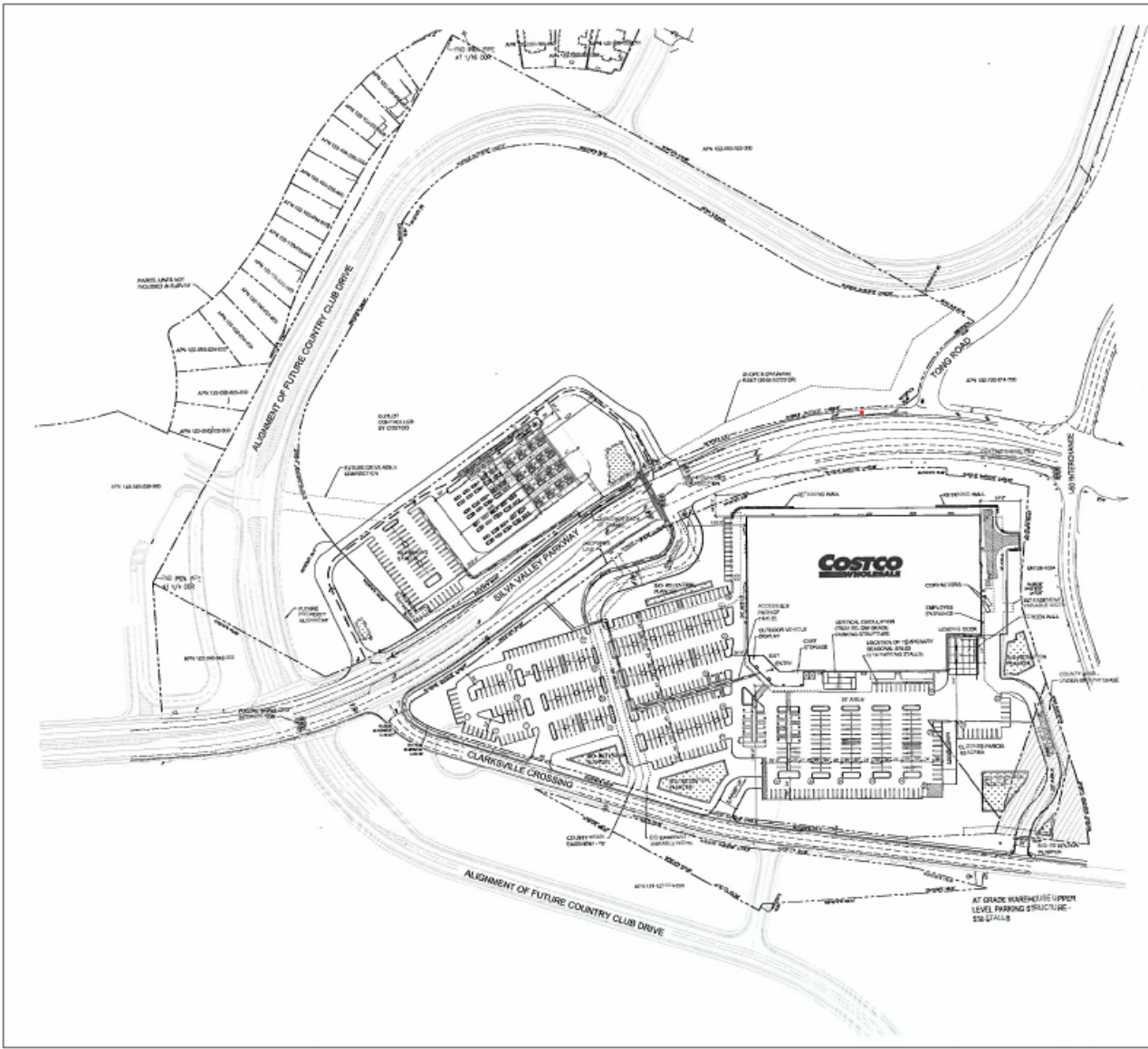
Source: adapted by Ascent in 2021

Figure 1 Regional Location



Source: adapted by Ascent in 2021

Figure 2 Project Site



PROJECT DATA

CLIENT: COSTCO WHOLESALE
 999 LAKE DRIVE
 ISSAQUAH, WA 98027

PROJECT ADDRESS: SILVA VALLEY PARKWAY
 EL DORADO HILLS, CA

SITE DATA:

COSTCO WHSE SITE AREA: 17.05 ACRES (742,689 SF)
 INCLUDES:
 CL ZONED PARCEL: 0.52 ACRES
 EDH NORTH SITE AREA: 24.83 ACRES (1,081,692)
 INCLUDES:
 COSTCO FUEL SITE AREA: 3.29 ACRES (143,261)
 COSTCO OUT PARCEL: 13.79 ACRES (600,563)
 FUTURE COUNTRY CLUB LANE PARCEL: 7.75 ACRES (337,868)

JURISDICTION: EL DORADO COUNTY
 ZONING: CR-PD, CL

CR-PD SETBACKS: REQUIRED NORTH SOUTH

FRONT:	20'	20'
SIDE:	5'	5'
REAR:	30'	5'

ACTUAL NORTH SOUTH

FRONT:	60'-3"	44'-11"
SIDE:	133'	N/A
REAR:	47'-1"	N/A

MAXIMUM ALLOWABLE BUILDING HEIGHT: 50'
 MAXIMUM ALLOWABLE FLOOR AREA RATIO (FAR): 0.85

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA: 165,000 SF
 INCLUDES:
 WAREHOUSE: 155,000 SF
 TIRE CENTER: 3,000 SF
 BUILDING ENVELOPE: 2,000 SF
 NET OPEN CANOPY: 5,000 SF

BELOW GRADE PARKING STRUCTURE: 100,000 SF

PARKING DATA:

TOTAL PARKING: 831 STALLS

INCLUDES:

MAIN LEVEL PARKING PROVIDED:

⊙ 10' WIDE STALLS	530 STALLS
⊙ ACCESSIBLE STALLS	19 STALLS

BELOW GRADE STRUCTURE PARKING PROVIDED:

⊙ 10' WIDE STALLS	214 STALLS
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FUEL PARCEL PARKING PROVIDED:

⊙ 10' WIDE STALLS	68 STALLS
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NUMBER OF STALLS PER 1000 SF OF BUILDING AREA: 5.23 STALLS

NOTES:
 EXISTING CONDITIONS TO BE FIELD VERIFIED.
 SOLAR PANELS WILL BE INCLUDED AS PART OF THE PROJECT. IT HAS YET TO BE DETERMINED AT THIS TIME IF THE SOLAR PANELS WILL BE ROOFTOP, A SEPARATE STRUCTURE, OR A COMBINATION OF BOTH.

Source: Image produced and provided MG2 in January, 2025

Figure 3 Project Site Plan

Comments Received

March 10, 2025 NOP Scoping Meeting Comments

Speaker	Comment
John Richard	<ul style="list-style-type: none"> ▪ EIR must address asbestos. ▪ For the fuel station, the EIR analysis should analyze diesel separate from gas.
Bill Benzley	<ul style="list-style-type: none"> ▪ Exhaust from buses at Oak Meadow Elementary was previously identified negatively impacting children. Costco would result in similar impacts and this should be looked at in the EIR.
Tim White	<ul style="list-style-type: none"> ▪ The EIR review period should be set at 60 days, not 45 days. ▪ Is a member of APAC and based on his experience reviewing EIRs in the past, 45 days is not enough time for residents as they do not have expertise in planning, traffic analysis, etc. ▪ Has concerns about traffic. One lane will not work on Clarksville. Will need a third (middle lane). Also traffic concerns with White Rock Road continuing to Hwy 50. Traffic is going to be a disaster and will back up. What are the plans to widen these roads?
Leticia Ramirez	<ul style="list-style-type: none"> ▪ Attorney representing several gas stations throughout the County. ▪ EIR must evaluate the impacts of the physical environment and should also consider urban decay. Costco can run other businesses out of town. Local small businesses cannot compete with a gas wholesaler such as Costco. Will result in boarded up businesses that cannot be inexpensively turned over. ▪ The size of the Costco fuel station would be equivalent to at least 3 local gas stations. ▪ AQ, GHG, and transportation concerns – long lines of cars with long waits, cars idling. This will result in AQ impacts and will negatively affect quality of life. ▪ EIR must identify and thoroughly evaluate all mitigation measures to lessen impacts. ▪ EIR must consider alternatives that would avoid impacts. She suggests including an alternative with only the Costco warehouse and no fueling station.
Neils Bower	<ul style="list-style-type: none"> ▪ Concerned about the “major 3: noise, light, traffic.” ▪ Asked if the proposal was for a new pickleball courts, what rules would apply. Suggests that those same rules should apply to the Costco project. <ul style="list-style-type: none"> ○ Noise – dawn to dusk. As with Pickleball, Costco should be limited to those times as well. Dawn to dusk would also eliminate the need for lighting. ○ Lighting – Limited to certain times of day, suggests use of motion detectors. Lights don’t need to be on constantly after dark. ○ Delivery truck noise – During business travels, has stayed near a Costco and was woken up around midnight or

	<p>predawn. Pickleball rules should apply to Costco for loading and unloading too.</p> <ul style="list-style-type: none"> ▪ Other traffic concerns - delivery drivers don't always have the information they need and should they turn right instead of left, they might get stuck in the parking lot and/or have to make an unprotected left-hand turn onto Clarksville Crossing.
Kelly Mellaviya	<ul style="list-style-type: none"> ▪ First PTA president of Oak Meadow Elementary in 2007-2008. ▪ Surrounding land uses were very important to the PTA. They realize it's zoned commercial, but the types of commercial uses should be campus centered (sandwich shops, dry cleaning, etc.) – places kids can enjoy and walk to from school. ▪ Challenged everyone to spend the day in Costco parking lot. ▪ Suggests residents educate themselves on the General Plan. The General Plan should be read and followed. ▪ Is the necessary infrastructure in place for this development? What will be the developer's responsibility? ▪ Residents paid for the interchange and there is no option to accommodate Costco corridor. ▪ CARB requirement that fueling stations not be within 300 feet of a school. ▪ This is not NIMBY opposition. Cares about the community. ▪ Identified experiences dealing with the Horizon proposed project.
Karen Leahy	<ul style="list-style-type: none"> ▪ Resident of 7 years. ▪ Daughter attends Oak Meadow Elementary, and is in 4th grade. ▪ Concerned about what would be built nearby and how the TK-5th grade students would be impacted. ▪ Her daughter's favorite thing is playing outside. A gas station with fumes, idling cars, etc. would make recesses less safe/fun. Same with after school care – kids spend time outdoors. ▪ Traffic associated with the school is already bad. Having Costco next door would make it more difficult.
Amanda Hansen	<ul style="list-style-type: none"> ▪ Lives behind Oak Meadow Elementary. ▪ Concerned about AQ, public health, GHG, traffic, pedestrian safety, light pollution, wildlife, water quality and supply. ▪ Asked if it is feasible under CEQA to look at weighing environmental impacts vs. economic benefits. ▪ Under the impression that one site might require a zoning change. This doesn't seem like a location for a mega store. Would a feasible alternative be to have more local commercial (consistent with zoning)? ▪ Curious about choice of developing a gas station given CA stance on zero emission vehicles.
Dr. Pete Kusivey	<ul style="list-style-type: none"> ▪ Previous LA resident for last 15 years. ▪ Both kids attend Oak Meadow Elementary.

	<ul style="list-style-type: none"> ▪ Against the inclusion of a gas station in close proximity to the elementary school associated with health concerns. <ul style="list-style-type: none"> ○ CARB standards recommend several hundred feet separation between a school and pumping station. However, research done by John Hopkins and Columbia indicates that these measurements are off. They recommend that these setbacks should be over 3,000 feet.
Laura Patoni	<ul style="list-style-type: none"> ▪ Has children that attend Oak Meadow Elementary. ▪ Biggest concern is traffic impacts to Oak Meadow community – encourages everyone to show up on first day of school at 2:07 on 8/6/25. Kids will be running across Silva Valley and there is not enough parking ▪ Extension of Country Club Dr. is not approved but a light is there. ▪ Why is a traffic light not being put in front of Oak Meadow? ▪ As proposed, the gas station is facing the kindergarten playground. Why is it not situated as far away from the school as possible?
Amy Frith	<ul style="list-style-type: none"> ▪ Lives close to the site. ▪ Has two children that attend Oak Meadow, a girl scout leader, cross country coach. Concerned about AQ impacts to cross country team – breathing heavily outdoors during practice. ▪ This is the 3rd iteration of NOP, and she has submitted comments in the past. ▪ Traffic concerns need to be addressed. ▪ The addition of the gas station needs to be addressed. ▪ Concerned about gas station and health effects associated with airborne benzene exposure, especially on the large population of seniors. Her dad passed away from leukemia due to benzene exposure. ▪ Believes that the exclusion of gas station is key.
Laura Leigh McCuster	<ul style="list-style-type: none"> ▪ Works at Oak Meadow Elementary and lives in the area. ▪ What consideration was given to putting a gas station next to an elementary school?
Lake Tonya	<ul style="list-style-type: none"> ▪ 20+ year resident. Not in favor of the project. ▪ Parcel A was originally proposed for apartments ▪ Is Costco going to sell the remainder area to an apartment developer? ▪ Wants Costco to leave the remainder as open space, dedicated in perpetuity to the County. ▪ Move gas station close to Tong Road
Roger Bailey	<ul style="list-style-type: none"> ▪ Asked if Costco owns both parcels. ▪ Did Costco buy a parcel to put in a gas station? ▪ Gas station should be moved closer to the highway offramp and further away from the school.

Chin	<ul style="list-style-type: none"> ▪ Oak Meadow Elementary parent and local resident. ▪ Concerned about AQ and idling vehicles. ▪ EIR should address naturally occurring asbestos during construction.
Chang	<ul style="list-style-type: none"> ▪ Oak Meadow Elementary parent. ▪ Never asked for a Costco. ▪ Biggest concern is AQ. ▪ Also concerns about traffic – there are kids everywhere after school on Silva Valley Parkway. There is nowhere to turn around and a wrong turn can be problematic. ▪ Worried about people that will be going to the business – how will kids be kept safe? Not just environmental, but physical too. ▪ This proposal is inconceivable – no care for kids and residents. Why would the County even consider? ▪ Noise concerns as well. ▪ Asked for decisionmakers to have morals and consideration for kids.
Linda Campbell	<ul style="list-style-type: none"> ▪ No signal on Tong road – in and out directly, challenging. ▪ Concerns regarding access to Clarksville Road. ▪ Impacts to evacuation ▪ Concerns on storm drainage runoff ▪ Project needs fire safety plan ▪ Traffic impacts on level of service and vehicle miles traveled ▪ General Plan consistency ▪ County budget concerns and reliance on the project ▪ Address economic impacts on businesses
Mike Q.	<ul style="list-style-type: none"> ▪ Bad site for Costco ▪ Project is poorly planned ▪ Concerns regarding health and safety of residents and students ▪ Address long-term impacts of project and remainder area of North Site ▪ Impacts to White Rock Road ▪ Traffic and safety concerns
Name not provided (resident of Village A)	<ul style="list-style-type: none"> ▪ Recommend everyone to submit comments to Cameron Welch and Board of Supervisors. ▪ This project is like trying to put 10 lbs. of potatoes in a 5 lb. bag. Having to construct a 2 story parking garage indicates a lack of necessary space for required parking. ▪ The proposal has changed – the gas station was in, then out, now its back in. It’s obvious that they were pressured to get rid of it. ▪ Not enough parking for employees as evidenced by the parking area added to the north site to accommodate. ▪ Traffic concerns – cars will be backing up and it’s only a 2-lane road.

	<ul style="list-style-type: none"> ▪ Country Club Drive – too many traffic lights; owned by County. Hoping the County will do maintenance including landscaping and wildfire prevention. Mentions use of sound wall. ▪ Referenced the words of Bill Parker related to the project area being called the “Gateway to Serrano.” Costco would now be the Gateway.
Resident of Village A	<ul style="list-style-type: none"> ▪ 20-year resident of Village A. ▪ Surprised by traffic and noise when he moved here. ▪ Silva Valley Parkway is more like a freeway now. Noise has gone up substantially since the interchange went in. ▪ School drop off/pick up is chaotic. ▪ Concerned about noise and traffic safety. He was a previous commercial truck driver and has made wrong turns and ended up in tough situations. Felt bad when he ended up in neighborhoods. ▪ Having noise and a fueling station next to an elementary school is a bad idea. If it is approved, it should be as far away from the neighborhood and school as possible. ▪ The project is a bad idea due to traffic chaos (roads can’t be widened), fumes, and noise.
Brian	<ul style="list-style-type: none"> ▪ Just moved back from D.C. While there, he would go to Costco, and it had multistory parking lot. It was the worst Costco ever – recommends studying it. Even if required to meet stall count, no one used the lower parking. The upper level was always chaotic – accidents, etc. ▪ His child will be in pre k at Oak Meadow next year. ▪ Disappointed that Costco would even think that they could put a gas station near the school.
Tara Webber	<ul style="list-style-type: none"> ▪ 4 kids at Oak Meadow Elementary ▪ This project is wrong for the kids, the village, and wrong for village above it. ▪ She walks kids to school – shouldn’t be breathing in fumes and emissions. ▪ Terrified that a child will get hurt or killed. ▪ Traffic is horrific – suggests visiting the school in the morning and afternoon. Traffic is crazy and concerning. Lots of rushing vehicles and the additional traffic will be problematic. ▪ Also concerned about kids on scooters and bikes going to Rolling Hills Middle School. ▪ Noise will interfere with kids playing outside on beautiful land. ▪ Suggests developing a Trader Joes, lunch spot, florist, or other types of business people can walk to. No one will walk to a Costco. ▪ Safety concerns related to the types of people that this development might attract. ▪ Urges keeping everything as far away from kids as possible.

James Whoset	<ul style="list-style-type: none"> ▪ Space concerns – very small thoroughfare with lots of traffic. Keeps getting worse over the past 5 years he’s lived here. ▪ Lots of existing noise with people getting back and forth to their homes. ▪ Is there enough space to accommodate this type of store in this type of area? ▪ Double parking structure – not enough space for parking – will the roads be doubled to accommodate? ▪ Doesn’t see environmental benefit of having it next to elementary school. ▪ There is already a Costco within throwing distance – do we really need another so close? ▪ Competition with local businesses -they might not be able to compete. Community doesn’t stand for increasing profit.
Marty Abel	<ul style="list-style-type: none"> ▪ Lives on Village Green, backs up to North Site. ▪ AQ concerns <ul style="list-style-type: none"> ○ How many gallons of gas w/ 32 pumps? 10 million gallons (38 tons of fossil fuel) would be pumped in a year. ○ Cumulative impacts must be assessed ○ Natural environment impacts – the open space with wildlife, wetlands, wildlife, heritage trees, and habitat and foraging areas. What will happen to the birds? ○ AQ: Look at quality of soil – grading, dust, stirred up from sites, asbestos, air born soil contaminants. ○ NOP didn’t mention that the warehouse is identical to what was previously proposed. The previous NOP had 122 extra spaces – not mentioned this time. Do we really need those? Could employee parking be on south site? Could space be made for preservation on north site?
Oak Meadow Elementary Student	<ul style="list-style-type: none"> ▪ Digging up grass for development would hurt wildlife. ▪ Doesn’t want gas station next to school because of concerns about AQ and traffic.
Name not provided	<ul style="list-style-type: none"> ▪ Mentions migratory bird population and nearby trail. ▪ Concerned about water pollution and traffic. ▪ Drainage into watershed – concerns related to contamination and impacts to migratory birds. ▪ Hours of operation of fuel station – 6-10. Would be awful – will greatly increase emissions next to a school. ▪ Cumulative pollution from highway already there – EIR should take all of these factors into account ▪
Tony	<ul style="list-style-type: none"> ▪ Moved from bay area, 15-year resident.

	<ul style="list-style-type: none">▪ Remind everyone why they live here – it’s a beautiful place with open space. Mentioned stream by the school.▪ Photographs wildlife by creek.▪ Has nothing against commerce – he gets it. But thinks the County can be wiser about this – right next to school; he has kids there too. He has kids with health issues.▪ Developing this site would be a mistake.
--	--

From: [jons van dooren](#)
To: [PL-EDH Costco Project](#)
Cc: [Cameron W. Welch](#); [Bob Williams](#); [David Spaur](#); [Jeff Hansen](#); [Rafael Martinez](#); [BOS-District I](#); [BOS-District II](#); [BOS-District III](#); [BOS-District IV](#); [BOS-District V](#); [John Davey](#); [tjwhitejd@gmail.com](#); [John Raslear](#); [droth@buckeyeusd.org](#); [washburn_bew@yahoo.com](#); [Amy Frith](#); [Claudia Vidovic](#); [marty abell](#); [Amanda Hansen](#); [nstack@mtdemocrat.net](#); [Ben van der Meer](#)
Subject: 68 Parking Stalls on EDH-Costco North
Date: Saturday, March 22, 2025 3:48:36 PM

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Bob, David and Jeff, Team Planning Commissioners,

Good afternoon ALL,

Bob, you mentioned to us at the last recorded APAC meeting that the 165,000 Sq. Foot warehouse is in need of those extra 68 parking stalls on the EDH-North site, bringing the total to 831 parking stalls, due to the size of this 165,000 Sq. F. Costco Warehouse building!

So please Bob, take this walk with me:

We are going to the proposed Costco Warehouse at EDH-South site and the parking stalls are FULL, so we drive across to the North Side, and take one of the 68 open parking stalls.

We start walking over the sidewalk, past the cars waiting in line to get gas, past the gas pumps towards the traffic light, ready to cross Silva Valley Parkway, a 4-lane road, with a middle divider, towards the Costco Warehouse on the South side.

Here we are picking up our shopping cart, doing our shopping in the warehouse, self-check-out, NO alcohol this time, paying our bill and start pushing our shopping cart back, (slightly up hill), hopefully I did not lose you, I could use the help, through the traffic light, crossing Silva Valley Parkway, past the fuel site, past the cars waiting in line for the pumps and finally making it back to the car, emptying the cart and as a good citizen bringing my cart back..... Guess I can cancel my gym membership, saving money again!

Well at the recent APAC meeting we talked about several other locations that Costco had a 2 story parking garage, as in metropolitan cities, such as New York, San Francisco, San Diego. BUT how many Costco's are there in the USA, that have an additional parking lot across a VERY BUSY 4 lane road, because the Costco Warehouse does not have enough space for parking stalls at the proposed Warehouse site! Would like to find that out that statistic!

Transportation / Traffic / The quality of air / Noise / Land use & Planning, are all effected by this little exercise!

Serrano Resident
Jons van Dooren

March 25, 2025

El Dorado County Development Services Department – Planning Services
Attention: Cameron Welch
2850 Fairlane Court
Placerville, CA 95667

Subject: Opposition to Proposed Costco Development – Request for Alternative Site Consideration

Dear Planning Commission Members,

I am writing as a 23-year homeowner residing within half a mile of the proposed Costco project. I strongly urge the Planning Commission to reconsider the location of this development, as its scale and impact are incompatible with the surrounding residential community. Costco's 165,000-square-foot footprint, along with a high-traffic gas station, is wholly inappropriate adjacent to detached single-family homes and an elementary school. The Serrano development was carefully designed to provide a semi-rural atmosphere with minimal artificial lighting and a preserved natural setting—an environment that will be entirely disrupted by this project. Homeowners, including myself, chose to live in Serrano for its peaceful, community-centered character, and placing a Costco in the middle of it fundamentally undermines this vision.

Beyond the aesthetic and environmental concerns, the logistical impact on traffic and safety cannot be ignored. The significant increase in congestion, particularly near Oak Meadow Elementary School, raises serious concerns for child safety and pedestrian access. While I understand the County's interest in the potential tax revenue, the long-term negative effects on home values, traffic flow, and overall quality of life for residents must be given equal consideration.

Additionally, the anticipated noise and light pollution will be significant. The prospect of delivery trucks operating between midnight and 6:00 AM and the glare of a 24-hour parking lot will drastically alter the nighttime environment for local residents. These disruptions are not minor inconveniences—they are fundamental changes that will negatively impact our community's well-being.

I am also deeply concerned about the environmental and health risks posed by this development. The Draft Environmental Impact Report (DEIR) should thoroughly assess the increased emissions from both the heavy traffic and the gas station, particularly in relation to vulnerable populations, including children, seniors, and individuals with health conditions. As a woman who has recovered from Stage IV cancer, I am acutely aware of how air quality affects long-term health. Those with compromised immune systems, including many in our community, could face serious risks due to increased pollution from this project.

The Planning Commission has a responsibility to prioritize the well-being of residents over corporate interests. I urge you to take a closer look at the negative impacts this project will have on our neighborhood and explore alternative sites that do not threaten the character, safety, and health of our community.

Thank you for your time and consideration. I hope you will make a decision that reflects the best interests of Serrano residents.

Sincerely,

Christina Buenzli

Christina Buenzli
746 Anna Place
El Dorado Hills, California 95762
TBuenzli@comcast.net

To : Cameron Welch , Senior Planner

County of El Dorado Planning and building Development
2850 Fairlane Ct. Building # C
Placerville, Ca 95667
EDHCostco@edcgov.us

Dear Mr . Welch ,

I would like to express my gravest concerns about the impact of the proposed use of the properties identified in this study. These parcels are located at the bottom of the Valley surrounded by many existing residential homes that are located higher up on both sides of the valley overlooking the subject property. The proposed development is not suitable for this location for the following reasons:

1) The Silva valley road traffic noise level is magnified by the echo chamber created by the hills on both sides of the roadway. The roadway is not suitable to support high volume traffic for a business such as Costco or Drive - Thru's. The noise level for the residents located on both sides of Silva valley has already increased significantly since development of the intersection with Hwy 50 and can now be heard indoors daytime and night. The proposed developments can further increase the noise level by many levels.

2) Any traffic on Silva Valley road negatively impacts the Oak Meadows Elementary School drop off zone where cars already line up during the week. It would increase the risks for the children during school hours.

3) The proposed properties and buildings, Signs , as well as parking lots with in the properties will be in the direct line of sight of hundreds of existing homes. Due to properties being overlooked from the hills , These views wouldnt be covered from trees and landscape. Therefore, Such as gas stations or Costco Warehouse would be in plain sight for hundreds of residential homes, Creating an Unsightly environment that will negatively impact the value of all these residential properties.

4) The proposed properties can also impact the nighttime environment by generating too much reflective light that would be a nuisance to many homes in the area. The Serrano subdivision that borders this project was developed with no street lights so that the residents could enjoy their beautiful night sky. The development is a direct contradiction to the neighboring subdivision light pollution mitigation plans.

5) The nature of the proposed Costco architectural plan that is inconsistent with the surrounding residential buildings and subdivisions.

In general , Big box stores need to be in predominantly commercial areas , not neighboring areas being overlooked by residents and schools. I would appreciate a development that adds value to the community . I personally don't see a value , since there is a Costco five minutes away. As for revenue , since EDH is incorporated , the revenue will flow to the county. So as long as there is a Costco anywhere in the county , the benefit will produce the same. It shouldn't be adjacent to the single family development and schools. Target at EDH is a good example more appropriate placement, that is a reasonable buffer.

Therefore I personally request you kindly to "NOT APPROVE" the proposed plans given in this matter.

Best Regards,
Roy Templet
1340 Souza dr.
El Dorado Hills, Ca 95762
916-941-6950
r.templet@comcast.net



EDH Costco Project Environmental Impact Report

NOP SCOPING COMMENTS

El Dorado County invites you to provide comments on the scope of the EDH Costco Project and the environmental impact report (EIR) analysis. You can use this form to write your comments and drop in the box for written comments, or you may write your comments on this form, in a letter, or an e-mail and submit to the following physical address and/or e-mail address:

Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667

Email: EDHCostco@edcgov.us

Written comments must be submitted no later than March 31, 2025, by 5:00 p.m. Thank you!

Name: Ken Wan
Organization (if any): _____
Address (optional): _____
City, State, Zip: El Dorado Hills, CA 95762
Email (optional): kenneth.wan_7@hotmail.com

Comments Move gas station closer to freeway (50).

Far away from the school!

More space on back



Central Valley Regional Water Quality Control Board

31 March 2025

Cameron Welch
El Dorado County
2850 Fairlane Court, Building C
Placerville, CA 95667
EDHCostco@edcgov.us

COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, EDH COSTCO PROJECT, SCH#2021080402, EL DORADO COUNTY

Pursuant to the State Clearinghouse's 27 February 2025 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environmental Impact Report* for the EDH Costco Project, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by

NICHOLAS AVDIS, CHAIR | PATRICK PULUPA, EXECUTIVE OFFICER

the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.



Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento

Pat Angell
Ascent
Pat.Angell@ascent.inc

Mike Okuma
Costco Wholesale
mokuma@costco.com

From: [Rita Haggerty](#)
To: EDHCostco@edcgov.us
Subject: A yes vote for Edh Costco
Date: Thursday, March 20, 2025 8:28:24 AM

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If the gas portion isn't acceptable, use an electric option and go forward. We can never please all the people all the time.

Sent from my iPhone

COSTCO DEVELOPMENT PLAN - APPENDICES





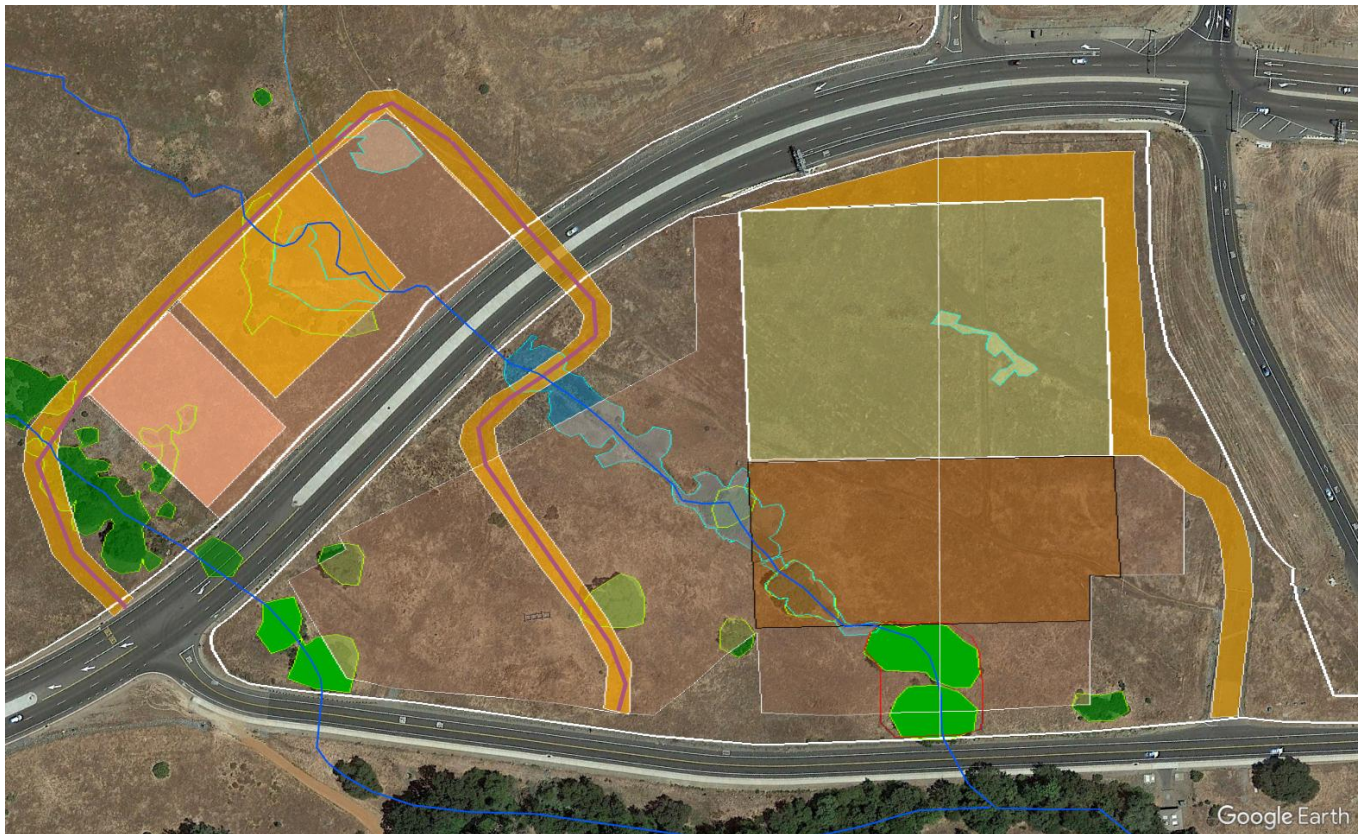
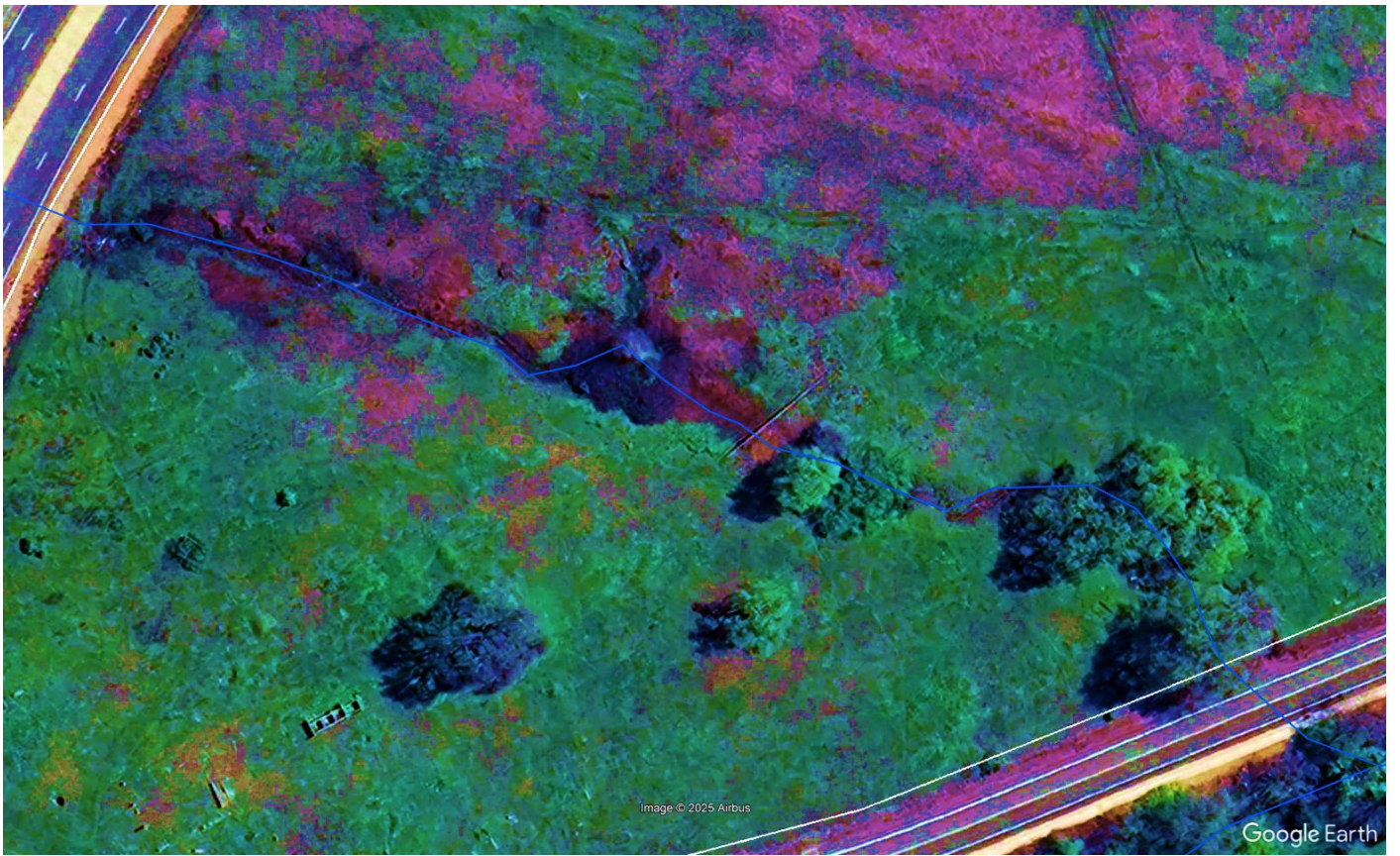
February 2021

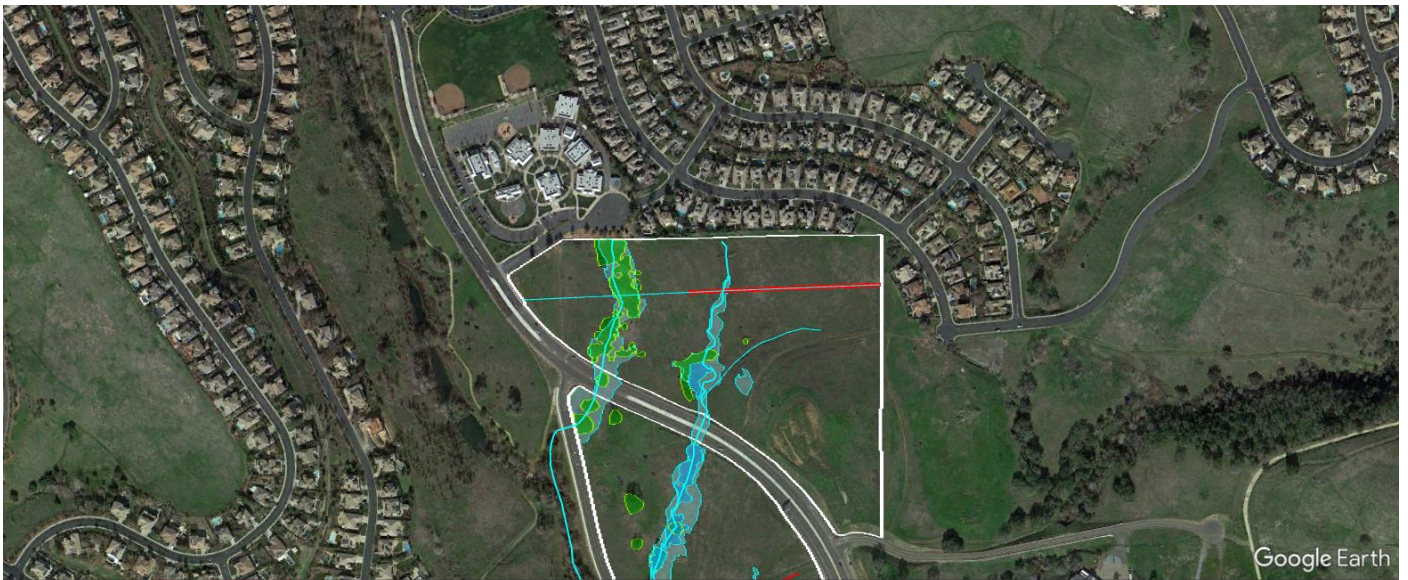


March 2023

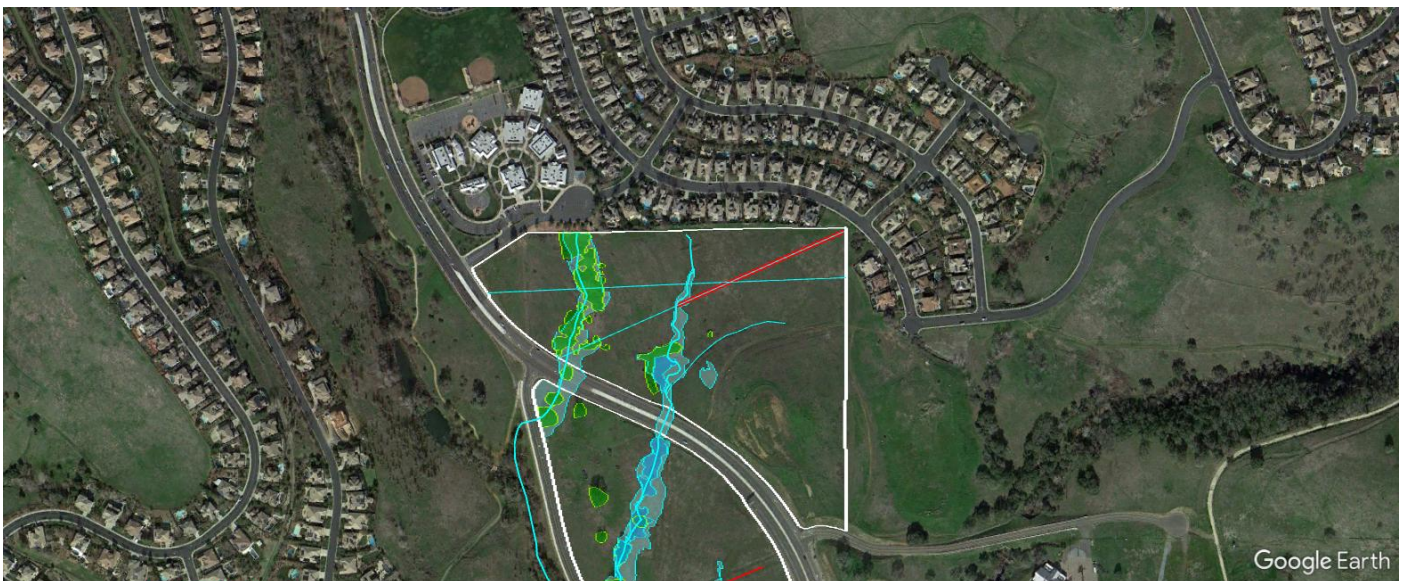
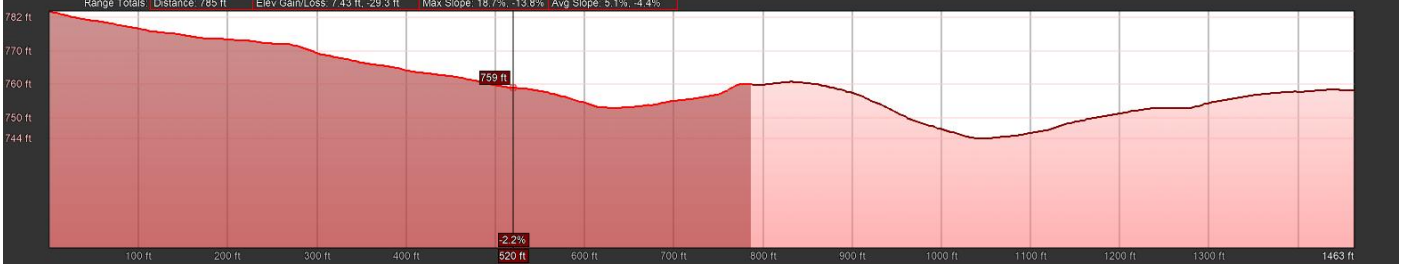


March 2023 - enhanced



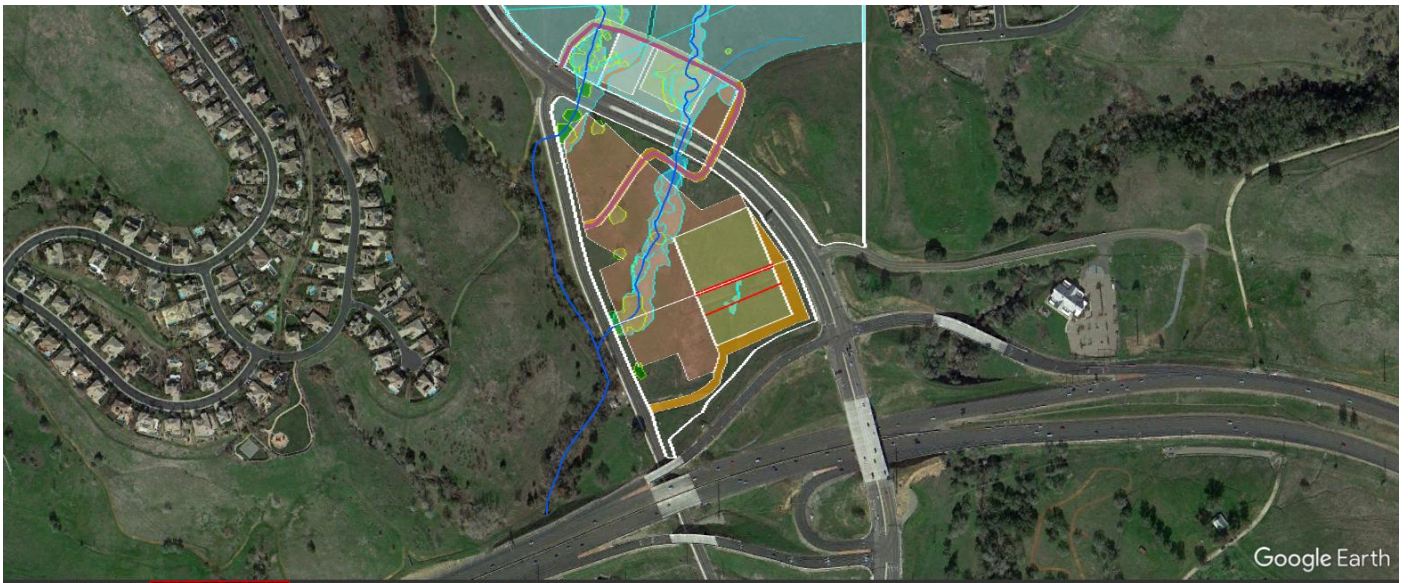


Graph: Min, Avg, Max Elevation: 753, 766, 762 ft
 Range Totals: Distance: 785 ft Elev Gain/Loss: 7.43 ft, -29.3 ft Max Slope: 18.7%, -13.8% Avg Slope: 5.1%, -4.4%



Graph: Min, Avg, Max Elevation: 749, 769, 791 ft
 Range Totals: Distance: 746 ft Elev Gain/Loss: 41.9 ft, 0 ft Max Slope: 12.4%, - Avg Slope: 5.6%, -





Google Earth

Graph Min. Avg. Max Elevation: 723, 735, 749 ft
 Range Totals Distance: 341 ft Elev Gain/Loss: 26.9 ft, -0.08 ft Max Slope: 21.6%, -1.1% Avg Slope: 8.0%, -0.7%



Google Earth

Graph Min. Avg. Max Elevation: 730, 732, 735 ft
 Range Totals Distance: 296 ft Elev Gain/Loss: 9.29 ft, -5.39 ft Max Slope: 10.8%, -5.7% Avg Slope: 2.9%, -1.6%



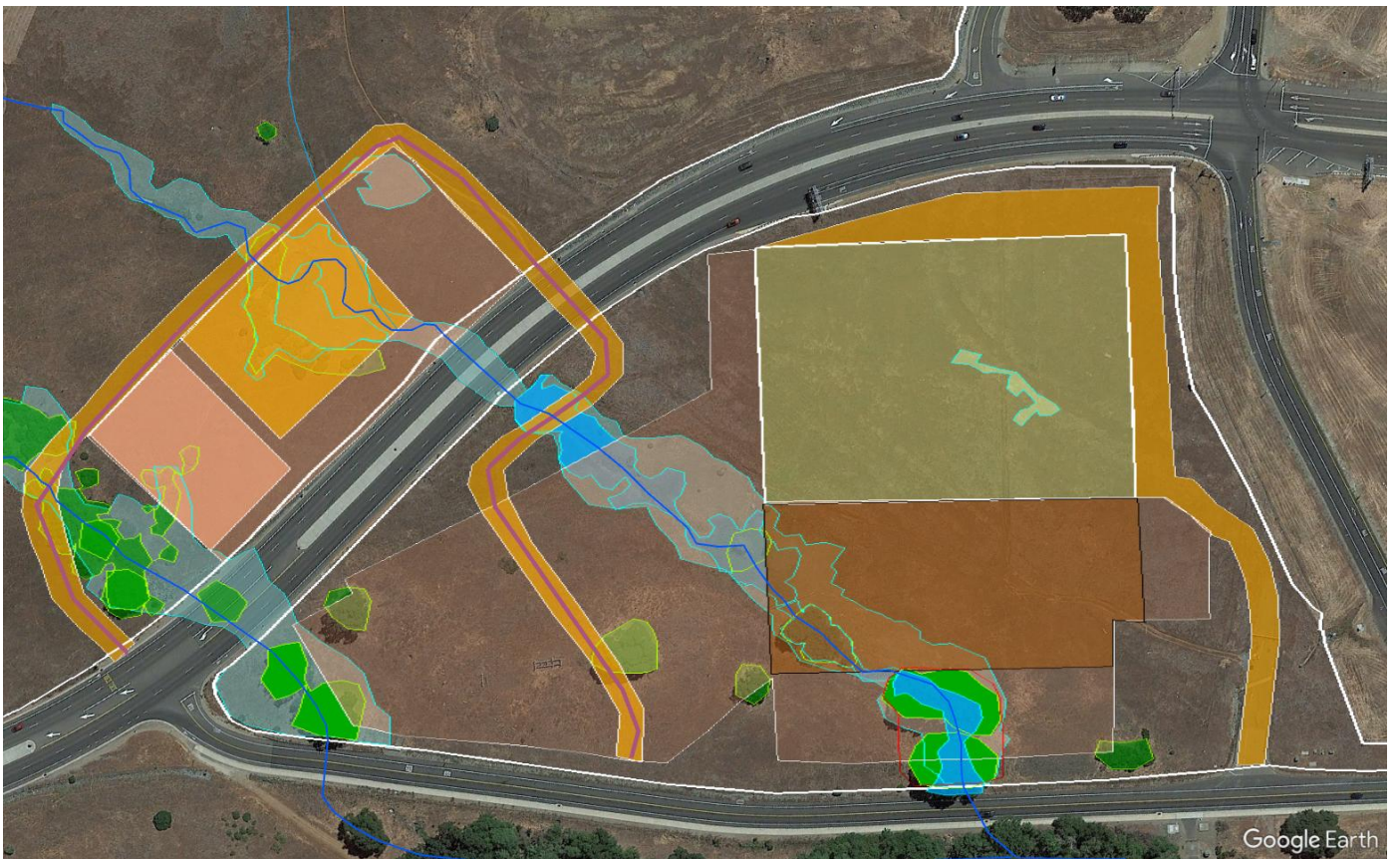
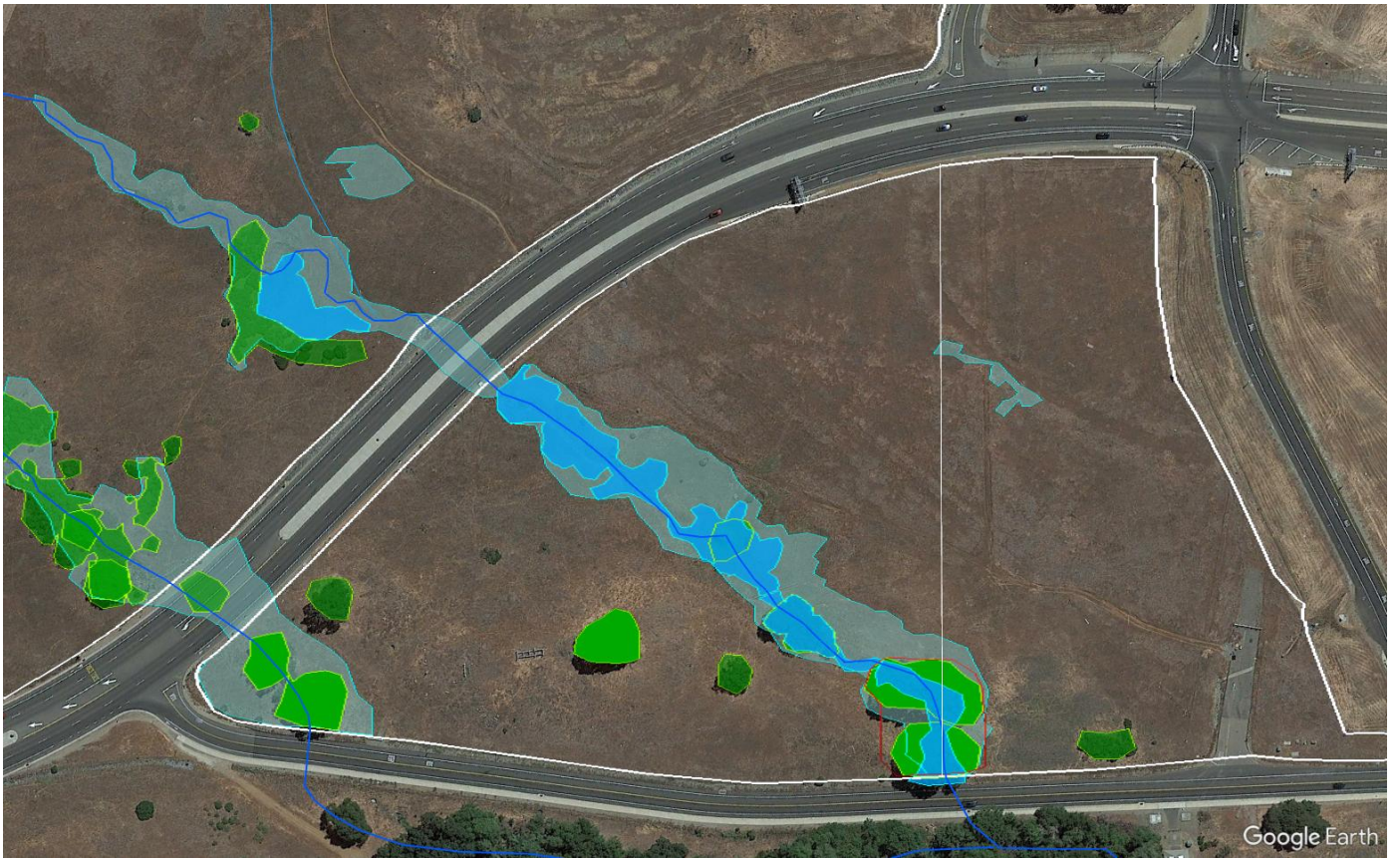


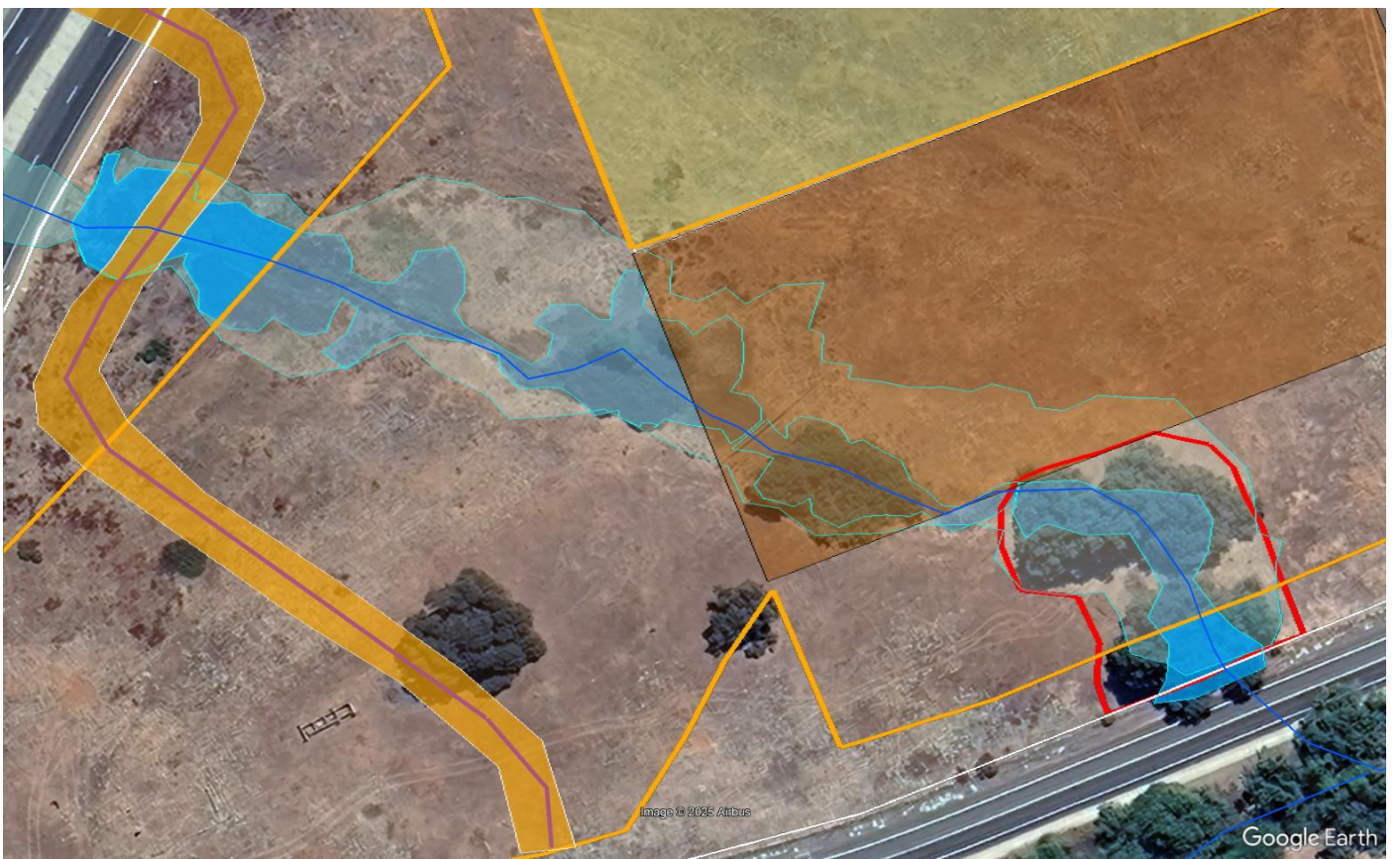
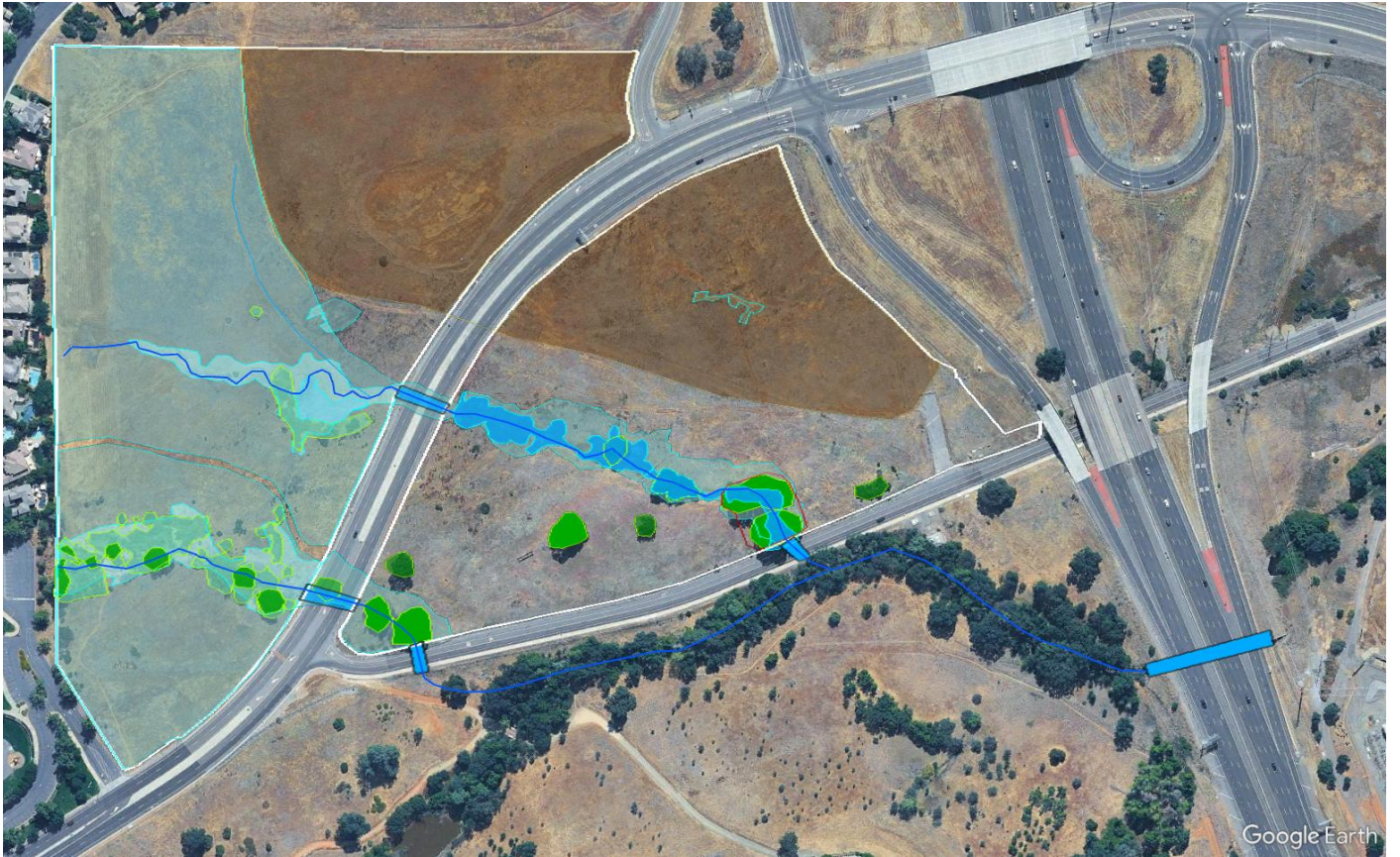
Google Earth

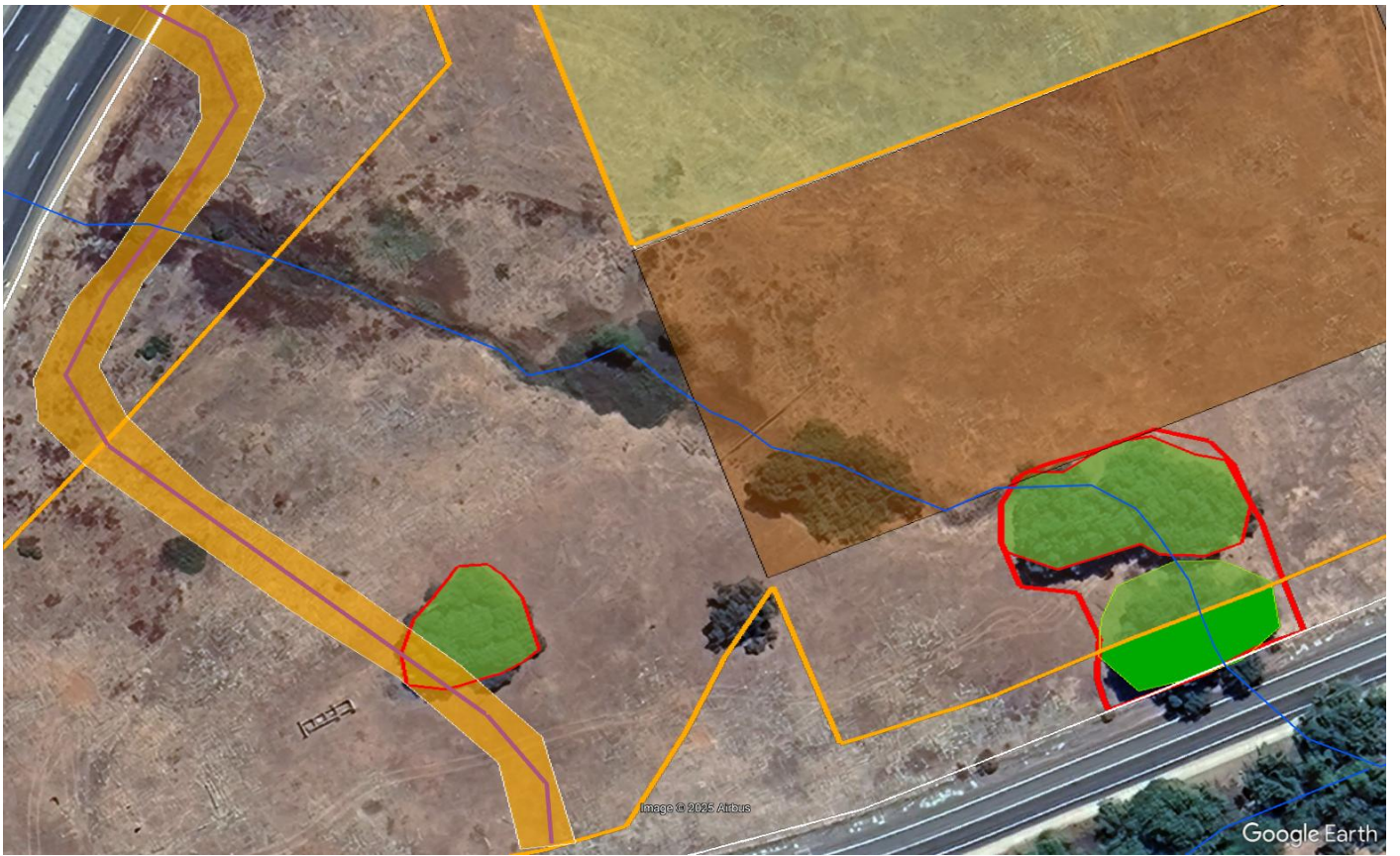


Google Earth













16th. March 2025

El Dorado County Development Services Department-Planning Services,
 Attention: Cameron Welch,
 2850 Fairlane Court, Placerville, CA 95667
EDHCostco@edcgov.us.

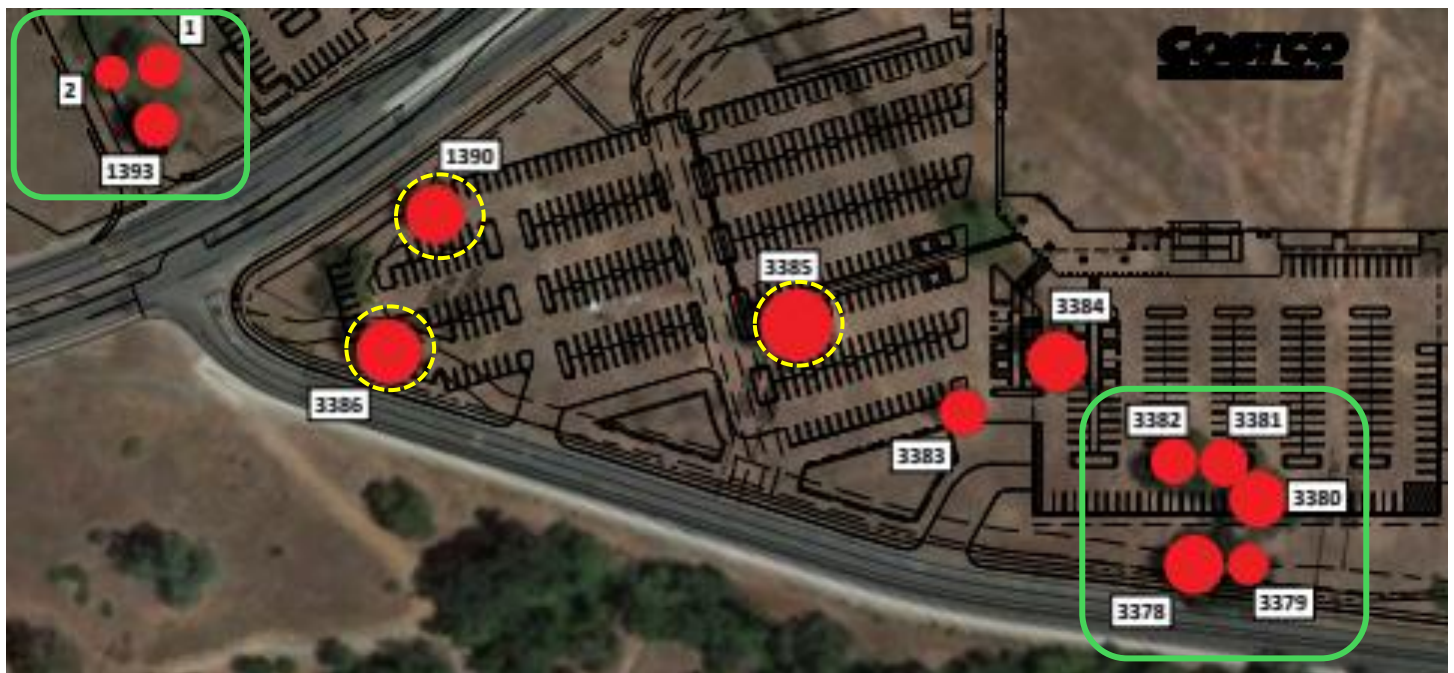
The following are my comments regarding EDH 52 Costco PROJ21-0003 CUP-R21-0024 Z17-0004 P17-0007 S17-0017 PD15-0001 CUP23-0012 V22-0001Project 20278 Development Plan, i.e. COSTCO EDH DEVELOPMENT PLAN

Foreword

Google Earth satellite images from 2002-2023 were used to measure all areas and subject to my aerial photo interpretation. All site photos were taken by me on 12th & 15th. March 2025.

HELIX ENVIRONMENTAL OAK RESOURCES TECHNICAL REPORT

The applicant says: “Tree permit for **selective removal** of on-site trees within the development envelope and authorization for the payment of in lieu fees to compensate for tree removal” and provided the following exhibits.



Source: <https://edhapac.org/wp-content/uploads/2021/07/Oak-Resources-Technical-Report-Dated-November-2020.pdf>

HELIX Environmental Planning, Inc. 1677 Eureka Road, Suite 100 Roseville, CA 95661
 916.435.1202 Tel 619.462.0552 fax www.helixepi.com November 10, 2020, Project # AKT-20

Tree #	Species	DBH (inches)	DLR (feet)	Height (feet)	Health	Structure	Comment
1	Valley Oak	9, 8	15	40	Fair	Fair	No tag, heavy blackberry, codominant
2	Interior Live Oak	9, 8, 8	16	27	Fair-Good	Fair	No tag, heavy blackberry, codominant
* 1390	Valley Oak	47	21	60	Poor-Fair	Poor	Deadwood, limb failure, acorn woodpecker granary tree
1393	Valley Oak	21	20	50	Fair-Good	Fair-Good	Existing tag, minor dieback
3378	Valley Oak	35	30	40	Good	Fair-Good	Deadwood
3379	Valley Oak	18	24	40	Good	Fair-Good	Asymmetrical canopy, suppressed growing environment
3380	Valley Oak	33	38	40	Good	Good	
3381	Valley Oak	27	30	40	Good	Good	
3382	Valley Oak	27	25	40	Good	Fair	Codominant
3383	Valley Oak	26	23	40	Fair-Good	Fair	Asymmetrical canopy
3384	Valley Oak	10	13	15	Fair	Fair	Codominant, small leaves
* 3385	Blue Oak	48	40	60	Fair-Good	Fair	Asymmetrical canopy, pruning wound, 1 trunk removed
* 3386	Valley Oak	42	38	60	Fair-Good	Fair	Deadwood, dieback

* Heritage tree

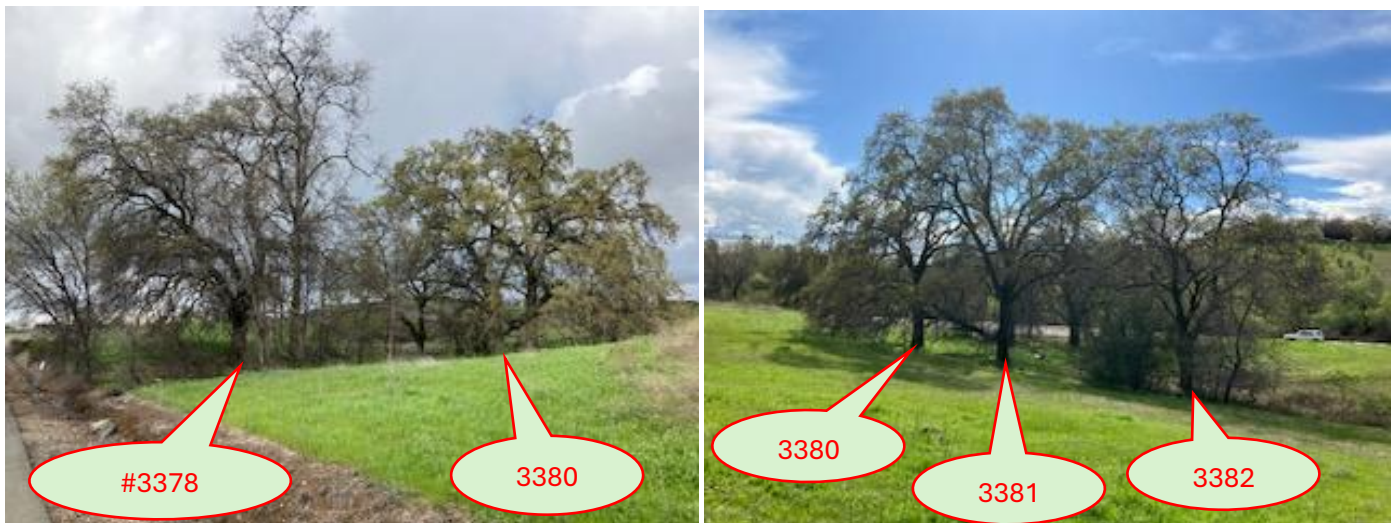
OAK TREE PRESERVATION

Clarksville Crossing

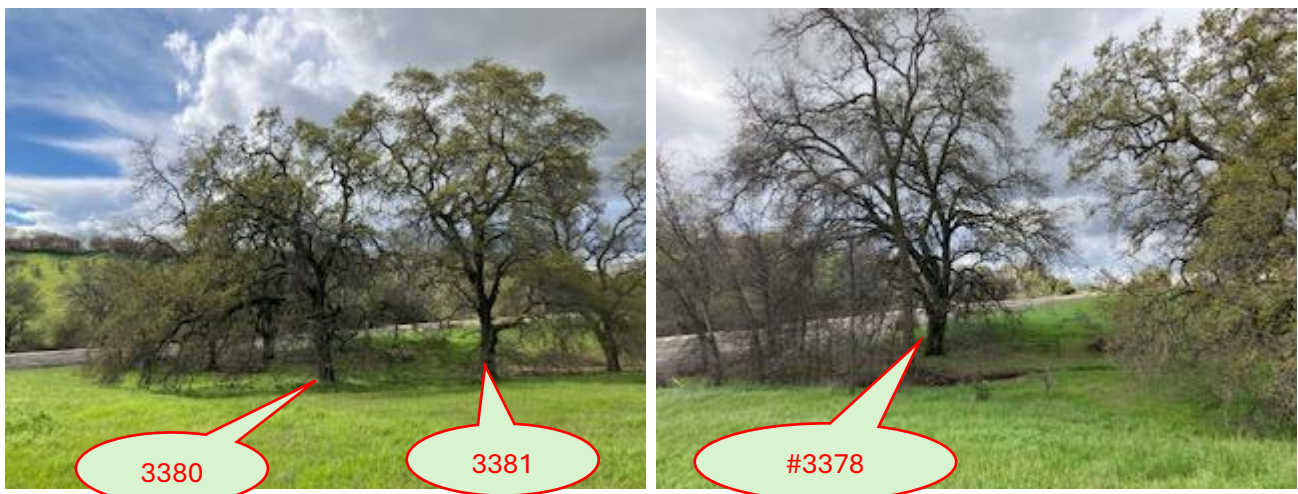
The following photographs provide visual proof that their description of “selective removal” is indeed anything but selective, it is total removal.

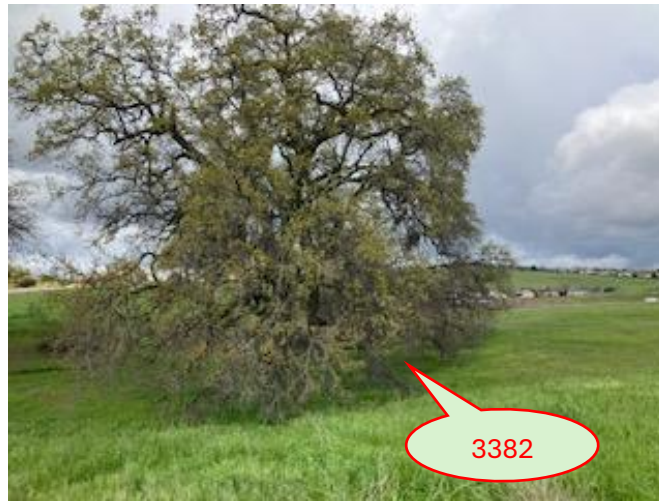


There really is no good reason why these trees could not all be saved with some judicious mass grading

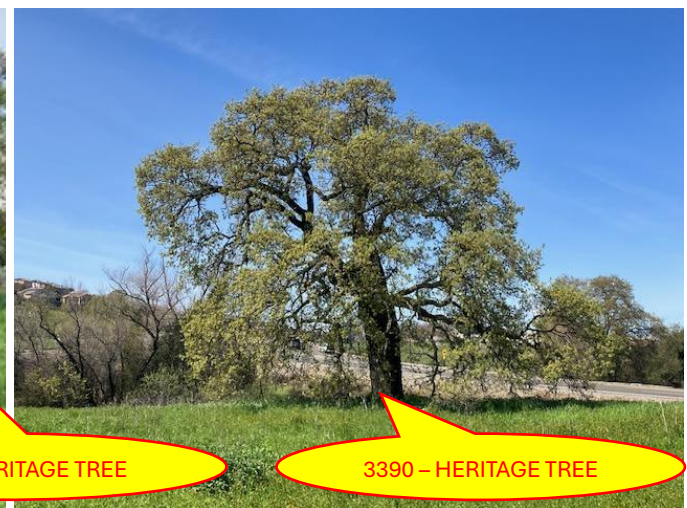
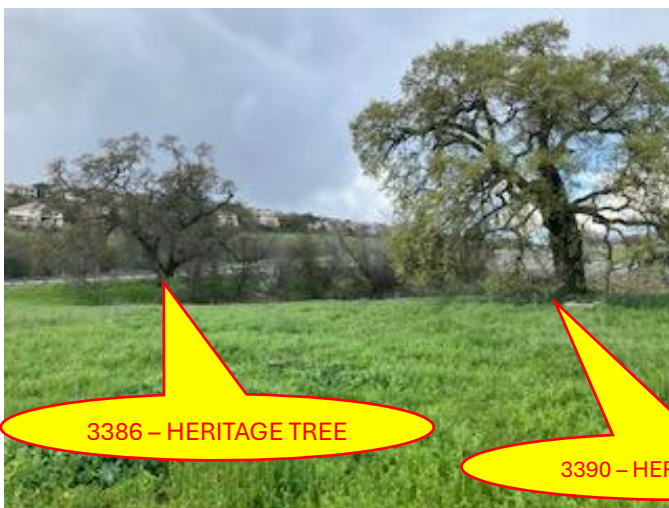


Please see cross section diagrams under grading for a possible solution





This tree can be saved since it is “at grade” on the parking lot. Please see the section on drainage and grading.



These trees can be saved since they are on the periphery of the parking lot.



This tree is slated to be removed because there is significant grading to be done around it. I am sure a good engineer can save it with some judicious grading. The tree is already in a retention pond, why then remove it?

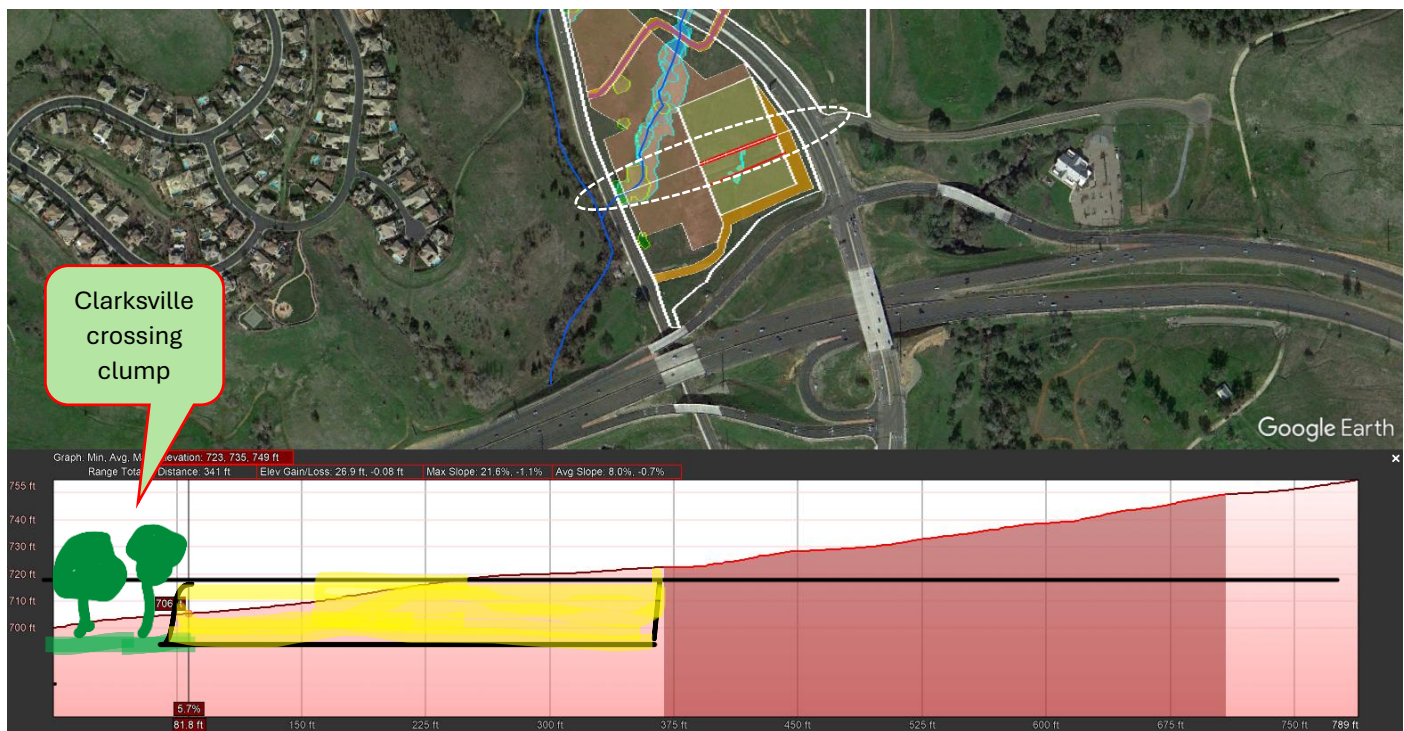
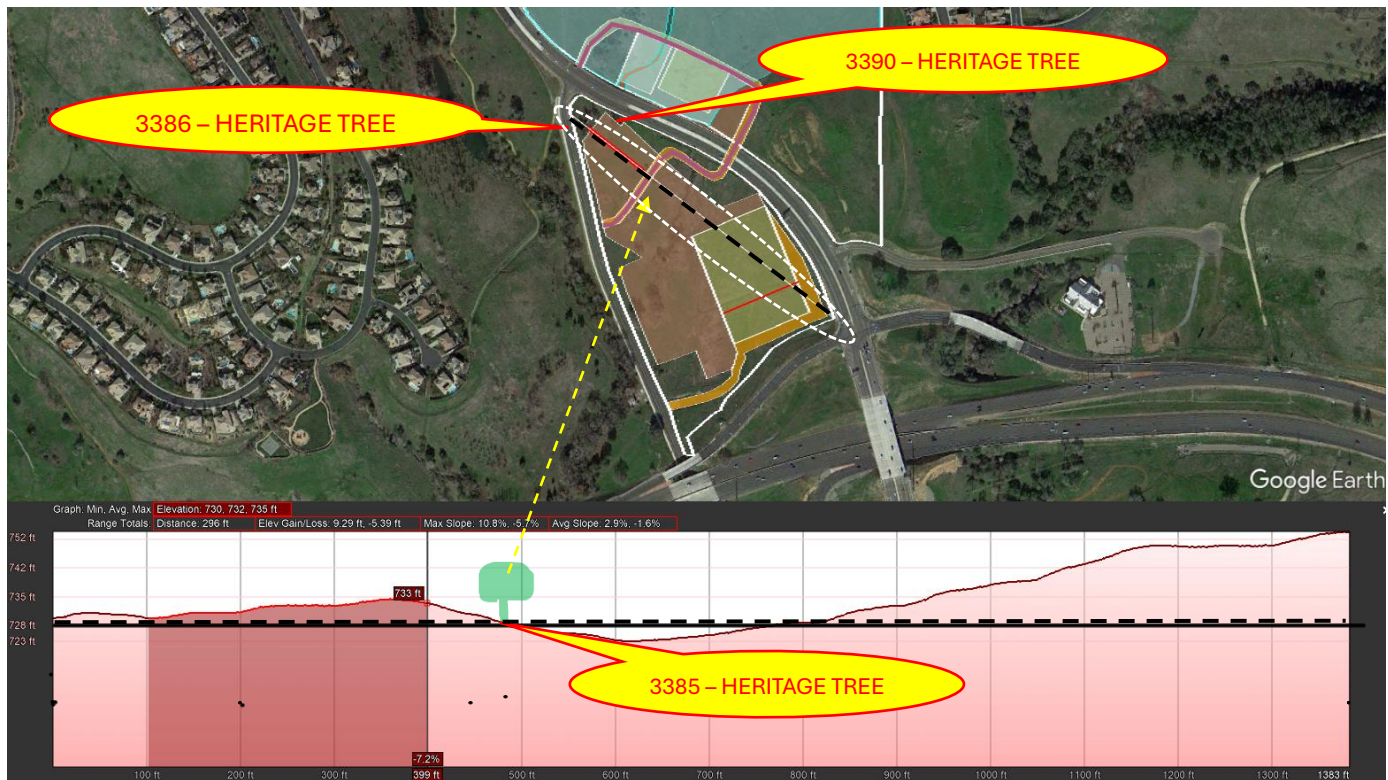
Applicant’s tree removal program



I see - although not clearly given the highly reduced contour and site grading map- that virtually the entire site is to be graded to a 728-foot base with the surface parking declining slightly from there. The analysis shows that the placement of the heritage oaks is such that they can all be avoided – albeit with a dose of skillful grading – along with other oak trees at the periphery of the main parking lot and those adjacent to Clarkesville Crossing.

The concept of mitigating with “In lieu fees” is available to a developer for trees that cannot be avoided and thus removed. “Avoidance” is the key word here. Apparently, the applicant makes no effort to avoid removal of all oak

trees but cites the Hellix Environmental’s report as a basis for paying in lieu fees totaling \$101,884 ... a cheap way out!



Oak Tree Mitigation:

As in Helix Environmental Planning’s November 10th letter states: “Currently, mitigation is expected to be fulfilled through the payment of in-lieu fees. Since more than 50% of the existing oak woodland will be removed, impacts to oak woodland must be mitigated at a ratio of 1.5:1. Table 3 summarizes the mitigation fees based on the ORMP. Table 3 MITIGATION FEES Oak Resource Impact Mitigation Ratio Fee (per trunk inch) Total Fee Oak Woodland 0.35

acres 2:1 \$8,285 \$5,800 Individual Oak Tree 99 cumulative inches 1:1 \$153 \$15,147 Individual Oak Tree Stockpile
55 cumulative inches 1:1 \$153 \$8,415 Heritage Tree 48 cumulative inches 3:1 \$459 \$22,032 Heritage Tree Stockpile
110 cumulative inches 3:1 \$459 \$50,490= **TOTAL \$101,884.**”

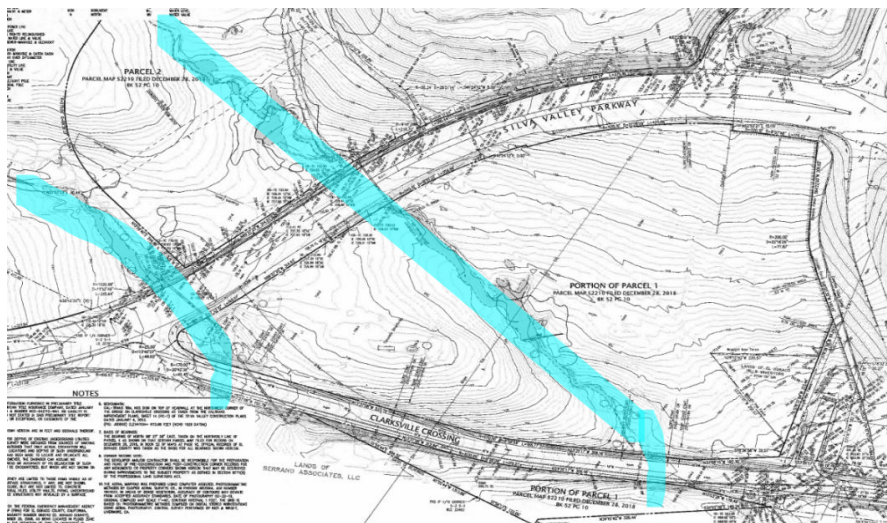
In short, the applicant never even tries to mitigate “on site” as I have suggested - all be it in sketch format - thus saving most of the oak trees by incorporating the them into the parking lot and landscaping easements. With a bit of clever engineering and grading – and desire – COSTCO can avoid removing all heritage oak trees and save a handsome clump of slightly smaller oak trees immediately adjacent to the drainage culvert at the Clarksville Crossing Road.

Concluding comment: The applicant should be required to present an on-site oak tree avoidance plan to avoid the removal of oak trees # 1390, 3386/85/84/82/81/80/79/78. The Helix Environmental Report should not be considered a “plan” but a mere in lieu fee calculation, no more.

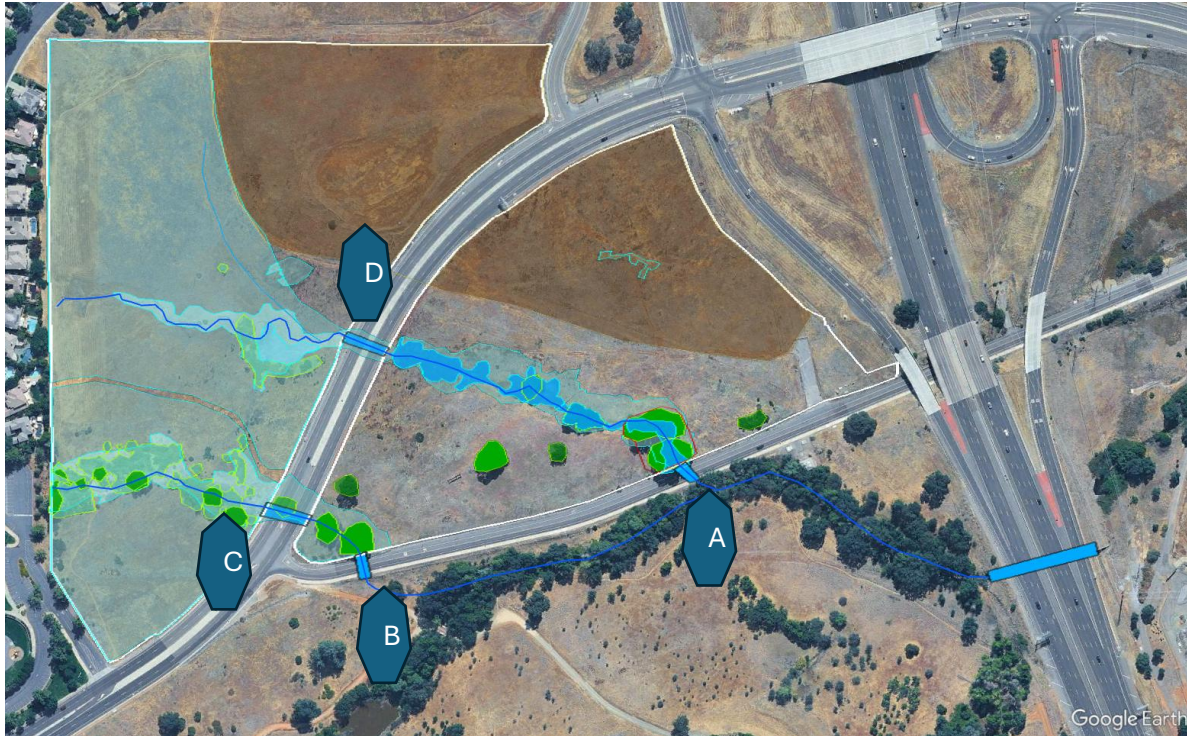


DRAINAGE

As a foreword to this section, my comments are based on experience on a large project impacting the development runoff to the Auburn Ravine in Lincoln. Below, the two main drainage areas (colored blue)



Drainage areas and culverts.



Project Buildout

My contention is that a drainage plan should focus on both north and south parcels because they are inextricably linked. I respectfully suggest that, because the runoff at buildout from the northern tract, in addition to the southern site’s runoff as proposed, both peak flows will probably overwhelm the culvert at point “A” notwithstanding the retention sites incorporated in the actual development plan.



Culvert “D” in very bad shape and about 3 feet in diameter.

Observation: The engineers placed three “storm water treatment planter(s)” – ponds – to retain the project’s storm water runoff on the south tract. The northern tract has a 500,000 square feet drainage area at present that currently

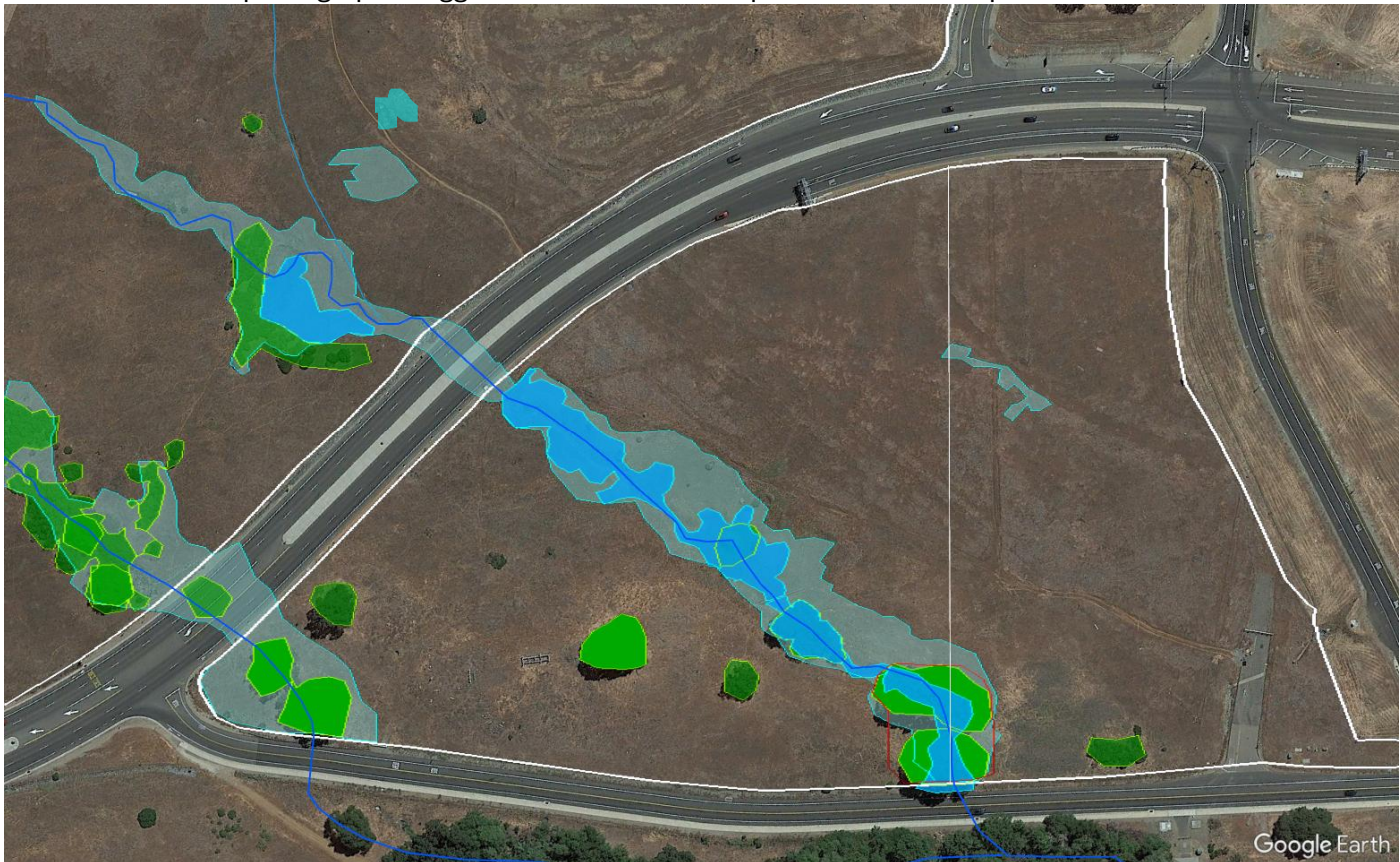
drains to culvert “D” that when one adds the runoff from the developed project (i.e. paved surface) to the south culvert “A” might well fail, particularly if the entire COSTCO tract were developed as shown above (as an example).

DEIR Comment: A comprehensive drainage plan of the North and South tracts should be required to mitigate the drainage impact at buildout because the two drainage areas are inextricably linked. The current drainage plan for the proposed project could be insufficient*.

(*Note: This was the conclusion regarding the Aburn Ravine).

WETLAND AREA

If the Corps. of Engineers proverbial “*toothpick theory*” holds – i.e. if it floats - then the water way is classified as “waters of the United States”, falls within the Corp’s jurisdiction and Section 404 of the clean water act. It was observed that a toothpick could float in several parts of both drainage ways although both could be considered as “intermittent”. The photographs suggest that a wetland 404 permit could be required.



The above map was photo interpreted by me from Google Earth aerials shown in the Appendix.

The delineations are judgmental on my behalf, but again, not without experience in dealing with “wetland impacts”. The lighter blue indicates the extent of wetland area, the darker blue shows areas of greater intensity of wetland.

I shall refrain from giving square feet measurements for the areas shown because this is not a wetlands delineation, but a mere suggestion that the County determine if a Corps. Engineers 404 permit might be required.

DEIR Comment: The County require a wetland delineation map to be provided by the Applicant.

I present a visual assessment to support my comment.

Current conditions of the intermittent stream at Clarksville Crossing

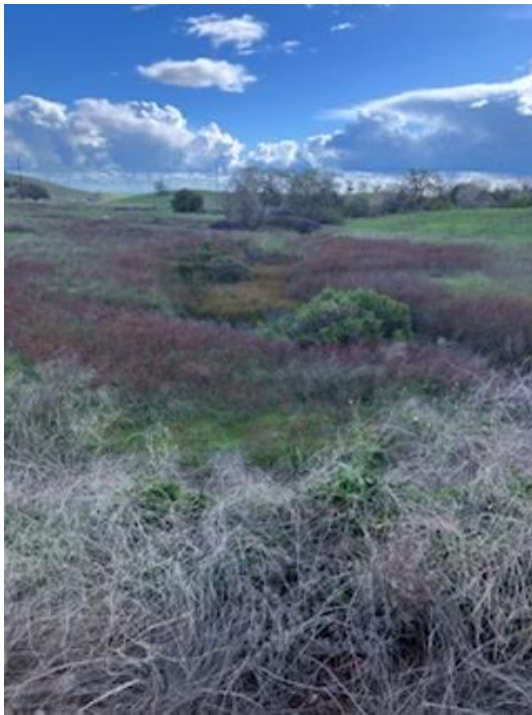


Waters of the United States according to the Corps of Engineers?



South tract: swale looking north





Above; springs in the swale area



Swale grasses

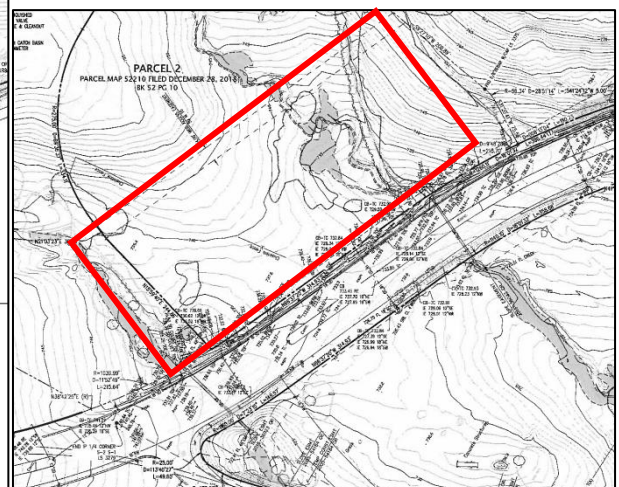
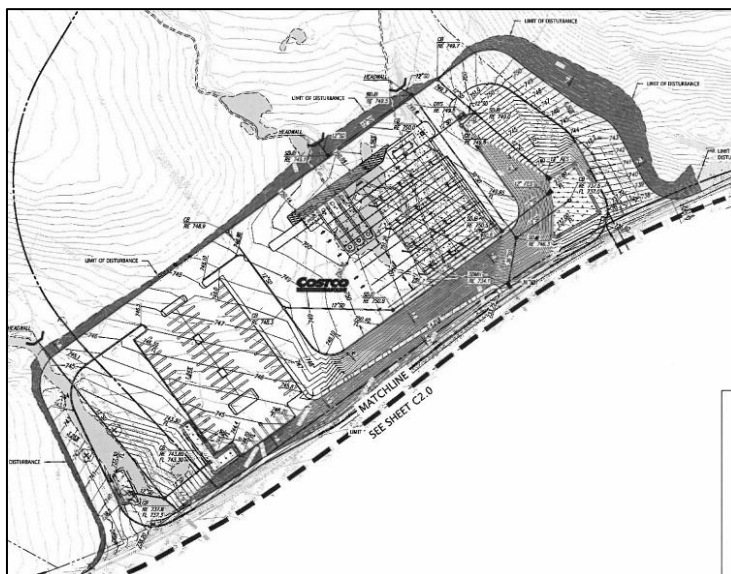


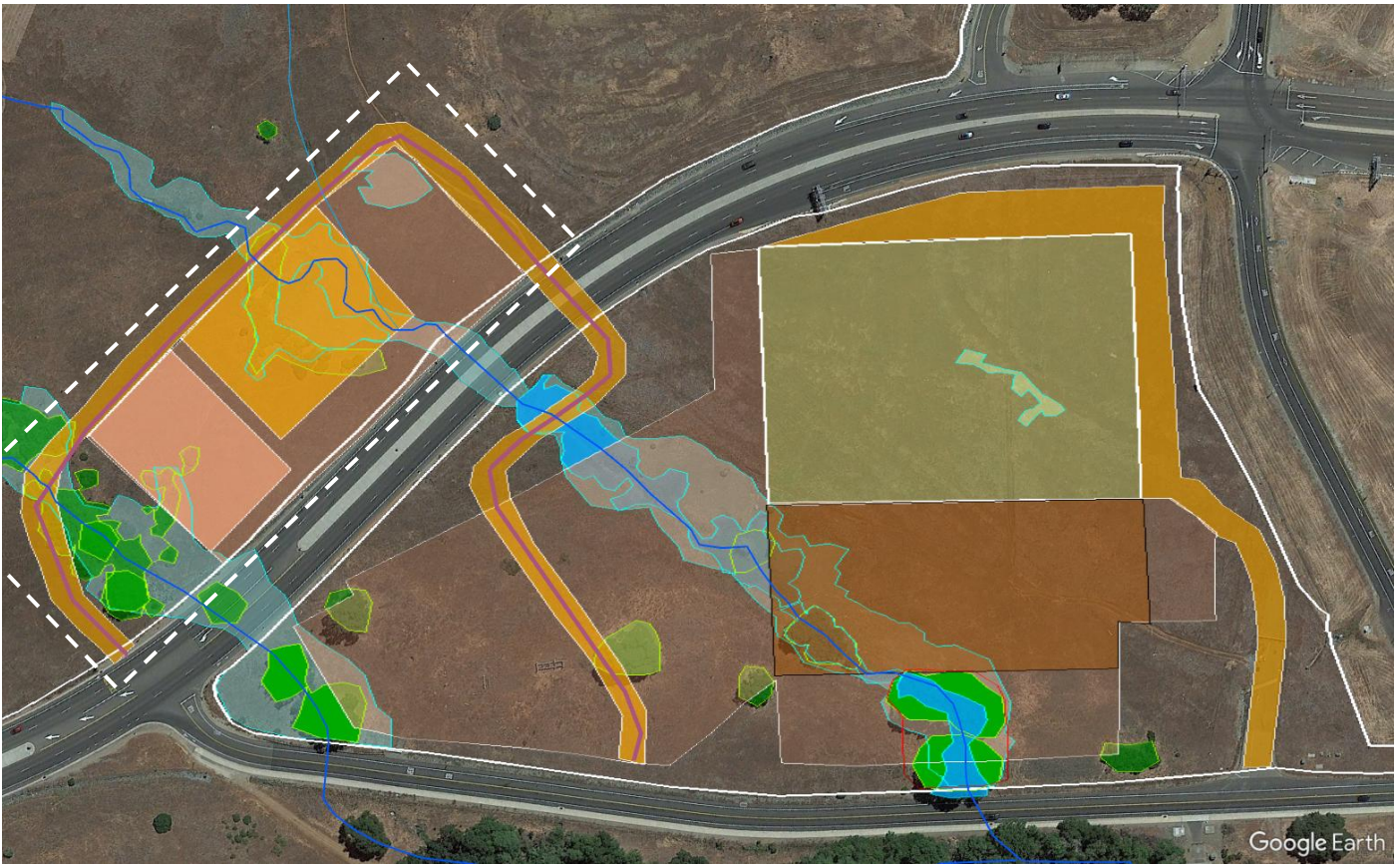


Wetland views of the northern tract (gas station site)



GAS STATION



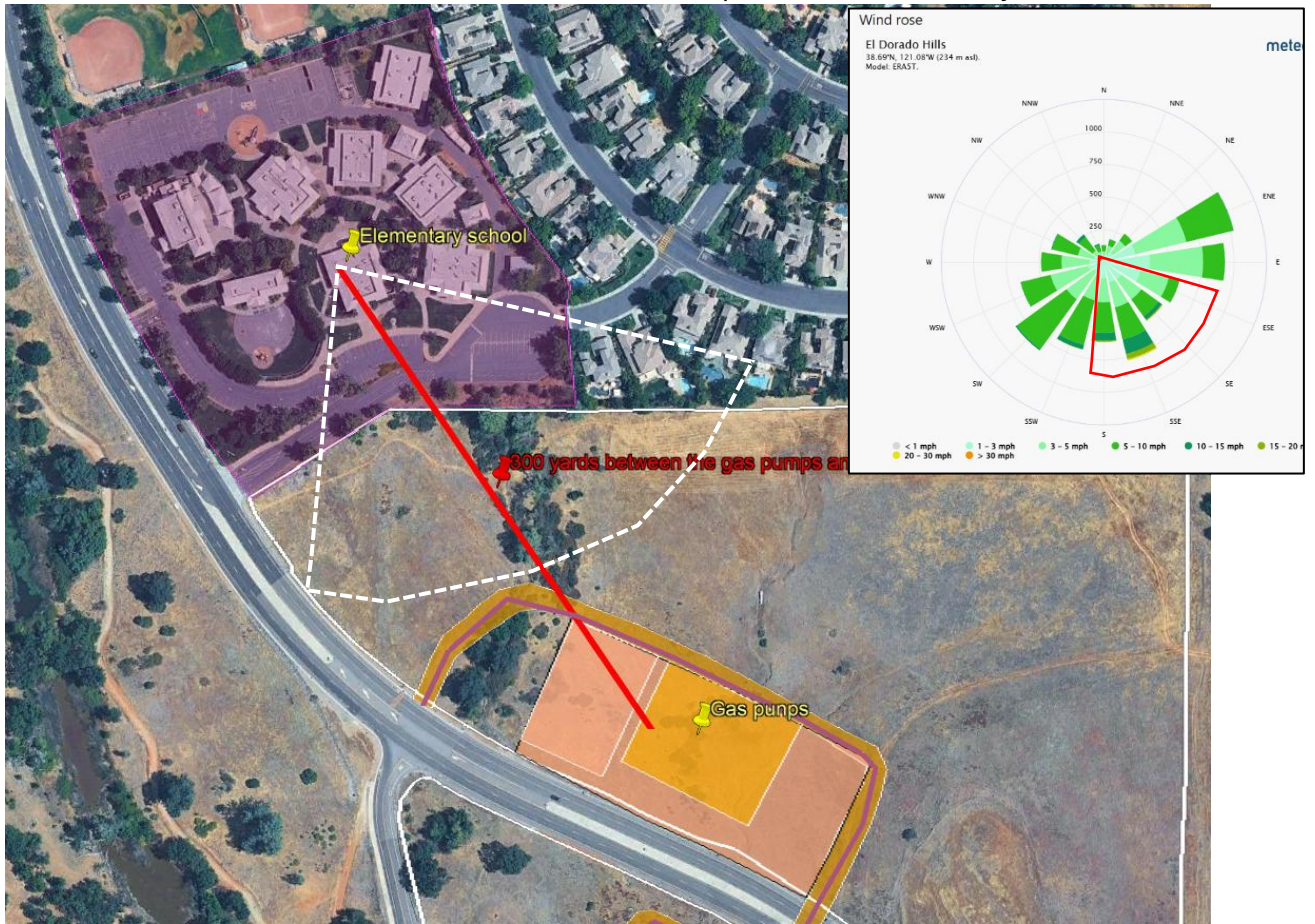


A very big site, with a big environmental impact.



Approximately 4.5 acres shown

The wind rose underscores the environmental impact on the elementary school



Observation: the elementary school is impacted by the COSTCO gas station.

Site Comparison:

The purpose of comparing local COSTCO sites is to gauge the importance of a gas station in their development.

EDH COSTCO / FOLSOM COSTCO / MISSOURI FLAT COSTCO

	EDH	Folsom	Missouri Flat
Gross acreage (Acres)	22.00	17.40	19.70
Warehouse (sq.ft.)	155,429	151,544	134,916
Parking area (surface)	366,971	329,047	274,166
Underground parking (s.f.)	106,000		
Gas station (sq.ft.)	195,992	35,596	16,507*
Note: (*) Fast Food site			
Ratio: Parking sf / Warehouse sf	3.04	2.17	2.03

All measurements were taken with Google Earth algorithms.

EDH site includes 4.5 acres of the gas station. Southern tract is 17.1 acres

Comparison between EDH, Folsom & Missouri Flat COSTCO sites:

- All sites are virtually the same in size both in gross acreage and warehouse size. (Missouri flat has large areas in open space).
- EDH COSTCO has 41% more parking area than Folsom. Missouri Flat would appear significantly under parked or EDH would be significantly over parked. Which?
- Parking area ratio compared to warehouse surface area at 3.04 is significantly more in EDH than in the other two sites

EDH COSTCO



FOLSOM COSTCO

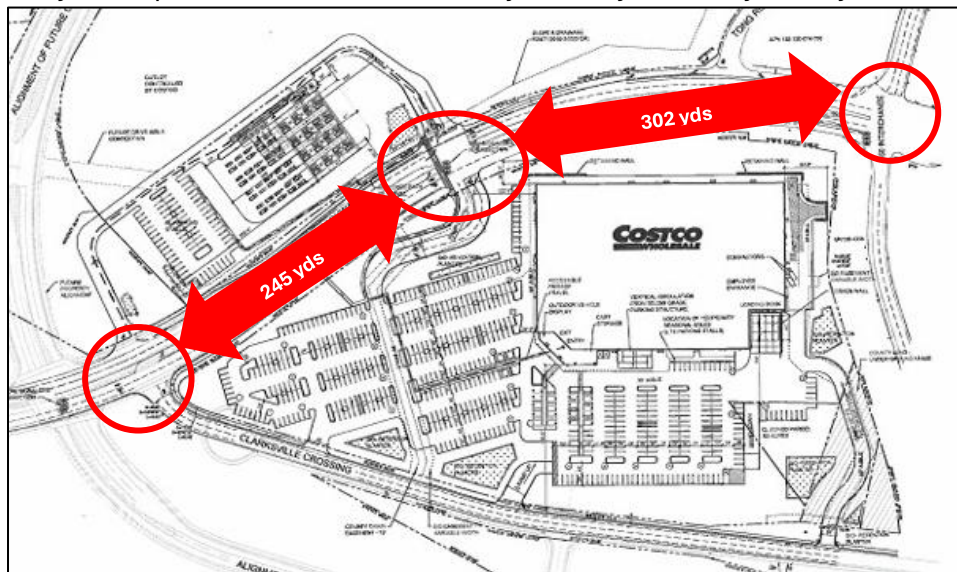


MISSOURI FLAT COSTCO

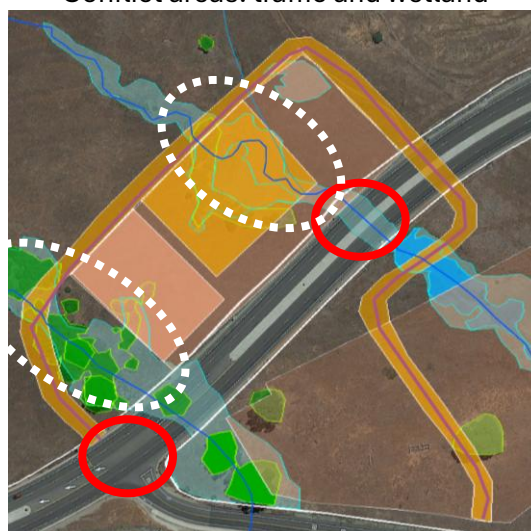


Observations regarding the EDH-COSTCO gas station.

- Are gas stations indispensable to a fully functioning COSTCO site? Is it part of COSTCO’s core business?
- The EDH gas station site occupies 160,396 sq. ft. (4.5 acres) compared to Folsom’s at +/- 36,000 sq. ft. That is, EDH gas station would be 5.5 times greater than Folsom COSTCO. Missouri flat has no gas station although the site has significantly more area in which to accommodate one.
- Observation: Obviously in the Missouri Flat area a COSTCO gas station is not critical and in Folsom a small one appears to be adequate.
- According to Web, Costco has 692 stations countrywide and pumps 17 million gallons / day. Therefore, on average, one could expect EDH site to pump nearly 25000 gallons per day. Therefore, on average the EDH gas station shall have a considerable impact of noxious gases on the elementary school less than 300 yards away.
- As an alternative, there are no less than three gas stations less than a mile away (Hy.50 and EDH Blvd); does the EDH community need another?
- From a traffic circulation viewpoint, the main entrance / exit from the COSTCO warehouse on to Silva Valley Parkway will have to be signalized. A signal already exists approximately 302 yards away at the Silva Valley Parkway and Hy. 50 interchange and another 245 yards to Clarksville Crossing another might be necessary. No doubt the required traffic study for this site will determine the level of signalization. A back of the envelope estimate of the average traffic generated by the EDH-Costco gas station could be about 1700 cars per day (25,000 / 15 gal/ car= 1666 cars / day). This suggests that the main crossing will likely be overwhelmed by backups and wait-time. Silva Valley Parkway is already heavily trafficked.



Conflict areas: traffic and wetland



DEIR Comment:

- From an environmental standpoint it appears that EDH-COSTCO gas station shall have considerable impact of noxious fumes wafting over to the elementary school endangering student body health.
- From a circulation viewpoint, cross traffic from the warehouse to the gas station on Silva Valley Parkway could heavily impact the signalization at the main entrance.
- The site itself is on a wetland in two places.
- If EDH Costco is slated to have a higher proportion of parking area in comparison to other COSTCO sites, this suggests that if a gas station is required, a much smaller one – as Folsom’s – could be accommodated on the southern parcel site in lieu of surface parking.
- Alternative gas stations: There are three other gas stations less than a mile away.
- This gas station is redundant from a community standpoint.

Conclusion: The proposed gas station on the northern tract poses considerable avoidable impacts. It should not be where it is situated. Or, if COSTCO requires one, a smaller station could be incorporated in the southern tract.

From: [Katherine Pechetti](#)
To: EDHCostco@edcgov.us
Subject: Application Nos.Planned Development Permit PD15-0001
Date: Thursday, March 6, 2025 10:51:52 AM

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To whom it concerns:

This plan as presented should absolutely be denied. My family and I are new residence to the Serrano Community after spending the last 49 years in the same home and community. Moving to the area was not an easy decision for us. A development such as this does not belong in the backyards of the residence who live here. No one should even consider such a development in the backyard of an elementary school!!!! This project will only hurt the value of the beautiful homes and community El Dorado Hills Serrano offers.

Our family were unlikely candidates for this neighborhood; as a matter of fact we were not even considering the area feeling it was not the kind of area we were looking for. Fortunately for us after months looking we found the perfect fit for our needs. There is no question this project would affect the environment of this neighborhood and the quality of lives of those of us who live here.

I understand "progress and development"" one reason we wanted to relocate here but this is NOT the project to develop this site. It is time for El Dorado County and Costco to look in a different area closer to commercial business.

This permit should be denied and scratched for good

From: [Carrie McGann](#)
To: EDHCostco@edcgov.us
Subject: ATTN: Cameron Welch / Senior Planner El Dorado County / EDH Costco
Date: Monday, March 31, 2025 11:46:10 AM

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Dear Cameron,

I am writing to let you know that I very strongly **oppose** having a new Costco built in the proposed space on Silva Valley Parkway for several reasons. For one, traffic on East Bidwell and El Dorado Hills Blvd can get very congested and this is a problem. I would not like to see Silva Valley Parkway turn into a traffic nightmare for people trying to get to and from their homes in the nearby residential areas of Serrano.

Also the proposed site is just too close to Oak Meadow Elementary school. With kids riding their bikes and e-bikes around the area, I have concerns for their safety with the increased traffic that a new Costco would bring.

It seems that a Costco in this area would draw many people from outside our area, which could have a risk of increased crime impacting the nearby residential areas. Even though those residential areas are gated, access is easy to obtain if someone just follows a resident through the gates.

With the fueling station, there will be lines of cars, truck and RV's many from outside our area as they travel along Highway 50. This is another contributor to increased traffic that would congest Silva Valley Parkway.

Increased noise is also a factor as it would affect peaceful living in the nearby residential areas of Serrano.

As a Serrano resident, I hope you will consider other alternatives for places to build a new Costco that are not so close to a major residential area.

Thank you,
Carolyn McGann

From: [Kinnison, Michael](#)
To: EDHCostco@edcgov.us
Subject: BAN the proposed new EDH Costco
Date: Wednesday, March 19, 2025 3:09:44 PM

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We do not need an EDH Costco. It will bring too many non-residents to EDH that will cause too many transients, along with, too much transient and unwanted vehicle traffic.

Thank you,

Michael Kinnison
916-705-3835 Cell
818-587-5940 Fax
mkinnison@thezenith.com

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March 29, 2025

El Dorado County Development Services Department – Planning Services
Attention: Cameron Welch
2850 Fairlane Court
Placerville, CA 95667

Subject: Opposition to Proposed Costco Development – Request for Alternative Site Consideration

To The Planning Commission Members:

I am writing as a 7-year homeowner residing in Serrano regarding the proposed Costco project. I strongly urge the Planning Commission to reconsider the location of this development, as its scale and impact are incompatible with the surrounding residential and elementary school community. Costco's 165,000-square-foot footprint, along with a high-traffic gas station, is inappropriate being adjacent to detached single-family homes and an elementary school. The Serrano development was carefully designed to provide a semi-rural atmosphere with minimal artificial lighting and a preserved natural setting—an environment that will be entirely disrupted by this project. Homeowners, including myself, chose to live in Serrano for its peaceful, community-centered character, and placing a Costco in the middle of it fundamentally undermines this vision.

Beyond the aesthetic and environmental concerns, the logistical impact on traffic and safety cannot be ignored. The significant increase in congestion, particularly near Oak Meadow Elementary School, raises serious concerns for child safety and pedestrian access. While I understand the County's interest in the potential tax revenue, the long-term negative effects on home values, traffic flow, and overall quality of life for residents must be given equal consideration.

Additionally, the anticipated noise and light pollution will be significant. The prospect of delivery trucks operating between midnight and 6:00 AM and the glare of a 24-hour parking lot will drastically alter the nighttime environment for local residents and wildlife. These disruptions are not minor inconveniences—they are fundamental changes that will negatively impact on our community's well-being.

I am also deeply concerned about the environmental and health risks posed by this development. The Draft Environmental Impact Report (DEIR) should thoroughly assess the increased emissions from both the heavy traffic and the gas station, particularly in relation to vulnerable populations, including children, seniors, and individuals with health conditions. As a 76-year-old senior with multiple health challenges, I am acutely aware of how air quality affects both short and long-term health. Those with compromised immune systems, including many in our community, could face serious risks due to increased pollution from this project.

The Planning Commission has a responsibility to prioritize the well-being of residents over corporate interests, specifically profits and greed. I strongly urge you to take a closer look at the negative impacts this project will have on our neighborhood and explore alternative sites that do not threaten the character, safety, and health of our community.

Thank you for your time and consideration. I trust you will make a decision that reflects the best interests of Serrano residents.

Sincerely,

Charlotte Anderson

Charlotte Anderson
4018 Reni Ct.
El Dorado Hills, California 95762
ctaknits@yahoo.com

From: [Jacob Anderson](#)
To: EDHCostco@edcgov.us
Subject: Citizen FOR Costco coming to El Dorado County
Date: Monday, March 17, 2025 7:42:50 PM

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Quick note expressing my support for Costco coming to El Dorado County in El Dorado Hills.

Costco has proven itself a wonderful retail partner with reasonable operating hours, an exemplary employer, and tax revenue juggernaut. I am honestly confused why this is a controversial topic.

Please know the negative noise surrounding this issue is a very vocal, but minority group of the citizens of the community and county. The majority of the community welcomes a business like Costco...

As elected officials your charge is to do what is beneficial to the community under the law. Do what is right and approve Costco for the best for El Dorado county. Please do not let yourselves be intimidated by the vocal minority...

Jacob Anderson
1783 Lakehills Dr
El Dorado Hills, Ca 95762

916 704-4793

From: [Elise Blaha Cripe](#)
To: EDHCostco@edcgov.us
Subject: comment on Costco
Date: Saturday, March 22, 2025 7:17:50 AM

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hi there,

I am an El Dorado Hills resident and parent of two girls (11 and 9). I drive on Silvia Valley Parkway every weekday morning to take my older daughter to Rolling Hills Middle School. The traffic each morning is already backed up. I can only imagine what a Costco store and gas station will do to the situation.

I understand growth! I understand needing to meet the needs of a community. What we need is housing and honestly a chance for more small businesses. I am not against development of the area but if it has to be a Costco there should not be a gas station attached. There is a consistently empty gas station one exit later at El Dorado Hills Blvd. Adding a gas station right next to Oak Meadow feels like a noise and air pollution nightmare for the kids at that school.

Please consider a development project that adds something (housing! small shops! restaurants!) to our community.

thank you,
Elise Cripe

From: [Andrew Wong](#)
To: EDHCostco@edcgov.us
Cc: bosone@edcgov.us; bostwo@edcgov.us; bosthree@edcgov.us; bosfour@edcgov.us; bosfive@edcgov.us; edc.cob@edcgov.us; hoa@serranoeldorado.com
Subject: Comment submission regarding EDH 52 Costco PROJ21-0003 CUP-R21-0024 Z17-0004 P17-0007 S17-0017 PD15-0001 CUP23-0012 V22-0001 Project 20278 Development Plan
Date: Sunday, March 16, 2025 10:59:45 AM

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Andrew Wong
1103 Terracina Dr.
El Dorado Hills, CA, 95762
andrewcw@umich.edu
(734) 657-1397
March 16, 2025

Cameron Welch
Senior Planner
EDHCostco@edcgov.us

Dear Mr. Welch,

I am writing to you as a concerned resident of El Dorado Hills, a devoted Costco shopper, a UC Davis Health Emergency Physician, and most importantly, a father of two young children. My 10-year-old daughter currently attends Oak Meadow Elementary School, where the proposed Costco gas station is planned to be built adjacent to the school grounds. I am deeply troubled by the significant health, environmental, and quality-of-life concerns this project raises.

After speaking with a friend who is an environmental engineer, we have confirmed that the prevailing wind patterns in El Dorado Hills blow from south to north for 11 out of 12 months of the year. This means that benzene and other harmful pollutants from the gas station would be directly blown onto the children's school. Benzene is a well-known carcinogen, and prolonged exposure can lead to severe health complications such as aplastic anemia, leukemia, and other blood-related cancers. Our children, teachers, and school staff, who spend a significant amount of time outdoors due to the school's open-campus nature, would be at constant risk.

Moreover, the groundwater in our area is only 10 feet below the surface. Even a minor fuel leak could potentially contaminate our water supply, posing a significant threat to our community's health. The cost of cleanup would be very significant. The risks involved are too great, and the potential consequences too severe.

In addition, the planned double-level parking lot raises further concerns. Residents in Germantown, MD, have reported disastrous congestion caused by a similar structure at their local Costco. This has led to increased traffic and pollution in the area. The infrastructure

around Oak Meadow is not equipped to handle such increased traffic flow, exacerbating already challenging school drop-off and pick-up conditions.

Beyond health and traffic concerns, there is a significant ecosystem at the proposed site with frequent wildlife sightings. The construction would disrupt this habitat, affecting local biodiversity. Additionally, the construction would increase noise and disruption for students and teachers during school hours and potentially release naturally occurring asbestos during excavation.

Furthermore, the proposed gas station threatens the long-term desirability and quality of life in El Dorado Hills. It is reasonable to assume that families would be less likely to settle in a community where schools are situated next to industrial developments. Oak Meadow Elementary School is a high-quality school, recognized with numerous State and National awards, and also hosts a charter Mandarin Immersion School that attracts families nationwide. Having a gas station next to this school would tarnish its reputation and desirability for people to attend. The argument that Costco will increase property values does not hold when considering its proximity to residential areas and a school.

Costco has always been a brand that supports local communities, as evidenced by the Folsom branch's efforts to raise money for Children's Miracle Network and UC Davis Health Children's Hospital. However, constructing a gas station next to an elementary school contradicts Costco's commitment to community health.

While I appreciate the years of planning that led to the arrival of Costco in El Dorado Hills, I kindly request a reconsideration of the location, particularly the placement of the gas station. A Costco store without a gas station would still be a valuable addition to our community. However, prioritizing the health and safety of our children should be our top priority.

Thank you for taking the time to consider this appeal. I am confident that your decision will align with Costco's mission to support and protect the communities it serves. Please do not hesitate to contact me if you have any questions or require further information.

Sincerely,

Andrew Wong
Professor
Department of Emergency Medicine
UC Davis Health

Cc:

Greg Ferrero
George Turnboo
Brian Veerkamp
Lori Parlin
Brooke Laine
Serrano El Dorado Owners' Association HOA Board of Directors
El Dorado County Board of Supervisors Clerk of the Board

From: [James Doucette](#)
To: EDHCostco@edcgov.us
Cc: [Lupita Doucette](#); rewindo@yahoo.com
Subject: Comments on the Draft Environmental Impact Review for the EDH 52 - Costco Project (PROJ21-0003)
Date: Thursday, March 27, 2025 9:22:04 PM

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James & Edith Doucette

3726 Aliso Drive
El Dorado Hills, CA, 95762
james.doucette@outlook.com
805-234-0208

3/26/2025

Cameron Welch, Senior Planner

County of El Dorado Planning and Building Department

2850 Fairlane Court, Building C
Placerville, CA 95667
(530) 621-5355
EDHCostco@edcgov.us

Subject: Comments on the Draft Environmental Impact Review for the EDH 52 - Costco Project

Dear Mr. Welch,

We are writing to provide comments on the Draft Environmental Impact Review (EIR) for the EDH-52 - Costco Project (PROJ21-0003 CUP-R21-0024 Z17-0004 P17-0007 S17-0017 PD15-0001 CUP23-0012 V22-0001 Project 20278) to develop a bulk mega store with a double-decker parking lot and a 32-pump fueling station, located directly adjacent to Oak Meadows Elementary School in our neighborhood.

As a concerned resident, I would like to highlight several significant issues related to traffic, noise, and light pollution that this development could bring to our community, particularly its proximity to a school and residential areas.

1. Traffic Impact:

The development of a Costco mega store with extensive parking and fueling facilities is likely to result in an overwhelming increase in traffic. The current road infrastructure and number of lanes in this area are inadequate to support the anticipated volume of vehicles. Specifically:

- The influx of shoppers, delivery trucks, and vehicles using the fueling station will significantly clog local streets.
- The bottleneck created by the lack of additional lanes could lead to dangerous congestion, particularly during peak hours when parents and children are arriving and leaving the nearby school.
- Increased traffic will likely exacerbate the already challenging conditions around the school during the start and end of school hours, jeopardizing the safety of pedestrians and young students.

2. Noise Pollution:

Extended operating hours for the proposed store and fueling station will result in disruptive noise levels, violating existing light and noise ordinances in the area. Specifically:

- The noise from a 32-pump fueling station, with frequent vehicle arrivals and departures, will contribute to ongoing disturbances during late-night and early-morning hours, affecting residents' quality of life.
- Trucks arriving for deliveries, particularly early in the morning or late at night, could create significant noise pollution as they unload goods.
- The operation of the double-decker parking structure, with the constant movement of vehicles, will add to the overall noise in the neighborhood.

3. Oversized Signage:

In addition to the traffic and noise concerns, the applicant has submitted a proposal for a Signage Variance to provide for an oversized sign for the mega store. This sign will contribute to the overall visual impact and exacerbate the light pollution problem, particularly in the evening and early morning hours. An oversized sign, especially one illuminated for extended hours, will further disrupt the residential atmosphere of the neighborhood and likely violate existing local ordinances on signage and light pollution.

4. Impact on the School:

The proposed location of this development, adjacent to an elementary school, raises serious concerns regarding the safety and well-being of children:

- Increased traffic flow around the school during peak times could pose a significant risk to student safety, especially for those walking or biking to school.
- The noise generated by the store's operations, particularly in the early hours, could disrupt the learning environment and affect students' concentration and overall health.

5. Light Pollution:

While not directly addressed in the review, the presence of extended operating hours and outdoor lighting for the fueling station and parking structure will likely lead to significant light pollution, affecting the residential areas and possibly violating local ordinances. The lighting could interfere with residents' ability to enjoy their homes and negatively affect their well-being.

6. Lack of Need for Another Costco Location:

Furthermore, the proposed Costco location is only approximately 2 miles away (straight-line distance) from the nearest existing Costco. This proximity raises the question of necessity for such a large-scale development in an already well-served area. Given the existence of an established Costco close by, this new location seems redundant and will only exacerbate the issues outlined above, including unnecessary traffic congestion and further strain on local resources.

Conclusion:

In conclusion, the proposed Costco mega store and fueling station present substantial concerns related to traffic congestion, noise pollution, light violations, the oversized signage, and the lack of need for another Costco in the area. I respectfully urge the Planning Advisory Committee to reconsider this development or propose modifications to mitigate these issues, such as:

- Expanding traffic infrastructure to accommodate the expected volume of vehicles.
- Implementing stricter noise and light control measures, especially during off-peak hours.
- Ensuring additional safety measures around the school to protect students and residents.
- Reevaluating the Signage Variance for the oversized sign proposal to minimize its impact on the surrounding community.
- Reassessing the necessity of a second Costco in such close proximity to the existing location.

Thank you for your time and attention to this important matter. I look forward to hearing back from the advisory committee regarding potential actions to address these concerns.

Sincerely,

James & Edith Doucette

El Dorado Hills Residents, 5 years

From: Minkel, Peter G.@Waterboards
To: EDHCostco@edcgov.us
Cc: Yang, Houa@Waterboards; [WB-RB5S-chron](#); state.clearinghouse@opr.ca.gov; Pat.Angell@ascent.inc; mokuma@costco.com
Subject: COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, EDH COSTCO PROJECT, SCH#2021080402, EL DORADO COUNTY
Date: Monday, March 31, 2025 12:20:55 PM
Attachments: [2021080402 \(2024\) EDH Costco.pdf](#)

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Cameron,

Enclosed are our comments for your Project. We want the permits required in the record for planning purposes. Please email if you have any questions.

Pete

Peter Minkel
401 Water Quality Certification and Dredging Unit
Central Valley Regional Water Quality Control Board

From: [Danny Loera](#)
To: [PL-EDH Costco Project](#)
Subject: Comments regarding Costco on Silva Valley Parkway, EDH
Date: Monday, March 31, 2025 11:55:54 AM
Attachments: [image.png](#)

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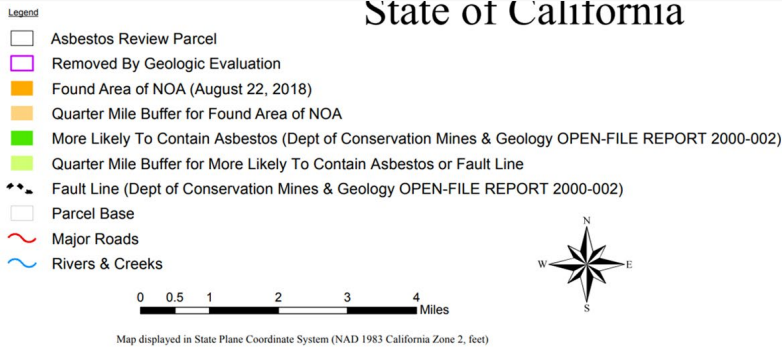
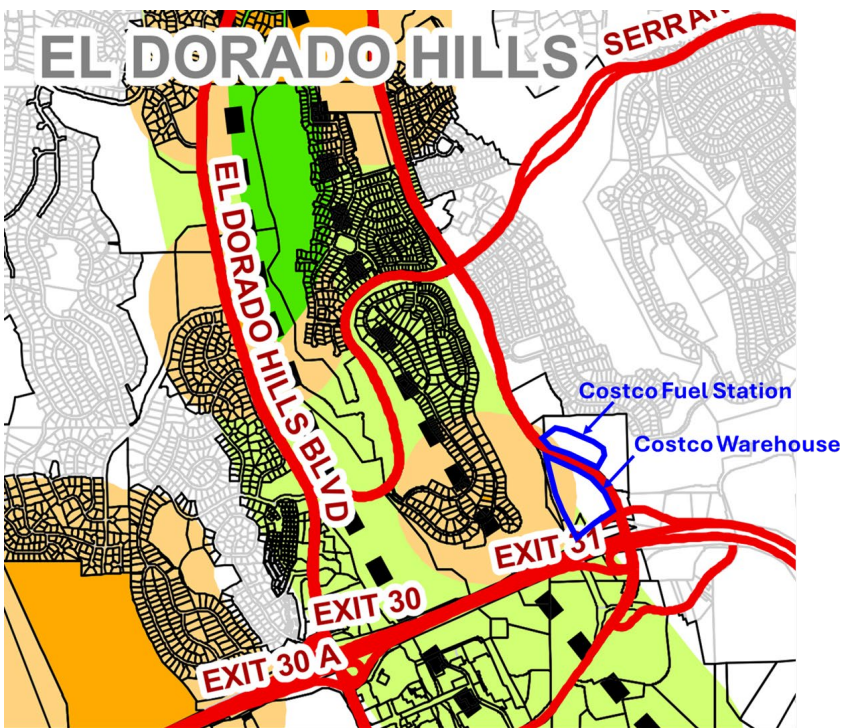
Good morning Mr. Welch,

I am writing to let the Planning Commission know that I oppose plans for the construction of a Costco warehouse and fuel station on Silva Valley Parkway (south of Oak Meadow Elementary School and north of Highway 50). I am a current resident of Serrano and my family and I live in the neighborhood just NE of the planned Costco sites. My children attend Oak Meadow Elementary School. **My wife and I are both geologists and will be petitioning the U.S. EPA to conduct a follow-up assessment of naturally occurring asbestos (NOA) that includes Costco's sites and the area surrounding Oak Meadow Elementary school. We will also be coordinating with community members to gather signatures in support of this petition to the EPA.**

I have the following concerns and comments regarding the planned construction of a Costco warehouse and fuel station on Silva Valley Parkway:

- I am particularly concerned with the proximity of the planned warehouse and fuel station relative to Oak Meadow Elementary School. The addition of the warehouse and fuel station will bring a significant increase in traffic (both vehicles and people) to the general area. Silva Valley Parkway already experiences congestion during drop-off and pick-up windows associated with school hours. Traffic is typically heavy and backed up in the right lane beginning at the driveway entrance into Oak Meadow and extending for several hundred feet south, essentially disrupting the flow of northbound traffic on Silva Valley Parkway. The plans for Costco's fuel station indicate that the entrance and exit will be a right in and a right out, which will further compound the congestion around Oak Meadow. The extra traffic associated with Costco's facilities will essentially be directed northbound on Silva Valley Parkway and in order for those vehicles to head back in a southbound direction, they will need to either make a u-turn at Serrano's gated entry to Entrada Drive (a dangerous maneuver) or proceed up to the intersection at Serrano Parkway.
- The addition of a Costco warehouse and fuel station would present an increased safety/security risk for the students and staff of Oak Meadow. The school does not have a fence surrounding the campus. More people in the general area means an increased probability of unauthorized individuals entering school grounds when children and staff are present. Protecting the children of our community should be our number one priority.
- Portions of the proposed sites for Costco's warehouse and fuel station lie within a quarter mile radius of found naturally occurring asbestos (NOA). Additionally, a portion of Costco's proposed warehouse site lies within a quarter mile buffer of a fault line and is therefore more likely to contain NOA. As the county is well aware, in 2004, the U.S.

EPA conducted an investigation of several sensitive locations (schools, park) in El Dorado Hills to "assess the potential for exposure from naturally occurring asbestos present in soils that have been disturbed". As provided in the EPA's summary of their findings, the EPA stated, "Activity-based sampling through disturbing soils at schools and recreation areas within El Dorado Hills shows the presence of asbestos at elevated levels in air at breathing heights for children and adults." My wife and I are both geologists and are familiar with the risks associated with NOA. Even if there are no rocks/outcrops that contain NOA located within Costco's sites, it is still possible for NOA fibers to be present in the soil at Costco's sites. These NOA fibers would be sourced from hundreds of thousands of years of erosion of NOA-containing rocks in El Dorado Hills. The fibers would have been transported/distributed by wind and flowing water where they would eventually settle out and be incorporated into the soil in this area. **My wife and I will be petitioning the EPA to conduct a follow-up assessment of NOA that includes Costco's sites and the area surrounding Oak Meadow Elementary school. We will also be coordinating with community members to gather signatures in support of this petition to the EPA.**



Sincerely,

Danny Loera

From: jons.van.dooren
To: Joni
Cc: bostwo@edcgov.us; bosthree@edcgov.us; BOS Four; bosfive@edcgov.us; david.spaur@edcgov.us; bob.williams@edcgov.us; jeff.hansen@edcgov.us; [Cameron W. Welch](mailto:Cameron.W.Welch); [PL-EDH Costco Project](mailto:PL-EDH.Costco.Project); Karen.L.Garner@edcgov.us; rafael.martinez@edcgov.us; [John Davey](mailto:John.Davey); tjwhitejd@gmail.com; washburn_bew@yahoo.com; [John Raslear](mailto:John.Raslear); debbie@eldoradohillschamber.org; tommyrae1234@gmail.com; [Kathryn Henricksen](mailto:Kathryn.Henricksen); nstack@mtdemocrat.net; linneah@eldoradohillschamber.org; lr Ramirez@thatchlaw.com; peakinc@sbcglobal.net; amfrith@gmail.com; [Claudia Vidovic](mailto:Claudia.Vidovic); marty.abell; greatkazoo@aol.com; pkhoosh@berkeley.edu; [Amanda Hansen](mailto:Amanda.Hansen); [Erika & Robin Whitmore](mailto:Erika.&Robin.Whitmore); [Joe Gleichenhaus](mailto:Joe.Gleichenhaus); jons.van.dooren; daphneyhewitt@gmail.com; gigiandgino@gmail.com
Subject: My personal RECAP of last night APAC meeting whn it relates to Costco Concept Site Plan
Date: Thursday, March 13, 2025 12:43:45 PM
Attachments: [Silva Valley Prkwy death bobcat.jpg](#)

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Good afternoon ALL,

Well last night APAC meeting was loud and clear, ZOOM and audio worked as usual, so people could hear us! Personally I learned a lot again!

As BOS-One, Greg Ferrero, said in the beginning "Costco is Coming" and he shared with us that MANY El Dorado Hills residents are in favor of Costco, while that might be true, there is a comma to be placed behind that statement and that is, "NOT AT THAT LOCATION" and as time goes on more and more people are getting familiar, educated and talk about the project, bringing their concerns forward!

Well about last night: the word TRANSPARENCY came to the fore front many times, my question was "how about Costco's transparency?"

Costco gas station was in at first, then was removed and now back in again, what is different know after it was removed last time? So what are they not telling us?

Then 68 parking stalls next to the proposed gas station "employee parking" well the employee entrance is on the far South side of the warehouse next to the loading dock and trash compacter, LONG WALK, why do we need these parking space, so what are they not telling us?

Costco Warehouse is 165.000 Sq.F. My findings online is that for Costco warehouse/retail, for every 250 Sq.F. You need 1 parking stall = 660 stalls, the current Costco Concept Site plans shows with their 2 story parking garage a total of 763 stalls, so what are they not telling us?

At EDHCOSTCO-North the supposed gas station, there might be more than 13 Acres of open land available, what are their intentions with that open land, so what are they not telling us?

Under notes: Solar panels will be included: but nobody knows where they go, on rooftops, separate construction or many be both, so why are they not telling us this, try to put on solar panels in Serrano with the HOA, not easy!

Then there is the traffic lights situation, one before Tong Road, one from the proposed gas station to the warehouse and back and eventually one at Country Club Drive, three is a charm! Come on! I thought those things are expensive!

Greg Ferrero mentioned they are talking for widening the road from Highway 50 behind Target (Town center), might as well go all the way to Scott Road to bring in people from the Folsom South project,! Well, I do not think that this will be ANY shorter drive for them, probably even much longer then going to their Folsom Costco.

On Monday's scoping meeting, unfortunately for the community NOT on Zoom and no audio in a packed room, a little 8 year girl spoke out who is attending Oak Meadow Elementary school, her concern was **air pollution and wildlife**, the little girl did not want the gas station next to the playground from the kindergarten nor the "Big CEMENT Box" now if every parent who has kids in that school and parents who had kids in that school and those who care about our future of the kids, they would tear up after hearing her talk, i know that several in the room did!

The young girl and other students will be in Oak Meadows for 4 years, the teachers even longer with lot's of outdoor activities, all next to a gas station!

I have attached a picture of a death BOBCAT that was found on Monday on Silva Valley Parkway, somebody was as kind to put it on the curve, this BOBCAT and several others are crossing Silva Valley Parkway on regular bases going to through and from the South to the North side, just a bad day for that Bobcat! Indicating some of the wildlife we are having here, besides the coyotes, countless birds, turkeys, frogs in the wetlands etc. etc. Have video of the bobcat as well, but could not download it, sorry!

This Friday Greg Ferrero has his first meet and greet with the Costco people, wish him lots of strength and wisdom it that meeting!

Thank you all for your time ! Make yourself heard and share the message, because this is the community we call HOME!

Jons van Dooren

From: [jons van dooren](#)
To: [Cameron W. Welch](#)
Cc: [PL-EDH Costco Project](#); [Joni](#); [bostwo@edcgov.us](#); [bosthree@edcgov.us](#); [BOS Four](#); [bosfive@edcgov.us](#); [rafael.martinez@edcgov.us](#); [Karen.L.Garner@edcgov.us](#); [John Davey](#); [tjwhitejd@gmail.com](#); [washburn_bew@yahoo.com](#); [jirazzpub@sbcglobal.net](#); [debbie@eldoradohillschamber.org](#); [linneah@eldoradohillschamber.org](#); [lana@eldoradohillschamber.org](#); [tommyrae1234@gmail.com](#); [kathryn.henricksen@fsresidential.com](#); [nstack@mtdemocrat.net](#); [rsidentservices@edhcsd.org](#); [Iramirez@thatchlaw.com](#); [Amy Frith](#); [Claudia Vidovic](#); [marty abell](#); [greatkazoo](#); [pkhoosh@berkeley.edu](#); [Amanda Hansen](#); [daphneyhewitt@gmail.com](#); [gigiandgino@gmail.com](#); [Erika & Robin Whitmore](#)
Subject: My RECAP from last night Costco Scoping meeting or revised NoP of a DEIR
Date: Tuesday, March 11, 2025 11:48:01 AM

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Good morning Mr. Welch,

Thank you for putting together and inviting 1.000+ local residents, by mail, to attend the Costco Revised NOP of a DEIR, I think I can say that we had a vocal crowd of 120+ people, standing room only, who I felt where pretty much ALL against and concerned about the Costco Warehouse and the Costco Gas Station!
You and your panel hopefully took lot's of notes!

You might remember me from the person asking "**how can you put 10 Lbs. of potatoes in a 5 Lbs. Bag, it does NOT work**"?

First I like to point out the following:

I felt that we had a "Behind Closed Doors Meeting" do not know if that was intentional? No live microphone, so everyone in the packed room could barely hear the public comments and NO video feed, so for those who did NOT attend the meeting in person they could not watch it by Zoom and or re-wind to get themselves more familiar with the concerns and the process!
First Costco Scoping meeting this was ALL in place!

Personal I attended several meetings by Zoom on a live feed from the fire station!

Your letter was dated February 25. 2025 and the meeting was on March 10. 2025, plenty of time!

If ALL the parents of the Oak Meadow school kids, close by neighborhoods and non-neighborhood families could have heard the comments from the retired school principle, teachers, moms and to top it ALL off the 8 year young girl who is attending Oak Meadow who made the comment that she, "**Did not want the gas station nor the Big CEMENT Box**", those people who would care would tear up, I know some in the room did!

Pretty much each speaker was applauded for there comments, to frustration of one of your panel members, who asked the group many times to be silent after comments, "the room

should not be influenced", well that did not work very well!

Of the many take aways from this meeting, one stood out particular to me and that was from the attorney representing the gas stations in the area, With the Costco Gas station coming to town, that will be pretty much the end of all other gas stations in the area due to Costco gas prices.

Current Costco Regular \$ 4.28 vs. average in EDH \$ 4.95 about a 17 % savings, on a full tank of gas that is a lot. So Gas Station owners Buckle Up!

But it does not stop there!

- Tire shops Buckle Up
- Bakeries, Buckle Up
- Pharmacies Buckle Up
- Flower departments Buckle Up
- Optometrist Buckle Up
- Lunch restaurants Buckle Up, have you seen the crowd at the food court at Costco?
- Pizza and Pizzeria's Buckle Up, sporting fields with getting their pizza's from Costco, instead of local pizza restaurants etc.

All in your backyard! Why do we need to ruin current hardworking retail?

Btw. It was mentioned that opening hours of the gas station would be from 6:00 AM to 10:00 PM, even BOS-One took note of this!

Next, EDH might will turn into a ghost town, like so many other national cities where people such as Walmart came to town, NO retail left, while all retailers are already struggling in EDH to make rent on monthly bases!

The people who spoke at the scoping meeting spoke loud and clear, personally I wished that many more people could have seen or could have listened to the comments online at their leisure!

The responses would have been much more intense than Blackstone vs. Amazon on Latrobe Road, because this is affecting young children at play and at school, local businesses besides the infrastructure that is NOT in place!

As we heard from a retired truck driver, better do not miss that turn into Clarksville Crossing, for your Costco delivery in your 18-wheeler, would NOT know where to make a U-turn on Silva Valley Parkway! How many people have seen a 18-wheeler / container diesel truck driving on Silva Valley Parkway thus far? May be None?

For those people who know a book author, I have come up with the perfect title for that book

How Costco ruined a little unincorporated foothill community called EDH

Thank you ALL for reading, make yourself heard and tell others, because this is the community we call home!

Please attend the APAC meeting this Wednesday, March 12th same location, in the evening for a re-visit of this meeting, will see if microphones and video will be working?

Regards,

Jons van Dooren
Serrano resident

From: [jons van dooren](#)
To: [PL-EDH Costco Project](#)
Cc: [Cameron W. Welch](#); rafael.martinez@edcgov.us; [Joni](#); bob.williams@edcgov.us; david.spaur@edcgov.us; jeff.hansen@edcgov.us; [John Davey](#); tjwhitejd@gmail.com; washburn_bew@yahoo.com; [John Raslear](#); bostwo@edcgov.us
Subject: Clarksville Crossing Northbound exit going north or South on Silva Valley Prkwy DANGEROUS
Date: Thursday, March 20, 2025 3:32:28 PM

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Good afternoon,

As I went looking for the death BOBCAT, I turned South onto Clarksville Crossing from Silva Valley Parkway, to make a U-turn!

I never been on Clarksville Crossing going north, always the other way towards Town Center, do not wane wait for the traffic lights!

But, when I wanted to turn back on to Silva Valley Northbound, I saw for the first time the elevation in traffic that is coming down from higher ground, many times with greater speeds then necessary or called for, I had to wait several times and then went for it!

I can see Costco delivery trucks, trash compacter trucks, passenger vehicles etc. who are taking Clarksville Crossing northbound to make a right turn or left turn onto Silva Valley Pkwy to have BIG issues, they will have a to look out for FAST approaching vehicles. After all, this will be Concept Site Road to go into the Costco Parking Garage!

Therefore I see this ALSO as a BIG traffic concern!

Do not know if you have studied this intersection, (I am sure you have), it will be a busy one!
But maybe you should try it for yourself!

I am sure that Greg will NOT dare to take it on his bike and if so let me know how it went!

Regards,

Jons van Dooren

From: [Susan Mann](#)
To: EDHCostco@edcgov.us
Subject: Comments - Proposed EDH Costco Project
Date: Monday, March 31, 2025 12:39:27 AM

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PLEASE CONFIRM RECEIPT OF THIS EMAIL

Cameron Welch, Senior Planner
County of El Dorado Planning & Building Department
Placerville, CA 95667

Dear Cameron,

As a homeowner in the Serrano community, a grandparent of three grandchildren who attend Oak Meadow Elementary School, and a concerned citizen of El Dorado Hills, I am writing to you to share my concerns for the proposed Costco Project on Silva Valley Parkway.

The Costco Project threatens our neighborhood health, safety and tranquility by the very nature of the scope of this project. My concerns are the following:

TRAFFIC: There is already heavy traffic on Silva Valley Parkway for residents of the community, as well as students and families who attend Oak Meadow Elementary School, Silva Valley Elementary School, Rolling Hills Middle School and Oakridge High School. There are four schools on either side of Silva Valley Parkway within a 1-mile radius of the proposed Costco Project.

Families dropping off and picking up children from Oak Meadow Elementary School are already backed up on both sides of Silva Valley Parkway trying to get into the school parking lot. *I have attached photos of just some of the backup that occurs on a daily basis for vehicles trying to enter and leave the school. I took these photos while I was waiting at the left-hand turn lane to enter Oak Meadow, and the line up on that side is at least 6+ cars long. I was unable to capture a photo of this backup because I needed to remain in my car.* Adding a Costco fuel facility butting right up against Oak Meadow Elementary School, as well as the warehouse across the street would drastically impact this high traffic area in a very negative way, and potentially cause accidents and injuries over time due to the hundreds of added cars that would be coming onto this area of Silva Valley Parkway for gas or to shop at the Costco warehouse. Also, having 70 parking stalls for Costco employees on the North Site would also add to traffic in this very narrow corridor.

On average, Costco has 3,600 people shopping at a single warehouse each day. Even with stop lights added to this area of Silva Valley Parkway, the amount of traffic on a daily basis would create gridlock, as well as potential accidents and possible injuries. The size of these streets were not meant to accommodate this many vehicles on a daily basis.

AIR QUALITY (POLLUTION/HEALTH CONCERNS): Having a fuel facility butting up to Oak Meadow Elementary School will create gas fumes from idling cars that will be on-going throughout the school day with Costco's fuel station hours from 6:00 am - 10:00 pm each day. No gas station of this size is located this close to a school, much less an elementary school! This exposure will have long lasting health issues that are impossible to access through this environment impact study!

Also, excavating of the land on both the North and South sites for the fuel facility and underground parking will expose asbestos to children, families, faculty and staff at Oak Meadow, as well as homeowners located close to this project. The effects from this exposure may increase the risk of several serious diseases, including asbestosis, mesothelioma and lung cancer. Asbestos exposure may increase the risk for cancers of the digestive system, including colon cancer. These effects will not be evident until 10-50 years after exposure. We should not be willing to expose our community to these potential health risks which will happen if this Costco Project is allowed to move forward.

NOISE: Excessive noise caused from the construction of the fuel facility and warehouse will impact school activities at Oak Meadow both inside and outside of the classroom, and will extend for months. Oak Meadow is an open campus with no protection from external elements once children and staff are outside their classroom or other building structure (Administration Office, Library or Multi-purpose Hall) which include recess (twice per day), lunch breaks, physical education classes, fire drills, etc. Even once the fuel facility and warehouse are completed, there will continue to be excessive noise from the traffic, fuel facility, parking areas, customers, tire center, and deliveries being made throughout the day and night operations of Costco (as well as fuel and merchandise deliveries that will be made to both locations during and after business hours through multiple entrances).

I have highlighted my major concerns in this email, but the above list does not address all of my issues. I am also concerned about how this large business will impact our public resources (water, utilities, waste management, etc.) which are already stretched to the limit. Although this land was zoned for commercial use, I do not believe it was meant for such a large business like Costco; especially with another Costco only two exits away on E. Bidwell. I know the other Costco is in another county, and we may be looking for ways to increase revenue within El Dorado County, but this project should NOT move forward in the proposed location on Silva Valley Parkway.

Susan Mann
4261 Rimini Way
El Dorado Hills
Email: susanmann913@gmail.com

CHERYL SHIELDS

1093 Souza Dr. | El Dorado Hills | California 95762-7550 | cheryl@back2cda.com | 208.691.6007

2025 MAR 10 AM 10:58

RECEIVED
PLANNING DEPARTMENT

March 5, 2025

Cameron Welch, Senior Planner
County of El Dorado
Planning and Building Department
2850 Fairlane Ct, Building C
Placerville, CA 95667

RE: Comments Concerning Revised NOP of Draft EIR for EDH Costco, SCH #2021080402

To El Dorado County Planning and Building Department:

I live in Serrano Village D2 which overlooks the property proposed for the new El Dorado Hills Costco (EDH Costco). I am not in favor of this project at this location. I find it odd that Costco Wholesale Corporation would propose to site a second wholesale retail facility, fueling station and tire store when there is already one located almost exactly 5 miles away on Bidwell St, immediately off of Highway 50. The company has not historically located facilities so close to one another. That said, I recognize that we have no say in whether or not we get a new Costco. One will be built there so my comments will focus on my concerns with several perceived environmental impacts that I think the Environmental Impact Report should address.

1. Traffic Impacts. 2024 population estimates for El Dorado County are over 54,000 residents, of which over 45,000 are estimated to live in Serrano, which is adjacent to the project site. Virtually everyone from Serrano and surrounding El Dorado Hills will be accessing the project site either via Highway 50 from the Bass Lake Interchange to the White Rock Rd /Silva Valley Parkway Interchange or they will be driving down Silva Valley Parkway to the project site. The speed limit is currently 45 miles per hour, although most people drive at 60 miles per hour. There's the Oak Meadow Elementary School located on Silva Valley Parkway between Serrano Parkway and Clarksville Road. Children frequently ride their electric scooters and E-bikes to school, usually crossing at Serrano Parkway. The EIR should address traffic impacts to the school. At

the end of the school day, parents already line up along Silva Valley Parkway to wait for their children. Given the additional traffic this project would generate, there should be some consideration for buffer zones between bike lanes where kids use their scooters and bikes and waiting zones for parents.

2. This project will result in significant light pollution for residents of Serrano Village D2 and for those villages to the east of Silva Valley Parkway. Serrano is a Dark Sky Community and there need to be mitigation measures put in place to keep the area consistent with Serrano and surrounding neighborhoods that have implemented Dark Sky guidelines. We all know that the Sacramento Region is a major stopping point along the Pacific Flyway, a major reason for local Dark Sky ordinances.
3. Proximity to Other Costco locations. This new proposed location is only 5 miles from another established Costco Warehouse just off of the Highway 50 and Bidwell Street Interchange. It would seem to me that there are other more suitable locations for a Costco in Cameron Park, Shingle Springs, Placerville or Diamond Springs, rather than adjacent to Serrano and less than a mile from an elementary school. It's my personal opinion we don't need another Costco Warehouse so close to one another. While the retail store hours would begin at 9:00 am, truck deliveries to the project site would begin many hours earlier, disrupting nearby homes with noise and light pollution during early morning hours.

Thank you for the opportunity to comment. I look forward to reading the environmental impact report.

Warm Regards,



Cheryl Shields

From: [NIELS BAUER](#)
To: EDHCostco@edcgov.us
Subject: Comments of EDH Costco project
Date: Wednesday, March 12, 2025 2:49:16 PM

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Dear Mr. Welch,

I am submitting additional comments regarding the “EDH Costco” project. I also attended the recent meeting held on March 10th at the EDH fire station, where I heard a number of concerns from citizens.

First, I don’t think any concerns the community voices will prevent a new Costco from being built on the proposed site and, frankly, I look forward to the arrival of a Costco in El Dorado Hills. That said, we are a small neighborhood, not a large retail tract such as found along most parts of East Bidwell in Folsom. We do expect new neighbors to be, well, neighborly. That means keeping the noise down, the lights off at night, keeping the area clean and well maintained, and all the other conduct that goes with being a good neighbor.

Second, I would also expect that similar restraints on retail would be at least as stringent as constraints on alternative options. To put things in perspective my favorite alternative is if instead of building a Costco at that site we instead built a massive pickleball park. That would likely be even less popular than a Costco! But if we did, what restrictions would be in place? Clearly, just like car noise, semi trucks loading and unloading, forklifts backing up, and trash dumpster lids closing, noise would be an issue. No doubt pickle ball hours would be limited too. Currently, Heritage Park is only open from sunrise to sunset, and pickleball is prohibited before 7:00am. Thus, quiet time is essentially from sunset to 7:00am. I’m sure similar restrictions would be placed upon our imaginary pickleball park too. So, if we replace our pickleball park with Costco, should those quiet hours change? No, of course not. So, for Costco, no truck deliveries should be permitted between the hours of sunset and 7:00am.

Sticking with our pickleball example, what about court lighting? Despite spending a lot of money on sophisticated lighting for the pickleball courts at Heritage Park, they remain unused. They were deemed too intrusive to the community and have remained off since the day they were installed. Again, if Costco was instead a massive pickleball park, any lighting would have strict and limited hours. Should the hours when Costco can be lit any different from the hours pickleball courts could be lit? No, of course not. So, Costco must abide by reasonable hours for all outdoor lighting and outside of those hours it should be completely off.

Again, I look forward to having Costco as a new neighbor. But only if they are willing to show the same consideration as my current neighbors and I already do for one another.

Regards,
Niels Bauer
1127 Terracina Dr.
El Dorado Hills, CA. 95762

1. Aesthetics – Impact on Scenic Views and Visual Character

The EIR should analyze how the proposed Costco development would impact scenic views from nearby neighborhoods—particularly those on the hillsides overlooking the project site. Many residents, including myself, currently have open views of the area that include mature oak trees and natural open space. These views are calming and visually significant to the character of Silva Valley and El Dorado Hills as a whole.

The visual change from a tree-covered area to a large commercial development—particularly with box-style architecture and substantial nighttime lighting—will significantly alter the experience of these views, both by day and at night. The EIR should include photo simulations or renderings from key public and residential viewpoints, including from nearby hillside neighborhoods, to fully assess the impact on scenic vistas and neighborhood character.

2. Aesthetics – Nighttime Light and Skyglow Impacts

The EIR should thoroughly analyze the increase in nighttime lighting caused by the proposed Costco project. The surrounding area—including Silva Valley Parkway, Oak Meadow Elementary, and nearby hillside neighborhoods—currently experiences relatively low levels of artificial light at night. This allows for natural darkness, views of the night sky, and a calm atmosphere typical of a semi-rural residential area.

The project's lighting—especially from parking lots, gas station canopies, store signage, and 24-hour infrastructure—will introduce major levels of ambient light and glare. The EIR should evaluate the project's impact on night sky visibility, residential light intrusion, and neighborhood character. It should also evaluate whether proposed lighting complies with **El Dorado County's dark-sky standards** and include mitigations such as directional shielding, automatic dimming, and limited operating hours for exterior lighting.

3. Aesthetics – Visual Impact of Gas Station Adjacent to Elementary School

The EIR should evaluate the visual impact of placing a 32-pump gas station directly adjacent to Oak Meadow Elementary School. This scale of fueling infrastructure is unprecedented in this part of El Dorado Hills, and introduces a highly industrial visual element—gas canopies, pump structures, signage, and vehicle activity—into an area that is otherwise residential, school-oriented, and family-centered.

The presence of a gas station in such proximity to a school poses significant concerns regarding visual appropriateness, scale, and long-term land use compatibility. The EIR should evaluate whether this use is consistent with the **intended visual character of a school zone**, and assess

its potential to degrade the scenic quality of the area as experienced by children, families, and school staff.

4. Aesthetics – Loss of Tree Canopy and Natural Landscape Character

The EIR should analyze how the proposed Costco development would affect the visual and scenic character of Silva Valley and surrounding neighborhoods through the removal of mature oak trees and natural open space. This corridor currently features long stretches of tree-lined roadways, undeveloped natural land, and a semi-rural visual identity that is a defining feature of this part of El Dorado Hills.

Replacing these features with expansive surface parking, a large retail building, and fueling infrastructure will result in a significant shift in how the area looks and feels—particularly for pedestrians, drivers, schoolchildren, and nearby residents. The EIR should assess not only the number and type of trees to be removed, but also the **visual consequences** of this removal and the **adequacy of any proposed replacement landscaping** in preserving community character.

5. Aesthetics – Scale and Massing Incompatibility

The EIR should evaluate the scale and massing of the proposed Costco building in relation to the surrounding built environment. The project site is adjacent to schools, single-family residential neighborhoods, and low-rise community-serving development. Introducing a massive, warehouse-style structure—especially with its flat roofline, unbroken wall surfaces, and height—represents a sharp and potentially disruptive contrast with the area's existing scale.

The EIR should include **visual simulations and elevations** showing how the proposed building will appear from various public vantage points, including from schools, Silva Valley Parkway, and nearby neighborhoods. It should also analyze whether the project design respects the **visual rhythm and human scale** of the surrounding community, and assess potential design alternatives that better align with El Dorado Hills' character.

6. Aesthetics – Signage, Branding, and Visual Clutter

The EIR should analyze the visual impacts of proposed signage associated with the Costco building and fueling station. This includes building-mounted signs, monument signs, directional and wayfinding signage, promotional banners, and lighting associated with brand identity.

The project site is located in a corridor currently free of large-scale commercial signage. The proposed branding elements would introduce **visual clutter** and a level of commercial visibility inconsistent with the surrounding area's character—especially near school zones, residential neighborhoods, and roadways that currently feature minimal signage.

The EIR should include sign plans and simulations of how the proposed signage will appear from Silva Valley Parkway, Oak Meadow Elementary, and nearby neighborhoods. It should assess compliance with County signage ordinances and the degree to which signage would **visually dominate** or detract from the community aesthetic.

7. Aesthetics – Visual Impact of Surface Parking Lots

The EIR should assess the visual impacts associated with the project's extensive surface parking areas. Surface lots of this scale—paved, open, and largely unshaded—are not typical in this part of El Dorado Hills and will significantly change the visual character of Silva Valley.

The current visual environment includes natural topography, vegetation, and views of undeveloped land. Replacing that with a flat expanse of asphalt and vehicle storage creates a harsh and utilitarian appearance that is **incompatible with nearby residential and school zones**.

The EIR should analyze how the parking lot will appear from public vantage points—including schools, sidewalks, and nearby homes—and evaluate whether design features such as **tree canopy cover, landscaped buffers, grading, and screening** can mitigate visual degradation.

8. Aesthetics – Alteration of Semi-Rural Visual Character

The EIR should assess how the proposed Costco development will alter the established visual identity of the Silva Valley corridor and surrounding areas. The current setting is defined by semi-rural characteristics: mature oak trees, rolling hills, modestly scaled residential and educational buildings, and relatively quiet streetscapes.

The project introduces urban-style, high-intensity development into this environment—bringing a large warehouse building, extensive surface parking, a high-capacity gas station, and associated commercial infrastructure. These changes have the potential to dramatically alter the **visual harmony** of the area and permanently shift its character from community-centered and nature-adjacent to commercially dominated and industrial in appearance.

The EIR should evaluate whether this project is visually compatible with the area's existing character and any adopted community design guidelines or planning policies related to scenic quality, land use transitions, or view protection.

9. Aesthetics & Biological Resources – Loss of Visual and Environmental Presence of Wildlife

The EIR should assess how the proposed project would affect the visible presence of wildlife in the Silva Valley corridor. Many residents, including myself, frequently see deer, bobcats, different species of hawks, California quail, different species of woodpecker, hundreds of different bird species and other wildlife in and around the proposed project area. The sight of these animals is

not only an environmental asset—it contributes directly to the **natural and calming visual character** of this part of El Dorado Hills.

Paving over open space and removing mature trees for a large-scale commercial development will fragment local habitat and eliminate the conditions that allow this wildlife to be present. The EIR should analyze this impact both as a **biological issue** (habitat loss, movement corridors) and as an **aesthetic issue**, recognizing the visual and emotional role wildlife plays in the lived experience of Silva Valley residents and students.

From: [Yinping Li](#)
To: EDHCostco@edcgov.us
Subject: Comments on Costco and gas station
Date: Monday, March 17, 2025 1:41:17 PM

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Dear officer,

This is Yinping Li. My son is in BUMI kindergarten. I think that the Costco can make the traffic more complicated during school days and the gas station can make more polluted air, which is not good for students health development. Please reconsider the plan. Or only Costco not gas station may be built to help students health. Thanks.

Best Regards,

Yinping Li

From: [Andie Martinez Watrous](#)
To: EDHCostco@edcgov.us
Subject: Comments on EDH 52 plan
Date: Sunday, March 30, 2025 10:24:22 PM

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Hello,

My name is Andie Martinez Watrous a resident of the serrano community in El dorado hills.

I am writing to express my deep concern over the anticipated Costco project at Silva valley road. Overall, I am deeply saddened that this once open space will be used for unnecessary commercial use. Wildlife habitat will be lost forever and the dark skies we work hard to protect will be diminished.

I think this location is absolutely absurd as there is a Costco less than 5 minutes away which offers all the services this Costco would. I think a location in El dorado county closer to placerville would make much more sense due to the lack of similar services between EDH and South lake Tahoe. Traffic will be a nightmare for school pick ups in the afternoon, putting children's lives unnecessarily in danger. The proposed traffic pattern just doesn't make sense with existing street lights and lack of protected turn lanes.

Second, the re-addition of a proposed fueling station again compromises air quality for children and residents nearby due to increase in idling vehicles waiting for access to a pump. There is absolutely no need to include a fuel station in this project and it's reintroduction to the project makes clear that Costco has greater interest in selling cheap gas than protecting the health of their neighbors.

Third, the existing design proposal is different than initially submitted to the county. The exterior design was to be in the Mediterranean style which would fit more closely with existing commercial buildings that butt up against the serrano community (e.g. borgata shopping area). We have committed to maintaining a beautiful community with a curated design aesthetic which unites and elevates the community. The existing modern Costco exterior design makes a mockery of the efforts we put on a daily basis. The design should be reconsidered to more closely resemble existing buildings which are in the IMMEDIATE vicinity of the proposed location. Please see photos of these existing buildings which have more of an organic design to integrate into the existing landscape.

I understand that this project will likely move forward, but it must be reconfigured to not negatively impact the existing community that it is hoping to serve. Please insist that the fuel station be removed and design be changed to more closely align with the immediate neighborhood.

Sincerely,
Andie Martinez Watrous

818-355-2774

From: [NIELS BAUER](#)
To: EDHCostco@edcgov.us
Subject: Comments on EDH Costco project
Date: Tuesday, March 4, 2025 1:20:03 PM

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Dear Mr. Welch,

I am writing in regards to the “EDH Costco” project as recently described in the “Revised Notice of Preparation of a Draft Environmental Impact Report” (revised NOP) recently sent to local residents. First, I am not anti-Costco; I can hardly wait for a new Costco to open in El Dorado Hills! However, there are several issues that I feel need to be considered as stipulations for building such a facility at this proposed location. My comments are as follows.

Costco employee parking

The current design dangerously ignores human behavior. Employees who park on the North Site will have two options for crossing Silva Valley in order to reach the main entrance.

Path #1 requires them to take a walkway south (though it’s difficult to see if there’s even a walkway included in the plan), along Silva Valley, to the stop light at the new intersection between the North and South sites. After waiting for the pedestrian signal and crossing the street, they will then backtrack to the north along the entrance to the incoming traffic. Once they have reached the safety of the parking lot, they will then resume their trek south to the main entrance. It is unlikely that employees will actually follow this contorted route.

Path #2 simply involves jay walking across two lanes of traffic to a nice median along Silva Valley, then skipping across two more lanes of traffic, cutting through a small open space, then darting across the lanes of incoming/exiting traffic. Realistically, this is the most likely route that employees will take.

Failure to recognize and accept human behavior for what it is, rather than attempt to design around it, is simply a recipe for disaster.

Delivery Truck Ingress/Egress

It stands to reason that the majority of deliveries will be heading eastbound on highway 50 and exiting at the Silva Valley Parkway/White Rock Road off ramp. Will drivers turn left onto Silva Valley or will they turn right onto White Rock?

If they turn left onto Silva Valley, they have two more choices: turn into the main entrance at the new light (surprise, they are now stuck in a parking lot with no where to go!); or continue to Clarksville Crossing where they will have to make an unprotected left turn (sitting there idling their big diesel rigs while waiting for an opening to cross).

If they turn right onto White Rock, then they face a narrow right-hand turn onto Clarksville Crossing. Though not ideal either, this is probably the better option.

Who knows which way Google maps will direct traffic, but until Country Club Drive is extended the better option is clearly the latter. Can any signage be put in place to direct trucks to make the less invasive right-hand turn onto White Rock, then right onto Clarksville Crossing?

Loading

I believe that the Folsom Costco prohibits loading between the hours of midnight and 4:00am. This is completely too generous. Despite loading docks with sealed gaskets the noise made by trucks backing into place, unloading, and various warehouse doors opening and closing is extremely disruptive. In past business travels to Austin I often stayed in a hotel not far from a Costco. Noise from Costco would keep my up late at night, then would wake me up

in the early pre-dawn hours. At a minimum, loading and delivery hours must be restricted to between the hours of 7:00am to 10:00pm.

Lighting

It is stated that parking lot lights will be on a timer in conjunction with warehouse closing. But then it goes on to say they would remain on to provide security and emergency lighting. Which is it? Outside of business hours (plus time for employees to close up), I see absolutely no need for any outside lighting to remain on, period. First, what is the actual evidence that all-night lighting at a Costco parking lots actually reduces crime? I was unable to find any published studies to support such a claim. Second, motion sensor lighting exists! This provides equivalent protection against possible break-ins, but also provides much desired darkness to the neighborhood when no such threat exists.

Same for the fuel facility which is described as using low-level security lighting after hours. One person's low-level is another person's laser beam if their bedroom is facing the light. Again, there's plenty of alternative security technology to offset the need for continuous artificial light during non-business hours.

Thank you for your time and patience in reading and considering my comments.

Regards,
Niels Bauer
1127 Terracina Dr
El Dorado Hills, CA 95762
(916) 712-6967

From: [Amanda Hansen](#)
To: EDHCostco@edcgov.us
Subject: Comments on Proposed Costco Project
Date: Monday, March 31, 2025 4:57:56 PM
Attachments: [image002.png](#)

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Hi Mr. Welch,

Thank you for hosting the March 10 public comment on the proposed Costco project in El Dorado Hills. I raised a few points in person and am following up in greater detail in writing.

My name is Amanda Hansen, and I live in Village A just behind Oak Meadow Elementary School with my husband, 12-year old son and 10-year old daughter. This project will have profound environmental impacts – increasing pollution (air, noise and water); encouraging GHG emissions; reducing habitat for wildlife; and endangering public safety. Worst of all, this location puts the children in our community at the most risk given proximity (1.5 miles or less) to two elementary schools, our middle school and our high school. It is shocking that Costco believes a warehouse store and fueling facility in the proposed location is appropriate - a single-family residential community, adjacent to an elementary school, less than 1.5 miles from another elementary school, middle school and high school, and only 4.4 miles via Highway 50 from its existing store and fueling facility in Folsom.

These are the issues I would like the County to address through the EIR process:

1. **Traffic** - Silva Valley Parkway is not fit to support the increase in cars and trucks associated with a Costco. Both because we already have major traffic during the day given the schools identified above, and afterschool activities held on those school campuses. Clarksville Crossing and Silva Valley Pkwy are not large enough to support the increased traffic that a Costco warehouse and 32-pump gas station will bring. There will likely be increased traffic on Serrano Parkway as well, where many children cross going between Serrano Villages A and C and Rolling Hills Middle School, Oak Ridge High School, and the El Dorado Hills Library. Oak Meadow Elementary is of particular concern due to its proximity to the project and existing traffic and parking issues. School pick-up and drop off times will be impacted the most, so the traffic analysis must assess impacts during those time frames for all four schools – not just Oak Meadow. The DEIR needs to evaluate whether our roads are capable of serving this massive retailer and community members. The EDH Costco DEIR should also present the results of an LOS analysis prepared by a qualified traffic engineer. The DEIR should show how vehicles waiting to fuel at the fueling station would be prevented from queueing onto Silva Valley Parkway. What is the maximum length of queue, and number of vehicles that

will be able to queue, before backing up onto the parkway?

2. **Safety** – Many children walk, bike, and scooter up and down Silva Valley Pkwy every day to get to school and afterschool activities. According to the California Department of Public Health, “unintentional injuries are the leading cause of child death. Many of these injuries are caused by motor vehicle crashes...” Increasing the traffic on residential streets children traverse to get to school is a recipe for a terrible tragedy. In addition to pedestrian safety concerns, the proposed Costco project raises other safety concerns for children traveling to and from school alone. The DEIR needs to evaluate all elements of public safety, including increased accident risk for bicycles, pedestrians and other vehicles. The DEIR should describe how the eastern edge of the North Site will be secured to prevent trespass into the adjacent gated Serrano Village A.

3. **Air Pollution** – I would like an analysis of the project’s impact (during construction and operation) on levels of ozone (ROGs and NOx), Carbon Monoxide, Particulate Matter (DPM, PM 10, PM 2.5), and other toxic air contaminants and their potential negative health effects on sensitive receptors, especially the approx. 700 Transitional Kindergarten through 5th grade students (ages 4 through 11) at Oak Meadow Elementary School. Please include an analysis of cumulative health risks from exposure to pollution from US 50, increased traffic on Silva Valley Pkwy and Clarksville Crossing, the Costco warehouse (including diesel delivery trucks), the 32-pump gas station (sales volume should be used as a continuous variable to accurately estimate the impacts from a gas station of this size), and other future development on this parcel, including the future development of Country Club Drive.

A study conducted by Columbia University Mailman School of Public Health and Johns Hopkins Bloomberg School of Public Health shows that vent pipe emissions are over 10 times greater than estimates used to determine setback distances for gas stations in CA. California’s enhanced VR technology cannot control breathing losses, only working losses. The DEIR should address the public health impact on the children and staff at Oak Meadow and surrounding residents of breathing losses including benzene emissions from vent pipes caused by temperature & barometric pressure changes or when fuel in the tank evaporates. In addition, this analysis should include losses caused by drips and spills, as well as short term bursts of emissions (1 Hr Reference Exposure Level) as a result of human error while hooking up the stage 1 VR during bulk fuel drops or uncontrolled emissions due to equipment failures or defects. Human error is not something you can mitigate. All of these impacts should include cancer and non-cancer health impacts.

In addition, taking into consideration local meteorology and atmospheric conditions, I would like to know the health impact of construction activity on the nearby communities and students at Oak Meadow Elementary that are in very close proximity to the project. I am very concerned about the presence of Serpentine rock in the area and the potential for asbestos release into the air during digging, grading, etc. The soil studies should cover this asbestos risk comprehensively. Because it is impossible to completely mitigate this risk, there will be families that choose to disenroll their children from Oak Meadow Elementary should this project breaks ground as a result, which could have significant impacts on the school district. All the above-mentioned air quality impacts should

be analyzed at the higher elevation of surrounding neighborhoods as well.

- The DEIR should quantify the existing and average increase in auto travel time on Silva Valley Parkway between the traffic signal at the top of the eastbound Highway 50 offramp at Silva Valley Parkway/Whiterock Road and Serrano Parkway as a result of project-related traffic and operation of the project's proposed signal light(s). What will be the increase in travel time during the pm peak commute traffic period, and during Costco's peak weekday and weekend hours of operation at both the warehouse store and fueling facility? Address increases in travel time along other relevant local street segments.
- The DEIR should provide an analysis of the increase in vehicle miles travelled (VMT) as a result of the project that complies with SB743 and County Resolution No. 241-2020. These regulations prohibit an EIR from considering deterioration of traffic level of service (LOS) as a criterion for determining the significance of a project's traffic impacts (as it was for the first 45 years of CEQA's existence). However, the regulations do not prohibit a county lead agency from using the policies of its General Plan as impact criteria. The DEIR should conduct an LOS analysis, and if the effect of the project on LOS would be inconsistent with General Plan policy, that inconsistency should be found to be a significant effect of the project, irrespective of the deterioration of the LOS itself. The DEIR should analyze the project's effects on LOS, and if the effects are found to be inconsistent with the General Plan, the DEIR should find that inconsistency to be a significant impact.
- The calculation of VMT impacts should address net project-related travel by Costco customers, employees, and suppliers, as well as all VMT enabled by the project's sales of fuel and tires (that's going to be a LOT of VMT...).
- The DEIR should examine the project's impacts on pedestrian, vehicle, and bicycle safety, particularly for children going to and from Oak Meadow School. Would the project include crosswalks at signalized intersections, or elsewhere? Would the signals include pedestrian controls? Would the project include sidewalk segments or bicycle lane segments? Would the project provide any particular measures specifically to provide, protect, or enhance pedestrian and bicycle safety, particularly as it relates to Oak Meadow School? How will pedestrians, including Costco employees, be able to cross safely between the North and South sites?
- Would project-related increases in traffic volumes warrant traffic signals, or other roadway improvements, in addition to those proposed as part of the project?

- Would road or lane closures be required during project grading, site preparation, or construction? If so, at what times of day, for how long, and how often? What would be the effect on normal traffic flows? How would emergency access be maintained during any closures?
- The DEIR cumulative impact analyses should examine the project's contributions to the combined impacts of all past, present, and reasonably foreseeable future projects to which the proposed project would also contribute, including, but not limited to, the already approved but unbuilt Serrano Village A14, the eventual commercial development of the project "outparcel" on the North Site, and the eventual construction of the full Country Club Drive Extension, and all the growth the full extension would induce in its corridor.
- CEQA Guidelines Section 15355 define "cumulative impacts" as two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts. "The individual effects may be changes resulting from a single project (emphasis added) or a number of separate projects." In other words, the DEIR must consider whether the cumulative collective effects of the totality of this single Costco project's topically diverse, adverse but less-than-significant individual effects, taken together as a whole, constitutes a cumulatively significant impact. The significance criterion should be something like this: "A single project's cumulative impact is significant if the combined effect of its topically diverse, individually less-than-significant effects, together with its individually significant effects, collectively results in a substantial adverse change in the environment. This includes, but is not limited to, the totality of all impacts of the single project related to traffic, noise, air quality, public safety, biological resources, cultural resources, aesthetics, soils and geology, soil, water, and groundwater contamination, archaeological and historic resources, hydrology and water quality, hazards and hazardous resources, greenhouse gas emissions, energy, public services and recreation, public services and utilities, land use and planning, tribal cultural resources, hydrology and water quality, fire hazard, and population and housing." The question for the Costco DEIR should be whether the combined individual impacts of this single Costco project, taken together as a whole, constitute a single cumulatively significant effect? If so, the mitigation would be to reduce, further reduce, or avoid each of the project's individual impacts to the maximum extent "feasible" (CEQA Guidelines, Section 15126.4 (a)(1)). The DEIR's discussion of cumulative effect must not be "siloes," or compartmentalized, topic-by-topic, but must be presented as a whole, in one place, in the EIR, to evaluate the overall synergistic, and interactive effect of all of these individual impacts to determine if, when considered collectively, they constitute a significant cumulative impact under CEQA Guidelines, Section 15355. Application of this criterion will result in a comprehensive, cumulative "omnibus" impact evaluation of all the project's diverse impacts to determine their combined overall cumulative effect on the environment. It underscores the importance of considering how the totality of a single project's diverse individual impacts can collectively combine to constitute a significant cumulative impact on the environment, irrespective of the significance of its individual impacts and the impacts of any other past, present, or future projects.

- The DEIR should quantify and assess the air quality impacts of the annual project-related emissions of criteria pollutants and greenhouse gases based on estimates of annual VMT, normal project operation, and combustion of the approximately 10 million gallons (38,000 tons) of fossil fuel to be sold at the proposed 32-pump gas station. The DEIR should quantify projected emissions of Clean Air Act "criteria pollutants" (Carbon Monoxide, Lead, Nitrogen Dioxide, Ozone, Particulate Matter, and Sulphur Dioxide) and the hazardous air pollutants (HAPs) identified by the U.S. EPA, including, but not limited to, benzene. The air quality analysis should include consideration of prevailing wind patterns and their effect on distribution and concentration of airborne pollutants, particularly from the proposed fueling station to Oak Meadow School. The air quality analysis should also consider the results of a traffic level-of-service (LOS) analysis to take into account any reduced fuel efficiencies resulting from project-related reductions in LOS. Reduced fuel efficiencies result in increased pollutant emissions per vehicle mile travelled.
- The DEIR should identify any project-related health effects of these emissions on sensitive receptors, including but not limited to, children and personnel at Oak Meadow School, and neighboring residents, including seniors, like me.
- The DEIR should identify any potential project-related air quality violations of applicable national, state and local air quality standards, including those of the El Dorado County Air Quality Management District. Would the project conflict with, or obstruct implementation of, any applicable air quality regulation or management plan? Would the project contribute to an existing or projected air quality violation? Would it result in a cumulatively considerable increase in any criteria pollutant or greenhouse gas emissions for which the region is designated nonattainment under an applicable federal or state ambient air quality standard? Would it release emissions which would exceed applicable thresholds for ozone precursors?

4. The DEIR should quantify the amount of **water**, if any, that is currently supplied to the project site by the El Dorado Irrigation District. How much would the District supply annually to the North and South sites after project completion? Would the District be able to meet this demand in drought years?

46. Would the project include backup electrical generators in the event of a PG&E blackout? If so, where would they be located on each site, and what would be their visual and noise impacts? Would the increased electrical demand attributable to the project contribute considerably to the likelihood of future localized PG&E **blackouts**?

5. **Noise pollution** is another significant concern for residents, students, school staff, and community members who spend time in the afternoon and evenings at Oak Meadow and other school sites for activities like sports, scouts, and clubs. Or just to go outside and enjoy the outdoors on a walk or a trip to the park. Or to tuck your young kids into bed before 8pm, or to sleep through the night despite late night/early morning delivery trucks. The noise will interfere with normal activities of residents – sleeping, having conversations, outdoor learning, etc. According to the U.S. Environmental Protection Agency, “studies have shown that there are direct links between noise and health. Problems related to noise include stress related illnesses, high blood pressure, speech interference, hearing loss, sleep disruption, and lost productivity.” The DEIR needs to evaluate the increased engine, tire, brakes, and horn noise.

The children at Oak Meadow Elementary are already disproportionately impacted by air and noise pollution from the US 50 and Silva Valley Parkway traffic. This school happens to also serve our community’s low-income residents living in White Rock Village. This proposed project will exacerbate health impacts on young children and staff at Oak Meadow. The gas station fumes must be examined through the DEIR process to understand how idling cars will impact the health of these students and any other impacted community members (ex. particularly vulnerable populations such as those with existing health problems, seniors, etc.). The cumulative health impacts of all these factors must be carefully evaluated.

6. **Light Pollution** – The DEIR needs to evaluate the impact of Costco signage and lighting on wildlife and impacted residences. Also include an estimation of the path of delivery truck headlights and any impacts to homes.
7. **Carbon Pollution** – This project will increase greenhouse gas emissions in El Dorado Hills and California. The DEIR must evaluate the impacts to consumption of non-renewable fossil fuels, and explore as an alternative the impact of a smaller retail option that better aligns with our General Plan.
8. **Impacts to Wildlife** – the area we live in has abundant wildlife that we all enjoy living with. Coyotes, snakes, squirrels, rabbits, mountain lions, foxes and so many beautiful birds, including raptors. The DEIR should go into significant detail on how the proposed project will impact wildlife, as well as our natural resources. This includes wetlands, riparian areas, springs, heritage trees, tree groupings, woodlands, landforms, wildlife habitats, and cultural resources.
9. **Broader Development** - The Costco DEIR should assess the cumulative impacts of the

potential growth induced by the full Country Club Drive Extension. Specifically, the Costco EIR Impact analyses should assess the potential for the full Country Club Drive Extension to open undeveloped and underdeveloped areas in its corridor to urban-scale growth, and it should evaluate the environmental consequences of that growth.

To ensure compliance with CEQA, the Costco DEIR must avoid segmentation, or "piecemealing," of environmental review by addressing the relationship between the Costco project and the full Country Club Drive Extension project. If the segment within the North Site is integral to the full extension, the Costco DEIR should make clear how and when the "whole of the action" that is the entire Country Club Drive extension will undergo its own CEQA review.

The Costco DEIR should clarify the sequencing of environmental review and provide assurances that the full extension's impacts will be appropriately addressed in its own EIR. The Costco DEIR should include an analysis of whether the growth induced by the full Country Club Drive Extension would be consistent with the County General Plan, and the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) of the Sacramento Area Council of Governments (SACOG), and any other applicable regional plans. If the growth induced by the full Country Club Drive Extension is found to conflict with these regional plans, the DEIR should identify and discuss the implications of these conflicts.

10. Whole of the Action - The Costco DEIR Project Description should describe the "whole of the action" [CEQA Guidelines, Section 15003(h)], including the following project components, which are not fully described in the EDH Costco NOP:

- The Project Description should disclose Costco's intentions, if any, for the future use and development of the 13.79-acre "outparcel" on the North Site. Costco's long-term plans for development of the outparcel should be included in the Project Description, and its impacts should be addressed as a future phase of the project. Does Costco intend to eventually develop the property itself, sell it to another developer, or convey it to the county as permanent open space? The outparcel is on the project site and is part of the project, and Costco's intentions for it should be included in the Project Description.
- The Project Description should disclose Costco's, and the county's, conveyance plan for the transfer of the 7.75-acre "reserve" for the Country Club Drive Extension from Costco to the county. When and how will the conveyance occur? What is the schedule for construction of the on-site portion of the extension, and how does it relate to the schedule for construction of the entire extension, and to the schedule for the Costco project itself?

The Project Description should include the project schedule for "pre-construction activities," grading and site preparation, construction, and commencement of operations.

- The Project Description should describe Costco's complete signage plan. On-building, off-building, and off-site signage is part of the "whole of the action," and its description is necessary for the DEIR's assessment of the project's visual and aesthetic effects.
- The Project Description should include the proposed operating days and hours of the proposed store as well as the proposed fueling facility, in order for the DEIR to evaluate the impact of a 32-pump gas station that operates 8 or 10 hours a day vs 16 hours a day. The Project Description should also indicate whether diesel fuel will be sold at the fueling station, and the expected annual quantities of fuel sales for both diesel and gasoline.
- The Project Description should include a description and schedule for any future sanitary sewer connection across the project site necessary to connect the already approved but unbuilt 51-unit Serrano Village A14 to the sewage collection pipeline in Clarksville Crossing. A sewer easement across the North and South sites is necessary for the buildout of Village A14 to proceed. The Costco DEIR should address the growth-inducing impact of the sewage easement, or any other easements, across the project site.
- The Project Description should describe and map all proposed off-site facilities, particularly transportation improvements, including, but not limited to, turning lanes, lane widenings, traffic signs, traffic lights, crosswalks, roadway segments, bicycle lane segments, and sidewalk segments. Decision-makers would also benefit from understanding how these improvements would be funded – by Costco, the county general fund, or by county Transportation Impact Fees, etc.
- The Project Description should describe the project's degree of compliance, or non-compliance, with the county's requirements and regulations related to the physical design of the project, including, but not limited to, building height, building horizontal dimensions, floor area, floor area ratio, setbacks, parking spaces, signage, outdoor lighting, design features, and landscaping.
- The Project description should provide graphics that show the existing and proposed parcelization of the North and South sites.

11. **DEIR Clarity** - To the extent feasible, the DEIR should express impact criteria in objective, quantitative terms, and be as graphic as possible, using clear, readable color illustrations, maps, photos, plans, tables, and photo simulations (i.e., selected "before" and "after" views of the project site and project). The approaches, findings, and conclusions of the technical and engineering reports and studies that are prepared in support of the Costco EIR should be summarized, and presented in the body of the DEIR. The full reports themselves should be presented in DEIR appendices, or incorporated by reference into the DEIR and published at the same time and in the same manner as the DEIR itself. The DEIR should help residents understand the impacts of this proposed project.

12. **DEIR Policy Table** - The DEIR should contain a policy table that summarizes the applicable policies of the county, including those of the County General Plan, and the relationship of the project to those policies.

13. **DEIR Summary** - should include an impact summary table that summarizes each impact of the project, its level of significance, mitigation measures included in the project, mitigation measures not included in the project but identified in the DEIR, state whether those measures are accepted or rejected by the applicant, and identify the levels of impact significance after implementation of all proposed and accepted measures.

14. **DEIR Project Description** - should fully describe Costco's project objectives, including its objectives for profitability, and any objectives for preserving and protecting on-site natural features and resources (including wetlands, riparian areas, springs, heritage trees, tree groupings, woodlands, landforms, wildlife habitats, and cultural resources).

It should explain its long-term objectives for the fuel facility, given future expected reductions in fossil-fueled vehicles in California, its goals for annual tons of sales of fossil fuels, and its objectives, if any, for reducing or minimizing greenhouse gas emissions.

It should explain why Costco believes another warehouse store and fueling facility is appropriate in a single-family residential community, next to an elementary school, and only 4.4 miles via Highway 50 from its existing store and fueling facility in Folsom. It should describe its objectives for protecting kindergartners from benzene emissions.

The Project Description should describe any Costco responsibilities for maintaining the portions of the project site that are not proposed for development at this time (i.e., the 1.38-acre remainder parcel west of Clarksville Crossing, the 13.79-acre "outparcel" on the North Site, the 7.75-acre "reserve" parcel for the Country Club Drive Extension, and any remainder of the North Site that extends to its

outer boundaries. Will Costco be responsible for ongoing maintenance, mowing, fire prevention, and litter cleanup (which will no doubt become more important once the project becomes operational) of these undeveloped portions of the site? Will Costco install landscaping outside the right-of-way of the future Country Club Drive Extension to provide a visual buffer between the project and Oak Meadow School and neighboring residences?

The Project Description should include graphic and technical descriptions of the proposed locations and appearance of any proposed ancillary facilities, including, but not limited to, solar arrays, rooftop mechanical equipment, outdoor lighting, emergency electrical generators, electric vehicle charging stations, off-site and on-site signage, and trash, recycling, and compacting facilities. The descriptions should be sufficient to permit analyses of the noise, visual, energy, air quality, and other impacts of these facilities.

The Project Description should include grading and drainage plans for both sites. The grading plans should graphically show areas to be cut and depths of cut, areas to be filled and depths of fill, and areas to be undisturbed. What would be the maximum and average depths of both cut and fill? Would cut and fill be balanced on site? If not, what will be the volume of import/export?

The Project Setting should describe existing physical conditions from both local and regional perspectives, at the time of the NOP publication date, February 25, 2025. If different setting dates are used, particularly older setting dates, they must be supported by substantial evidence (see CEQA Guidelines, Section 15125).

15. **Geotechnical Report** - The DEIR should present the results of a geotechnical report prepared by a licensed geotechnical engineer that addresses the soil, groundwater, surface water, bearing, and contaminant characteristics of each the site. The report should identify any project constraints, including the potential for asbestos or other soil contaminants, and any groundwater constraints at the location of proposed fuel storage tanks on the North Site. The DEIR should identify the health and other impacts of any soil, groundwater, or surface water contaminants identified, any violations of applicable contaminant standards, and mitigation measures to mitigate impacts to less than significant levels.

The grading and drainage plans should describe how runoff and erosion would be controlled during and after grading, and how runoff would be collected, treated, and discharged during and after grading and project construction, and during project operation. Where will treatment facilities, if any, be located? What will be the water quality of discharge? Will it meet applicable water quality standards? Will the project still have "bioretention areas" and "underground water quality vaults"? If so, where? Will all treated water be used on site for irrigation or other purposes?

16. **Sign Variance** - The NOP Project Description includes a Conditional Use Permit for the proposed tire center, vehicle display, and Christmas tree sales, and a sign variance to exceed

allowable signage provisions of the County Sign Code (County Zoning Code Section 130.36). The DEIR must fully describe and assess these project components in order to address "the whole of the action." In particular, omission of the project's signage plan from the project's description and impact analyses would render the EIR incomplete and inadequate. The county's actions on the proposed conditional use permits and variance must not be piecemealed after the fact.

17. **Wetland and Riparian Areas** - The DEIR should quantify, and show in photos and on a map, the wetland and riparian areas on each site. Are the delineations current as of the date of the NOP, February 2025? If not, when were they prepared? If not, provide substantial evidence in support of the actual setting date (see comment 14, above). Show how many acres of each would be filled on each site, and how many acres of each would remain unfilled? Identify any springs on either site, and characterize their flows by quantity and quality. Are they permanent? How will any springs affect the project, particularly the installation of fuel storage tanks? Are springs the source of the water in the wetland and riparian areas? What would be the project's impacts on the wetlands, riparian areas, and springs? What is the status of the Corps of Engineers Clean Water Act Section 404 review of the project application to fill? If the Corps has already approved the application, what is its stated basis? If the Corps has not approved the fill, what is the basis stated in the applicant's fill application?

18. **Trees** - The DEIR should quantify, and show in photos and on a map, all trees on each site, and identify the species, diameter at breast height, approximate height, age, and Heritage status of each tree. Identify which trees, oak and non-oak, are proposed to be removed and which are proposed to remain. Identify which trees are "protected" by applicable preservation policies, including County Ordinance 5061 and and General Plan Policy 7.4.4.4., and the degree of protection.

The DEIR should identify the location, and show photos, of the "in-lieu forest", so we can all see how well in-lieu mitigation fees actually work to mitigate tree removals from county development sites (please, no pictures of Giant Sequoias).

19. **Parking** - The DEIR should explain why the project proposes 121 more parking spaces on the South Site than county regulations require.

20. **Visual Quality** - the DEIR should describe the visual quality of the project sites as a community scenic resource. Describe how the scenic character of each site would be altered by the removal of natural trees, other vegetation, wetlands, riparian areas, and natural landforms, and whether these alterations would constitute significant and substantial degradation of the sites' visual character. CEQA Guidelines, Appendix G, clearly indicate that a project that would "substantially degrade the existing visual character or quality of public views of a site and its surroundings may have a significant effect on the environment" without regard to any "official" scenic designation of those views or locations.

The project site is publicly viewable from Highway 50, Silva Valley Parkway, and Clarksville Crossing. Appendix G also provides that scenic resources may include, but are not necessarily limited to, "trees, rock outcroppings, and historic buildings," and may also be reasonably inferred to include Heritage trees, oak woodlands, wetlands, grasslands, waterways, and water bodies. While the language of Appendix G appears to express primary concern for these resources where they are present in a designated scenic area, Appendix G in no way precludes these resources from being considered to have substantial and significant value in other locations.

21. **Visual Simulations** - the aesthetics analyses in the DEIR should include visual simulations (i.e., "before" and "after" views) of the site and proposed project, including project signage, from selected viewpoints on Highway 50, Silva Valley Parkway, Clarksville Crossing, and neighboring residential areas. The images should include before and after views of wetland and riparian areas, Heritage trees, tree groupings, and landforms. Visual simulations are the only way to successfully depict the actual visual impacts of a project in an EIR.

22. **Animal Species** - the DEIR should identify all animal species that inhabit, forage, and traverse each site. Map habitats and migration corridors. Identify which species are classified as candidate, sensitive, endangered, or otherwise special status in any local or regional plans or policies, or by the California Department of Fish and Wildlife, or by The U.S. Fish and Wildlife Service? Identify the status of each species, the impacts to each species, and mitigation for any impacts.

Similarly, the DEIR should identify all **plant species** on the project site. Map and quantify the presence of each, and identify any special status, Heritage, or other species classifications. Assess the impacts to each species and mitigation measures for any impacts.

Assess the natural synergies between and among the animal and plant species, and the overall impacts of the project on the **entire natural ecosystem** of the site and its surroundings. Identify any impacts, their significance, and appropriate mitigation measures.

47. Would the project violate any applicable county or other **noise** standard during site grading, site preparation, construction, or operation? Would project noise levels from project grading, construction, or operation activities contribute considerably to existing and projected noise levels, including roadway noise from Highway 50, Silva Valley Parkway, and Clarksville Crossing? What would be the increase in future cumulative ambient noise levels attributable to projected increases in traffic on these roadways and other local roadways? Would project-related construction or other noise interfere with instruction or other activities at Oak Meadow School? What would be the nighttime and early-morning noise impacts on sleep patterns of local residents from project delivery trucks, including the incredibly annoying **backup beeping** of trucks in reverse gear? What noise mitigation measures are proposed by the project, particularly for nighttime and early morning noise?

48. Would the project impact any tribal, or other historical, archaeological, paleontological, or other historic or prehistoric cultural resource? Would it disturb the site of any buried human remains? How would the project protect the existing historical marker? Describe and assess the significance of any impacts.

49. Pursuant to CEQA Guidelines, Section 15126.6, the DEIR must identify and evaluate a "**range of reasonable alternatives** to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The DEIR "must" explain the **rationale for selecting** the alternatives selected (CEQA Guidelines, Section 15126.6(a), and should also identify any alternatives that were considered but not addressed, and identify the **reasons for their rejection** (CEQA Guidelines, Section 15126.6(c). "The DEIR should contain sufficient information about each alternative to allow meaningful evaluation, analysis and comparison with the proposed project." The Alternatives should include, but not necessarily be limited to the following:

49.1. "**No Project Alternative**," as required by CEQA Guidelines, Section 15126.6(e). This alternative would leave the site undeveloped to serve as community open space, as it does now, eventually available for future unspecified development consistent with the County General Plan.

49.2. "**No-fueling Facility Alternative**," that would exclude the North Site, eliminate the proposed fueling facility, and consist only of the proposed warehouse and parking facilities on the South Site. This alternative would involve no development or lot line adjustments on the North Site, would be consistent with the Costco project identified in the 2021 EDH52 NOP, which proposed no fueling facility, and apparently satisfied Costco's project objectives at the time. This alternative would essentially constitute a No-project Alternative for the North Site.

49.3. "**Reduced Fueling Facility Alternative**," that would reduce the number of North Site fueling stations from 32 to a smaller number (most typically 16 for Costco). It would reduce North Site parking to only the number of spaces necessary to serve the reduced fueling facility's employee parking requirement, would allocate all warehouse-employee parking to some of the excess spaces proposed for the South Site, and would adjust the fueling facility's footprint to permit preservation of on-site wetland, Heritage trees, woodland habitat, and landforms.

49.4. "**Reduced Parking Alternative**" that would eliminate the proposed 121 parking spaces on the North Site that would be in excess of the county's parking requirement. This alternative could reduce the South Site parking footprint to permit preservation of on-site wetland Heritage trees, woodland, wildlife habitat, landforms, and historic architectural resources. (Costco proposes to forego substantial parking for the sale of Christmas trees during the busy holiday season anyway, so why not just do it for the rest of the year? We can all still get our Christmas trees at Green Acres).

49.5. "**Combined Reduced Fueling Facility and Reduced Parking Alternative**" that would

combine the two alternatives discussed in Comments 48.3. and 48.4.

49.6. "**Plan Consistent Alternative**" that, except for the required Planned Development Permit, would require no exceptions, conditional use permits, or variances, from the County General Plan, or Zoning Ordinance, including the county sign code (Zoning Ordinance Chapter 130.36), and would require no parking in excess of the county's requirements. This alternative would simply comply with all standing applicable county plans, regulations, policies, rules, regulations, and requirements, no more, no less.

49.7. "**Natural Resource Alternative**," that would preserve, to the maximum extent feasible, the natural features of the site, including existing landforms, riparian areas, springs, wetlands, trees and tree clusters, wildlife habitats, migration routes, and foraging areas on the project site.

49.8. "**Off-site Alternative**," on a different site, or sites, that would reduce or avoid any of the proposed project's significant individual and cumulative effects, and that would not be immediately adjacent to a school or residential uses.

49.9. other alternatives that may be identified as necessary to avoid or reduce the project's significant individual and cumulative effects identified under any of the 18 environmental topics listed in the project NOP, CEQA Appendix G, and comments on the NOP.

50. CEQA does not normally require an EIR to address the economic effects of a project, but if the economic effects of the project cause a significant physical effect, the physical effect must be addressed (CEQA Guidelines, Section 15131 and Section 15064(e)). So, for example, if among the effects of the Costco project would be an economic effect, such as one that caused local businesses to fail and close, and those failures caused the physical effect of urban decay, the physical effect would need to be examined in the DEIR (See **Bakersfield Citizens for Local Control v. City of Bakersfield** at 124Cal.4th 1184). An economic study should be conducted to determine whether the Costco project would have such an indirect physical impact, and, if it does, the physical effect must be evaluated and mitigation identified in the DEIR.

51.. Although CEQA does not normally require an EIR to address economic effects, it does not prohibit it from doing so.(CEQA Guidelines, Section 15131). Because the project's economic effects will undoubtedly be critical to the public perception of it, and to the county's ultimate decision whether and how to approve or deny it, a cost-revenue analysis should be prepared, either as part of the EIR, or as a free-standing report. The cost-revenue analysis should examine the project's direct and indirect fiscal and economic impacts, including the effects of the project on the economies and treasuries of El Dorado County and other economically affected public agencies and private entities, and any economic effects that would lead to urban decay or other adverse physical effect. The report should include an examination of the project's effects on local residential property values, and the resulting effects on county property tax revenues. The report should be made publicly available and subject to public review at the time of, or before, the publication of the DEIR, with ample time for

public review and comment, and for county response to comments, on each. The report should be adequate to determine whether the project's economic effects would cause physical impacts that need to be addressed in the Costco DEIR (see Comment 49, above).

1. It does not seem credible that Costco has no plan for the 13.79-acre outparcel "**black hole**" that covers more than half of its 24.83-acre North Site. If Costco does have a plan, it should be included in the Project Description as a future phase of the project, and a new NOP should be issued. If Costco does not have a plan for the future development of this "outparcel," future development, by Costco, or others, of the outparcel, consistent with the commercial designation for the site in the General Plan, should be addressed in the DEIR's cumulative impact analyses as a reasonably foreseeable future project. Either way, the DEIR must address the future development of the outparcel.

2. And what about Costco's and the county's intentions for the 7.75-acre "**reserve**" for the future Country Club Drive Extension, which has been in the county's CIP since forever? Is the county's and Costco's plan that Costco will someday dedicate that to the county, or is the plan that the county will someday purchase it?

3. And when are we actually going to see an NOP on the **DEIR for the whole Country Club Drive Extension**, from Bass Lake Road, to the Tong Road cul du sac, around the project North Site, to Silva Valley Parkway, and beyond? We believe we know roughly how it will get from Bass Lake Road, to Tong Road, and around the North Site to Silva Valley Parkway, but the Costco NOP graphic only shows it wandering off from there somewhere to the west. Where is it supposed to end (Raley's loading dock)? And why is it even proposed, parallel to Highway 50? What's it supposed to do that Highway 50 doesn't already do, except induce more growth in its own corridor? Is the extension and the growth it would induce already covered by the magnificent and timeless 2004 County General Plan EIR? But, if not, please let us know when we might see an NOP on "the whole of the action" for the entire Country Club Drive Extension.

Amanda Hansen

Deputy Secretary for Climate Change

California Natural Resources Agency

916-397-2313 | amanda.hansen@resources.ca.gov



HeatReadyCA.com

From: [Thomas Sanford](#)
To: EDHCostco@edcgov.us
Subject: Comments on Proposed EDH Costco
Date: Tuesday, March 4, 2025 9:39:30 AM

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Greetings: My name is Thomas Sanford and I reside at 2675 Carnelian Circle, EDH. My comments in support of the proposal are as follows:

1. The proposed location is about as good a location as we might hope for. The close proximity to Highway 50 minimizes the circulation impacts for the remainder of EDH but makes it very convenient for the EDC residents living east of EDH.

2. EDC needs the sales tax to stay in the County. It seems absurd to tear up our roads and streets hauling our sales tax to Sacramento County. In case anyone is looking, our roads are in awful shape.

Thank you, Tom Sanford

From: [Dennis McGillivray](mailto:Dennis.McGillivray@edcgov.us)
To: EDHCostco@edcgov.us
Subject: Comments on the NOP
Date: Sunday, March 30, 2025 4:31:02 PM

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Mr. Welch,

We strongly support the construction of the Costco warehouse and fuel station at the proposed locations. It appears that the Folsom Costco is nearing capacity already. The EDH Costco will provide a much-needed shopping resource for El Dorado County residents and our tax dollars will benefit our County instead of Sacramento County.

Dennis & Judith McGillivray
4392 Gresham Drive
El Dorado Hills, CA 95762
Res: 916.294.7947
Cell: 916.955.3508
Email: edhrook@gmail.com

Public Comments on Transportation Impacts – EDH Costco Draft EIR (SCH #2021080402)

1. Transportation – Impact on Critical Local Intersections and Bikeway Corridor Circulation

The EIR should evaluate how the proposed Costco development will affect traffic safety, congestion, and circulation at key intersections throughout the Silva Valley Parkway and White Rock Road corridors. These corridors include multiple sensitive nodes that serve schools, residential neighborhoods, community facilities, and recreational users.

Key intersections and crossings include:

- **Silva Valley Parkway** at: Harvard Way, Netherdale Way, Darwin Way, Charter Way, Apian Way, Fairchild Drive, West Glenmore Way, Timberline Ridge Drive, Highland Hills Drive, Green Valley Road, Gold Eagle Lane, Walker Drive, Serrano Parkway, Entrada Drive, and both entrances to the public library.
- **School-specific access points:** entrances and exits for Oak Meadow Elementary School and Rolling Hills Middle School.
- **A pedestrian and bikeway crossing** located approximately $\frac{1}{4}$ mile north of Darwin Way, heavily used by families, walkers, and cyclists as part of the community's active transportation network.
- **White Rock Road** intersections at: Valley View Parkway, Kegels Lane, Monte Verde Drive, Post Street, the Siena Restaurant entrance and Latrobe.

These locations currently support a delicate balance of student traffic, neighborhood circulation, recreational use, and through-traffic. The proposed Costco project—including increased private vehicles, delivery trucks, and fueling station traffic—risks overwhelming this infrastructure and creating serious congestion and safety hazards.

The EIR should:

- Model traffic impacts at each of these intersections during peak and non-peak hours.
- Evaluate effects on bikeway and pedestrian routes, especially where these intersect with vehicle-heavy zones.
- Assess implications for school access, emergency services, and neighborhood connectivity.
- Consider cumulative traffic impacts from existing and proposed developments.

- Recommend mitigations such as traffic calming, signal timing updates, intersection redesigns, enhanced bikeway protections, or safe crossing improvements.

The County must ensure that neighborhood infrastructure, particularly routes used by families, schoolchildren, and active transportation users, is not compromised by regional commercial traffic generated by the project.

2. Transportation – Corridor-Wide Mobility, Travel Time, and Local Access Impacts

The EIR should assess how the proposed Costco development will alter overall mobility and travel times along the full length of **Silva Valley Parkway** and **White Rock Road**, particularly between **Green Valley Road and Latrobe Road**. These corridors serve as key arteries for local school commutes, residential traffic, library access, and regional travel.

The Costco project is expected to introduce a **large volume of daily vehicle trips**, including:

- Personal vehicles accessing the warehouse and gas station
- Delivery trucks
- Fuel tankers
- Ride-hailing services
- Weekend surge traffic

This added traffic will lead to slower travel times, longer delays at signalized and unsignalized intersections, and restricted access for residents trying to enter or exit side streets and neighborhoods.

In particular, **Silva Valley Parkway functions as the only north-south connector** through a densely residential part of El Dorado Hills. The influx of regional retail traffic will degrade the ability of local residents—many of whom rely on Silva Valley for school, errands, or work—to move reliably and safely within their own community.

The EIR should analyze:

- Baseline and projected Level of Service (LOS) at key intersections and along major segments
- Changes in average and peak-hour travel times
- Decreased access to homes, schools, and public amenities
- The potential for driver frustration and risk-taking due to congestion

The analysis should also consider the **cumulative effect** of increased traffic on community quality of life, including noise, pollution, and reduced time for families, students, and workers trying to move across town.

3. Transportation – Existing Congestion and Limited Capacity on White Rock Road South of Highway 50 Overpass

The EIR should evaluate how the proposed Costco development will impact traffic flow and safety on White Rock Road, particularly just south of the Highway 50 overpass. This section of White Rock Road is currently a two-lane roadway that already experiences significant congestion during peak hours, with limited room for expansion and few alternative routes available.

The addition of a high-traffic commercial development like Costco—along with its 32 fuel positions and regional draw—will increase vehicle volumes on an already burdened road. The EIR must analyze existing traffic data, model future conditions with project-induced traffic, and assess potential delays, queuing, and collision risks in this corridor. Mitigation should be proposed to prevent further deterioration of traffic flow and ensure safe access for local residents, commuters, and emergency services.

4. Transportation – Impacts on Bicycle Safety and Connectivity Along Silva Valley Parkway

The EIR should evaluate how increased traffic volumes, turning movements, and congestion caused by the proposed Costco development will impact the safety and usability of existing bicycle infrastructure along Silva Valley Parkway and White Rock Road. This corridor currently supports regular bicycle use by students, families, and commuters—many of whom use it as part of an informal or partially established bikeway network.

The project is expected to introduce hundreds of new vehicle trips daily, including larger delivery trucks and fuel tankers, increasing the risk of conflicts at intersections, driveways, and bike lane crossings.

The EIR must assess the cumulative effect of added vehicle volume on bicycle safety, especially for school-aged cyclists. This includes evaluating whether the project will increase near-miss events, reduce comfort or perceived safety, or lead to a decline in biking due to dangerous conditions.

Mitigation measures should include protected bike lane upgrades, intersection design improvements, signage and striping enhancements, and safe routes to school planning coordination.

5. Transportation – Pedestrian Safety Impacts Along Silva Valley Parkway and School Zones

The EIR should evaluate how the proposed Costco development will affect pedestrian safety along Silva Valley Parkway and adjacent school zones. This corridor serves hundreds of pedestrians daily, including students walking to and from Oak Ridge High School, Rolling Hills Middle School, Silva Valley Elementary, and Oak Meadow Elementary, as well as families, joggers, and residents accessing community facilities.

The increase in vehicle trips—including personal vehicles, delivery trucks, and fuel tankers—will elevate conflict risk at crosswalks, intersections, and midblock crossings. These risks are especially serious during morning and afternoon school commute hours, when students cross Silva Valley Parkway near Oak Ridge, Silva Valley Elementary, Rolling Hills Middle, and Oak Meadow Elementary.

The EIR should assess how added traffic, turning movements, and driver distraction may increase pedestrian injury risk and reduce the safety of walking routes to school. Particular attention should be paid to crossings without signals or protective features, areas with long wait times, and locations near driveways or gas station access points.

Mitigation strategies should include signal timing adjustments, high-visibility crosswalks, refuge islands, school zone signage, curb extensions, and traffic-calming measures to preserve pedestrian safety and comfort.

6. Transportation – School Commute Congestion and Vehicle Queuing Impacts

The EIR should evaluate how the proposed Costco development will impact traffic congestion during school commute hours along Silva Valley Parkway and surrounding access roads. This corridor serves four major schools—Oak Ridge High School, Rolling Hills Middle School, Silva Valley Elementary, and Oak Meadow Elementary—with thousands of students arriving and departing within narrow time windows each weekday.

Morning drop-off and afternoon pick-up periods already result in vehicle queuing, circulation delays, and long wait times at intersections such as Silva Valley Parkway at Harvard Way, Golden Eagle Lane, Serrano Parkway and the school driveways themselves. The addition of Costco-related traffic—including shoppers, delivery vehicles, and fuel customers—will intensify this congestion, leading to longer queues, increased travel time, and higher safety risks for students, parents, and school staff.

The EIR should model traffic conditions specifically during peak school commute periods and assess how increased demand will affect school access, pedestrian crossings, and emergency response times. If the project causes intersection failure or unacceptable delays, the County must require mitigation such as restricted delivery hours, signal timing changes, additional turn lanes, or dedicated school access lanes to prevent unsafe backups.

7. Transportation – Emergency Response and School Bus Circulation Impacts

The EIR should evaluate how traffic increases caused by the proposed Costco development will affect emergency vehicle response times and school bus operations along Silva Valley Parkway and surrounding roads. This corridor includes multiple key intersections and narrow segments—such as those near Oak Meadow Elementary and Rolling Hills Middle School—where congestion is already a concern during peak hours.

Increased traffic volumes, longer signal cycles, and added turning movements into and out of the Costco site may delay emergency vehicles attempting to reach schools, homes, or incidents along the corridor. These delays can have serious consequences for public safety.

Additionally, school buses must navigate these same routes during highly synchronized pick-up and drop-off schedules. Added congestion or blocked intersections could interfere with school transportation reliability, increase route times, and create additional risks for children boarding or exiting buses in high-traffic areas.

The EIR should include modeling of emergency access under both average and peak conditions, as well as detailed circulation analysis for school buses. If degradation of service or safety is found, the County should require traffic mitigation, signal preemption for emergency vehicles, and coordination with local schools and first responders to preserve safe and timely access.

8. Transportation – Vehicular Conflict Zones at School Entrances and Exits

The EIR should evaluate how increased traffic from the proposed Costco will exacerbate vehicular conflict zones at key school entrances and exits—particularly at Oak Meadow Elementary, Rolling Hills Middle School, and Oak Ridge High School. These locations already experience high volumes of turning vehicles, queuing, and student crossings during drop-off and pick-up hours.

Additional traffic entering and exiting Silva Valley Parkway will create more opportunities for dangerous conflicts between through-traffic, turning vehicles, and vehicles queued at school driveways. These conflict zones not only increase the risk of collisions but also reduce visibility for pedestrians and cyclists—particularly children—who are attempting to cross streets or navigate sidewalks.

The EIR should include a detailed traffic conflict analysis for all intersections near school access points, taking into account peak school commute periods, signal timing, turning movements, and queue spillback. If the project introduces or worsens conflict conditions, the County should

require infrastructure or operational mitigation—such as extended school zone markings, signal adjustments, turn-lane redesign, or crossing guard funding—to protect vulnerable road users and maintain orderly circulation near schools.

9. Transportation – Student Crossing Safety Near Silva Valley Elementary School

The EIR should evaluate the traffic safety implications of increased vehicle volumes at the student crossing zone near Silva Valley Elementary School. This crossing, located along Silva Valley Parkway, serves as a critical route for dozens—if not hundreds—of students each school day. It is one of the most active pedestrian crossings in the area, especially during morning drop-off and afternoon pick-up times.

The proposed Costco development will add significant traffic to Silva Valley Parkway, including turning vehicles and peak-hour congestion. Increased traffic flow through this zone heightens the risk of collisions involving young children, reduces driver visibility and reaction times, and increases the likelihood of illegal passing or speeding to bypass queues.

The EIR must include a site-specific pedestrian safety analysis at this crossing, including vehicle and pedestrian volume counts, sightline evaluations, and driver compliance with crossing laws. Mitigation measures should be considered to reduce risk—such as raised crosswalks, pedestrian refuge islands, school crossing signal enhancements, extended school zone signage, and protected crossing periods during high-traffic hours.

Failing to address this crossing exposes young students to increased daily risk due to a project they had no say in and that will permanently alter the character and safety of their neighborhood.

From: [Paula Isham](mailto:Paula.Isham)
To: EDHCostco@edcgov.us
Subject: Comments re: EDH Costco
Date: Wednesday, March 26, 2025 7:17:58 PM

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Good evening -

As a resident of Serrano, I do not want the Costco built on Silva Valley Road. There are many reasons why this is a bad idea.

The Silva Valley exit already serves many community residents, as well as 4 SCHOOLS along this road - Oak Meadow Elementary, Silva Valley Elementary, Rolling Hills Middle, and Oak Ridge High School.

This two lane road/exit cannot accommodate the influx of traffic that a Costco would bring. It is already very congested with traffic, especially during high peak hours (7-9am) and (2-4pm). This is a very busy road already. This community was not built to have a large commercial business at its front doors.

Many students who reside in the area commute to school via foot and bicycle. The addition of a Costco next to the elementary school would be unsafe for our community because it would bring additional vehicle and truck traffic to an already congested area. The safety of our students is AT RISK.

Also, adding this commercial business would be devastating to the overall community feel of Serrano. This is a residential area designed to be warm and inviting - places to hike, observe nature, and be in a community. Adding a Costco would be an eyesore, drawing attention away from our beautiful trees, rolling hills, and parks. We decided to live in Serrano because it was nested AWAY from larger commercial infrastructure.

If Costco is added, it will make Serrano a less desirable place to live. Our home values could fall and it would be a very bad situation for current residents.

Finally, there is already a Costco off East Bidwell in Folsom, less than 2 miles down the freeway. It makes no sense to have one Costco so close to the other.

If El Dorado County wants to benefit from the tax revenue generated from Costco, my suggestion is to put it up the hill closer to Placerville. Tahoe and Placerville residents could enjoy the benefits of having one in north El Dorado County.

As a resident of Serrano, I am in opposition of building a Costco in EDH.

Please stop this project from moving forward.

Paula Isham
Serrano resident

From: [Don D Amico](#)
To: EDHCostco@edcgov.us
Subject: Comments Regarding Proposed EDH Costco
Date: Saturday, March 29, 2025 8:40:14 AM

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I wasn't able to make the meeting a few weeks ago at the fire station but was curious if there will be additional forums regarding community outreach on this project?

Although, I would support a new Costco store here in El Dorado County, the proposed location of this store and overall size of the project isn't practical. I have concerns as well about the store being built adjacent to the middle school as I travel through this area daily and even during school release hours. It poses significant safety concerns. In addition, the proposed gas station location will completely change the intersection at Clarksville Road and Silva Valley. Based on only one access point onto a busy roadway will also create traffic congestion at this location, especially since there are no plans to widen Clarksville Road. This will completely change the flow of traffic as well for those accessing Highway 50. I don't want to see another traffic nightmare that we have at the intersection of Hwy 50 and Bidwell.

The proposed store location is also in an area of mapped natural occurring asbestos (NOA) which I would hope the county has addressed and also communicating this to the adjoining residential community and school district since these are both sensitive receptors which will require preparation of an asbestos dust mitigation plan and air monitoring during grading activities.

I would like to be able to continue being informed as to status of this project, but assume all future communication will through written documentation to the local community?

Regards,
Don D'Amico

Sent from my iPhone

Central Valley Regional Water Quality Control Board

31 March 2025

Cameron Welch
El Dorado County
2850 Fairlane Court, Building C
Placerville, CA 95667
EDHCostco@edcgov.us

COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, EDH COSTCO PROJECT, SCH#2021080402, EL DORADO COUNTY

Pursuant to the State Clearinghouse's 27 February 2025 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environmental Impact Report* for the EDH Costco Project, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by

the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.



Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento

Pat Angell
Ascent
Pat.Angell@ascent.inc

Mike Okuma
Costco Wholesale
mokuma@costco.com

From: [Charlotte Anderson](#)
To: EDHCostco@edcgov.us
Cc: [Charlotte Anderson](#)
Subject: Comments: Costco Project in El Dorado Hills
Date: Saturday, March 29, 2025 2:09:23 PM
Attachments: [C. Anderson Final Costco Serrano Project Sent 3-29-2025.pdf](#)

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To the El Dorado County Development Services Department -
Attn: Cameron Welch 2850 Fairlane Court, Placerville, CA 95667

Attached is my written comments regarding the Costco Project.

Regards,
Charlotte Anderson

From: [Becky De La Torre](#)
To: EDHCostco@edcgov.us
Subject: Community Concern letter
Date: Wednesday, March 26, 2025 11:19:34 AM
Attachments: [Costco gas letter.pdf](#)

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Mr. Welch,
Attached please find a letter regarding the current planned Costco gas station on Silva Valley Parkway.

Thank you,
Becky De La Torre

From: [DEBORAH CARDIN](#)
To: EDHCostco@edcgov.us
Subject: Concern
Date: Saturday, March 29, 2025 12:41:44 PM

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I'm concerned about the planned location for the proposed Costco in El Dorado Hills. It is not an ideal location due to the already difficult traffic situation and it is very close to two elementary schools. In addition, it is very close to the Folsom Costco. It would be better to have the new location further up 50 in the Placerville area where it can serve Amador county and El Dorado county residents. This would draw more traffic away from the existing crunch at East Bidwell and Silva Valley areas. Please consider an alternative location.

Thank you,

Dr. Deborah Cardin
St. Dominic Dalmatians
951 479-6282
Dream, Believe, Dare, Achieve
Sent from my iPhone

From: [Lina Wang](#)
To: EDHCostco@edcgov.us
Subject: Concern about gas station near oak meadow elementary
Date: Tuesday, March 11, 2025 9:31:47 PM

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Dear ,

I am writing to express my profound concern and strong opposition to the county's plan to construct a gas station and Costco in close proximity to Oak Meadow Elementary School. As you are aware, this school serves young children, some as young as four years old. The proposed development presents significant safety and traffic risks that cannot be overlooked.

The presence of a large gas station near an elementary school is inherently dangerous. The potential for gas fires and explosions poses a grave threat to the safety of the students, staff, and surrounding community. Additionally, the increased traffic associated with such a development will create a hazardous environment for children walking to and from school, compromising their safety and well-being. The constant noise and congestion will disrupt the educational environment, making it difficult for students to focus and learn.

It is inconceivable that any responsible party would endorse a plan that jeopardizes the safety and education of young children. I implore the county to reconsider this proposal and prioritize the welfare of our community's most vulnerable members. I urge you to listen to our concerns and halt the plan to build a gas station and Costco near Oak Meadow Elementary School.

Thank you for your attention to this urgent matter.

Sincerely,

Lina

From: [Li Qian](#)
To: EDHCostco@edcgov.us
Subject: Concerns Regarding Proposed Costco Gas Station Near Oak Meadow Elementary School
Date: Monday, March 10, 2025 9:57:17 PM

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Hi there,

I am writing to express my concerns regarding the proposed construction of a Costco warehouse and gas station near Oak Meadow Elementary School, as discussed in today's public hearing. While I understand the potential economic benefits of having a new Costco in our community, I am deeply concerned about the placement of the gas station in close proximity to the school and the overall impact on traffic and safety in the area.

One of my primary concerns is the environmental and health impact that a gas station could have on the young students attending Oak Meadow Elementary School. Gasoline stations emit hazardous air pollutants, which have been linked to respiratory issues and other health risks, particularly for children. The close proximity of the gas station to the school raises concerns about the long-term exposure of students and staff to these harmful emissions.

Additionally, the increased traffic congestion that would result from both the Costco and the school's daily operations is a significant safety issue. Looking at Folsom Costco's current traffic situation, it will be even worse with a school next to the proposed Costco location. Adding Costco traffic, including delivery trucks and customers, could exacerbate this problem and pose risks to school teachers, parents, especially students.

I urge the planning authorities to reconsider a new location of Costco and its gas station. There's plenty of open spaces in EDH, there must be better options which can have a new Costco in EDH and avoid the impact to school and students.

I appreciate your attention to this important matter and request that the concerns of local residents, parents, and school staff be taken into account. I look forward to your response and any updates on how these concerns will be addressed.

Sincerely,
Li

From: maggie.liu
To: EDHCostco@edcgov.us
Subject: Concerns Regarding Costco Gas Station Proposal Near Oak Meadow Elementary School
Date: Monday, March 10, 2025 11:50:06 PM

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To Whom It May Concern,

It is clear that building a gas station near a school is not a sensible decision.

The California Air Resources Board (CARB) advises against placing sensitive land uses, such as schools, within 300 feet of large gasoline dispensing facilities (those dispensing 3.6 million gallons per year or more). Additionally, the EPA's School Siting Guidelines recommend assessing potential health risks when schools are located within 1,000 feet of large gas stations.

Has Costco obtained the necessary approvals?

We urge El Dorado Hills County to disclose the evaluation results to ensure the safety of our children. If no supporting documentation exists for this decision, we request that the project be halted and reconsidered.

Sincerely,
Maggie - Serrano resident

From: [Lauren Gould](#)
To: EDHCostco@edcgov.us
Subject: Concerns - Site Flipped
Date: Monday, March 17, 2025 7:09:01 PM

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I live in Serrano Village A. I realize this project is going to happen but to me flipping the site plan so the gas station is in the island area southwest of Silva Valley Parkway (farther away from school closer to freeway) with one way egresses and putting the Costco store nearer to the school with loading docks closest to freeway would help immensely. Keep the fumes and traffic exhaust as far away from the school as possible.

Also the building skin should be in alignment with Serrano's styling.

A huge sound wall barrier should be built around the perimeter to buffer the neighborhood and hide the lighting.

Sent from my iPhone

From: [Lorilei McCusker](#)
To: EDHCostco@edcgov.us
Subject: Concerns Regarding the Construction of Costco
Date: Monday, March 24, 2025 8:24:17 AM

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Dear Cameron Welch, Senior Planner,

I hope this message finds you well. I am writing to express my concerns regarding the proposed construction of Costco, particularly the inclusion of a fueling station, near Oak Meadow Elementary School. While Costco provides valuable services to the community, the location raises significant health and environmental concerns that must be thoroughly addressed before any development proceeds.

Health Concerns, Particularly for Children:

Studies have shown that fueling stations, especially those located near schools, pose serious health risks due to the emissions from fuel vapors, including volatile organic compounds (VOCs), nitrogen oxides (NOx), and particulate matter (PM2.5). These pollutants are linked to a range of respiratory issues, such as asthma and bronchitis, and can exacerbate pre-existing conditions. A study published in the *Environmental Health Perspectives* found that children are particularly vulnerable to air pollutants due to their developing respiratory systems and higher rates of exposure to outdoor air.

In particular, research has shown that children living in proximity to fueling stations have an increased risk of developing asthma and other long-term health issues. One study by the *California Air Resources Board* found that children who attend schools within a 1,000-foot radius of gas stations are more likely to experience respiratory distress and hospitalizations. The close proximity of such a fueling station to a school could significantly undermine the health and well-being of the students, staff, and the community at large.

Environmental Concerns:

In addition to health risks, there are critical environmental concerns associated with building Costco in this location, particularly with the potential disturbance of land that may contain asbestos. Asbestos is a hazardous material that, when disturbed, can release microscopic fibers into the air, which pose serious long-term health risks, including lung cancer and mesothelioma. A number of studies have linked asbestos exposure to respiratory diseases, especially among children, who may be more susceptible to the harmful effects of such exposure.

If the proposed site contains asbestos, digging and construction activities could release these fibers, posing a direct risk to anyone in the area, particularly to the students and staff at Oak Meadow Elementary School. Given the proximity of the school, any disturbance of this material would endanger the health of hundreds of children and could lead to significant environmental contamination that would be difficult to remediate.

Conclusion:

While Costco is a reputable business, I urge you to carefully consider the potential health and environmental impacts of placing this store, particularly with a fueling station, next to a school. The health risks to children, the environmental concerns surrounding asbestos, and the broader implications for the surrounding community cannot be ignored. I respectfully ask that you reconsider this location and explore alternative sites that would not put vulnerable populations at risk.

Thank you for your time and attention to these pressing concerns.

Sincerely,

Lorilei McCusker
Oak Meadow Elementary & Buckeye Union Mandarin Immersion School
Administrative Assistant
916-933-9746 ext. 2101

From: [Anuj Kanish](#)
To: EDHCostco@edcgov.us
Subject: Coscto Project - Voting NO
Date: Wednesday, March 26, 2025 4:05:47 PM

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Hi Cameron, Pleased to e-meet you! My wife and I are residents of Serrano and have been working and living in the area for over 25 years.

We are voting NO on this project proposal unless we see a major dollar commitment to improve the traffic infrastructure and safety provision for the residents and daily commuters to and from Highway 50. Our biggest concerns are around two things:

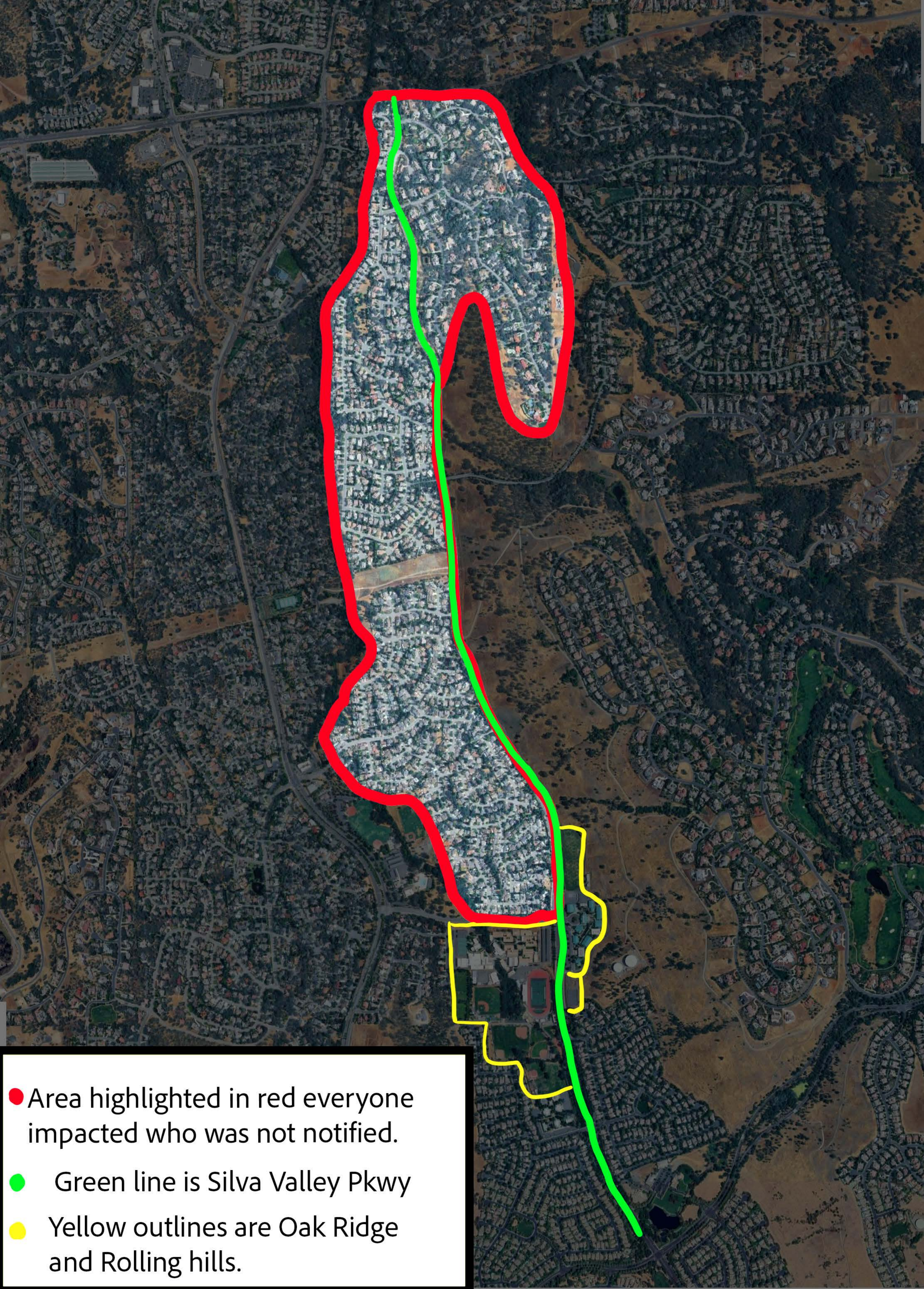
a) **Congestion on White Rock Rd** - Unless the Whiterock Rd from the Highway 50 Exit to Latrobe Rd is widened and made four lane it is going to create a chaos and safety risk for all the residents who regularly go to Town Center (Shopping) or Business park (Work/School). If this can't be done then we are just making things worse.

b) **Vicinity to School and residential** - The proposed site is too close to school and residential area and can pose safety risk for students/parents and residents. Especially in the afternoon when the school is closing and people are coming from work, this area is going to be very congested.

The current Costco in Folsom is not too far for most of the people who live in El Dorado Hills so we are also not convinced why another one is just the next exit. It can go further east to Cameron Park.

Hope our views will be given due consideration.

Best,
Anuj Kanish



- Area highlighted in red everyone impacted who was not notified.
- Green line is Silva Valley Pkwy
- Yellow outlines are Oak Ridge and Rolling hills.

From: [Carrie Jo Mc Gehee](#)
To: EDHCostco@edcgov.us
Subject: Costco
Date: Sunday, March 23, 2025 8:56:31 AM

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We need the tax dollars going to EDC bring it on i'm for the new Costco!
Sent from my iPhone

From: [Chris Blake](#)
To: EDHCostco@edcgov.us
Subject: Costco
Date: Tuesday, March 18, 2025 8:18:32 PM

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Sent from my iPhoneBuild it. We need it. Dont listen to the noise

Dennis and Barbara Angelini
1075 Bevinger Drive
El Dorado Hills, CA 95762

2025 MAR 27 AM 11:02
RECEIVED
PLANNING DEPARTMENT

March 19, 2025

Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667

Re: Costco – Revised Notice of Preparation

Mr/Ms Welch:

We are in receipt of the Revised Notice of Preparation regarding Costco. We are strongly opposed to this plan, especially the proposed fuel station. Nothing like this belongs in a neighborhood nor right next to an elementary school. The potential for lawsuits is strong. The odor and fumes of fuel and idling cars is extremely unhealthy for our neighbors directly behind the proposed fuel station as well as the school. It also eliminates the right for peaceful and quiet enjoyment of one's own back yard.

Traffic today is bad enough. With 250-300 potential employees, school drop offs and pick ups, cars lining up for fuel, and visiting the warehouse itself is going to make Silva Valley Parkway and the interchange gridlock. In addition, our property values will decline. We will have million dollar homes looking down at Costco's AC units and gas station.

What happens to our entrance/exit gate at Entrada Drive just off Silva Valley Parkway? It is already a challenge for residents during the day to exit.

We are strongly opposed to Costco and its fuel station invading our peaceful neighborhood!

Sincerely,
Dennis + Barb Angelini
Dennis and Barbara Angelini

cc: EDHCostco@edcgov.us

From: [Dennis Angelini](#)
To: edhcostco@edcgov.us
Cc: barbaraangelini@yahoo.com
Subject: Costco
Date: Wednesday, March 19, 2025 1:01:03 PM
Attachments: [Costco Letter.pdf](#)

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Please see attached.

Dennis Angelini

Fabrication Dynamics
(916) 673-9042 Office
(408) 390-3075 Mobile
dennis@fabdynamics.com
fabdynamics.com

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Please help conserve and consider if this email needs to be printed.

From: [Diana Douglas](#)
To: edhcostco@edcgov.us
Subject: Costco
Date: Friday, March 14, 2025 10:35:44 AM

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I'm writing in regards to the proposed Costco on Silva Valley in El Dorado Hills. I have 4 children who attend Oak Meadow. I'm writing as a concerned mom who is worried about how this monstrosity will affect the safety of the area where these kids are learning. Firstly, building a Costco there will attract thousands of people making the school that more vulnerable. It's already an open campus where anyone can just walk on without notice. Secondly, the construction will no doubt be a major distraction to the students and teachers. Third, traffic is already backed up on Silva Valley during school pick ups, can't imagine adding Costco traffic to that. I would like to add my voice to every other parent and neighbor: we do not need or want a Costco in that neighborhood especially since there is a Costco two freeway exists away.

From: [George Triano](#)
To: EDHCostco@edcgov.us
Subject: Costco
Date: Friday, March 28, 2025 2:05:05 PM

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March 28, 2025

Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C

Mr. Welch,

I have been a resident of Serrano for almost 11 years. While I do not live in the Serrano Villages close to the Costco site, I do have concerns about the effect it will have on El Dorado Hills, particularly the increased traffic on Silva Valley and Serrano Parkways.

Silva Valley Parkway

As you know, the Folsom Costco has a six lane road from Bidwell delivering shoppers to the site. While the majority of Costco shoppers will use 50 to get to the store, there will be a large amount of traffic that will access Costco via Silva, a four lane road. In addition to El Dorado County residents coming from Green Valley, it's more than likely that Folsom residents who reside near Folsom Lake will shop at the new Costco rather than fight Blue Ravine and Bidwell traffic to get to the Folsom Costco.

These shoppers will drive by four schools to get to Costco. Some supporters of the project have argued that Costco hours will not have a negative impact on these schools. That is not the case. With the inclusion of the gas station in the project, there will be more cars in the area before the schools open, creating problems for parents trying to drop their children off at any of the four schools but it will be particularly challenging for parents and teachers at Oak Meadow.

Once the Costco store opens, there will be a continuous stream of traffic all day past the schools, with much of the traffic more than likely exceeding the speed limit on Silva as parents go to the schools for the afternoon pick-up. What traffic measures will the Fire Marshall, the Sheriff, and the County employ to slow traffic and make the area safe? The elementary school may need to bring the drop-off and pick-up sites into the school parking lot since the increased traffic on Silva will create a serious safety concern. What assistance will the County offer the school regarding the design and implementation of the relocation?

It is more than likely that the opening of the new Costco store will result in the termination of any left turn traffic by cars exiting the Entrada gate on to Silva. Residents will have to turn right and go to the Serrano/Silva intersection to get to the store or to get on Highway 50. The left turn/U-turn lane on northbound Silva is too short to accommodate the increase in

traffic trying to make a left turn or U-turn. Traffic could possibly be backed up to the Entrada gate if there are no modifications to the intersection.

Delivery hours for Costco should be limited with no deliveries from 9 PM to 8 AM and the gas station should be moved as close as possible to Highway 50.

Country Club Road

There is a long term plan to bring Country Club Road from Bass Lake Road to Silva. It's unlikely that this will be done before Costco opens but the County should construct Country Club Road from Silva at least up to the church. I think it is necessary to have a turn lane from Country Club to Oak Meadow so that parents who pick up or drop off will have access to the school without coming into Serrano. Serrano residents could also benefit from Country Club construction with an exit at the south side of Village A where Russi Ranch Road will have an exit gate to Country Club Road. Today there are limited hours when a left turn is permitted at the Entrada Gate. If the County is not going to put a four way stop or a light at the Entrada exit on to Silva, residents will be forced to use the Village Green gate to exit the community. Construction of the west part of Country Club would be beneficial as an effort to alleviate traffic problems caused by this project.

Noise

Residents of Village A and Village D2, along with other parts of El Dorado Hills, will be subjected to increased noise levels, especially during construction but also following completion with the increase in traffic. Will construction hours be limited to daytime only? What plans does the County have to reduce sound levels in the area during construction and upon completion? Will the County require more landscaping than would be typical for a project of this size in an effort to improve the appearance of the site and to possibly reduce noise?

If the project is approved, construction will be an on-going problem for several years and possibly longer if the County does make improvements/changes to the roads in the area. What mitigation efforts will the County employ to minimize disruption for parents dropping off or picking children at any of the schools on Silva as well as for all drivers on Silva and Serrano Parkways?

Summary

My feeling is that Silva needs to be widened and Country Club Road constructed if this project is approved. Since the Silva/50 interchange was completed, traffic past the Entrada Gate has tripled and noise complaints from residents have increased proportionately. In addition it is not unusual to see six to ten cars backed up on Silva at the Entrada Gate when someone who doesn't have the gate entry code tries to enter. There are also many cars parked on Silva in front of Oak Meadow when school ends for the day because parents want to avoid the problems and delays of picking up their children in the school parking lot. Both of these situations will become more dangerous if Silva is not widened.

Placing Costco on that site without significant changes to the roads in that area will result in dangerous situations and a traffic nightmare that will be worse than the problems that resulted from a lack of planning at El Dorado Hills Boulevard and Saratoga. If the County

does not commit to significant road improvements, I think the development should be denied.

I recognize that there are significant financial benefits to the County with Costco coming to El Dorado Hills; however, financial considerations should not be the sole driving force when considering approval of this project. Progress is inevitable but to allow this project to proceed without proper planning and implementation will result in the obliteration of the quality of life that many residents anticipated and enjoyed when they moved to El Dorado Hills.

Sincerely,

George Triano
5207 Degas Way
El Dorado Hills, CA 95762

georgetriano@gmail.com

916.358.9443

From: [JEFF STRAND](#)
To: EDHCostco@edcgov.us
Subject: Costco
Date: Wednesday, March 26, 2025 3:46:09 PM

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We are absolutely thrilled to have a Costco on Silva Valley. It will be a welcome addition to our community and provide us a method to purchase merchandise in our county - thus the much needed revenue!
Thank you for the opportunity to comment on this topic!

From: [Jonathan Van Loo](#)
To: EDHCostco@edcgov.us
Subject: Costco
Date: Thursday, March 20, 2025 10:42:20 AM

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Hi Cameron,

I live in EDH not far from the planned Costco site, at 2121 Lamego Way, El Dorado Hills, CA 95762. I know there are many residents opposed to development in our area, wanting to keep the area in its natural state. I understand their opposition to development and change. However, I view Costco as a great addition to EDH that will bring in jobs and sales tax revenue and is generally a good steward and neighbor. It will make shopping trips shorter and the location right next to 50 will, presumably, minimize traffic. Because my child used to attend Oak Meadow, I don't know about the impact on school time traffic but the left turn lane into Oak Meadow gets very backed up and so there would need to be some accommodations so that Costco traffic doesn't impact the Oak Meadow traffic flow. But overall I'm in support of this development and I believe many others in the area, though not as vocal, support a Costco in EDH.

Best regards,

Jonathan Van Loo

Jon Van Loo

Partner

BSV LLP | www.bsvlaw.com

jon@bsvlaw.com

347.388.0300

From: [Mark A. Rodriguez](#)
To: [PL-EDH Costco Project](#)
Subject: Costco
Date: Wednesday, March 26, 2025 3:56:30 PM
Attachments: [3271239d-04c6-4d9a-a444-1a4c4e6b75ce-large16x9_5bc68ca8689c1.image.png](#)

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Dear Mr. Welch,

As a resident of Serrano in El Dorado Hills since 1998, I am generally OPPOSED to building the Costco warehouse store and fuel station at the proposed locations.

I don't believe the Costco will be a good fit aesthetically for this largely residential community adjacent to Serrano. I also have safety concerns about how traffic and potential crime may increase as a result of the project, and impact surrounding neighborhoods and schools.

For me to support this project, this would literally have to be the nicest Costco ever built! I doubt the developer would be able to cost-effectively design and build an aesthetically acceptable Costco building and fuel station.

Here's an article about a Costco project in Idaho that may offer some guidance for the architectural design for this project should it move forward. However, it looks like even the finished product for this project wouldn't be nice enough for me.





Council approves design of Meridian Costco
idahonews.com

All the best,

Mark Rodriguez
6007 Sundale Ct.
El Dorado Hills, CA 95762
Mobile: 916-939-7171

From: [Marshall Armstrong](#)
To: EDHCostco@edcgov.us
Subject: Costco
Date: Thursday, March 27, 2025 8:29:52 AM

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The Armstrong family at 4065 Borders Dr believes:

The proximity of Costco retail building and gas station are severely close to the Grammar school and surrounding homes. In our opinion, they will create a potentially dangerous traffic problem, environmental hazard, and disruptive noise level.

Thank you,

Marshall & Elaine Armstrong

From: [Max Castro](#)
To: EDHCostco@edcgov.us
Subject: Costco
Date: Sunday, March 30, 2025 6:59:07 PM

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Dear Mr Cameron Welsh,

My name is Max Castro, and I am a 5th grader at Oak Meadow Elementary. My sister also goes there and is in 3rd grade. I am writing to ask you not to build a Costco and gas station next to our school. I think it would be a bad idea, and I hope you will listen to my reasons.

First, it will make traffic really bad. There are already a lot of cars when parents drop off and pick up kids. If you build a Costco, there will be even more cars and big trucks coming in and out. It will be dangerous for kids trying to cross the street, and it might take longer for parents to pick us up.

Second, gas stations have a lot of pollution. The air might not be as clean because of all the cars and gas fumes. We play outside every day at recess, and we don't want to breathe in bad air while we run and have fun. It could even make some kids sick.

Last, a Costco would make the area really noisy. Right now, our school is pretty quiet except for kids playing. If you build a Costco, we will hear cars, trucks, and people all the time. It might be hard to concentrate in class with all that noise.

I hope you think about what I said. I love my school, and I want it to stay safe and a good place to learn. Please don't build a Costco and gas station so close to us.

Thank you for reading my letter.

Sincerely,
Max and Camila Castro
5th Grade Student at Oak Meadow

From: [Melinda Zak](#)
To: EDHCostco@edcgov.us
Subject: Costco
Date: Sunday, March 30, 2025 9:00:30 AM

This Message May Be Unsafe

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This is no place for a gas station it's too close to Oak Meadow Elementary. Silva Valley is no place for a huge business like Costco. There are four schools on or near Silva Valley all Costco would cause is huge traffic jams and dangerous conditions for children.

Melinda Zak

From: [Patricia Andrews](#)
To: EDHCostco@edcgov.us
Subject: Costco
Date: Monday, March 31, 2025 7:21:37 AM

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To Whom it May Concern

I am looking forward to a new Costco in EDH. Convenient, great location, and tax revenue for our county are all benefits to the community.

As a senior citizen, this would make our lives easier and safer than driving to the current location in Folsom.

Please approve the application!

Sincerely,
Patricia Andrews

From: [Raj.c](#)
To: EDHCostco@edcgov.us
Subject: Costco
Date: Wednesday, March 26, 2025 3:30:04 PM

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Hello,

My name is Raj Chopra MD and I live in El Dorado Hills In the community of Serrano. I am one road up from the proposed Costco which I think is a horrible idea. The traffic and noise will be unbearable. It is a small piece of land that should not have a store of that size placed on it. This should be moved one exit up to Bass Lake where there is more land and less homes built near it. We already have tremendous traffic because of the school. This will only make it worse. This is a poorly planned money grab and should not go in. I implore you to have common sense and move the costco away from one exit of another costco. Find more land away from schools and residential. Trucks coming in all night long and traffic will destroy our property values.

Thanks for listening

Raj Chopra MD

From: [Sue Vlautin](#)
To: EDHCostco@edcgov.us
Subject: Costco
Date: Wednesday, March 26, 2025 8:16:32 PM

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The Costco should not be built in a residential neighborhood mind you there is an elementary school located across the street Every pervert known to man could easily cause problems In addition most people in El Dorado Hills do not stock up on BULK Foods rather they frequent and support local restaurants and the Country Club It would make so much more sense to move it up a couple of freeway exists do it could service the foothill communities and the Tahoe Area The traffic situation will also be affected and the freeway system is not set up to accommodate extra cars As for underground gas tanks they are very dangerous and unacceptable across from an Elementary School they pollute the air and the ground I am just appalled that this concept is even being considered I am hopeful that this will not take place Thank you for your consideration Sue Vlautin
Sent from my iPhone

From: T.Keuning
To: EDHCostco@edcgov.us
Subject: Costco
Date: Friday, March 21, 2025 1:21:27 PM

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Good afternoon,

As a 29 year resident of El Dorado Hills, I am against the location of the Costco. I've observed several civil engineering and traffic issues in this region, including three schools in close proximity to each other, business park traffic during rush hour, and apartment traffic in town center etc.

I'm concerned that it will be another traffic nightmare--not thought out properly and then mitigated later with only marginal corrections. In regards to the location, I am against high levels of consumer traffic that close to the Oak Meadow elementary school. Though I don't have a child attending that school, as a parent, it would trouble me.

I believe this whole operation should have been proposed in the Shingle Springs or Cameron Park area. It would have been more centrally located for Placerville, Camino and Pollock Pines residents up the slope. I am aware however, that road construction and infrastructure would have been added to the cost.

All the best,

Theresa Keuning

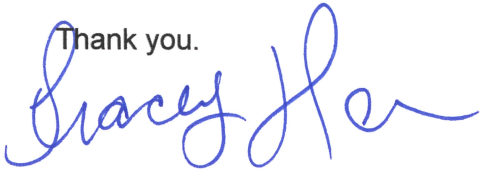
To Whom It May Concern:

My name is Tracey Harmon and I live at 8015 Murcia Way in El Dorado Hills. My children attended Silva Valley Elementary, one currently attends Rolling Hills Middle School and the other attends Oak Ridge High School. As a parent who has dealt with the drop off and pick up traffic along Silva Valley Parkway I cannot express how appalled I am that the Costco Project had been given the go ahead in its proposed location.

I understand the county is asking for public input to voice our concerns before an EIR is completed. Having worked for a land developing company in the past I am well aware of how these reports can be manipulated to the developers favor. I can't believe that the county is allowing a Costco gas station to be built directly across the street from an elementary school. El Dorado Hills prides itself on its lack of artificial light and yet a mega box store is going in directly next to houses that were built 25 years ago, and again, right next to an elementary school! The soil in the area is known to have serpentine rock, how will the soil be handled to keep the children at the elementary school safe as well as the homeowners who have lived here for 25 years. Student pickup at Oak Meadow is already arduous, so now parents will also have to deal with shoppers who could travel two more exits on the freeway.

I am aware that this property has always been slated as commercial, and while I don't understand why this hasn't been rezoned I never thought that a project the size of Costco would be approved. We left Roseville to come to El Dorado Hills for the aesthetics as well as the schools. To be able to live in a quasi rural town while still being close to civilization. Imagine paying a special tax for your child's school to be built to then have a giant Costco right next to it and a gas station directly across the street.

Thank you.



Tracey Harmon

March 27, 2025

To: Cameron Welch, Senior Planner

Subject: Costco Comments

While we have never been in favor of additional Costco being located off Silva Valley Rd. we realize it's inevitable. We are totally opposed to the Fuel Station addition.

We feel this will bring much unwanted traffic into our area, also opposed to it being so close to the Elementary School nearby.

Cordially,

William + Carl Estee

From: [Wendi Lynn](#)
To: EDHCostco@edcgov.us
Subject: Costco and Gas Stations Proposed
Date: Saturday, March 29, 2025 4:00:13 PM

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Hello Cameron,

I am very concerned about locating Costco and Costco gas station facilities off of Silva Valley interchange.

We live in El Dorado Hills for a reason - to live amongst a country style of living.

The increased traffic on Hwy 50 and Silva Valley could very well render Hwy 50 and Silva Valley unusable as a viable access to our homes located past this proposed location.

I appreciate you allowing me to express my concerns.

Wendi-Lynn Hechtman

From: [Cindy Hunter](#)
To: EDHCostco@edcgov.us
Subject: Costco and Oak Meadow School
Date: Monday, March 17, 2025 6:49:08 PM

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I work at Oak Meadow, the school that will be located next to the Costco development.

I ask that you please come by at pick up time at 205pm and 110pm on Wednesdays and notice the right hand lane of Silva Valley Parkway blocked from standing still vehicles waiting to pick up their students.

I would ask that an added right hand turn lane into the school be considered. It's worth mentioning as the proposed gas station will be located very close and on the same side of the street as the entrance and exit to the school. I do believe that a stop light would further create a problem if no dedicated right hand turn lane was also considered into the school.

Thanks for your time,

Cindy Hunter
Staff member at Oak Meadow
Home owner in Serrano EDH

From: [Peter Evenhuis](#)
To: EDHCostco@edcgov.us
Subject: Costco at Silva Valley
Date: Monday, March 24, 2025 11:30:50 PM

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Dear reader

I read that many folks are concerned with the Gasoline Station and a large Costco Warehouse currently in the planning phase. I do NOT concur with those concerns, rather I welcome a retailer like Costco to this site. I am totally aware, (as is everyone else) that SOMETHING is going to happen at this site. Costco opens and closes at reasonable times, they are good employers, they handle security issues swiftly and frankly I see no downside to having them as neighbors.

As it relates to a Gas Station, fumes and kids being outdoors ... that sounds like what parents have to do, protect their kids. My question is: from what? There are strict gasoline emission standards, controlling the dispensing of Gasoline, especially in California. In my humble opinion, the kids suffer more when coming and going to school with hundreds of parents idling their cars in front and around the school. If these parents were to walk their kids to school, accompany them on bicycles etc. I'd see a point, but to single out this project as harming their kids, is baseless and without merit.

I would welcome Costco into my neighborhood.

Peter E

Villagio Drive

El Dorado Hills, CA 95762

916-XXX-6863 (Home)

650-XXX-5327 (Cell)

From: [m. bucko](mailto:m.bucko)
To: EDHCostco@edcgov.us
Cc: aquatahoe@sbcglobal.net; [Greg Peterson](#)
Subject: Costco at Silva Valley & US 50 comments
Date: Saturday, March 29, 2025 8:01:40 PM

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To Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667

As a resident of Serrano, I have many concerns about a new Costco store and gas station due to traffic safety, neighborhood safety, and children's health concerns.

Traffic safety: This project would likely bring hundreds of additional cars and trucks of all sizes into this area daily. Unless careful planning of intersections for Costco ingress and egress, I fear that traffic collisions and injuries are going to increase. The California Highway Patrol, with its small Placerville office being responsible for this area, is already stretched to its limits, rendering them to be reactionary rather than proactive--unless they can convince me otherwise.

Neighborhood safety: The development of this new Costco and gas station will bring in hundreds of shoppers, contractors, distributors, construction workers, Costco employees, and other personnel into the community, bringing in more vehicle exhaust, traffic, noise, and crime. Serrano villages along the Parkway currently have security gates; and Serrano residents pay for the maintenance and operations of these gates to provide additional security to the neighborhood. My fear is that with a new Costco nearby, there will be an increase in attempts to sneak in the gates, ignore speed limits, and bring in a new crime element.

Children's health concerns: It is rather unbelievable that a gas station will be built so close to houses in the adjacent area as well as an Elementary School. We ALL know that Costco gas stations are very busy and often attract so many customers that they have to wait for a pump for several minutes or more during peak periods. This increases emissions, as gas-powered vehicles get worse gas mileage when idling, and the exhaust fumes will permeate the local area. Children are more prone to airborne pollution because of their narrower airways and because they generally breathe more air per pound than adults, increasing their exposure to air pollutants.1 Children DO NOT have a voice, so someone needs to let these children know that their health could be at risk!!!!

In conclusion, please reconsider this Costco project. It is bad for the surrounding areas for the above reasons, as well as other concerns such as increased noise and other environmental factors I have not yet evaluated. Thank you.

Megan Bucko

1 Motor Vehicle Air Pollution and Asthma in Children: a Meta-Analysis, Janvier Gasana et al.
Environ Res. 2012 Aug.

From: Mike Dalisay
To: edhcostco@edcgov.us
Cc: Kara Dalisay; bosone@edcgov.us
Subject: COSTCO BOONDOGGLE
Date: Sunday, March 2, 2025 11:21:30 AM

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Hello Mr. Welch,

I'm writing this letter to express the Dalisay family's opposition to another Costco in our region. The proposed construction of a Costco retail warehouse and gas station on this open land represents a poor use of our valuable natural spaces and poses significant risks to our community. El Dorado Hills' roadways—primarily consisting of two-lane roads—are already stretched thin and simply cannot accommodate the surge of traffic this development would bring. With another Costco warehouse already operating less than 5 miles away, this project is redundant and threatens the safety, character, and quality of life in our town.

The increased vehicular traffic would create serious public safety issues, particularly for the bicyclists and pedestrians who frequently use this area. As a retired law enforcement officer with executive experience from a large Bay Area agency, I can attest this will also jeopardize the safety and security of our EDH residents. As has been demonstrated in every scenario akin to this, retail centers attract not only honest consumers, but this also serves as a beacon for those looking to exploit the trust and confidence in perceived security. The associated criminal activity creates strain for our first responders, and it adversely challenges the safety EDH residents and visitors have come to expect.

Additionally, these roads were not designed for the volume of cars a Costco would attract, putting vulnerable roadway users at heightened risk of accidents. Roadway surveys would likely indicate additional roads need to be constructed to support the population influx. Beyond the steady flow of shoppers, the gas station across the roadway would exacerbate congestion, with vehicles queuing and crossing lanes, further endangering those on foot or bike.

Moreover, this development would lead to exponential population spikes throughout the day as shoppers flood the area, overwhelming our infrastructure. Emergency response times could suffer as police, fire, and medical services navigate clogged streets, compromising public safety on a broader scale. El Dorado Hills residents chose this community for its strong commitment to nature, stunning views, and vast landscapes—not for sprawling commercial sprawl that erodes what makes this place special.

In closing, my wife and I chose to move our family consisting of our four young children to EDH three years ago because of the health and safety implications associated with this Town. I share this sentiment with many others when I say we feel hoodwinked into believing the natural beauty of our new hometown would persist. Approving this Costco is against the public's best interest because it sacrifices our town's identity and safety for an unnecessary retail giant. We don't need more concrete and traffic; we need to preserve the open land that defines El Dorado Hills and protect the well-being of those who call it home. Let's prioritize

our community over corporate excess. I look forward to the support of our County Supervisors, their resources, and other constituents like myself.

Thank You,

Mike Dalisay
(925) 785-7381

March 26, 2025

Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667

RE: Proposed Costco Wholesale Store and Gas Station
El Dorado Hills, CA

Dear Mr. Welch,

I write this letter to you in response to a notice received requesting the submittal of our comments to you no later than 5:00 p.m. on March 31, 2025.

Being in the development business for over 40 years, I understand community and neighborhood concerns for growth and know their voices and suggestions need to be heard and considered. However, I also understand development and the need for growth and providing the right public amenities for the community, as long as it is done in harmony and keeping with the design and feel of the community. El Dorado Hills is a very special place.

With that being said, I strongly support a Costco Wholesale facility on Silva Valley Parkway, taking into consideration adjacent property owners privacy and views. I support an underground parking structure as well as at grade parking. The warehouse facility and parking should be landscaped with frontage trees along Silva Parkway as well as in the back of the warehouse.

The need for a Costco on Silva Valley Parkway is very important for El Dorado Hills, not only as an income generator, but also providing a service that is extremely overcrowded and congested in Folsom off Bidwell. The Folsom Area Specific Plan will generate over 11,000 homes, creating more congestion for the existing Costco. That site cannot accommodate an influx of that many users.

I do not support the Gas Station. Yes, it provides convenience, however, it also will provide a lot of quick active usage by travelers who would not generally have a need to get off in El Dorado Hills. I think having a gas station provides safety and security issues for the community with it being so close to homes and the freeway access.

Has the County ever thought of putting in a fabulous gourmet food market, like Oxbow in Napa, which provides an experience for the community. The sites being discussed could become a new food / wine destination and gathering place with imports and locally sourced products and would not compete with Costco.

Thank you for listening to my comments.

Respectfully,
Heide Antonescu
Serrano Homeowner

From: [Brandon Munk](#)
To: EDHCostco@edcgov.us
Subject: Costco comments
Date: Thursday, March 27, 2025 6:33:56 AM

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Thank you for the additional opportunity to comment, I could not make it to the in-person meeting. My main concerns about the proposed location is its proximity to Oak Meadow elementary school. its effect on traffic at the Silva Valley exit, and potential effects on Serrano values. Especially considering the asbestos and proximity to the elementary school.

Because of those concerns I am opposed to the proposed location. It seems like there are other location options that would still benefit Costco and not affect local schools and HOAs. For example, south of 50 off of Silva Valley exit or the Bass Lake exit. Neither are adjacent to an elementary school, one is close to already established retail centers and would probably have the least amount of impact on the community.

Sincerely,
Brandon Munk

From: [Greg](#)
To: EDHCostco@edcgov.us
Subject: Costco comments
Date: Wednesday, March 26, 2025 5:36:01 PM

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EDHCostco is a great idea. We own 2136 Beckett Dr. and having a Costco of our own in EDH will build commerce and help our community with jobs and services. It would help with the shopping experience at Costco be more enjoyable with less people and not having to drive to the overcrowded Folsom location. It's a thumbs up for our household!

Sent from my iPhone

From: [Katherine Omand](#)
To: [PL-EDH Costco Project](#)
Subject: Costco comments
Date: Sunday, March 30, 2025 10:36:00 AM
Attachments: [costco.325.pages](#)

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Attached are our comments **against** the proposed Costco warehouse and gas station.

Jim and Kathy Omand
1248 Terracina Dr. EDH

From: [Kenneth Wan](#)
To: edhcostco@edcgov.us
Subject: Costco comments
Date: Monday, March 31, 2025 4:36:12 PM
Attachments: [2025-03-31_16-32.pdf](#)

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Attached

--

Sent with Genius Scan for iOS.

<https://tglapp.com/e/scan>

Sent from my iPhone

From: [Biz](#)
To: EDHCostco@edcgov.us
Subject: Costco comments from public.
Date: Monday, March 10, 2025 5:10:54 PM

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I'm happy with the location you have chosen to install the Costco in El Dorado hills. I visit Costco at least once a week. It is getting very crowded. I have heard some people have concern regarding its vicinity to the grade school. However, I believe most of the traffic will be coming off of 50 and get back on Highway 50 and never affect the school. Hoping that this project goes through asap. Signed, Brian Fuller, Serrano.

Sent from my T-Mobile 5G Device
Get [Outlook for Android](#)

From: philrichardson@comcast.net
To: EDHCostco@edcgov.us
Subject: Costco comments from Serrano resident
Date: Saturday, March 29, 2025 7:29:08 AM

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I am supportive of the new Costco to be located in EDH off of Silva Valley Parkway. Presently when I go to Costco Folsom I drive by this Silva Valley location where it will be located. However instead of getting on the freeway I will be able to stay in EDH and drive a shorter distance. It is my expectation that this Costco will be less crowded and keep tax dollars and jobs in EDH.

My specific request for this new Costco is that the appearance be more attractive than is usually seen at Costco's. I would like to ask for additional tree and landscape to soften the appearance from both the street and neighboring Serrano villages. I would also like to see additional landscape or architectural changes to further enhance the appearance of the Costco structure. Please plan traffic and operations noise to minimize impact to nearby Serrano villages.

Regards,
Phil Richardson
4015 Errante Dr, El Dorado Hills

From: gerald.j.berg@gmail.com
To: EDHCostco@edcgov.us
Subject: Costco Debacle
Date: Saturday, March 29, 2025 11:13:55 AM

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Dear Cameron Welch,

As a senior planner, I am sure you comprehend the irreparable damage that the Costco project by Serrano Village would cause to the neighborhood and the school safety on Silva Valley Blvd.

The area was erected many years ago in a place that promised serenity and green space.

Allowing a mega project such as this brings far more than the usual complaints of noise and congestion. This project will ruin views, home values, and the desirability that El Dorado Hills is known for.

Obviously, many homes will be devalued, neighborhoods will be less safe, and light pollution will reign supreme despite any light pollution mitigation efforts.

The elementary school will be a very dangerous place for children to access and increased traffic will make egress and surrounding park activities untenable.

Such a business so close to already existing neighborhoods and schools is simply a bad idea and unacceptable to us as a resident. Child safety will be compromised.

Pedophiles

Will find new opportunities.

This is not a location where a Costco is built first and then followed by homes. That is a buying choice.

But to add such an inappropriate use of the land after homes and a school have been built is a travesty and not to be tolerated.

Finally may I add that this is the kind of development I am used to seeing in Fresno.

One where after the fact, folks look and scratch their heads at how our representatives could have made such a grievous error with such long term and damaging affects.

El Dorado hills is a premier and highly sought after area.

Approving this project, which is visible from many many homes and backyards will bring permanent damage that will allow further proliferation of poor choices for growth.

This location is not needed and not necessary as there is another Costco location just off Bidwell.

There is ample space for such growth south of Highway 50 off of Latrobe. Not in a desirable neighborhood.

We beg you to strongly consider the affects of this decision and the long term ramifications by rejecting a Costco at this location

Sincerely,
Gerald J and Heidi A Berg

From: [Julie Sherman](#)
To: edhcostco@edcgov.us
Cc: [David Roth](#)
Subject: Costco Development
Date: Wednesday, March 19, 2025 11:18:35 AM

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Dear Members of El Dorado County Board of Supervisors,

I hope this email finds you well. I am writing to you as a deeply concerned parent of two students at Oak Meadow Elementary School. I have recently learned that a large Costco, along with a gas station, is being built directly next to the school, and I am deeply alarmed and troubled by the risks this development poses to our children's safety and well-being.

The scale of this development, bringing thousands of outsiders into our small community daily and placing them steps from our children, makes our kids incredibly vulnerable. A high-traffic retail complex so close to the school isn't just an inconvenience—it's a serious threat. Many children walk, bike, or are dropped off by parents, and the influx of traffic and strangers creates a dangerous environment, raising the risk of accidents and exposing our children to potential criminal activity and other dangers.

The inclusion of a gas station in this development is deeply concerning for air quality. Children are highly vulnerable to pollution, and the proximity of vehicle emissions and toxic fumes from the gas station—especially near our kindergarten playground—poses a severe risk to their developing lungs. This exposure is particularly dangerous for children with asthma or other respiratory conditions, and cannot be ignored.

While I understand that development can bring economic benefits to our area, the health and safety of our children must come first. I urge Oak Meadow and the board to collaborate with local officials, the developers, and environmental experts to find ways to mitigate these risks.

The well-being of our children cannot and should not be compromised for the sake of convenience or financial gain. I trust the school and the board will take this issue seriously and hold the developer accountable to ensure a safe environment for our students.

Thank you for your time and consideration.

Best regards,
Julie Sherman
(916) 337-3754

From: [Heather Siefkes](#)
To: EDHCostco@edcgov.us
Subject: Costco Development letter submission
Date: Tuesday, March 25, 2025 12:59:18 PM
Attachments: [Costco statement senior planning committee March 2025.pdf](#)

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Hello Mr. Welch,
Please find my attached letter regarding the proposed Costco Development.

Thank you,
Heather Siefkes

COSTCO DEVELOPMENT PLAN - APPENDICES





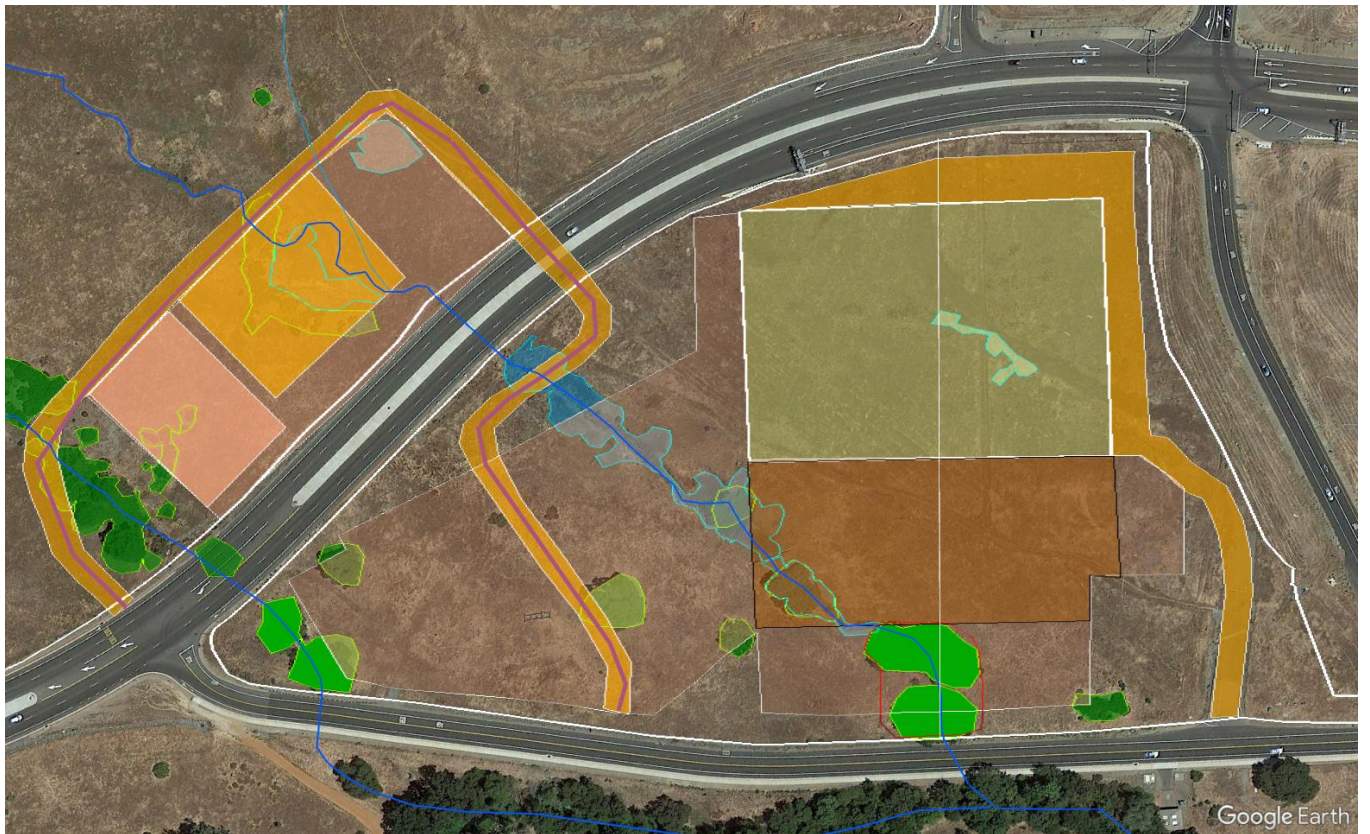
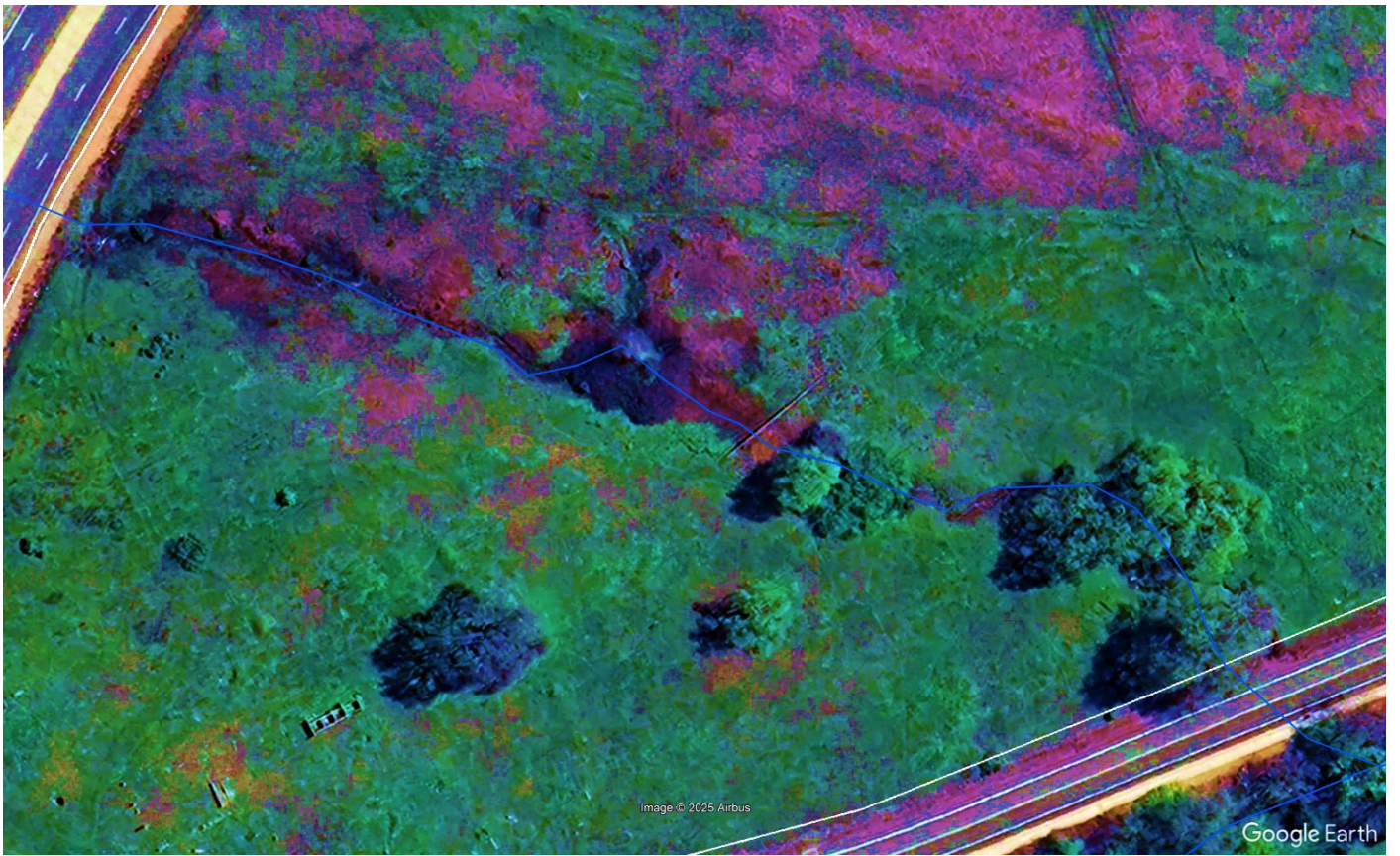
February 2021

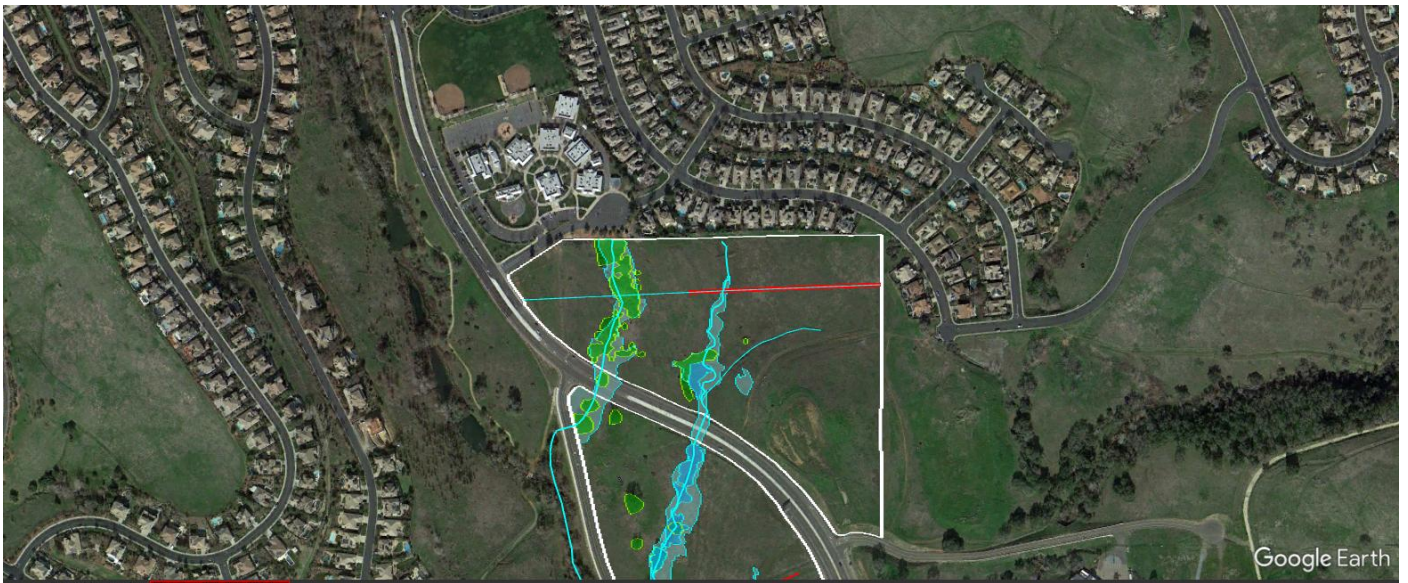


March 2023

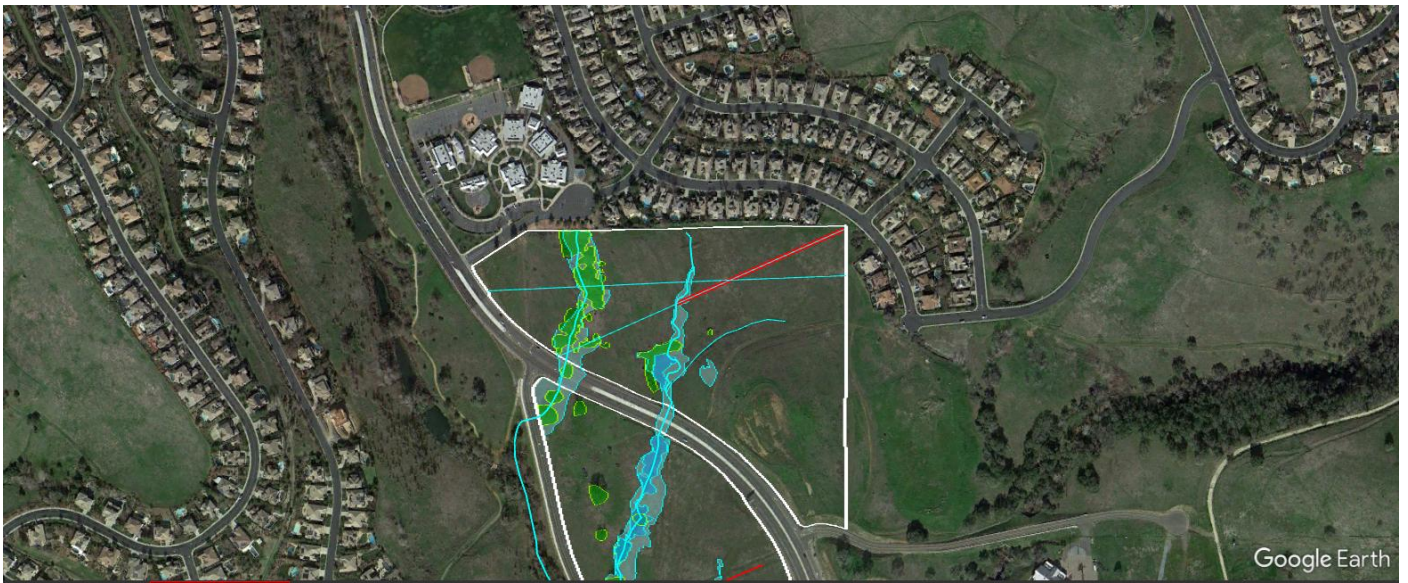
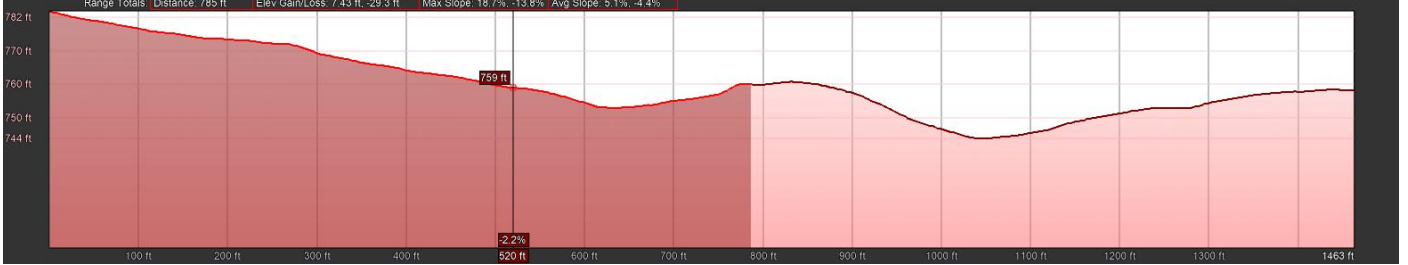


March 2023 - enhanced



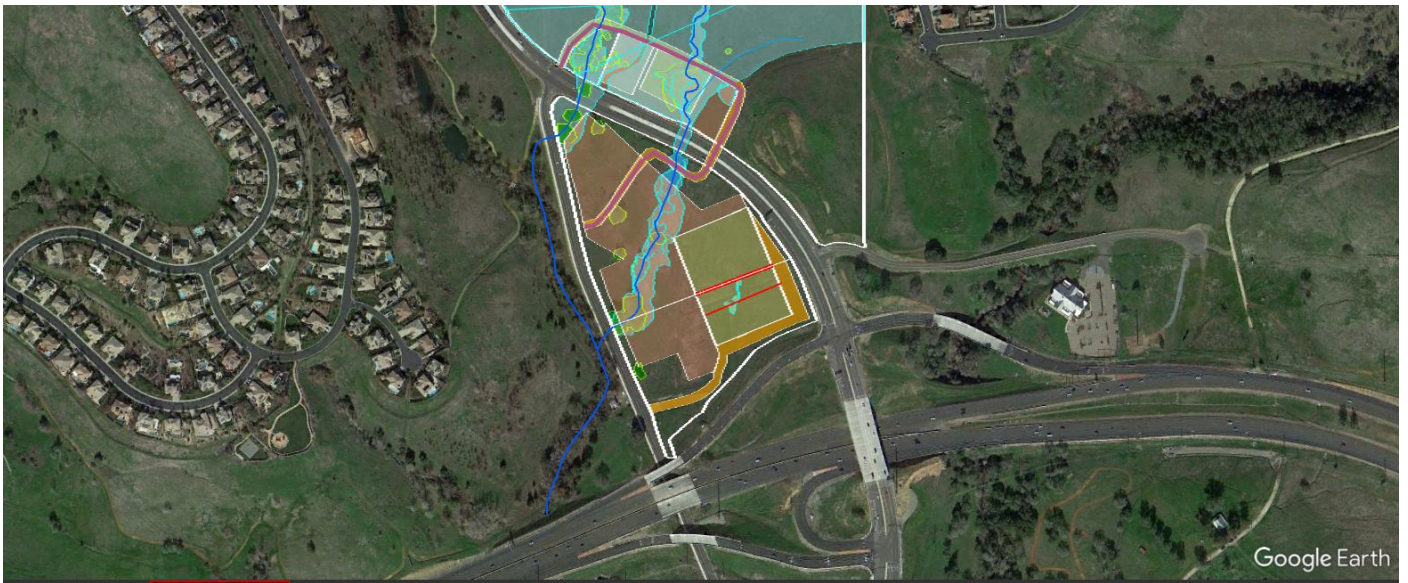


Graph: Min, Avg, Max Elevation: 753, 766, 762 ft
 Range Totals: Distance: 785 ft Elev Gain/Loss: 7.43 ft, -29.3 ft Max Slope: 18.7%, -13.8% Avg Slope: 5.1%, -4.4%



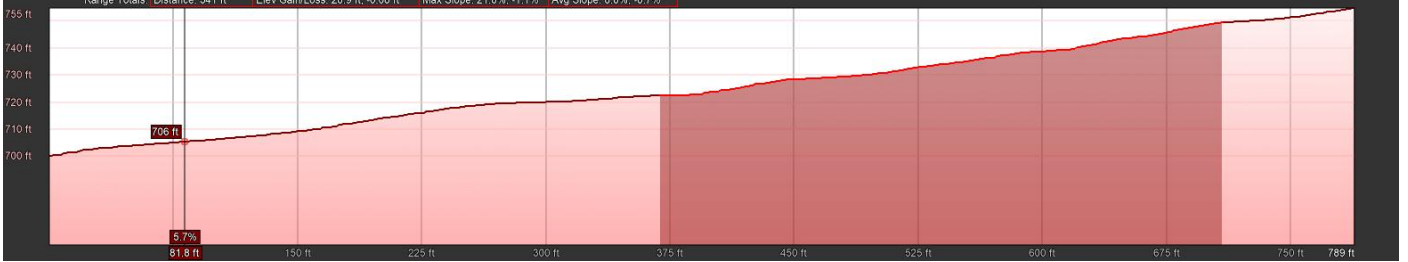
Graph: Min, Avg, Max Elevation: 749, 769, 791 ft
 Range Totals: Distance: 746 ft Elev Gain/Loss: 41.9 ft, 0 ft Max Slope: 12.4%, - Avg Slope: 5.6%, -





Google Earth

Graph Min. Avg. Max Elevation: 723, 735, 749 ft
 Range Totals Distance: 341 ft Elev Gain/Loss: 26.9 ft, -0.08 ft Max Slope: 21.6%, -1.1% Avg Slope: 8.0%, -0.7%



Google Earth

Graph Min. Avg. Max Elevation: 730, 732, 735 ft
 Range Totals Distance: 296 ft Elev Gain/Loss: 9.29 ft, -5.39 ft Max Slope: 10.8%, -5.7% Avg Slope: 2.9%, -1.6%



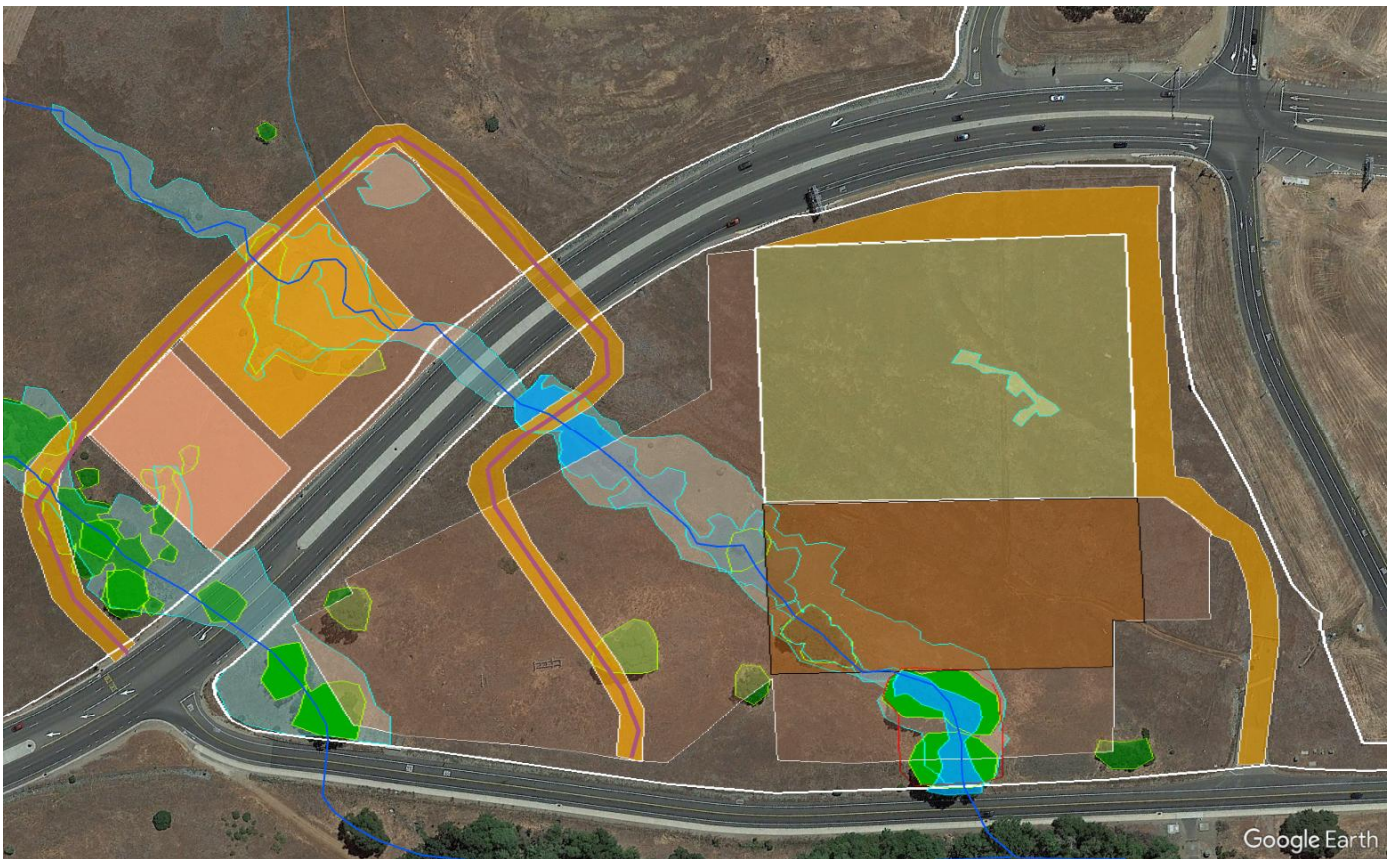
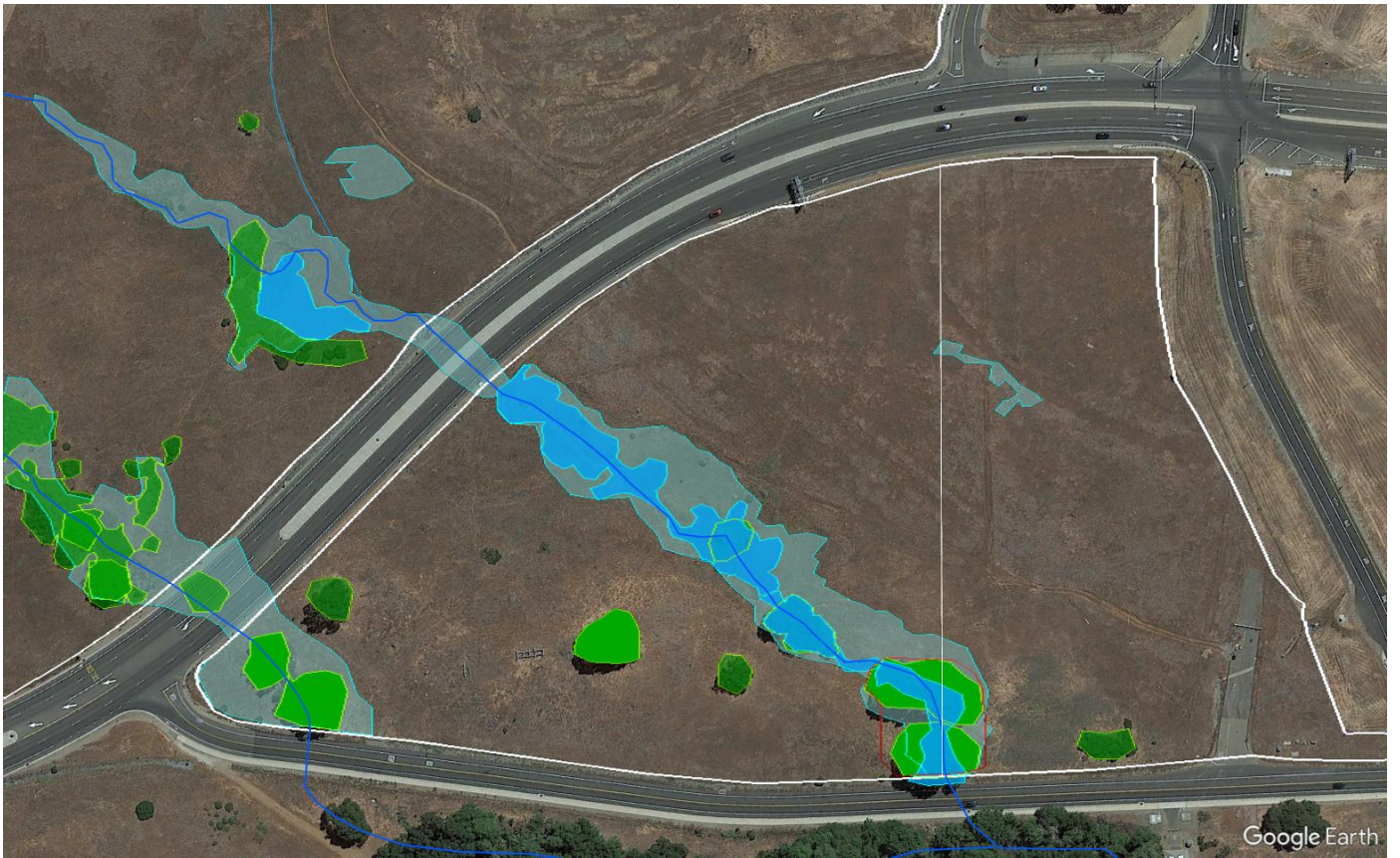


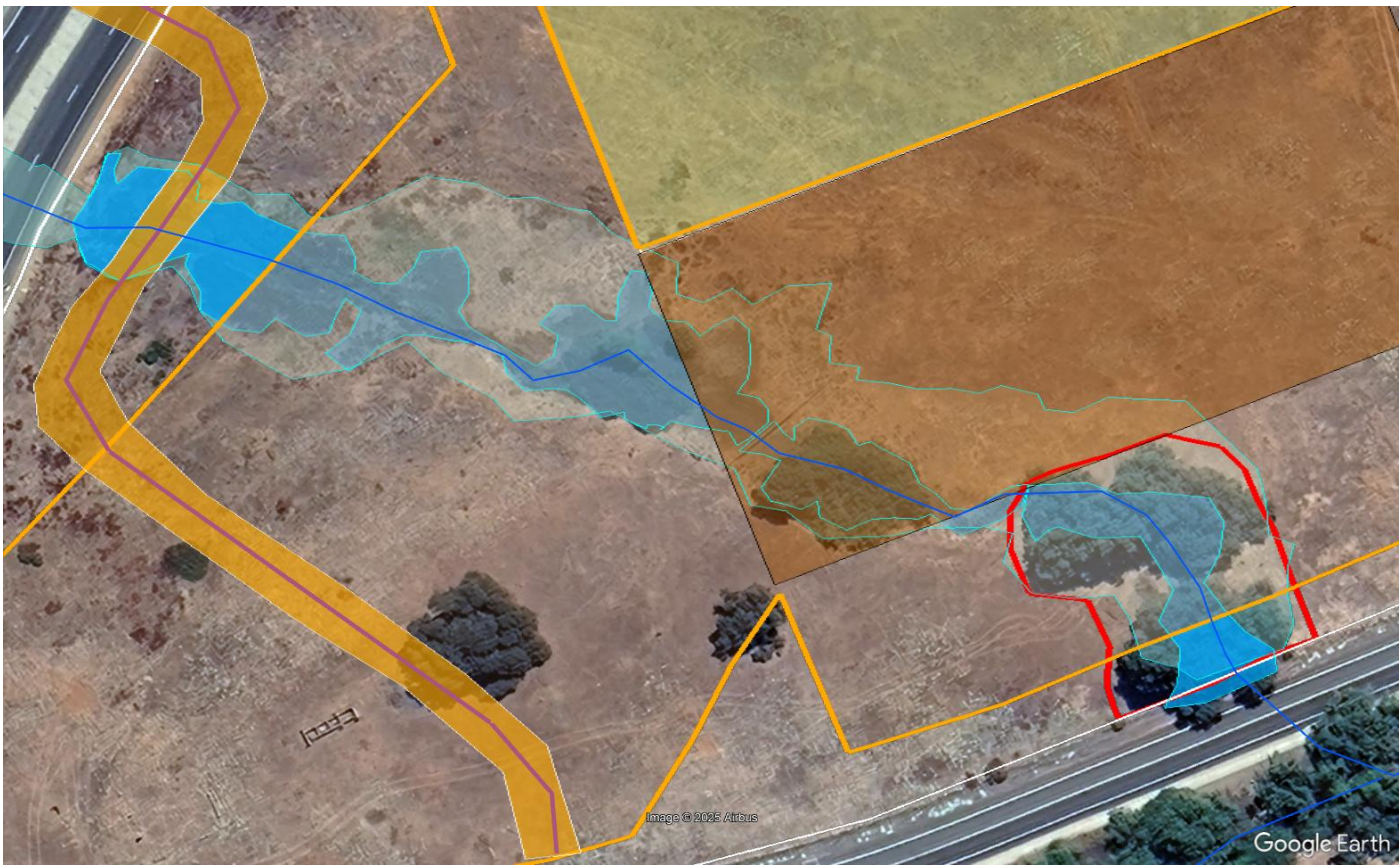
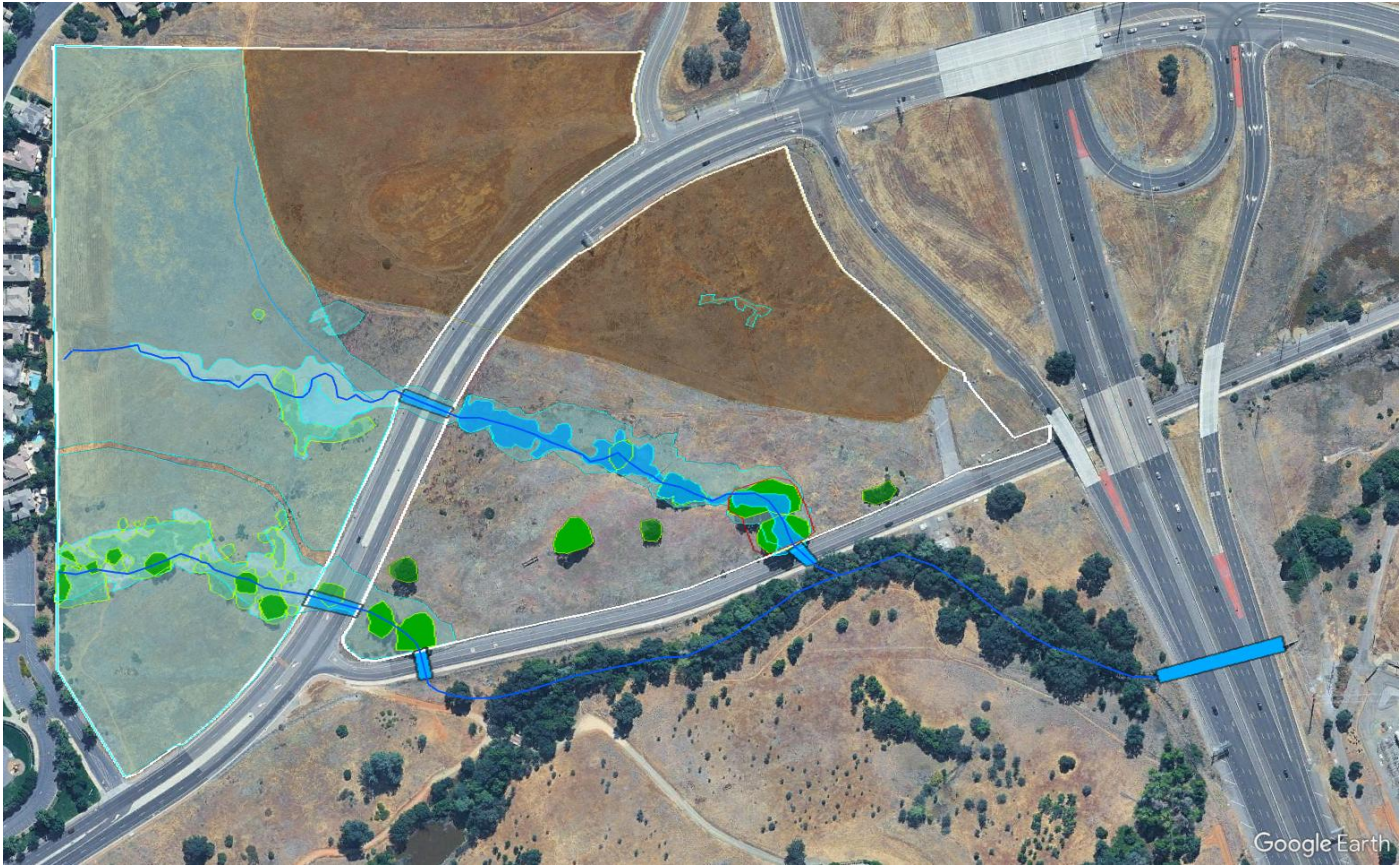
Google Earth

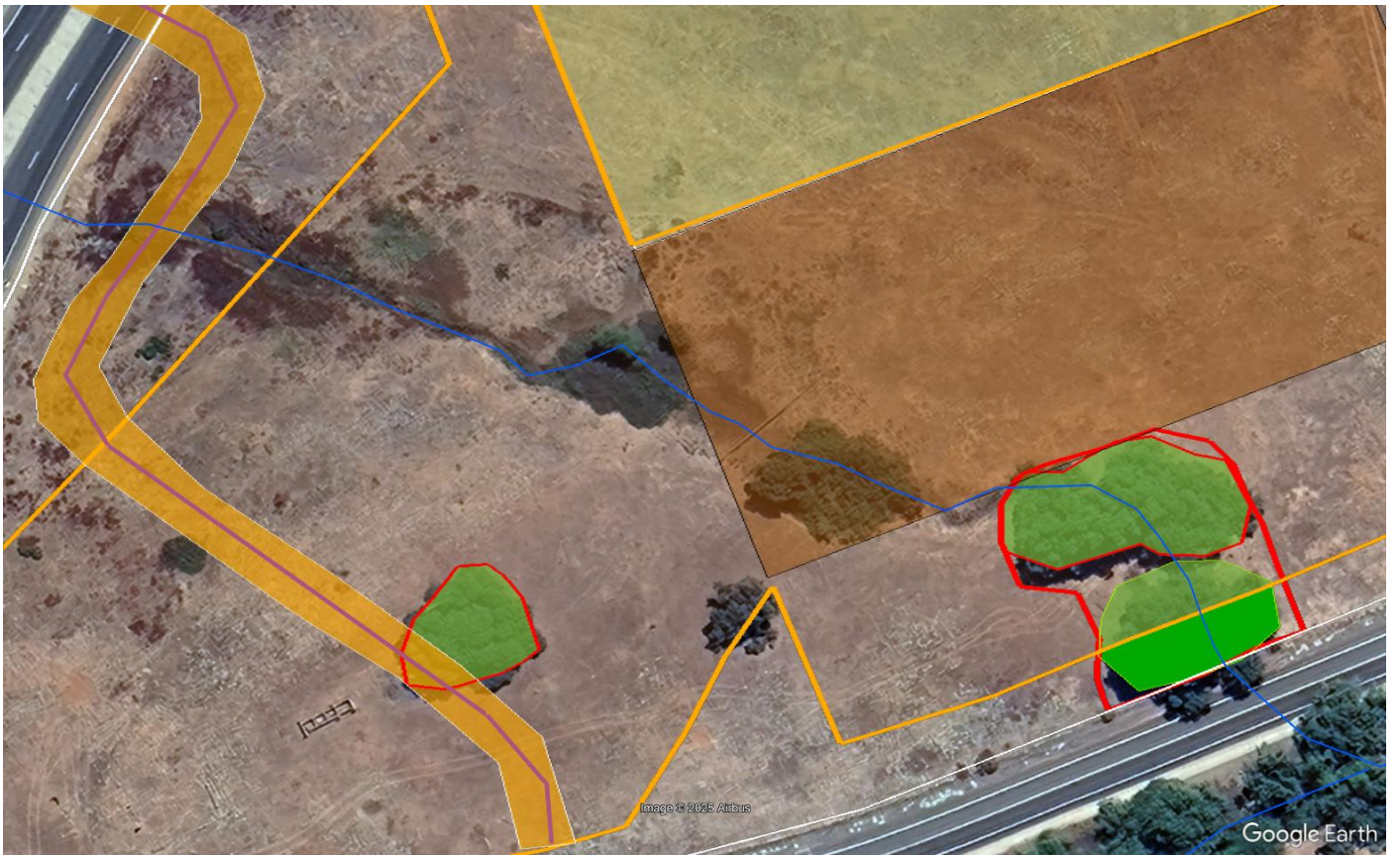


Google Earth













From: [Terri Sanne](#)
To: EDHCostco@edcgov.us
Subject: Costco draft EIR
Date: Friday, February 28, 2025 7:48:31 PM

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Hi Cameron,

I would like to express my support for this project. I have lived in El Dorado Hills for 25 years, and I feel the addition of a Costco would be beneficial to our town. It would alleviate traffic on Saratoga and EDH Blvd at Saratoga and Park, which is very congested now. It would reduce the load on the Folsom Costco, which since Folsom has overdeveloped south of 50 as well as north of 50, Folsom's Costco has experienced a massive overloading from consumers in the area. El Dorado Hills needs its own Costco and its own tax revenue!

Thank you,

Terri Sanne

From: [Bridgette Rist](#)
To: EDHCostco@edcgov.us
Subject: Costco EDH
Date: Thursday, March 27, 2025 9:45:14 AM

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Hi,

I live in Serrano and I am excited for Costco to come to El Dorado County. It might not be the perfect location but it will be an asset to the community. I hope the plans continue to move forward.

Thank you,
Bridgette Rist
916-743-7479
Sent from my iPhone

From: [Craig Silva](#)
To: EDHCostco@edcgov.us
Subject: Costco EDH
Date: Thursday, March 20, 2025 9:55:07 AM

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We support a new Costco store to be built in El Dorado Hills for the two primary reasons below.

- 1) It will keep tax dollars in this county.
- 2) it will shorten the drive to a Costco, thus reducing auto emissions.

Thank you,

CP Silva

Placerville

Sent from my iPhone

From: [Michelle McCollough](#)
To: EDHCostco@edcgov.us
Subject: Costco EDH
Date: Wednesday, March 26, 2025 5:19:42 PM

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This is NOT the place for Costco! Too close to an elementary school, too much traffic there and nice homes with a view will now have their view destroyed, residential traffic noise etc, and why do you need to be so very close to the Folsom one?! Too many residents really don't want this here! Instead of stuffing it into this EDH location, there has to be much better locations on Highway 50! Go to Shingle Springs, Cameron Park etc.. You will still pull customers from EDH and the foothills on up to Tahoe! AND, Amador county residents can access better there too. Please find another location!!

Sent from my iPhone

From: [RYAN COMA](#)
To: EDHCostco@edcgov.us
Subject: Costco Edh 52
Date: Thursday, March 20, 2025 8:13:53 PM

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Please let this pass and build it already. I bet there's 1000 people that want this built that are staying silent to the 1 complainer that is trying to stop it. I myself couldn't be happier and look over at the land every time I drive by to see if they are breaking ground. When they do, I will be celebrating.

Thanks so much,
Ryan

From: [Alastair Dunn](#)
To: EDHCostco@edcgov.us
Cc: [John Davey Davey](#)
Subject: COSTCO EDH DEVELOPMENT PLAN: Cameron Welch, 2850 Fairlane Court, Placerville, CA 95667 El Dorado County Development Services Department-Planning Services,
Date: Friday, March 21, 2025 3:27:49 PM
Attachments: [EL DORADO HILLS - COSTO DEVELOPMENT PLAN.pdf](#)
[Costco Development Plan - DEIR Comments - APPENDICES.pdf](#)

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Cameron Welsh:

Attached are my comments regarding the COSTCO EDH DEVELOPMENT PLAN.
Should you have any questions please call me at 1-916-839-7455.

Sincerely yours

Alastair Dunn

From: [Claudia Vidovic](#)
To: EDHCostco@edcgov.us; cameron.welch@edcgov.us
Cc: [Karen Garner](#); bosone@edcgov.us; bostwo@edcgov.us; bosthree@edcgov.us; bosfour@edcgov.us; bosfive@edcgov.us; david.spaur@edcgov.us; bob.williams@edcgov.us; jeff.hansen@edcgov.us; [Kellee Sellwood](#)
Subject: Costco EDH Notice of Preparation Comments
Date: Saturday, March 29, 2025 7:16:10 PM

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To: Cameron Welch, Senior Planner
County of El Dorado Planning Division

CC: EDC Board of Supervisors, EDC Planning Department, Buckeye Union School District

I have many serious concerns about this project. The most alarming concern is the proposed 32-pump gas station next to Oak Meadow Elementary - the health and safety of our community's young children should not be sacrificed for this project! My concerns include the air quality impact on sensitive receptors during construction and operation of the gas station and large regional warehouse, the traffic & safety impact – especially the impact on the four schools on Silva Valley Parkway, degradation of wetlands, and the impact of noise, light pollution, and disrupted views on property values for the surrounding community. As a resident of El Dorado Hills, I would like the following concerns addressed in the DEIR for the Costco EDH project.

Air quality

I would like the DEIR to include an analysis of the project's impact (during construction and operation) on levels of ozone (ROGs and NOx), Carbon Monoxide, Particulate Matter (DPM, PM 10, PM 2.5), Benzene, Toluene, and any other toxic air contaminants and their potential negative health effects on sensitive receptors, especially the approx. 700 Transitional Kindergarten through 5th grade students (ages 4 through 11) at Oak Meadow Elementary School. Please include an analysis of the cumulative health risks from exposure to toxic air contaminants from US 50, increased traffic on Silva Valley Pkwy and Clarksville Crossing, the Costco warehouse (including diesel delivery trucks - there is no safe level of diesel exposure, especially for young children whose lungs are still developing), the massive 32-pump gas station (sales volume should be used as a continuous variable to accurately estimate the impacts from a gas station of this size), idling cars waiting for gas, and other future unspecified development on this parcel, including the future development of Country Club Drive.

A study conducted by Columbia University Mailman School of Public Health and Johns Hopkins Bloomberg School of Public Health shows that vent pipe emissions are over 10 times greater than estimates used to determine setback distances for gas stations in CA. California's enhanced VR technology cannot control breathing losses, only working losses. In addition, the California Air Resources Board only considers cancer risk in their setback regulation calculations, not non-cancer negative health effects, and there are many. The DEIR should address the public health impact on the children and staff at Oak Meadow and surrounding residents of breathing losses, including benzene emissions from vent pipes caused by temperature & barometric pressure changes or when fuel in the tank evaporates. In addition, this analysis should include losses caused by drips and spills, as well as short term bursts of emissions (1 Hr Reference Exposure Level) as a result of human error while hooking up the stage 1 VR during bulk fuel drops or uncontrolled emissions due to equipment failures or

defects. Human error and equipment failures are not something you can mitigate. The air quality analyses should include cancer and non-cancer health impacts.

The children at Oak Meadow Elementary already struggle with respiratory problems aggravated by air pollution from the US 50 and Silva Valley Parkway traffic. This project will exacerbate the existing air quality issues for these young children. The cumulative air quality impact of all these factors must be carefully evaluated.

In addition, taking into consideration local meteorological data and atmospheric conditions, I would like to know the health impact of construction activity on the students at Oak Meadow Elementary who are in very close proximity to the project. I am very concerned about the presence of Serpentine rock in the area and the potential for asbestos release into the air during digging, grading, etc. The soil studies should cover this asbestos risk comprehensively. It is impossible to completely mitigate this risk, and I know of families that will be disenrolling their children from Oak Meadow Elementary when this project breaks ground as a result.

All the above-mentioned air quality impacts should be analyzed at the higher elevation of surrounding neighborhoods as well (up to 1,000 feet elevation).

Traffic & Safety

It is unfortunate that there are four schools on Silva Valley Pkwy, and we already have a serious traffic and safety issue here. This project, with its regional draw, will bring vehicles from all over El Dorado and Sacramento counties, including residents on the north end of El Dorado Hills and Folsom. For these residents, the most direct route will be to come all the way down Silva Valley Pkwy past all four schools. Large numbers of children walk, bike, and scooter up and down Silva Valley Pkwy every day. Increased traffic on this road will make a bad situation much worse. There will likely be increased traffic on Serrano Parkway as well, where many children cross going between Serrano Villages A and C and Rolling Hills Middle School, Oak Ridge High School, and the El Dorado Hills Library.

Clarksville Crossing and Silva Valley Pkwy are not large enough to support the increased traffic that a Costco warehouse and 32-pump gas station will bring. Oak Meadow Elementary is of particular concern due to its proximity to the project and existing traffic and parking issues. This is a serious safety issue, and it must be addressed in the EIR. School pick up time will be impacted the most, so the traffic analysis needs to include that time frame.

Light Pollution

Please include the impact of the Costco signage and 24-hour lighting on nearby residences. Also include an estimation of the path of delivery truck headlights and any impacts to homes.

Thank you for this opportunity to comment on the scope of this project and to express some of my serious concerns.

Sincerely,

Claudia Vidovic

From: annlubeck@aol.com
To: EDHCostco@edcgov.us
Subject: Costco EDH Olan Serrano Blvd. EDH Comment
Date: Friday, March 28, 2025 7:09:05 PM

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Attn: Cameron Welch, Senior Planner

County of El Dorado Planning and Building Department

2850 Fairlane Court, Building C

Placerville, CA 95667

As a resident of El Dorado Hills and more specifically, the development of Serrano, I am concerned regarding the following with no resources to address my concerns:

1. The proposed site with Costco Retail on the north side of Silva Valley Blvd and gas station on the opposing side of the street is within close proximity to Oak Meadow Elementary School. I do not see any reference to infrastructure to the road to accommodate increased traffic both retail and commercial.
2. It is noted that Silva Valley has a total of four schools the road which services both parents and high school drivers. Now you will be adding Costco customers to the load creating additional congestion.
3. I do not see traffic signals to help with the flow of traffic both of the retail side as well as the aforementioned parents and high school aged drivers which will have significant impact on traffic, traffic flow and traffic safety.
4. Lighting of both areas could potentially be problematic and intrusive to residents on both the North and South sides of the project.
5. Delivery trucks for both gasoline and retail could be intrusive and noisy.

I appreciate the opportunity to express my concerns and trust that careful consideration will be made in addressing all our concerns.

Sincerely,

Ann Lubeck-Brown

From: [Heidi Michelson Hogan](mailto:Heidi.Michelson.Hogan@edcgov.us)
To: EDHCostco@edcgov.us
Subject: Costco EDH project concerns
Date: Monday, March 31, 2025 2:52:54 PM

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Dear Cameron Welch, Senior Planner at County of El Dorado Planning and Building Department,

This email is to express my concerns about the proposed Costco Wholesale warehouse and gas station at Silva Valley Parkway/Clarksville Crossing. Below are immediate concerns which I believe require further consideration and investigation:

1. **Traffic:** Not only around the proposed Costco site, but also the impact on other streets throughout EDH, as people try to avoid the Costco area and it's traffic.
2. **Safety:** Impact on community safety with the drastic influx of more cars and more people in the area; especially so closely located to multiple schools with an already problematic traffic control issue on Silva Valley Parkway.
3. **Environmental Impact:** Gas emissions from increased traffic in the area, including shoppers and large semitrucks making deliveries to Costco; gas emissions from the proposed 32 pump gas station located DIRECTLY across the street from an elementary school & playground.
4. **Noise and Light pollution:** Noise from drastic increase in traffic; light pollution from a huge box store, parking lot, street lights and influx of car traffic
5. **Indigenous land protection:** Investigation of the potential that the land is sacred Miwok (native) land/burial grounds.
6. **Wildlife impact:** How disrupting this land destroys the natural habitat of native wildlife (animals and plants, such as veteran trees).

Thank you,
Heidi Hogan
3904 Ironwood Drive
El Dorado Hills, CA
408-250-4181

From: [Chris Blake](#)
To: EDHCostco@edcgov.us
Subject: Costco El Dorado Hills
Date: Tuesday, March 18, 2025 7:54:33 PM

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Sent from my iPhone Please dont listen to the vocal minority. This store is badly needed. The folsom store is already maxed out and with the continued growth of folsom ranch it is only going to get worse. Any concerns can either be mitigated or are wildly exaggerated. Many stores are near schools or residential areas with no problems. Seems like just NIMBY people just like the ones that stopped that huge project off grant line road

From: [JAMES C ENGELHARDT](#)
To: EDHCostco@edcgov.us
Subject: Costco El Dorado Hills
Date: Wednesday, March 5, 2025 2:02:31 PM

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I just want to say I am all for a Costco (with gas station) being built in ElDorado Hills. There are so many new homes going up in the neighborhood it would greatly benefit the community. I live in Placerville and our town would also benefit from a Costco in El Dorado Hills.

Sincerely Lana Engelhardt

Sent from my iPhone

Cameron Welch
Senior Planner, County of El Dorado Planning and Building Development
2850 Fairlane Court, Building C
Placerville, CA 95667
EDHCostco@edcgov.us

Mr. Welch,

I am writing to express my concerns regarding the El Dorado Hills Costco gas station that is currently in development planning for the site next to Oak Meadow Elementary School. I have one child who graduated from Oak Meadow, and I have two others in attendance currently - one of which is in kindergarten and as such will be at the school for many years to come.

I am not here to argue against the Costco, however I would like my concerns about the gas station next to the school to be known. In doing my research about this I have learned a few things that I would like to bring to your attention which include air pollution, noise pollution and fire danger.

Firstly, in Title 5 of the California Code of Regulations, Division 1, Chapter 13, Subchapter 1 has the following sections:

School Facilities Construction, Article 2. School Sites

§ 14010. Standards for School Site Selection.

e. The site shall not be adjacent to a road or freeway that any site-related traffic and sound level studies have determined will have safety problems or sound levels which adversely affect the educational program.

q. The district shall consider environmental factors of light, wind, noise, aesthetics, and air pollution in its site selection process.

My question is this; if the gas station were existing the state would likely not approve a school site where Oak Meadow is currently located due to the traffic noise and air pollution from idling cars as well as air pollution due to the offgasing of chemicals from the gas station itself. So one could reasonably follow this logic that if it wouldn't be approved the other way around, a gas station of this magnitude should not be approved next to an existing elementary school.

Secondly the EPA has school site guidelines for air pollution and noise pollution, (https://www.epa.gov/sites/default/files/2015-06/documents/environmental_siting_criteria_considerations.pdf), in which they recommend adopting an area-wide approach to address air pollution issues, maximizing distance from transportation or other pollution sources, creating vegetation buffers, having anti-idling policies, limiting bus or personal car use on and near campus, enhanced indoor filtration/air cleaning, locating sensitive activities and outside air intakes away from sources (e.g., locate playgrounds and classrooms away from source), adjust timing of HVAC system operations or industry operating periods, limiting outdoor activities during high exposure periods. This same document from the EPA also recommends installing or preserving

noise barriers for minimizing noise pollution. With such a large piece of land, why is the gas station being proposed right next to the school? While there are additional costs to moving the station toward the south side of the property due to increased land development costs for grading that should not be the problem of my children - Costco bought the land knowing full well what the land looked like.

My third largest concern is fire danger. We already live in a fire danger area with less than adequate routes for evacuations and that is just a concern for wildfire. Having a gas station of this size next to the school brings about concerns for gas station fires as well as the safety of evacuating children if an accident were to happen at the gas station. According to a 2020 National Fire Protection Association report "From 2014 through 2018, local fire departments responded to an estimated average of 4,150 fires in or on service or gas station properties per year. These fires caused an average of three civilian deaths, 43 civilian fire injuries, and \$30.0 million in direct property damage annually". While this statistic might seem small compared to the US as a whole the Census Bureau records show 107,500 gas stations in the US (as of latest data from 2014-2018) so that statistic now becomes one fire per year for every 26 gas stations. I do not like those odds next to my children's school.

In addition to the above research from the NFPA, EPA, and California Code, there are studies that show gas stations the size of a Costco gas station can easily sell an average of 1 million gallons of gas a day. That sheer quantity of gas greatly increases all the above concerns. Additionally to keep up with this quantity of gas a station of this size could regularly expect 3 to 4 trucks of gas a day. That is a lot of additional noise for delivery via semi-truck in addition to the potentials for leaks and things to go wrong.

As a parent of multiple students at this school as well as others on the Silva Valley corridor I would like to make sure that as the feasibility and environmental review is done you look at what potential changes to the environment would happen that could negatively affect my children and so many others.

I would also request that if the gas station is approved the following should be done to help mitigate the noise and air pollution:

- Block wall between the properties to reduce noise pollution; should also include landscaping around the wall to help create a better atmosphere for the kids (they are losing views of green hills and I want them to still see nature)
- If the gas station is approved a CUP should be that Costco pay to upgrade the HVAC system of the school to filter out as many particulates that would be in the air as possible
- Ensure enhanced vapor recovery measures are used to capture pollutants from the gas not just Stage I and Stage II controls
- Ensure installation of a remote monitoring system for underground storage tanks and vapor recovery systems to ensure real-time data and quickly alert of any abnormalities

Thank you for reading and for your consideration.
Becky De La Torre, concerned citizen

From: [Jillian Saenz](mailto:Jillian.Saenz@edcgov.us)
To: EDHCostco@edcgov.us
Subject: Costco in EDH
Date: Monday, March 17, 2025 5:33:58 PM

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Hello, my husband and I and 3 kids live here in this beautiful county. My husband and I went to high school at Oak Ridge that's in EDH. We both graduated and moved to Folsom in Empire Ranch area right near the Folsom Costco. We were the first owners of our home. After 16 years we decided Folsom was growing too fast, the traffic right near that Costco became unbearable, the crime became unsafe, and the pollution became unhealthy. So we decided to move back to EDH with 3 young kids. If a Costco goes in right near the freeway and school then eventually what we didn't like about the Folsom Costco will happen to the EDH Costco and it will force us to move again. Keep these beautiful golden hills alive, keep our creeks full and our wildlife around PLEASE!!!

Thank you!
Jillian S. Saenz
NTP, HTMA, Hairstylists

From: [Margaret Braile](#)
To: EDHCostco@edcgov.us
Subject: Costco in EDH
Date: Wednesday, March 26, 2025 8:41:58 PM

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We fully support the building of Costco in EDH

William and Margaret Braile
6074 Southernness Dr.
El Dorado Hills, CA 95762

From: [LORRENE BAUM-DAVIS](#)
To: [PL-EDH Costco Project](#)
Subject: Costco in EDH vs Placerville, CA
Date: Friday, March 21, 2025 12:50:08 PM

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This site in EDH makes NO sense. That community is only a hop, skip and a jump from the Folsom site.

WHY?

Placerville would be best. Not only would the company benefit from the eastern end of Highway 50 (South Lake Tahoe), the communities west (Shingle Springs-Cameron Park) would be closer to the Placerville location. AND, do not forget highway 49. You could get customers south from (Sutter Creek) north to Cool and northward and beyond.

Just my 2 cents.

Lorrene Baum-Davis - member since the Price Club days. (Philip E. Davis)



From: jons.van.dooren
To: cameronplanning@edcgov.us
Cc: rafael.martinez@edcgov.us; Joni; bostwo@edcgov.us; bostthree@edcgov.us; BOS Four; bosfive@edcgov.us; Karen.L.Garner@edcgov.us; PL-EDH Costco Project; Cameron W. Welch; John Davey
Subject: Costco in EDH-52 Site
Date: Monday, March 10, 2025 10:46:19 AM

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Mr. Welch, and who else might be concerned,

I would like to start off with the comment "putting 10 Lbs. of potatoes in a 5 Lbs. bag does NOT work"!

This project I believe started around the end of 2018 / 2019 announced by John Hidahl at a rotary meeting, that he received a letter of intend from Costco.

Do NOT understand that a population of 50.000+ qualifies for a Costco, while the nearest is less than 4 miles away and or 2 exits?

Buying the land for over 8 million dollars, one of the highest land purchases ever made by Costco.

So, here are some of the points and concerns:

Building a 2 story parking garage, since there is NOT enough space at the Costco warehouse to built a regular parking lot, back to the bag of potatoes, not enough space?

Costco putting initially a gas station in, then taking it out (pressure from whomever), now putting it back in with MANY pumps with additional parking for employees on EDH-COSTCO North, again back to my bag of potatoes. Not enough parking for their own employees at their warehouse?

How about emissions, automobiles lights, gas fumes (sure there are EPA rules and regulations) being close to a elementary school etc.?

Putting a traffic light to cross Silva Valley Parkway to get to or from Costco warehouse to Costco gas station, what a backup that will that create at the traffic signal?

On top of the fact that most likely another traffic light being installed north of the "planned" Costco crossing traffic light crossing when Country Club Drive connects to Silva Valley Parkway,

beginning to sound like another 50 Freeway x EDH Blvd. nightmare! Again running out of space in that bag of potatoes!

Anybody thinking about back up traffic at the left lane turn into Clarksville Crossing for delivery trucks and automobiles, etc. to enter the Costco warehouse and parking garage from Silva Valley Parkway?

Current average speed of an automobile on Silva Parkway going north or south, would be VERY interested to be studying, it became in Formula One terms a DRS-Zone!

During school pick up, the traffic backs up "in the future" probably to the Costco supposed traffic light, we have submitted video of the backed-up traffic for school pick up in the past, to show how long that line of cars is EVERY Day, more than happy to re-submit or re-film!

The elementary school is NOT only busy during the school days, but also during MANY sporting events, baseball season is starting, the school parking lot is packed on the weekends and practice during the week!

But also please tell me while Costco purchased both EDH-52 South and North, what has Costco planned for the additional 17 Acres on the North side, that will be undeveloped for now with "no plans" for it, will we be going through the whole motion 8 - 10 years from now again?

Is Costco maintaining the "vacant land like AKT did in the past, twice or more a year? Last thing we need is a fire to break out in front of our back doorsteps, while many have been canceled for their home insurance properties already and had to sign up with different carriers! Btw. that is probably the area that Country Club Drive will go on, is that now owned by Costco or the County?

- Cross walk for Costco warehouse employees to cross Silva Valley Parkway or are they just gone run for it?
- Country Club Drive??
- Side walks??
- Street lights??
- Sound wall for Village A residents who's fence is backed up to EDH-52 North / EDH-Costco North??
- Future value of Serrano houses study?
- What about "Gateway to Serrano" (quote Bill Parker), in the future this might be going through Costco?

Not going into the technical issues what should be in a DEIR report, these are some of the

points that I would like to bring forward, but the list easily can go on and on!

Regards,

Village A concerned and confused resident!

Jons van Dooren

From: [John Petersen](#)
To: edhcostco@edcgov.us; [John Petersen](#)
Subject: Costco In El Dorado Hills at 50 and Silva Valley
Date: Monday, March 31, 2025 3:46:29 PM

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To:
Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667

Mr. Welch,
Thank you for allowing residents to comment and provide feedback on the Costco project in El Dorado Hills.

In general, I do not support the location of the El Dorado Hills Costco Project. It will bring a lot of traffic, congestion, noise and light pollution to an area that has traditionally mainly been residential and school areas. It would seem more housing / apartments would better suit the area.

The layout of the parking lot looks like there would be numerous issues of navigating the parking lot as well as having traffic back up onto Silva Valley. It also looks like the entrance to Costco goes from multi-lane entry to a reduced number of lanes at the edge of the parking lot yielding an increased probability of back ups and potential accidents. I'm also concerned about the amount of pedestrian traffic causing backups at the additional traffic light.

For the gas station, usually we don't see gas stations very close to schools, particularly lots of cars idling right next to the schools waiting to re-fuel (vs a regular gas station with no idling).

Additionally I'm concerned about large trucks entering and exiting the area. At a minimum, I ask that no trucks come in outside of the regular Costco operating hours.

As for lighting, most of Serrano/El Dorado Hills has a low number of street lights / artificial lighting outside of residential lighting. I'd ask that if we put in a Costco, we minimize the number of lights in the parking lot and reduce the height and number of lights on the perimeter building. Also I'd appreciate it if the Costco signs face away from the residential areas.

Ultimately, I believe this project is too close to high end residential homes and doesn't fit with the area and community.

Can this project be located south of highway 50, closer to Town Center on White/Rock/Silva Valley? That would align better with Target and a number of businesses in Town Center.
Or can it be moved to Bass Lake or up the hill to better serve the other communities?

I'd appreciate if the county can remedy the aforementioned concerns or relocate the project.

Thank You,

John Petersen
1209 Souza Drive
El Dorado Hills, CA 95762

916-390-6798

Dennis and Barbara Angelini
1075 Bevinger Drive
El Dorado Hills, CA 95762

March 19, 2025

Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667

Re: Costco – Revised Notice of Preparation

Mr/Ms Welch:

We are in receipt of the Revised Notice of Preparation regarding Costco. We are strongly opposed to this plan, especially the proposed fuel station. Nothing like this belongs in a neighborhood nor right next to an elementary school. The potential for lawsuits is strong. The odor and fumes of fuel and idling cars is extremely unhealthy for our neighbors directly behind the proposed fuel station as well as the school. It also eliminates the right for peaceful and quiet enjoyment of one's own back yard.

Traffic today is bad enough. With 250-300 potential employees, school drop offs and pick ups, cars lining up for fuel, and visiting the warehouse itself is going to make Silva Valley Parkway and the interchange gridlock. In addition, our property values will decline. We will have million dollar homes looking down at Costco's AC units and gas station.

What happens to our entrance/exit gate at Entrada Drive just off Silva Valley Parkway? It is already a challenge for residents during the day to exit.

We are strongly opposed to Costco and its fuel station invading our peaceful neighborhood!

Sincerely,
Dennis & Barb Angelini
Dennis and Barbara Angelini

cc: EDHCostco@edcgov.us

From: [ALAN LIBERATORE](#)
To: EDHCostco@edcgov.us
Subject: Costco location
Date: Thursday, March 27, 2025 9:35:31 AM

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Hello Cameron,

Regarding the planned Costco and gas station next to Oak Meadow Elementary School. The planned store and gas station are environmental and safety concerns in this location along side an established elementary school I am not supportive of this project. As the traffic flow during drop off and pick up times thru out tge day at the school are a big concern now adding this store with 32 gas pumps is a big threat to the safety of the children. Find a better solution.

As it is, the road in front of the school is congested and difficult for us parents picking up and dropping off at the school multiple times each day. This store will make it worse and law enforcement can barely keep up with traffic violations on Silva Valley.

I do not support the building of a Cost Co with a gas station along side a public school. Pop

Thanks Alan

Sent from my iPad

From: [Rachel Harlan](#)
To: EDHCostco@edcgov.us
Subject: Costco next to Oak Meadow Elementary School
Date: Monday, March 17, 2025 6:44:42 PM

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Dear Cameron,

I am writing to you with my concerns regarding the planned Costco and gas station next to Oak Meadow Elementary School. The planned store and gas station both raise health and safety concerns for our community and I am not supportive of this project. Of all the land in the county, building this massive store and gas station on top of the elementary school is unacceptable.

As it is, the road in front of the school is congested and difficult for us parents picking up and dropping off at the school multiple times each day. This store will make it worse and law enforcement can barely keep up with traffic violations on Silva Valley.

My biggest concern is the health hazard this project creates for our children and staff in the school, as well as the residents in the surrounding area. I'm an El Dorado Hills resident and mother of a kindergartener that plays in the front playground in direct view of the planned gas station. It makes me concerned and disappointed to think that we specifically moved to this community to go to this school and now she will breath gas station fumes during her years there. I have another child that is not school age yet that I have to worry about about as well.

To reiterate, I am not supportive of building this Costco and absolutely not supportive of building a gas station next to our community's elementary school.

Thank you,
Rachel Harlan

From: [Erica Schmidt Jabali](mailto:Erica.Schmidt.Jabali@edcgov.us)
To: EDHCostco@edcgov.us
Subject: Costco Next to OM Elementary
Date: Monday, March 24, 2025 11:54:39 AM

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Dear Mr. Welch,

Honestly, I can't think of a worse place to put a Costco store and fueling station than next to an elementary school. Whether this directly impacts your children or not, now is the time to put the well-being and safety of our local children over profits.

In full disclosure, Oak Meadow does happen to be the school my own children attend. But, as a former teacher and child advocate, I would still feel strongly about this Costco placement. In fact, I feel so strongly about this, I will move my children if this project goes through, and I know I am not alone.

Here's my reasons why:

First, any construction in our area has the potential of stirring up asbestos. It's well-known that asbestos has been found in several places in EDH and remediation efforts have been made to reduce it. However, doing this next to an elementary school could have catastrophic long-term effects on the health of our children and their families who are there everyday, potentially breathing in airborne asbestos.

Second, construction is noisy. There is a road being built a few blocks from my house and I can hear the loud clanging from construction vehicles and the beeping from trucks all the way through the walls of my home while I try to work. I feel the vibrations of blasts to the rock in areas where they can't break ground. I can't imagine how much louder this would be if it were happening 50 feet from my walls. It would be impossible to focus. This will deeply impact the ability for our students, particularly those with special needs and learning disabilities, to be successful at school.

Third, the traffic caused by these construction vehicles will further congest an impacted area. Pickup and drop-off times are already challenging, with cars parked in lines up and down the street in all directions. Adding shoppers, construction vehicles, and people seeking discounted gas will create even more of an issue. We only need to look down the hill to see how busy these gas stations are. The Folsom location has lines at all times of day and night as people rush and wait for their turn at the pump. Having this amount of traffic on and off the freeway, directly adjacent to a school, is going to congest the area, slowing down the ability for parents, staff, and first responders to reach the school quickly.

Fourth, this presents multiple serious safety hazards. First, should there be an emergency, such as a fire, or a school shooting, the traffic from these trucks, or from the future customers at the store or gas station, will absolutely delay the ability for first responders to get to the school.

In addition, there will be no way to keep unsafe individuals from accessing the school. Now that the area is a field, any random person walking through and over to the school would be considered suspicious. With hundreds of people coming and going, it will be impossible to tell who is a parent and who is a wandering customer who shouldn't be on campus. Oak Meadow is an open school, with more than one entrance and exit point. Adding hundreds of strangers will create even more of an impossible situation for keeping our children safe.

Sadly, I have little faith in the right thing being done here. Far too often, dollar bills have been put ahead of the needs and safety of our most vulnerable community members. If the project is going to go through despite widespread objections, **there needs to be considerable improvements to the area made at Costco's expense**, such as a large, tall wall with soundproofing to absorb noise separating Costco from the school, as well as improvements made to the road to allow for the volume of vehicles. Also, the road should ensure that vehicles can turn back to the freeway from the exit of Costco, **without having to go past the school and deeper into the neighborhood to turn around**, as well as security cameras and a full-time security vehicle and guard to ensure that nobody crosses over onto the school campus.

If this project goes through, I will have to move my kids to another school. In today's world, with the many fears that parents have just sending their kids to school, I can't imagine many parents willing to subject their children to even more risks. This would endanger a school that is already experiencing declining enrollment, as all our schools in EDH currently are.

When a school in a tight-knit community like ours suffers, it deeply impacts every other area of our community as well, **including local real estate markets**. Oak Meadow is known for attracting homebuyers willing to pay a premium to have access to the private gate to the school. This has assisted in Serrano's meteoric rise in real estate growth. But, if we sacrifice the quality of Oak Meadow for the profits of a Costco, we will see that change exponentially.

Allowing a Costco to damage the environment and reputation of one of our respected local schools should be an immediate no for anyone who cares about our community, now and for the future.

You are welcome to reach out to me with any questions.

Regards,

Erica Jabali

From: [Steven Frith](#)
To: [PL-EDH Costco Project](#); [Cameron W. Welch](#)
Cc: [Karen L. Garner](#); [BOS-District I](#); [BOS-District II](#); [BOS-District III](#); [BOS-District IV](#); [BOS-District V](#); [Amy Frith](#); [David Spaur](#); [Bob Williams](#); [Jeff Hansen](#)
Subject: Costco Notice of Preparation Comment Letter
Date: Wednesday, March 26, 2025 8:00:42 PM

This Message Is From an Untrusted Sender

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To: Cameron Welch
CC: The El Dorado County Planning Department and Board of District Supervisors
RE: Costco Notice of Preparation Comment Letter

As concerned residents of El Dorado Hills, and as parents of children who attend Oak Meadow Elementary School, we would like to share our list of concerns regarding the proposed Costco and, especially, Costco Fuel Station project that should be reviewed and included in the Environmental Impact Report. We would like to submit the following formal comments for the Notice of Preparation:

1. The proposed fuel station is extremely large. With 32 pumps, this is 10 pumps more than the Folsom Costco fuel station, nearly a 50% increase. Putting a fuel station of this size directly next to an elementary school and between two neighborhoods - flanked by two hillsides - is unconscionable.
 - a. The site proposal does not include a set back measurement with distance measurements to the Elementary School or surrounding homes. This measurement is absolutely necessary and must be publicly released.
 - b. There are no available studies on how communities have been impacted by a Costco fuel station, or any fuel station of this size. This needs to be studied in order to determine the environmental and health impacts. Studies that are available show a significant increased risk of childhood leukemia and respiratory diseases from even a typical sized fuel station. These risks should be linearly projected to be more extensive with a gas station of this size. Current set back regulations should not be applicable to a fuel station of this size and set back expansion, at a minimum, needs to be considered.
 - c. The EIR should address how the airborne toxins and pollution will sit, trapped, between two hillsides as the wind, which travels northward toward Oak Meadow Elementary school, will push those toxins created by the fuel station, idling cars and diesel trucks directly toward our community's young children.

- d. The kindergarten playground is located outside in the front of Oak Meadow School, directly adjacent to where the proposed gas station sits. Children also spend an extended amount of time on the school's blacktop during recess, P.E. and cross-country practice. Little league games and other youth sports are also played on the athletic fields at the school nearly year-round. All of these outdoor locations need to be studied to measure the impact that a fuel station of this size will have on children who are exposed for an extended period of time with intensive physical activity and heavy breathing.
 - e. There is also a portable building located southeast end of the Oak Meadow campus, also directly adjacent to the proposed fueling station, where children attend the Charter Extended Day for after-school care. Many children attend the after-school care program from the time that the morning Kindergarten is released at 11:10 am on weekdays (earlier, 10:25 am, on Wednesdays) until as late as 5:30 pm, when it closes. The children play on the concrete yard in front of this building for much of this time. That is up to 7 hours where children as young as 5 years old will be exposed to toxins from a fuel station both outside and in a portable building that does not have equivalent ventilation to the permanent school buildings. The environmental impact on a portable building should be included in the EIR. The funding to build a permanent building for Charter Extended Day should be provided by Costco if the fuel station is not eliminated from the site plans.
 - f. Costco should also review the fuel station size and provide detail on why 32 pumps are necessary for this particular location, where the clientele are already visiting the Folsom location and significant membership growth is not expected.
 - g. The cumulative impact of the existing pollution from the freeway, the addition of diesel truck deliveries, cars entering and exiting the Costco warehouse site, cars entering/exiting and idling while waiting for gas at the fuel station site, and cancerous benzene emissions from the fuel tank fillings and accidental pumping leakage should be reviewed.
2. The Costco and fuel station site plan has significant traffic safety issues that need to be addressed:
- a. The fuel station appears to have a one-way entrance and exit, with the entrance on the side of the property that is closest to the school. During school pickup times, cars sit idle waiting to turn into the school parking lot and back up alongside Silva Valley, near the fuel station entrance. The traffic flow in this area needs to be observed, especially during school pickup, but also during drop off times, to determine how this additional traffic will compound the existing problem.
 - b. The Oak Meadow Elementary School entrance does not have a stop sign

or traffic light. Cars turning into the school site have to wait for oncoming traffic to subside, which can take a considerable amount of time if there is already a line of cars waiting to turn right from the opposing side. Additional traffic created from the proposed Costco location(s) on Silva Valley Parkway will exacerbate this existing problem, creating a dangerous situation for families and students. As it is, when school buses are turning out of the school driveway, they have a difficult time seeing the oncoming traffic and are at an increased risk of a vehicle collision. The developer should be funding the addition of a stop sign, stop light, roundabout or other proposed solution to help mitigate the traffic risks.

- c. There are no crosswalks proposed in the site plan to cross Silva Valley Parkway from Clarksville Crossing to the proposed driveway entrance of the fuel station. Individuals who park on the fuel station side and walk over to Costco will be at risk of being struck by a vehicle. This also includes children who might be taking this path to cross the street and walk home along Buck's Creek Trail. The leading cause for school aged deaths is accidental trauma traffic accidents, of which the leading cause is car accidents.
 - d. There is no proposed widening of Clarksville Crossing or White Rock Road. These are two lane roads that are not positioned to handle this increased volume of traffic. These road improvements should be funded by the developer.
 - e. There is no traffic light to turn left from Clarksville Crossing onto Silva Valley Parkway. This area is already a safety hazard that will be exacerbated by the additional traffic that the Costco proposal will bring. These road improvements should be funded by the developer.
3. There are other environmental and economic impacts that should be included in the Environmental Impact Report.
- a. The proposed Costco warehouse is roughly 20,000 square feet larger than the existing Folsom location. This is significantly larger and it should be determined whether a building of this size is necessary for existing clientele in this area when there is already another warehouse 3 miles away. Reducing the size of the warehouse may also help to reduce the parking burden and eliminate the need for an underground parking garage.
 - b. There is naturally occurring asbestos in the land on both sides of the proposed site. Leveling this land to add a fuel station and blasting into the ground to create underground parking for the warehouse will create a significant environmental hazard for nearby residents, students and staff of the school.
 - c. Many residents in El Dorado Hills have lost their homeowners insurance

due to fire risk. The impact of flammable materials from a gas station at this location could cause more homeowners to lose their insurance and exacerbate the statewide crisis.

- d. The location of the gas station and warehouse will be a disruption to natural hillside views that El Dorado Hills is known for. This will have a damaging effect on home values, making it challenging for homeowners who wish to relocate to be able to do so.
- e. The geological positioning of this site between two hillsides creates a noise echo effect. The cumulative noise pollution from the existing freeway, the overhead flight path to Mather and Sacramento airports, the existing traffic on Silva Valley Road in addition to the new traffic noise from the visiting vehicles and diesel trucks should be taken into consideration. Neighboring communities behind the Costco warehouse and the fuel station should be compensated for replacing windows in order to provide sound proofing.
- f. The Serrano villages in El Dorado Hills do not currently include streetlights other than those along Serrano Parkway. The addition of streetlights in the proposed parking lots will cause light pollution. This will have a negative effect on the neighboring residents and also on the wildlife that inhabits the area.
- g. There should be a study on the impacts of urban decay and how this will impact the smaller fuel station businesses that already exist at the two Safeway locations, the Raley's shopping center and in Town Center. If an existing gas station were to be closed/abandoned, there will be a significant environmental cleanup that would need to be funded by this particular, proposed, fuel station. Other small businesses including the local grocery stores, Safeway, Raley's and Nugget Market may also lose business and lead to further urban decay.
- h. There is an abundance of wildlife that lives along the greenbelt in this area. Many animals including beavers, coyotes, bobcats, turkeys and several species of birds are likely to be disrupted and lose their habitat. The environmental impact to wildlife should be reviewed. The water runoff from both the gas station and warehouse locations could feed into the nearby creek and natural ponds along Buck's Creek Trail, eliminating a food and hydration source for these animals.
- i. The age of the trees on both sides of the project site should be identified to determine if they should be protected. These trees are also home for the observed wildlife.
- j. Any existing tribal cultural resources should be identified and protected on the proposed site.

- k. The Costco site plan states that solar panels may be added as a separate structure, rather than the warehouse rooftop. On the warehouse side of the project, there is no room for an additional solar panel structure. If this is proposed to be added to the fuel station side of the project, then this should be included in the project proposal and included in the analysis for impact to wildlife and aesthetics for the surrounding neighborhoods.

Thank you for your attention to these extremely important issues that impact the health and safety of our community's children and residents.

Sincerely,

Amy and Steven Frith

From: [Steven Frith](#)
To: [EDHCostco@edcgov.us](#); [cameron.welch@edcgov.us](#)
Cc: [karen.L.Garner@edcgov.us](#); [bosone@edcgov.us](#); [bostwo@edcgov.us](#); [bosthree@edcgov.us](#); [bosfour@edcgov.us](#); [bosfive@edcgov.us](#); [Amy Frith](#); [david.spaur@edcgov.us](#); [bob.williams@edcgov.us](#); [jeff.hansen@edcgov.us](#)
Subject: Costco Notice of Preparation Comment Letter
Date: Wednesday, March 26, 2025 8:00:42 PM

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To: Cameron Welch
CC: The El Dorado County Planning Department and Board of District Supervisors
RE: Costco Notice of Preparation Comment Letter

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 - b. The Oak Meadow Elementary School entrance does not have a stop sign

or traffic light. Cars turning into the school site have to wait for oncoming traffic to subside, which can take a considerable amount of time if there is already a line of cars waiting to turn right from the opposing side. Additional traffic created from the proposed Costco location(s) on Silva Valley Parkway will exacerbate this existing problem, creating a dangerous situation for families and students. As it is, when school buses are turning out of the school driveway, they have a difficult time seeing the oncoming traffic and are at an increased risk of a vehicle collision. The developer should be funding the addition of a stop sign, stop light, roundabout or other proposed solution to help mitigate the traffic risks.

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 - b. There is naturally occurring asbestos in the land on both sides of the proposed site. Leveling this land to add a fuel station and blasting into the ground to create underground parking for the warehouse will create a significant environmental hazard for nearby residents, students and staff of the school.
 - c. Many residents in El Dorado Hills have lost their homeowners insurance

due to fire risk. The impact of flammable materials from a gas station at this location could cause more homeowners to lose their insurance and exacerbate the statewide crisis.

- d. The location of the gas station and warehouse will be a disruption to natural hillside views that El Dorado Hills is known for. This will have a damaging effect on home values, making it challenging for homeowners who wish to relocate to be able to do so.
- e. The geological positioning of this site between two hillsides creates a noise echo effect. The cumulative noise pollution from the existing freeway, the overhead flight path to Mather and Sacramento airports, the existing traffic on Silva Valley Road in addition to the new traffic noise from the visiting vehicles and diesel trucks should be taken into consideration. Neighboring communities behind the Costco warehouse and the fuel station should be compensated for replacing windows in order to provide sound proofing.
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- g. There should be a study on the impacts of urban decay and how this will impact the smaller fuel station businesses that already exist at the two Safeway locations, the Raley's shopping center and in Town Center. If an existing gas station were to be closed/abandoned, there will be a significant environmental cleanup that would need to be funded by this particular, proposed, fuel station. Other small businesses including the local grocery stores, Safeway, Raley's and Nugget Market may also lose business and lead to further urban decay.
- h. There is an abundance of wildlife that lives along the greenbelt in this area. Many animals including beavers, coyotes, bobcats, turkeys and several species of birds are likely to be disrupted and lose their habitat. The environmental impact to wildlife should be reviewed. The water runoff from both the gas station and warehouse locations could feed into the nearby creek and natural ponds along Buck's Creek Trail, eliminating a food and hydration source for these animals.
- i. The age of the trees on both sides of the project site should be identified to determine if they should be protected. These trees are also home for the observed wildlife.
- j. Any existing tribal cultural resources should be identified and protected on the proposed site.

- k. The Costco site plan states that solar panels may be added as a separate structure, rather than the warehouse rooftop. On the warehouse side of the project, there is no room for an additional solar panel structure. If this is proposed to be added to the fuel station side of the project, then this should be included in the project proposal and included in the analysis for impact to wildlife and aesthetics for the surrounding neighborhoods.

Thank you for your attention to these extremely important issues that impact the health and safety of our community's children and residents.

Sincerely,

Amy and Steven Frith

From: [Richard Maxwell](#)
To: EDHCostco@edcgov.us
Subject: Costco on Silva Valley Pkwy
Date: Thursday, March 27, 2025 11:35:27 AM

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To whom it may concern.

The Costco planned for Silva Valley Parkway is a danger, not an asset to our community. This road has four schools in a short distance of each other. Two of which are Elementary Schools. Also, one Elementary School would be right next door. This is extremely poor planning by the community, apparently for financial gain over safety of our families and schools. The increase in traffic and the number of people coming and going jeopardizes safety and quality of life. These days our children's safety on their own school grounds is a major concern, and having such a busy business next door opens up many more opportunities for harm.

The increase in traffic due to this business along this Parkway, where our High School students need to park, would be irresponsible. It will also increase the traffic along Harvard Way. Many of Oakridge High School's students park along this road as well. One miss-step by them or their passengers on these roads will result in death. Our children need our protection. The Parkway is also used yearly in honor and recognition to the graduating seniors of Oakridge. How can anyone feel adding as large and hugely visited business such as Costco, using this Parkway as access, is a safe or helpful addition to our community.

The safety of our community should be the most important issue while planning its growth. Anything other than residential growth along Silva Valley Parkway will create a significant danger.

Sincerely,

Richard Maxwell

3276 Stonehurst Dr

El Dorado Hills, CA 95762

From: [Scott Johnson](#)
To: EDHCostco@edcgov.us
Subject: Costco Project
Date: Sunday, March 30, 2025 1:44:17 PM

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I wanted to share my concerns regarding the proposed Costco Project. I am a resident of Serrano in EDH. Several community members have voiced their concerns over the Costco Wholesale Fuel Facility - namely the proximity of it to the elementary school. The emissions from cars would be a health risk to the students and staff at the school as they spend a significant amount of time outdoors (e.g. recesses, P.E., etc.) Also, it is important to note that the fields are in use in the afternoons and on weekends by community sports leagues. So it's not just the students and staff at the school but also the local community. If you have observed other Costco Fuel Facilities you would have noticed that there are many cars that are queuing up (in line). These cars have their engines running as they wait for available gas pumps. The amount of emissions would be from several cars (not just a few like most gas stations).

I respectfully request that the Costco Project be relocated to a more appropriate site that does not present health hazards to the EDH community (as noted above).

Scott R. Johnson
Retired Public Elementary School Principal
EDH Resident

From: [Bryan Lasecke](#)
To: EDHCostco@edcgov.us
Cc: [Lori Lasecke](#)
Subject: Costco project concern
Date: Thursday, March 27, 2025 8:35:00 AM

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Thank you for the notification regarding the proposed Costco project.

As owners of two properties in Serrano, we are deeply concerned about the potential impact of a large warehouse store in our community. We are especially concerned about the amount of traffic, the noise and light pollution and congestion a Costco Store would generate for the surrounding residents. Another big concern is the competition it will create for the survival of smaller local businesses. We would appreciate being kept informed about future developments and opportunities for community input.

Best regards,

Bryan and Lori Lasecke

From: [Mostafa Ahady](#)
To: EDHCostco@edcgov.us
Subject: costco project el dorado hills
Date: Wednesday, March 26, 2025 4:15:55 PM

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To Whom It May Concern,

I am writing to express my strong opposition to the proposed Costco development in our residential community. While I understand the potential economic benefits such a project may bring, the placement of a large commercial warehouse in a family-oriented neighborhood raises serious concerns.

Increased traffic, noise pollution, and environmental impact will disrupt the peace and safety that residents currently enjoy. Our community is not designed to handle the high volume of vehicles and commercial activity that a Costco would inevitably bring. Additionally, the development threatens to decrease property values and alter the character of our neighborhood.

I urge you to reconsider this development and explore alternative locations that are better suited for large-scale commercial use, without compromising the integrity of residential areas.

I find the Folsom Costco location to be one of the best I have been to and believe that the new location would only decrease the quality of your brand given the close proximity and competition for resources.

Sincerely,

Mostafa Ahady

From: [Barbara Hammond](#)
To: EDHCostco@edcgov.us
Subject: Costco Project for El Dorado Hills
Date: Wednesday, March 26, 2025 4:09:35 PM

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I am a Serrano resident; I would love to hav a Costco here. The local Costco is overcrowded it does not matter what time of the day there it is overcrowded it very difficult to shop there without being run over by a shopping cart, and long lines at the gas sbtion. I have not shopped at the Folsom Costco since October 2024.

Please hurry and get the store approved and built.

Thank you,

Barbara

From: [Silvia Martinez-Roberts](#)
To: EDHCostco@edcgov.us
Subject: Costco proposal in EDH
Date: Thursday, March 27, 2025 9:20:36 AM

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all I can say is that I've been here in EDH for almost 30 years and with all of the growth in Folsom I never shop at that Costco anymore because it is so crowded. Also just trying to get there is a nightmare with so much traffic at that intersection.

I would love to have Costco just down the street and it would also benefit El Dorado County but having the taxes stay here.

Bottom line I am all for Costco in EDH!!

Silvia Roberts

Get [Outlook for iOS](#)

From: [NANCY MAXWELL](#)
To: EDHCostco@edcgov.us
Subject: Costco, Silva Valley
Date: Thursday, March 27, 2025 11:00:24 AM

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To Planning Department;

I am a resident of the Serrano community along Silva Valley Parkway, El Dorado Hills. I am extremely concerned with the increase of traffic along this stretch of road. There are two Elementary Schools, a Junior High School, and a High School in close proximity to each other and the proposed Costco. The traffic along this roadway is already challenging and dangerous around the schools, meaning number of cars and speed of cars. In no way is the plan for a Costco store and fuel station in the best interest, or any interest of safety for our community or children.

Silva Parkway is a residential street with MANY schools. Transportation to and from these schools by family vehicles, as well as the children walking along the Parkway, will all be in increased danger. Increase in traffic will also increase frustration of drivers, causing poor choices in the safety of many drivers. Please consider the community's safety as the number one priority! There are plenty of other options for growth of the community that do not cause this level of endangerment its residents.

Sincerely,

Nancy Maxwell

3276 Stonehurst Dr.

El Dorado Hills, CA 95762

From: [Jeff Yurtin](#)
To: EDHCostco@edcgov.us; [Jeff Yurtin](#)
Subject: Costco site
Date: Thursday, March 20, 2025 5:23:31 PM

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We live at 4926 Moreau Ct, close by. It would seem the two parcels use plus Clarksville being one lane and the gas are all major issues. I agree we all need another Costco. Costco needs find a better lot off of Bass Lake or even up towards Cameron park. They obviously need more land and putting a gas station right next to kids can't be done or hope and pray it won't be done.

Regards,

Jeff Yurtin

To: Cameron Welch,
Senior Planner County of El Dorado Planning and Building Department
EDHCostco@edcgov.us

From: Heather Siefkes
5209 Mertola Drive
El Dorado Hills, CA 95762

Dear Mr. Welch,

I am submitting this letter noting my concerns regarding the Costco Warehouse and Gas Station Development in El Dorado Hills on Silva Valley Parkway. I live in Serrano on the westside of Mertola Drive (my backyard is directly across the west lot in which the gas station is proposed). My two children also attend Oak Meadow Elementary (currently Kindergarten and 3rd grade). I am active parent on the school campus as a PTO board member. I am also a Pediatric Critical Care Physician. It is from these perspectives that I have several concerns regarding this development.

Traffic safety: The leading cause of death for school age children is accidental trauma, of which the leading the cause is car accidents. Silva Valley Parkway and the Oak Meadow parking lot are currently inadequate to manage the current traffic associated with school pick up and drop off. These times will also overlap with hours the Gas Station and Warehouse are open. As described above, my backyard has a full view of Oak Meadow and Silva Valley Parkway. We regularly see cars backed up all the way to the proposed country club intersection during pick up time. It is surprising to me that a significant accident involving Oak Meadow children has not occurred in our few years living in El Dorado. The addition of the traffic that will come with the proposed Costco and gas station development, will make such an accident inevitable. This is not just from increased cars and congestion but also due to potential increased pedestrians on Silva Valley Parkway. I worry about the nearby parking lot at the Gas Station would entice parents to park there for drop off and then not have safe passage to Oak Meadow.

Air quality/Pollution: Another common condition I care for in the hospital are respiratory illnesses like asthma and more. In fact, respiratory conditions are the leading cause of hospitalizations for young children. Toxic chemicals and fumes associated with gas stations are known triggers for respiratory illnesses like asthma. Costco gas stations have some of the longest lines for gas that I have ever seen! This gas station is also proposed to

be built essentially in a canyon, with hillsides on either side that will trap those fumes in and limit their dispersion and unfortunately then wafting over into lungs of Oak Meadow children and staff. The students at Oak Meadow spend a lot of time outside – they eat outside, they move from class to class outside due to the open (no hallways) structure. Even if the distance proposed between the gas station and Oak Meadow meets any current minimum recommendations, it's still too close when considering our children's health. Our children's health deserves better than the minimum standard.

Noise: As I mentioned, Silva Valley Parkway is essentially a canyon. That means all road noise echoes up that canyon into nearby homes like mine. Nearly nightly we hear cars revving engines in the area. The addition of a light for the Costco intersection will significantly add to this note as cars stop/go at the light. Costco semitrucks will likely be doing deliveries at night with noise from their diesel trucks and louder breaks disrupting nearby residents nightly.

Ideally, I'd prefer the Costco development doesn't go any further. If it does go forward, at a minimum I want to see the gas station removed, Silva Valley Parkway and Oak Meadow Elementary parking lot significantly enhanced to improve and ensure safe access for Oak Meadow students and families, and efforts to ensure minimal additional night noise associated with the development.

Thank you,

Heather Siefkes

From: [Adam Spoor](#)
To: EDHCostco@edcgov.us
Subject: Costco Support
Date: Saturday, March 22, 2025 3:30:54 PM

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Hi,

I've lived in el dorado hills for 10 years now. I fully support the Costco project at Silva and Highway 50.

I believe any complaints from the community are not valid enough for the stoppage of this location.

-noise/pollution:

The site is directly next to Silva Valley and Highway 50. Both streets are already providing a lot of traffic and noise. Pollution from Highway 50 is likely more than a Costco would provide.

-traffic:

There are plans already to extend Country Club Boulevard at some point. This will be near the school and Silva. This project will bring traffic lights which will make the school area safer by slowing traffic and adding stop lights. Residents use that section of Silva as a 55+ mph zone. This project will significantly slow traffic which is a good thing.

-Not in my backyard crowd:

Buying a home next to an empty lot is an incredible risk. Not one I would be willing to make. But if you make that risk, there is the potential that a commercial building will pop up there. I'd rather a Costco in my backyard than anything else. They are clean and well maintained. Would you rather a Home Depot or Amazon fulfillment center?

-Folsom:

The current Costco is overcrowded. This will be a blessing for both locations. I'd like to keep my tax dollars in the county I live in rather than Sacramento County.

Thank you for your consideration:

Adam Spoor

-Adam

Sent from my iPhone

From: [Mike Dalisay](#)
To: edhcostco@edcgov.us
Subject: Costco Warehouse
Date: Saturday, March 29, 2025 12:57:41 PM
Attachments: [Mar2025 Opposition Letter #2 DALISAY.docx](#)

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Hello again,

I hope this message finds you well. After further consideration, I've authored another letter expressing cautionary concerns for our Town. Pls see the attached.

--

Thank You,

Mike
(925) 785-7381

From: [Jan Edwards](#)
To: EDHCostco@edcgov.us
Subject: Costco Warehouse in EDH
Date: Wednesday, March 26, 2025 5:38:25 PM

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Hi ..

I am opposed to the Costco Warehouse in EDH . I think the location under consideration is not appropriate for a big Warehouse store. There are too many homes nearby and it's far too close to local schools.

A better choice would be up Hwy 50, closer to Cameron Park or Shingle Springs ... since it would be more evenly spaced between the Folsom store.

Sincerely,

Jan Edwards

From: [Pierre Henry](#)
To: EDHCostco@edcgov.us
Subject: Costco warehouse on silva valley
Date: Wednesday, March 26, 2025 4:32:19 PM

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As a resident of el dorado hills living at the cross roads of Serrano parkway and Silva Valley parkway, I am concerned of the added car traffic and congestion in the area when the new Costco warehouse and new Costco fuel facility will be built. Already at the time of the school drop off and pick up, the traffic is already heavy. I believe added lanes are required all the way around as well as freeway access.

From: [bob_bill](mailto:bob_bill@edcgov.us)
To: EDHCostco@edcgov.us; hoa@serranohoa.org
Subject: Costco Wholesale Member Warehouse retail store and Costco Wholesale fuel facility on Silva Valley Parkway north of US 50.
Date: Sunday, March 30, 2025 8:25:27 PM

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03.30.25

Cameron Welch, Senior Planner

County of El Dorado Planning and Building Department

2850 Fairlane Court, Building C

Placerville, CA 95667

Email: EDHCostco@edcgov.us

Dear Sir,

Subject: Concerns Regarding Propose Costco Wholesale Member Warehouse retail store and Costco Wholesale fuel Facility on Silva Valley Parkway north of US 50.

We neighbors of Serrano Village B hope this letter finds you well. We are writing on behalf of the residents of Serrano Home Association and other concerned members of the community regarding the proposed construction of a new Costco warehouse and gas station on Silva Valley Parkway in El Dorado Hills. This development is situated directly next to our residential complex and across the street from Oak Meadow Elementary School.

As residents who chose this area specifically for its seclusion, safety, and family-friendly environment, we are deeply concerned about the impact this project would have on our community, particularly on the safety of our children. Many of us have paid premium prices for our homes to live in a peaceful area where our children can thrive, but this proposed commercial development threatens that ideal in several significant ways.

- 1. Children's Safety:** The most pressing concern is the safety of the children in our community. The proximity of a Costco warehouse and gas station to our homes and the elementary school presents a serious risk to our kids. The increased traffic, including large trucks and customers at the gas station, poses a danger to pedestrians, especially children walking to and from school. Our primary focus should always be to safeguard the most vulnerable members of our community, and this development would do the opposite by introducing substantial risks to their safety.
- 2. Quality of Life and Community Integrity:** Many families moved to this area because of its tranquility and low density of commercial development. The addition of a large-scale business so close to our homes will not only negatively impact safety but also compromise the integrity of the community. The presence of a large corporation, particularly a gas station, in such close proximity to residential homes and an

elementary school would degrade the peaceful nature of our neighborhood and the safety we've worked hard to maintain.

- 3. Lack of Recreational Space for Children:** Another critical issue is the severe lack of sports fields and recreational spaces for children in our community. As our population continues to grow, our future generations need safe, open spaces where they can play, exercise, and develop their physical and social skills. Rather than investing in the well-being of our children by providing sports fields or other recreational facilities, the city is considering the construction of a commercial business that will disrupt the neighborhood, increase traffic, and create a less safe environment for families. This shift away from prioritizing our children's future and well-being in favor of corporate development will only contribute to the decline of the peaceful, family-oriented atmosphere that makes our community special.

We urge the city to reconsider this development proposal and instead focus on initiatives that would enhance the lives of residents, particularly our children. We strongly believe that creating more recreational spaces—such as sports fields or parks—should be a priority to provide a safe environment where our children can grow, play, and succeed, instead of allowing commercial development that could have the opposite effect.

We kindly request a public meeting or community consultation to discuss these concerns in greater detail. We trust that the city will prioritize the safety and well-being of its residents and future generations over corporate interests.

Thank you for your attention to this critical matter. We look forward to your response and appreciate your understanding and consideration.

Sincerely,

Neighbors of Village B. of Serrano El Dorado Owners association

From: [Mehran Sabbaghian](mailto:Mehran_Sabbaghian)
To: EDHCostco@edcgov.us
Cc: hoa@serranohoa.org
Subject: Costco Wholesale retail store and fuel facility on Silva Valley Parkway
Date: Thursday, March 27, 2025 9:49:41 AM

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Subject: Opposition to Proposed Costco Project on Silva Valley Parkway

Dear El Dorado County Planning Department,

I am writing to express my **strong opposition** to the proposed development of a Costco Wholesale retail store and fuel facility on **Silva Valley Parkway**, north of US 50.

This project raises several serious concerns for the surrounding community, particularly in regard to **traffic, safety, and neighborhood impact:**

1. **Proximity to a School**

The proposed site is directly adjacent to an existing school, which raises **significant safety concerns**. The dramatic increase in traffic from shoppers and fuel customers—many of whom will be unfamiliar with the area—will create a dangerous environment for students, families, and school staff during drop-off, pick-up, and school hours.

2. **Traffic Congestion & Infrastructure Strain**

The already limited road infrastructure in this area is not designed to handle the **high volume of traffic** associated with a Costco location. The addition of a large-scale retail and fuel center would cause **unprecedented congestion**, increasing commute times and emergency response delays.

3. **Existing Costco Nearby**

There is already a well-established Costco at the next exit on Highway 50, which is easily accessible and sufficiently serves the community. A second location in such close proximity is **unnecessary and redundant**, especially considering the significant negative impact on local quality of life.

4. **Impact on Residential Neighborhood**

The area surrounding the proposed site is a **densely populated, upper-class residential neighborhood**. The introduction of a commercial development of this magnitude would significantly disrupt the **character and tranquility** of the community, lowering property values and degrading residents' quality of life.

For these reasons, I respectfully urge the County to reconsider the suitability of this location and **explore alternative sites** better suited to accommodate such a project—

preferably in areas already zoned for heavy commercial use and not directly adjacent to schools or residential zones.

Sincerely,

Mehran Sabbaghian

916-337-8156

[Serrano Resident / El Dorado County Resident]

From: [Dhananjay Saxena](#)
To: EDHCostco@edcgov.us
Subject: Costco Wholesale
Date: Thursday, March 27, 2025 1:32:01 PM

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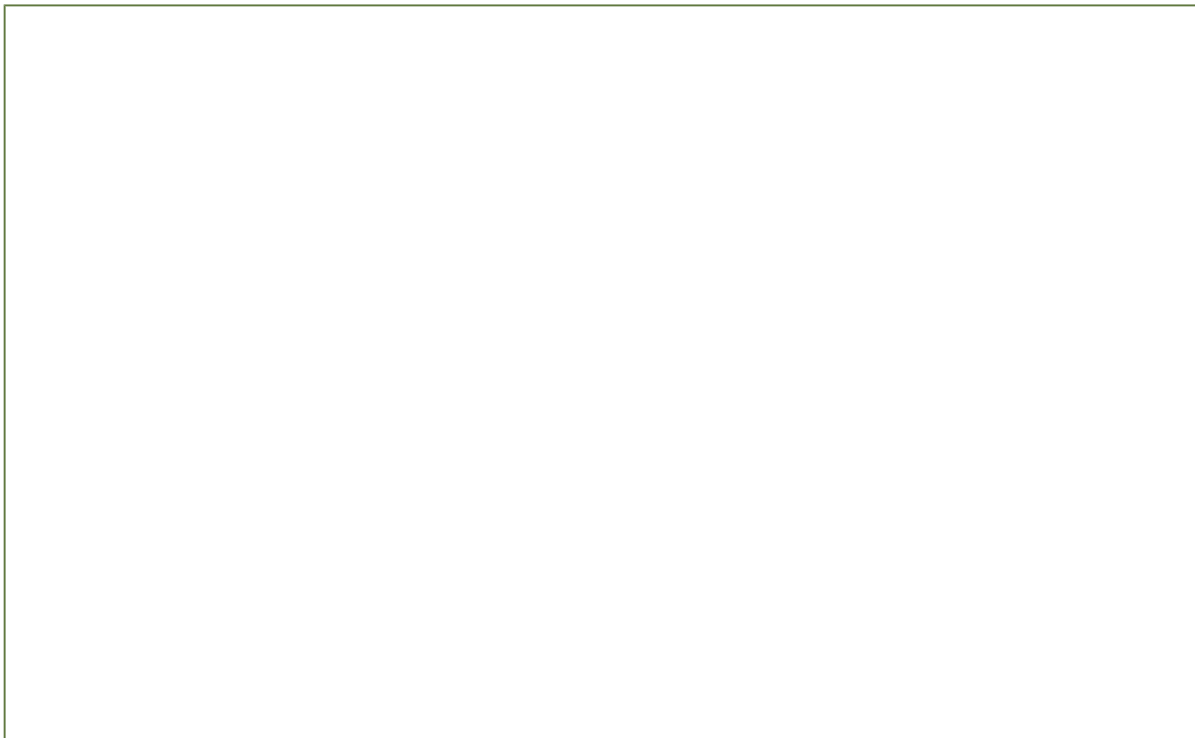
1. I don't see a need or a reason to open up another one just 5-6 miles apart; nor I find the Folsom costco ever so crowded, barring a few days such as thanksgiving, which would warrant opening another one. Ppl should visit ANY costco in the bay area to gain a perspective. Or, even the one in Roseville will do!
2. The proposed area is so close to the school and the residential. I worry it would cause more issues down the road.

IMHO, no need to fix something that is not broken!

Thanks,
DJ Saxena
7009 Hearst Dr,

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

From: Serrano El Dorado Owners' Association <hoa@serranohoa.org>
To: "djsaxena@yahoo.com" <djsaxena@yahoo.com>
Sent: Wednesday, March 26, 2025 at 03:04:59 PM PDT
Subject: Community Information - Costco Wholesale





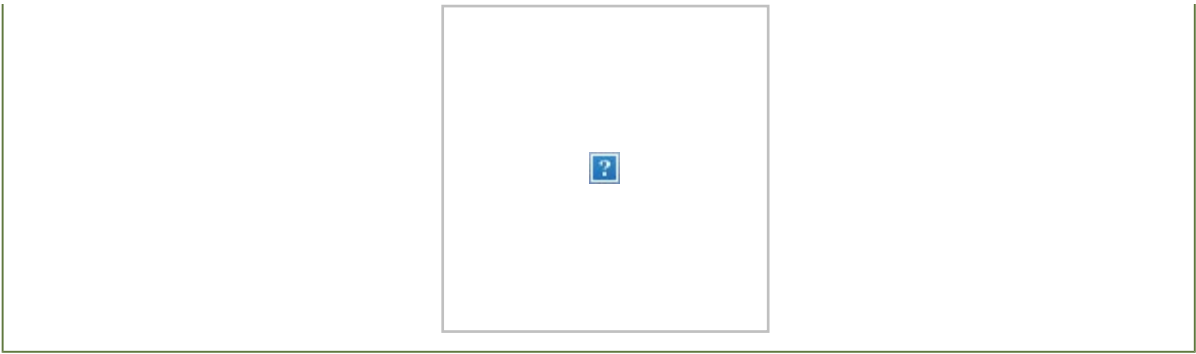
Community Information - Costco Wholesale

Following the March 25, 2025, Board meeting, the Serrano Board directed Management to send an additional notification to the community regarding the proposed Costco project. The County of El Dorado is currently soliciting written comments from individuals regarding the scope and content of a new Costco Wholesale Member Warehouse retail store and Costco Wholesale fuel facility on Silva Valley Parkway north of US 50. Serrano residents who wish to submit their comments should do so as soon as possible but no later than 5:00 pm on March 31, 2025.

Please send all comments to:

Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667
Email: EDHCostco@edcgov.us

A copy of the county's Revised Notice of Preparation of a Draft Environmental Impact Report from February 25, 2025, can be found [here](#).



Serrano El Dorado Owners' Association | 4525 Serrano Parkway | El Dorado Hills, CA 95762 US

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From: kelly.urata
To: EDHCostco@edcgov.us
Cc: kelly.urata
Subject: Costco Wholesale Facility on Silva Valley Parkway
Date: Wednesday, March 26, 2025 3:35:24 PM

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To whom it may concern,

I am writing to express my concerns regarding the proposed Costco in El Dorado Hills on Silva Valley Parkway near Oak Meadow Elementary School. While I understand the economic benefits to the community, I firmly believe that the potential drawbacks, particularly in relation to the safety and well-being of our children and our community far outweigh the advantages.

First and foremost, traffic congestion is a significant concern. Costco locations are known to attract large volumes of shoppers, especially during peak hours. This influx of vehicles could lead to increased traffic around the school creating hazardous conditions for elementary students. The safety of our children should be our top priority, and the risk of accidents in a congested area cannot be understated.

Moreover, the presence of a large retail facility could lead to an increase in noise pollution. The sounds of delivery trucks, shopping carts and crowds can create a disruptive environment that is not conducive to the surrounding neighborhoods and elementary school.

Additionally, the proximity of a Costco to an elementary school may inadvertently expose young children to an environment that is not age appropriate. With the availability of alcohol, cigarettes, and other adult-oriented products, the risk of children being exposed to inappropriate things increases. We must protect our children from influences that could detract from their development and well-being.

Lastly, the potential for increased crime rates is a huge concern. Large retail establishments can attract not only legitimate shoppers but also individuals looking to engage in illicit activities.

I urge you to consider the long-term implications it will have on our children's safety, health, and congestion driving into our neighborhoods. I believe it is essential that we prioritize the well-being of our students and community over short-term economic gain.

Thank you for taking the time to consider my concerns. I hope that you will advocate for a solution that ensures the safety and well-being of our community and our children and reconsider any development decisions.

Kelly Urata
General Partner | SFC Leasing, L.P.
11390 White Rock Road, Suite 200 | Rancho Cordova, CA 95742
t. 916.316-3399
kelly@urataproperties.com

From: [Y.S](#)
To: edhcostco@edcgov.us
Subject: Costco Wholesale project
Date: Tuesday, March 11, 2025 9:11:57 AM

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Dear Mr. Cameron Welch,

My name is Yuhang Shi. My family and I moved to El Dorado Hills three and half years ago and we are living in the Serano community. Our home is on the hill behind the location for proposed Costco gas station.

I attended the scoping meeting yesterday and found that my concerns about this project are shared by every attendee, including safety for children at Cox Meadow Elementary School and residents in the Serano community, traffic congestion on Silva Valley Parkway and nearby streets, noise and air pollution in the area, among many others. There is no need for me to repeat those comments here. I am writing to express my strong opposition to this project. But more than that, I call for common sense for those who are responsible for zoning and planning for our city and county officials who make the decision on this project. Why do we allow a gas station to be built in a place so close to school and homes? Why do we allow a major commercial facility to be built in an area that has already seen rising traffic flow and sometimes congestion? I talked to my neighbors and no one liked this project. This project should be rejected outright. We did not do that four years ago, We should reject it now -- out of common sense. The land and space can be devoted to other uses that have less negative impacts on our community.

Sincerely,
Yuhang Shi
109 Longford Place
El Dorado Hills, CA 95762
530-383-7023

To whom it may concern,

I am a 20 year El Dorado County resident that transplanted from the Bay Area. I would like to share my thoughts on why I believe a Costco Wholesale Warehouse does not belong in our County. I believe that El Dorado County is a spectacular place that is diverse in communities, people, nature and landscape. Coming from the Bay Area - I lived in San Leandro for 25 years, I saw our small community rapidly grow until I couldn't recognize it. Things became crowded, dirty, and overall unrecognizable. However, it was home. The reason for our departure was a random shooting of our neighbor who was managing our local grocery store. At the time it was scary and we researched areas so we could relocate and raise our family in a safe and family oriented community. We were looking for a slower pace, open spaces, nature, beauty and community. All of these things we found in El Dorado County. Our family lived in Cameron Park for 15 years and for the past 5 years we have lived in the community of Laurel Oaks in El Dorado Hills.

I am a Costco member. I actually worked for Costco when I was 18 years old for a short time. My husband worked in management for Costco for many years and we are very familiar with many of their warehouses and locations. The first reason that I do not believe Costco is a fit for El Dorado County is, it is a warehouse. The majority of Costco locations are located in densely populated, industrial or largely commercial, highly urban areas. This is how they draw the large membership bases that gives them the ability to undercut margins to provide low cost, yet high quality goods. This sounds like a positive thing for the member but for our county, a large warehouse building below one of the most prestigious neighborhoods in El Dorado Hills - Serrano, it would inadvertently impact home values. The warehouses receive their inventory in the middle of the night with big rigs rumbling and beeping that will not only impact the wildlife that is still seeking refuge but also the homeowners that pay a great deal in property taxes year after year. Not to mention, the large warehouse is an eyesore and not something that lends to the beauty of our area. I would gladly continue to drive farther and wait in a 3 minute line to preserve this. If the Costco location negatively impacts the housing economy, which is already fragile at present, the potential loss in property values would be counterproductive and harmful to the residents of our community.

The second reason that I do not believe that Costco is a fit for El Dorado County is Costco is a big box store and our community has many thriving small businesses that make our community unique and special. Costco's major goal is low prices, period. There are no frills, no personal touch, no sense of community. Get in, get your groceries, get out. The small businesses in our community truly cater to the charm and personality of our community. Yes, everyone wants a great deal. But, the local businesses that I frequent in my community give me so much more than low cost goods. When I am at my local grocery or hardware store I see my neighbors shopping and working. This builds a sense of belonging and also a sense of community pride. I truly believe that some of our local small businesses are counting on higher margins so they can provide a different type of service and make the shopping experience special. Many of our local businesses are already competing with online stores and the presence of a Costco so near may be too difficult to compete with. Any loss of a small business

in our community impacts jobs and can greatly impact the already sensitive commercial property market.

The third reason that I do not believe that Costco is a fit for El Dorado County is that our infrastructure is linear and will not be able to safely handle the influx in traffic. The placement of the Costco warehouse so near schools and our county library would be unsafe and problematic. In my awareness of Costco locations, I am not aware of any of them being so near 3 neighborhood schools. Costco is a business that draws crowds and traffic. I believe that would be very problematic for any of our quaint local communities. Our infrastructure and roads weren't designed for big city or urban commercial planning. This is why the residents chose to live here. I would recommend visiting Dublin, California and Alamo, California in reviewing your plans for growth and development and decide what overgrowth versus preservation can look like. Folsom, California is looking more like Dublin, California every day. El Dorado County has a choice to either protect itself and grow responsibly or it may change into a completely new place altogether.

The fourth reason that I do not believe that Costco is a fit for El Dorado County is that it is highly redundant to have another Costco 2 exits away. It seems that the Bay Area locations are able to space their locations in a more gradual fashion. The Folsom Costco is nowhere near being overpopulated and the lines are manageable. Even with the new homes being built, the Bay Area buildings have a higher and more dense population and do not require such redundancy in locations. This would mean that the potential El Dorado Hills location would be a slower building. Is this a sign that our planning department has promised Costco a more rapid growth rate than our community is aware of? Or, is Costco expecting to draw members from every direction resulting in the greater amounts of traffic that our community can't really handle? Either way, the redundancy is not a necessity for our community.

These main points are why I feel that Costco Wholesale Warehouse is not a fit for El Dorado County. I appreciate your time and consideration in reviewing my concerns.

Best regards,

Rachel Peterson
5133 Whistlers Bend Way
El Dorado Hills, CA 95762
916-817-7342
petersons3mail@yahoo.com

From: [Rachel Peterson](#)
To: edhapac@gmail.com; edhcostco@edcgov.us
Subject: Costco Wholesale Warehouse is not for El Dorado County
Date: Wednesday, March 5, 2025 6:37:41 PM
Attachments: [Costco Wholesale Warehouse is not for El Dorado County.pdf](#)

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To whom it may concern,

Attached please find a letter with my feedback regarding the plan for Costco Wholesale Warehouse in El Dorado County. I appreciate your time and consideration.

Best regards,

Rachel Peterson

From: [Paulette Lewis](#)
To: EDHCostco@edcgov.us
Subject: Costco, Silva valley CHILDREN's safety
Date: Friday, March 28, 2025 8:52:16 PM

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A huge no, to this hideous decision to place a Costco next to a school!

How did it fair, that one of the notices was only mailed to those within a one mile radius?

You know that there are many other places to place a Costco store/gas station, because of health and safety issues.

Please do not allow this to happen.

P Lewis

From: [Kenneth Mahar](#)
To: EDHCostco@edcgov.us
Subject: Costco's placement
Date: Friday, March 28, 2025 7:43:37 AM

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I am all in favor of having a new Costco in it's designated location. I do know that it will add traffic to our community, but most of the congestion will be at the Silva Valley/hwy50 interchange.

What I do think is there should be a designated lane, or two lanes deep adjacent to the grammar school for children pick up. This area gets backed up now, I would hate to see the congestion once Costco is in place.

I also believe that Whiterock Rd should be widened from hwy 50 to Latrobe. This section on road is getting out of control now, and getting worse daily due to the surrounding growth.

I would like to see Costco be built which will bring in money for our county funding in stead of going to Placer county and for the convenience of not having to drive to Folsom.

Kenneth Mahar

Sent from my iPhone

Ken Mahar

Ken-Mahar-Photos.com

From: [Kevin Filipich](#)
To: edhcostco@edcgov.us
Subject: Disappointed
Date: Monday, March 17, 2025 9:20:29 PM

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Dear El Dorado County Planning Division,

I can't understand why the county is agreeing to put a Costco at this location. There is so much space in the business park area where this could have gone off you were so adamant to get the additional sales tax.

At this location, there is a school with young kids that will now have deal with the fumes from the additional vehicles and the gas station. The home around the area will now have to deal with the additional traffic, noise pollution, air pollution, and probably light pollution too.

Homeowners purchased property there when they were under the impression that the land was zoned residential next to the school. But with the money grab, the county chose to rezone the area in search of more tax revenue.

El Dorado Hills will be looking to become a city, and with the disconnect we have from the county, my choice is going to support this move.

Very disappointed with our local government regarding this move. Unfortunately, it seems as though we have no say in what occurs in our neighborhoods.

Kevin Filipich
Concerned Serrano Resident of 20 years.

From: [Jefferson Hampton](#)
To: EDHCostco@edcgov.us
Subject: Do Not Build Costco in El Dorado Hills
Date: Tuesday, March 18, 2025 3:56:08 PM

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Hi,

I live in el dorado hills, so do my parents and grandparents. All of us are extremely against building the Costco on Silva Valley Parkway. All of my friends are as well.

If this goes through, it will completely change the look and feel of our town in the worst ways possible. We live out here because we enjoy the suburban feel out in nature. We like the sprawling hills and wildlife, not huge department stores with gas stations. The kids who go to school right there at Oak Meadow will be subject to so much air pollution from cars driving in and out and from the gas station, and it's completely unfair.

Absolutely DO NOT build a Costco here!

Thanks,
Jefferson

From: [Argelia Flores](#)
To: edhcostco@edcgov.us
Subject: EDH Costco
Date: Monday, March 17, 2025 3:51:01 PM

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Hello Cameron,

I am a resident of Serrano in EDH and am completely opposed to the Costco project. We moved to this area as we liked the peaceful and quiet environment it offered and if Costco is built next door then this will completely change. In addition, traffic on Silva Valley Rd will be a nightmare. The Costco would bring an increase in traffic, noise, pollution and people and this is not something we want. There is a Costco 2 exists south and I don't understand why the need to add a Costco so close.

The gas station next to Oak Meadow is a terrible idea as it will affect the air quality and fumes emitting from that location.

Is the planning committee taking into account the 4 schools that are located on Silva Valley Rd? Traffic is bad enough as it is and a Costco would just increase the issue.

I am completely opposed to building the Costco in EDH.

Argelia Castro

[Yahoo Mail - Email Simplified](#)

From: [Brett Sherman](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco
Date: Monday, March 31, 2025 10:27:43 AM

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Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667
Email: EDHCostco@edcgov.us

I hope this email finds you well. I am writing to you as a deeply concerned parent of two students at Oak Meadow Elementary School. I have learned that a large Costco, along with a gas station, is potentially being built directly next to the school, and I am deeply alarmed and troubled by the risks this development poses to our children's safety and well-being.

The scale of this development, bringing thousands of people into our small community daily and placing them steps from our children, makes our kids incredibly vulnerable. A high-traffic retail complex so close to the school isn't just an inconvenience—it's a serious threat. Many children walk, bike, or are dropped off by parents, and the influx of traffic and strangers creates a dangerous environment, raising the risk of accidents and exposing our children to potential criminal activity and other dangers.

The inclusion of a gas station in this development is deeply concerning for air quality. Children are highly vulnerable to pollution, and the proximity of vehicle emissions and toxic fumes from the gas station—especially near our kindergarten playground—poses a severe risk to their developing lungs. This exposure is particularly dangerous for children with asthma or other respiratory conditions, and cannot be ignored.

While I understand that development can bring economic benefits to our area, the health and safety of our children must come first. The well-being of our children cannot and should not be compromised for the sake of convenience or financial gain.

Further, I routinely visit the Costco in Folsom just 10 minutes and two freeway exits from the proposed EDH Costco. Throughout my countless visits there, I have yet to have a time where I couldn't find a parking spot, or a time where my shopping was extended due to the amount of other people shopping. My shopping times have been consistent with the other area Costcos I have visited, including Rancho Cordova, Sacramento, Citrus Heights, and Roseville. I do also note the varying distances between the Costco centers referenced above. It seems to me that should Costco want to build an additional center along the Highway 50 corridor, a build site further East would be more appropriate.

Thank you for your time and consideration.

Best Regards,

Brett Sherman
(916) 761-2345

From: [dale_race](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco
Date: Tuesday, March 18, 2025 10:16:33 AM

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Dear Planning Commission,
NOBODY.. let me be clear... NOBODY wants the EDH Costco.
You know that already.
How can you even seriously consider it?
The residents here moved to EDH suburbs bc they insist on & were promised:
“a quiet, congestion-free, neighborly neighborhood, less polluted, less crime, less graffiti, less night-time noises & lights, less garbage blowing around, fewer vagabonds”... neighborhood.
A neighborhood to treat delicately, carefully, lovingly with respect.
Can you imagine the traffic w/Costco?
Can you imagine the crime?
Can you imagine the panhandling?
Can you imagine the awful smell of Costco “hotdogs” floating around our neighborhood?
Can you imagine the graffiti in our neighborhood?
Can you imagine the trash left behind by Costco shoppers who aren’t from EDH, thus don’t care about the neighborhood?
Can you imagine the traffic accidents in our neighborhood? Oops some Costco shopper in a hurry just drove over an elementary school student... oh well par for the course.
Can you imagine ALL OF THE BAD KARMA if this EDH Costco is allowed?
Bad KARMA for Costco.
Bad KARMA for EDH.
And bad KARMA for the Planning Commission.
Karma is real.. you reap what you sow.
Just watch the movie Poltergeist.. you will get the gist.
You must live with this important decision.
Please make the right decision.
There is ONLY ONE CORRECT DECISION in this case.
Why agree to make millions of extra dollars for some CEO & for shareholders who don’t even live here? They don’t care about us. They don’t care about you.
If this EDH Costco is allowed by the Planning Commission.. you will be known as the people who “ruined for everyone”..
Come on..
We beg you to do the right thing.
Please don’t ruin it for everyone.
Once EDH is ruined...

there's no going back.
The genie will be out of the bottle.
Dale Race
EDH resident
Sent from my iPhone

From: [Frank Horwath](#)
To: edhcostco@edcgov.us
Cc: [Letha Horwath](#)
Subject: EDH Costco
Date: Monday, March 31, 2025 12:59:29 PM

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To whom it concerns and county planners:

Upon continuous review of the ongoing EDH parcel 52/Costco plans, I'm again concerned and confused by how this plan is being carried out.

1. Costco requires great freeway access hence only Silva Valley location is acceptable to them.
2. The constant flow of gas station traffic is about as far away from hwy 50 as possible given proposed station location? Reasoning for this decision?
3. Additional traffic lights on Silva Valley at gas entrance and egress on top of existing (2) signals on SVP overpass, south of hwy 50 at Carson Crossing , not to mention Oak Meadow School's self described carnageddon front and back entrances will turn SVP into a parking lot.
4. With all the parcel 52 north side space -how can planners in clear conscious place this giant gas station as close as legally possible to Oak Meadow School and surrounding residential? This seems completely counter to hwy 50 access requirement and customer convenience as well as minimizing school and resident impacts.... not to mention year round prevailing breezes carrying gas station air directly over the school.
5. Add in actual store traffic with the added traffic signals planned-see area surrounding Folsom store and Rocklin location just off hwy 65-a mess throughout the day and on weekends (with gas "on site" at those locations) coupled with gas station ACROSS SVP from the store and I couldn't imagine creating a bigger traffic mess; not to mention safety concern for Costco employees who must cross SVP twice daily on foot. Anyone shopping at store and getting gas will also need to cross SVP waiting at multiple traffic signals to enter and exit store, cross SVP for gas. This plan maximizes idling exhaust for school and residents!
6. Supporters state "minimal traffic impact". Then why does only the SVP hwy access meet needs for volume of traffic? Smacks of talking out of both sides of mouth: Traffic impact will be minimal, but need extra large gas station and class A freeway access. Must be close to freeway, but put gas station as far from freeway as possible. Not seeing the logic!

This all sounds like, "what Costco wants, Costco gets" regardless of environmental, schoolchildren, local resident safety concerns and negative quality of life impacts.

Respectfully,

Frank Horwath
4854 Village Green Drive. EDH.
916-804-3513
Fhorwath@ymail.com

From: [Inez Lauerman](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco
Date: Monday, March 31, 2025 9:43:59 AM

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Greetings

I'm writing in support of the proposed Costco planned for EDH. It's time my sales tax dollars stay in this county. Thanks for adding the gas station back into the proposal. Any chance we can get a car wash? It may pull more customers from Folsom across the county line.

From: [sabali](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco
Date: Friday, March 28, 2025 9:58:16 AM

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Good Morning,

I live at 6101 Western Sierra Way, EDH. I fully support the addition of a Costco store and gas station in my home town. The influx of tax dollars from the gas station alone adds a great potential windfall for our county. Regards, Julie Sabal

From: [Michael Hogan](#)
To: EDHcostco@edcgov.us
Subject: EDH Costco
Date: Monday, March 31, 2025 4:59:46 PM

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Dear Cameron Welch, Senior Planner at County of El Dorado Planning and Building Department,

This email is to express my concerns about the proposed Costco Wholesale warehouse and gas station at Silva Valley Parkway/Clarksville Crossing. Below are immediate concerns which I believe require further consideration and investigation:

1. **Traffic:** Not only around the proposed Costco site, but also the impact on other streets throughout EDH, as people try to avoid the Costco area and it's traffic. The traffic created will deprive the community feel and aesthetics of an area that is free from constant traffic congestion. I'm sure I other residents of the area would agree that one of the aspects of living in El Dorado Hills is/was to move away from congestion and traffic headaches.
2. **Safety:** Impact on community safety with the drastic influx of more cars and more people in the area; especially so closely located to multiple schools with an already problematic traffic control issue on Silva Valley Parkway.
3. **Environmental Impact:** Gas emissions from increased traffic in the area, including shoppers and large semitrucks making deliveries to Costco; gas emissions from the proposed 32 pump gas station located DIRECTLY across the street from an elementary school & playground.
4. **Noise and Light pollution:** Nosie from drastic increase in traffic; light pollution from a huge box store, parking lot, street lights and influx of car traffic
5. **Indigenous land protection:** Investigation of the potential that the land is sacred Miwok (native) land/burial grounds.
6. **Wildlife impact:** How disrupting this land destroys the natural habitat of native wildlife (animals and plants, such as veteran trees).
7. **Duplicity** – There are currently two big box warehouse stores within 5 miles of the proposed Costco location. One on them being another Costco! The other is Sam's Club Warehouse Store. The supposed gain for Costco in a housing and elementary school does not seem like a prudent location. It does not make any sense to "cram" another shopping store so close to other like stores...exactly the same store!
8. **Geographic location** – If the idea is to serve communities further up highway 50, what's two exits going to do?? Such as my comments in #7, the location does not help the residents in towns/cities further east on highway 50. I realize this is probably 99% about money \$\$, but if you want to serve a greater population of El Dorado county, look for a location closer to Placerville.

In summary, I am 100% opposed to the addition of a Costco Warehouse shopping

facility. There seems to be other locations more suitable for a monstrosity of a building in a quiet neighborhood. It's just simply a BAD IDEA!

Sincerely,
Michael Hogan

From: [Michael Hogan](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco
Date: Monday, March 31, 2025 4:59:59 PM

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Dear Cameron Welch, Senior Planner at County of El Dorado Planning and Building Department,

This email is to express my concerns about the proposed Costco Wholesale warehouse and gas station at Silva Valley Parkway/Clarksville Crossing. Below are immediate concerns which I believe require further consideration and investigation:

1. **Traffic:** Not only around the proposed Costco site, but also the impact on other streets throughout EDH, as people try to avoid the Costco area and it's traffic. The traffic created will deprive the community feel and aesthetics of an area that is free from constant traffic congestion. I'm sure I other residents of the area would agree that one of the aspects of living in El Dorado Hills is/was to move away from congestion and traffic headaches.
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8. **Geographic location** – If the idea is to serve communities further up highway 50, what's two exits going to do?? Such as my comments in #7, the location does not help the residents in towns/cities further east on highway 50. I realize this is probably 99% about money \$\$, but if you want to serve a greater population of El Dorado county, look for a location closer to Placerville.

In summary, I am 100% opposed to the addition of a Costco Warehouse shopping facility. There seems to be other locations more suitable for a monstrosity of a building in a quiet neighborhood. It's just simply a BAD IDEA!

Sincerely,
Michael Hogan

From: [Michael Hogan](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco
Date: Monday, March 31, 2025 5:00:13 PM

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Dear Cameron Welch, Senior Planner at County of El Dorado Planning and Building Department,

This email is to express my concerns about the proposed Costco Wholesale warehouse and gas station at Silva Valley Parkway/Clarksville Crossing. Below are immediate concerns which I believe require further consideration and investigation:

1. **Traffic:** Not only around the proposed Costco site, but also the impact on other streets throughout EDH, as people try to avoid the Costco area and it's traffic. The traffic created will deprive the community feel and aesthetics of an area that is free from constant traffic congestion. I'm sure I other residents of the area would agree that one of the aspects of living in El Dorado Hills is/was to move away from congestion and traffic headaches.
2. **Safety:** Impact on community safety with the drastic influx of more cars and more people in the area; especially so closely located to multiple schools with an already problematic traffic control issue on Silva Valley Parkway.
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8. **Geographic location** – If the idea is to serve communities further up highway 50, what's two exits going to do?? Such as my comments in #7, the location does not help the residents in towns/cities further east on highway 50. I realize this is probably 99% about money \$\$, but if you want to serve a greater population of El Dorado county, look for a location closer to Placerville.

In summary, I am 100% opposed to the addition of a Costco Warehouse shopping facility. There seems to be other locations more suitable for a monstrosity of a building in a quiet neighborhood. It's just simply a BAD IDEA!

Sincerely,
Michael Hogan

From: [Michelle Thompson](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco
Date: Wednesday, March 19, 2025 8:18:50 PM

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I am disappointed a Costco is approved to go in on Silva Valley. I moved to Serrano because I don't have to drive by a Costco. Now we will have traffic, noise, and pollution just like Folsom. Why couldn't they put something else there like a Trader Joe's and a neighborhood gym, dental offices, etc. A Costco is not good for our quiet peaceful community. It's poor planning. It's not all about the sales Tax. We all have to live here and enjoy where we're living. Totally ridiculous.

Sincerely,

Michelle Thompson
Retired Realtor
3062 Borgata Way
Serrano

From: nick.giannini
To: EDHCostco@edcgov.us
Subject: EDH Costco
Date: Wednesday, March 26, 2025 4:10:07 PM

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I have a lot of concern over the increased traffic on Silva Valley Pkwy this development will cause. In addition, for those of us that live on Ridge overlooking Silva Valley Pkwy, it will be even noisier. We get an amplification effect so the noise becomes more concentrated and louder as it travels uphill to the ridge.

This Costco should be in the business district off Latrobe not squeezed onto this parcel to the point where underground parking must be designed to meet parking requirements.

This is a bad idea and just another example of El Dorado County exploiting El Dorado Hills for every extra tax dollar it can garner while destroying our community..

Nick Giannini
5103 Mertola Dr, El Dorado Hills, CA 95762

From: [Teresa Abney](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco - Project Concerns
Date: Monday, March 31, 2025 4:03:03 PM

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Dear Cameron Welch,

I am writing this email to communicate my concerns about the proposed Costco Wholesale warehouse and gas station at Silva Valley Parkway/Clarksville Crossing. Below are my concerns with the project:

- **Traffic:** Not only around the proposed Costco site, but also the impact on other streets throughout EDH...my biggest concern is how it will make traffic around all the schools around Silva Valley PKWY even worse.
- **Safety:** Impact on community safety with the drastic inflow of more cars and more people in the area; especially so closely located to multiple schools with an already troublesome traffic control issue on Silva Valley Parkway.
- **Environmental Impact:** Gas emissions from all the traffic that will come to the the area, including shoppers and large semi trucks making deliveries to Costco; gas emissions from the proposed 32 pump gas station located DIRECTLY across the street from an elementary school & playground.
- **Noise and Light pollution:** Noise from drastic increase in traffic; light pollution from a huge store, parking lot, street lights and inflow of car traffic

Thank you,
Teresa Abney
teresa.abney8@gmail.com

Public Comments on Energy (Including Heat and Climate Impacts) – EDH Costco Draft EIR

Please include the following comments as part of the scoping for the Environmental Impact Report (EIR) on the proposed EDH Costco project (SCH #2021080402). While these comments are organized under the ‘Energy’ topic as listed in the NOP, they also address overlapping issues related to heat impacts, cooling energy demand, and long-term consistency with greenhouse gas reduction goals.

1. Energy & Climate – Urban Heat Island Effect from Unshaded Asphalt

The EIR should analyze how the proposed project will contribute to the **urban heat island effect** through the introduction of large unshaded surfaces such as parking lots, driveways, and loading zones. These paved areas—especially dark-colored asphalt—absorb solar heat during the day and radiate it into the surrounding area throughout the evening and night, raising ambient temperatures across the site and surrounding community.

EI Dorado Hills already experiences extreme summer heat, with temperatures often exceeding 100°F. The project will intensify localized heating in a corridor where schoolchildren, pedestrians, and cyclists are regularly present. The EIR should model these thermal impacts and evaluate how they may increase cooling energy demand, exacerbate climate-related health risks, and contribute to long-term environmental degradation. The project should be required to incorporate **heat mitigation measures**, including light-colored or cool pavements, high tree canopy coverage, and shaded pedestrian pathways.

2. Energy & Climate – Loss of Natural Cooling from Open Space and Vegetated Terrain

The EIR should evaluate how the removal of **natural green space**, grasslands, and a small creek from the project site will contribute to increased local temperatures and higher cooling energy demand. Although the area does not feature a dense tree canopy, it includes **open vegetated fields** and water-adjacent habitat that currently moderate heat through moisture retention, ground-level evapotranspiration, and unobstructed airflow.

Replacing this open space with paved surfaces, buildings, and fueling infrastructure eliminates these natural cooling systems and will significantly alter the local microclimate—especially in a community already facing extreme summer heat. This is especially impactful in a school zone, where children walk or play outdoors. The EIR should consider this loss not only as an energy and GHG issue, but also in relation to **climate adaptation, pedestrian safety, and long-term livability**.

The EIR should analyze this shift and propose meaningful design mitigations to offset the loss of passive cooling.

3. Energy & Climate – Heat Exposure Risks to Students and Pedestrians

The EIR should evaluate how the urban heat island effect caused by the project will increase heat exposure risks for **schoolchildren, pedestrians, and cyclists** using Silva Valley Parkway. The project site sits in close proximity to multiple schools, including Oak Ridge High School, Rolling Hills Middle School, Silva Valley Elementary, and especially Oak Meadow Elementary. Each school day, hundreds of students walk, bike, or wait outdoors along sidewalks and crosswalks near the site—often during the hottest parts of the day. Children at Oak Meadow Elementary will be particularly impacted.

The addition of expansive paved surfaces, reduced natural groundcover, vehicle heat, and lost open space will create **hot zones** that are unsafe and uncomfortable for vulnerable populations, particularly children. The EIR should model this risk and evaluate mitigation strategies such as shaded pathways, vegetated buffers, and schedule-sensitive operational practices. The analysis should also consider cumulative effects on school wellness, transportation equity, and safe routes to school.

4. Energy & Climate – Cumulative Heat from Idling Vehicles

The EIR should evaluate how the project's design—including the high-capacity gas station, surface parking, and circulation lanes—will contribute to **increased localized heating through idling vehicles and vehicle emissions**. The proposed 32-fuel-position station and large parking lot are expected to host hundreds of cars at a time, many of which will be stationary with engines running for several minutes. This introduces a significant source of surface-level heat, exhaust, and ground-level temperature elevation.

The EIR should analyze how this cumulative heat source will interact with pavement heat retention, loss of green space, and climate trends in El Dorado Hills. These effects should be considered not just in terms of climate impact, but also for **public health risks to children, seniors, and vulnerable pedestrians** who may be waiting, walking, or biking nearby—especially during the hottest months of the year.

5. Energy & Climate – Reflected Heat and Glare Impacts

The EIR should analyze whether the materials used in the project—such as roofing, gas station canopies, parking lot surfaces, or glass—will generate **reflected heat and visual glare** that affect nearby sidewalks, roadways, and residential properties. These materials can increase surface-level temperatures, contribute to the urban heat island effect, and cause discomfort or even safety issues for pedestrians, drivers, and students.

The project is located in an area where many people walk, bike, or drive during high sun and heat exposure times—particularly along Silva Valley Parkway and Clarksville Road. The EIR should

include **reflectivity and albedo assessments** of proposed surfaces and recommend design mitigations, such as cool roofs, matte finishes, or additional shading elements.

6. Energy & Climate – Increased Cooling Demand in Nearby Homes and Schools

The EIR should assess whether the heat island effect created by the project will result in **higher cooling energy usage** for adjacent residential neighborhoods, schools, and community facilities. With the removal of cooling open space and the addition of dark pavement, vehicle heat, and building massing, the local microclimate will be warmer—especially during peak daylight hours.

This can force homes and schools to run air conditioning more frequently and at higher intensity, increasing **electrical demand**, energy costs for families, and overall greenhouse gas emissions. The EIR should model this effect as an **indirect energy impact** and propose mitigation through **cool-site design, tree planting, and climate-sensitive layout**.

7. Energy & Climate – Absence of Heat-Mitigation Features in Site Design

The EIR should evaluate whether the project's design includes adequate measures to **mitigate the heat island effect**. Based on publicly available information, the project does not appear to incorporate key heat-reducing strategies such as:

- Cool or reflective paving materials
- Photovoltaic canopies in the parking lot
- Extensive tree planting or shaded pedestrian pathways
- Permeable surfaces to reduce heat-retaining runoff
- Green roofs or light-colored roofing materials

The absence of these elements will **amplify localized heating, increase energy use, and reduce quality of life** for surrounding residents and school communities. The EIR should evaluate these gaps and require the project to incorporate heat-mitigation infrastructure as a condition of approval.

8. Energy & Climate – Heat Undermining Walkability

The EIR should assess how the increase in local surface temperatures caused by the project will reduce walkability in the Silva Valley Parkway corridor. In particular, higher heat levels on sidewalks, crossings, and bike routes may make walking or biking **uncomfortable or unsafe**, especially for students at nearby schools and older residents. This impact affects the area's accessibility, health, and sustainability, and should be analyzed with pedestrian heat exposure data and design-based mitigation.

The EIR should require design strategies to preserve walkability and comfort in heat-affected areas. These should include **tree-shaded pathways**, vegetated buffers between sidewalks and pavement, covered waiting areas near crossings, and materials that reduce surface heat. Ensuring walkable infrastructure near schools and community routes is a matter of both climate resilience and public safety.

9. Energy & Climate – Shift Away from Active Transportation

The EIR should analyze how increased heat may lead to a **behavioral shift away from walking and biking**, resulting in greater vehicle use. This change contributes to **higher greenhouse gas emissions, localized traffic congestion, and air pollution**, especially during school commute hours. The loss of a safe and comfortable walking environment undermines community goals for sustainability and public health.

10. Energy & Climate – Cumulative Contribution to Climate Stress

The EIR should evaluate how this project will contribute to **cumulative regional climate impacts**, particularly when combined with other development and land-use changes in El Dorado Hills. The heat island effect, removal of open space, added vehicle emissions, and loss of passive cooling from green space all represent small-scale contributions that, over time and across projects, significantly **undermine the County’s ability to meet climate mitigation goals**.

CEQA requires an evaluation of cumulative effects, not just isolated ones. This analysis should reference the County’s adopted climate action goals, General Plan policies on sustainability, and regional Greenhouse Gas targets. The EIR should assess whether this project aligns with those frameworks—or contradicts them—and propose design modifications that reduce the project’s long-term climate footprint.

11. Energy & Climate – Long-Term Energy Demand of Big-Box Commercial Use

The EIR should evaluate the **operational energy demands** of the proposed Costco development over time. Big-box commercial buildings require **high-intensity energy use** for refrigeration, lighting, HVAC, security systems, electronic signage, and extended operating hours. These loads are persistent and significantly greater than those of surrounding residential and community-serving land uses.

The County should require modeling of **annual and peak-hour energy usage**, including scenarios based on increased cooling demand due to regional climate warming. The EIR should also assess whether the project’s anticipated energy use is consistent with local and state energy efficiency policies and climate action targets, and whether it increases demand on local electrical infrastructure.

12. Energy & Climate – Lack of On-Site Renewable Energy Generation

The EIR should assess whether the proposed project incorporates **on-site renewable energy systems**, such as solar photovoltaic panels on the building roof or parking lot canopies. These systems would significantly offset the project's long-term energy demand and help reduce greenhouse gas emissions associated with commercial operations.

If no such systems are proposed, the County should evaluate this omission as a **climate mitigation gap**, especially given the large surface area available for solar installation and the state's energy transition goals. The EIR should also assess whether the project can feasibly integrate **battery storage, EV charging infrastructure**, and other renewable-ready systems to meet future energy resilience needs.

13. Energy & Climate – Thermal Impact on Stormwater and Downstream Water Quality

The EIR should assess how heat retained in new paved surfaces, rooftops, and vehicles will **raise the temperature of stormwater runoff**, particularly during hot summer months. When rain falls on hot asphalt or concrete, the resulting runoff can be significantly warmer than natural drainage, especially if it flows quickly over large impervious surfaces.

This **thermal pollution** can harm downstream ecosystems, increase stress on aquatic life, and degrade overall water quality—especially if the runoff enters or passes near existing creeks or drainages. The EIR should include stormwater temperature modeling and propose **green infrastructure or stormwater cooling measures**, such as vegetated swales, bioswales, or shaded detention basins.

14. Energy & Climate – Disproportionate Impacts on Vulnerable Populations

The EIR should evaluate whether the heat and energy impacts of the proposed development will **disproportionately affect vulnerable populations**—including students, seniors, and lower-income residents—especially those without access to reliable cooling, shade, or transportation.

Children walking to and from school, families without cars, and households lacking air conditioning are more exposed to high surface temperatures, reflected heat, and heat-related health risks. The EIR should assess these risks through a **climate equity lens**, and propose mitigation strategies that ensure safe, accessible, and comfortable conditions for **all members of the community**, not just those able to avoid outdoor exposure or afford higher energy bills.

15. Energy & Climate – Absence of Electrification for Fueling and Site Infrastructure

The EIR should evaluate whether the proposed development—particularly the gas station component—includes provisions for **electrification, decarbonization, and future energy transition compatibility**. The inclusion of a fueling station with 32 fuel positions represents a long-term investment in fossil fuel infrastructure that may soon be inconsistent with **state-level climate mandates** and vehicle electrification goals.

The EIR should assess whether the project incorporates **EV charging infrastructure**, renewable energy support systems, and the ability to **phase out gasoline operations** in future decades. If it does not, the County should consider this a **climate policy conflict** and require mitigations that align the project with California's GHG reduction commitments and energy transition pathways.

16. Energy & Climate – Construction-Phase Emissions and Energy Consumption

The EIR should evaluate the **greenhouse gas emissions, criteria air pollutants, and energy consumption** associated with construction activities for the proposed Costco development. This includes emissions from **diesel-powered equipment**, material hauling, earth-moving, site grading, asphalt paving, and other energy-intensive construction phases.

The analysis should quantify the estimated **fuel usage and GHG output** during each major phase and evaluate whether the project is incorporating any **low-emission construction practices**, such as Tier 4 equipment, idle-reduction strategies, or electric machinery. The County should also evaluate construction impacts on **nearby sensitive receptors**, including school campuses and residential areas, given the prolonged exposure to pollutants and noise over the construction period.

17. Energy & Climate – Lifecycle Emissions from Car-Oriented Development

The EIR should analyze the long-term **greenhouse gas emissions and energy impacts** associated with the **land use pattern** reinforced by the proposed Costco development. By prioritizing large parking lots, 32 fuel positions, and vehicle access from all directions, the project locks in **auto-dependent behavior** that contributes to sustained, high levels of personal vehicle use over decades.

Unlike more compact, mixed-use development, big-box commercial projects generate high **per-capita vehicle miles traveled (VMT)** and limit the feasibility of transit or active transportation. CEQA requires an evaluation of **project-level and cumulative GHG impacts**, which should include a **lifecycle emissions analysis** accounting for long-term traffic growth, energy demand, and fossil fuel reliance tied to the development's structure.

18. Energy & Climate – Missed Opportunity for Zero-Emission Commercial Operations

The EIR should evaluate whether the proposed Costco development is designed to accommodate **zero-emission delivery options**, including **electric freight vehicles, off-peak delivery staging, or last-mile clean delivery infrastructure** (e.g., e-cargo bikes or neighborhood drop lockers).

Given the scale of the development and its regional draw, the site will likely attract a high volume of deliveries and supply chain activity. The absence of dedicated infrastructure or planning for **non-polluting, energy-efficient delivery systems** represents a **missed opportunity** to reduce transportation emissions, reduce local air pollution, and future-proof the development against California's clean transportation mandates.

The EIR should propose mitigation measures to ensure commercial operations align with the State's energy transition goals and the County's climate action plan.

19. Energy & Climate – Absence of Climate Adaptation for Extreme Heat

The EIR should evaluate whether the proposed development incorporates adequate measures to **adapt to increasingly frequent and severe heatwaves**, which are expected to worsen in the region due to climate change. The site will introduce expansive paved areas, heavy vehicle activity, and large retail infrastructure—conditions that will **magnify local temperatures and heat retention**.

The EIR should assess whether the project includes features that support **climate resilience**, such as:

- Shaded pedestrian areas and seating
- Emergency heat refuge areas for the public
- Grid-resilient cooling infrastructure
- Backup energy systems for schools and surrounding community services

Failure to design for climate extremes puts **children, elderly residents, and outdoor workers at risk**. These omissions should be considered a significant environmental and public health impact under CEQA.

20. Energy & Climate – Fossil Fuel Lock-In and Risk of Stranded Infrastructure

In addition to evaluating electrification readiness (as addressed elsewhere), the EIR should assess whether the inclusion of a large-scale gasoline fueling facility—with 32 fuel positions—represents a long-term fossil fuel lock-in that conflicts with California's climate trajectory and zero-emission transportation mandates.

This infrastructure will be difficult to repurpose or retrofit and could become economically stranded within the project's lifetime as consumer demand shifts and regulatory pressures increase. The EIR should consider the risk that the gas station may no longer be viable or desirable long before the site reaches the end of its built lifespan.

CEQA requires a consideration of long-term consistency with state policy, and this analysis should include whether the project creates an inflexible, emissions-intensive land use that burdens the County and community for decades to come.

21. Energy & Climate – Absence of Cool Site Certification or Climate-Resilient Design Standards

The EIR should evaluate whether the proposed project complies with any recognized **“cool site” or “climate-resilient” commercial development standards**, including but not limited to

CALGreen Tier 2, LEED for Neighborhood Development, or other third-party environmental design frameworks.

These programs outline best practices for limiting heat island effect, reducing energy consumption, enhancing pedestrian comfort, and aligning new development with long-term sustainability goals.

If the project does not meet these standards—or does not attempt to—the County should disclose this gap and assess whether **feasible improvements** exist. CEQA requires disclosure and mitigation of significant environmental impacts, and failure to incorporate widely available climate-smart design tools should be treated as an avoidable deficiency rather than a given.

From: [Radek Peliks](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco
Date: Sunday, March 30, 2025 10:44:15 AM

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Originally El Dorado Hills Business Park was set to attract different companies. That is were business like Costco suppose to be located. In my personal view location next to CVS is still a good choice. El Dorado County Planning Department is changing land designation to please developers, now allowing residential in the business park and Costco next to residential and school.

Please reconsider Costco location.

Radoslaw Peliks

From: [Reid Linney](mailto:Reid.Linney@edcgov.us)
To: edhcostco@edcgov.us
Subject: EDH Costco
Date: Saturday, March 1, 2025 7:40:15 AM

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To Cameron Welch
County of El Dorado Planning & Building Department

Hi Cameron,

Thanks for the opportunity to comment on the proposed Costco development project on Silva Valley Parkway, north of Highway 50. As residents of the area, my wife and I have concerns that we're certain are shared by many. For ease of review and summary, I've put the biggest concerns in **boldface**.

Let me start by noting that **the character of Silva Valley Parkway, from Highway 50 to Green Valley Road is non-retail and non-industrial**. It's a wonderful residential area with parks, walkways, schools and a public library. **There are six schools for which Silva Valley Parkway is the primary roadway:**

- Oak Meadow Elementary
- Buckeye Union Mandarin Immersion
- Bergamo Montessori
- Silva Valley Elementary
- Rolling Hills Middle School
- Oak Ridge High

All of these schools, and the public library, are within just two miles of the proposed development site. Oak Meadow Elementary is within a mere 1,000 feet!

The auto and pedestrian traffic along this corridor is particularly complicated during the hours when schools are opening and closing for classes and other school-related events. **At times, the traffic getting into the Oak Meadow Elementary parking lot backs up onto the Parkway itself. The Students at Oak Ridge High are forced to park all along the Parkway, as far south as Silva Valley Elementary** because the high school parking lot is too small. (The school already hosts double the number of students it was designed for.)

In addition, **there's a long-standing and much-cherished tradition of an annual parade along the Parkway on a Friday evening to honor graduating seniors from Oak Ridge High**. It's one of the things that makes the community along Silva Valley Parkway so special.

Now, let's turn to the Costco project. One thing we know is the negative impact of the traffic from the retail shopping and gasoline operations at the Costco site off East Bidwell in Folsom. That's particularly worrisome given the high level of school-related traffic already plaguing Silva Valley Parkway.

It's shocking to me, and my wife, that we would allow two Costco sites less than three miles apart. We recognize they would be in two different counties but it's only two exits and a handful of minutes apart. That sounds more like small Starbucks sites than Giant retail operations for a single company.

Thank you for your time and consideration. Feel free to reach me anytime at (925) 413-9168.

With great respect,
Reid Linney
207 St. Francis Ct.
El Dorado Hills, CA

From: [Ted Duley](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco
Date: Wednesday, March 26, 2025 3:54:23 PM

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We are very supportive of the proposed Costco project. We shop the one in Folsom several times a month and purchase gas for two cars there.

The one in EDH will be much more convenient and best of all will keep those tax dollars in El Dorado County.

I sincerely believe Costco will be a good neighbor.

Enthusiasm is contagious. Not having enthusiasm is also contagious.

Ted Duley
Chief Fun Officer
Life is Fun

612-249-4072

From: [David Rhyoo](#)
To: EDHCostco@edcgov.us
Cc: [Chananiid Laikijrung \(Sun\)](#)
Subject: EDH Costco comment
Date: Wednesday, March 26, 2025 9:50:55 PM

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Hi Cameron,

My wife and I are residents of the Serrano Village E and would like to comment that we are both very thrilled and welcome Costco Wholesale being built in our community. Although having the gas station is also convenient, we are both pharmacists and acknowledge the potential harmful effects of volatile pollutants from gasoline and the concentrated number of cars may have on the developing children of Oak Meadow Elementary School. Although we could do without the gas station (or propose to build the gas station on the furthest side away from the elementary school), we strongly support the Costco Wholesale warehouse being built on the South Side. We believe that having a Costco warehouse being built would attract more people to our EDH community and also have a positive effect on our local economy. Thank you.

Cheers,
David & Sun

From: [Heather Banack](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco Comments
Date: Tuesday, March 11, 2025 10:18:51 PM

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Name: Heather Liu
Address (optional): 8131 Ryland Dr, El Dorado Hills, CA 95762
Email (optional): heather.banack@gmail.com

Comments: I am so livid that you are still considering putting the Costco gas station so close to Oak Meadow Elementary School! I have two children who attend this school, they are 4 and 7 years old. I know originally you took it off the table partially because of the proximity to the school. Now it is back on the table and I think it is down right irresponsible to put it so close to the school. There will be 32 gas pumps putting out fumes into the air that will drift towards the elementary school where kids as young as 4 years old will be outside playing and breathing in every day causing possible health side effects like asthma. Plus the chance that there is a gasoline fire directly putting their lives in danger is way too high to even consider putting it so close. In the US, there was "one fire per year per 26 gas stations" as sited in this article: https://ceds.org/gasstation/?fbclid=IwY2xjaw199nRleHRuA2FlbOJxMOABHYHaunRg7khAFIS7LKw8yhCIdIXO5rFYU9J_ApDOBCYEib0mZZUNBcj7PA_aem_wDSFRpLWxfPUckDT5BF2QO How can you even fathom putting that so close to an elementary school?

Plus Costco just announced that they will be opening gas stations as early as 6am! This will create traffic right by the school right when parents are trying to get their kids to school. We were promised that the traffic wouldn't affect the school because Costco wouldn't be open during drop off time, but clearly it will be heavily affected but only for pick up around lunch time but also in the morning by the gas station.

Please, I'm begging you on behalf of my kids and the other children at Oak Meadow, don't put a giant gas station so close to the school!!

Thank you for considering the serious potential effects of the current proposed Costco plans and their impact on the children and parents at Oak Meadow!

Heather Liu

From: [Megan](#)
To: [PL-EDH Costco Project](#)
Subject: EDH Costco Concerns
Date: Monday, March 10, 2025 9:55:18 PM

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Dear Cameron Welch,

I'm emailing you today regarding the Notice of preparation for the EDH Costco. We received a notice at our house because we live within a half mile radius of the planned site. We also have children in the Buckeye School District, specifically one at Oak Meadow Elementary that is directly adjacent to the proposed Costco gas station.

My main concern and just plain outrage regarding this project lies specifically with the proposed gas station. The plan for this is absolutely, unequivocally irresponsible to the children and families in our community. There are multiple studies readily available to your department in order to understand the devastating impact this environmental hazardous site would have on our local children. I can't imagine anyone being able to sleep at night knowing that this project would be putting our most vulnerable citizens, our kids, at risk for tax revenue purposes. It's mind blowing and so very disappointing. Our kids deserve better.

This study has looked at the impacts of children being near environmental hazardous sites (gas stations being a main one) and the relation it has to childhood leukemia. “ Risk of childhood cancer was examined in relation to residential proximity to other sources of contaminants, including industries reporting under the US Toxic Release Inventory, petrochemical plants, gas stations, repair garages, nuclear power plants, and landfill sites and hazardous waste sites. Increased risk of childhood leukemia was found with residential addresses near gas stations,^{44,60,63} repair garages,⁶⁰ and nuclear power plants.^{46,59} Children whose mothers lived near industries covered under the Toxic Release Inventory during pregnancy were more likely to have brain cancer, especially if the mother lived within 1 mile of a facility with carcinogen emissions.⁴²”



As a library, the National Library of Medicine (NLM) provides access to scientific

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Residential Proximity to Environmental Hazards
and Adverse Health Outcomes
nlm.nih.gov

I understand that this site is zoned for a big boxed store and I'm willing (even though I'm not excited about it) to accept Costco at this exit; however, it must be built WITHOUT A GAS STATION. This is the only responsible way to move forward. There was a plan for Costco at this site previously that DID NOT include a gas station. What happened to that plan? Parents and families fought hard to get Costco to understand the impact at that time and Costco agreed to build without a gas station. What has changed? Why are we pretending that this never happened? Why are families being put through this hassle for a second time? The only reasonable explanation is that this department cares more about tax revenue than our children's lives. It's unacceptable.

Additionally, from the start of this project we have begged for help regarding the infrastructure of off Silva Valley. Specifically, since this street houses 4 schools, which already heavily impact this road. It can take upwards of 15 minutes to go 1 mile of this road at certain times a day. Something has to be addressed regarding how we will mitigate additional issues with Costco opening a store here...and especially if Costco is requesting a gas station be opened at 6am, which will greatly impact traffic even further.

We need your help in making safe, community-centric growth in EDH. This project does not represent that.

A reply is very much appreciated.

Kind regards,
Megan Brancamp
4790 Village Green Dr.
916-879-5623

EDH Costco Project EIR Comments:

To begin, I want to clarify that I am not opposed to Costco, and I understand the potential for increased tax revenue for the County. However, I believe the proposed location for this new Costco, particularly next to an elementary school, is poorly planned and could have detrimental effects on the surrounding community.

I moved to El Dorado Hills five years ago to be closer to my parents, pursue an employment opportunity, and escape the congestion of the Bay Area. During my time in Redwood City, I witnessed the negative impact of poor planning firsthand, particularly with a Costco located next to an elementary school. The traffic congestion at that Costco was overwhelming, and the promises made to the community were not kept. Originally, Costco built a reasonably sized gas station to address neighborhood concerns, but later expanded it, exacerbating the traffic issues. I fear we may see the same pattern repeat here.

The priority should always be the health and safety of schoolchildren, teachers, staff, and the surrounding neighbors—including my wife and me. Does anyone believe that placing a Costco warehouse with a 32-pump mega gas station next to a school is a good idea? Traffic is already problematic during drop-off and pick-up times, and the presence of a gas station will only add to the danger. Who will be held accountable if a child is injured—or worse, killed?

In addition to the immediate traffic and safety concerns, there are the long-term environmental impacts of situating a gas station so close to a school. Idling cars and venting toxins from the gas pumps pose significant health risks. With California moving toward the discontinuation of gas vehicles by 2035, what will happen to this mega gas station and its underground tanks in 20 years when it's no longer needed? Will we be left with an abandoned gas station at the entrance to our community? And who will bear the responsibility of cleaning up any environmental contamination left behind?

I also have concerns about the future development of the surrounding area, particularly the rest of the land next to the school. What are the plans for that property, and how will it integrate with the existing Costco development? The growth of this area must be carefully managed to avoid further traffic and congestion.

Another critical issue is the two-lane stretch of road from the Silva Valley Parkway off-ramp onto White Rock Road, which passes by the backside of the Target. This section is already a bottleneck, and as more residents from the south side of Highway 50 head to Costco, the problem will only get worse. This road desperately needs to be widened to accommodate the growing traffic.

In closing, I want to make it clear that I am not against growth. With my background in public service, I recognize both the benefits and challenges that come with development. However, growth must be thoughtfully planned to avoid long-term issues for residents, especially when it comes to traffic and safety. I urge you to take these concerns seriously as you consider this project.

Thank you for your time and attention.
Mike Blondino

From: [Mike Blondino](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco EIR Comments
Date: Thursday, March 13, 2025 8:42:10 AM
Attachments: [EDH Costco EIR Comments.pdf](#)

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Hello

Attached is my Costco EIR form and comments.

Thank you.
Mike Blondino

From: [Erika Whitmore](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco Issues and Concerns
Date: Saturday, March 29, 2025 4:28:10 PM

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March 29, 2025

Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667

Dear Cameron:

Please confirm receipt of this email.

Total Development Acres for EHD Costco (prior name EDH 52): 43.26 total acres
North Site: 24.83 or 25 acres rounded (Approximately 3.29 acres (143 square feet) - (4) covered fueling bays, each with four two-sided fuel dispensers to provide fueling up to eight cars at each island for a total of 32 fuels positions. Also, 70 employee parking spaces. No mention of charging stations in plans (picture indicates otherwise)

South Site: 18.42 or 18 acres rounded *165,000 square feet of Warehouse (Far SE corner of lot) including two at-grade parking lots and one sub-terrain (below grade) parking lot or 760 parking spaces

As homeowners since 2010 (Home is on Village Green Drive and our backyard adjoins to the North Site of EDH Costco), we have seen the EDH52 parcel transition from large open space to Costco owning both parcels separated by the Silva Valley Interchange and trying to move ahead with one EIR for the Costco Warehouse and a Costco 32 fuel position station on both lots. I'm going to address prior issues, and the current concerns we have with this specific EDH Costco project, to hopefully help prevent this solo EIR draft from getting approved without implementing proper procedures and mitigation relief before moving forward with the project as it stands today. These concerns are beyond those issues being addressed by surrounding El Dorado Hills Residents and Parents of Neighboring Schools:

- S. 50/Silva Valley Interchange

1. El Dorado County Transportation Department failed to use water trucks required legally for dust control and all of Serrano Village A residents and beyond were possibly exposed to asbestos on the first night of the project back over a decade ago. They took 20k cubic yards of dirt collected from the expansion of the highway 50 from Bass Lake to Cameron Park (right through an area of high levels of natural asbestos), did some random testing and then dumped it in the back field to save \$200k on this Silva Valley Interchange project. When we contacted the Deputy Director, Engineering @ the EDC Community Development Agency/Transportation Division, he told us "The dirt" was now

owned by EDH52 (who owned both lots in back) and no further testing was going to be done and suggested that we just close our windows (he made sure that water trucks were on-site to control dust within the week and till the end of construction of the Interchange). Took it a step further and all our concerns about asbestos exposure on Day 1 weren't appropriately addressed by a previous District 1 Supervisor at any public meetings held by the El Dorado Hills Area Planning Advisory Committee (APAC). Please address my concerns below for current EHD Costco:

1. What extensive testing is going to be done, and safety procedures put in place, prior to excavating these two sites to ensure residents won't be exposed to natural asbestos?
2. To avoid costly civil lawsuits in the future, what financial measures are going to be put into place to aid any residents who might suffer significant health risks including an increased risk of developing lung cancer, mesothelioma from inhaling natural asbestos dust during the excavation of these two sites?

- Costco Warehouse and Gas Station

1. Costco 52 Development Concerns:

1. What fiscal responsibility is Costco going to put into place for residents who incur personal property damage from this development especially since most CA homeowners' insurance policies exclude covering these kinds of damages? In 2017, a Jacksonville FL resident incurred soil washing out into his backyard when the new Costco store was being built and the Costco Manager never addressed (a local new station, News4Jax, also got no response) so the resident had to pay out of pocket expenses to resolve since he didn't have the funds to legally fight Costco for reimbursement (homeowners insurance policy refused to cover so out-of-pocket expenses)
2. On a larger scale and with the potential use of dynamite so close to our homes, what financial liability insurance, without a maximum fiscal cap, will be put into place so that Costco will be legally responsible for repairing and paying for any kind of major damage incurred to local property during and after this development? If a homeowner's foundation is cracked during the excavation, how do we avoid Costco negating the damage by saying it was preexisting and not their fiscal responsibility.
3. To avoid costly lawsuits at El Dorado County's taxpayers' expense, what financial obligation is going to be put into place by EDH Costco for disrupting unknown natural sack springs and not having proper water routing systems in place for water intrusion and destruction of properties beyond Costco's sites (before and after the Costco development is completed to ensure future fiscal protection for El Dorado County taxpayers)? There have been examples shared at a recent EDH APAC meeting of local cemeteries, at two different locations, being flooded due to lack of water transportation from two separate developments in this area. Allegedly, the developers and the Inspectors claimed it was vandalism to get out of their fiscal obligation to fix the extensive flood

damage caused to the gravesites during the rainy season. Since nothing was put into place for future flood damage outside the development, the taxpayers now must pick up the tab to resolve, and family members whose burial sites were damaged at these locations are left emotionally and financially distraught with no aid in sight which is morally incomprehensible.

4. What Security measures is the ED County team and Costco going to secure for both sites during and after their development, especially with the <21 acres being vacant behind our homes on Village Green Drive (Serrano Village A) with no vehicle access until Old Country Club Road Extension goes in (no concrete plans on when this extension will be built)? What responsibility is Costco going to take for any night riffraff and people squatting in the area during and after the development? 24-hour armed security?
5. It seems to be a common pattern that noise, traffic and obtrusive lighting is an issue with other new store locations during the Costco construction process and that the surrounding neighborhoods have had to put up with these nuances until the project is done. What regulations are going to be put into place to avoid these problems and who is going to be responsible for resolving these issues within a reasonable amount of time if unforeseen situations arise?
6. How will the El Dorado County Commissioners or Supervisors get Costco to legally commit to not developing the <21 vacant acres on the North site near the proposed Costco gas station and behind our homes since their proposed project or even a preferred scaled down version of the development already exceeds the original General Plan? Revised Notice of Preparation of the EIR states <22 acres vacant land plans not disclosed at this time and new application process needed is unacceptable (not even specifically defining what kind of application would be required). Leaving an open window for future development on the <21 acres will be catastrophic for local homeowners. We need ED County's ultimate decision-makers to fight back and require a mandate that no future development is allowed on the remaining +/-21 acres of vacant land prior to approving EHD Costco's EIR. We need to avert an obscene Costco Phase 2 development plan in the future (a second Costco Warehouse, Thrive Living Affordable Housing, expanding the parking lot, storage units/condos or four-story apartments behind our homes), intentionally kept under the radar for now, to get this humongous EDH Costco Phase 1 passed in 2025/26.
7. What measures are going to be put into place to make sure that ALL (not MOST) of Costco's trucks' delivery point of entrance will be off Clarksville Crossing (only exception would be Costco's' fuel trucks that would be limited to right in/left out on one main entry point on Silva)? Has to be ALL of Costco delivery trucks must turn Left/South at Silva/use one Clarksville Crossing entry point for all deliveries or most will opt to barrel down South towards Oak Meadow Elementary School on Silva which is unacceptable and dangerous...especially true if Costco is going to eventually eliminate Clarksville Crossing connection to Silva, near the school, once the

Country Club Extension is up and running.

8. Will the hours of operation of the Warehouse and Fueling Station be defined and not listed as TBD before the EIR is approved? Will the community's input impact those hours of operation due to the continuous flow of traffic and noise that Costco creates?

Desired Hours of Warehouse Operation EHD

Monday-Friday 9am-8:30pm

Saturday 9am-7:00pm

Sunday 9am-7:00pm

Desired Hours of Operation for Fuel EDH

Monday-Friday 6am-10pm * no Country Club access 8:30pm to 6am

Saturday 6am-8:00pm * no Country Club access 7pm to 9am

Sunday 6am-8:00pm * no Country Club access 7pm to 9am

*Absolutely cannot allow a 24 hour a day window

- Future County Club Extension

1. Will Future Provisions be included in this EIR to ensure NO TRUCKS, including Costco fuel or delivery trucks, be allowed to drive on County Club Extension from Cameron Park to Silva Parkway (forced to use 50 freeway entrance for all deliveries) to avoid dangerous traffic intrusion into the surrounding neighborhoods (especially residents living near Oak Meadow Elementary School and next to the planned Country Club Road)?
2. Will Future Provisions be included in this EIR to mandate all of Costco's fuel and delivery trucks must solely use main fuel station entrance on Silva and not include the future Country Club entrance as an entry point to prevent idling fuel or delivery trucks behind our homes and school which is unhealthy, dangerous and loud? No additional Costco fuel or delivery truck access on Country Club Road REQUIRED with this EIR draft.

There are so many environmental, traffic and health concerns beyond what I spelled out in the email but just wanted to touch on some subjects that need to be addressed during the process. Anything spelled out by my fellow neighbors and friends are our concerns as well.

We understand development and growth and just want it done right and not pay the price later with fiscal liability and health issues. It seems to me that all the various development plans presented to the community since 2010, with different approved zoning revisions to the General Plan, are grandiose in nature to help leverage El Dorado County Supervisors into approving a huge Costco Warehouse with 16 Costco fuel stations of this magnitude literally in our backyards. A 165,000 square Costco Warehouse with 32 fuel position gas station is a different beast and needs to be scaled back to what was planned for this location in the original General Plan. Also, we need legal provisions put into place that Costco will commit to maintaining but not selling or developing the remaining <21 vacant land on the North Site in the future. A scaled back Costco Warehouse (<145 square feet) and smaller gas station (<than 12 Costco fuel stations) plus the proposed Country Club Road Extension already far exceeds the capacity of what was originally planned for this location.

Thank you for addressing my concerns so we can make sure that any development in

El Dorado Hills and El Dorado County is a win, win for all parties involved.
Sincerely,
Erika Whitmore-Fujimura

From: [Ivan Ruiz](#)
To: EDHCostco@edcgov.us; edhapac.comment@gmail.com
Subject: EDH Costco NOP Comment - Public Comments on Biological Resources – EDH Costco Draft EIR (SCH #2021080402)
Date: Monday, March 31, 2025 4:48:40 PM
Attachments: [Public Comments on Biological Resources – EDH Costco Draft EIR \(SCH #2021080402\).pdf](#)

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Dear El Dorado County Planning Team,

Attached are public comments on the Biological Resources topic for inclusion in the scoping process of the Environmental Impact Report (EIR) for the proposed El Dorado Hills Costco project (SCH #2021080402).

Thank you for your consideration and inclusion of these comments.

Ivan Ruiz
5217 Mertola Dr, El Dorado Hills, CA 95762

From: [Ivan Ruiz](#)
To: EDHCostco@edcgov.us; edhapac.comment@gmail.com
Subject: EDH Costco NOP Comment - Aesthetics
Date: Monday, March 31, 2025 4:51:04 PM
Attachments: [comments on Aesthetics.pdf](#)

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Attached are public comments regarding Aesthetics.

Thank you for your time and for including them.
May you be well.

Ivan Ruiz
5217 Mertola Dr, El Dorado Hills, CA 95762

From: [Angela Callan](#)
To: EDHCostco@edcgov.us
Cc: [Ang Home Email](#); [Jeffy](#)
Subject: EDH Costco NOP Comment
Date: Saturday, March 29, 2025 1:05:43 PM

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Attn: Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667

My name is Angela Callan and my husband is Jeff Molloy. We live at 4789 Village Green Drive, El Dorado Hills, CA 95762.

We are emailing to provide our comments and concerns for the proposed Costco and gas station on Silva Valley. Having lived in EDH for 22 year, and 17 years at the Village Green residence, we have seen a steady increase in speeding and running of stop signs in our area. We are very concerned with the Costco and gas station going in next to Oak Meadow elementary school. People already speed through the school zone during school time, there is no parking for the parents so they back up onto Silva Valley to pick up kids, making the speeding on Silva Valley through the School Zone a huge concern. My son went to Oak Meadow elementary school, and I was worried when they opened Silva Valley up to connect to Town Center. I would be horrified if my son went to Oak Meadow today with a parking lot, gas station, and Costco going in next door/across the street. Not only will it be a dangerous for the children because of the increase in traffic/speeding cars, but also the random people who will be able to walk freely through the parking lot just feet away from the elementary school. With so many predators out there, this is a serious issue that should not be ignored. Having a gas station so close to the kids is another concern - fumes, potential hazards, etc. There is a Costco a couple of miles away and I strongly disagree with a Costco going in right next to the school. Question, is it normal to put a gas station and a huge store within a 25mph school zone? Will All of the delivery trucks, customers, employees be going 25 mph at all times - because that is the law in a school zone. You don't know when children will be present, so you should always go 25 in a school zone. Please consider my comments for the safety of the children.

Angela Callan
916-284-6991
angcallan@sbcglobal.net
4789 Village Green Dr
El Dorado Hills, CA 95762

Sent from my iPhone

From: [Cortnie Hines](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco NOP Comment
Date: Monday, March 31, 2025 2:26:39 PM

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Good afternoon,

Thank you for the opportunity to comment on the project.

A Costco and its facilities on Silva Valley Parkway should be avoided. This location still ignores the eastern side of El Dorado County, placing a Costco on Missouri Flat north of US 50 or in Pollock Pines would better serve the County. If a Costco must go in the EDH area, the Latrobe Rd south of White Rock Rd area would be closer to other businesses and a wider roadway.

Other development ideas for the Silva Valley Pkwy north of US 50 could include luxury (low rise no more than 3 stories - garage first floor, with 2 story living above) town home apartments. And a small boutique strip mall for beauty, cleaners, and wellness type shops along with a gas station. Or even luxury auto dealerships like: Porsche, Lexus, and BMW.

Development will happen, hopefully it will increase land value, not detract.

Thanks,

CH

From: [El Dorado Hills Area Planning Advisory Committee](#)
To: [PL-EDH Costco Project](#); [Cameron W. Welch](#); [Planning Department](#)
Cc: [Bob Williams](#); [David Spaur](#); [Patrick Frega](#); [Jeff Hansen](#); [BOS-District I](#); [BOS-District II](#); [BOS-District III](#); [BOS-District IV](#); [BOS-District V](#); [Andy Nevis](#)
Subject: EDH Costco NOP Comment - EDH APAC Comment Letter
Date: Sunday, March 30, 2025 9:08:22 PM
Attachments: [EDH APAC NOP - Scoping Meeting EDH Costco Comment Letter March 30 2025.pdf](#)
[A_Dunn_EL_DORADO_HILLS - COSTO DEVELOPMENT PLAN.pdf](#)
[A_Dunn_Costco_Development_Plan - DEIR Comments - APPENDICES.pdf](#)

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Hello,

The El Dorado Hills Area Planning Advisory Committee (EDH APAC) would like to submit the attached comment letter and supporting documents regarding the Notice of Preparation of a DRAFT EIR and the public scoping meeting held on March 10, 2025 for the proposed EDH Costco project - PD15-0001, Conditional Use Permit CUP23-0012, Variance Application V22-0001), SCH #2021080402.

We appreciate the opportunity to provide public comments about projects proposed in the El Dorado Hills community.

Respectfully,

John Davey
Chair

El Dorado Hills Area Planning Advisory Committee

1021 Harvard Way
El Dorado Hills CA 95762
<https://edhpac.org>
info@edhpac.org
916 936-3824

From: [Ivan Ruiz](#)
To: EDHCostco@edcgov.us; edhapac.comment@gmail.com
Subject: EDH Costco NOP Comment - Energy
Date: Sunday, March 30, 2025 11:55:56 PM
Attachments: [EDH Costco - Public Comments on Energy \(Heat & Climate Impacts\).pdf](#)

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Hello,

Attached are public comments on the Energy (as well as green house gas) topic for inclusion in the scoping process of the proposed EDH Costco project (SCH #2021080402).”

Thank you for considering these comments.

Ivan Ruiz
5217 Mertola Drive, El Dorado Hills, CA 95762

From: [Indradev Kadidal](#)
To: EDHCostco@edcgov.us
Cc: [Indradev Kadidal](#)
Subject: EDH Costco NOP Comment – Concerns Regarding Proposed Costco Development on Silva Valley Parkway
Date: Wednesday, March 26, 2025 7:31:05 PM
Attachments: [EDH Costco NOP Comment Letter.pdf](#)

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To: Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667
Email: EDHCostco@edcgov.us

Date: 3/26/2025

From: Mr. Indradev Kadidal
4795 Village Green Drive
El Dorado Hills, CA 95762

Dear Mr. Welch,

I am writing as a concerned resident and homeowner in El Dorado Hills regarding the Revised Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR) for the proposed EDH Costco project (SCH #2021080402). I appreciate the opportunity to provide input during the scoping period, and I urge the County to give full consideration to the very real impacts this project would have on our community.

While I recognize the County's interest in commercial development, placing a high-traffic, large-scale retail warehouse and fuel facility in the middle of a quiet, residential neighborhood—mere minutes from an existing Costco—raises serious concerns that cannot be ignored.

1. Unacceptable Traffic and Safety Burden

Silva Valley Parkway and Clarksville Crossing are already under strain during peak hours. Adding a 165,000-square-foot retail warehouse and a 32-pump fuel station will result in substantial increases in daily traffic volumes, including delivery trucks and fuel tankers. The project proposes multiple access points, including a new signalized intersection and right-in/right-out access, which will complicate traffic patterns and heighten the risk of accidents.

Moreover, the proximity to Oak Meadow Elementary School cannot be overlooked. Hundreds of children cross or travel near these roads daily. It is reckless to add this level of commercial intensity to such a sensitive area.

2. Noise, Air, and Light Pollution in a Residential Setting

The cumulative impacts of noise from vehicles, backup alarms, loading docks, and general operations—especially from 9 AM to 8:30 PM daily—will seriously degrade quality of life for residents. This is not a light retail store; it’s a regional draw that will turn our neighborhood into a destination parking lot.

Despite proposed mitigations, the light spillover from parking lot fixtures, fuel canopies, and signage will disrupt the character of our residential streets, particularly in the evenings and winter months when it gets dark earlier.

Further, air pollution from idling cars at the fuel station and delivery vehicles raises valid health concerns, especially for children, the elderly, and anyone with respiratory conditions.

3. No Demonstrated Community Need

This community already has access to a Costco less than 10 minutes away, just one exit off the same highway. Introducing another Costco so close by is not serving unmet demand—it is commercial redundancy. This project fails to reflect smart growth principles and undermines thoughtful land use planning.

4. Environmental and Geological Concerns

The site is currently undeveloped and home to open space, trees, and natural features that contribute to our community’s charm. The removal of mature trees and habitat, combined with development on a sloped site requiring a subterranean parking structure, poses geological and stormwater risks that must be independently and rigorously studied.

With our region’s known wildfire risk and history of drought, any development must be held to the highest environmental standards—not just for compliance, but for resilience.

5. Uncertainty About Future Development

The presence of a 13.79-acre “outparcel” on the North Site with no defined use is alarming. If this project moves forward, what comes next? Piecemeal commercial expansion? More traffic-

generating uses? This uncertainty adds a layer of long-term risk to our community's livability and infrastructure.

Request for Consideration

Given these concerns, I respectfully request the County to:

- Fully evaluate the project's traffic, safety, air quality, noise, and lighting impacts in the Draft EIR.
- Consider alternative locations or a reduced-intensity use for the site that is more compatible with the surrounding residential context.
- Require independent geotechnical and hydrological assessments due to the site's slope and parking structure plans.
- Assess the cumulative impacts of this project along with future development potential on the North Site outparcel.

This is not a case of "not in my backyard," but a deeply held belief that this project is fundamentally incompatible with its proposed location. I trust the County will uphold its responsibility under CEQA to protect the character, safety, and health of our community.

Thank you for your consideration.

Sincerely,

--

Indradev Kadidal

Resident, El Dorado Hills, CA

kadidal@hotmail.com

From: [Ivan Ruiz](#)
To: EDHCostco@edcgov.us; edhapaca.comment@gmail.com
Subject: EDH Costco NOP Comment
Date: Sunday, March 30, 2025 10:47:54 PM
Attachments: [Public Comment on Air Quality Concerns – EDH Costco Draft EIR.pdf](#)

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Attached are air quality comments for inclusion in the scoping process of the Draft EIR for the EDH Costco project.

Thank you.

Ivan Ruiz

5217 Mertola Dr, El Dorado Hills, CA 95762

From: [Jennifer Turco](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco NOP Comment
Date: Monday, March 31, 2025 11:26:57 AM

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Subject: EDH Costco NOP Comment
From: Jennifer Turco
Address: 1541 Terracina Drive, El Dorado Hills, CA 95762
Email: jenn_turco@yahoo.com

Dear Cameron Welch,

I am writing as a deeply concerned resident of El Dorado Hills in response to the Revised Notice of Preparation for the proposed Costco Wholesale Member Warehouse and fuel facility on Silva Valley Parkway. I strongly oppose this project for several reasons, and I urge the County to take these issues seriously as it prepares the Environmental Impact Report (EIR).

1. Redundant Location

There is already an existing Costco 5 miles away, directly off U.S. 50. Constructing a second facility in such close proximity—essentially just further down the same highway corridor—appears excessive and unjustified. This redundancy raises serious questions about the necessity and long-term sustainability of the proposed development.

2. Traffic and Congestion

The proposed site sits adjacent to residential neighborhoods and near Oak Meadow Elementary School. This area already experiences significant congestion, particularly during school drop-off and pick-up hours. Adding a high-volume retail warehouse and fuel station will drastically increase traffic on Silva Valley Parkway, Clarksville Crossing, and surrounding feeder roads, compounding safety risks for children, families, and daily commuters.

3. Noise and Air Pollution

With frequent delivery trucks, idling vehicles at the fuel station, and extended business hours (potentially 7 days a week), noise and air pollution will inevitably increase. These environmental hazards are particularly concerning given the proximity to an elementary school and residential homes. The County must evaluate the cumulative impacts on public health and quality of life, especially for young children.

4. Loss of Property Values

The character of this area is largely residential, and the introduction of a major commercial facility is likely to negatively affect surrounding home values. Families who purchased homes in this community did so expecting it to remain peaceful and family-oriented. A massive retail development is incompatible with that expectation.

5. Environmental Impact and Land Use Compatibility

Although the land is zoned for commercial use, that designation should not override the need to assess compatibility with surrounding land uses—namely residential homes and a school. The EIR should carefully examine how this development could set a precedent for further commercial encroachment into residential zones, increasing risks of urban sprawl and reduced green space.

6. Inadequate Mitigation for Community Disruption

The proposed fuel station alone includes 32 fueling positions—far more than typical gas stations—indicating a large volume of vehicular traffic and associated risks. There is no amount of landscaping, signage, or traffic signal timing that can adequately mitigate the disruption this facility will bring to our neighborhood's daily life.

In summary, I ask the County to seriously consider **alternatives to this location** and to ensure that the EIR fully addresses the **traffic, pollution, noise, safety, property, and community compatibility issues**. This project will fundamentally and detrimentally alter the character of our neighborhood.

Thank you for the opportunity to provide input. I request to be kept informed of all further developments and opportunities for public participation in this matter.

Sincerely,
Jennifer Turco
1541 Terracina Drive
El Dorado Hills, CA 95762
408-375-9157

From: kkhosrav@aol.com
To: edhcostco@edcgov.us
Subject: EDH Costco NOP Comment
Date: Wednesday, March 26, 2025 11:04:32 PM

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Subject: Opposition to Revised Notice of Preparation for EDH Costco Development

Dear Mr. Welch,

I am writing to express my strong opposition and deep concerns regarding the proposed development at the identified properties. These parcels sit at the bottom of a valley, surrounded by numerous residential homes positioned on the hillsides above, directly overlooking the site. The proposed Costco development is unsuitable for this location for several reasons:

1.a Building a **Costco and gas station near residential homes and an elementary school** poses a **serious public health risk** due to **gasoline fumes and vehicle exhaust emissions**. Gas stations emit **harmful volatile organic compounds (VOCs)** such as **benzene, toluene, and formaldehyde**, which are linked to **cancer, respiratory diseases, and neurological disorders**. These pollutants can drift into nearby homes and schoolyards, **exposing children to toxic air daily**. Additionally, the increased traffic congestion from Costco will lead to **higher levels of carbon monoxide (CO), nitrogen oxides (NOx), and fine particulate matter (PM2.5)**, all of which contribute to **asthma, lung disease, and cardiovascular issues**—especially in **young children whose lungs are still developing**. Schools should be **safe spaces for learning, not exposed to industrial-level pollution**. The long-term health risks to families and children **far outweigh any economic benefits**, making this location **entirely unsuitable for a Costco and gas station**. Does current Environmental Impact Report cover this issue?

1.b Building a **Costco and gas station near residential homes and an elementary school** will not only disrupt the community but also **harm local small businesses**, especially given its **close proximity to an existing Costco**. Independent grocery stores, gas stations, and family-owned retailers that have served the community for years will **struggle to compete** with Costco's bulk pricing and corporate backing. These small businesses provide **personalized service, unique products, and local jobs**—all of which will be at risk if a massive retailer moves in. Additionally, having **two Costcos so close together is unnecessary**, as the existing location already meets the area's demand. Instead of benefiting the local economy, this project would **concentrate revenue in a single corporate entity**, while forcing long-standing small businesses to **shut down, reducing consumer choice and weakening the local**

business landscape. A development of this scale should be placed in an area that **does not threaten the survival of existing businesses** and better aligns with community needs.

1. **c Excessive Noise Amplification** – Silva Valley Road already experiences significant noise levels, which are further magnified by the natural echo chamber effect created by the surrounding hills. The increased traffic from a high-volume commercial development, such as a Costco warehouse and drive-through businesses, will exponentially increase noise pollution, further impacting residents. Many homes along Silva Valley Road already experience indoor noise disturbances, which will worsen with this project. Does current Environmental Impact Report cover this issue?
2. **Traffic Safety Concerns** – The proposed development will exacerbate congestion along Silva Valley Road, particularly during **Oak Meadow Elementary School** drop-off and pick-up hours. Increased traffic volume poses an additional safety risk to children and pedestrians in the neighborhood. Does current Environmental Impact Report cover this issue?
3. **Negative Visual Impact** – The properties in question are in direct view of hundreds of existing homes. Due to the site's location at the valley bottom, screening the commercial structures, signage, and parking lots with landscaping is not feasible. A **Costco warehouse, gas station, and large commercial signage** will remain visible to surrounding residential properties **day and night**, diminishing the scenic and residential character of the area and **negatively impacting property values**. It is just too close to residential homes and natural and manmade landscape.
4. **Light Pollution Disruption** – The development will generate substantial reflective and artificial lighting, disrupting the night sky and negatively affecting the neighboring homes. The **Serrano subdivision**, which borders this project, was intentionally designed **without streetlights** to preserve natural night sky visibility. This development would directly contradict the established **light pollution mitigation plans** of the surrounding neighborhoods.
5. **Architectural Incompatibility** – The **design and scale of a Costco warehouse** are entirely inconsistent with the surrounding residential architecture. Unlike other commercial developments that complement nearby neighborhoods, this project would introduce an industrial-style structure that does not align with the existing community aesthetic.

Alternative Considerations

Large-scale, high-traffic **big-box stores belong in commercial districts**, not immediately adjacent to established **residential neighborhoods and schools**. A Costco in this location does not add significant value to the community, given that there is already one **just five minutes away**. Additionally, as **El Dorado Hills is**

unincorporated, any revenue generated will go to **El Dorado County** regardless of where within the county a Costco is built. A more suitable location, with appropriate buffers, would provide the same financial benefit **without disrupting a well-established residential area**. **The Target in EDH is an excellent example of a properly placed big-box store, with reasonable separation from residential homes.**

For these reasons, I strongly urge you to **reject the proposed development plans.**

Best regards,

**Khosrow Khosravifard
Serrano Resident
P.E. Civil Engineer**

From: mehrdad_foroozesh
To: EDHCostco@edcgov.us
Subject: EDH Costco NOP Comment
Date: Tuesday, March 25, 2025 11:10:34 AM

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Date: March 25, 2025

To: Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department,
2850 Fairlane Court, Building C
Placerville, CA 95667
EDHCostco@edcgov.us

From: Mehrdad Foroozesh
1341 Souza Dr, El Dorado Hills, CA 95762
mforoozesh1@gmail.com
Phone: 504-782-5093

Subject: Comments in Opposition to Revised Notice of Preparation of Draft Environmental Impact Report and for the EDH Costco (Application Nos. Planned Development Permit PD15-0001, Conditional Use Permit CUP23-0012, and Variance Application V22-0001)

Dear Mr. Welch,

I would like to express **my gravest concerns** about the impact of the proposed use of the properties identified in this study. These parcels are located at the bottom of a valley surrounded by many existing residential homes that are located higher up on both sides of the valley, up and down the hills, overlooking the subject properties. The proposed development is not suitable for this location for the following reasons:

1. The Silva Valley Road **traffic noise** level is magnified by the echo chamber created by the hills on both sides of the roadway. This roadway is not suitable to support high volume traffic for businesses such as Costco or drive-throughs. The noise level for homes located on both sides of Silva Valley has already increased significantly since the development of the intersection with HW-50 and can now be heard indoors day and night. The proposed developments can further increase the noise level by many folds.
2. Any traffic on Silva Valley Road **negatively impacts the Oak Meadows Elementary School** drop-off and pickup hours when cars line up. It will further put the neighborhood children in additional risk of high-volume traffic during school hours.
3. The proposed properties and buildings, signs, and parking lots within the properties will be in the direct line of sight of hundreds of existing homes. Due to the properties being overlooked from the hills, these views cannot be screened with trees and landscaping. Therefore, use cases such as gas station, or Costco warehouse will be in full view of hundreds of residential properties day and night, **creating an unsightly environment** that will negatively impact the value of all these residential properties.
4. The proposed properties can also impact the nighttime environment by generating too much reflective light that will be a nuisance to many homes in the area. The Serrano

subdivision that borders this project was developed with no streetlights so that the residents could enjoy the beautiful night sky dotted with stars. **This development is in direct contradiction to the neighboring subdivisions light pollution mitigation plans.**

5. The nature of the proposed Costco **architectural plan that is inconsistent with the surrounding residential buildings and subdivisions.**

In general, big-box stores need to be in predominantly commercial areas not neighbored and overlooked by large existing residential developments or schools. I would appreciate a development that adds value to the community. I just don't see a value in Costco when there is one only 5 minutes away. As for revenue, since EDH is not incorporated, revenue will flow to the County. So as long as there is a Costco anywhere in the County, the benefit will be the same. It does not have to be right adjacent to a single-family development and elementary school. Target at EDH is a good example of more appropriate placement of big-box stores. There is a reasonable buffer.

I therefore request that you kindly NOT APPROVE the proposed plans.

Best Regards,

Mehrdad Foroozesh

From: [Melanie Gee-Shihabi](mailto:Melanie.Gee-Shihabi@edcgov.us)
To: EDHCostco@edcgov.us
Subject: EDH Costco NOP Comment
Date: Friday, March 28, 2025 3:35:45 PM

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Hello. My family (husband, 10-year-old child, and I) lives in Serrano Village A, which is adjacent to the North Site of the EDH Costco project.

We are concerned about the potential negative impacts that this EDH Costco project brings.

In particular, the proposed 32-pump gas station at the North Site is in very close proximity not only to Serrano Village A homes, but also to Oak Meadow Elementary School (grades K thru 5). A 32-pump Costco gas station is guaranteed to encourage high-volume traffic with vehicles idling for extended periods -- raising concerns about air quality, congestion, noise, and overall health & safety. This will impact Serrano residents and Oak Meadow Elementary teachers/staff/students as young as 5 years of age/parents & caretakers of students who must navigate traffic to drop off and pick up their young ones.

We hope that the Environmental Impact Report will address these concerns.

Our personal opinion is that the North Site should not include a gas station of this size and magnitude, due to the potential harmful effects on health, safety, air quality, noise, and traffic.

Regards,
Melanie T Gee-Shihabi
1160 Bevinger Drive
El Dorado Hills, CA 95762

From: Heather LaMont
To: EDHCOSTCO@edcgov.us
Cc: Greatkazoo@aol.com; Mike LaMont
Subject: EDH Costco NOP Comment
Date: Saturday, March 29, 2025 2:02:37 PM

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Hi Cameron and Planning Department,

This is Mike and Heather LaMont and we've lived in our home at 744 Anna Place, El Dorado Hills, CA for 25 years and cherish our community—the safe, quaint environment, the four schools along Silva Valley Parkway, and the tight-knit neighborhood we call home. However, the proposed gas station and Costco threaten to upend everything we value. This development would compromise our safe community by introducing severe air pollution, incessant noise, unrelenting traffic, the loss of green open space, and a decline in our home values. For most residents, uprooting and moving simply isn't an option. Our local schools, including Oak Meadow Elementary, are “outdoor” schools—students and staff walk between classes outside, eat outside, play outside, and have PE outside year-round, with lockers exposed to the elements. They don't have the protection of soundproof, air-filtered buildings to shield them from the impacts of this project.

Noise Concerns: How will you assess noise impacts? This includes noise from gas station and Costco operations, construction, and constant traffic—particularly during school hours. A thorough study is essential given the proximity to Oak Meadow Elementary and surrounding homes in Village A and Village D2. The site's location between two hillsides will amplify sound, creating an echo chamber that could become unbearable. Will you compensate residents by funding soundproof windows? Will you conduct noise studies in our neighborhoods? Have you analyzed noise patterns at existing Costco locations near residential areas?

Traffic Issues: Silva Valley Parkway already serves four schools—two elementary, one middle, and one high school—making it heavily congested. Speeding and accidents are common, and adding a 32-pump gas station (operating 6:00 AM–10:00 PM weekdays, until 8:30 PM Saturdays, and 7:30 PM Sundays) and a massive Costco will exacerbate the problem. Hundreds, if not thousands, of additional daily vehicles will overwhelm Clarksville Crossing, Silva Valley Parkway, and Serrano Parkway. How will you evaluate traffic patterns, including during school hours beyond just drop-off and pick-up times? Costco gas stations and stores are notoriously busy from open to close—have you studied traffic at other Costco locations near schools, especially elementary schools?

Air Quality and Gas Station Setback: Placing a 32-pump gas station next to an elementary school is unthinkable. What is the exact setback distance, and is it sufficient to protect children and staff from idling cars, honking, music, and yelling? What about diesel delivery trucks? There's no safe level of diesel exhaust exposure—how will this foster a safe, quiet learning environment? How do you assess air quality impacts from your gas stations and Costco facilities? I request a detailed analysis of this project's effects—during construction and operation—on benzene, ozone, and other toxic air contaminants, including their health impacts on the 700 TK-5th graders and staff at Oak Meadow Elementary, as well as residents in Village A and D2. Will you conduct air quality studies in our neighborhoods? I've found no studies on how Costco gas stations and stores affect nearby communities—this needs to be researched at an existing location. How will the EIR address how pollution will be trapped in the hillsides as both the gas station and Costco will be built into little

valleys and the wind will carry the toxins that are being released from the gas station, service station and idling cars and diesel trucks into our school and neighborhoods?

Light Pollution: How will you measure light pollution's impact on our neighborhoods? What effects will the massive Costco signage and 24-hour lighting have? How will delivery truck headlights affect our homes?

Asbestos: Naturally occurring asbestos is present in the proposed gas station and Costco sites. How will you mitigate this risk? Simply spraying water during excavation won't suffice with a school and dense residential area so close—dust will drift directly into schools and homes. How will you ensure our safety in this heavily populated area? This poses a significant environmental hazard.

Fire Risk: Many of us, including my family, are losing homeowners insurance due to rising fire risks. A gas station with service station and Costco in this location could cause even more cancellations. How will you prevent flammable materials from sparking brush fires in the surrounding area, especially given our intense summer heat? How will you mitigate fire risks? We've also seen accidents at other gas stations—like the two people struck by cars at the Folsom location that we've seen already. How will you prevent similar incidents here?

Traffic at Village A Entrada Gate: Our gate already faces issues with U-turns from Oak Meadow Elementary traffic and unauthorized drivers blocking access, creating dangerous backups onto Silva Valley Parkway. With only a stop sign inside the gate and no traffic light, left turns are restricted from 7:00 AM–9:00 AM and 1:00 PM–7:00 PM, but many ignore the signs. The increased traffic from this project demands a traffic light at the Entrada gate, a pedestrian crosswalk, and a reconfigured gate with separate one-way entry and exit lanes plus an island to prevent U-turns. This is critical to slow speeding traffic through our neighborhood.

Delivery for the Warehouses: After reading your Costco Connection magazine from September 2024, I have questions on how you keep the noise to zero when the article states: Per your article: "At 4 a.m. the morning crew convenes for a short meeting at the front of the warehouse with the rest of the managers...we go over how many trucks we got in last night, how many trucks we're going to get in this morning and what time they will arrive." "The merchandise manager unlocks the Tire Center and works with a team to get the Fuel Station ready for operation." "We try to get ahead of any potential problems that make opening on time difficult, because it's a lot easier to solve an issue at 6 a.m than 9 a.m." So it seems we will have some sort of noise from the facilities 24/7. We'll never get break. That is just not right.

Wildlife Protection: We have foxes, birds and other wildlife and a water source where the gas station is supposed to go. How do you protect these animals and their habitats?

Tribal Cultural Resources: How do you identify any tribal cultural resources on the proposed sites? If found, how do you protect them?

Solar Panels: We see that the Costco site plan states that solar panels might be added as a separate structure? Where exactly would that go? There is no existing room for this to happen. How do you study the effects on aesthetics for our community and wildlife? This has to be included project proposal as well.

Thank you for the opportunity to give input on what should be included on the EIR report.

Mike and Heather LaMont

From: [Mina Geramian](mailto:Mina_Geramian@edcgov.us)
To: EDHCostco@edcgov.us
Subject: EDH Costco NOP Comment
Date: Tuesday, March 25, 2025 11:39:18 AM

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Date: March 25, 2025

To: Cameron Welch, Senior Planner
County of El Dorado Planning and Building

From: Mina Geramian
1341 Souza Dr
El Dorado Hills, CA 95762
(916) 710-1008
mina_geramian@yahoo.com

Subject: Comments in Opposition to Revised Notice of Preparation of Draft Environmental Impact Report and for the EDH Costco (Application Nos. Planned Development Permit PD15-0001, Conditional Use Permit CUP23-0012, and Variance Application V22-0001)

Dear Mr. Welch,

I would like to express **my gravest concerns** about the impact of the proposed use of the properties identified in this study. These parcels are located at the bottom of a valley surrounded by many existing residential homes that are located higher up on both sides of the valley, up and down the hills, overlooking the subject properties. The proposed development is not suitable for this location for the following reasons:

1. The Silva Valley Road **traffic noise** level is magnified by the echo chamber created by the hills on both sides of the roadway. This roadway is not suitable to support high volume traffic for businesses such as Costco or drive-throughs. The noise level for homes located on both sides of Silva Valley has already increased significantly since the development of the intersection with HW-50 and can now be heard indoors day and night. The proposed developments can further increase the noise level by many folds.
2. Any traffic on Silva Valley Road **negatively impacts the Oak Meadows Elementary School** drop-off and pickup hours when cars line up. It will further put the neighborhood children in additional risk of high-volume traffic during school hours.
3. The proposed properties and buildings, signs, and parking lots within the properties will be in the direct line of sight of hundreds of existing homes. Due to the properties being overlooked from the hills, these views cannot be screened with trees and landscaping. Therefore, use cases such as gas station, or Costco warehouse will be in full view of hundreds of residential properties day and night, **creating an unsightly environment** that will negatively impact the value of all these residential properties.
4. The proposed properties can also impact the nighttime environment by generating too much reflective light that will be a nuisance to many homes in the area. The Serrano subdivision that borders this project was developed with no streetlights so that the residents could enjoy the beautiful night sky dotted with stars. **This development is in direct contradiction to the neighboring subdivisions light pollution mitigation plans.**
5. The nature of the proposed Costco **architectural plan that is inconsistent with the surrounding residential buildings and subdivisions.**

In general, big-box stores need to be in predominantly commercial areas not neighbored and overlooked by large existing residential developments or schools. I would appreciate a development that adds value to the community. I just don't see a value in Costco when there is one only 5 minutes

away. As for revenue, since EDH is not incorporated, revenue will flow to the County. So as long as there is a Costco anywhere in the County, the benefit will be the same. It does not have to be right adjacent to a single-family development and elementary school. Target at EDH is a good example of more appropriate placement of big-box stores. There is a reasonable buffer.

I therefore request that you kindly NOT APPROVE the proposed plans.

Best Regards,

Mina Geramian

From: [Roy Temple](#)
To: [PL-EDH Costco Project](#)
Subject: EDH Costco NOP Comment
Date: Wednesday, March 26, 2025 2:25:39 PM
Attachments: [2025-03-26 14-21.pdf](#)

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[https://urldefense.com/v3/___https://tglapp.com/e/scan___:!!N_SQ17twK5M!t-d5YEy8OHVRN1AZvnHzksurYnYIDPS3e-UPs5r2ML4Ay2UB4ubxfNcZxQy-V3W8Cy9VLQPHUN-9-ZplenI8Qg\\$](https://urldefense.com/v3/___https://tglapp.com/e/scan___:!!N_SQ17twK5M!t-d5YEy8OHVRN1AZvnHzksurYnYIDPS3e-UPs5r2ML4Ay2UB4ubxfNcZxQy-V3W8Cy9VLQPHUN-9-ZplenI8Qg$)

Sent from my iPhone

From: [Ivan Ruiz](#)
To: EDHCostco@edcgov.us; edhapac.comment@gmail.com
Subject: EDH Costco NOP Comment - Sunset Estates air quality
Date: Monday, March 31, 2025 4:25:09 PM
Attachments: [sunset estates air quality.pdf](#)

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Dear El Dorado County Planning Department,

Please include the attached comment in the scoping for the Environmental Impact Report (EIR) for the proposed El Dorado Hills Costco project (SCH #2021080402). This comment focuses on air quality impacts affecting the Sunset Estates neighborhood due to increased vehicle traffic along White Rock Road.

Thank you for your time and consideration. As well as for including this feedback in the public record.

Ivan Ruiz
5217 Mertola Dr, El Dorado Hills, CA 95762

From: [Ivan Ruiz](#)
To: EDHCostco@edcgov.us; edhapac.comment@gmail.com
Subject: EDH Costco NOP Comment - Transportation Comments
Date: Monday, March 31, 2025 4:20:05 PM
Attachments: [Comments on Transportation.pdf](#)

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Dear El Dorado County Planning Department,

Please accept the attached comments regarding **transportation and traffic impacts** related to the proposed El Dorado Hills Costco project (SCH #2021080402), submitted as part of the scoping process for the Environmental Impact Report (EIR).

These comments reflect community concerns about student safety, school commute congestion, pedestrian and cyclist risks, emergency access, and key intersections and traffic nodes throughout the Silva Valley Parkway and White Rock Road corridors.

We ask that these transportation-related issues be thoroughly analyzed in the Draft EIR, and that appropriate mitigation measures be considered to protect public safety and mobility throughout this area.

Thank you for your time and consideration.

May you be well,

Ivan Ruiz
5217 Mertola Dr, El Dorado Hills, CA 95762

From: [Curtis Cheney](#)
To: edhcostco@edcgov.us
Cc: bosone@edcgov.us
Subject: EDH Costco Project
Date: Friday, February 28, 2025 10:05:48 AM

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As do many others, I have opposed the Costco Project since I learned of it. The adjacent school currently generates overflow automobiles on Silva Valley Parkway twice a day during school term. There are numerous residences immediately adjacent to the proposed site that will be negatively impacted due to increased traffic congestion, elimination of a view of open land and significant lowering of property values. There is an existing Costco three miles down the road. I am sure many have voiced other concerns.

Simply stated, this is an incredibly bad idea and to permit it would be an equally bad decision.

Curtis V. Cheney
1008 Terracina Drive
El Dorado Hills, CA 95762

From: [David Pettigrew](#)
To: EDHCostco@edcgov.us
Cc: [David Pettigrew](#)
Subject: EDH Costco Project attention Cameron Welch
Date: Friday, March 28, 2025 5:38:15 PM

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Hello,

I am a resident of El Dorado Hills. My address is 330 Nattier Court.

After reviewing the preliminary proposal of the Costco project, my opinion is that this project is an extreme over reach on the part of Costo. My opinion is based on the reality that there is already a full Costo facility i.e. retail warehouse and fuel facility 12 minutes from my residence.

Why do we need another Costco in such close proximity to the existing Costco in Folsom?

If the available land must be developed, why not develop additional store fronts for local, non franchise, businesses, restaurants and perhaps a green space or park up against the existing housing. Such a space can act as a buffer to protect those who own homes above any development. This would protect their property values which will surely go down having a Costco warehouse that will obstruct existing views and will be clearly visible from their backyards.

So I vote no to Costco and yes to expanding sensible development that enhances the lifestyle that this unique city has worked so hard to establish and maintain.

Regards,
David Pettigrew
Resident, El Dorado Hills

From: [Dave Johnston](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco Project Comment
Date: Monday, March 31, 2025 8:57:43 PM

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I strongly support the approval of the Costco project on Silva Valley Parkway. The economic, environmental, traffic and convenience benefits far outweigh the purported, exaggerated concerns expressed by those not wanting commercial development on commercial property near their homes. Siting a Costco, with a gas station, will improve air quality in the El Dorado Hills area. The amount of traffic in the area will be reduced. The sales tax revenue will help fund road maintenance, law enforcement and many other needed services for County residents. The cost and time savings for County residents will be significant. Please approve this project.

Thanks
Dave Johnston

From: [Jennifer Guan](#)
To: edhcostco@edcgov.us
Subject: EDH Costco Project Written Comments
Date: Friday, March 21, 2025 6:37:00 PM

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Jennifer Guan

1561 Terracina Dr
El Dorado Hills, Ca 95762
(408) 307-5018
jennguan02@gmail.com

21st March 2025

Cameron Welch, Senior Planner

County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667

Dear Cameron Welch,

I am very concerned by the proposed Costco Wholesale project on Silva Valley Parkway in El Dorado Hills, in particular the addition of the gas station to the project.

1.

Air pollution:

a.

The proximity of the proposed gas station to the elementary school is of great concern. Gas stations emit a variety of pollutants. Cars sitting in line idling emit exhaust, Gas stations emit high levels of ozone from gasoline fumes. Fuel pumps off-gas toxic and carcinogenic substances such as benzene into the air and groundwater. Despite best practices there are also always spills at gas stations. I am greatly concerned about the health risks to residents and school children in that area. **Residential proximity to petrol stations and risk of childhood leukemia** <https://pmc.ncbi.nlm.nih.gov/articles/PMC10275799/>

- b.
- I am concerned that this project will greatly increase the air pollution of this area. The school is already near Hwy 50, a major highway that experiences high volumes of traffic. That traffic releases ultrafine particles (UFPs, nitrogen oxides, carbon monoxide, black carbon as a result of combustion engines). Also released into the air are brake, tire, road wear particles and volatile organic compounds. Adding a Costco which would greatly increase the amount of traffic in the area as well as greatly increase the number of diesel delivery trucks and fuel delivery trucks to the area which would greatly increase the pollution of the already polluted air. I would like to address the cumulative effects of placing even more pollution so close to a sensitive community of children at the elementary school as well as residents of the community. Not only is Oak Meadow of concern, on the same corridor is also Silva Valley Elementary School, Rolling Hills Middle School and Oak Ridge High School. These schools are all in a direct path of wind and air flow from this Costco project, so while air pollution may be somewhat diluted, it will still have an effect on these other schools.
- c.
- I am concerned that Costco has extended its gas station hours of operation. While this may mitigate the time some vehicles sit idling in line, the pure volume of fuel dispensed and the gasses released during fueling that increased volume of fuel will further contribute to air quality concerns especially during morning hours where winds are low.
- d.
- While the plan for that lot does indicate a gas station, I'd like to understand the volume difference in pollution generated by a "mom & pops" gas station versus a Costco gas station the size of 3-4 regular gas stations.

2.

Light pollution: A massive warehouse and gas station will have to have many lights for security purposes and delivery trucks will be entering and exiting at all hours. How will this affect the surrounding community that has policy in place to minimize light pollution in the area.

3.

Noise pollution: Delivery trucks entering and exiting the area will create a lot of noise throughout the day and at night. The Landscape of the surrounding area will funnel the noise straight to the surrounding community.

4.

Traffic issues: Employees will need to cross a busy roadway to travel to work. I am also concerned that busy moms and dads will tell their elementary and middle school

children to just meet them at Costco and children will be hit by speeding traffic. The elementary school dropoff is already overtaxed and increased traffic as well as increased speeds on Silva Valley will only make it worse. The speed limit is too high in this section of roadway right next to a school zone and I am concerned that adding additional vehicles jamming their way through to grab that last parking space at the Costco will only make that whole area more dangerous.

5.

Soil contaminants: El Dorado Hills has an abundance of asbestos deposits. I am concerned that the construction of this project with extensive digging to place fuel tanks and the underground parking will expose children at the elementary school and community members to even more carcinogenic substances.

6.

Temperature increase: The amount of paved surfaces is of concern. Whenever grassland is paved over the ambient temperature of that area increases. They will also need to remove a number of trees which will further contribute to a rise in temperature.

7.

Watershed: The area has multiple natural springs. Will contaminants from the gas station leach into groundwater and where will rainwater from parking lots be directed?

8.

Truck traffic flow: There is no good location for trucks to turn around if they miss the entrance to Costco.

9.

Aesthetic pollution. Costco warehouses are not aesthetically pleasing at all and I would like to know if Costco has any plan to make this warehouse look more at home with and like it's surrounding area. A big box warehouse will be an eyesore at the entrance to an otherwise beautiful area.

10.

Financial health of the Buckeye School District: I am concerned that putting a gas station adjacent to the elementary school would cause a further decrease of enrollment at Oak Meadow. Oak Meadow has seen a marked decrease in new enrollment to the point where they added a Charter school to the campus which takes in children from surrounding areas, not just the neighborhood. Many of these families will consider moving their children to other schools if Oak Meadow has a gas station built next to it because they are concerned about their child's long term health.

Thank you for carefully considering my concerns, especially around the addition of the gas station adjacent to the elementary school to the project.

Sincerely,

Jennifer Guan

From: [MARIO ADELI](#)
To: EDHCostco@edcgov.us
Subject: EDH Costco Wholesale
Date: Wednesday, March 26, 2025 3:58:10 PM

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To: Mr. Cameron Welch, Senior Planner. County of El Dorado Planning and Building Department;

I have leaved in Serrano since 2005 and have noticed the growth of this community over the years, most growth were resident projects, and this community is thriving on quiet and safe environment, since there is an existing Costco in Folsom few mile to the West, we do not see the need to build a new one in EDH, this action will impact the property value of the Serrano areas. I have discussed this with at least 20 neighbors and they are are against this proposal. Please do not allow the developers impact our property values by approving the new Costco in our community. Thanks!

Regards,
Mario Adeli

From: [Emlay, Nicole](#)
To: ["EDHCostco@edcgov.us"](mailto:EDHCostco@edcgov.us)
Cc: [Kalvass, Patrick](#); [Deason, Brian](#); [Money, Jon](#)
Subject: EID Correspondence - EDH Costco NOP Comment
Date: Friday, March 28, 2025 3:32:23 PM
Attachments: [image001.png](#)
[EEO2025-0268 EID EDH Costco NOP Comment.pdf](#)

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Good afternoon,

Please find attached correspondence from El Dorado Irrigation District with the following subject: Comments on the Revised Notice of Preparation of Draft Environmental Impact Report for the EDH Costco (Application Nos. Planned Development Permit PD15-0001, Conditional Use Permit CUP23-0012, and Variance Application V22-0001), SCH #2021080402

An email confirming receipt of this message and attachment is appreciated.
For any questions, please contact:

Patrick Kalvass, Engineering Manager
530-642-4054, email: pkalvass@eid.org

Brian Deason, Environmental Resources Supervisor
(530) 642-4064, email: bdeason@eid.org

Regards,

Nicole Emlay

Administrative Technician- Engineering
El Dorado Irrigation District
530-642-4410





Letter No.: EEO2025-0268

VIA E-MAIL

March 28, 2025

Cameron Welch
Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court,
Placerville, Ca 95667
Email: EDHCostco@edcgov.us

Subject: Comments on the Revised Notice of Preparation of Draft Environmental Impact Report for the EDH Costco (Application Nos. Planned Development Permit PD15-0001, Conditional Use Permit CUP23-0012, and Variance Application V22-0001), SCH #2021080402

Dear Mr. Welch:

The El Dorado Irrigation District (District) has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the EDH Costco Project (Project) and provides the following comments for El Dorado County's (County) consideration.

The revised Project includes a new Costco Wholesale Member Warehouse retail store (warehouse retail store), Costco Wholesale fuel facility (fuel facility), and associated site improvements. The warehouse retail store is proposed for the South Site and the fuel facility and Costco employee parking is proposed on the North Site.

As acknowledged in the NOP, the change in scope of the currently proposed Project will require application for a new Facility Improvement Letter (FIL) by the applicant and completed by the District. It is also acknowledged in the NOP that the Project area will need to be annexed into the District service area to acquire sanitary sewer and water service. As such, the District anticipates being a responsible agency for the Project as defined by the CEQA Guidelines (Sec. 15381). Therefore, please add the following District staff as points of contact for this project:

Patrick Kalvass, Engineering Manager
530-642-4054, email pkalvass@eid.org

Brian Deason, Environmental Resources Supervisor
(530) 642-4064, email bdeason@eid.org

The District looks forward to continue working with the County and applicant to ensure that any onsite and/or offsite water and sewer infrastructure associated with the proposed Project is accurately described



and any potentially significant impacts associated with the construction and ongoing operation and maintenance of those facilities are adequately mitigated.

Thank you for considering these comments. Please reach out to the contacts provided in this letter if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Brian Deason".

Brian Deason
Environmental Resources Supervisor

BD:ne

cc:

El Dorado Irrigation District
Jon Money, P.E., Director of Engineering
Patrick Kalvass, P.E., Engineering Manager

From: [Lisa P](#)
To: EDHCostco@edcgov.us
Subject: EIR
Date: Monday, March 17, 2025 6:37:04 PM

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I wanted to express my opposition to the Costco going into the parcels adjacent to an elementary school, marshlands, and residential property. The gas station will bring air pollutants to the children who attend Oak Meadow. Air quality and emissions at gas stations are more bad for children than adults, particularly for those with asthma. It seems like there could have been other locations deeper into el dorado county that would have been preferable (or without a gas station). Please do a proper EIR that addresses not only air pollutants but increased crime and traffic. People from all over will be using other smaller streets throughout El Dorado Hills to shop here. This will worsen our tiny roads. We would also need more CHP and sheriff presence.

Thanks for your consideration.
Lisa Plummer, EHD resident

16th. March 2025

El Dorado County Development Services Department-Planning Services,
 Attention: Cameron Welch,
 2850 Fairlane Court, Placerville, CA 95667
EDHCostco@edcgov.us.

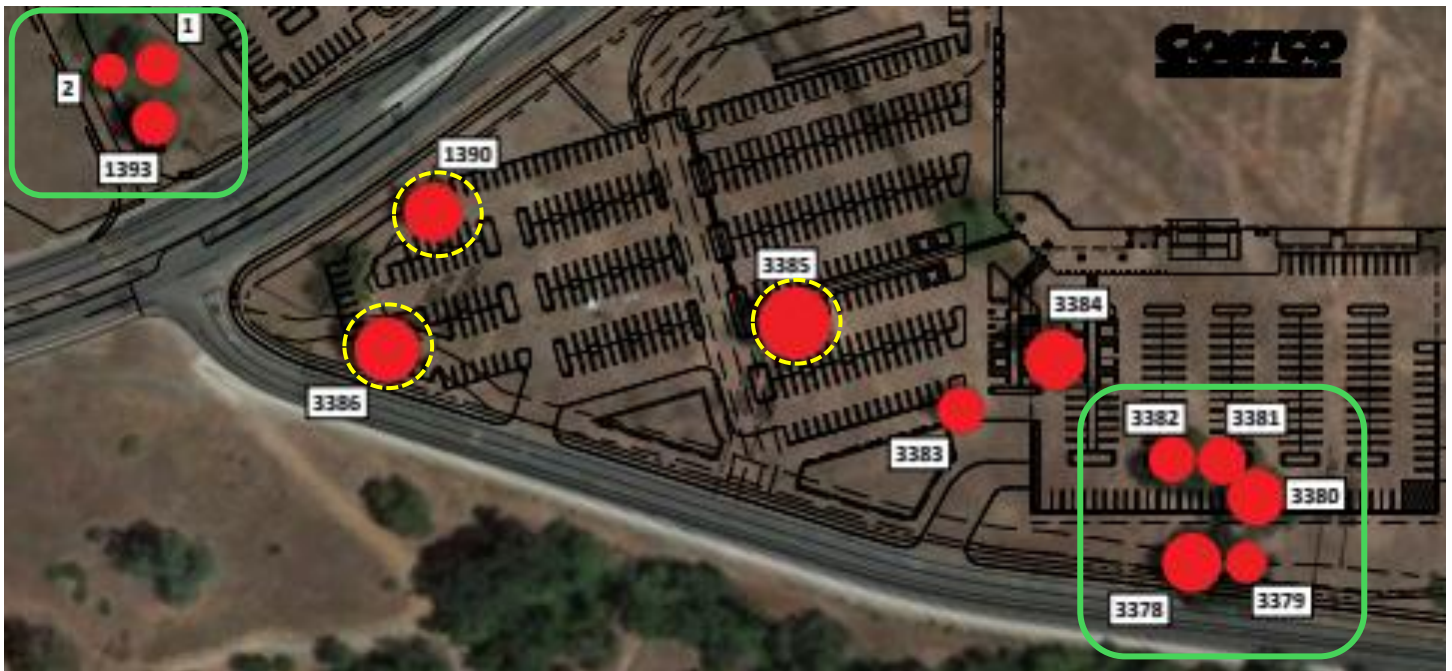
The following are my comments regarding EDH 52 Costco PROJ21-0003 CUP-R21-0024 Z17-0004 P17-0007 S17-0017 PD15-0001 CUP23-0012 V22-0001Project 20278 Development Plan, i.e. COSTCO EDH DEVELOPMENT PLAN

Foreword

Google Earth satellite images from 2002-2023 were used to measure all areas and subject to my aerial photo interpretation. All site photos were taken by me on 12th & 15th. March 2025.

HELIX ENVIRONMENTAL OAK RESOURCES TECHNICAL REPORT

The applicant says: “Tree permit for **selective removal** of on-site trees within the development envelope and authorization for the payment of in lieu fees to compensate for tree removal” and provided the following exhibits.



Source: <https://edhapac.org/wp-content/uploads/2021/07/Oak-Resources-Technical-Report-Dated-November-2020.pdf>

HELIX Environmental Planning, Inc. 1677 Eureka Road, Suite 100 Roseville, CA 95661
 916.435.1202 Tel 619.462.0552 fax www.helixepi.com November 10, 2020, Project # AKT-20

Tree #	Species	DBH (inches)	DLR (feet)	Height (feet)	Health	Structure	Comment
1	Valley Oak	9, 8	15	40	Fair	Fair	No tag, heavy blackberry, codominant
2	Interior Live Oak	9, 8, 8	16	27	Fair-Good	Fair	No tag, heavy blackberry, codominant
* 1390	Valley Oak	47	21	60	Poor-Fair	Poor	Deadwood, limb failure, acorn woodpecker granary tree
1393	Valley Oak	21	20	50	Fair-Good	Fair-Good	Existing tag, minor dieback
3378	Valley Oak	35	30	40	Good	Fair-Good	Deadwood
3379	Valley Oak	18	24	40	Good	Fair-Good	Asymmetrical canopy, suppressed growing environment
3380	Valley Oak	33	38	40	Good	Good	
3381	Valley Oak	27	30	40	Good	Good	
3382	Valley Oak	27	25	40	Good	Fair	Codominant
3383	Valley Oak	26	23	40	Fair-Good	Fair	Asymmetrical canopy
3384	Valley Oak	10	13	15	Fair	Fair	Codominant, small leaves
* 3385	Blue Oak	48	40	60	Fair-Good	Fair	Asymmetrical canopy, pruning wound, 1 trunk removed
* 3386	Valley Oak	42	38	60	Fair-Good	Fair	Deadwood, dieback

* Heritage tree

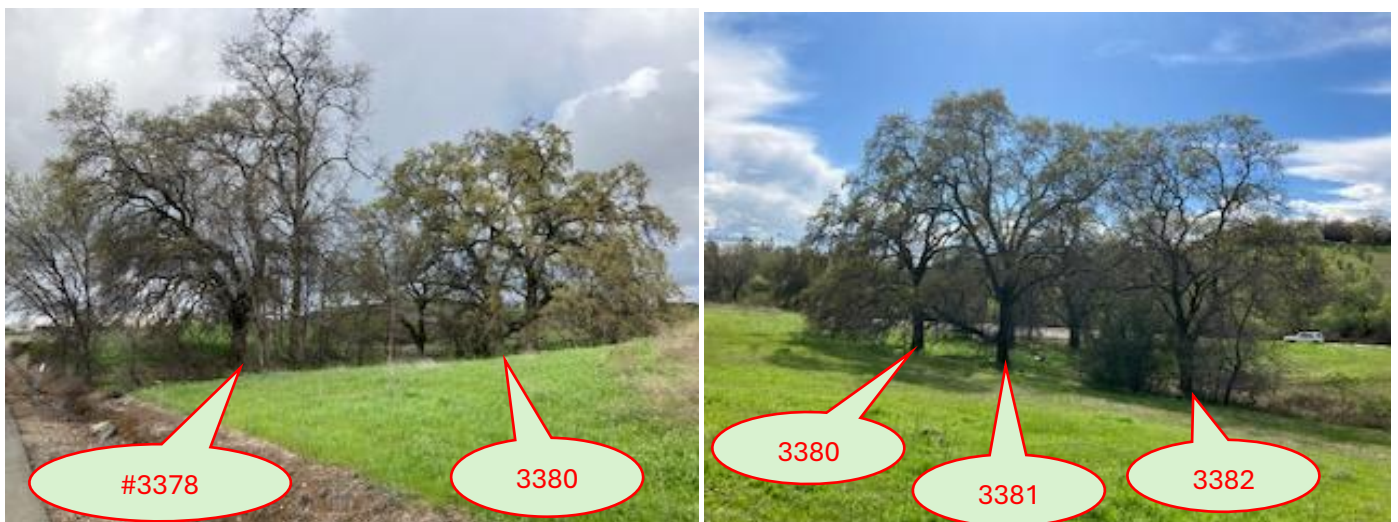
OAK TREE PRESERVATION

Clarksville Crossing

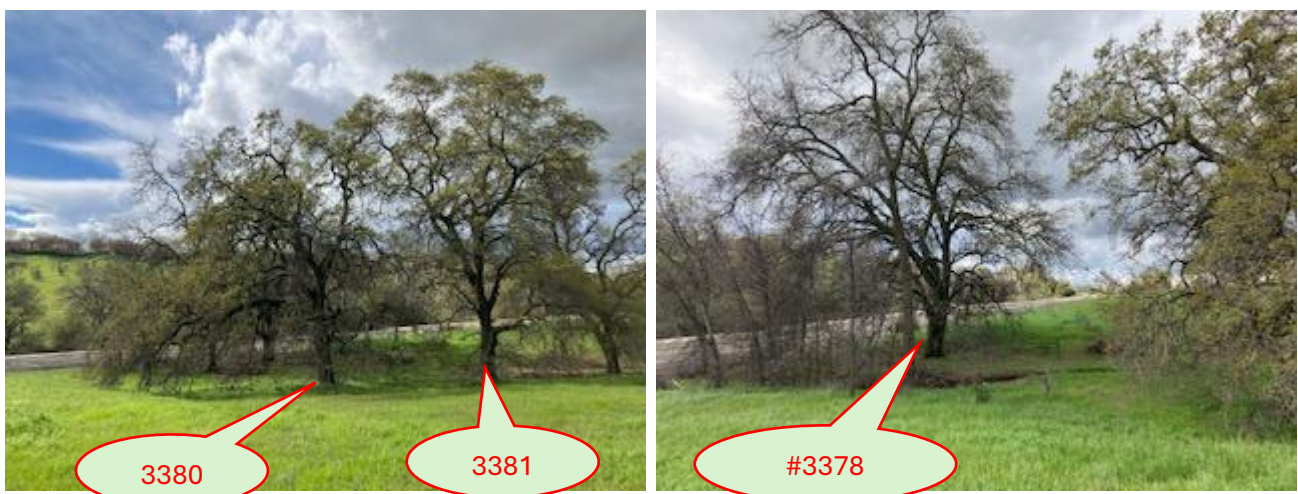
The following photographs provide visual proof that their description of “selective removal” is indeed anything but selective, it is total removal.

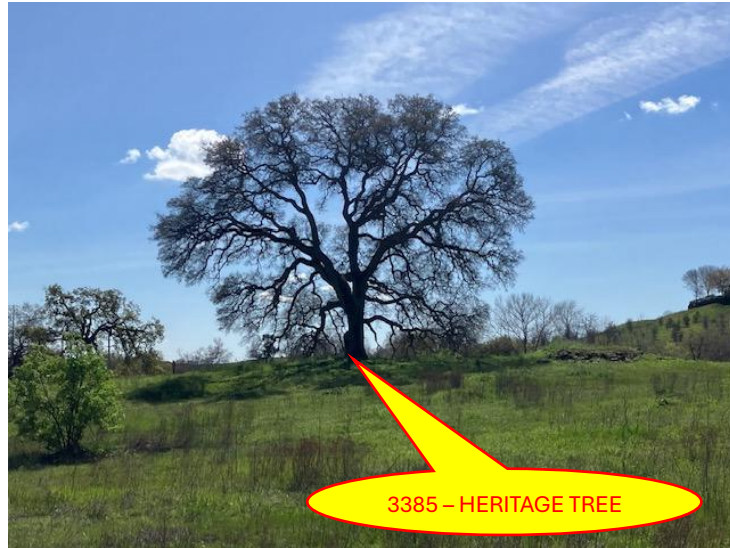
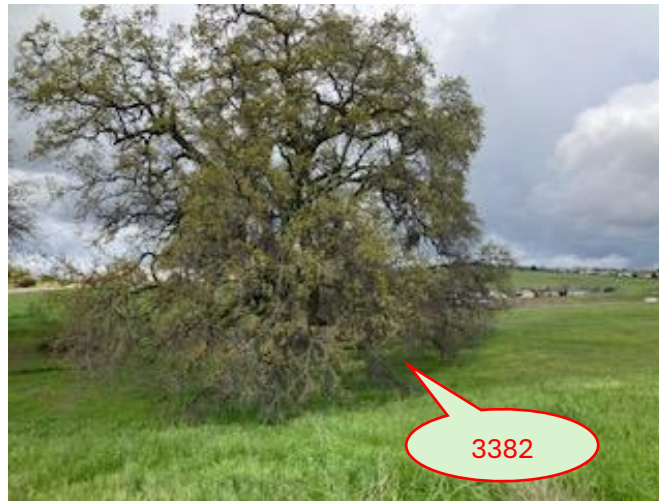


There really is no good reason why these trees could not all be saved with some judicious mass grading

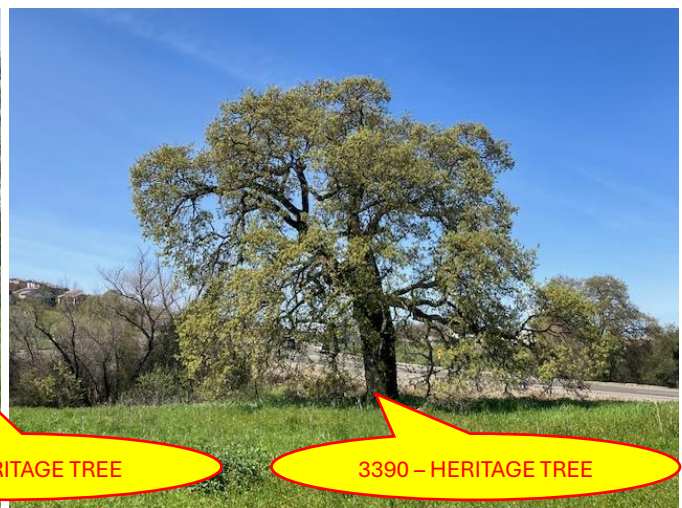
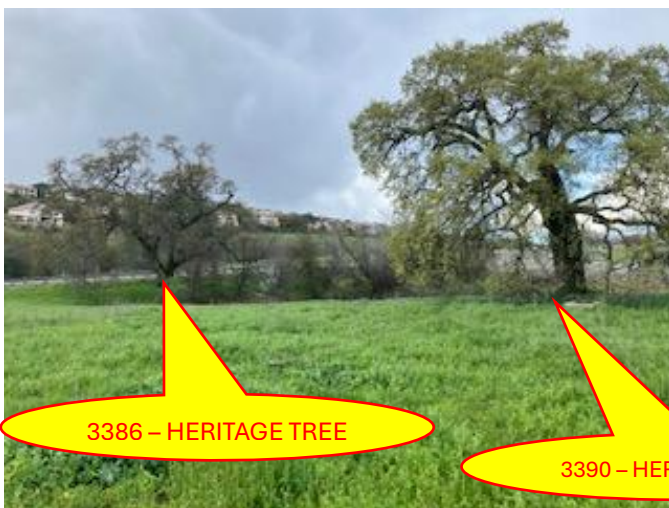


Please see cross section diagrams under grading for a possible solution





This tree can be saved since it is “at grade” on the parking lot. Please see the section on drainage and grading.



These trees can be saved since they are on the periphery of the parking lot.



This tree is slated to be removed because there is significant grading to be done around it. I am sure a good engineer can save it with some judicious grading. The tree is already in a retention pond, why then remove it?

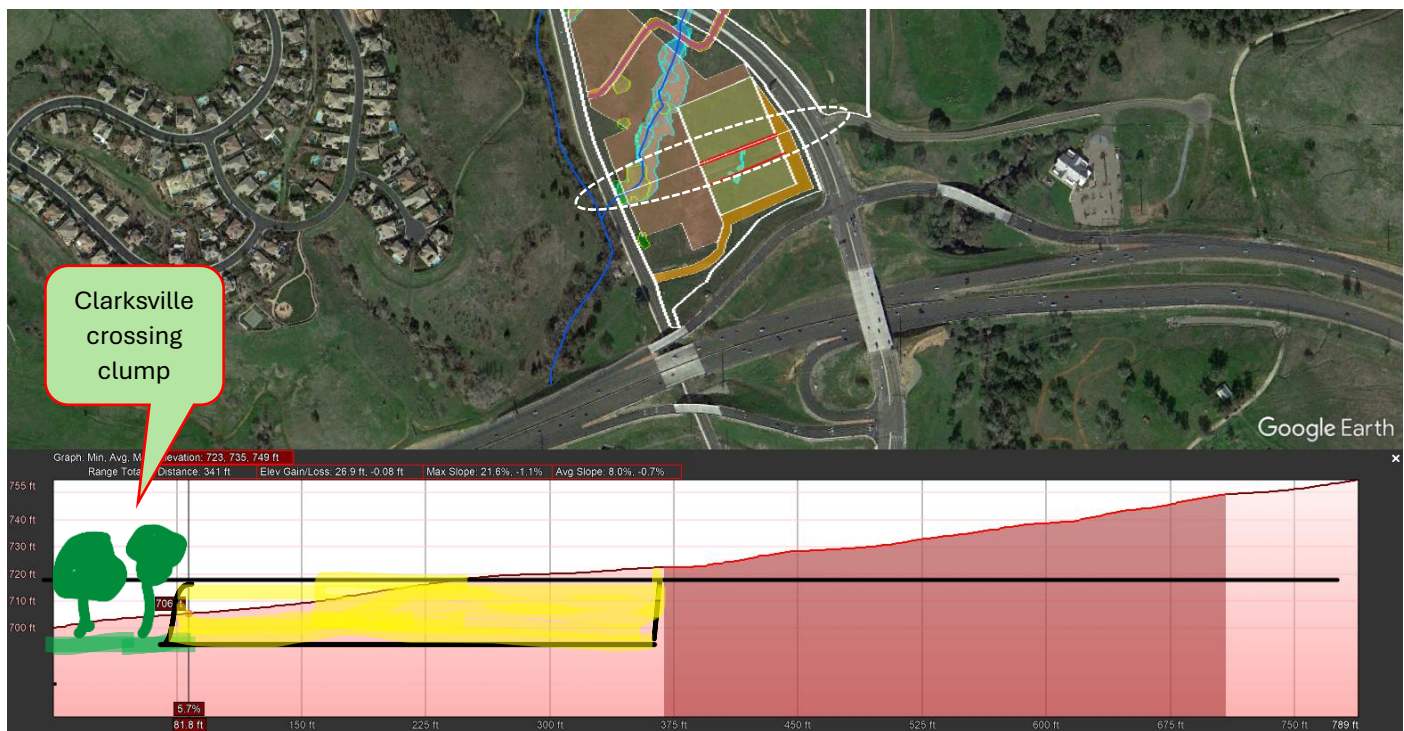
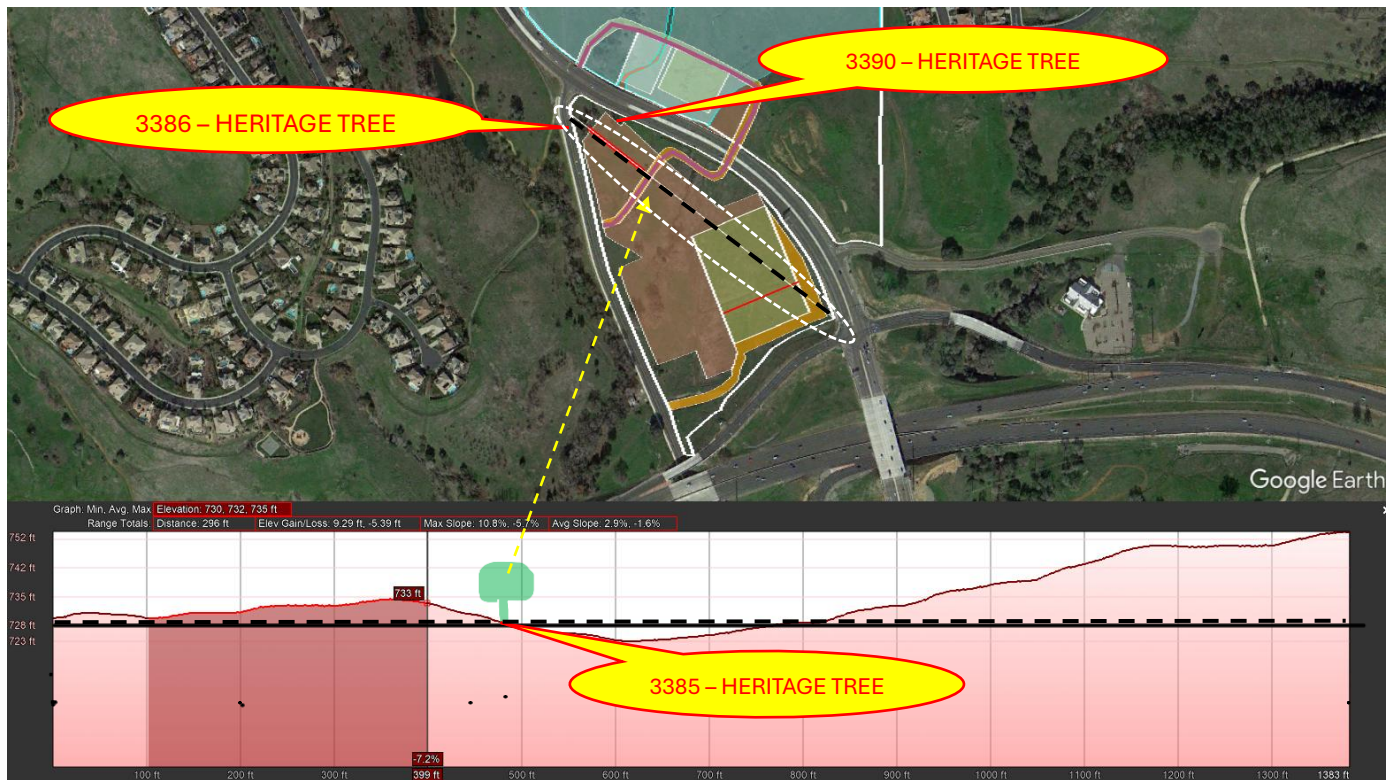
Applicant’s tree removal program



I see - although not clearly given the highly reduced contour and site grading map- that virtually the entire site is to be graded to a 728-foot base with the surface parking declining slightly from there. The analysis shows that the placement of the heritage oaks is such that they can all be avoided – albeit with a dose of skillful grading – along with other oak trees at the periphery of the main parking lot and those adjacent to Clarkesville Crossing.

The concept of mitigating with “In lieu fees” is available to a developer for trees that cannot be avoided and thus removed. “Avoidance” is the key word here. Apparently, the applicant makes no effort to avoid removal of all oak

trees but cites the Hellix Environmental’s report as a basis for paying in lieu fees totaling \$101,884 ... a cheap way out!



Oak Tree Mitigation:

As in Helix Environmental Planning’s November 10th letter states: “Currently, mitigation is expected to be fulfilled through the payment of in-lieu fees. Since more than 50% of the existing oak woodland will be removed, impacts to oak woodland must be mitigated at a ratio of 1.5:1. Table 3 summarizes the mitigation fees based on the ORMP. Table 3 MITIGATION FEES Oak Resource Impact Mitigation Ratio Fee (per trunk inch) Total Fee Oak Woodland 0.35

acres 2:1 \$8,285 \$5,800 Individual Oak Tree 99 cumulative inches 1:1 \$153 \$15,147 Individual Oak Tree Stockpile
55 cumulative inches 1:1 \$153 \$8,415 Heritage Tree 48 cumulative inches 3:1 \$459 \$22,032 Heritage Tree Stockpile
110 cumulative inches 3:1 \$459 \$50,490= **TOTAL \$101,884.**"

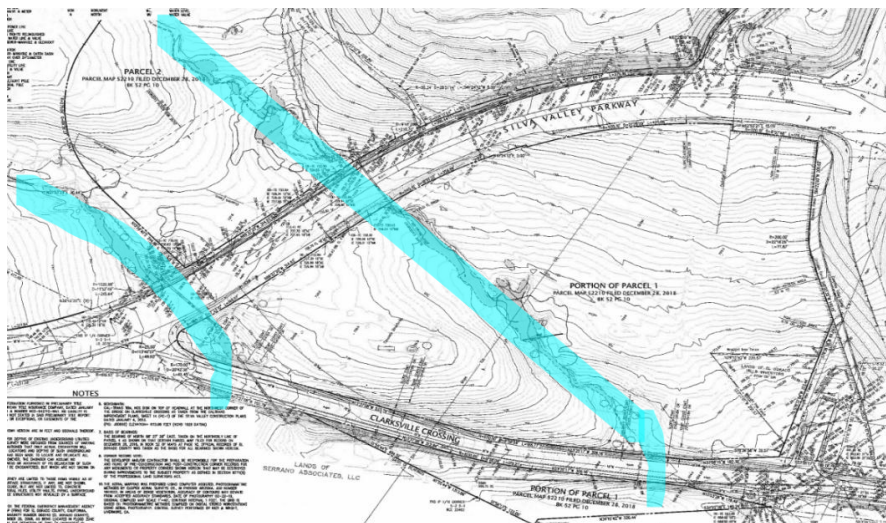
In short, the applicant never even tries to mitigate "on site" as I have suggested - all be it in sketch format - thus saving most of the oak trees by incorporating the them into the parking lot and landscaping easements. With a bit of clever engineering and grading – and desire – COSTCO can avoid removing all heritage oak trees and save a handsome clump of slightly smaller oak trees immediately adjacent to the drainage culvert at the Clarksville Crossing Road.

Concluding comment: The applicant should be required to present an on-site oak tree avoidance plan to avoid the removal of oak trees # 1390, 3386/85/84/82/81/80/79/78. The Helix Environmental Report should not be considered a "plan" but a mere in lieu fee calculation, no more.

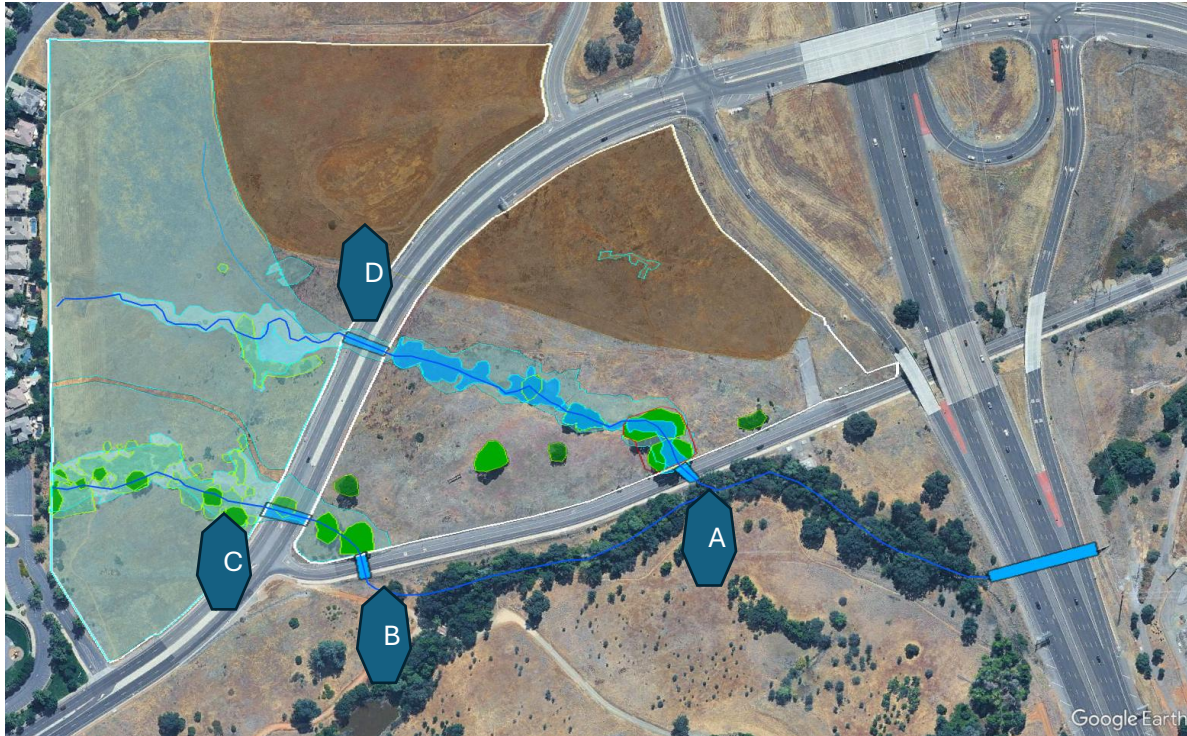


DRAINAGE

As a foreword to this section, my comments are based on experience on a large project impacting the development runoff to the Auburn Ravine in Lincoln. Below, the two main drainage areas (colored blue)



Drainage areas and culverts.



Project Buildout

My contention is that a drainage plan should focus on both north and south parcels because they are inextricably linked. I respectfully suggest that, because the runoff at buildout from the northern tract, in addition to the southern site’s runoff as proposed, both peak flows will probably overwhelm the culvert at point “A” notwithstanding the retention sites incorporated in the actual development plan.



Culvert “D” in very bad shape and about 3 feet in diameter.

Observation: The engineers placed three “storm water treatment planter(s)” – ponds – to retain the project’s storm water runoff on the south tract. The northern tract has a 500,000 square feet drainage area at present that currently

drains to culvert “D” that when one adds the runoff from the developed project (i.e. paved surface) to the south culvert “A” might well fail, particularly if the entire COSTCO tract were developed as shown above (as an example).

DEIR Comment: A comprehensive drainage plan of the North and South tracts should be required to mitigate the drainage impact at buildout because the two drainage areas are inextricably linked. The current drainage plan for the proposed project could be insufficient*.

(*Note: This was the conclusion regarding the Aburn Ravine).

WETLAND AREA

If the Corps. of Engineers proverbial “*toothpick theory*” holds – i.e. if it floats - then the water way is classified as “waters of the United States”, falls within the Corp’s jurisdiction and Section 404 of the clean water act. It was observed that a toothpick could float in several parts of both drainage ways although both could be considered as “intermittent”. The photographs suggest that a wetland 404 permit could be required.



The above map was photo interpreted by me from Google Earth aerials shown in the Appendix.

The delineations are judgmental on my behalf, but again, not without experience in dealing with “wetland impacts”. The lighter blue indicates the extent of wetland area, the darker blue shows areas of greater intensity of wetland.

I shall refrain from giving square feet measurements for the areas shown because this is not a wetlands delineation, but a mere suggestion that the County determine if a Corps. Engineers 404 permit might be required.

DEIR Comment: The County require a wetland delineation map to be provided by the Applicant.

I present a visual assessment to support my comment.

Current conditions of the intermittent stream at Clarksville Crossing

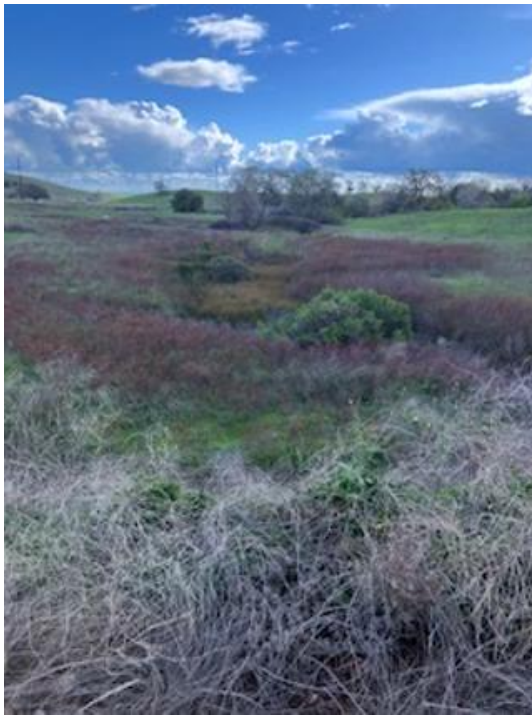


Waters of the United States according to the Corps of Engineers?



South tract: swale looking north





Above; springs in the swale area



Swale grasses

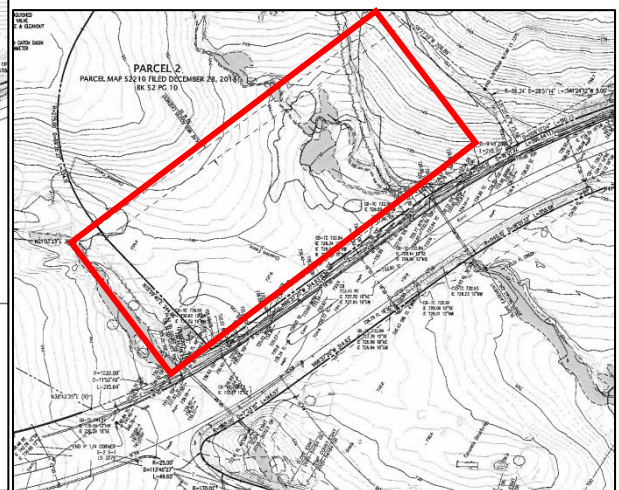
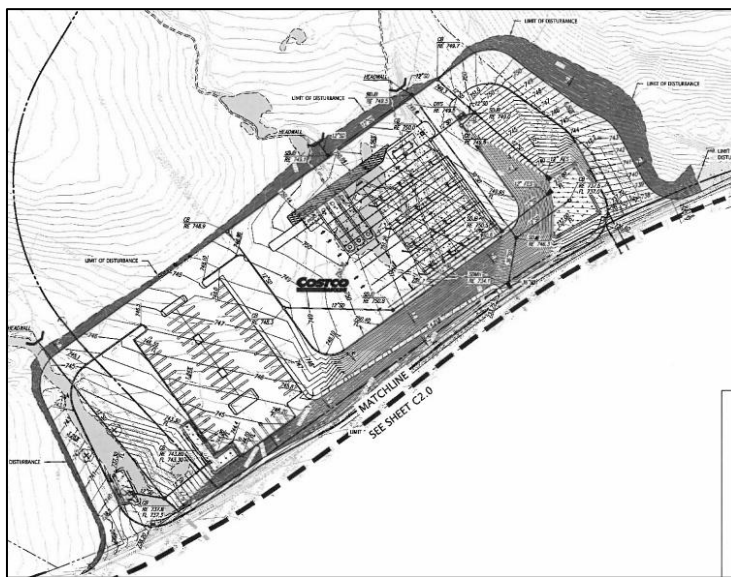


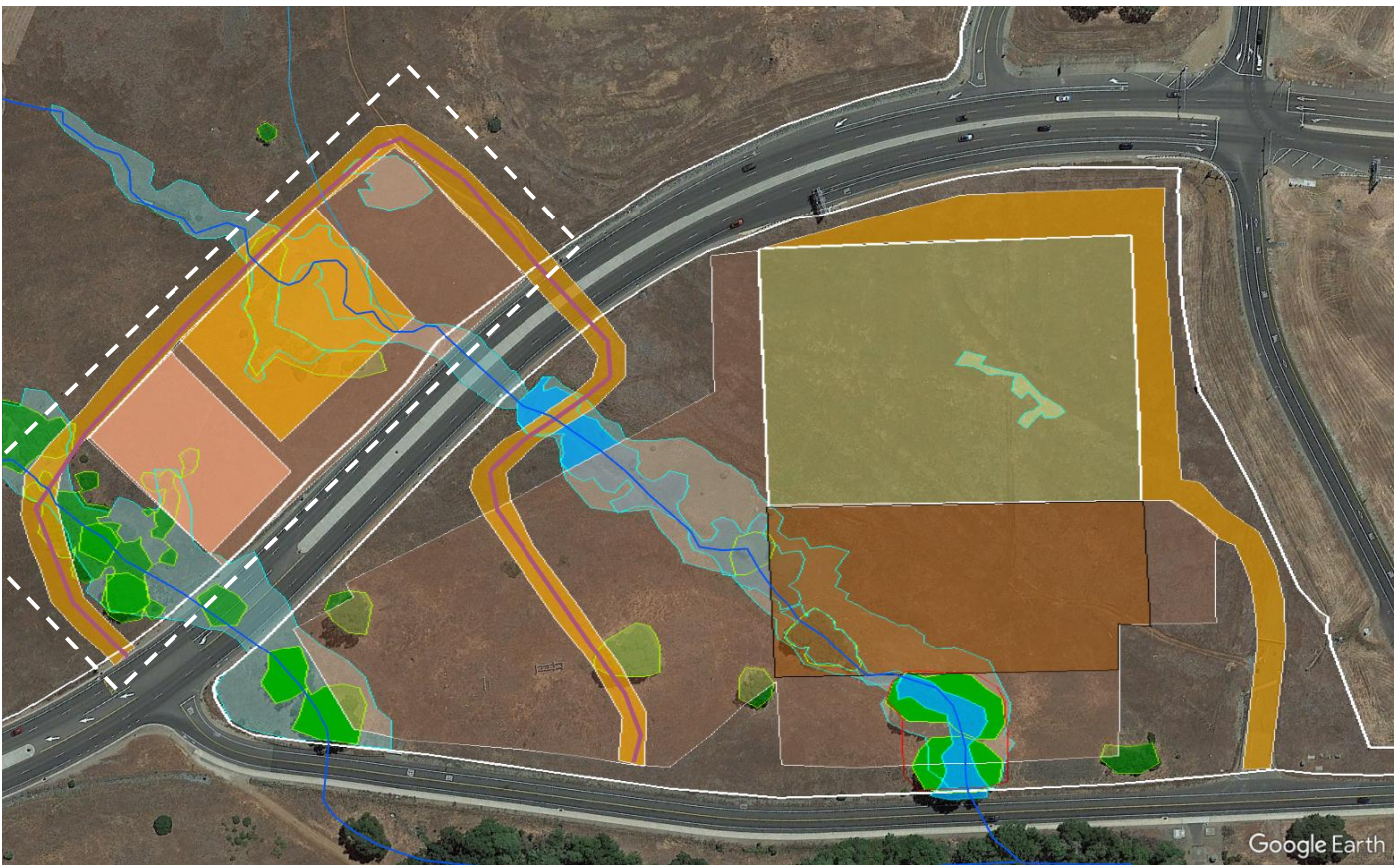


Wetland views of the northern tract (gas station site)



GAS STATION



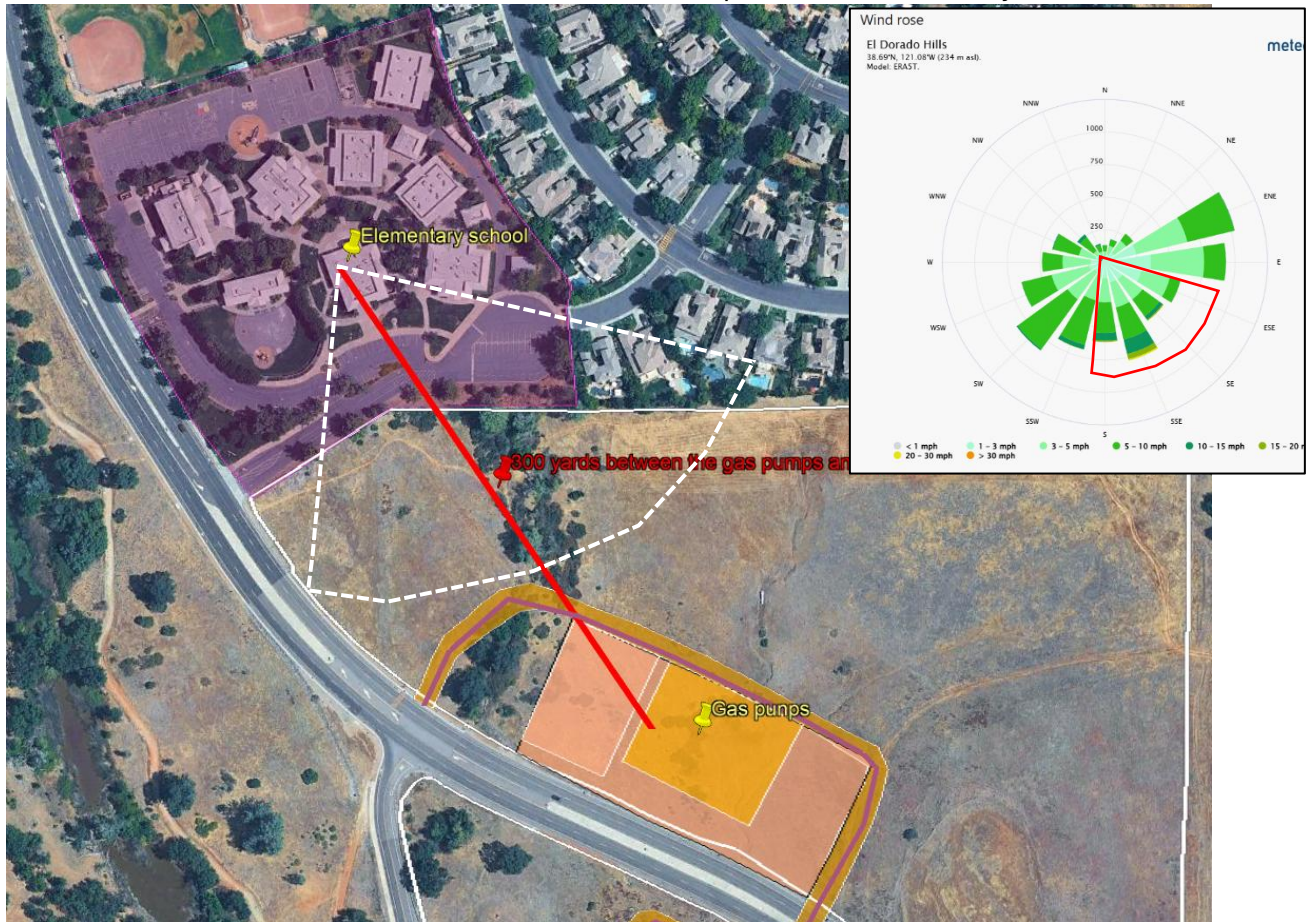


A very big site, with a big environmental impact.



Approximately 4.5 acres shown

The wind rose underscores the environmental impact on the elementary school



Observation: the elementary school is impacted by the COSTCO gas station.

Site Comparison:

The purpose of comparing local COSTCO sites is to gauge the importance of a gas station in their development.

EDH COSTCO / FOLSOM COSTCO / MISSOURI FLAT COSTCO

	EDH	Folsom	Missouri Flat
Gross acreage (Acres)	22.00	17.40	19.70
Warehouse (sq.ft.)	155,429	151,544	134,916
Parking area (surface)	366,971	329,047	274,166
Underground parking (s.f.)	106,000		
Gas station (sq.ft.)	195,992	35,596	16,507*
Note: (*) Fast Food site			
Ratio: Parking sf / Warehouse sf	3.04	2.17	2.03

All measurements were taken with Google Earth algorithms.

EDH site includes 4.5 acres of the gas station. Southern tract is 17.1 acres

Comparison between EDH, Folsom & Missouri Flat COSTCO sites:

- All sites are virtually the same in size both in gross acreage and warehouse size. (Missouri flat has large areas in open space).
- EDH COSTCO has 41% more parking area than Folsom. Missouri Flat would appear significantly under parked or EDH would be significantly over parked. Which?
- Parking area ratio compared to warehouse surface area at 3.04 is significantly more in EDH than in the other two sites

EDH COSTCO



FOLSOM COSTCO

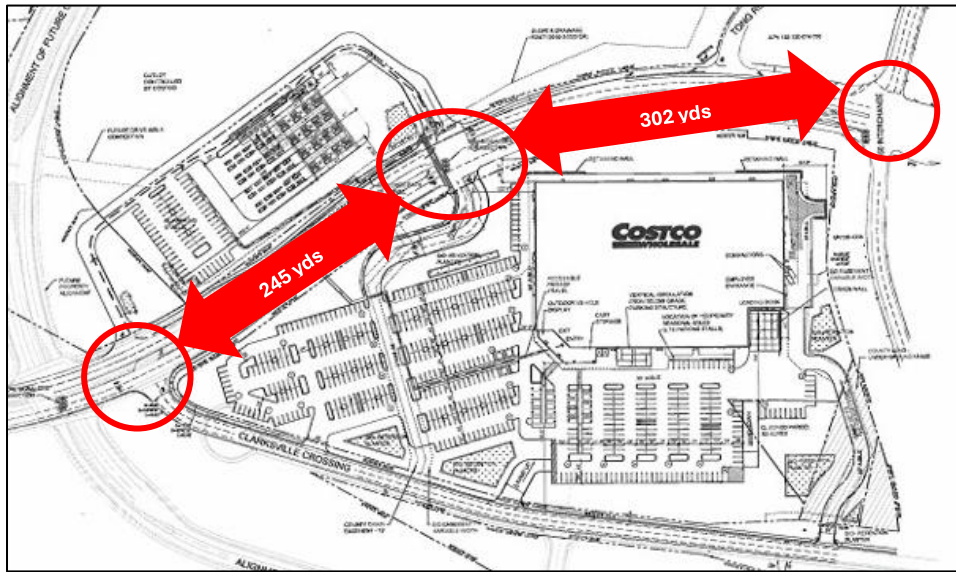


MISSOURI FLAT COSTCO



Observations regarding the EDH-COSTCO gas station.

- Are gas stations indispensable to a fully functioning COSTCO site? Is it part of COSTCO’s core business?
- The EDH gas station site occupies 160,396 sq. ft. (4.5 acres) compared to Folsom’s at +/- 36,000 sq. ft. That is, EDH gas station would be 5.5 times greater than Folsom COSTCO. Missouri flat has no gas station although the site has significantly more area in which to accommodate one.
- Observation: Obviously in the Missouri Flat area a COSTCO gas station is not critical and in Folsom a small one appears to be adequate.
- According to Web, Costco has 692 stations countrywide and pumps 17 million gallons / day. Therefore, on average, one could expect EDH site to pump nearly 25000 gallons per day. Therefore, on average the EDH gas station shall have a considerable impact of noxious gases on the elementary school less than 300 yards away.
- As an alternative, there are no less than three gas stations less than a mile away (Hy.50 and EDH Blvd); does the EDH community need another?
- From a traffic circulation viewpoint, the main entrance / exit from the COSTCO warehouse on to Silva Valley Parkway will have to be signalized. A signal already exists approximately 302 yards away at the Silva Valley Parkway and Hy. 50 interchange and another 245 yards to Clarksville Crossing another might be necessary. No doubt the required traffic study for this site will determine the level of signalization. A back of the envelope estimate of the average traffic generated by the EDH-Costco gas station could be about 1700 cars per day (25,000 / 15 gal/ car= 1666 cars / day). This suggests that the main crossing will likely be overwhelmed by backups and wait-time. Silva Valley Parkway is already heavily trafficked.



Conflict areas: traffic and wetland



DEIR Comment:

- From an environmental standpoint it appears that EDH-COSTCO gas station shall have considerable impact of noxious fumes wafting over to the elementary school endangering student body health.
- From a circulation viewpoint, cross traffic from the warehouse to the gas station on Silva Valley Parkway could heavily impact the signalization at the main entrance.
- The site itself is on a wetland in two places.
- If EDH Costco is slated to have a higher proportion of parking area in comparison to other COSTCO sites, this suggests that if a gas station is required, a much smaller one – as Folsom’s – could be accommodated on the southern parcel site in lieu of surface parking.
- Alternative gas stations: There are three other gas stations less than a mile away.
- This gas station is redundant from a community standpoint.

Conclusion: The proposed gas station on the northern tract poses considerable avoidable impacts. It should not be where it is situated. Or, if COSTCO requires one, a smaller station could be incorporated in the southern tract.

From: gdiehl.design@sbcglobal.net
To: EDHCostco@edcgov.us
Subject: El Dorado Hills - No Costco!
Date: Friday, March 7, 2025 2:48:41 PM

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Cameron Welch,

Voicing my opinion against Costco or any development on the North and South sites along Silva Valley Parkway in El Dorado Hills.

Development here destroys the rural nature of our area. In addition, the increased traffic, air pollution, and degradation of our environment is unacceptable. We appreciate the beauty of our trees and natural, open areas. Regarding trees, how sad to cut down the existing trees for a parking lot. El Dorado Hills has history that will be destroyed by development in this area.

We do not need a Costco here, there is one in Folsom, five miles away. We do not need another fuel station here, there are several at the next exit at El Dorado Hills and Latrobe Road. We do not need more cars, more traffic, more air pollution or more access to big box stores.

If you are looking for a spot, try Cameron Park or Shingle Springs so that residents in that area have better access.

Best regards,

Gail L. Diehl, resident of El Dorado Hills

From: [Kathy](#)
To: EDHCostco@edcgov.us
Subject: El Dorado Hills Costco
Date: Thursday, March 27, 2025 11:00:13 AM

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Build the Costco. We really need it since Folsom is getting so busy. The traffic on Silva Valley Parkway is so awful already due to the schools since each child needs to be picked up and dropped off individually, this won't make it worse.

Sent from my iPhone

From: [Justin Jabali](#)
To: edhcostco@edcgov.us
Subject: El Dorado Hills Costco Location
Date: Monday, March 24, 2025 11:39:06 AM

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Dear Mr. Welch,

I am writing to express my strong opposition to the proposed Costco store and gas station next to Oak Meadow Elementary School. As a parent, I believe this project poses significant risks to the safety and well-being of our children and our community.

My concerns include:

1. **Safety Hazards:** The increased foot traffic from strangers and customers could make it impossible to secure the school, endangering our children, particularly in the event of an emergency.
2. **Health Risks:** Construction near the school will release asbestos, a known hazard in the area, potentially exposing children and families to harmful airborne particles
3. **Noise Disruption:** The construction noise would severely impact students, especially those with special needs, making it difficult for them to concentrate and succeed in school.
4. **Traffic Congestion:** The additional traffic from construction vehicles, shoppers, and customers seeking discounted gas will further congest an already problematic area, making it harder for parents, staff, and emergency responders to navigate the area quickly.

If this project moves forward, I urge the city to require significant mitigation measures, such as soundproof barriers, road improvements, and increased security to protect the school.

This development would not only harm the health and safety of our children but also negatively impact local property values and the reputation of Oak Meadow, which plays a key role in the success of the surrounding community. I urge you to reconsider this plan and prioritize the safety and well-being of our children over corporate interests.

Thank you for your attention to this important matter.

Sincerely,

Justin Jabali

(916) 559-4925

From: [Min Yao](#)
To: EDHCostco@edcgov.us
Subject: El Dorado Hills Costco Project
Date: Wednesday, March 26, 2025 6:15:31 PM

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Dear Sir/ Madam:

We're really concerned that a new Costco will be built by the Serrano El Dorado Hills community. This will end the peace and quiet days of the community that we all cherish about. It is especially nonsense that a large fuel station will be built next to the elementary school and behind the nice homes of Serrano. This is because that the gas fumes contain carcinogenic compounds, such as benzene, 1,3-butadiene, and a number of polycyclic aromatic hydrocarbons (PAHs) that would be harmful to our next generation, the teachers, and our neighbors. Please Stop Costco, at the minimum Stop the Gas Station in El Dorado Hills!

Sincerely,

Min Yao
Concerned Citizen

[Yahoo Mail: Search, Organize, Conquer](#)



STOP

NO BODIES

REGISTRATION IS REQUIRED FOR ALL VEHICLES

REGISTRATION IS REQUIRED FOR ALL VEHICLES

From: karadalisay@yahoo.com
To: edhcostco@edcgov.us
Subject: Environmental Impact of Proposed Costco
Date: Saturday, March 29, 2025 10:04:33 AM

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To Whom it May Concern,

This letter is to express our grief and frustration in finding out a Costco Warehouse as well as fuel station would be potentially built .5 miles from our community here in El Dorado Hills (EDH). First, let me state that my family enjoys Costco and are customers, but we are not in favor of the plan for development on Silva Valley.

EDH is a quiet, peaceful escape from the pace of the city, which is why many of its residents have settled here. We enjoy outside space, hiking, and lake access. We appreciate the highly rated public school system and enjoy a shared community mentality of excellence, prioritizing education, work-life balance and safety. Opening a large public commercial enterprise, attracting some 40,000 local members, according to an estimate stated in a recent document from the County of El Dorado, will without a doubt threaten the livelihood of citizens. Aside from the environmental impact of the waste generated in production/construction, there is a potential for catastrophic hazards in having a gas station next to an elementary school. How is the county handling the potential for potable water contamination? What about the continued waste added to already-saturated local landfills from plastic packaging, food courts, etc.?

Furthermore, with the influx of visitors, one must think of the potential compromise to public safety. Unlike Folsom, where the nearest Costco is two freeway exits away, El Dorado Hills does not have their own police department. Any random person could sneak into the gated communities by following a resident, creating crimes of opportunity for vandalism or theft. Silva Valley is a two lane road already burdened with traffic congestion, especially in the morning and afternoon commutes (Costco would be open for business during the latter) from residents. Even with feeble attempts to widen roads, traffic incidents are inevitable - we are relying on CHP to manage that, where their jurisdiction covers EDH up to South Lake Tahoe? All this just to get the benefits of sales tax? We are simply not prepared for this - look at how ridiculous the traffic is during Apple Hill season, or the East Bidwell freeway exit on a Friday night. We have the potential to avoid that by thinking ahead and stopping harmful plans in their tracks.

Thanks for your time and attention to this matter,

Kara Dalisay

Sources:

https://eldoradohillschamber.org/images/documents/Fact_Sheet_FAQ_Costco_FINAL.pdf

<https://www.forbes.com/sites/timabansal/2021/12/20/walmart-appears-to-be-greener-than-costco-but-is-it-really/>

From: [Doyle Souders](#)
To: EDHCostco@edcgov.us
Subject: Excellent location for a Costco
Date: Friday, March 28, 2025 6:16:47 PM

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In my opinion this is really an excellent location for a Costco. Customers arriving from 50 will not increase traffic north of the Costco. They will exit on Silva, shop or gas and return to 50. EDH residents in Serrano will come down the hill to Silva turn left and go to Costco and return the same way. No impact on the 3 schools north of Serrano pkwy.

There will be some increased traffic from neighborhoods north of Serrano Pkwy, but Silva like EDH blvd is 2 lanes each direction and designed for that traffic. Would I go to the new Costco at 3 in the afternoon when the schools are getting out? NEVER! In summary, this Costco brings needed revenue to El Dorado County with minimal impact on the EDH community. I support it whole heartedly.

Doyle and Cynthia Souders

6047 Toscana Loop

95762

Sent from my iPad

From: [Joseph Bresciani](#)
To: EDHCostco@edcgov.us
Subject: Feedback in support of project
Date: Monday, March 17, 2025 4:54:45 PM

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I am in strong support of this project as presented with the gas station. EDH currently bleeds tax money to Folsom every day and there are many unnecessary vehicles trips down there which this store will alleviate. Furthermore, there are very few options in the EDH area for gasoline, especially cheaper gasoline. Every fuel station in EDH is a dollar a gallon more than anywhere else, which this project will also address.

Build as is!!!!

From: casey_olooney
To: EDHCostco@edcgov.us
Subject: Feedback on Costco on Silva
Date: Wednesday, March 26, 2025 7:23:21 PM

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I am a resident of the Serrano neighborhood. I am not in support of the Costco in EDH. I am very concerned about traffic around the Oak Meadow Elementary school. Silva Valley Pkwy has 4 schools and is one of the main access points to hwy 50. The proposed Costco would add exponential traffic to an area directly next to a school where 5-12 year olds already have to deal with speeding traffic. I would prefer Costco to find another location in El Dorado Hills that will not add significant traffic next to schools.

Casey O'Looney

From: [JC Kang](#)
To: EDHCostco@edcgov.us
Cc: [S. Church](#); [Suk Paek](#); [Nam Kim](#)
Subject: Feedback on El Dorado Hills Costco Project - Traffic and Community Impact Concerns
Date: Monday, March 31, 2025 10:50:40 AM

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Dear El Dorado County Planning Team,

I am writing on behalf of Capital Korean Presbyterian Church, located at 1441 Tong Rd, El Dorado Hills. We welcome the Costco project and recognize the potential benefits it could bring to our community, including increased retail options and sales tax revenue.

However, we would like to share our concerns and suggestions regarding the project's impact on our church operations and the surrounding area.

1. Traffic Congestion Management:

Given that our church holds services and events on Sundays and Saturdays, and also hosts various community programs, we are concerned about potential traffic congestion during peak hours. We would appreciate it if the traffic plan for the Costco project could account for the heavy traffic in our area, especially during church events. Specifically, we would suggest exploring traffic signal improvements, additional turn lanes, and perhaps even considering a dedicated access route to minimize congestion.

2. Impact on Day Care and Senior Programs:

We are planning to launch a **Day Care** program and **Senior Programs** in the future. It is critical that these programs operate in a safe and quiet environment, free from disruptions caused by heavy traffic or air pollution. We would appreciate assurances that the development plans will consider minimizing noise and air quality impacts, particularly if the gas station is built near our property.

3. Environmental Impact:

We also encourage consideration of any environmental impact the project may have, particularly regarding the nearby wetland area. It would be beneficial for the development to incorporate sustainable building practices and to prioritize the protection of local wildlife and ecosystems.

In addition, we would like to request the following information to stay informed about the development process:

- Could you please provide the website or any online resources where we can track the current development process and upcoming stages of the project?
- Is there a way for our church to receive **email or written notifications** regarding important updates and deadlines related to the project?

Are there any **scheduled meetings** or **public hearings** that we or our community members can attend to stay informed and provide further feedback?

We are grateful for your attention to these concerns and would appreciate any measures taken to address them to ensure a positive outcome for both the Costco project and our church community.

Thank you for your time and consideration.

Sincerely,

Rev. Jeachul Kang

279.300.9114

Capital Korean Presbyterian Church (PCUSA)

From: [Jay Jacobs](#)
To: EDHCostco@edcgov.us
Subject: Future El Dorado Hills Costco
Date: Wednesday, March 19, 2025 12:34:09 PM

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To: Whom it may concern

I am very much in favor with the currently planned EDH Costco and it's proposed location. I believe the tax revenue produced by an El Dorado County business will benefit all county residents including those living in Serrano. I also believe the local businesses will benefit from locals staying in their community to shop rather than driving to Sacramento or Placer counties as the vast majority do now. As for the wild turkeys, they seem to have no problem with living in my EDH neighborhood and I'm sure they'll adapt.

Sincerely,
Jay Jacobs
2547 Campbell Ranch Drive,
El Dorado Hills, CA 95762

From: sandeeschlaak@comcast.net
To: EDHCostco@edcgov.us
Subject: FW: Community Information - Costco Wholesale
Date: Monday, March 31, 2025 7:35:50 PM

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Comments to the Costco Wholesale fuel facility –

We should not have a fuel station so close to a school or residential area. There have been many studies that show it is hazardous to the health of those in close proximity. If there is a leak, small drops of gas on the concrete pads, the underground tanks leak and contaminate the water supply, Serrano will be effected and the elementary school, Oak Meadow. I believe many residents will feel that Serrano did not support the residents and will sue. Many residents will contemplate moving out of the area and Serrano's reputation will be tarnished.

Please see the articles below with studies that have been performed to explain these concerns.

Thank you,

[Benzene and Gas Stations | The Aiken Chronicles](#)

The negative health outcomes studied include adverse pregnancy outcomes, birth defects, infant deaths, childhood cancers (including leukemia, brain cancer, germ-cell tumors, non-Hodgkin's lymphoma, and Burkitt lymphoma), asthma and other chronic respiratory symptoms, stroke, renal disease, and diabetes. The evidence at this time is sufficient to justify the application of the precautionary principle to protect people from the deleterious effects of living near environmental hazards. (1)
One hazard of particular interest for nearby neighborhoods of any proposed gas station is the chemical, benzene, a gasoline additive. Benzene is a colorless or light yellow liquid at room temperature with a sweet odor. It is highly flammable.

[Residential Proximity to Environmental Hazards and Adverse Health Outcomes - PMC](#)

How living near environmental hazards contributes to poorer health and disproportionate health outcomes is an ongoing concern. We conducted a substantive review and critique of the literature regarding residential proximity to environmental hazards and adverse pregnancy outcomes, childhood cancer, cardiovascular and respiratory illnesses, end-stage renal disease, and diabetes. Several studies have found that living near hazardous wastes sites, industrial sites, cropland with pesticide applications, highly trafficked roads, nuclear power plants, and gas stations or repair shops is related to an increased risk of adverse health outcomes.

We summarize the findings of studies, including limitations, that examined the relation between residential proximity to various environmental hazards and adverse pregnancy outcomes in a supplemental table

[Is It Safe to Live Near a Gas Station? Scientists Point to Numerous Health Hazards - FossilFuel.com](http://FossilFuel.com)

Disconcerting Findings from Columbia University

A recent study conducted by a team of environmental health scientists from Columbia University's Mailman School of Public Health found that many of the nation's gas stations are leaking potentially hazardous vapors into the surrounding environment. Gas stations can have a significantly adverse impact on neighboring housing complexes, especially neighborhoods with young children. Despite the convoluted array of modern safety and health guidelines that gas stations must follow, these fossil fuel-selling businesses can emit high levels of ground-level ozone from gasoline fumes, impact groundwater systems from leaking fuel tanks, and expose nearby residents to a number of other hazards from other chemicals that might be used at a fuel station (Scientific American, 2009).

Study results from Columbia University's Mailman School of Public Health revealed that vapors from gas station vent pipes often emit ten times the amount of emissions that were originally used to determine setback regulations for playgrounds, public parks, and schools. The findings were published in the journal *Science of the Total Environment*. The researchers highlighted that toxic gasoline and diesel chemicals may have been unknowingly exposing nearby residents to harmful carcinogens for decades.

While gasoline vapors are known to contain harmful chemicals like benzene and volatile organic compounds, little is known about how long-term exposure to these chemicals may impact human health. Carbon monoxide, particulate matter, nitrogen oxides, and unburned hydrocarbons are emitted when gasoline evaporates or is burned. These contribute to air pollution and greenhouse gas emissions.

Most modern gas pumps are required to have government-regulated vapor-recovery units on their nozzles in order to limit the release of toxic gasoline and diesel vapors while a car is being refueled. When a tanker truck arrives to refuel the underground storage tanks at the gas station, a similar system of government-regulated vapor-recovery units are required to be used. However, these units often fail, while vent pipe emissions from the underground storage tanks frequently lack adequate air filters, as outlined by the study conducted by Columbia University. In addition to elevated levels of benzene, direct concerns related to gasoline fumes include the presence of ground-level ozone. Ozone pollution is known to be caused by a toxic mixture of volatile organic compounds which can be found in gasoline vapors. High levels of ozone are known to cause asthma and other respiratory problems. Furthermore, the National Institutes of Health says that volatile organic compounds can lead to certain types of cancers.

Groundwater Contamination

In addition to the concerns related to harmful vapors, leaks from gasoline storage tanks should also be a concern for homeowners that live near gas stations. According to data tracked by the U.S. Environmental Protection Agency, there are more than 660,000 underground gasoline storage tanks in the country. The vast majority of gas stations have underground fuel tanks that are made from uncoated steel, which are known to deteriorate over time. Once uncoated steel tanks start to rust, they are prone to fuel leaks. Many lawsuits have been filed over the years against gas stations with uncoated steel tanks for fossil fuel contamination that has leached into groundwater systems.

As gasoline enters the soil and begins to contaminate groundwater, it can be extremely challenging to

address. According to the U.S. Environmental Protection Agency, groundwater systems supply nearly a half of all American households with water. If a storage tank were to leak and contaminate a groundwater system with gasoline additives like methyl tertiary-butyl ether, the groundwater could potentially be rendered permanently undrinkable. While this chemical has been outlawed in a number of states, methyl tertiary-butyl ether is only one of nearly 150 harmful chemicals that can be found in gasoline (Scientific American, 2009). While the notion of permanently contaminated drinking water can be a difficult concept to grasp, lawmakers have been working to reduce the risk of fuel tank leaks. For example, a federal law enacted in the 1990s started to mandate a phased removal of older underground fuel storage tanks to be replaced with new doubled-lined tanks.

Small spills at gas stations could cause significant public health risks over time

new studies have considered the potential environmental impact of routine gasoline spills and instead have focused on problems associated with large-scale leaks. Researchers with the Johns Hopkins Bloomberg School of Public Health, publishing online Sept. 19 in the *Journal of Contaminant Hydrology*, developed a mathematical model and conducted experiments suggesting these small spills may be a larger issue than previously thought.

Over the lifespan of a gas station, Hilpert says, concrete pads underneath the pumps can accumulate significant amounts of gasoline, which can eventually penetrate the concrete and escape into underlying soil and groundwater, potentially impacting the health of those who use wells as a water source. Conservatively, the researchers estimate, roughly 1,500 liters of gasoline are spilled at a typical gas station each decade.

"Even if only a small percentage reaches the ground, this could be problematic because gasoline contains harmful chemicals including benzene, a known human carcinogen," Hilpert says.

The model demonstrates that spilled gasoline droplets remain on concrete surfaces for minutes or longer, and a significant fraction of spilled gasoline droplets infiltrate into the pavement, as concrete is not impervious.

"When gasoline spills onto concrete, the droplet will eventually disappear from the surface. If no stain is left behind, there has been a belief that no gasoline infiltrated the pavement, and all of it evaporated," Hilpert says. "According to our laboratory-based research and supported by our mathematical model, this assumption is incorrect. Our experiments suggest that even the smallest gasoline spills can have a lasting impact."

From: Serrano El Dorado Owners' Association <hoa@serranohoa.org>

Sent: Wednesday, March 26, 2025 3:05 PM

To: sandeeschlaak@comcast.net

Subject: Community Information - Costco Wholesale



Community Information - Costco Wholesale

Following the March 25, 2025, Board meeting, the Serrano Board directed Management to send an additional notification to the community regarding the proposed Costco project. The County of El Dorado is currently soliciting written comments from individuals regarding the scope and content of a new Costco Wholesale Member Warehouse retail store and Costco Wholesale fuel facility on Silva Valley Parkway north of US 50. Serrano residents who wish to submit their comments should do so as soon as possible but no later than 5:00 pm on March 31, 2025.

Please send all comments to:

Cameron Welch, Senior Planner

County of El Dorado Planning and Building Department

2850 Fairlane Court, Building C

Placerville, CA 95667

Email: EDHCostco@edcgov.us

A copy of the county's Revised Notice of Preparation of a Draft Environmental Impact Report from February 25, 2025, can be found [here](#).



Serrano El Dorado Owners' Association | 4525 Serrano Parkway | El Dorado Hills, CA 95762 US

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From: [jons van dooren](#)
To: [PL-EDH Costco Project](#)
Cc: [Cameron W. Welch](#); rafael.martinez@edcgov.us; Karen.L.Garner@edcgov.us; [Joni](#); bostwo@edcgov.us; bosthree@edcgov.us; [BOS Four](#); bosfive@edcgov.us; bob.williams@edcgov.us; david.spaur@edcgov.us; jeff.hansen@edcgov.us; John Davey; tjwhitejd@gmail.com; [John Raslear](#); lramirez@thatchlaw.com; nstack@mtdemocrat.net; [Ben van der Meer](#)
Subject: Fw: Costco NOP Comments, please explain? Additional parking stalls on EDH-Costco North so customer can cross Silva Valley Parkway?
Date: Friday, March 21, 2025 1:47:46 PM
Attachments: [favicon.ico](#)

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Good afternoon all, hopefully this email finds you well!

So I did the math!

Folsom 148.663 Sq. F. = 741 Stalls in place
EDH 165.000 Sq. F = 831 Stalls

On the gas station side, the Costco plan has DOUBLE the number of pumps and handles scheduled on the Concept Site plan, DOUBLE over the Folsom store, no wonder the attorney from Thatch & Hooper in Sacramento is representing the gas stations, talking about Urban Decay!

So Costco HAS to create those parking stalls across Silva Parkway otherwise, they **CANNOT** build a 165.000 Sq. F warehouse!

This is also what Bob Williams Planning Commissioner mentioned in the Scoping meeting! They NEED to put that many stalls in (by law?).

The current Costco warehouse EDH-Costco South has enough stalls for 763 vehicles, this according to their Concept Plan, which would allow approx. a Folsom size building, OOPS! Back to the drawing board for Costco!

So that's why these 68 parking stalls are all of a sudden created on the North side!

Question: how are these people getting **safely** across the 4 lanes of Silva Valley Parkway, and their divider, isn't the additional parking ALSO for the Costco Customer?

So now we will see shopping carts etc. being pushed across Silva Valley Parkway, because they are 60+ parking stalls short on the South side?????????

Like I have been saying "putting 10 Lbs. of potatoes in a 5 Lbs. Bag does NOT work!

CRAZY, pieces of the puzzle coming together, SLOWLY ! Things are getting better with the minute!

Can not wait to hear from you how you are going figure this all out, with ALL the other stuff when it comes to this Concept plan! But I am sure you ALL have taught this ALL over!

Please see note below with attachment of Costco plans!

Regards,

Jons van Dooren.

Wow!! If you read the FAQ online it also says this proposed Costco will be ~20,000 square feet bigger than that one!

“ The new Costco Wholesale in El Dorado Hills is proposed to cover a site development area of 20.34 acres and would include an approximately 165,000 SF Member Warehouse store, a Member fuel facility with 16 pumps/32 handles, and 831 parking stalls. The Folsom Costco Wholesale project’s site development area is 18.6 acres with a 148,663 SF Member Warehouse store , 741 parking stalls and a Member fuel facility with 11 pumps/22 handles.”

FAQs | Costco/EDH S2 | Engage El
Dorado
us.engagecentral.com



From: [jons van dooren](#)
To: [PL-EDH Costco Project](#)
Cc: [tjwhitejd@gmail.com](#); [John Raslear](#); [washburn_bew@yahoo.com](#); [Joni](#); [bostwo@edcgov.us](#); [bosthree@edcgov.us](#); [BOS Four](#); [bosfive@edcgov.us](#); [david.spaur@edcgov.us](#); [bob.williams@edcgov.us](#); [jeff.hansen@edcgov.us](#); [Cameron W. Welch](#); [rafael.martinez@edcgov.us](#); [Karen.L.Garner@edcgov.us](#); [John Davey](#)
Subject: Fw: <https://www.villagelife.com/>
Date: Wednesday, March 19, 2025 11:06:22 AM

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Good morning ALL, hopefully this email finds you well.

<https://www.villagelife.com/>

Just want to let you know that an article is published in and online at Village Life and Mountain Democrat, regarding the latest scoping meeting regarding the pared down Costco project! In case you missed it!

The writer made her findings: "there was not enough positive support for the project" despite bringing potential customers from Folsom to bring in sales tax!

List of the many concerns: road being too narrow, (Clarksville Crossing), was called disastrous, environmental impact, traffic, air quality, parking structure to accommodate the Costco Warehouse, with ADDING additional 60+ parking stalls across Silva Valley Parkway, to create the necessary stalls for such a project!

Again, "Putting 10 Lbs. Of potatoes in a 5 Lbs. bag does not work"

Jons van Dooren
Serrano resident

From: [Planning Department](#)
To: silvalleyneighbors@gmail.com
Cc: [Cameron W. Welch](#); [Rafael Martinez](#); [Karen L. Garner](#); [BOS-District I](#); [BOS-District II](#); [BOS-District III](#); [BOS-District IV](#); [Brooke Laine](#); [Kim Dawson](#); [Kyra Scharffenberg](#); [David Spaur](#); [Bob Williams](#); [Jeff Hansen](#); [Andy Nevis](#); [Daniel Harkin](#); [David A Livingston](#); [Jeffrey A. Warren](#); [Planning Department](#); [EMD Info](#); mtdemo@mtdemocrat.net; [Ande Flower](#); [PL-EDH Costco Project](#)
Subject: Fw: Joint Letter: Residents Seek Fair Notification in Silva Valley Corridor
Date: Friday, March 28, 2025 3:36:14 PM
Attachments: [PD15-0001, CUP23-0012,V22-0001 Notification Map NOP 02-25-25 \(1 Mile\) \(1\).png](#)
[COSE UP MAP.png](#)
[MapOfWhoWasNotified.png](#)
[Joint Letter Request for Notifying Impa...pdf](#)

Dear Silva Valley Neighbors,

Thank you for your comments related to the El Dorado Hills Costco project. Your comments have been forwarded to the County Planner Cameron Welsh for review.

Thank you,

County of El Dorado

Planning and Building Department (Planning Services)
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5355



From: Silva Valley Neighbors <silvalleyneighbors@gmail.com>
Sent: Friday, March 28, 2025 2:06 PM
To: Cameron W. Welch <Cameron.Welch@edcgov.us>; Rafael Martinez <Rafael.Martinez@edcgov.us>; Karen L. Garner <Karen.L.Garner@edcgov.us>; ando.flower@edcgov.us <ando.flower@edcgov.us>; BOS-District I <bosone@edcgov.us>; BOS-District II <bostwo@edcgov.us>; BOS-District III <bosthree@edcgov.us>; BOS-District IV <bosfour@edcgov.us>; Brooke Laine <Brooke.Laine@edcgov.us>; Kim Dawson <kim.dawson@edcgov.us>; Kyra Scharffenberg <Kyra.Scharffenberg@edcgov.us>; David Spaur <David.Spaur@edcgov.us>; Bob Williams <Bob.Williams@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Andy Nevis <Andy.Nevis@edcgov.us>; Daniel Harkin <Daniel.Harkin@edcgov.us>; David A Livingston <david.livingston@edcgov.us>; Jeffrey A. Warren <Jeffrey.Warren@edcgov.us>; Planning Department <planning@edcgov.us>; EMD Info <emd.info@edcgov.us>; mtdemo@mtdemocrat.net <mtdemo@mtdemocrat.net>
Subject: Joint Letter: Residents Seek Fair Notification in Silva Valley Corridor

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Planning and Building Department and Planning Advisory Committee,

I hope this message finds you and your loved ones well.

I'm writing to share a letter signed by parents, students, and residents of the Silva Valley Corridor and the greater El Dorado Hills community. The letter expresses our collective concern that many neighbors who will be directly affected by the proposed Costco development were not included in the public notification process -- and therefore have not had a fair opportunity to participate in the comment period.

We began circulating the letter on Wednesday, March 26, and it is continuing to gather signatures. A full list of signatories will be provided before the public comment deadline on Monday, March 31.

Thank you very much for your time and consideration.

Warmly,
Silva Valley Neighbors

[You Can Read the Letter Here](#)

From: [Yolanda Gilbride](#)
To: [PL-EDH Costco Project](#)
Subject: Fw: To Fish & Wildlife red-shouldered hawk
Date: Thursday, March 13, 2025 3:33:30 PM
Attachments: [IMG_1038.PNG](#)
[IMG_1040.PNG](#)
[IMG_1042.PNG](#)
[IMG_1147.PNG](#)
[IMG_1037.PNG](#)
[IMG_1036.PNG](#)
[IMG_1026.PNG](#)
[IMG_1034.PNG](#)
[IMG_1030.PNG](#)
[IMG_1033.PNG](#)
[IMG_1043.PNG](#)

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Hello Ms Welch,

El Dorado Hills California 95762

Originally I sent the email to CostCo concerning the development in El Dorado Hills, in such echo centered area where animals rely on very limited water source, nesting area and hunting grounds in open space. I don't believe people would be purposefully hurting two endangered species red-shouldered hawk & Red fox assuming no one has mentioned this to Costco or they have decided to ignore the environmental aspect of Our community they are not familiar with. I recently have had more issues walking due to my arthritis but below are photos of Next-door local wildlife & some that migrated here after the fires. I had my husband take photos as well. Please don't destroy this tiny bit of sanctuary that is left for these guys. I have seen the spot be cleared a bit, bushes and trees have slowly been removed to change the topography of the area. I have seen some animals be effected by the smallest changes. I can't imagine the footprint of this Cost Co will have on this community that prides it self to be within nature. Just driving up from Folsom it has slowly been cleared away.

Please let's keep this space safe and water run open for everyone. It's against the law to injure federally protected species and their habitat. Not sure why this is being completely ignored?

Kind regards,

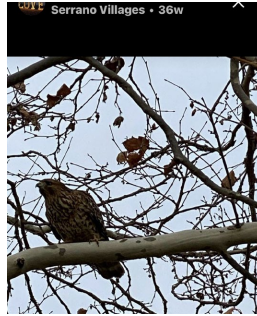
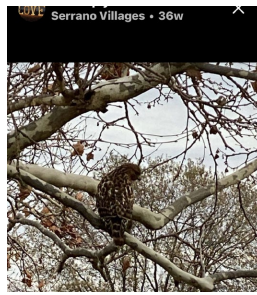
Yolanda & Matt Gilbride
Serrano/ El Dorado Hills

Email to Costco- I sent Costco last year

Hello Costco

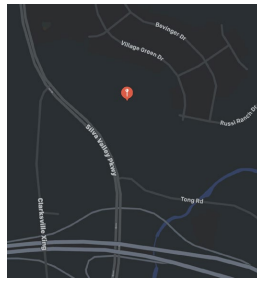
I am writing in opposition to the purposes EDH 52 Commercial center due to echo system destruction that would potentially harm two species that reside in the area that are Under Federal protection. The area of the purposed build is a Vidal hunting ground & food source.

The red-shouldered hawk is a federally protected bird. Under federal and state law, it is illegal for anyone to injure, harass, kill or possess a bird of prey or any parts of a bird of prey. This includes harming or removing a nest and disturbing feeding grounds. I



Also the
The Sierra
Nevada red fox is
now listed as an
endangered
species under
the [Endangered
Species Act](#), the
U.S. Fish and
Wildlife Service
announced.

I spotted red (white tailed) about
three years ago in
this spot.



There is a flowing water source we're animals go to drink & live in the area. With the fires & housing expansion off Bass lake this patch of land is a oasis & refuge to many creatures now & to come! Please protect what little is remaining.

Thank you,

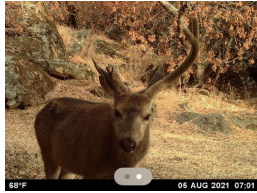
Yolanda Gilbride
Serrano

 Serrano Villages · 45w





Serrano Village G · 6d



Serrano Village G · 16w



[Sent from Yahoo Mail for iPhone](#)

From: [Philipp Schwarzbart](mailto:Philipp.Schwarzbart)
To: EDHCostco@edcgov.us
Subject: Fwd: Community Information - Costco Wholesale
Date: Wednesday, March 26, 2025 4:23:54 PM

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My comment: 10 min to the existing Costco in Folsom, no need for one closer.

Thank you,

Philipp

Begin forwarded message:

From: Serrano El Dorado Owners' Association <hoa@serranohoa.org>
Date: March 26, 2025 at 3:04:54 PM PDT
To: philipp.schwarzbart@gmail.com
Subject: Community Information - Costco Wholesale
Reply-To: hoa@serranohoa.org



Community Information - Costco Wholesale

Following the March 25, 2025, Board meeting, the Serrano Board directed Management to send an additional notification to the community regarding the proposed Costco project. The County of El Dorado is currently soliciting written comments from individuals regarding the scope and content of a new Costco Wholesale Member Warehouse retail store and Costco Wholesale fuel facility on Silva Valley Parkway north of US 50. Serrano residents who wish to submit their comments should do so as soon as possible but no later than 5:00 pm on March 31, 2025.

Please send all comments to:

Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department

2850 Fairlane Court, Building C
Placerville, CA 95667
Email: EDHCostco@edcgov.us

A copy of the county's Revised Notice of Preparation of a Draft Environmental Impact Report from February 25, 2025, can be found [here](#).



Serrano El Dorado Owners' Association | 4525 Serrano Parkway | El Dorado Hills, CA 95762 US

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From: [marty abell](#)
To: [Cameron W. Welch](#)
Subject: Fwd: Costco NOP Comments
Date: Friday, March 21, 2025 12:19:23 PM
Attachments: [favicon.ico](#)

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Hi Cameron, would you please verify or correct the terminology and math in the emails below? Thanks, Marty

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

From: **marty abell** <abellmarty@gmail.com>
Date: Fri, Mar 21, 2025 at 12:13 PM
Subject: Re: Costco NOP Comments
To: Amy Frith <amfrith@gmail.com>

We can count the fueling stations on the proposed site plan on the last page of the NOP. 16 little rectangles with a "fueling station" on each side, and, presumably, a gasoline pump and a diesel pump at each station. So, using the terminology of the NOP, the overall "fueling facility" would have $2 \times 16 = 32$ "fueling stations" each with a gasoline pump and a diesel pump, for a total of 64 "fuel pumps".

On Fri, Mar 21, 2025 at 11:06 AM Amy Frith <amfrith@gmail.com> wrote:

Wow!! If you read the FAQ online it also says this proposed Costco will be ~20,000 square feet bigger than that one!

“ The new Costco Wholesale in El Dorado Hills is proposed to cover a site development area of 20.34 acres and would include an approximately 165,000 SF Member Warehouse store, a Member fuel facility with 16 pumps/32 handles, and 831 parking stalls. The Folsom Costco Wholesale project’s site development area is 18.6 acres with a 148,663 SF Member Warehouse store, 741 parking stalls and a Member fuel facility with 11 pumps/22 handles.”

FAQs | Costco/EDH 52 | Engage El
Dorado
us.engagementhq.com



Sent from my iPhone

On Mar 21, 2025, at 10:51 AM, marty abell <abellmarty@gmail.com> wrote:

FYI, I got gas at the Folsom Costco yesterday, and I counted 16 fueling stations, twice as many as proposed at Oak Meadow.

On Fri, Mar 21, 2025 at 10:46 AM Amy Frith <amfrith@gmail.com> wrote:

I also think circulating a petition is something that can be done outside of the NOP period. It would be to try to get Costco to have a change of heart and make a change to their plan (gas station removal at minimum). Which they would not respond to as part of the NOP.

So we can spend more time on getting signatures for that after we submit comments for this March 31 deadline.

Sent from my iPhone

On Mar 21, 2025, at 8:58 AM, Claudia Vidovic <claudiavidovic@hotmail.com> wrote:

Hi Ivan,

Regarding extending the DEIR review period, John Davey said that APAC would be requesting an extension so I think that part is probably covered.

I am hoping most parents of BUSD received the email from Dr. Roth regarding Costco and the BUSD Board meeting. At Oak Meadow, I have heard that the teachers and staff have been told to not discuss the project. I'm not sure where that comes from... I will be seeing Debbie Bowers (Rolling Hills principal) tonight and I will talk to her about it and let you know what she says.

Claudia

From: Ivan Ruiz <love2joypeace@gmail.com>
Sent: Thursday, March 20, 2025 2:54 PM
To: marty abell <abellmarty@gmail.com>
Cc: Amy Frith <amfrith@gmail.com>; amandaphansen@gmail.com <amandaphansen@gmail.com>; Claudia Vidovic <claudiavidovic@hotmail.com>; John Davey <jdavey@daveygroup.net>; jons van dooren <jvduusa@hotmail.com>
Subject: Re: Costco NOP Comments

Hi All,

I'm thinking of raising awareness and pushing for a public comment extension. I wonder if the parents and future parents of Oak Ridge High School, Rolling Hills Middle School, and Silva Valley Elementary were properly informed. A month is a very short period for public input, and the community deserves more time to understand and voice their concerns. This Costco will have a huge impact on traffic and safety around these schools, and we need to ensure that everyone impacted has the opportunity to engage.

If you have any thoughts, resources, or strategies to help with this effort—or if you know how we can formally request an extension—please let me know.
Looking forward to your input

Best wishes,

Ivan Ruiz

On Wed, Mar 19, 2025 at 11:19 AM marty abell

<abellmarty@gmail.com> wrote:

All, I decided to submit my comments to the county early, and send them to you, too, so you can use them (or not) in preparing your own comments if you want. Please feel free to forward them to anybody I missed, too. Also, I would encourage any of you who are interested in checking out possible future EIR lawyers to visit Remy Moose Manley (rmmenvirolaw.com). I have worked with Jim Moose, and he's great.
Marty

From: marty_abell
To: EDHCostco@edcgov.us; [Cameron W. Welch](#); [Karen Garner](#); [Rafael Martinez](#)
Subject: Fwd: EDH Costco NOP Comments
Date: Wednesday, March 19, 2025 11:52:33 AM

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Hello Cameron, I have tried a couple of times without success to submit these NOP comments online to the address in the NOP, EDHCostco@edcgov.us. Karen and Rafael, my emailed copies of the comments to you seem to have succeeded, so would you please make sure Cameron gets them, in case this attempt to reach him also fails? I would appreciate acknowledgement from someone at the county that the comments have been successfully and officially received. Thank you, Marty Abell

Hello Cameron,

The following comments on the EDH Costco NOP address content that should be included in the EDH Costco project's Draft Environmental Impact Report (DEIR). My name is Marty Abell; my address is 4894 Village Green Drive, El Dorado Hills, CA 95762. My homesite is adjacent to the Costco North Site. Some of the terms in the following comments are **highlighted** for emphasis and easy reference.

1. It does not seem credible that Costco has no plan for the 13.79-acre outparcel "**black hole**" that covers more than half of its 24.83-acre North Site. If Costco does have a plan, it should be included in the Project Description as a future phase of the project, and a new NOP should be issued. If Costco does not have a plan for the future development of this "outparcel," future development, by Costco, or others, of the outparcel, consistent with the commercial designation for the site in the General Plan, should be addressed in the DEIR's cumulative impact analyses as a reasonably foreseeable future project. Either way, the DEIR must address the future development of the outparcel.
2. And what about Costco's and the county's intentions for the 7.75-acre "**reserve**" for the future Country Club Drive Extension, which has been in the county's CIP since forever? Is the county's and Costco's plan that Costco will someday dedicate that to the county, or is the plan that the county will someday purchase it?
3. And when are we actually going to see an NOP on the **DEIR for the whole Country Club Drive Extension**, from Bass Lake Road, to the Tong Road cul du sac, around the project North Site, to Silva Valley Parkway, and beyond? We believe we know roughly how it will get from Bass Lake Road, to Tong Road, and around the North Site to Silva Valley Parkway, but the Costco NOP graphic only shows it wandering off from there somewhere to the west. Where is it supposed to end (Raley's loading dock?)? And why is it even proposed,

parallel to Highway 50? What's it supposed to do that Highway 50 doesn't already do, except induce more growth in its own corridor? Is the extension and the growth it would induce already covered by the magnificent and timeless 2004 County General Plan EIR? But, if not, please let us know when we might see an NOP on "the whole of the action" for the entire Country Club Drive Extension.

4. As you know, a few years ago, the California State legislature, in its wisdom, decided to prohibit CEQA from considering level of service (**LOS**) as a criterion for determining a project's traffic impact, and instead substituted vehicle miles traveled (**VMT**) (SB743). Unfortunately, under SB 743, a vehicle mile traveled no longer actually has any CEQA impact on traffic. Instead, VMT impacts are actually on air quality (increased pollutant emissions), noise (increased engine and tire noise), public safety (increased accident risk for bicycles, pedestrians, and other vehicles), public facilities (roadway wear and tear and any new warranted physical improvements), and natural resources (consumption of non-renewable fossil fuels). These are all impacts that should be addressed in their own appropriate sections of the DEIR, not in the "traffic" section. The only actual impact VMT has on "traffic" is to increase motorists' travel delay, which is still measured by its degradation of LOS. While SB743 (and County Resolution 141-2020) now prohibit the EIR from using LOS to determine traffic impact, those regulations do not prohibit an EIR from including an LOS analysis for other purposes. In fact, an LOS analysis is still generally necessary to determine a project's consistency with the traffic policies of a General Plan, and as a factor in the EIR's analysis of air quality impacts. (a reduction of LOS results in lower vehicle fuel efficiency, which, in turn, increases emissions of air pollutants). The EDH Costco DEIR should therefore present the results of an LOS analysis prepared by a qualified traffic engineer.

5. The following comments concern the relationship of the proposed Costco project to the future Country Club Drive Extension, the elephant in the room for the Costco EIR:

5.1 The Costco NOP identifies a 7.75-acre Assessor's Parcel (APN122-720-21) on the North Site as a "reserve" for the "future extension of Country Club Drive to Silva Valley Parkway." The DEIR should describe when and how this "reserve" parcel was created, on private property, and how it came to fit so well with the planned future right-of-way for the future Country Club Drive Extension, and to be "reserved" for the extension. Who reserved it? What is the nature of Costco's current obligation, if any, to keep the parcel in "reserve" for a future county roadway project? Was any sort of CEQA documentation prepared for the creation and "reservation" of the parcel at the time of its creation and reservation? If not, why not? After all, that parcelization and its "reservation" is part of the "whole of the action" that is the full extension of Country Club Drive from Bass Lake Road to Silva Valley Parkway, and beyond.

5.2. The Costco DEIR should include a full evaluation of the potential environmental impacts associated with the construction of the "reasonably foreseeable" segment of the Country Club Drive Extension located within the Costco project's North Site "reserve." Since the roadway segment would be part of the "whole of the action" that is the entire Country Club Drive Extension, the Costco DEIR should also address the impacts of the entire extension, and feasible mitigation measures to reduce or avoid any significant impacts.

5.3. The Costco DEIR should thoroughly analyze the **growth-inducing impacts of the full Country Club Drive Extension**. Costco is holding the "reserve" parcel in reserve for a future time, when it will transfer it to the county for the construction of the on-site portion of the full extension. Costco's plan for the holding of the reserve, and its future transfer to the county, is

therefore part of the "whole" of Costco's current proposed project, and its impacts must therefore be addressed in the Costco DEIR. The impacts of the future transfer would be that it would remove an obstacle to the construction of the whole of the entire Country Club Extension that would result in all the direct and indirect impacts of the full extension, including the growth the extension would induce in its own corridor. The Costco EIR Impact analyses should therefore assess the potential for the full Country Club Drive Extension to open undeveloped and underdeveloped areas in its corridor to urban-scale growth, and it should evaluate the environmental consequences of that growth.

5.4 The Costco DEIR should assess the **cumulative impacts** of the potential growth induced by the full Country Club Drive Extension.

5.5. To ensure compliance with CEQA, the Costco DEIR must **avoid segmentation**, or "piecemealing," of environmental review by addressing the relationship between the Costco project and the full Country Club Drive Extension project. If the segment within the North Site is integral to the full extension, the Costco DEIR should make clear how and when the "whole of the action" that is the entire Country Club Drive extension will undergo its own CEQA review. The Costco DEIR should clarify the sequencing of environmental review and provide assurances that the full extension's impacts will be appropriately addressed in its own EIR.

5.6. The Costco DEIR should include an analysis of whether the growth induced by the full Country Club Drive Extension would be consistent with the County General Plan, and the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) of the Sacramento Area Council of Governments (SACOG), and any other applicable regional plans. If the growth induced by the full Country Club Drive Extension is found to conflict with these regional plans, the DEIR should identify and discuss the implications of these conflicts.

6. The Costco DEIR Project Description should describe the **"whole of the action"** [CEQA Guidelines, Section 15003(h)], including the following project components, which are not fully described in the EDH Costco NOP:

6.1. The Project Description should disclose Costco's intentions, if any, for the future use and development of the 13.79-acre **"outparcel"** on the North Site. Costco's long-term plans for development of the outparcel should be included in the Project Description, and its impacts should be addressed as a future phase of the project. Does Costco intend to eventually develop the property itself, sell it to another developer, or convey it to the county as permanent open space? The outparcel is on the project site and is part of the project, and Costco's intentions for it should be included in the Project Description. "Transparency," remember?

6.2. The Project Description should disclose Costco's, and the county's, **conveyance plan** for the transfer of the 7.75-acre **"reserve"** for the Country Club Drive Extension from Costco to the county. When and how will the conveyance occur? What is the schedule for construction of the on-site portion of the extension, and how does it relate to the schedule for construction of the entire extension, and to the schedule for the Costco project itself?

6.3. The Project Description should include the **project schedule** for "pre-construction activities," grading and site preparation, construction, and commencement of operations. When is the Costco grand opening?

6.4. The Project Description should describe Costco's complete **signage plan**. On-building,

off-building, and off-site signage is part of the "whole of the action," and its description is necessary for the DEIR's assessment of the project's visual and aesthetic effects.

6.5 The Project Description should include the proposed operating days and **hours of the fueling facility**. There's a big difference between a 32-pump gas station that operates 8 or 10 hours a day and one that operates 16 hours a day. If Costco can figure out the hours for its warehouse store, it should be able to figure out the hours for its gas station. The Project Description should also indicate whether diesel fuel will be sold at the fueling station, and the expected annual **quantities of fuel sales** for both diesel and gasoline.

6.6. The Project Description should include a description and schedule for any future sanitary sewer connection across the project site necessary to connect the already approved but unbuilt 51-unit Serrano Village A14 to the sewage collection pipeline in Clarksville Crossing. A **sewer easement** across the North and South sites is necessary for the buildout of Village A14 to proceed. The Costco DEIR should address the growth-inducing impact of the sewage easement, or any other easements, across the project site.

6.7. The Project Description should describe and map all **proposed off-site facilities**, particularly transportation improvements, including, but not limited to, turning lanes, lane widenings, traffic signs, traffic lights, crosswalks, roadway segments, bicycle lane segments, and sidewalk segments. Would these off-site facilities be funded directly by Costco, or by the county general fund, or by county Transportation Impact Fees (TIFs)?

6.8. The Project Description should describe the project's degree of **compliance**, or non-compliance, with the county's requirements and regulations related to the physical design of the project, including, but not limited to, building height, building horizontal dimensions, floor area, floor area ratio (FAR), setbacks, parking spaces, signage, outdoor lighting, design features, and landscaping.

6.9. The Project description should provide graphics that show the existing and **proposed parcelization** of the North and South sites.

7. To the extent feasible, the DEIR should express impact criteria in objective, quantitative terms (see CEQA Guidelines Appendix G). The DEIR should be as graphic as possible, using clear, readable color illustrations, maps, photos, plans, tables, and photo simulations (i.e., selected "before" and "after" views of the project site and project).

8. The DEIR should contain a **policy table** that summarizes the applicable policies of the county, including those of the County General Plan, and the relationship of the project to those policies.

9. The approaches, findings, and conclusions of the technical and engineering reports and studies that are prepared in support of the Costco EIR should be summarized, and presented in the body of the DEIR. The full reports themselves should be presented in DEIR appendices, or incorporated by reference into the DEIR and published at the same time and in the same manner as the DEIR itself. the DEIR should tell a story, not get lost in the weeds.

10. The DEIR **Summary** should include an **impact summary table** that summarizes each impact of the project, its level of significance, mitigation measures included in the project, mitigation measures not included in the project but identified in the DEIR, state whether those

measures are accepted or rejected by the applicant, and identify the levels of impact significance after implementation of all proposed and accepted measures.

11. The DEIR Project Description should fully describe Costco's **project objectives**, including its objectives for profitability, and any objectives for preserving and protecting on-site natural features and resources (including wetlands, riparian areas, springs, heritage trees, tree groupings, woodlands, landforms, wildlife habitats, and cultural resources). It should explain its long-term objectives for the fuel facility, given future expected reductions in fossil-fueled vehicles in California, its goals for annual tons of sales of fossil fuels, and its objectives, if any, for reducing or minimizing greenhouse gas emissions. It should explain why Costco believes another warehouse store and fueling facility is appropriate in a single-family residential community, next to an elementary school, and only 4.4 miles via Highway 50 from its existing store and fueling facility in Folsom. It should describe its objectives for protecting kindergartners from benzene emissions.

12. The Project Description should describe any Costco responsibilities for maintaining the portions of the project site that are not proposed for development at this time (i.e., the 1.38-acre remainder parcel west of Clarksville Crossing, the 13.79-acre "outparcel" on the North Site, the 7.75-acre "reserve" parcel for the Country Club Drive Extension, and any remainder of the North Site that extends to its outer boundaries. Will Costco be responsible for ongoing maintenance, mowing, fire prevention, and litter cleanup (which will no doubt become more important once the project becomes operational) of these undeveloped portions of the site? Will Costco install landscaping outside the right-of-way of the future Country Club Drive Extension to provide a **visual buffer** between the project and Oak Meadow School and neighboring residences?

13. The Project Description should include graphic and technical descriptions of the proposed locations and appearance of any proposed **ancillary facilities**, including, but not limited to, solar arrays, rooftop mechanical equipment, outdoor lighting, emergency electrical generators, electric vehicle charging stations, off-site and on-site signage, and trash, recycling, and compacting facilities. The descriptions should be sufficient to permit analyses of the noise, visual, energy, air quality, and other impacts of these facilities.

14. The Project Description should include grading and drainage plans for both sites. The **grading plans** should graphically show areas to be cut and depths of cut, areas to be filled and depths of fill, and areas to be undisturbed. What would be the maximum and average depths of both cut and fill? Would cut and fill be balanced on site? If not, what will be the volume of import/export?

15. The Project Setting should describe existing physical conditions from both **local and regional perspectives**, at the time of the NOP publication date, February 25, 2025. If different setting dates are used, particularly older setting dates, they must be supported by substantial evidence (see CEQA Guidelines, Section 15125).

16. The DEIR should present the results of a geotechnical report prepared by a licensed geotechnical engineer that addresses the soil, groundwater, surface water, bearing, and contaminant characteristics of each the site. The report should identify any project constraints, including the potential for **asbestos** or other soil contaminants, and any **groundwater constraints** at the location of proposed fuel storage tanks on the North Site. The DEIR should identify the health and other impacts of any soil, groundwater, or surface

water contaminants identified, any violations of applicable contaminant standards, and mitigation measures to mitigate impacts to less than significant levels.

17. The grading and drainage plans should describe how **runoff and erosion** would be controlled during and after grading, and how runoff would be collected, treated, and discharged during and after grading and project construction, and during project operation. Where will treatment facilities, if any, be located? What will be the water quality of discharge? Will it meet applicable water quality standards? Will the project still have "bioretention areas" and "underground water quality vaults"? If so, where? Will all treated water be used on site for irrigation or other purposes?

18. The NOP Project Description includes a Conditional Use Permit for the proposed tire center, vehicle display, and Christmas tree sales, and a **sign variance** to exceed allowable signage provisions of the County Sign Code (County Zoning Code Section 130.36). The DEIR must fully describe and assess these project components in order to address "the whole of the action." In particular, omission of the project's signage plan from the project's description and impact analyses would render the EIR incomplete and inadequate. The county's actions on the proposed conditional use permits and variance must not be piecemealed after the fact. (Actually, of course, Costco won't need any signs at all. Everybody within 100 miles will know exactly where it is, and exactly how to get there, on opening day, especially if Costco brings back its lemon meringue cheesecake).

19. The DEIR should quantify, and show in photos and on a map, the **wetland and riparian** areas on each site. Are the delineations current as of the date of the NOP, February 2025? If not, when were they prepared? If not, provide substantial evidence in support of the actual setting date (see comment 14, above). Show how many acres of each would be filled on each site, and how many acres of each would remain unfilled? Identify any **springs** on either site, and characterize their flows by quantity and quality. Are they permanent? How will any springs affect the project, particularly the installation of fuel storage tanks? Are springs the source of the water in the wetland and riparian areas? What would be the project's impacts on the wetlands, riparian areas, and springs? What is the status of the Corps of Engineers Clean Water Act Section 404 review of the project application to fill? If the Corps has already approved the application, what is its stated basis? If the Corps has not approved the fill, what is the basis stated in the applicant's fill application?

20. The DEIR should quantify, and show in photos and on a map, all **trees** on each site, and identify the species, diameter at breast height, approximate height, age, and Heritage status of each tree. Identify which trees, oak and non-oak, are proposed to be removed and which are proposed to remain. Identify which trees are "protected" by applicable preservation policies, including County Ordinance 5061 and General Plan Policy 7.4.4.4., and the degree of protection.

21. The DEIR should identify the location, and show photos, of the **"in-lieu forest"**, so we can all see how well in-lieu mitigation fees actually work to mitigate tree removals from county development sites (please, no pictures of Giant Sequoias).

22. The DEIR should describe how the eastern edge of the North Site will be secured to prevent **trespass** into the adjacent gated Serrano Village A. An unsecured gap of approximately 240 feet currently exists along Village Green Drive, between AP 122-100-038 and AP 122-580-001 (4894 Village Green Drive and 4924 Village Green Drive).

23. Since the project's "pre-construction activities" would include lot line adjustments, why not include a **new lot line** that would connect the opposite rear corners of 4894 and 4924 Village Green Drive? Costco could then offer to sell, or otherwise convey, to Serrano Partners, LLC, the resulting, otherwise commercially useless, quarter-acre northeastern corner of the North Site. The new triangular parcel could then be combined with a portion of the "Remainder Parcel D" of Serrano's Village A14, which could, in turn, be three-split into standard residential lots to fill in the existing gap, and to make constructive use of an otherwise permanently wasted, commercially useless, unimproved, quarter-acre fire hazard at the northeast corner of the North Site. Soil cut from other areas of the project site could be used in combination with a retaining wall to create three level single-family lots, which Serrano could then develop. This could all be done independently from the project, would seem to make sense, and would be categorically exempt from CEQA.

24. The proposed project's "**pre-construction activities**" are part of the "whole of the action," and may not be undertaken until after certification of the project's Final EIR (FEIR), and county approval of the project. Preconstruction activities must not be "piecemealed."

25. The DEIR should show existing and proposed **parcelization** of both the North and South sites

26. The DEIR should explain why the project proposes 121 more **parking** spaces on the South Site than county regulations require. Why not relocate the 66 proposed warehouse employee parking spaces from the North Site to the South Site, thereby preserving open space area that could protect North Site trees and wetland, and reducing warehouse employees' walking distance to work, and the pedestrian hazard of crossing Silva Valley Parkway?

27. The DEIR should describe the **visual quality** of the project sites as a community scenic resource. Describe how the scenic character of each site would be altered by the removal of natural trees, other vegetation, wetlands, riparian areas, and natural landforms, and whether these alterations would constitute significant and substantial degradation of the sites' visual character. Please note that CEQA Guidelines, Appendix G, clearly indicate that a project that would "substantially degrade the existing visual character or quality of public views of a site and its surroundings may have a significant effect on the environment" without regard to any "official" scenic designation of those views or locations. The project site is publicly viewable from Highway 50, Silva Valley Parkway, and Clarksville Crossing. Appendix G also provides that scenic resources may include, but are not necessarily limited to, "trees, rock outcroppings, and historic buildings," and may also be reasonably inferred to include Heritage trees, oak woodlands, wetlands, grasslands, waterways, and water bodies. While the language of Appendix G appears to express primary concern for these resources where they are present in a designated scenic area, Appendix G in no way precludes these resources from being considered to have substantial and significant value in other locations.

28. The aesthetics analyses in the DEIR should include **visual simulations** (i.e., "before" and "after" views) of the site and proposed project, including project signage, from selected viewpoints on Highway 50, Silva Valley Parkway, Clarksville Crossing, and neighboring residential areas. The images should include before and after views of wetland and riparian areas, Heritage trees, tree groupings, and landforms. Visual simulations are the only way to successfully depict the actual visual impacts of a project in an EIR. Environmental Vision of Berkeley (environmentalvision.com) is a qualified and reputable firm that prepares such simulations.

29. The DEIR should identify all **animal species** that inhabit, forage, and traverse each site. Map habitats and migration corridors. Identify which species are classified as candidate, sensitive, endangered, or otherwise special status in any local or regional plans or policies, or by the California Department of Fish and Wildlife, or by The U.S. Fish and Wildlife Service? Identify the status of each species, the impacts to each species, and mitigation for any impacts.

30. Similarly, the DEIR should identify all **plant species** on the project site. Map and quantify the presence of each, and identify any special status, Heritage, or other species classifications. Assess the impacts to each species and mitigation measures for any impacts.

31. Assess the natural synergies between and among the animal and plant species, and the overall impacts of the project on the **entire natural ecosystem** of the site and its surroundings. Identify any impacts, their significance, and appropriate mitigation measures.

32. The DEIR should quantify the existing and average **increase in auto travel time** on Silva Valley Parkway between the traffic signal at the top of the eastbound Highway 50 offramp at Silva Valley Parkway/Whiterock Road and Serrano Parkway as a result of project-related traffic and operation of the project's proposed signal light(s). What will be the increase in travel time during the pm peak commute traffic period, and during Costco's peak weekday and weekend hours of operation at both the warehouse store and fueling facility? Address increases in travel time along other relevant local street segments.

33. The DEIR should show how vehicles waiting to fuel at the fueling station would be prevented from **queueing** onto Silva Valley Parkway? What is the maximum length of queue, and number of vehicles that will be able to queue, before backing up onto the parkway?

34. The DEIR should provide an analysis of the increase in **vehicle miles travelled** (VMT) as a result of the project that complies with SB743 and County Resolution No. 241-2020. These regulations prohibit an EIR from considering deterioration of traffic **level of service** (LOS) as a criterion for determining the significance of a project's traffic impacts (as it was for the first 45 years of CEQA's existence). However, the regulations do not prohibit a county lead agency from using the policies of its General Plan as impact criteria. The DEIR should conduct an LOS analysis, and if the effect of the project on LOS would be inconsistent with General Plan policy, that inconsistency should be found to be a significant effect of the project, irrespective of the deterioration of the LOS itself. The DEIR should analyze the project's effects on LOS, and if the effects are found to be inconsistent with the General Plan, the DEIR should find that inconsistency to be a significant impact.

35. The calculation of VMT impacts should address net project-related travel by Costco customers, employees, and suppliers, as well as all **VMT enabled by the project's sales of fuel and tires** (that's going to be a LOT of VMT...).

36. The DEIR should examine the project's impacts on pedestrian, vehicle, and bicycle **safety**, particularly for children going to and from Oak Meadow School. Would the project include crosswalks at signalized intersections, or elsewhere? Would the signals include pedestrian controls? Would the project include sidewalk segments or bicycle lane segments? Would the project provide any particular measures specifically to provide, protect, or enhance pedestrian and bicycle safety, particularly as it relates to Oak Meadow School? How will pedestrians, including Costco employees, be able to cross safely between the North and South sites?

37. Would project-related increases in traffic volumes warrant traffic signals, or other roadway improvements, in addition to those proposed as part of the project?

38. Would road or lane closures be required during project grading, site preparation, or construction? If so, at what times of day, for how long, and how often? What would be the effect on normal traffic flows? How would **emergency access** be maintained during any closures?

39. The DEIR **cumulative impact** analyses should examine the project's contributions to the combined impacts of all past, present, and reasonably foreseeable future projects to which the proposed project would also contribute, including, but not limited to, the already approved but unbuilt Serrano Village A14, the eventual commercial development of the project "outparcel" on the North Site, and the eventual construction of the full Country Club Drive Extension, and all the growth the full extension would induce in its corridor.

40. CEQA Guidelines Section 15355 define "**cumulative impacts**" as two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts. "The individual effects may be changes resulting from a **single** project (emphasis added) or a number of separate projects." In other words, the DEIR must consider whether the cumulative collective effects of the totality of this single Costco project's topically diverse, adverse but less-than-significant individual effects, taken together as a whole, constitutes a cumulatively significant impact. The significance criterion should be something like this: "A single project's cumulative impact is significant if the combined effect of its topically diverse, individually less-than-significant effects, together with its individually significant effects, collectively results in a substantial adverse change in the environment. This includes, but is not limited to, the totality of all impacts of the single project related to traffic, noise, air quality, public safety, biological resources, cultural resources, aesthetics, soils and geology, soil, water, and groundwater contamination, archaeological and historic resources, hydrology and water quality, hazards and hazardous resources, greenhouse gas emissions, energy, public services and recreation, public services and utilities, land use and planning, tribal cultural resources, hydrology and water quality, fire hazard, and population and housing." The question for the Costco DEIR should be whether the combined individual impacts of this single Costco project, taken together as a whole, constitute a single cumulatively significant effect? If so, the mitigation would be to reduce, further reduce, or avoid each of the project's individual impacts to the maximum extent "feasible" (CEQA Guidelines, Section 15126.4 (a)(1)). The DEIR's discussion of cumulative effect must not be "siloeed," or compartmentalized, topic-by-topic, but must be presented as a whole, in one place, in the EIR, to evaluate the overall synergistic, and interactive effect of all of these individual impacts to determine if, when considered collectively, they constitute a significant cumulative impact under CEQA Guidelines, Section 15355. Application of this criterion will result in a comprehensive, cumulative "**omnibus**" impact evaluation of all the project's diverse impacts to determine their combined overall cumulative effect on the environment. It underscores the importance of considering how the totality of a single project's diverse individual impacts can collectively combine to constitute a significant cumulative impact on the environment, irrespective of the significance of its individual impacts and the impacts of any other past, present, or future projects.

41. The DEIR should quantify and assess the **air quality** impacts of the annual project-related emissions of criteria pollutants and greenhouse gases based on estimates of annual VMT, normal project operation, and combustion of the approximately 10 million gallons (**38,000**

tons) of fossil fuel to be sold at the proposed 32-pump gas station. The DEIR should quantify projected emissions of Clean Air Act "**criteria pollutants**" (Carbon Monoxide, Lead, Nitrogen Dioxide, Ozone, Particulate Matter, and Sulphur Dioxide) and the **hazardous air pollutants** (HAPs) identified by the U.S. EPA, including, but not limited to, **benzene**. The air quality analysis should include consideration of prevailing wind patterns and their effect on distribution and concentration of airborne pollutants, particularly from the proposed fueling station to Oak Meadow School. The air quality analysis should also consider the results of a traffic level-of-service (LOS) analysis to take into account any reduced fuel efficiencies resulting from project-related reductions in LOS. Reduced fuel efficiencies result in increased pollutant emissions per vehicle mile travelled.

42. The DEIR should identify any project-related health effects of these emissions on sensitive receptors, including but not limited to, children and personnel at Oak Meadow School, and neighboring residents, including seniors, like me.

43. The DEIR should identify any potential project-related air quality violations of applicable national, state and local air quality standards, including those of the El Dorado County Air Quality Management District. Would the project conflict with, or obstruct implementation of, any applicable air quality regulation or management plan? Would the project contribute to an existing or projected air quality violation? Would it result in a cumulatively considerable increase in any criteria pollutant or greenhouse gas emissions for which the region is designated nonattainment under an applicable federal or state ambient air quality standard? Would it release emissions which would exceed applicable thresholds for ozone precursors?

44. The DEIR should define "**greenhouse gas**" and analyze whether project-related greenhouse gas emissions, including those to be emitted from combustion of fossil fuel sold at the proposed fueling station, would contribute, either significantly or "considerably," to global climate change. Would the project conflict with any applicable official plan, policy, or regulation adopted by any regulatory agency for the purpose of reducing greenhouse gas emissions?

45. The DEIR should quantify the amount of **water**, if any, that is currently supplied to the project site by the El Dorado Irrigation District. How much would the District supply annually to the North and South sites after project completion? Would the District be able to meet this demand in drought years?

46. Would the project include backup electrical generators in the event of a PG&E blackout? If so, where would they be located on each site, and what would be their visual and noise impacts? Would the increased electrical demand attributable to the project contribute considerably to the likelihood of future localized PG&E **blackouts**?

47. Would the project violate any applicable county or other **noise** standard during site grading, site preparation, construction, or operation? Would project noise levels from project grading, construction, or operation activities contribute considerably to existing and projected noise levels, including roadway noise from Highway 50, Silva Valley Parkway, and Clarksville Crossing? What would be the increase in future cumulative ambient noise levels attributable to projected increases in traffic on these roadways and other local roadways? Would project-related construction or other noise interfere with instruction or other activities at Oak Meadow School? What would be the nighttime and early-morning noise impacts on

sleep patterns of local residents from project delivery trucks, including the incredibly annoying **backup beeping** of trucks in reverse gear? What noise mitigation measures are proposed by the project, particularly for nighttime and early morning noise?

48. Would the project impact any tribal, or other historical, archaeological, paleontological, or other historic or prehistoric cultural resource? Would it disturb the site of any buried human remains? How would the project protect the existing historical marker? Describe and assess the significance of any impacts.

49. Pursuant to CEQA Guidelines, Section 15126.6, the DEIR must identify and evaluate a "**range of reasonable alternatives** to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The DEIR "must" explain the **rationale for selecting** the alternatives selected (CEQA Guidelines, Section 15126.6(a), and should also identify any alternatives that were considered but not addressed, and identify the **reasons for their rejection** (CEQA Guidelines, Section 15126.6(c). "The DEIR should contain sufficient information about each alternative to allow meaningful evaluation, analysis and comparison with the proposed project." The Alternatives should include, but not necessarily be limited to the following:

49.1. "**No Project Alternative**," as required by CEQA Guidelines, Section 15126.6(e). This alternative would leave the site undeveloped to serve as community open space, as it does now, eventually available for future unspecified development consistent with the County General Plan.

49.2. "**No-fueling Facility Alternative**," that would exclude the North Site, eliminate the proposed fueling facility, and consist only of the proposed warehouse and parking facilities on the South Site. This alternative would involve no development or lot line adjustments on the North Site, would be consistent with the Costco project identified in the 2021 EDH52 NOP, which proposed no fueling facility, and apparently satisfied Costco's project objectives at the time. This alternative would essentially constitute a No-project Alternative for the North Site.

49.3 "**Reduced Fueling Facility Alternative**," that would reduce the number of North Site fueling stations from 32 to a smaller number (most typically 16 for Costco). It would reduce North Site parking to only the number of spaces necessary to serve the reduced fueling facility's employee parking requirement, would allocate all warehouse-employee parking to some of the excess spaces proposed for the South Site, and would adjust the fueling facility's footprint to permit preservation of on-site wetland, Heritage trees, woodland habitat, and landforms.

49.4. "**Reduced Parking Alternative**" that would eliminate the proposed 121 parking spaces on the North Site that would be in excess of the county's parking requirement. This alternative could reduce the South Site parking footprint to permit preservation of on-site wetland Heritage trees, woodland, wildlife habitat, landforms, and historic architectural resources. (Costco proposes to forego substantial parking for the sale of Christmas trees during the busy holiday season anyway, so why not just do it for the rest of the year? We can all still get our Christmas trees at Green Acres).

49.5. "**Combined Reduced Fueling Facility and Reduced Parking Alternative**" that would

combine the two alternatives discussed in Comments 48.3. and 48.4.

49.6. "**Plan Consistent Alternative**" that, except for the required Planned Development Permit, would require no exceptions, conditional use permits, or variances, from the County General Plan, or Zoning Ordinance, including the county sign code (Zoning Ordinance Chapter 130.36), and would require no parking in excess of the county's requirements. This alternative would simply comply with all standing applicable county plans, regulations, policies, rules, regulations, and requirements, no more, no less.

49.7. "**Natural Resource Alternative**," that would preserve, to the maximum extent feasible, the natural features of the site, including existing landforms, riparian areas, springs, wetlands, trees and tree clusters, wildlife habitats, migration routes, and foraging areas on the project site.

49.8. "**Off-site Alternative**," on a different site, or sites, that would reduce or avoid any of the proposed project's significant individual and cumulative effects, and that would not be immediately adjacent to a school or residential uses.

49.9. other alternatives that may be identified as necessary to avoid or reduce the project's significant individual and cumulative effects identified under any of the 18 environmental topics listed in the project NOP, CEQA Appendix G, and comments on the NOP.

50. CEQA does not normally require an EIR to address the economic effects of a project, but if the economic effects of the project cause a significant physical effect, the physical effect must be addressed (CEQA Guidelines, Section 15131 and Section 15064(e)). So, for example, if among the effects of the Costco project would be an economic effect, such as one that caused local businesses to fail and close, and those failures caused the physical effect of urban decay, the physical effect would need to be examined in the DEIR (See **Bakersfield Citizens for Local Control v. City of Bakersfield** at 124Cal.4th 1184). An economic study should be conducted to determine whether the Costco project would have such an indirect physical impact, and, if it does, the physical effect must be evaluated and mitigation identified in the DEIR.

51.. Although CEQA does not normally require an EIR to address economic effects, it does not prohibit it from doing so.(CEQA Guidelines, Section 15131). Because the project's economic effects will undoubtedly be critical to the public perception of it, and to the county's ultimate decision whether and how to approve or deny it, a cost-revenue analysis should be prepared, either as part of the EIR, or as a free-standing report. The cost-revenue analysis should examine the project's direct and indirect fiscal and economic impacts, including the effects of the project on the economies and treasuries of El Dorado County and other economically affected public agencies and private entities, and any economic effects that would lead to urban decay or other adverse physical effect. The report should include an examination of the project's effects on local residential property values, and the resulting effects on county property tax revenues. The report should be made publicly available and subject to public review at the time of, or before, the publication of the DEIR, with ample time for public review and comment, and for county response to comments, on each. The report should be adequate to determine whether the project's economic effects would cause physical impacts that need to be addressed in the Costco DEIR (see Comment 49, above).

Respectfully submitted,

Marty Abell

From: [wei.lin](#)
To: EDHCostco@edcgov.us
Subject: Great Idea!
Date: Thursday, March 27, 2025 11:02:23 AM

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I urge you to open EDH Costco with Gas station ASAP as the Folsom Costco becomes very crowded with long lines all the time!

Thank you!
Serrano Resident
Wei Lin

Sent from my iPhone

From: [Naomi Lurey](#)
To: [EDH Cocstco](#)
Subject: Hi
Date: Saturday, March 29, 2025 9:59:39 AM

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I am a resident of Serrano El Dorado Hills and am opposed to the Costco being built here. It is too close to the elementary school, will cause congestion on Silva Valley Parkway and be an environmental disaster for the area besides being ugly. I do not shop at Costco nor do I plan on doing so. Find somewhere else!!!!
Naomi Lurey

Sent from my iPhone

From: sleeplessin95814@yahoo.com
To: EDHCostco@edcgov.us
Subject: I support COSTCO!
Date: Wednesday, March 19, 2025 11:47:48 AM

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As an EDH resident and EDC taxpayer, I support Costco and returning the sales tax revenue to El Dorado County!

From: [serbu catalina](#)
To: EDHCostco@edcgov.us
Subject: In favor of Costco EDH
Date: Monday, March 17, 2025 11:55:25 AM

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Hello,

My son attends Oak Meadow Elementary and I support the new Costco! It's not right by it so I am not sure why is everyone complaining about. I also need gas and groceries close by so please build it!

Catalina Perry

To Whom It May Concern,

We, the undersigned residents of El Dorado Hills and surrounding areas, are deeply concerned about the proposed Costco development and the lack of sufficient outreach about its impacts—especially for the families, schools, and neighborhoods along Silva Valley Parkway.

The proposed development will significantly impact traffic patterns and safety on Silva Valley Parkway, particularly near Oak Ridge High School, Rolling Hills Middle School, Silva Valley Elementary, and Oak Meadow Elementary. These routes are used daily by thousands of students and families, many of whom walk or bike to school. Hundreds of students **cross** Silva Valley Parkway each school day, especially near Oak Ridge High, Rolling Hills Middle, and Silva Valley Elementary.

While some residents may have seen past media coverage about the proposed project, the County's official notification for the Notice of Preparation (NOP) of the Environmental Impact Report (EIR) did not adequately reach key neighborhoods and families along Silva Valley Parkway. As a result, many directly impacted residents were not properly notified and have had insufficient time to engage with the public comment process. **No one north of Harvard Way was notified—despite thousands of residents in that area who will be directly affected by increased Costco traffic.**

We have attached a map showing the County's NOP notification radius compared to the broader Silva Valley Parkway corridor. As it clearly illustrates, the official notice failed to reach the majority of families and schools most directly affected by this project.

CEQA demands that agencies ensure meaningful public participation and disclosure to affected parties. The current outreach does not meet that spirit—especially given the major traffic and safety impacts along **the entirety** of Silva Valley Parkway.

Based on these concerns, we respectfully request the following:

1. Notification to a broader portion of the community — including, and especially, the families, schools, and residents who rely on the Silva Valley Parkway corridor, as well as those living within at least one mile of it — to reflect the true scope of the impacted area.

2. An extension of the public comment period by 90 to 120 days so that families who were not properly notified can become informed and participate meaningfully in the review process. This request is rooted in **fairness** and reflects the real-life impact this project will have on thousands of students and their families.

Thank you for your time and consideration.

Sincerely,

Silva Valley Neighbors

On behalf of concerned parents, students, and residents in El Dorado Hills

Contact: silvalleyneighbors@gmail.com

From: [Karly Urata](#)
To: edhcostco@edcgov.us
Date: Wednesday, March 26, 2025 4:20:26 PM

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To whom it may concern,

I am writing to express my concerns regarding the proposed Costco in El Dorado Hills on Silva Valley Parkway near Oak Meadow Elementary School. While I understand the economic benefits to the community, I firmly believe that the potential drawbacks, particularly in relation to the safety and well-being of our children and our community far outweigh the advantages.

First and foremost, traffic congestion is a significant concern. Costco locations are known to attract large volumes of shoppers, especially during peak hours. This influx of vehicles could lead to increased traffic around the school creating hazardous conditions for elementary students. The safety of our children should be our top priority, and the risk of accidents in a congested area cannot be understated.

Moreover, the presence of a large retail facility could lead to an increase in noise pollution. The sounds of delivery trucks, shopping carts and crowds can create a disruptive environment that is not conducive to the surrounding neighborhoods and elementary school.

Additionally, the proximity of a Costco to an elementary school may inadvertently expose young children to an environment that is not age appropriate. With the availability of alcohol, cigarettes, and other adult-oriented products, the risk of children being exposed to inappropriate things increases. We must protect our children from influences that could detract from their development and well-being.

Lastly, the potential for increased crime rates is a huge concern. Large retail establishments can attract not only legitimate shoppers but also individuals looking to engage in illicit activities.

I urge you to consider the long-term implications it will have on our children's safety, health, and congestion driving into our neighborhoods. I believe it is essential that we prioritize the well-being of our students and community over short-term economic gain.

Thank you for taking the time to consider my concerns. I hope that you will advocate for a solution that ensures the safety and well-being of our community and our children and reconsider any development decisions!!

Karly Urata

From: [Kristi Liberatore](#)
To: EDHCostco@edcgov.us
Subject: Letter of opposition
Date: Thursday, March 27, 2025 4:22:40 PM

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Dear Cameron,

I'm opposed to this project as it poses many risks to the residential neighborhood and school nearby. It would seem that Costco doesn't care about its neighbors, why do they need to build on this site, there are so many other sites that are better suited. I live in this community and my grandchildren attend Oak Meadow Elementary. Why can't this store be constructed in a commercial or retail store area instead? This is what I googled about living near a gas station.

Living near a gas station can present potential problems, including **exposure to gasoline fumes and other chemicals, increased noise levels, and a higher risk of fires or accidents.**

Here's a more detailed look at the potential issues:

Health Concerns:

- **Exposure to Gasoline Fumes and Chemicals:** Gas stations release various chemicals, including benzene, toluene, ethylbenzene, and xylene (BTEX), which can be harmful to human health.
 - **Benzene:** A known carcinogen, benzene can cause leukemia and other blood cancers, especially in children.
 - **Other Chemicals:** Exposure to gasoline vapors can lead to nose and throat irritation, headaches, dizziness, nausea, vomiting, confusion, and breathing difficulties.
 - **Groundwater Contamination:** Leaks from underground storage tanks can contaminate groundwater, posing a long-term health risk.
- **Increased Risk of Childhood Leukemia:** Studies suggest a link between residential proximity to gas stations and an increased risk of childhood leukemia.
- **Respiratory Problems and Asthma:** Higher ozone levels, partly caused by gasoline fumes, can lead to respiratory problems and asthma.
- **Potential for Fire and Accidents:** Gas stations are inherently risky due to the flammable nature of gasoline, increasing the likelihood of fires or accidents.

Other Potential Issues:

- **Increased Noise Levels:** Gas stations can generate higher noise levels due to traffic, vehicles, and people, which can be disruptive to residents.
- **Litter and Trash:** Gas stations can attract more litter and trash due to the increased foot traffic and activity.
- **Traffic Congestion:** Gas stations can contribute to traffic congestion, especially during peak hours.

- **Property Value:** Living near a gas station might negatively impact property values, as some potential buyers may be hesitant to live in such areas.
- **Insurance Rates:** Insurance rates for homes near gas stations might be higher due to the increased risk of fires.

Please do not let Costco build on this site,

Thank you,

Kristi Liberatore
Serrano Resident

From: bentama22@yahoo.com
To: EDHCostco@edcgov.us
Subject: Letter of Support for Costco Development in El Dorado Hills Neighborhood
Date: Tuesday, March 18, 2025 5:50:50 AM

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To Whom It May Concern,

I am writing to express my strong support for the proposed Costco development in our neighborhood. I believe that a Costco location would be a significant asset to our community, offering numerous benefits for residents and local businesses alike.

For residents, Costco provides access to a wide range of high-quality products at competitive prices. This includes groceries, household goods, electronics, and more, all under one roof. The bulk purchasing options offered by Costco can significantly reduce household expenses, especially for families. Furthermore, the availability of a pharmacy, optical center, and tire center within Costco offers convenient access to essential services.

Beyond the benefits for residents, a Costco location would also be a boon for local businesses. The increased traffic generated by Costco would create a ripple effect, bringing more customers to surrounding establishments. This could lead to increased revenue for existing businesses, as well as opportunities for new businesses to open in the area. Additionally, Costco's presence could lead to increased property values in the neighborhood, benefiting homeowners and local tax revenues.

Costco is also known for being a responsible corporate citizen. They typically offer competitive wages and benefits to their employees, creating valuable job opportunities for local residents. Their commitment to sustainability and community involvement further enhances their positive impact.

In summary, I believe that the proposed Costco development would be a valuable addition to our neighborhood. It would provide residents with access to affordable goods and services, stimulate local business growth, and contribute to the overall economic vitality of our community. I urge you to give this proposal your full consideration.

Sincerely,
Nobpadol Hongschaovalit
El Dorado Hills
Serrano Village F

Thatch & Hooper, LLP
Attorneys at Law

GREGORY D. THATCH
LARRY C. LARSEN, of Counsel
RYAN M. HOOPER
LETICIA M. RAMIREZ

1730 I Street, Suite 220
SACRAMENTO, CA 95811-3017
Telephone (916) 443-6956
Facsimile (916) 443-4632
www.thatchlaw.com

March 19, 2025

VIA ELECTRONIC MAIL ONLY

Cameron Welch, Senior Planner
County of El Dorado, Planning and Building Department
2850 Fairlane Court, Building C
Placerville, California 95667
Email: EDHCostco@edcgov.us

Re: NOP Comment Letter - EDH Costco (SCH #2021080402)

Dear Mr. Welch:

We submit this letter on behalf of our clients, Tooley Oil and Strauch & Company, as a formal response to the Revised Notice of Preparation (“NOP”) of an Environmental Impact Report (“EIR”), dated February 25, 2025, for the EDH Costco Project (“EDH Costco” or “Project”; Application Nos. Planned Development Permit PD15-0001, Conditional Use Permit CUP23-0012, and Variance Application V22-0001). The following outlines the issues that must be addressed in the Draft EIR for the Project.

As long-standing local business owners operating gas stations in El Dorado County (“County”), our clients respectfully request that the Draft EIR for EDH Costco analyze the Project’s impact on the environment related explicitly to the proposed Fueling Facility with 32 fueling positions (16 pumps) including the potential for urban decay, air quality, greenhouse gas emissions, traffic, and noise, as further explained below. In addition, the Draft EIR must identify feasible mitigation measures to lessen the Project’s significant environmental impacts and consider the alternative of approving the Project without the Fueling Facility.

- I. The Draft EIR Must Evaluate the Fueling Facility’s Environmental Impacts Such as Urban Decay, Air Quality, Greenhouse Gas Emissions, Transportation, and Noise

The Project Site totals 43.26 acres and consists of two properties bisected by Silva Valley

Parkway: the North Site is 24.83 acres, and the South Site is 18.42 acres. The Project proposes only to develop 3.29 acres of the North Site to construct a 32-fueling position (16 pumps) Costco Fueling Facility and an employee parking area with 70 spaces. The average gas station has 12 fueling positions (6 pumps). The Fueling Facility will be located less than six miles from an existing Costco fuel facility in neighboring Folsom with 22 fueling positions (11 pumps). The proposed Fueling Facility is likely one of Northern California's largest Costco fueling facilities. The size of the proposed Fueling Facility is significant considering the number of existing nearby gas stations, including the Folsom Costco Fueling Facility, located less than a ten-minute drive from the Project, and the County's population, estimated to be 190,000 residents (Source: [El Dorado County](#)).

The unique nature of Costco's operations and the scale of the proposed Fueling Facility may lead to significant environmental impacts. Costco's purchasing power as a national retailer and its wholesale operations enable it to offer gas at lower prices than other retailers. This puts locally-owned and operated gas stations at a competitive disadvantage, which may lead to the shuttering of these businesses and indirectly result in urban decay or the physical degradation of the environment. Given the complexity of gas station remediation and challenges in redeveloping petroleum brownfields, the Project's potential to cause urban decay could alter the built environment by increasing the amount of vacant, boarded properties with limited re-use capacity or costly redevelopment potential. Furthermore, the establishment of a new gas retailer of this size and the projected decrease in gas vehicle usage due to regulatory and legislative changes, including the state ban on the sale of gas vehicles commencing in 2035 could lead to saturation in the gas retail industry in the County and make it financially infeasible for smaller gas retailers to continue operations, therefore resulting in increased blight in the community.

Along with urban decay, the Draft EIR should analyze the proposed Fueling Facility's impacts on air quality, greenhouse gas emissions, traffic, and noise to fully inform decision-makers and the public about the Project's environmental impacts. Such analysis should be based on the proposed hours of operation, expected queuing of idling cars, impacts on pedestrian, bike, and vehicle traffic, and demand/market trends for gas to ensure the Draft EIR fulfills its purpose under the California Environmental Quality Act (CEQA).

II. The Draft EIR Must Identify Adequate Mitigation Measures and Analyze the Mitigation Measures Impacts

While much of the content of a Draft EIR is dedicated to analyzing impacts, the document's analysis of mitigation measures and alternatives is most important for determining whether to approve the project as proposed. If the Draft EIR concludes that the proposed Fueling Facility will result in significant adverse impacts in urban decay, air quality, greenhouse gas emissions, traffic,

or noise, we urge the County to identify feasible mitigation measures that can be implemented as a condition of development of the proposed Fueling Facility. Such measures are feasible, if they are “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.” (CEQA Guidelines §15364).

III. The Draft EIR Must Consider the Alternative That Excludes the Fueling Facility

To provide the decision-makers with a feasible project alternative that would substantially lessen environmental impacts, the Draft EIR should analyze the Project proceeding without the Fueling Facility. This alternative is reasonable as it achieves the objective of the Project and is viable from an implementation standpoint since the Fueling Facility is a separate component of the larger Project. The environmental impacts of the Project without the Fueling Facility can be isolated and analyzed on their own to demonstrate how this alternative will have less environmental impact than proceeding with the Project as proposed with a Fueling Facility.

We appreciate the opportunity to comment on the Draft EIR to ensure a robust analysis of the proposed Fueling Facility. If you have any questions about this letter, please contact us via the information provided above.

Very Truly Yours,

THATCH & HOOPER, LLP

A handwritten signature in blue ink, appearing to read 'Let', with a long, sweeping horizontal line extending to the right.

LETICIA M. RAMIREZ

LMR/sf

Cc: Michael Tooley, Tooley Oil
David Tooley, Tooley Oil
Marc Strauch, Strauch & Company

From: [Barb Johnson](#)
To: EDHCostco@edcgov.us
Date: Sunday, March 30, 2025 8:09:32 PM

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To Whom It May Concern,

I am writing to express my concerns regarding the Costco gas station planned to be located near Oak Meadow Elementary School, particularly in relation to the long wait times for fueling and the associated health risks posed to the students and residents in the area.

On many occasions, there is a significant wait time for drivers to fill their tanks. During this time, many vehicles are left running, resulting in high levels of exhaust emissions. As the gas station is in such close proximity to the school, students and faculty are exposed to these emissions while outside the building or during outdoor activities. This is particularly concerning given the known dangers associated with vehicle exhaust, which can contain harmful substances such as carbon monoxide, nitrogen oxides, and particulate matter.

Numerous studies, including those from the **Environmental Protection Agency (EPA)**, have demonstrated that exposure to these pollutants can have serious health consequences, particularly for children. Long-term exposure to vehicle exhaust is linked to respiratory issues, such as asthma and bronchitis, and can also impact cardiovascular health. According to the **American Lung Association**, children's respiratory systems are more susceptible to pollution, making them more vulnerable to the harmful effects of vehicle emissions.

Additionally, the school serves as a hub for community events, sports, and other activities that attract many local residents. This means the impact of the emissions extends beyond just the students, affecting many families and members of the **El Dorado Hills** community.

I urge the appropriate authorities to review this situation carefully. A reassessment of the gas station's location in relation to the school may be necessary, as well as exploring alternatives to mitigate the effects of exhaust emissions, such as introducing vehicle idling regulations or exploring more sustainable fueling options.

Thank you for considering these concerns. I look forward to hearing from you and learning about any actions that may be taken to address this issue.

Sincerely,
Barbara Johnson

5060 Tesoro Way, El Dorado Hills, CA 95762
barbjohnson117@gmail.com

From: sunflowerjoewu@gmail.com
To: EDHCostco@edcgov.us
Date: Tuesday, March 11, 2025 4:27:52 PM

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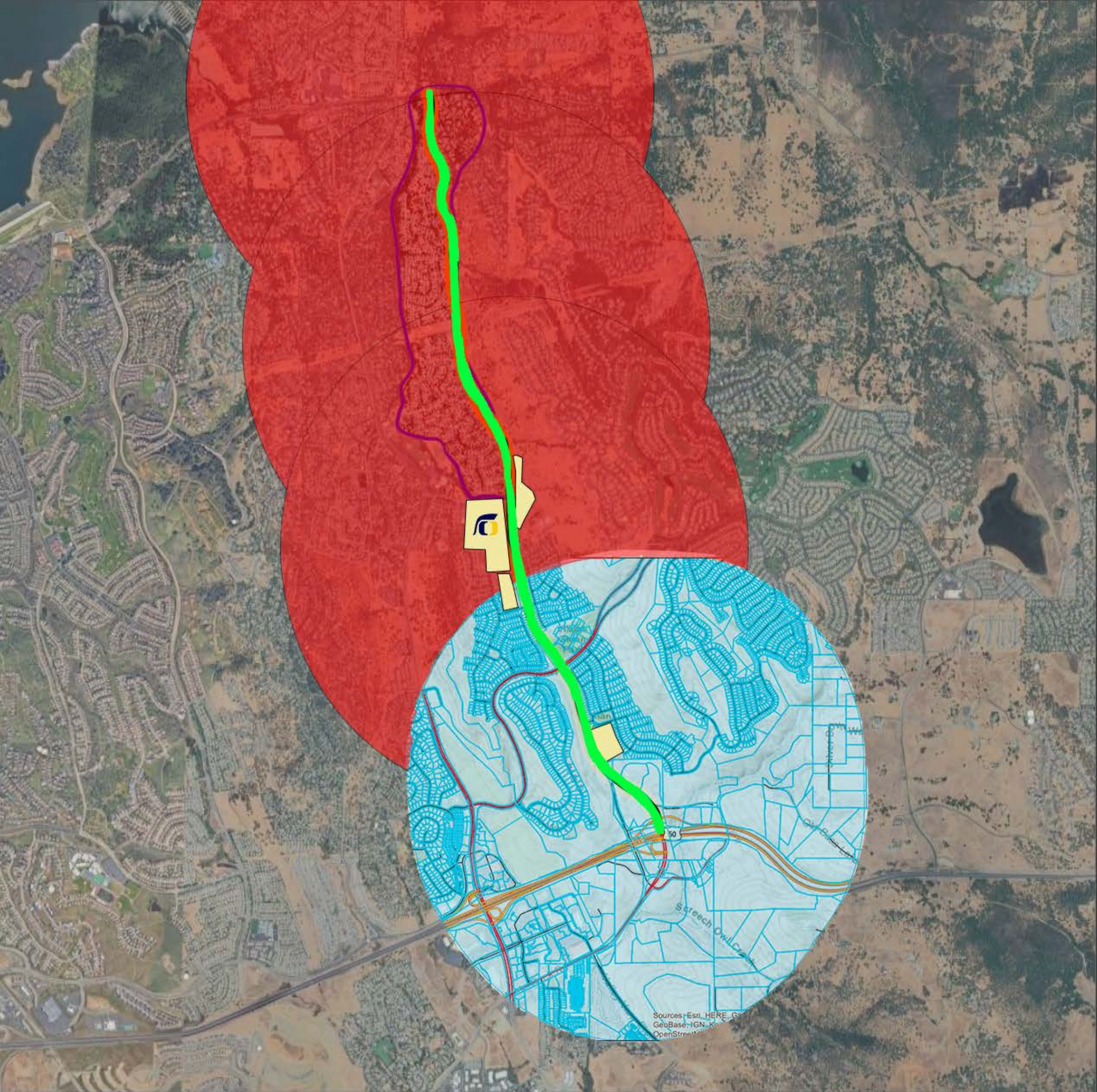
Building a gas station near a primary school can have several potential negative impacts, including:

1. **Air Pollution** – Gas stations release benzene, toluene, and other volatile organic compounds (VOCs) that can contribute to respiratory issues, headaches, and long-term health risks for children.
2. **Fire and Explosion Hazards** – Gas stations store large amounts of flammable fuel, posing a safety risk in case of leaks, fires, or explosions.
3. **Traffic and Safety Concerns** – Increased vehicle traffic can raise the risk of accidents, particularly in areas where young children are walking or biking.
4. **Water and Soil Contamination** – Fuel leaks or spills can seep into the soil and groundwater, potentially affecting local water supplies.
5. **Noise Pollution** – The constant flow of vehicles and fuel deliveries can create noise disruptions, affecting students' concentration and learning.
6. **Odor and Discomfort** – Gasoline fumes and emissions can cause discomfort, nausea, or dizziness, especially for children with sensitivities.

Many regulations and zoning laws restrict gas stations from being built near schools due to these concerns. Would you like to look into local regulations on this issue?

From Joe wu

Home owner On village green Dr



Silva Valley Pkwy



Not notified



Notified



Schools



From: [Denise Clark](#)
To: edhcostco@edcgov.us
Subject: New Costco Development
Date: Saturday, March 29, 2025 6:11:52 PM

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Hello,

Our county supervisor is Greg Ferrero (bosone@edcgov.us)

We're writing this letter to express our opposition to another Costco in our region. The proposed construction of a Costco retail warehouse and gas station on this open land represents a poor use of our valuable natural spaces and poses significant risks to our community. El Dorado Hills' roadways—primarily consisting of two-lane roads—are already stretched thin and simply cannot accommodate the surge of traffic this development would bring. With another Costco warehouse already operating less than 5 miles away, this project is redundant and threatens the safety, character, and quality of life in our town.

The increased vehicular traffic would create serious public safety issues, particularly for the bicyclists and pedestrians who frequently use this area. As a retired Army officer with executive experience, I can attest this will also jeopardize the safety and security of our EDH residents. As has been demonstrated in every scenario akin to this, retail centers attract not only honest consumers, but this also serves as a beacon for those looking to exploit the trust and confidence in perceived security. The associated criminal activity creates strain for our first responders, and it adversely challenges the safety EDH residents and visitors have come to expect.

Additionally, these roads were not designed for the volume of cars a Costco would attract, putting vulnerable roadway users at heightened risk of accidents. Roadway surveys would likely indicate additional roads need to be constructed to support the population influx. Beyond the steady flow of shoppers, the gas station across the roadway would exacerbate congestion, with vehicles queuing and crossing lanes, further endangering those on foot or bike.

Moreover, this development would lead to exponential population spikes throughout the day as shoppers flood the area, overwhelming our infrastructure. Emergency response times could suffer as police, fire, and medical services navigate clogged streets, compromising public safety on a broader scale. El Dorado Hills residents chose this community for its strong commitment to nature, stunning views, and vast landscapes—not for sprawling commercial sprawl that erodes what makes this place special.

In closing, we chose to move to EDH four years ago because of the health and safety implications associated with this town. We share this sentiment with many others when I say we feel hoodwinked into believing the natural beauty of our new hometown would persist. Approving this Costco is against the public's best interest because it sacrifices our town's identity and safety for an unnecessary retail giant. We don't need more concrete and traffic; we need to preserve the open land that defines El Dorado Hills and protect the well-being of those who call it home. Let's prioritize

our community over corporate excess. We look forward to the support of our County Supervisors, their resources, and other constituents like us.

Thank You,

Larry and Denise Clark

From: [Loretta Fillpot](#)
To: EDHCostco@edcgov.us
Subject: new costco in the Serrano area
Date: Monday, March 31, 2025 11:16:39 AM

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3/31/2025

I live in Serrano Village K. I think it would be terrible to build a Costco and gas station right near the Elementary School on Silva Valley Road. The traffic would increase, making it very unsafe for students and drivers entering and exiting the parking lot and sidewalks. Besides, there is a Costco right down the hill in Folsom. Please don't bring all of this traffic to our peaceful residential community!

Loretta Fillpot
Homeowner in Serrano, El Dorado Hills

From: [June Z](#)
To: EDHCostco@edcgov.us
Subject: New Costco Plan in EDH
Date: Tuesday, March 11, 2025 12:30:21 PM

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Dear Mr. Welch

My name is Jill Zhang and I am a resident of Serrano. I think the plan to build Costco in El Dorado Hills next to Oak Meadow Elementary School is totally wrong!

Just please ask yourself, do you want your kids smell gas and hear traffic noisy while they are in school studying?

Between the safety for kids and for the neighbors who live nearby and city revenue, which one is more important?

The Costco at Folsom is less 5 miles away from El Dorado Hills. I have not seen any two Costco so close in Northern California.

Common Sense! Common Sense!

The common sense is important to society! Do you agree?

Thanks for your time

Jill Zhang

From: [Yang Sun](#)
To: EDHCostco@edcgov.us
Subject: New Costco plan in EDH
Date: Wednesday, March 26, 2025 11:22:56 PM

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I would like to provide written comments on the Costco plan to add a warehouse store with gas station on Silva Valley Parkway. It is simply **WRONG** to approve a gas station right next to an elementary school in a residential neighborhood.

From: [Thomas Cliche](#)
To: EDHCostco@edcgov.us
Subject: New EDH Costco and Town Center access (walking or cycling)
Date: Friday, March 21, 2025 11:33:32 AM

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Hi,

As a 13 years resident of El Dorado Hills and Serrano Village A (Village Green Dr) resident, I would like the project to manage, or improve two important aspects before it could move forward:

The first one is the dangerous and limited walking and biking access to the Town Center from the Silva Valley road. It is, in my view, completely unacceptable that there is no safe pedestrian and bicycle access to the Town center from Village A/Oak Meadow School. I have discouraged myself and my kids to go to Town Center using their bikes or scooters given how dangerous the bike path is, especially at the connection to White Rock. The relatively crazy, unsafe and overwhelmed drivers and trucks associated with a Costco gas station and warehouse will make this ride even more unsafe than it is today. A dedicated/separated sidewalk and bike path needs to be an inclusive part of the project. White paint on the pavement is not an adequate mitigation to the basic lack of safety of the current situation. I really think the city is currently negligent by having sidewalks and bike lanes from Sylva Valley leading to White Rock Rd, a single lane east-west road (blinding sun at sunrise/sunset) of 45MPH (which people are driving at 60MPH) with narrow shoulders and no safe or dedicated bike path or sidewalks. The EDH Costco project can correct this unsafe situation and make the ride/walk to Town Center a safe and enjoyable activity and add value to our houses and community.

The second one is the continuation of the walking nature creek trail all the way to White Rock. The trail is fantastic and should be protected (noise/visual) from the Sylva Valley and Costco warehouse project.. It should be extended all the way to white rock giving a nice possibility to walk/bike all the way to Town Center without having to deal with the hussing and bussing of the Costco Warehouse and gas station mayhem.

I really think those two improvements are essential to the acceptance of the EDH Costco project.

Do not hesitate to contact me if you need clarification or additional information.

Thank you

Thomas Cliche
4820 Village Green Dr. El Dorado Hills, CA, 95762
916-247-9256

Thomas Cliche
916-247-9256

From: [Nicole Pruess](#)
To: EDHCostco@edcgov.us
Subject: New Site
Date: Friday, March 14, 2025 2:48:58 PM

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Hi There,

Was there a traffic study done for this project? We have a Costco one exit away that you could start with. I'm very concerned about traffic on Silva valley, because our roads are half the size of Bidwell. During school times we are already backed up on Silva.

We have 4 schools on this street, and lots of kid activities. The police also have had to come out multiple times for speeding during those times, so it's already a problem.

Retail is going to attract a ton of people and may bring in people that are criminals. We have a very safe neighborhood at the moment.

This is a terrible idea and it's too close to the other location.

I can't imagine my neighbors feeling any differently. All we would need to do is boycott as the other one is so close to us.

Thanks for your time.

~ Nicole Pruess

From: [L.R](#)
To: edhcostco@edcgov.us
Subject: No Costco!!
Date: Wednesday, March 26, 2025 8:44:19 PM

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The residents of Serrano and El Dorado Hills do NOT need or want a Costco -- or any other type of warehouse or big box store.

We don't want trucks and constant deliveries in this residential neighborhood; we don't have the infrastructure to handle that kind of traffic; we don't want any of this activity on the same street as our schools; and we don't want the excessive light at night.

Everything about this proposed project is wrong for this area. The vast majority of voters do not want Costco or anything similar here. It offers no benefits -- only problems that will ruin our neighborhood.

The people who live here deserve to have the right to refuse anything that will destroy our area -- and this is a prime example.

NO COSTCO! NO COSTCO! NO COSTCO!

Please do not destroy this beautiful area.

Sincerely,

Anthony Ivancovich
7001 Gullane Way
El Dorado Hills, CA 95762

From: [Gina Tobalina, MD](#)
To: EDHCostco@edcgov.us
Subject: No Costco in EDH
Date: Thursday, March 27, 2025 10:54:13 AM

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Mr. Welch,

I would like to add my comment that I do not want Costco in EDH. We have a massive Costco just a few miles down the road in Folsom. Adding a second Costco will bring too much traffic and noise, plus serve as a visual blight. The negatives of adding another Costco vastly outweigh the benefits. I know Costco says that so many EDH residents are members, and that it would give us a closer location. But that is not what I want. I am happy to drive the extra 5 minutes to keep mega-stores out of our community. It is my intention that if Costco does build in EDH, I will cancel my membership and move over to Sams Club. Keep our community local and peaceful and safe for our families. We don't want Folsom-level growth and congestion in our neighborhoods.

Gina Tobalina, MD

From: [Naba Kadel](#)
To: EDHCostco@edcgov.us; [Naba Kadel](#)
Subject: No Costco in El Dorado Hills please.
Date: Friday, March 14, 2025 11:41:11 AM

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To whom it may concern,

We do not approve and do not accept any commercial Chain stores like Costco in Residential Areas of El Dorado Hills especially in Silva Valley Road.

Thank you very much and consider this letter as my vote in opposing Costco construction in El Dorado Hills anywhere North side of Hwy 50.

Thank you very much.

Sincerely

Naba Kadel

From: [Nancy Burns](#)
To: EDHCostco@edcgov.us
Subject: No Gas Stations or Huge Parking Lots next to schools
Date: Friday, March 14, 2025 12:00:56 PM

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Hello,

I am an employee at Oak Meadow Elementary School and I strongly object to having a gas station right next to a school due to the resultant air and noise pollution and how that may affect young growing children's health and learning and playing environment. I also object to a big parking lot just next to the school for the same reasons.

Thank you,
Nancy Burns

Sent from my iPhone

From: [Rayelle Theeck](#)
To: EDHCostco@edcgov.us
Subject: NO on Costco
Date: Thursday, March 27, 2025 7:41:47 AM

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Hello,

I am writing to strongly express my opposition to Costco coming next to Serrano. The intersection is already crowded, and as someone who lives in Village A, the noise and inconvenience of construction will be terrible, not to mention the traffic and congestion that will come after the building is completed. The proximity to the schools is unsafe as well. I am HIGHLY CONCERNED about our home values decreasing because of this also. There is plenty of developable space up the 50 corridor; go build it in Cameron Park!!!! The choice of location is terrible and will cause irreparable damage with noise, traffic and congestion; all this can be easily avoided by moving a couple miles east.

Rayelle Theeck

From: [Taylor Greene](#)
To: EDHCostco@edcgov.us
Subject: NO on Costco
Date: Thursday, March 27, 2025 11:50:06 AM

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Hello,

I'd like to formally note my objection to the Costco project in El Dorado Hills.

I moved my family to El Dorado Hills for the beautiful landscape, minimal traffic, family focus and away from the big box stores. Putting a Costco right up against my neighborhood and in such close proximity to an elementary school is bad for the families of Serrano. Such an obvious tax money grab at the expense of its local residents is disgusting by county officials.

NOT IN OUR BACKYARD!!

-Taylor Greene
Serrano resident

From: [CRAIG COWIE](#)
To: EDHCostco@edcgov.us
Subject: No to the proposed Costco on Silva Valley !
Date: Wednesday, March 5, 2025 9:35:08 AM

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Mr. Welch and El Dorado planning Department,

I am disappointed in Costco and El Dorado County Officials.

Is there a DIRE need to place such an intrusive and immense Warehouse and a massive gas station right next to a elementary school, neighborhood and nature path/area?

I am deeply concerned about the safety of our elementary school children.

Drop off and Pick up times at Oak Meadow Elementary is a big concern as it crowds Silva Valley Roadway significantly.

This roadway is not made to handle all the traffic that Costco will bring in.

What about the health of our children in the elementary school when the Asbestos is being kicked up?

I feel that is a dangerous and irresponsible decision. I am sure there is a better place in El Dorado County for this Costco.

Thank you,
Elaine Cowie
El Dorado Hills Resident

From: [Leticia Ramirez](#)
To: EDHCostco@edcgov.us
Cc: [Michael Tooley](#); [Marc Strauch](#); [David Tooley](#); [Ryan Hooper](#); [Serenity Faith Your](#)
Subject: NOP Comment Letter - EDH Costco (SCH #2021080402)
Date: Wednesday, March 19, 2025 5:14:44 PM
Attachments: [LTR - NOP Costco EDH - Final.pdf](#)

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Mr. Welch,

Please see the attached comment letter regarding the Costco EDH Notice of Preparation.

Thank you.

Leticia M. Ramirez
Attorney
THATCH & HOOPER, LLP
1730 I Street, Suite 220
Sacramento, CA 95811
Office: (916) 443-6956
E-Mail: LRamirez@thatchlaw.com

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2025 MAR 12 AM 11:25

RECEIVED
PLANNING DEPARTMENT

March 8, 2025
3520 El Dorado Rd.
Placerville, CA 95667

Cameron Welch, Senior Planner
Planning and Building Dpt.
2860 Fairlane Ct. Bldg. C
Placerville, CA 95667

Re: EDH Costco

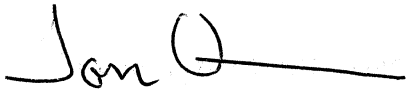
Dear Senior Planner,

We badly need another Costco and Silva Valley Parkway is an excellent place for it. I think it's been planned that way for years. On busy days, that Costco down the hill is a nightmare

You will get protests from people who think they've moved to the country, and at the expense of everyone else, want their silvan landscape unspoiled.

Public comments are useful because people get to vent but the sooner we get a Costco in there the better.

Sincerely,



Jon Vilhauer, DVM

El Dorado Hills Area Planning Advisory Committee <https://edhapac.org>

"Non-Partisan Volunteers Planning Our Future Since 1981" 1021 Harvard Way, El Dorado Hills, CA 95762



APAC 2025 Officers

John Davey, Chair jdavey@daveygroup.net

John Raslear, Vice Chair jjrazzpub@sbcglobal.net

Timothy White, Vice Chair tjwhitejd@gmail.com

Brooke Washburn, Vice Chair Washburn_bew@yahoo.com

Bill Jamaca, Secretary bjamaca@gmail.com

March 30, 2025

County of El Dorado Planning Department

ATTN: Cameron Welch

RE: EDH Costco NOP & Public Scoping Meeting

The El Dorado Hills Area Planning Advisory Committee (EDH APAC) would like to submit these public comments on the Notice of Preparation of a DRAFT EIR, and the Public Scoping Meeting for EDH Costco PD15-0001, CUP23-0012, V22-0001 held in El Dorado Hills on March 10, 2025.

Largely, the environmental concerns expressed at the March 10th Scoping meeting by residents are consistent with the concerns and questions raised by EDH APAC volunteers.

Fuel Station – Air quality impacts from idling vehicles as they wait in queue to access the fuel pumps.

Fuel Station – Impacts on Oak Meadow School Elementary School, students, staff, and parents. The same concern about idling vehicles along with issues centered on chemical fumes from the storage of fuels, and the operation of the fuel station

Fuel Station location – Many community members have asked if the fuel station could be moved further south, towards Tong Road, to further mitigate impacts on residences and Oak Meadow Elementary School.

Air Quality – EDH APAC members have concerns about the amount of Green House Gases and their impacts that will be generated by the project construction, and ongoing operation of the project following construction.

Noise Impacts – Noise impact concerns center on both the construction process, and the ongoing operation of the project following construction. Items mentioned included commercial truck delivery, fuel truck delivery, and forklift usage on site.

Water run off – EDH APAC volunteers expressed concerns regarding the impact of storm water run off both during construction and for the project operations following construction. A significant portion of the project is proposed for paved impervious parking areas. Water run off impacts for the adjacent Carson Creek drainage areas, as well as potential downstream impacts should be mitigated. Volunteers have asked if there will be additional water run off basin storage capacity on or off site of the project.

Wildlife Impacts – EDH APAC volunteers have expressed concerns about potential impacts on wildlife in the project area.

Naturally Occurring Asbestos – EDH APAC volunteers have cited the recent history of the Silva Valley Parkway Interchange project, and noted the significant amount of blasting required for grading. Concerns have been raised seeking clarification about the potential for Naturally Occurring Asbestos on the project site.

Circulation – Circulation impact questions centered on tractor trailers deliveries missing the turns into the project sites, forcing commercial traffic further north into the Serrano El Dorado Villages. The lack of infrastructure allowing commercial trucks with 48 and 53-foot trailers to turn around. Also cited was the potential impacts on the existing pedestrian, bicycle, school, and residential traffic patterns.

An additional concern is the opportunity missed on construction of a very small segment of one of the many CIP projects for the proposed County Club Drive extension to serve as the second access point for the proposed (North Side) Fuel Station facility. An alignment here for access to the Fuel Station would prevent any sort of “throw-away” circulation conveyances constructed prior to when the future Country Club Drive extension may be constructed. Using a small spur of Country Club Drive extension on the north side of the Fuel station to align with the future Country Club Drive project could prevent additional future construction time and traffic delays, as well as provide mitigation for what the public recognizes as one of the most significant impacts on the El Dorado Hills Community - vehicle, bicycle, and pedestrian safety impacts at Oak Meadow Elementary School.

Traffic Signals – impacts on interchange operation, as well as school pick up/drop off activities at Oak Meadow Elementary School.

VMT & LOS – Vehicle Miles Traveled (VMT) analysis is required under CEQA, but Level of Service metrics (LOS) compliance is required under County General Plan.

Parking & Parking Garage – Questions have been raised about the amount of parking required by the El Dorado County Zoning Ordinance, as well as the circulation, safety, and aesthetic impacts of the proposed two level parking structure. Questions have also been raised about the potential for the requirement of significant blasting operations to facilitate the below grade parking level.

Soundwalls – Volunteers have asked about the potential for soundwalls on the north sides of the project to mitigate potential sound impacts on the residential villages to the north, west, and the east, as well as sound impacts to Oak Meadow Elementary School.

Fire Safety – EDH APAC Volunteers have asked about potential fire safety impacts, and if the project would require additional fire apparatus acquisition by the El Dorado Hills Fire Department based on the size of the warehouse store structure, and the proposed 32 fuel pumps at the Fuel Station facility.

Tree and plant impacts – As noted in EDH APAC member **Alastair Dunn's** observations regarding oak tree removal (see below), APAC Volunteers have questions about the intent, and applicant requirements of removing many of the existing trees on the project site.

EDH APAC specific Member concerns

EDH APAC Member George Steed

Noise – The nearest sensitive receptors are homes located from 500 to 800 up-slope from the improvements, with school classrooms and playgrounds located just a few hundred feet further away. There are no natural features of terrain present to attenuate noise from either of the sites, nor from the increased traffic on Silva Valley Rd. Studies must include baseline ambient noise measurements from those receptors including day, evening, and night hours, workdays, and weekend days. On-site noise estimates must include assessment of impulse noise generated by delivery trucks and trailers and notably the back-up warning sounds that are particularly irritating during evening and night hours. Serious consideration should be given to restricting delivery of goods to reduce these noises during evening and night hours.

Traffic Circulation – The omission of a signalized intersection at the alignment of the planned extension of Country Club Drive is particularly concerning. The applicant clearly

recognizes the need for two entrances to the employee parking and gas service station by including the unsignalized entrance/exit. Consideration should be given to improving the circulation of traffic and access by locating that second entrance north to the planned signalized intersection at Country Club Drive. This would reduce the cuing of south bound traffic in the left turn pocket at the southern intersection, This should also include realignment of ingress and egress from the Oak Meadow School and provide adequate queuing from parents picking up and dropping off students. As EDC DOT has previously identified, the current traffic models fail to adequately assess the impact of school hour traffic, this adjustment would significantly reduce the existing hazard for students, parents and teachers, and better distribution of the traffic entering and leaving the site between the two service station entrances.

EDH APAC Member Alastair Dunn

EDH APAC also seeks Incorporation by Reference to the independent analysis and comments submitted previously to El Dorado County on March 21, 2025 by EDH APAC member Alastair Dunn [[A_Dunn EL DORADO HILLS - COSTO DEVELOPMENT PLAN](#) and [A_Dunn Costco Development Plan - DEIR Comments - APPENDICES](#) - both attached]. Mr. Dunn's many years of experience in land acquisition and project entitlement processes continue to be a valuable component to the volunteers contributing to EDH APAC project reviews.

EDH APAC appreciates the opportunity to provide thoughtful comments and feedback regarding proposed development projects in the El Dorado Hills community.

We remain available for questions or discussion on any elements of the proposed EDH Costco Project as the applicants move forward through the review and entitlement process.

Sincerely,

John Davey
Chair
El Dorado Hills Area Planning Advisory Committee

EDH APAC EDH Costco Subcommittee
El Dorado Hills Area Planning Advisory Committee
"Non-Partisan Volunteers Planning Our Future Since 1981"

Date: March 20, 2025

Re: EDH Costco Project Environmental Impact Report

To Whom It May Concern:

I am a 23 year home owner living within a half mile of the new proposed Costco project. I find it very difficult to understand how a project as large as Costco at 165,000 square feet and gas station would be approved adjacent detached single family homes and an elementary school. The whole design and purpose of the Serrano development was to provide a semi-rural feel to the neighborhood and surrounding development. The Serrano development specifically tried to have minimal light impact and natural setting for homeowners.

The lack of conformity of adding a Costco coupled with the high levels of traffic it will have within a local neighborhood seems not well thought out. I understand the County interest in the tax revenue provided by the development but the negative impact on home values and traffic concerns seem to be over looked. Additionally, the noise and light pollution will be extensive. Delivery trucks operating from midnight to six AM, homes looking down at a lighted parking lots 24 hours. This does not seem to be a well thought out or designed. I am very concerned about the environmental impact of this project and safety of children at the school on the local neighborhood. Also, the DEIR should identify any potential health effects of these emissions on sensitive local receptors, including children and personnel at Oak Meadow School, and neighboring residents, including seniors. The Planning Commission should take another look at this project and the negative impacts it will have on the local community and children within the surrounding neighborhood.

William Buenzli, MAI
746 Anna Place
El Dorado Hills
Bill.buenzli@gmail.com

From: bill.buenzli@gmail.com
To: [Cameron Welch](#)
Subject: NOP Scoping Comments
Date: Friday, March 21, 2025 7:34:55 AM
Attachments: [CostCo_NOP_Scoping_Comments.pdf](#)

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Cameron,

Please find attached comments and concerns in response to the proposed Costco and Gas Station projects.

Thanks

Bill

EDH Costco Project Environmental Impact Report

NOP SCOPING COMMENTS

El Dorado County invites you to provide comments on the scope of the EDH Costco Project and the environmental impact report (EIR) analysis. You can use this form to write your comments and drop in the box for written comments, or you may write your comments on this form, in a letter, or an e-mail and submit to the following physical address and/or e-mail address:

Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667

Email: EDHCostco@edcgov.us

Written comments must be submitted no later than March 31, 2025, by 5:00 p.m. Thank you!

Name: Juanita Brand

Organization (if any): _____

Address (optional): _____

City, State, Zip: El Dorado Hills, CA 95762

Email (optional): jbrand23@gmail.com

Comments

My husband and I have lived here 10 years. We enthusiastically support this new Costco and the gas station.

I'm sure California has strong emission control laws for gas stations.

More space on back

Lined writing area consisting of 30 horizontal lines.

From: [Deanna Guthrie](#)
To: EDHCostco@edcgov.us
Subject: Nope
Date: Wednesday, March 26, 2025 6:01:26 PM

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EDH,
Thanks for the consideration of Costco .
Perhaps an EDH Costco benefits Cameron park or Placerville. Personally Folsom is not too far to drive for Costco.
Not interested in the amount of congestion & traffic that will incur.
Would much rather see TRADER JOE's added to the town of EDH.
Thank you
Deanna Guthrie
A Serrano resident
Sent from my iPhone

From: iris2018_xu
To: EDHCostco@edcgov.us
Subject: Objection to Proposed Costco Store & Gas Station Near Oak Meadow Elementary School
Date: Sunday, March 30, 2025 3:44:33 PM

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Dear Cameron Welch,

I am writing to express my strong objection to the proposed construction of a Costco Wholesale store and gas station near Oak Meadow Elementary School at El Dorado Hill. As a parent, I am deeply concerned about the potential negative impacts of this development on the safety, health, and well-being of students, families, and the surrounding neighborhood.

My primary concerns include:

1. Safety Risks for Children

- Increased **traffic congestion** from Costco shoppers and gas station visitors could create hazards for students walking or biking to school.
- **Delivery trucks and large vehicles** near school zones raise the risk of accidents.

2. Air Quality & Health Concerns

- Gas stations emit **benzene and other volatile organic compounds (VOCs)**, which are especially harmful to children's developing lungs.
- **Idling cars** waiting for fuel could worsen air pollution near the school.

3. Noise and Disruption

- Costco's **early-morning deliveries** and gas station operations (often 24/7) could disrupt school activities.
- **Increased noise** from shoppers and traffic may affect the learning environment.

4. Traffic Congestion

- El Dorado Hills already experiences **heavy traffic** during peak hours. Adding a Costco would likely worsen bottlenecks near school drop-off/pick-up times.

5. Property Values & Community Character

- Some residents may oppose a large commercial development near a **residential and school area**, arguing it could lower property values or

change the neighborhood's feel.

There are Better Alternative Locations in El Dorado Hills

If Costco insists on building in the area, these locations might be **less disruptive** while still serving the community:

1. Near Bass Lake Road & White Rock Road

- More **industrial/commercial zoning**, reducing conflicts with schools and homes.
- Still accessible for shoppers without disrupting school traffic.

2. Near the El Dorado Hills Town Center (EDH Promenade)

- Already a **commercial hub** with ample parking and highway access (US-50).
- Farther from schools and residential zones, reducing safety concerns.

3. Along Latrobe Road (near Highway 50)

- Close to major roads, minimizing neighborhood traffic impact.
- Less direct proximity to schools.

I think building a **Costco + gas station right next to Oak Meadow Elementary is not ideal** due to **safety, health, and traffic risks**. A better solution would be to place it in a **more commercially zoned area** (like near Town Center or Latrobe Road) where it can serve shoppers without endangering children or disrupting the neighborhood.

Thank you for your time and consideration.

Sincerely,
Chunfeng Xu

Chunfeng Xu
M: 415 518 0108
E: irisxu201803@gmail.com

From: [Simi Gosal](#)
To: EDHCostco@edcgov.us
Subject: Objection
Date: Tuesday, March 4, 2025 6:18:28 PM

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To whom it may concern,

I'm not sure if this is the correct contact to express my concerns/ objections to the EDH Costco Plans. Unfortunately, I won't be able to attend the meeting on 3/10. Living in Serrano, Silva Valley has 4 grade schools, not to mention one right next to the proposed Costco. This will increase traffic and bring in outside traffic/ people into a neighborhood where most people value the quietness, privacy, and safety. The Costco gas station backs up to the elementary school, posing a small but possibly catastrophic risk to our kids. Costco will attract many outsiders into our neighborhoods, outsiders who may or may not be up to no good. We have a Costco just two exits down in Folsom. There's no need to a large business to open just two exits away. Costco will take away from our farmers markets and small businesses in our town. Honestly my concern is for the children at Oak Meadow Elementary. Who knows who could watch kids from the parking lot, who could snatch a kid/get on the freeway and be across the state in less than hour both ways. Who knows what kind of fumes the kids will be inhaling over the years attending that school. Who knows if there were to be a mishap causing an explosion. Protect our kids and small businesses. People who move to EDH, come here for a reason, and residents stay for the same reason: a quiet, peaceful, SAFE neighborhood.

Simi Gosal
916 7496328
Serrano Resident

Sent from my iPhone

From: [Tana Golden](#)
To: EDHCostco@edcgov.us
Cc: bosone@edcgov.us
Subject: Opinion on the proposed EDH Costco
Date: Sunday, March 16, 2025 1:21:54 PM

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This letter is to express my concerns and objection to the proposed EDH Costco. If built at the proposed site , it will have a significant impact upon traffic and the quality of life we currently enjoy .

I'm not against change or growth per se but I am when it has negative consequences as I believe this does.

The influx of vehicles (a constant flow day and night) will cause traffic congestion and gridlock that many of our roads cannot accommodate. Plus the warehouse and gas station being on opposite sides of the road will also cause traffic issues. I have a vision of Hwy 50 and Silva Valley Pkwy ending up like 50 and E. Bidwell in Folsom which is a real traffic nightmare !!! We also have an elementary school in close proximity that causes backup at certain times .

Additionally, our quality of life will be disturbed as open space will be gobbled up and urban sprawl will result.

Our sense of community will be threatened and I fear Costco will just be the start . This is not what I want to see.

I recognize that Costco is desirable to El Dorado County for it's tax revenue which is currently lost to Sacramento County . However, there are other locations better suited and would have less impact than the current site. An example would be Hwy 50 and Bass Lake Rd . There is much available land and other construction going on already. It's just one exit up the hill and two away from the Folsom location and would be more centralized for the existing and potential increase of residents.

There are those who would love a Costco "in their backyard " so they can make daily shopping runs and taste food samples !!! However, this is very short sighted . I feel what we lose is greater than what we gain at the current proposed site. A store this close to an existing Costco is unnecessary.

I have lived in Serrano since 2002 and like many, I'm a Bay Area transplant who sought to escape the congestion and don't want to see it repeated here. When I exit 50 and Silva Valley Parkway, I feel peace having left chaos behind and am welcomed by the open space and not a concrete jungle.

I hope you will listen and consider the comments of your constituents.

Sincerely yours

Tana Golden

From: [Zach Presnall](#)
To: EDHCostco@edcgov.us
Subject: Oppose cotsco
Date: Monday, March 17, 2025 6:24:53 PM

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I've been in El Dorado Hills resident for 12 years and vehemently oppose the Costco project. We moved from Folsom to enjoy the rural area with beautiful views and less congestion. If you've been anywhere near Costco in Folsom you'll know the traffic jams, noise and depletion of nature that are created with such a large project. You will see similar in Placerville near the Forni road shipping center. Those people will now be coming down to El Dorado Hills! A Costco will surely jeopardize school health and safety while reducing home values and increasing transit times to and from town center from the rest of El Dorado Hills. How many people need to voice concerns for you to honor the constituents of EDH? Please stop this nonsense that has been opposed by all residents for many years!

Thank you,
Zach Presnall

From: [Rick Pimentel](#)
To: EDHCostco@edcgov.us
Subject: Oppose EDH Costco
Date: Monday, March 31, 2025 3:19:22 PM

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As a resident of the Serrano neighborhood of El Dorado Hills, I vehemently oppose the proposed building of a Costco store adjacent to the neighborhood. There is already a Costco store in Folsom that is just 4.6 miles from the proposed site.

Costco cares more about its profits than the effect its proposal will have — ruining a safe, quiet neighborhood where residents appreciate living in a relatively undeveloped area with nature trails. The proposed Costco store would increase traffic and bring people into the neighborhood who would otherwise not be there, including those with ill intent.

Serrano is a gated neighborhood, but part of its security is its relatively isolated location. I moved to Serrano over 20 years ago to get away from the increasingly populated Sacramento. A Costco store would turn Serrano into another Folsom.

If Costco moves forward with the project, I will engage all my family and friends and ask that they engage their connections in boycotting Costco. That is how much I care about the sanctity of the neighborhood.

Sincerely,
Serrano resident

From: [George Savariar](#)
To: EDHCostco@edcgov.us
Subject: Opposing Costco next to Oak Medow Elementary
Date: Thursday, February 27, 2025 4:14:20 PM

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Dear Mr. Welch

I am writing to formally express my strong opposition to the proposed Costco development near Oak Medow Elementary .

While I understand the economic benefits such a store may bring, I am deeply concerned about the negative impact it will have on the safety and well-being of our children and community.

First and foremost, the increase in traffic congestion poses a significant risk. The area surrounding the school already experiences heavy traffic during drop-off and pick-up times. Adding a high-traffic commercial development like Costco will lead to further congestion, making it more dangerous for children walking or biking to school. The potential for accidents will increase significantly, and emergency response times may also be affected.

One of the most pressing issues is the already severe traffic congestion in the area. There are currently four traffic signals within just half a mile, and adding another to accommodate Costco will only make matters worse. The increased volume of cars, delivery trucks, and customer traffic will create significant delays, making it even more difficult for families and school buses to navigate the area safely.

Additionally, the noise pollution generated by a large-scale retail store will be disruptive to students and teachers. A quiet and focused learning environment is crucial for young children, and the constant sounds of delivery trucks, customer vehicles, and overall commercial activity will create an ongoing distraction.

Another major concern is the influx of large delivery trucks in the area. Costco's business model relies on frequent shipments from large trucks, which will pass through school zones at all hours of the day. This raises safety concerns, as these trucks have larger blind spots and require more stopping distance, posing a direct threat to children crossing streets or riding their bikes. The additional wear and tear on local roads is another factor that has not been adequately addressed.

Another critical issue is the large, deserted parking lot after business hours. These empty lots often attract loitering, illegal activities, and unwanted nighttime disturbances—especially when located near a large residential area. This raises concerns about increased crime, vandalism, and a decline in neighborhood security, putting local families at risk.

For these reasons, I urge you to reconsider the location of this Costco and seek alternative sites that do not pose a risk to schoolchildren and the surrounding residential community. The

safety and well-being of our children should be the top priority in any development decision.

Thank you for your time and consideration. I look forward to your response and hope that the concerns of local residents will be taken into serious account.

Sincerely,

George Savariar

From: [Katharine Hampton](#)
To: EDHCostco@edcgov.us
Subject: Opposition to Proposed Costco Development Near Serrano Gated Community
Date: Tuesday, March 18, 2025 10:57:48 AM

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Dear Planning Committee,

I am writing to express my strong opposition to the proposed development of a Costco near the Serrano gated community. While I understand the need for economic development, this location is wholly inappropriate for a high-traffic commercial warehouse store.

A Costco in this area would significantly increase traffic congestion, creating safety concerns for residents, particularly families with children. The increased noise, pollution, and potential decline in property values also pose serious concerns. Additionally, the presence of a large retail store disrupts the character of the neighborhood, which was designed as a peaceful residential community.

There are far more suitable locations for a Costco that would not negatively impact a residential area. I urge the planning committee to reject this proposal and consider alternative sites that align better with community interests.

Thank you for your time and consideration.

Sincerely,

Katharine Hampton

Serrano and EDH resident

From: [Robert Anderson](mailto:Robert.Anderson@edcgov.us)
To: EDHCostco@edcgov.us
Subject: Opposition to Proposed Costco Development Due to Traffic and Safety Concerns
Date: Tuesday, March 18, 2025 7:16:12 PM

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I hope this message finds you well. I am writing to formally express my opposition to the proposed development of a Costco near our children's schools in our community. While I understand the potential economic benefits of this development, I have serious concerns regarding the impact it will have on traffic congestion and, most importantly, the safety of our children.

Traffic Concerns: The addition of a large retail store like Costco will undoubtedly increase traffic volume in the area, particularly during peak shopping hours. The nearby streets are already congested, and the proposed location of the store will likely exacerbate this issue. This increased traffic will not only create longer travel times but will also put additional strain on local infrastructure that is not designed to accommodate such a large-scale development.

Safety Risks Near Schools: What concerns me most is the safety of the children walking and riding to and from school. The proposed Costco is located in close proximity to several schools, and with increased traffic, the risk of accidents near school zones will rise significantly. Pedestrian safety will be compromised, especially during pick-up and drop-off times. I am deeply concerned about the well-being of our students as they walk or bike to and from school each day.

I urge you to reconsider the location of this development or explore alternative solutions that prioritize the safety of our community, particularly our children. It is crucial that we take every precaution to ensure that any development in this area does not compromise the safety and well-being of residents, especially students.

Thank you for your time and consideration. I hope that my concerns will be taken into account as you move forward with the planning process. Please do not hesitate to contact me should you require further information or wish to discuss this matter in more detail.

Sincerely,

Robert Anderson
1774 Darwin Way, El Dorado Hills, CA 95762
rwanderson300@gmail.com

From: [Jormin Wu](#)
To: EDHCostco@edcgov.us
Subject: Opposition to Proposed Costco and Gas Station Near Oak Meadow Elementary School
Date: Friday, March 28, 2025 8:55:50 AM

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Dear Cameron Welch,

As a concerned parent and resident of El Dorado Hills, I strongly oppose the proposed construction of a Costco warehouse and gas station adjacent to Oak Meadow Elementary School. While I appreciate economic development, this project poses significant risks to our children's safety, health, and learning environment. I urge you and your team to reconsider the location for the following reasons:

1. Safety Hazards

- **Traffic congestion:** Costco's high-volume traffic (significantly during school drop-off/pick-up times) would increase accidents near the school. Large trucks and impatient drivers are incompatible with a zone where young children walk or bike.
- **Gas station dangers:** Fuel tanks and delivery trucks near a school create unnecessary fire/chemical risks. I don't see any gas stations just next to school in this country.

2. Health Impacts

- **Air pollution:** Idling vehicles and gas station emissions would expose children to harmful pollutants, worsening asthma and respiratory issues.
- **Noise disruption:** Constant construction noise, delivery trucks, and customer activity would disrupt classroom focus.

3. Quality of Life

- **Property values:** Noise, traffic, and pollution may reduce home values for nearby residents.

4. Alternatives

I encourage the Planning team to prioritize developments that align with our community's needs, such as parks, libraries, or small-scale retail in commercial zones—not next to schools.

As a parent of 2 children at Oak Meadow Elementary School, I am willing to collaborate with officials and neighbors to find a solution that supports growth without compromising our children's well-being. Thank you for your time and consideration.

Sincerely,
Zhuomin Wu

From: [Bobbiejane](#)
To: EDHCostco@edcgov.us
Subject: Opposition to EDH Costco
Date: Monday, March 17, 2025 11:13:41 PM

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Hello,

I am an El Dorado Hills resident who is deeply involved in the community, in the school systems, sports programs, CSD, and work with many local businesses in EDH. One of the major draws for people to move to EDH, and quite frankly bring their families and money here, is because of the natural beauty of the area, including green space, and the community focus on families and children. The proposed building of Costco in EDH ruins the appeal of living here: you're taking away precious natural beauty, and seemingly have zero problem polluting the air right next to an elementary school. This goes against the values of most residents in EDH, and is a horrible, horrible place to put a Costco. Please consider moving it somewhere with more space like shingle springs, cameron park, or literally any other town. You have an entire county that could benefit from the taxes it raises and that all have more space to build than here in EDH.

Thanks for considering,
Jane

From: [Sara Harris](#)
To: EDHCostco@edcgov.us
Subject: Opposition to Proposed Costco on Silva Valley Parkway
Date: Wednesday, March 26, 2025 8:25:09 PM

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Dear Cameron Welch,

I am writing as a concerned Serrano resident to express my strong opposition to the proposed Costco Wholesale project on Silva Valley Parkway, north of US 50.

While I understand the potential economic benefits of a new Costco location, I believe this particular site is not appropriate due to several serious concerns:

1. Proximity to Schools

The proposed site is in close proximity to local schools, including Oak Meadow and Silva Valley Elementary, Rolling Hills Middle and Oak Ridge High. Increased commercial traffic—especially from large delivery trucks and a higher volume of vehicles—poses a significant safety risk for children and families commuting to and from school. This raises concerns about pedestrian safety, traffic congestion during peak hours, and increased accident risk.

2. Freeway Access and Traffic Impact

The already congested US 50 corridor near Silva Valley Parkway cannot safely accommodate the substantial increase in traffic that a Costco and fuel station will bring. The added pressure on freeway on-ramps and off-ramps will likely result in more delays, more accidents, and reduced emergency access in the area.

3. Neighborhood Impact

The quiet, residential nature of this part of El Dorado Hills is what attracts many families to Serrano. Introducing a high-traffic commercial development so close to residential areas will dramatically alter the character of the neighborhood. Increased noise, light pollution, and late-night fuel station activity are additional quality-of-life concerns.

I respectfully request that you reconsider the suitability of this location and explore alternative sites that are better equipped to handle this type of development, without compromising residential safety, traffic flow, and environmental integrity.

Thank you for your time and for considering the voices of local residents in this matter.

Sara Harris

From: [Stephanie Henning](mailto:Stephanie.Henning)
To: Cameron.Welch@edcgov.us
Cc: EDHCostco@edcgov.us; bosone@edcgov.us; bostwo@edcgov.us; bosthree@edcgov.us; bosfour@edcgov.us; bosfive@edcgov.us
Subject: Opposition to the Proposed Costco Warehouse and Gas Station at Silva Valley Parkway, El Dorado Hills
Date: Thursday, March 13, 2025 5:20:04 PM

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Stephanie Skaggs
4836 Village Green Drive
El Dorado Hills, CA 95762
Gigiandgino@gmail.com
209-406-9654

March 13, 2025

Dear Cameron,

I am writing to express my strong opposition to the proposed development of a Costco warehouse and gas station at the Silva Valley Parkway site in El Dorado Hills. As a resident of Village Green Drive, which is directly adjacent to the proposed gas station location, I have serious concerns regarding the negative impact this project will have on public health, traffic congestion, environmental risks, local wildlife, property values, and overall community safety.

Health and Environmental Hazards

The close proximity of a gas station to residential homes and Oak Meadow Elementary School poses significant health risks due to air pollution from gasoline fumes and vehicle emissions. Gasoline contains harmful hydrocarbons such as benzene, toluene, ethylbenzene, and xylenes (BTEX compounds), which are known to contribute to respiratory issues, neurological disorders, and cancer. Benzene, a recognized carcinogen, has been linked to an increased risk of leukemia, particularly in children who are more vulnerable to toxic exposure.

Moreover, research has shown that gas station emissions are much higher than previously estimated, leading to air quality concerns that could endanger the health of residents and schoolchildren. This project also introduces the risk of fuel spills, soil contamination, and groundwater pollution, further jeopardizing the well-being of the community.

Additionally, the construction phase of the development could disturb naturally occurring asbestos in the soil, releasing harmful fibers into the air. Exposure to airborne asbestos is a well-documented health hazard that can lead to severe lung diseases, including mesothelioma. These risks should not be overlooked when considering the safety of our neighborhood.

Traffic and Safety Concerns

Silva Valley Parkway is already experiencing significant congestion, particularly during school hours, as it serves as a major route for parents and school buses accessing Oak Meadow Elementary School. The addition of Costco's high-volume traffic—including thousands of daily customer vehicles, delivery trucks, and gas station users—will only worsen this problem.

Furthermore, Silva Valley Parkway has increasingly become a high-speed thoroughfare, with drivers treating it as an extension of the freeway. Adding a Costco at this location will further exacerbate speeding and dangerous driving conditions, creating a heightened risk for accidents involving pedestrians, cyclists, and schoolchildren. The increase in large commercial trucks delivering goods to Costco will also add to traffic congestion, noise pollution, and road wear, which could lead to costly infrastructure repairs for the county.

Zoning and Land Use Concerns

When we purchased our home 11 years ago, the Silva Valley Parkway location was not zoned for big-box retail development. The transition from a low-density business zoning to a large-scale retail warehouse was made without adequate community consultation. The character of our

neighborhood was never intended to support such a high-traffic, industrial-style operation, and this change does not align with the original vision of El Dorado Hills as a suburban residential community.

Impact on Wildlife and Natural Habitats

The area surrounding the proposed Costco site is home to diverse wildlife, including deer, bobcats, fox, coyotes, birds of prey, and other native species that rely on the remaining green spaces and oak woodlands for survival. The large-scale destruction of natural habitats due to this development will displace these animals and contribute to a loss of biodiversity in the region.

Gas stations, in particular, pose significant environmental risks. Fuel spills, stormwater runoff, and underground tank leaks can contaminate soil and water sources, endangering local ecosystems. Additionally, vehicle emissions and light pollution from the Costco parking lot will disrupt nocturnal wildlife behavior and further degrade the natural environment of El Dorado Hills.

Negative Impact on Home Values

A major concern for homeowners in the surrounding neighborhoods is the substantial decrease in property values that will result from the presence of a big-box retailer and gas station. Studies have consistently shown that large commercial developments—especially those involving gas stations—negatively affect nearby residential property values.

Potential buyers are often deterred by the increased noise, traffic, pollution, and crime associated with big-box retailers. The high-intensity lighting from Costco's parking lot and gas station, along with extended hours of operation, will contribute to a decrease in the desirability of our neighborhood. Furthermore, the presence of heavy truck traffic and the potential for increased crime (such as theft, loitering, and vandalism) will make our community less attractive to prospective homeowners.

A decrease in property values will not only impact individual homeowners

but also reduce tax revenue for the county, ultimately affecting local funding for schools, infrastructure, and public services. It is unfair for long-time residents who purchased homes in what was supposed to be a quiet suburban area to now face financial losses due to a poorly planned commercial development.

Personal Experience and Community Impact

Having worked for Costco Wholesale for 15 years, I have firsthand knowledge of the operational realities of such facilities. The high volume of daily traffic, extended operating hours, frequent large truck deliveries, excessive noise, and increased crime rates are all aspects of Costco's business model that make it unsuitable for a location near homes and schools.

This development will permanently alter the character of our community, turning what was once a peaceful, family-friendly neighborhood into a high-traffic, high-noise commercial zone. The presence of a gas station further compounds these issues, adding air pollution and environmental hazards that will have long-term consequences for residents.

Conclusion

The proposed development of a Costco warehouse and gas station at Silva Valley Parkway presents numerous risks to public health, traffic safety, environmental quality, local wildlife, and home values. This project is fundamentally incompatible with the residential and school environment in which it is being proposed.

I strongly urge the planning committee to reject this proposal and seek alternative locations that are better suited for large-scale retail development. Our community's health, safety, and quality of life should take precedence over corporate expansion.

Thank you for your time and consideration. I hope that the voices of concerned residents will be given serious weight in this decision-making

process.

Sincerely,
Stephanie Skaggs

From: [Tina Buenzi](#)
To: [PL-EDH Costco Project](#)
Subject: Opposition to Proposed Costco Development
Date: Tuesday, March 25, 2025 11:49:21 PM
Attachments: [2025 3 25 Final Copy Sent Costco Serrano Project.docx](#)

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Note: The letter is also attached to this email in document form.

March 25, 2025

El Dorado County Development Services Department – Planning Services
Attention: Cameron Welch
2850 Fairlane Court
Placerville, CA 95667

Subject: Opposition to Proposed Costco Development – Request for Alternative Site Consideration

Dear Planning Commission Members,

I am writing as a 23-year homeowner residing within half a mile of the proposed Costco project. I strongly urge the Planning Commission to reconsider the location of this development, as its scale and impact are incompatible with the surrounding residential community. Costco's 165,000-square-foot footprint, along with a high-traffic gas station, is wholly inappropriate adjacent to detached single-family homes and an elementary school. The Serrano development was carefully designed to provide a semi-rural atmosphere with minimal artificial lighting and a preserved natural setting—an environment that will be entirely disrupted by this project. Homeowners, including myself, chose to live in Serrano for its peaceful, community-centered character, and placing a Costco in the middle of it fundamentally undermines this vision.

Beyond the aesthetic and environmental concerns, the logistical impact on traffic and safety cannot be ignored. The significant increase in congestion, particularly near Oak Meadow Elementary School, raises serious concerns for child safety and pedestrian access. While I understand the County's interest in the potential tax revenue, the long-term negative effects on home values, traffic flow, and overall quality of life for residents must be given equal consideration.

Additionally, the anticipated noise and light pollution will be significant. The prospect of delivery trucks operating between midnight and 6:00 AM and the glare of a 24-hour parking lot will drastically alter the nighttime environment for local residents. These disruptions are not minor inconveniences—they are fundamental changes that will negatively impact our community's well-being.

I am also deeply concerned about the environmental and health risks posed by this development. The Draft Environmental Impact Report (DEIR) should thoroughly assess the increased emissions from both the heavy traffic and the gas station, particularly in relation to vulnerable populations, including children, seniors, and individuals with health conditions. As a woman who has recovered from Stage IV cancer, I am acutely aware of how air quality affects long-term health. Those with compromised immune systems, including many in our community, could face serious risks due to increased pollution from this project.

The Planning Commission has a responsibility to prioritize the well-being of residents over corporate interests. I urge you to take a closer look at the negative impacts this project will have on our neighborhood and explore alternative sites that do not threaten the character, safety, and health of our community.

Thank you for your time and consideration. I hope you will make a decision that reflects the best interests of Serrano residents.

Sincerely,

Christina Buenzli

Christina Buenzli
746 Anna Place
El Dorado Hills, California 95762
TBuenzli@comcast.net

From: [W Qian](#)
To: EDHCostco@edcgov.us
Subject: Opposition to the proposed Costco project
Date: Saturday, March 29, 2025 4:41:43 PM

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Mr. Welch,

My name is Wenjun Qian. As a parent and a resident of Serrano, I am deeply alarmed by the proposed Costco gas station and warehouse so close to our children's school. Every day, our children breathe the air around Oak Meadow Elementary. Approving this project would expose them to toxic pollutants, increased traffic dangers, and unnecessary safety risks. I urge you to prioritize the health and well-being of our children and our community over corporate convenience.

Air Quality and Public Health

Imagine children playing outside during recess, breathing in toxic fumes from a massive gas station just down the street. Gas stations within residential and school proximity can increase cancer risk due to exposure to toxic air contaminants, such as benzene, a known carcinogen found in gasoline, particularly leukemia. Building a gas station near an elementary school in California is subject to various state and local regulations designed to protect public health and safety. The California Code of Regulations, Title 5, Section 14010(h), advises against locating schools near fuel storage tanks or within 1,500 feet of pipelines carrying hazardous substances. In addition, the California Air Resources Board (CARB) suggests maintaining a minimum distance of 300 feet between large gasoline stations and sensitive land uses, such as schools, to minimize exposure to toxic air contaminants. The gas station, as currently proposed, would violate these regulations and put our children at risk.

The EIR needs to fully analyze the air quality and public health impacts of the project to the school and our community. The emission sources that need to be evaluated include: the gas station, the idling vehicles, fuel trucks, vehicles to and from the warehouse, tire center (if there is any), etc. The EIR needs to consider feasible mitigation measures to minimize the impacts to the school, such as prohibiting refilling of the fuel tanks of the gas station and limiting the number of customers during school hours. The applicant should also be required to fund the school and local community to upgrade the air filtering system, so that the air quality and public health impacts

may be reduced.

In addition, El Dorado Hills is well-known for the presence of naturally occurring asbestos (NOA) in the soil, which is a carcinogen. According to the county's asbestos map:

<https://www.eldoradocounty.ca.gov/files/assets/county/v/1/documents/government/air-quality/construction-dust-rules/asbestos-review-map-8-22-18.pdf>, the project site is within quarter mile of found NOA. Therefore, it is very likely that NOA exists at the project site. I urge the county to require a comprehensive soil analysis to understand whether NOA exists at the project site. Construction of the project where NOA is present can pose serious health risks to workers, to our children at school and our community. The EIR needs to fully analyze the potential impacts of NOA and consider mitigation measures accordingly. To minimize the construction impacts to the school, the EIR should consider limiting construction hours to be outside normal school hours.

The air quality analysis of the project also needs to analyze the odor impacts of the fumes from the gas station and idling vehicles.

Traffic, Fire Hazard, Noise

The EIR also needs to analyze the project's impact on traffic congestion around the school. The EIR needs to identify mitigation measures to reduce traffic congestion as much as possible during school pickup and drop off hours.

I am also deeply concerned about the potential fire hazards associated with fuel storage and potential risks to the school and our community. The EIR needs to analyze the fire hazards and provide a detailed emergency response plan.

Noise from vehicle traffic entering and exiting the gas station would cause disruption of school activities and learning. The EIR needs to explore measures to reduce noise impacts to the school.

Safety

Finally, the presence of a gas station near the school will introduce safety concerns that undermine the educational environment and detract from the school's mission to provide a safe and healthy learning space. The EIR needs to require the applicant to fund the school to build a fence all around the school with a gate.

Alternatives

There are so many environmental concerns with the project, especially locating the gas station so close to the elementary school. The EIR should consider evaluating

alternatives that would reduce/eliminate the environmental impacts. A forward-thinking solution would be to replace the gas station with EV charging stations and solar panels, benefiting both the environment and the county's long-term economic growth in the green energy sector. Other alternatives could include using the northern parcel for parking only or moving the gas station to the south of 50 near the town center, etc.

Document Availability

I checked the county's webpage for this project. I only found some simple application forms with very brief questionnaires and check boxes. No detailed application files or analysis were found. I assume the applicant has provided more detailed information to the county.

The lack of publicly available project documents raises serious concerns about transparency. The county must release all relevant files immediately to ensure that residents have a fair opportunity to review and respond. Anything less undermines public trust in this process.

Because of my educational background and work experience, I'm very familiar with what CEQA requires for air quality/public health and greenhouse gas emissions impacts analysis in an EIR. I would like to review how the emissions were evaluated and how the impacts were modeled to determine whether the applicant or the county has followed CEQA guidelines established by the state, the local air district, and the county/city. The files should be made available to anyone who is interested under the Public Records Act. Please let me know the process for submitting a public records request.

In addition, the county should also publish all the comments received for this project so that the public can review what comments have been raised.

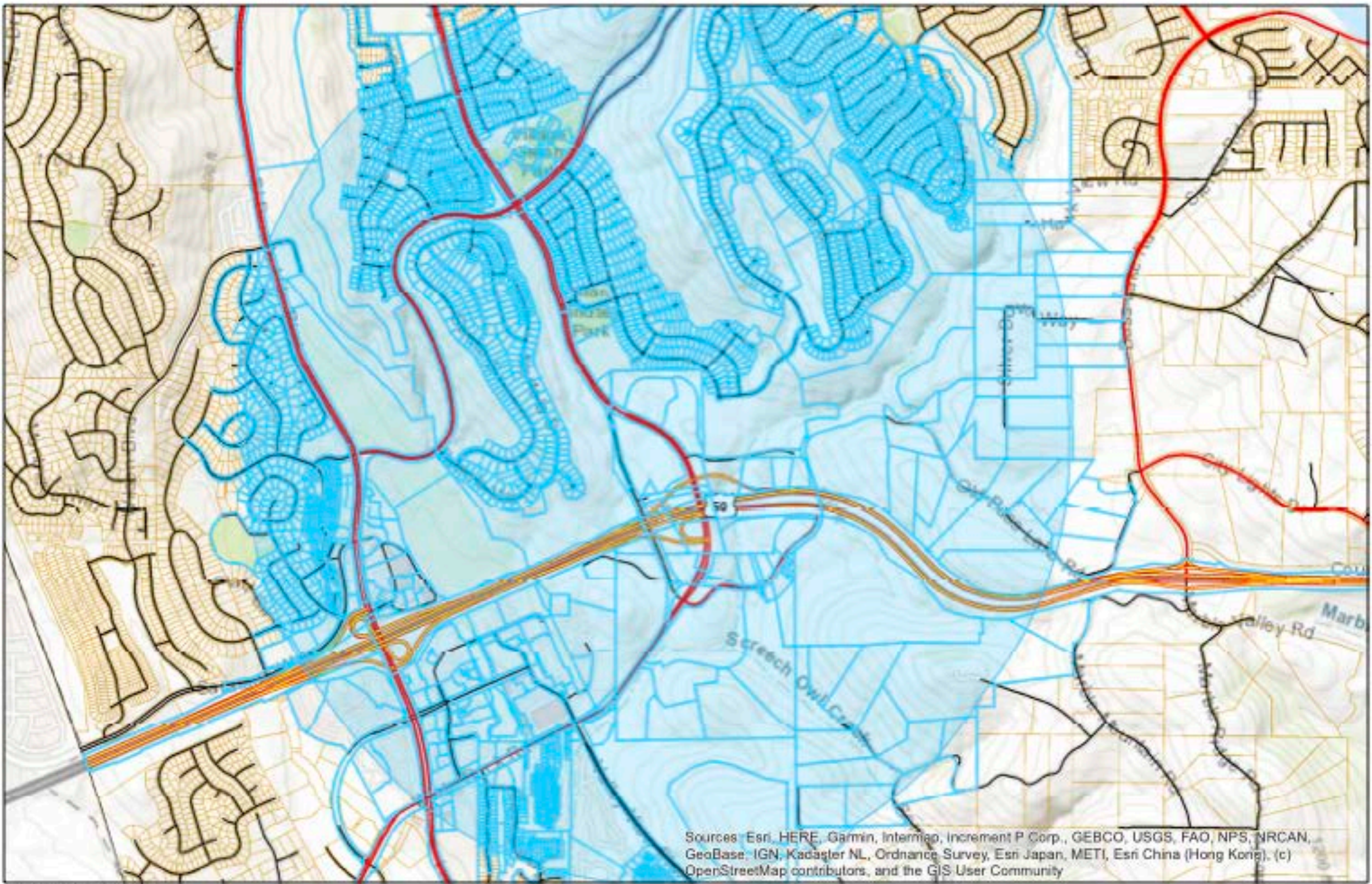
Public Noticing

The county should expand the public notice to include all parents with children attending Oak Meadow Elementary School, including those in the Buckeye Union Mandarin Immersion Charter School.

Finally, for the sake of our children's health, our community's safety, and our shared future, I urge the Planning Commission to reject this project proposal. Anything less would be a failure to uphold your duty to protect the residents of El Dorado Hills. We will continue to advocate for responsible development that does not compromise public health.

Thanks.

Wenjun Qian



February 19, 2025

EDH Costco Notification Map NOP 02-25-25 (1 Mile)

- Search Results: Parcels**
- Override 1
 - County Outline
 - Highway Labels
- Highways**
- Major Roads
 - Minor Roads

Disclaimer: Parcel boundaries in this map are illustrative only and not considered the legal boundary.



From: [Ady Santos](#)
To: EDHCostco@edcgov.us
Subject: PLANNED DEVELOPMENT PERMIT - COSTCO EDH
Date: Wednesday, March 12, 2025 3:39:35 PM

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To Whom It May Concern:

This comment is in response to the Revised Notice of Preparation of Draft Environmental Impact Report for the EDH Costco application. The Potential Environmental Impacts section states that Air Quality is one of the topic areas to be addressed in the EIR. The North Site improvement will include, among others, the members-only fueling facility, a minor stationary source of air emissions.

It is noted that the Oak Meadow Elementary School is located on the northwest corner of the North Site parcel. The separation distance between the proposed Costco gasoline dispensing facility and the school, a sensitive receptor, must be determined. A Health Risk Assessment will estimate potential cancer risk and other health impacts due to short- and long-term exposure to toxic air contaminants.

Thank you for the opportunity to comment.

Amado R. Santos, Jr.
5264 Mertola Drive
El Dorado Hills, CA 95762

adysantos46@gmail.com
916-595-0528



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From: [Aaron Humphrey](#)
To: EDHCostco@edcgov.us
Subject: Please build it
Date: Tuesday, March 18, 2025 9:59:01 PM

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I am in full support of building a costco in that location. Please do it!

Aaron Humphrey

From: [Adam Book](#)
To: EDHCostco@edcgov.us
Cc: [Jayme Powers](#)
Subject: Please do NOT proceed with plans to open a Costco on Silva Valley EDH
Date: Wednesday, March 26, 2025 3:13:29 PM

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This quiet, safe and special community littered with schools and school children along Silva Valley does noyt in any way need a Costco on this street/this Hwy 50 exit. PLEASE VOTE NO!

Folsom Costco is literally a few minutes down the road. Keep that traffic, and congestion in Folsom!

Adam Book
VP Director Trade Development California
Maisons Marques & Domaines
AdamBook@SGWS.com

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From: letha.fair
To: EDHCostco@edcgov.us
Subject: Please move gas station
Date: Saturday, March 15, 2025 6:18:30 PM

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Dear Cameron-

I am writing to please ask that there is no Costco due to extensive traffic, poor air quality, loss of EDH rural charm , and general disgust but I understand that is not a possibility. However, I would like to address the location of the gas station. I live at 4854 Village Green, so I am 1 of the 10 houses(unlike the entire rest of EDH community) that are immediately affected by Costco , particularly the gas station.

I am confused how it is even possible to place the gas station so close to Oak Meadow school and our homes. My concerns :

- 1) Significant air , noise and light pollution.
- 2) Traffic to get into gas station, cars idling constantly - all spewing gas fumes and known carcinogens. (And Costco states more gas pumps and longer available hours to add more insult)
- 3) The gas fumes and carcinogens blow west to east , hence DIRECTLY over Oak Meadow school , kids playing after school sports, our backyards/ homes and up into Serrano neighborhoods. We have a strong Delta Breeze every evening late spring to fall.
- 4)Ugly and unsightly.

Please help me understand how this is even a possible location with obvious health and environmental impacts to our neighborhood and school.

IF no choice but to have a gas station, can it not be moved closer to freeway to reduce traffic on Silva and Serrano neighborhoods, can it not be removed from near school and homes to let us have clean air?

WHY?? There seems to be no common sense in its placement.

I'd like to invite you to my home(or Oak Meadow sports field) this summer to feel and see the strong Delta Breeze we have ..please. It is inconceivable that this is not a concern for the school, homeowners, children , park players , base ball games, etc.

Thank you-

Letha Horwath

From: [Yihua Shen](#)
To: EDHCostco@edcgov.us
Subject: Please stop
Date: Monday, March 10, 2025 11:05:24 PM

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There's an obvious safety issue for Costco gas station to be built right next to Oak Meadow Elementary School. Besides the huge traffic it would cause on the already very busy Silva Valley Pkwy, I can't imagine those young kids in the elementary school would have to smell and breathe in gasoline all day long! For anyone who would approve such a crazy plan, don't you, or your family, ever have kids???

Yihua Shen
EDH resident

[Yahoo Mail: Search, Organize, Conquer](#)

From: [Amanda Hansen](#)
To: EDHCostco@edcgov.us
Subject: Please Use This Version
Date: Monday, March 31, 2025 5:00:10 PM

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Hi Mr. Welch,

Thank you for hosting the March 10 public comment on the proposed Costco project in El Dorado Hills. I raised a few points in person and am following up in greater detail in writing.

My name is Amanda Hansen, and I live in Village A just behind Oak Meadow Elementary School with my husband, 12-year old son and 10-year old daughter. This project will have profound environmental impacts – increasing pollution (air, noise and water); encouraging GHG emissions; reducing habitat for wildlife; and endangering public safety. Worst of all, this location puts the children in our community at the most risk given proximity (1.5 miles or less) to two elementary schools, our middle school and our high school. It is shocking that Costco believes a warehouse store and fueling facility in the proposed location is appropriate - a single-family residential community, adjacent to an elementary school, less than 1.5 miles from another elementary school, middle school and high school, and only 4.4 miles via Highway 50 from its existing store and fueling facility in Folsom.

These are the issues I would like the County to address through the EIR process:

1. **Traffic** - Silva Valley Parkway is not fit to support the increase in cars and trucks associated with a Costco. Both because we already have major traffic during the day given the schools identified above, and afterschool activities held on those school campuses. Clarksville Crossing and Silva Valley Pkwy are not large enough to support the increased traffic that a Costco warehouse and 32-pump gas station will bring. There will likely be increased traffic on Serrano Parkway as well, where many children cross going between Serrano Villages A and C and Rolling Hills Middle School, Oak Ridge High School, and the El Dorado Hills Library. Oak Meadow Elementary is of particular concern due to its proximity to the project and existing traffic and parking issues. School pick-up and drop off times will be impacted the most, so the traffic analysis must assess impacts during those time frames for all four schools – not just Oak Meadow. The DEIR needs to evaluate whether our roads are capable of serving this massive retailer and community members. The EDH Costco DEIR should also present the results of an LOS analysis prepared by a qualified traffic engineer. The DEIR should show how vehicles waiting to fuel at the fueling station would be prevented from queueing onto

Silva Valley Parkway. What is the maximum length of queue, and number of vehicles that will be able to queue, before backing up onto the parkway?

2. **Safety** – Many children walk, bike, and scooter up and down Silva Valley Pkwy every day to get to school and afterschool activities. According to the California Department of Public Health, “unintentional injuries are the leading cause of child death. Many of these injuries are caused by motor vehicle crashes...” Increasing the traffic on residential streets children traverse to get to school is a recipe for a terrible tragedy. In addition to pedestrian safety concerns, the proposed Costco project raises other safety concerns for children traveling to and from school alone. The DEIR needs to evaluate all elements of public safety, including increased accident risk for bicycles, pedestrians and other vehicles. The DEIR should describe how the eastern edge of the North Site will be secured to prevent trespass into the adjacent gated Serrano Village A.

3. **Air Pollution** – I would like an analysis of the project’s impact (during construction and operation) on levels of ozone (ROGs and NOx), Carbon Monoxide, Particulate Matter (DPM, PM 10, PM 2.5), and other toxic air contaminants and their potential negative health effects on sensitive receptors, especially the approx. 700 Transitional Kindergarten through 5th grade students (ages 4 through 11) at Oak Meadow Elementary School. Please include an analysis of cumulative health risks from exposure to pollution from US 50, increased traffic on Silva Valley Pkwy and Clarksville Crossing, the Costco warehouse (including diesel delivery trucks), the 32-pump gas station (sales volume should be used as a continuous variable to accurately estimate the impacts from a gas station of this size), and other future development on this parcel, including the future development of Country Club Drive.

A study conducted by Columbia University Mailman School of Public Health and Johns Hopkins Bloomberg School of Public Health shows that vent pipe emissions are over 10 times greater than estimates used to determine setback distances for gas stations in CA. California’s enhanced VR technology cannot control breathing losses, only working losses. The DEIR should address the public health impact on the children and staff at Oak Meadow and surrounding residents of breathing losses including benzene emissions from vent pipes caused by temperature & barometric pressure changes or when fuel in the tank evaporates. In addition, this analysis should include losses caused by drips and spills, as well as short term bursts of emissions (1 Hr Reference Exposure Level) as a result of human error while hooking up the stage 1 VR during bulk fuel drops or uncontrolled emissions due to equipment failures or defects. Human error is not something you can mitigate. All of these impacts should include cancer and non-cancer health impacts.

In addition, taking into consideration local meteorology and atmospheric conditions, I would like to know the health impact of construction activity on the nearby communities and students at Oak Meadow Elementary that are in very close proximity to the project. I am very concerned about the presence of Serpentine rock in the area and the potential for asbestos release into the air during digging, grading, etc. The soil studies should cover this asbestos risk comprehensively. Because it is impossible to completely mitigate this risk, there will be families that choose to disenroll their children from Oak Meadow Elementary should this project breaks ground as a result, which could

have significant impacts on the school district. All the above-mentioned air quality impacts should be analyzed at the higher elevation of surrounding neighborhoods as well.

- The DEIR should quantify the existing and average increase in auto travel time on Silva Valley Parkway between the traffic signal at the top of the eastbound Highway 50 offramp at Silva Valley Parkway/Whiterock Road and Serrano Parkway as a result of project-related traffic and operation of the project's proposed signal light(s). What will be the increase in travel time during the pm peak commute traffic period, and during Costco's peak weekday and weekend hours of operation at both the warehouse store and fueling facility? Address increases in travel time along other relevant local street segments.
- The DEIR should provide an analysis of the increase in vehicle miles travelled (VMT) as a result of the project that complies with SB743 and County Resolution No. 241-2020. These regulations prohibit an EIR from considering deterioration of traffic level of service (LOS) as a criterion for determining the significance of a project's traffic impacts (as it was for the first 45 years of CEQA's existence). However, the regulations do not prohibit a county lead agency from using the policies of its General Plan as impact criteria. The DEIR should conduct an LOS analysis, and if the effect of the project on LOS would be inconsistent with General Plan policy, that inconsistency should be found to be a significant effect of the project, irrespective of the deterioration of the LOS itself. The DEIR should analyze the project's effects on LOS, and if the effects are found to be inconsistent with the General Plan, the DEIR should find that inconsistency to be a significant impact.
- The calculation of VMT impacts should address net project-related travel by Costco customers, employees, and suppliers, as well as all VMT enabled by the project's sales of fuel and tires (that's going to be a LOT of VMT...).
- The DEIR should examine the project's impacts on pedestrian, vehicle, and bicycle safety, particularly for children going to and from Oak Meadow School. Would the project include crosswalks at signalized intersections, or elsewhere? Would the signals include pedestrian controls? Would the project include sidewalk segments or bicycle lane segments? Would the project provide any particular measures specifically to provide, protect, or enhance pedestrian and bicycle safety, particularly as it relates to Oak Meadow School? How will pedestrians, including Costco employees, be able to cross safely between the North and South sites?
- Would project-related increases in traffic volumes warrant traffic signals, or other roadway improvements, in addition to those proposed as part of the project?

- Would road or lane closures be required during project grading, site preparation, or construction? If so, at what times of day, for how long, and how often? What would be the effect on normal traffic flows? How would emergency access be maintained during any closures?
- The DEIR cumulative impact analyses should examine the project's contributions to the combined impacts of all past, present, and reasonably foreseeable future projects to which the proposed project would also contribute, including, but not limited to, the already approved but unbuilt Serrano Village A14, the eventual commercial development of the project "outparcel" on the North Site, and the eventual construction of the full Country Club Drive Extension, and all the growth the full extension would induce in its corridor.
- CEQA Guidelines Section 15355 define "cumulative impacts" as two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts. "The individual effects may be changes resulting from a single project (emphasis added) or a number of separate projects." In other words, the DEIR must consider whether the cumulative collective effects of the totality of this single Costco project's topically diverse, adverse but less-than-significant individual effects, taken together as a whole, constitutes a cumulatively significant impact. The significance criterion should be something like this: "A single project's cumulative impact is significant if the combined effect of its topically diverse, individually less-than-significant effects, together with its individually significant effects, collectively results in a substantial adverse change in the environment. This includes, but is not limited to, the totality of all impacts of the single project related to traffic, noise, air quality, public safety, biological resources, cultural resources, aesthetics, soils and geology, soil, water, and groundwater contamination, archaeological and historic resources, hydrology and water quality, hazards and hazardous resources, greenhouse gas emissions, energy, public services and recreation, public services and utilities, land use and planning, tribal cultural resources, hydrology and water quality, fire hazard, and population and housing." The question for the Costco DEIR should be whether the combined individual impacts of this single Costco project, taken together as a whole, constitute a single cumulatively significant effect? If so, the mitigation would be to reduce, further reduce, or avoid each of the project's individual impacts to the maximum extent "feasible" (CEQA Guidelines, Section 15126.4 (a)(1)). The DEIR's discussion of cumulative effect must not be "siloes," or compartmentalized, topic-by-topic, but must be presented as a whole, in one place, in the EIR, to evaluate the overall synergistic, and interactive effect of all of these individual impacts to determine if, when considered collectively, they constitute a significant cumulative impact under CEQA Guidelines, Section 15355. Application of this criterion will result in a comprehensive, cumulative "omnibus" impact evaluation of all the project's diverse impacts to determine their combined overall cumulative effect on the environment. It underscores the importance of considering how the totality of a single project's diverse individual impacts can collectively combine to constitute a significant cumulative impact on the environment, irrespective of the significance of its individual impacts and the impacts of any other

past, present, or future projects.

- The DEIR should quantify and assess the air quality impacts of the annual project-related emissions of criteria pollutants and greenhouse gases based on estimates of annual VMT, normal project operation, and combustion of the approximately 10 million gallons (38,000 tons) of fossil fuel to be sold at the proposed 32-pump gas station. The DEIR should quantify projected emissions of Clean Air Act "criteria pollutants" (Carbon Monoxide, Lead, Nitrogen Dioxide, Ozone, Particulate Matter, and Sulphur Dioxide) and the hazardous air pollutants (HAPs) identified by the U.S. EPA, including, but not limited to, benzene. The air quality analysis should include consideration of prevailing wind patterns and their effect on distribution and concentration of airborne pollutants, particularly from the proposed fueling station to Oak Meadow School. The air quality analysis should also consider the results of a traffic level-of-service (LOS) analysis to take into account any reduced fuel efficiencies resulting from project-related reductions in LOS. Reduced fuel efficiencies result in increased pollutant emissions per vehicle mile travelled.
- The DEIR should identify any project-related health effects of these emissions on sensitive receptors, including but not limited to, children and personnel at Oak Meadow School, and neighboring residents, including seniors, like me.
- The DEIR should identify any potential project-related air quality violations of applicable national, state and local air quality standards, including those of the El Dorado County Air Quality Management District. Would the project conflict with, or obstruct implementation of, any applicable air quality regulation or management plan? Would the project contribute to an existing or projected air quality violation? Would it result in a cumulatively considerable increase in any criteria pollutant or greenhouse gas emissions for which the region is designated nonattainment under an applicable federal or state ambient air quality standard? Would it release emissions which would exceed applicable thresholds for ozone precursors?

4. The DEIR should quantify the amount of **water**, if any, that is currently supplied to the project site by the El Dorado Irrigation District. How much would the District supply annually to the North and South sites after project completion? Would the District be able to meet this demand in drought years?

46. Would the project include backup electrical generators in the event of a PG&E blackout? If so, where would they be located on each site, and what would be their visual and noise impacts? Would the increased electrical demand attributable to the project contribute considerably to the likelihood of future localized PG&E **blackouts**?

5. **Noise pollution** is another significant concern for residents, students, school staff, and community members who spend time in the afternoon and evenings at Oak Meadow and other school sites for activities like sports, scouts, and clubs. Or just to go outside and enjoy the outdoors on a walk or a trip to the park. Or to tuck your young kids into bed before 8pm, or to sleep through the night despite late night/early morning delivery trucks. The noise will interfere with normal activities of residents – sleeping, having conversations, outdoor learning, etc. According to the U.S. Environmental Protection Agency, “studies have shown that there are direct links between noise and health. Problems related to noise include stress related illnesses, high blood pressure, speech interference, hearing loss, sleep disruption, and lost productivity.” The DEIR needs to evaluate the increased engine, tire, brakes, and horn noise.

The children at Oak Meadow Elementary are already disproportionately impacted by air and noise pollution from the US 50 and Silva Valley Parkway traffic. This school happens to also serve our community’s low-income residents living in White Rock Village. This proposed project will exacerbate health impacts on young children and staff at Oak Meadow. The gas station fumes must be examined through the DEIR process to understand how idling cars will impact the health of these students and any other impacted community members (ex. particularly vulnerable populations such as those with existing health problems, seniors, etc.). The cumulative health impacts of all these factors must be carefully evaluated.

6. **Light Pollution** – The DEIR needs to evaluate the impact of Costco signage and lighting on wildlife and impacted residences. Also include an estimation of the path of delivery truck headlights and any impacts to homes.
7. **Carbon Pollution** – This project will increase greenhouse gas emissions in El Dorado Hills and California. The DEIR must evaluate the impacts to consumption of non-renewable fossil fuels, and explore as an alternative the impact of a smaller retail option that better aligns with our General Plan.
8. **Impacts to Wildlife** – the area we live in has abundant wildlife that we all enjoy living with. Coyotes, snakes, squirrels, rabbits, mountain lions, foxes and so many beautiful birds, including raptors. The DEIR should go into significant detail on how the proposed project will impact wildlife, as well as our natural resources. This includes wetlands, riparian areas, springs, heritage trees, tree groupings, woodlands, landforms, wildlife habitats, and cultural resources.

9. **Broader Development** - The Costco DEIR should assess the cumulative impacts of the potential growth induced by the full Country Club Drive Extension. Specifically, the Costco EIR Impact analyses should assess the potential for the full Country Club Drive Extension to open undeveloped and underdeveloped areas in its corridor to urban-scale growth, and it should evaluate the environmental consequences of that growth.

To ensure compliance with CEQA, the Costco DEIR must avoid segmentation, or "piecemealing," of environmental review by addressing the relationship between the Costco project and the full Country Club Drive Extension project. If the segment within the North Site is integral to the full extension, the Costco DEIR should make clear how and when the "whole of the action" that is the entire Country Club Drive extension will undergo its own CEQA review.

The Costco DEIR should clarify the sequencing of environmental review and provide assurances that the full extension's impacts will be appropriately addressed in its own EIR. The Costco DEIR should include an analysis of whether the growth induced by the full Country Club Drive Extension would be consistent with the County General Plan, and the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) of the Sacramento Area Council of Governments (SACOG), and any other applicable regional plans. If the growth induced by the full Country Club Drive Extension is found to conflict with these regional plans, the DEIR should identify and discuss the implications of these conflicts.

10. **Whole of the Action** - The Costco DEIR Project Description should describe the "whole of the action" [CEQA Guidelines, Section 15003(h)], including the following project components, which are not fully described in the EDH Costco NOP:

- The Project Description should disclose Costco's intentions, if any, for the future use and development of the 13.79-acre "outparcel" on the North Site. Costco's long-term plans for development of the outparcel should be included in the Project Description, and its impacts should be addressed as a future phase of the project. Does Costco intend to eventually develop the property itself, sell it to another developer, or convey it to the county as permanent open space? The outparcel is on the project site and is part of the project, and Costco's intentions for it should be included in the Project Description.
- The Project Description should disclose Costco's, and the county's, conveyance plan for the transfer of the 7.75-acre "reserve" for the Country Club Drive Extension from Costco to the county. When and how will the conveyance occur? What is the schedule for construction of the on-site portion of the extension, and how does it relate to the schedule for construction of the entire extension, and to the schedule for the Costco project itself?

- The Project Description should include the project schedule for "pre-construction activities," grading and site preparation, construction, and commencement of operations.
- The Project Description should describe Costco's complete signage plan. On-building, off-building, and off-site signage is part of the "whole of the action," and its description is necessary for the DEIR's assessment of the project's visual and aesthetic effects.
- The Project Description should include the proposed operating days and hours of the proposed store as well as the proposed fueling facility, in order for the DEIR to evaluate the impact of a 32-pump gas station that operates 8 or 10 hours a day vs 16 hours a day. The Project Description should also indicate whether diesel fuel will be sold at the fueling station, and the expected annual quantities of fuel sales for both diesel and gasoline.
- The Project Description should include a description and schedule for any future sanitary sewer connection across the project site necessary to connect the already approved but unbuilt 51-unit Serrano Village A14 to the sewage collection pipeline in Clarksville Crossing. A sewer easement across the North and South sites is necessary for the buildout of Village A14 to proceed. The Costco DEIR should address the growth-inducing impact of the sewage easement, or any other easements, across the project site.
- The Project Description should describe and map all proposed off-site facilities, particularly transportation improvements, including, but not limited to, turning lanes, lane widenings, traffic signs, traffic lights, crosswalks, roadway segments, bicycle lane segments, and sidewalk segments. Decision-makers would also benefit from understanding how these improvements would be funded – by Costco, the county general fund, or by county Transportation Impact Fees, etc.
- The Project Description should describe the project's degree of compliance, or non-compliance, with the county's requirements and regulations related to the physical design of the project, including, but not limited to, building height, building horizontal dimensions, floor area, floor area ratio, setbacks, parking spaces, signage, outdoor lighting, design features, and landscaping.
- The Project description should provide graphics that show the existing and proposed parcelization of the North and South sites.

11. **DEIR Clarity** - To the extent feasible, the DEIR should express impact criteria in objective, quantitative terms, and be as graphic as possible, using clear, readable color illustrations, maps, photos, plans, tables, and photo simulations (i.e., selected "before" and "after" views of the project site and project). The approaches, findings, and conclusions of the technical and engineering reports and studies that are prepared in support of the Costco EIR should be summarized, and presented in the body of the DEIR. The full reports themselves should be presented in DEIR appendices, or incorporated by reference into the DEIR and published at the same time and in the same manner as the DEIR itself. The DEIR should help residents understand the impacts of this proposed project.

12. **DEIR Policy Table** - The DEIR should contain a policy table that summarizes the applicable policies of the county, including those of the County General Plan, and the relationship of the project to those policies.

13. **DEIR Summary** - should include an impact summary table that summarizes each impact of the project, its level of significance, mitigation measures included in the project, mitigation measures not included in the project but identified in the DEIR, state whether those measures are accepted or rejected by the applicant, and identify the levels of impact significance after implementation of all proposed and accepted measures.

14. **DEIR Project Description** - should fully describe Costco's project objectives, including its objectives for profitability, and any objectives for preserving and protecting on-site natural features and resources (including wetlands, riparian areas, springs, heritage trees, tree groupings, woodlands, landforms, wildlife habitats, and cultural resources).

It should explain its long-term objectives for the fuel facility, given future expected reductions in fossil-fueled vehicles in California, its goals for annual tons of sales of fossil fuels, and its objectives, if any, for reducing or minimizing greenhouse gas emissions.

It should explain why Costco believes another warehouse store and fueling facility is appropriate in a single-family residential community, next to an elementary school, and only 4.4 miles via Highway 50 from its existing store and fueling facility in Folsom. It should describe its objectives for protecting kindergartners from benzene emissions.

The Project Description should describe any Costco responsibilities for maintaining the portions of the project site that are not proposed for development at this time (i.e., the 1.38-acre remainder parcel west of Clarksville Crossing, the 13.79-acre "outparcel" on the North Site, the 7.75-acre "reserve" parcel for the Country Club Drive Extension, and any remainder of the North Site that extends to its

outer boundaries. Will Costco be responsible for ongoing maintenance, mowing, fire prevention, and litter cleanup (which will no doubt become more important once the project becomes operational) of these undeveloped portions of the site? Will Costco install landscaping outside the right-of-way of the future Country Club Drive Extension to provide a visual buffer between the project and Oak Meadow School and neighboring residences?

The Project Description should include graphic and technical descriptions of the proposed locations and appearance of any proposed ancillary facilities, including, but not limited to, solar arrays, rooftop mechanical equipment, outdoor lighting, emergency electrical generators, electric vehicle charging stations, off-site and on-site signage, and trash, recycling, and compacting facilities. The descriptions should be sufficient to permit analyses of the noise, visual, energy, air quality, and other impacts of these facilities.

The Project Description should include grading and drainage plans for both sites. The grading plans should graphically show areas to be cut and depths of cut, areas to be filled and depths of fill, and areas to be undisturbed. What would be the maximum and average depths of both cut and fill? Would cut and fill be balanced on site? If not, what will be the volume of import/export?

The Project Setting should describe existing physical conditions from both local and regional perspectives, at the time of the NOP publication date, February 25, 2025. If different setting dates are used, particularly older setting dates, they must be supported by substantial evidence (see CEQA Guidelines, Section 15125).

15. **Geotechnical Report** - The DEIR should present the results of a geotechnical report prepared by a licensed geotechnical engineer that addresses the soil, groundwater, surface water, bearing, and contaminant characteristics of each the site. The report should identify any project constraints, including the potential for asbestos or other soil contaminants, and any groundwater constraints at the location of proposed fuel storage tanks on the North Site. The DEIR should identify the health and other impacts of any soil, groundwater, or surface water contaminants identified, any violations of applicable contaminant standards, and mitigation measures to mitigate impacts to less than significant levels.

The grading and drainage plans should describe how runoff and erosion would be controlled during and after grading, and how runoff would be collected, treated, and discharged during and after grading and project construction, and during project operation. Where will treatment facilities, if any, be located? What will be the water quality of discharge? Will it meet applicable water quality standards? Will the project still have "bioretention areas" and "underground water quality vaults"? If so, where? Will all treated water be used on site for irrigation or other purposes?

16. **Sign Variance** - The NOP Project Description includes a Conditional Use Permit for the proposed tire center, vehicle display, and Christmas tree sales, and a sign variance to exceed

allowable signage provisions of the County Sign Code (County Zoning Code Section 130.36). The DEIR must fully describe and assess these project components in order to address "the whole of the action." In particular, omission of the project's signage plan from the project's description and impact analyses would render the EIR incomplete and inadequate. The county's actions on the proposed conditional use permits and variance must not be piecemealed after the fact.

17. **Wetland and Riparian Areas** - The DEIR should quantify, and show in photos and on a map, the wetland and riparian areas on each site. Are the delineations current as of the date of the NOP, February 2025? If not, when were they prepared? If not, provide substantial evidence in support of the actual setting date (see comment 14, above). Show how many acres of each would be filled on each site, and how many acres of each would remain unfilled? Identify any springs on either site, and characterize their flows by quantity and quality. Are they permanent? How will any springs affect the project, particularly the installation of fuel storage tanks? Are springs the source of the water in the wetland and riparian areas? What would be the project's impacts on the wetlands, riparian areas, and springs? What is the status of the Corps of Engineers Clean Water Act Section 404 review of the project application to fill? If the Corps has already approved the application, what is its stated basis? If the Corps has not approved the fill, what is the basis stated in the applicant's fill application?

18. **Trees** - The DEIR should quantify, and show in photos and on a map, all trees on each site, and identify the species, diameter at breast height, approximate height, age, and Heritage status of each tree. Identify which trees, oak and non-oak, are proposed to be removed and which are proposed to remain. Identify which trees are "protected" by applicable preservation policies, including County Ordinance 5061 and and General Plan Policy 7.4.4.4., and the degree of protection.

The DEIR should identify the location, and show photos, of the "in-lieu forest", so we can all see how well in-lieu mitigation fees actually work to mitigate tree removals from county development sites (please, no pictures of Giant Sequoias).

19. **Parking** - The DEIR should explain why the project proposes 121 more parking spaces on the South Site than county regulations require.

20. **Visual Quality** - the DEIR should describe the visual quality of the project sites as a community scenic resource. Describe how the scenic character of each site would be altered by the removal of natural trees, other vegetation, wetlands, riparian areas, and natural landforms, and whether these alterations would constitute significant and substantial degradation of the sites' visual character. CEQA Guidelines, Appendix G, clearly indicate that a project that would "substantially degrade the existing visual character or quality of public views of a site and its surroundings may have a significant effect on the environment" without regard to any "official" scenic designation of those views or locations.

The project site is publicly viewable from Highway 50, Silva Valley Parkway, and Clarksville Crossing. Appendix G also provides that scenic resources may include, but are not necessarily limited to, "trees, rock outcroppings, and historic buildings," and may also be reasonably inferred to include Heritage trees, oak woodlands, wetlands, grasslands, waterways, and water bodies. While the language of Appendix G appears to express primary concern for these resources where they are present in a designated scenic area, Appendix G in no way precludes these resources from being considered to have substantial and significant value in other locations.

21. **Visual Simulations** - the aesthetics analyses in the DEIR should include visual simulations (i.e., "before" and "after" views) of the site and proposed project, including project signage, from selected viewpoints on Highway 50, Silva Valley Parkway, Clarksville Crossing, and neighboring residential areas. The images should include before and after views of wetland and riparian areas, Heritage trees, tree groupings, and landforms. Visual simulations are the only way to successfully depict the actual visual impacts of a project in an EIR.

22. **Animal Species** - the DEIR should identify all animal species that inhabit, forage, and traverse each site. Map habitats and migration corridors. Identify which species are classified as candidate, sensitive, endangered, or otherwise special status in any local or regional plans or policies, or by the California Department of Fish and Wildlife, or by The U.S. Fish and Wildlife Service? Identify the status of each species, the impacts to each species, and mitigation for any impacts.

Similarly, the DEIR should identify all **plant species** on the project site. Map and quantify the presence of each, and identify any special status, Heritage, or other species classifications. Assess the impacts to each species and mitigation measures for any impacts.

Assess the natural synergies between and among the animal and plant species, and the overall impacts of the project on the **entire natural ecosystem** of the site and its surroundings. Identify any impacts, their significance, and appropriate mitigation measures.

47. Would the project violate any applicable county or other **noise** standard during site grading, site preparation, construction, or operation? Would project noise levels from project grading, construction, or operation activities contribute considerably to existing and projected noise levels, including roadway noise from Highway 50, Silva Valley Parkway, and Clarksville Crossing? What would be the increase in future cumulative ambient noise levels attributable to projected increases in traffic on these roadways and other local roadways? Would project-related construction or other noise interfere with instruction or other activities at Oak Meadow School? What would be the nighttime and early-morning noise impacts on sleep patterns of local residents from project delivery trucks, including the incredibly annoying **backup beeping** of trucks in reverse gear? What noise mitigation measures are proposed by the project, particularly for nighttime and early morning noise?

48. Would the project impact any tribal, or other historical, archaeological, paleontological, or other historic or prehistoric cultural resource? Would it disturb the site of any buried human remains? How would the project protect the existing historical marker? Describe and assess the significance of any impacts.

49. Pursuant to CEQA Guidelines, Section 15126.6, the DEIR must identify and evaluate a "**range of reasonable alternatives** to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The DEIR "must" explain the **rationale for selecting** the alternatives selected (CEQA Guidelines, Section 15126.6(a), and should also identify any alternatives that were considered but not addressed, and identify the **reasons for their rejection** (CEQA Guidelines, Section 15126.6(c). "The DEIR should contain sufficient information about each alternative to allow meaningful evaluation, analysis and comparison with the proposed project." The Alternatives should include, but not necessarily be limited to the following:

49.1. "**No Project Alternative**," as required by CEQA Guidelines, Section 15126.6(e). This alternative would leave the site undeveloped to serve as community open space, as it does now, eventually available for future unspecified development consistent with the County General Plan.

49.2. "**No-fueling Facility Alternative**," that would exclude the North Site, eliminate the proposed fueling facility, and consist only of the proposed warehouse and parking facilities on the South Site. This alternative would involve no development or lot line adjustments on the North Site, would be consistent with the Costco project identified in the 2021 EDH52 NOP, which proposed no fueling facility, and apparently satisfied Costco's project objectives at the time. This alternative would essentially constitute a No-project Alternative for the North Site.

49.3. "**Reduced Fueling Facility Alternative**," that would reduce the number of North Site fueling stations from 32 to a smaller number (most typically 16 for Costco). It would reduce North Site parking to only the number of spaces necessary to serve the reduced fueling facility's employee parking requirement, would allocate all warehouse-employee parking to some of the excess spaces proposed for the South Site, and would adjust the fueling facility's footprint to permit preservation of on-site wetland, Heritage trees, woodland habitat, and landforms.

49.4. "**Reduced Parking Alternative**" that would eliminate the proposed 121 parking spaces on the North Site that would be in excess of the county's parking requirement. This alternative could reduce the South Site parking footprint to permit preservation of on-site wetland Heritage trees, woodland, wildlife habitat, landforms, and historic architectural resources. (Costco proposes to forego substantial parking for the sale of Christmas trees during the busy holiday season anyway, so why not just do it for the rest of the year? We can all still get our Christmas trees at Green Acres).

49.5. "**Combined Reduced Fueling Facility and Reduced Parking Alternative**" that would

combine the two alternatives discussed in Comments 48.3. and 48.4.

49.6. "**Plan Consistent Alternative**" that, except for the required Planned Development Permit, would require no exceptions, conditional use permits, or variances, from the County General Plan, or Zoning Ordinance, including the county sign code (Zoning Ordinance Chapter 130.36), and would require no parking in excess of the county's requirements. This alternative would simply comply with all standing applicable county plans, regulations, policies, rules, regulations, and requirements, no more, no less.

49.7. "**Natural Resource Alternative**," that would preserve, to the maximum extent feasible, the natural features of the site, including existing landforms, riparian areas, springs, wetlands, trees and tree clusters, wildlife habitats, migration routes, and foraging areas on the project site.

49.8. "**Off-site Alternative**," on a different site, or sites, that would reduce or avoid any of the proposed project's significant individual and cumulative effects, and that would not be immediately adjacent to a school or residential uses.

49.9. other alternatives that may be identified as necessary to avoid or reduce the project's significant individual and cumulative effects identified under any of the 18 environmental topics listed in the project NOP, CEQA Appendix G, and comments on the NOP.

50. CEQA does not normally require an EIR to address the economic effects of a project, but if the economic effects of the project cause a significant physical effect, the physical effect must be addressed (CEQA Guidelines, Section 15131 and Section 15064(e)). So, for example, if among the effects of the Costco project would be an economic effect, such as one that caused local businesses to fail and close, and those failures caused the physical effect of urban decay, the physical effect would need to be examined in the DEIR (See **Bakersfield Citizens for Local Control v. City of Bakersfield** at 124Cal.4th 1184). An economic study should be conducted to determine whether the Costco project would have such an indirect physical impact, and, if it does, the physical effect must be evaluated and mitigation identified in the DEIR.

51.. Although CEQA does not normally require an EIR to address economic effects, it does not prohibit it from doing so.(CEQA Guidelines, Section 15131). Because the project's economic effects will undoubtedly be critical to the public perception of it, and to the county's ultimate decision whether and how to approve or deny it, a cost-revenue analysis should be prepared, either as part of the EIR, or as a free-standing report. The cost-revenue analysis should examine the project's direct and indirect fiscal and economic impacts, including the effects of the project on the economies and treasuries of El Dorado County and other economically affected public agencies and private entities, and any economic effects that would lead to urban decay or other adverse physical effect. The report should include an examination of the project's effects on local residential property values, and the resulting effects on county property tax revenues. The report should be made publicly available and subject to public review at the time of, or before, the publication of the DEIR, with ample time for

public review and comment, and for county response to comments, on each. The report should be adequate to determine whether the project's economic effects would cause physical impacts that need to be addressed in the Costco DEIR (see Comment 49, above).

1. It does not seem credible that Costco has no plan for the 13.79-acre outparcel "**black hole**" that covers more than half of its 24.83-acre North Site. If Costco does have a plan, it should be included in the Project Description as a future phase of the project, and a new NOP should be issued. If Costco does not have a plan for the future development of this "outparcel," future development, by Costco, or others, of the outparcel, consistent with the commercial designation for the site in the General Plan, should be addressed in the DEIR's cumulative impact analyses as a reasonably foreseeable future project. Either way, the DEIR must address the future development of the outparcel.

2. And what about Costco's and the county's intentions for the 7.75-acre "**reserve**" for the future Country Club Drive Extension, which has been in the county's CIP since forever? Is the county's and Costco's plan that Costco will someday dedicate that to the county, or is the plan that the county will someday purchase it?

3. And when are we actually going to see an NOP on the **DEIR for the whole Country Club Drive Extension**, from Bass Lake Road, to the Tong Road cul du sac, around the project North Site, to Silva Valley Parkway, and beyond? We believe we know roughly how it will get from Bass Lake Road, to Tong Road, and around the North Site to Silva Valley Parkway, but the Costco NOP graphic only shows it wandering off from there somewhere to the west. Where is it supposed to end (Raley's loading dock)? And why is it even proposed, parallel to Highway 50? What's it supposed to do that Highway 50 doesn't already do, except induce more growth in its own corridor? Is the extension and the growth it would induce already covered by the magnificent and timeless 2004 County General Plan EIR? But, if not, please let us know when we might see an NOP on "the whole of the action" for the entire Country Club Drive Extension.

Amanda Hansen

From: rlangan620@comcast.net
To: EDHCostco@edcgov.us
Subject: Proposed Costco - El Dorado Hills
Date: Monday, March 31, 2025 4:51:46 PM

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I am opposed to the construction of the planned Costco in El Dorado Hills due to impact to traffic and safety along the Silva Valley corridor. The proximity to Oak Meadow School makes it a hazard to any child attending that school.

From: [Manuela Paykis](#)
To: EDHCostco@edcgov.us
Cc: hoa@serranohoa.org
Subject: Proposed Costco Project in El Dorado Hills North off US 50
Date: Thursday, March 27, 2025 1:49:50 PM

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To: Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department

I want to express my deep disappointment and outrage with the decision to build a new Costco Wholesale Member Warehouse retail store and Costco Wholesale fuel facility on Silva Valley Parkway off US 50 NEXT TO AN ELEMENTARY SCHOOL AND RESIDENCES. I live in Serrano close to the proposed Costco project. My village and my family will be negatively impacted by the traffic AND the noise pollution AND the air pollution AND the soil pollution because of this greedy decision.

Did you know that El Dorado County, particularly the area around El Dorado Hills, has naturally occurring asbestos (NOA) in local soils and rock formations, which has raised concerns about potential human exposure?

Concerns about Exposure:

Disturbing these deposits during construction or other activities can release asbestos fibers into the air, posing a potential health risk if inhaled.

EPA Involvement:

The U.S. Environmental Protection Agency (EPA) has been involved in assessing and minimizing the risk from asbestos in this area, including conducting studies and sampling.

Specific Locations:

Some areas of concern include the El Dorado Hills Community Park, Silva Valley Elementary School, Jackson Elementary School, Rolling Hills Middle School, and surrounding areas.

Health Effects:

Exposure to asbestos fibers can increase the risk of cancer and respiratory diseases.

Can you imagine what this Costco project will be digging up and what kind of poison will be floating in the air?

There seems to be no regard for the Serrano residents that live nearby and for the families that bring their children to Oak Meadows Elementary School. Have you been to the school during drop offs and pickups on Silva Valley Parkway? The line of cars start at the school at least 15 minutes prior to school dismissal and spill out onto Silva Valley Parkway blocking traffic. The Costco traffic will make it even worse and the safety of the drivers is at risk! How dare you even consider building such a huge project next door/across the street from an elementary school and among our community! Deciding to build here because it is a good revenue source for El Dorado County is NOT A GOOD ENOUGH REASON! What about the residents in quiet Serrano that live above the proposed Costco project site that want to spend time in their backyards only to see and smell the effects of a gas station and a tire center and crowds of shoppers? Their view from their backyard is the roof of the Costco building!

El Dorado Hills Blvd. has become a traffic jam to get onto US 50 or to shop in Town Center so we take Silva Valley instead. Now with Costco coming to Silva Valley Parkway we will be trapped in between both main thoroughfares.

I can not believe an honest impact study was done in good faith while thinking of the impact it would have on the families in our community! The Costco in Folsom is **5.1 miles** away from the proposed site! It doesn't make sense to have two Costco's so close to each other. And more importantly, Costco Folsom is surrounded by businesses such as a carwash, hotels, a plant nursery, and other businesses, NOT RESIDENCES AND AN ELEMENTARY SCHOOL right across the street!

SHAME ON El Dorado County for allowing this build to happen in El Dorado Hills. Serrano will no longer be the highly rated quiet community that it

boasts. Not with a Costco and gas station as its main attraction!

I really hope that the Serrano HOA will fight this major disruption to our beautiful quiet community! Not only am I referring to the disruption while this monster project is being built but also when it is completed. No one wants to live near a gas station and breathe all the polluted air and fight all the traffic! ***The residents here chose to live in Serrano because of the beauty, the gated communities, the quietness, the privacy!***

Costco belongs in a community with other businesses. Please reconsider this plan. Think about the people and the environment NOT the money.

Manuela & Sergey Paykis-

From: [DAVE CARLSON](#)
To: EDHCostco@edcgov.us
Subject: Proposed Costco Development (SCH#2021080-402)
Date: Monday, March 31, 2025 10:35:37 AM

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Cameron Welch, Senior planner
County of El dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667

To Whom It May Concern:

I am writing to express our opposition to the proposed Costco development. We do not need another Costco located within a few miles of the Folsom store. We live in Serrano Village D2 and routinely use Silva Valley Parkway to access the freeway and El Dorado Town Center, because traffic is usually less congested than the alternative (Serrano Parkway to EDH Blvd.) The latter has become heavily congested to the point of being unmanageable and continues to be increasingly impacted.

Silva Valley Parkway is already heavily impacted by traffic accessing the Oak Meadow Elementary School. In fact, traffic north bound on Silva Valley Parkway backs up and blocks the right lane from the elementary school back to the intersection of Clarksville Crossing. Parents picking up and dropping off students also impact the intersection of Silva Valley Parkway and Serrano Parkway. The proposed development will have significant additive traffic impacts that are unmitigable and will result in unacceptable traffic congestion.

Although apparently not part of this project, the proposed extension of Country Club Drive into this area will also heavily impact traffic in the vicinity and needs to be reconsidered.

The south site currently has several heritage oak trees that should not be allowed to be removed. These biological resources are irreplaceable.

Visual impacts of the proposed project will also be significant and unmitigable. A huge commercial development of the type proposed will adversely alter the visual esthetics and quality of life for residents in the immediate area.

Respectfully submitted,

David C. Carlson
dcarl01@comcast.net

From: [Lana's Yahoo](#)
To: EDHCostco@edcgov.us
Subject: Proposed Costco in EDH
Date: Wednesday, March 26, 2025 4:13:20 PM

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I am a resident of the area and do not understand why you would put a Costco only two exits away from the one in Folsom. I understand that people are saying El Dorado County would then get the tax advantage, but we do not need one right in the middle of our community. Put a Costco up the hill closer to Placerville, where there is a lot more space and land available. The proposed area is right next to a school which seems very unsafe and the traffic going in and out of the school throughout the day especially at pick up and drop off is already terrible. Adding a Costco to that area will dramatically increase the traffic and it already is unbearable at certain times of the day. Building a Costco in that area right next to a residential area and a school could also increase crime, loitering, and littering and could be a safety issue. We moved to this area to get away from traffic, congestion, and big box stores. We do not need one right at the entrance to our community. Please consider putting a Costco up the hill in the more rural areas where there is a lot more land area available away from a residential community and a school,

Thank you,
Mrs Young

Aloha a hui hou

From: [Rick Chakoff](#)
To: EDHCostco@edcgov.us
Subject: Proposed Costco on Silva Parkway and US 50
Date: Monday, March 31, 2025 3:05:41 PM

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I am strongly opposed to the proposed Costo at Silva Parkway and Interstate 50.

• This location currently has no commercial structures and this would be out of place.

• It's too close to residential properties and the nearby elementary school.

• Silva Parkway is a major artery to the area and this will create severe traffic congestion. Just look at the gas station at the Folsom location

Richard Chakoff
3035 Hammond Way
El Dorado Hills CA 95762

From: [Rick Chakoff](#)
To: EDHCostco@edcgov.us
Subject: Proposed Costco on Silva Parkway and US 50
Date: Monday, March 31, 2025 3:05:41 PM

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I am strongly opposed to the proposed Costo at Silva Parkway and Interstate 50.

• This location currently has no commercial structures and this would be out of place.

• It's too close to residential properties and the nearby elementary school.

• Silva Parkway is a major artery to the area and this will create severe traffic congestion. Just look at the gas station at the Folsom location

Richard Chakoff
3035 Hammond Way
El Dorado Hills CA 95762

Cameron Welsh
Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court
Building C
Placerville, CA. 95667
C.C.: Email: EDHCostco@edcgov.us

RE: Proposed Costco on Silva Valley Parkway

Dear Cameron,

I am at a loss to understand HOW a Costco built on Silva Valley Parkway is aesthetically in-line with the surrounding Serrano development or even possible, given the *insane amount* of traffic which now flows on Silva Valley Parkway near Highway 50 already, starting in the morning and flows clearly until the evening! The road is packed.

This 'project' appears designed to devalue the residential housing in this area. It appears almost as a way to take a pretty area, which is a quiet gated development, and turn it into a commercially packed, EPA and real estate blunder of epic proportions. Do YOU live here in Serrano? I wonder. I doubt it. Are you trying to cheapen the housing here to be able to buy a house here? Who would entertain this project seriously?? Or want Costco as a next door neighbor??

I can tell you that somebody is getting some kind of payoff to look the other way and approve this square-peg-in-a-round-hole-of-a-project: Another Costco, SO CLOSE to the other one just over the hill off of Bidwell, is not only NOT necessary but almost appears defiantly vindictive towards Serrano residents.

Please remove the consideration for this future traffic nightmare and find another location for another second-sister Costco and put it away from the already beaten-down traffic pathway on Silva Valley Parkway!

God bless!

Mary and Michael Ott
Borders Drive
EDH, 95762

From: [Bob Stroh](mailto:Bob.Stroh)
To: EDHCostco@edcgov.us
Subject: Proposed Costco Project on Silva Valley Parkway
Date: Monday, March 31, 2025 11:25:43 AM

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As a resident of the Serrano development in EDH I would like to offer my support for the proposed Costco Project.

I definitely like both the retail store and the gas station. The underground parking is a plus. I am tired of the longer drive to the Folsom Costco which is already overcrowded and will be more so as Empire Ranch is built out.

Also, I would rather have the retail taxes I pay go to El Dorado County instead of to Sacramento.

I moved to Serrano over 25 years ago and I always expected the proposed property to be developed for commercial purposes. This is a good project that will benefit everyone in El Dorado Hills. LET'S GET IT DONE A

Robert Stroh
4292 Greenview Dr
EDH, CA 95762

GBStroh@gmail.com
Mobile 916-718-8165

From: [Clay Heil](#)
To: edhcostco@edcgov.us
Subject: Proposed Costco Site in El Dorado Hills
Date: Friday, March 21, 2025 7:59:47 AM

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Mr. Welch,

My wife and I have been residents of El Dorado Hills for about thirty-seven years. The last ten of which have been in Serrano Master Planned Community. We live close to the proposed Costco and we have a grandson who is a student at the Oak Meadow School which is adjacent to the proposed Costco site.

We want to express our deep opposition to the proposed Costco on both sides of Silva Valley Parkway at Highway 50. We feel this site is a very poor choice for a Costco and we believe there are better choices that would have less impacts on traffic and pollution affecting our neighborhood and the children at Oak Meadow School.

This site is obviously too small for the proposed Costco store, gas station and parking lot, which is why they had to locate the gas station and parking lot to another parcel to the east side of Silva Valley Parkway. What a poor design with significant impact on our use of this road accessing Highway 50. With the proposed gas station being placed on the east side of Silva Valley it now will be located right next to Oak Meadow School and existing residential neighborhood.

What planning design would choose to place a gas station next to a school.

The proposed gas station (32 pumps) is the size of three gas stations and is 10 pumps larger than the existing Costco gas station in Folsom. This location and size will have negative impacts including air pollution, traffic congestion and gasoline fumes. Locating the parking lot on the east side of a major roadway, does this mean customers will have to walk across this major roadway? There is already quite heavy traffic congestion on Silva Valley at the existing school. This proposal will add to the existing traffic problems on Silva Valley Parkway.

This location for the a new Costco is clearly a poor site with many negative impacts on our community. This site is only approximately four miles from the existing Costco in Folsom. Where else in California are Costcos stores this close together, It would be better located farther east off Highway 50 in Cameron Park or Placerville and on site large enough to accommodate all the uses on one site. It should also be located next to other commercial uses not a school and a residential neighborhood.

Please consider our concerns and deny the Costco application at this location.

From: [CARL HANDEN](#)
To: EDHCostco@edcgov.us
Subject: Proposed Costco Wholesale Facility
Date: Saturday, March 29, 2025 1:06:47 PM

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Attn: Cameron Welch, Senior Planner

Like thousands of others in El Dorado Hills, I am opposed to the construction of the warehouse proposed in our community.

El Dorado Hills is a largely residential community with new housing being constructed at an accelerated pace. The projected road traffic, based on the number of new homes being constructed, is going to be very substantial.

The Costco warehouse will increase traffic flow on existing roads to a high degree above already high projected road use, which is inconsistent with community wishes. Therefore, like many other residents of El Dorado Hills, I am opposed to the construction of the Costco Warehouse at the site planned. -- Carl Handen

From: [Frederick Groves](#)
To: EDHcostco@edcgov.us
Cc: [Jennifer Fulmer Groves](#); lhansen1@gmail.com; [Amy Frith](#)
Subject: Proposed EDH Costco
Date: Monday, March 31, 2025 11:44:31 AM

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Dear Mr. Welch,

I am writing to express my strong concerns regarding the proposed Costco development (both North and South sites) adjacent to Oak Meadow Middle School as outlined in the Notice of Preparation sent February 25, 2025. As a homeowner residing at 834 Bryce Ct, El Dorado Hills, and as a father of two children currently attending this school, I am deeply troubled by the potential negative impacts of this project on our community.

My primary concern is the potential health risks associated with both the construction and long-term operation of this facility so close to a school. The development will introduce significant air pollution, particularly from vehicle emissions and fuel storage, which could expose students to harmful pollutants like benzene and particulate matter. The proximity of a high-traffic retail and fueling facility to a school raises serious concerns about air quality, especially given prevailing wind patterns that could carry emissions directly onto school grounds. Young children are particularly vulnerable to air pollution, which has been linked to respiratory diseases, developmental issues, and other long-term health complications. The environmental impact report (EIR) for this project must thoroughly evaluate these risks and provide clear mitigation strategies.

Additionally, the increase in traffic congestion on Silva Valley Parkway and surrounding roads will introduce safety hazards for students walking or biking to school. The heightened volume of vehicles, including large delivery trucks, will increase accident risks at intersections, particularly if pedestrian crossings and traffic controls are not sufficiently enhanced. Furthermore, the potential for vehicle queueing at the fueling station to spill over onto public roadways has not been adequately addressed.

Another major concern is the ambiguity surrounding Costco's long-term development plans for the adjacent 13.79-acre outparcel. If future expansion is anticipated, this should be transparently addressed in the project description rather than handled in a piecemeal fashion that could circumvent proper environmental review. The cumulative impact of future development must be considered as part of the current environmental analysis, rather than deferred to a later stage when it may be too late to implement meaningful safeguards.

I urge the county to consider the long-term appropriateness of placing a high-intensity commercial development within a predominantly residential area. A large-scale retail warehouse and fueling station do not align with the character of our community, and the impact on property values, excessive signage, noise pollution, and overall quality of life must be thoroughly analyzed. The EIR should provide a comprehensive assessment of alternative locations that would mitigate these concerns while still meeting commercial demand.

The safety and well-being of our children should be a paramount consideration in any land-use decision. I strongly urge your department to take these concerns seriously and to ensure that the necessary environmental and health assessments are conducted with the highest level of scrutiny before any approvals are granted. Thank you for your time and attention to this critical matter, and I'd appreciate a reply of some sort that this email was received.

Sincerely,

The Groves Family (Frederick, Jennifer, Madeline, and Alexander)

834 Bryce Ct

El Dorado Hills, CA 95762

From: [Lisa Figgins](#)
To: EDHCostco@edcgov.us
Subject: Proposed EDH Costco
Date: Sunday, March 30, 2025 5:01:43 PM

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Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court, Building C
Placerville, CA 95667

Subject: Opposition to Proposed Costco Gas Station on Silva Valley Parkway

Dear Planning Members,

I am writing to express my strong opposition to the proposed Costco gas station on Silva Valley Parkway, which is directly adjacent to Oak Meadow Elementary school and on the same street as three other schools. Approving this project would pose a significant and unnecessary danger to the children and families in our community.

As a mother of five, with three children currently attending Oak Meadow Elementary and one more set to start in the next couple of years, I am deeply concerned about the risks this project presents to the health and safety of our children. Our schools should be a safe haven for learning, not placed in harm's way due to increased traffic congestion and toxic emissions from a high-volume fueling station.

One of the most pressing concerns is the impact of harmful fumes. Gas stations release benzene and other toxic chemicals into the air, which have been linked to respiratory issues and other long-term health effects. Young children, whose lungs are still developing, are especially vulnerable. Placing a high-volume fueling station right next to an elementary school exposes hundreds of students daily to increased air pollution, putting their health at risk.

Additionally, the increased traffic congestion and safety hazards cannot be ignored. A Costco gas station will attract a constant flow of vehicles, significantly increasing traffic on a street already heavily traveled by school buses, parents, and pedestrians. More cars mean a greater risk of accidents, particularly in a zone where children walk to and from school. The additional vehicle emissions will further degrade air quality, compounding the health risks. Before any approval is granted, a comprehensive environmental review must be conducted to assess the full impact of this project. The review should specifically evaluate:

- **Air Quality Impact:** A study on how fuel emissions, including benzene and other harmful pollutants, will affect the air quality around nearby schools and residential areas.
- **Traffic and Safety Analysis:** A thorough review of how increased vehicle traffic will impact congestion, pedestrian safety, and emergency response times in the area.
- **Groundwater and Soil Contamination Risk:** An assessment of potential fuel leaks and spills that could contaminate local water sources and soil.
- **Noise Pollution Impact:** A study on how the additional noise from fuel deliveries,

idling cars, and heavy traffic will affect nearby schools and neighborhoods.

There are many other locations that are better suited for a high-traffic gas station. Prioritizing the safety and well-being of children should be a guiding principle in planning decisions. I urge you to reject this proposal and consider alternative sites that do not put our youngest and most vulnerable residents in harm's way.

Thank you for your time and consideration. I hope the Planning Department will take into account the serious risks posed by this project and act in the best interest of our community's children.

Sincerely,

Lisa Figgins

211 Gunston Court, EDH

415-599-5907

From: [Sarah Hauck](#)
To: EDHCostco@edcgov.us
Subject: PROPOSED EDH COSTCO
Date: Thursday, April 3, 2025 3:39:28 PM

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Gas stations not needed. Please do not approve the gas station.

From: [Heide Antonescu](#)
To: EDHCostco@edcgov.us
Subject: Proposed Silva Valley Costco
Date: Wednesday, March 26, 2025 4:01:41 PM
Attachments: [image001.png](#)
[Costco Comment Letter 3.26.25.pdf](#)

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Good Afternoon,


Attached please find my written comments regarding the proposed Costco Wholesale Warehouse and Gas Station on Silva Parkway in El Dorado Hills, CA

Respectfully,

Heide Antonescu

C (925) 324-9793

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Public Comment on Air Quality Concerns – EDH Costco Draft EIR

Please include the following comments as part of the scoping for the Environmental Impact Report (EIR) on the proposed EDH Costco project (SCH #2021080402). These comments pertain specifically to air quality impacts.

1. Air Quality – Exposure to Vehicle Emissions Along Student Walking Routes and School Crosswalks

The EIR should evaluate how the proposed Costco development will increase **exposure to harmful vehicle emissions** along school routes—particularly where students walk, bike, and wait at crosswalks near Silva Valley Parkway.

Oak Ridge High School, Rolling Hills Middle School, Silva Valley Elementary, and Oak Meadow Elementary are all located in proximity to the project site, with **hundreds of students crossing Silva Valley Parkway daily**. These students often wait in high-traffic zones where exhaust accumulates, especially during school drop-off and pick-up periods.

The EIR should analyze increased exposure to **nitrogen oxides (NO_x)**, **particulate matter (PM_{2.5})**, and other tailpipe pollutants resulting from added vehicle trips. The County should require mitigation, such as vegetative buffers, realigned crossings, or filtered pedestrian waiting areas, to reduce health risks to vulnerable populations.

2. Air Quality – Cumulative Emissions from Idling Vehicles at the 32 Fuel Positions

The EIR should evaluate the **air pollution impacts from vehicle idling** at the proposed 32 fuel positions. Vehicles waiting in line or fueling typically run their engines for several minutes at a time, releasing a concentrated stream of **carbon monoxide (CO)**, **volatile organic compounds (VOCs)**, **nitrogen oxides (NO_x)**, and **fine particulate matter (PM_{2.5})** into the immediate environment.

The EIR should include air dispersion modeling for **hotspot concentrations**, especially during peak hours. If the project proceeds, mitigation measures should include **anti-idling signage**, **low-emission site design**, and **landscaped filtration barriers** to reduce health exposure in adjacent zones.

3. Air Quality – Increased PM_{2.5} Exposure from Higher Vehicle Volume and Congestion

The EIR should evaluate how the proposed Costco development will increase exposure to **fine particulate matter (PM_{2.5})** due to **elevated vehicle volumes, congestion, and stop-and-go driving** along Silva Valley Parkway and surrounding streets. PM_{2.5} is a harmful pollutant that penetrates deep into the lungs and bloodstream and is linked to a wide range of respiratory and cardiovascular illnesses.

The project's traffic generation—including cars, trucks, and delivery vehicles—will increase emissions along residential corridors and near schools, where children walk and play outdoors. This effect will be especially pronounced during **school commute hours and weekends**, when both traffic and pedestrian activity are high.

The EIR should quantify the project's contribution to local PM_{2.5} concentrations using appropriate air modeling tools. If concentrations near sensitive receptors (such as schools) exceed significance thresholds or background levels, the County should impose mitigation, such as traffic flow redesign, vegetative air buffers, or stricter emissions control requirements.

4. Air Quality – Daily Exposure for Pedestrians, Cyclists, and Community Members Along Silva Valley Parkway

The EIR should evaluate how the proposed Costco development will increase **daily air pollution exposure** for people of all ages who **walk, bike, jog, or recreate** along Silva Valley Parkway. This corridor is not just a transportation route—it is a **popular community pathway** for residents engaging in physical activity, school commutes, and neighborhood access throughout the day and evening.

Increased traffic and congestion resulting from the project will raise levels of tailpipe pollutants, including **particulate matter (PM_{2.5})**, **nitrogen oxides (NO_x)**, and **volatile organic compounds (VOCs)** along sidewalks, bike lanes, and trail crossings. These pollutants are particularly harmful during physical activity, when individuals inhale more deeply and frequently.

The EIR should treat Silva Valley Parkway as a **multi-use corridor** with continuous exposure risks—not just a road—and should consider **cumulative health impacts** on seniors, children, and outdoor users. If pollution thresholds are exceeded or sensitive receptors are present, the County should require mitigation strategies, such as vegetated buffers, air-filtering design elements, or reduction in project-related vehicle volumes.

5. Air Quality – Lasting PM_{2.5} Pollution from Increased Vehicle Volume, Even in an EV Future

The EIR should evaluate the project's contribution to **particulate matter (PM_{2.5}) pollution** from **non-exhaust sources**, including tire wear, brake wear, road surface abrasion, and resuspended road dust. These pollutants are released by all vehicles—including **electric vehicles (EVs)**—and can account for a significant share of airborne PM_{2.5} near roadways.

While California is transitioning away from internal combustion engines, the proposed project will significantly increase **vehicle volume, stop-and-go traffic, and heavy vehicle movement** near sensitive receptors such as schools, sidewalks, and bike lanes along Silva Valley Parkway. The increase in traffic-related non-exhaust emissions will result in continued exposure for students, pedestrians, and residents—particularly during commute hours and in hot, stagnant summer air.

The EIR should include this source of pollution in its air quality modeling, and should not assume that electric vehicles fully mitigate the project's impact on public health. The County should also

evaluate mitigation measures that reduce vehicle volume or increase separation between traffic and pedestrian pathways.

6. Air Quality – Heavy-Duty Truck Emissions from Fueling and Delivery Operations

The EIR should evaluate air quality impacts from **fuel tankers, freight trucks, and other heavy-duty vehicles** that will routinely serve the proposed Costco site. These vehicles emit high levels of **diesel particulate matter, nitrogen oxides (NOx)**, and other hazardous air pollutants (HAPs) that are strongly linked to **asthma, cancer, and cardiovascular harm**—especially in children and elderly populations.

Fuel delivery trucks will service the 32 fuel positions, and freight deliveries will be ongoing to maintain warehouse inventory. These vehicles are expected to idle, circulate, or queue on-site and nearby roads, including Silva Valley Parkway.

The EIR should assess the **frequency and volume of these trips**, their projected emission loads, and their proximity to **sensitive receptors**—including schools, sidewalks, and residential zones. The County should require mitigation measures such as **zero-emission delivery zones, anti-idling policies**, or scheduling adjustments to minimize health risks.

7. Air Quality – Increased Pollution Exposure During Wildfire Smoke and Poor Air Quality Days

The EIR should evaluate how the proposed project will exacerbate air quality risks during **wildfire smoke events**, which are becoming increasingly frequent and severe in El Dorado Hills. The region already experiences **multiple days or weeks each year** with **PM2.5 levels far above safe thresholds**, especially in summer and fall.

The added emissions from increased vehicle trips, idling, fuel deliveries, and loading operations will **compound airborne pollutant concentrations**, even when air quality is already hazardous.

The EIR should model worst-case scenarios during **Tier 1 and Tier 2 Air Quality Index (AQI) alerts**, and assess whether the project contributes to **violations of state or federal air quality standards** on those days. Mitigation measures should include adaptive operations planning, reduced truck scheduling, and public air quality alert systems.

8. Air Quality – Toxic and Evaporative Emissions from 32 Fuel Positions

The EIR should evaluate the **evaporative and fugitive emissions** associated with fueling operations at the proposed Costco gas station, which includes **32 fuel positions**. These operations will release **volatile organic compounds (VOCs)**, including **benzene**, a known human carcinogen, as well as other air toxics associated with fuel dispensing, storage, and transfer.

Vapor releases can occur through vehicle refueling, tank breathing, spillage, and pressure fluctuations. These emissions persist even when vehicles are not idling and are known to **travel downwind**, potentially impacting nearby **homes, sidewalks, schools, and playgrounds**.

Given the project's location the EIR must evaluate whether cumulative vapor emissions pose a **public health risk**, especially for children. Mitigation measures may include **enhanced vapor recovery systems, increased setbacks, downwind analysis, and barrier landscaping** to reduce exposure.

10. Air Quality – Decline in Pedestrian Health and Safety from Traffic-Related Pollution Beyond the Project Site

The EIR should evaluate how the proposed development will degrade air quality and walking conditions **not only near the project site, but along the entire Silva Valley Parkway corridor**—including areas **one to two miles north** where **daily pedestrian activity is high**.

These areas are used every day by children walking to school, families on foot, cyclists, joggers, and seniors. With no alternative north-south access to the Costco site, Silva Valley Parkway will absorb the bulk of vehicle trips—leading to a **steady stream of exhaust, particulate matter (PM2.5), and other vehicle-related air pollution** in areas currently safe, quiet, and clean.

The EIR should not confine its analysis to on-site impacts. It must evaluate how increased emissions along **the full length of Silva Valley Parkway** will affect health outcomes, especially for vulnerable users. Mitigation measures should be applied along the corridor—such as tree planting, vegetative buffers, or rerouted access—not just at the site itself.

11. Air Quality – Long-Term Cumulative Exposure Risks to Pedestrians and School Communities

The EIR should evaluate the **chronic, long-term air pollution exposure** that will result from the proposed project's traffic impacts—particularly for children, pedestrians, cyclists, and residents along Silva Valley Parkway.

Daily exposure to even low levels of **particulate matter (PM2.5)** and **nitrogen oxides (NOx)** is linked to cumulative health effects including **asthma, heart disease, and developmental harm in children**. These risks increase with **proximity to roads, daily exposure duration, and population vulnerability**.

Unlike one-time or peak-hour events, this project will introduce a **new baseline** of elevated emissions in an area where people currently walk, bike, and live with minimal traffic pollution. This chronic exposure must be analyzed not just for individual sources (like idling or fueling), but as a **daily, corridor-wide environmental change**.

CEQA requires evaluation of **cumulative impacts** over time. The EIR should quantify long-term exposure scenarios and propose mitigation—such as re-routing traffic, shifting site design, or enhancing community air monitoring—to reduce health burdens from this sustained pollution.

12. Air Quality – Impact on Perceived Safety, Comfort, and Community Well-Being

The EIR should evaluate how the project's increase in vehicle traffic and air pollution will affect not just physical health, but also the **psychological and emotional well-being** of community members—particularly students and parents who walk, bike, or wait along Silva Valley Parkway.

The perception of being forced to walk or send children through **heavily polluted, high-traffic environments** can lead to **chronic stress, reduced sense of safety, and loss of community trust** in public infrastructure. These impacts disproportionately affect **low-income families, students without vehicle access, and parents without alternatives to walking routes near the site.**

CEQA acknowledges **indirect environmental and psychological impacts** as legitimate concerns. The EIR should address how the project may change how people feel and act in their neighborhood—whether they still feel safe letting kids walk to school, whether outdoor activity is discouraged, and whether the community experiences a diminished quality of life.

Mitigation should include not only pollution reduction, but also design strategies that promote comfort, dignity, and emotional security in the public realm.

13. Air Quality – Involuntary Exposure Due to Inadequate Notification and Transparency

The EIR should evaluate how the project imposes **involuntary exposure to air pollution** on residents, students, and families who were not given adequate opportunity to weigh in during early stages of project planning.

Many residents living along Silva Valley Parkway were **not properly notified** of the project's Notice of Preparation or scoping process, despite being directly affected by its traffic and air quality impacts. Now, those residents face the prospect of **daily exposure to PM2.5, VOCs, and exhaust** from a project they had no role in shaping.

This creates not just an environmental burden, but a **loss of procedural fairness and trust.** CEQA emphasizes the importance of meaningful public participation and disclosure. The EIR must acknowledge this breakdown and assess how involuntary exposure—especially for children and low-mobility residents—will affect public health and social equity.

Mitigation should include enhanced transparency, outreach during the EIR phase, and design alternatives that reduce exposure for those who were never given the chance to consent.

14. Air Quality – Ongoing Exposure During After-School and Evening Hours

The EIR should evaluate how the project will extend air pollution exposure into **after-school hours, evenings, and weekends**, when students, families, and residents remain active outdoors in the Silva Valley Parkway corridor.

Costco's traffic volumes are not limited to peak commute hours. Fueling, parking lot idling, and customer circulation will continue into the late afternoon and evening—especially on weekends—producing a steady stream of **PM2.5, NOx, and VOC emissions** near schools, parks, and neighborhoods.

These hours coincide with children playing outside, families walking or biking home from school, and community members using nearby sidewalks, trails, and crossings. The EIR must evaluate exposure impacts that occur **outside of traditional 8am–3pm school hours**, particularly as **extended hours of exposure are known to compound health risks**.

The County should include evening and weekend exposure scenarios in its analysis, and propose mitigations that address this extended timeline of risk—including vegetative buffers, staggered access design, and pollution-reducing site operations.

Ivan Ruiz
(916)221-0564

Public Comments on Biological Resources – EDH Costco Draft EIR (SCH #2021080402)

1. Biological Resources – Loss of Habitat and Wildlife Corridor Between Two Perennial Creeks

The EIR should evaluate how the proposed project will impact a critical habitat corridor that lies between two perennial (year-round) creeks adjacent to the development site. The project area includes a seasonal creek and undeveloped open space that serve as connective habitat between these two permanent waterways.

These creek corridors support a range of sensitive biological resources, including riparian vegetation, amphibians, aquatic species, and terrestrial wildlife that rely on the continuity of habitat and access to water. The open field between these creeks currently functions as a wildlife corridor, with residents regularly observing deer, coyotes, bobcats, and beavers traversing the area. Birds of prey such as hawks and owls are frequently seen hunting in this corridor, which suggests the presence of nesting sites and a robust food web.

The removal of this habitat for large-scale development will not only degrade local biodiversity but also break a vital connection between two aquatic ecosystems. The EIR should assess the site's role in maintaining ecological connectivity, riparian health, and species movement across the Silva Valley corridor.

Impacts to this inter-creek corridor—including habitat fragmentation, edge effects, noise, lighting, and water quality degradation—must be analyzed in depth. Mitigation measures should include preservation of riparian buffers, wildlife corridors, and open space that allows for continued movement of species between the two creek systems.

2. Biological Resources – Impacts to Riparian Habitat and Sensitive Wildlife Along Adjacent Year-Round Creeks

The EIR should evaluate how the proposed development will affect riparian habitat and sensitive species associated with the two year-round creeks that run adjacent to the project site. Although the development does not directly encroach into the creeks, it lies between them and includes a seasonal drainage that contributes runoff into this system. Any increase in impervious surface, grading, or vegetation removal will directly affect water quality, runoff temperature, sedimentation rates, and ecological integrity of these downstream waterways.

These creeks host diverse plant and animal species that rely on clean, cool water and intact vegetative buffers. Beavers are regularly observed in the area and play a key role in maintaining riparian hydrology. Birds of prey—including hawks, owls, and falcons—frequently hunt and nest in the tree canopy along these creeks. Development activity may disrupt nesting behavior,

reduce foraging success, and introduce edge effects such as light, noise, and human disturbance.

The EIR should assess the presence of any special-status species or protected riparian communities, and analyze indirect impacts from runoff, loss of buffer vegetation, increased human presence, and construction-phase disruptions. If development alters the hydrological or ecological function of these year-round creeks, it could have a significant biological impact that must be mitigated.

Mitigation measures should include riparian setbacks, light and noise controls, enhanced stormwater treatment to protect aquatic species, and tree protection measures to preserve raptor habitat.

3. Biological Resources – Removal of Trees and Habitat Structure Supporting Local Biodiversity

The EIR should evaluate how the proposed project will impact tree cover and vegetation structure on the project site, particularly in relation to habitat value for birds, mammals, pollinators, and other native species. While much of the site appears to be grassland or open field, there are also scattered mature trees—including native oaks—that provide nesting, perching, and foraging habitat for a wide range of species.

These trees contribute to the structural diversity of the landscape, supporting different wildlife functions across vertical layers (canopy, understory, ground). Even isolated trees in open fields can serve as critical habitat islands for cavity-nesting birds, raptors, and mammals moving between larger habitat areas. Removal of these features not only displaces resident species but also fragments habitat connectivity and reduces biodiversity in the surrounding area.

The EIR should identify and map all trees and shrubs to be removed, particularly those with large diameter trunks, nesting cavities, or association with native species. A biological survey should determine if any protected or special-status wildlife depend on these features for breeding or movement. In addition, the EIR should consider cumulative loss of tree canopy in the region and require mitigation such as:

- Preservation of existing native trees wherever feasible
- On-site native tree replanting at appropriate ratios
 - Long-term maintenance plans to ensure replanting success
- Wildlife corridor preservation and habitat linkage design

This impact may be particularly significant given the project's location between two year-round creeks and within a known wildlife movement area.

4. Biological Resources – Light and Noise Pollution Disrupting Local Wildlife Behavior and Habitat Use

The EIR should evaluate how artificial lighting and operational noise from the proposed Costco development will affect local wildlife, particularly in relation to the site's proximity to two year-round creeks and its role as a wildlife movement corridor. The introduction of extended-hour lighting, high-lumen parking lot fixtures, illuminated signage, and vehicle headlights will drastically alter the current light conditions, especially in evening and nighttime hours when many species are most active.

Increased nighttime illumination can disrupt natural behavioral cycles for a variety of species—interfering with nocturnal foraging, navigation, migration, and reproductive behavior. Light pollution near riparian zones is particularly harmful for amphibians, insects, and birds, many of which rely on darkness for orientation and predator avoidance. Similarly, chronic operational noise—including vehicle circulation, deliveries, customer activity, and HVAC systems—may deter wildlife from using habitat near the site, further fragmenting this corridor and reducing biodiversity.

The EIR should assess:

- Projected night sky brightness and directionality of lighting
- Sound level projections during both daytime and nighttime operations
- Species-specific sensitivity to artificial light and operational noise
- Distance-based effects on habitat corridors, particularly the adjacent year-round creek

Mitigation measures should include:

- Full cutoff lighting fixtures with minimal skyglow
- Motion-activated or timed lighting near site perimeters
- Vegetated or sound-buffering berms near sensitive habitat
- Reduced hours for high-noise operations

This analysis should recognize that wildlife do not recognize parcel boundaries, and the project's disturbance footprint will extend well beyond the site itself.

5. Biological Resources – Barriers to Wildlife Movement Through a Known Habitat Corridor

The EIR should evaluate how the proposed Costco development will create new physical and behavioral barriers to wildlife movement within a known habitat corridor. The project site sits

between two year-round creeks and includes a seasonal creek that feeds into one of them. This landscape currently supports a functional corridor for wildlife—including deer, coyotes, bobcats, foxes, beavers, and numerous bird species—moving between riparian zones, oak woodlands, and open fields.

The introduction of large-scale impervious surfaces, fencing, constant lighting, and human activity will severely restrict the ability of wildlife to traverse the area safely or at all. The project effectively severs the connection between the creeks, cutting off access to habitat and migration pathways used by multiple species. Additionally, increased vehicle traffic and site noise will create behavioral avoidance zones, shrinking the usable habitat envelope even further.

The EIR should assess:

- Current patterns of wildlife movement across and near the site
- Impacts on species known to use the corridor (especially medium to large mammals)
- Cumulative habitat fragmentation in the Silva Valley region
- Potential for vehicle-wildlife collisions on surrounding roads, including Silva Valley Parkway and White Rock Road

Mitigation measures should include:

- Maintaining a wide vegetated buffer or underpass that allows for safe wildlife crossing
- Limiting fencing that blocks wildlife routes
- Habitat connectivity analysis with design modifications that preserve natural movement patterns

As this site plays a role in regional ecological connectivity, its development should not be allowed to permanently sever wildlife routes without robust mitigation and alternatives analysis.

6. Biological Resources – Stormwater Runoff and Impacts to Adjacent Year-Round Creeks

The EIR should evaluate how stormwater runoff from the proposed Costco site will affect the integrity, water quality, and biological function of the adjacent year-round creeks and connected riparian systems. The project site lies between two perennial creeks—one directly adjacent to the **west**, and another nearby to the **east**—and also contains a seasonal drainage feature that feeds into these systems. These creeks support sensitive aquatic and riparian habitat that is highly vulnerable to pollution, erosion, sedimentation, and hydrological alteration.

The introduction of extensive impervious surfaces—including rooftops, parking lots, fueling areas, and driveways—will dramatically increase runoff volume and velocity during storms. Without robust treatment infrastructure, this runoff may carry:

- Oil, fuel, and heavy metals from vehicles
- Sediment and debris from grading
- Nutrients and trash from parking lots
- Potentially toxic substances from gas station operations

These pollutants can degrade aquatic habitat, harm fish and amphibians, and damage riparian vegetation. Fast-moving runoff may also contribute to erosion and destabilization of creek banks, further threatening ecological function.

The EIR should:

- Identify where runoff will drain and whether it reaches the nearby creeks directly or through storm drains
- Assess pollutant loads from expected land uses and surface types
- Evaluate the hydrological impact on flow regimes, sedimentation, and habitat connectivity
- Consider downstream cumulative impacts on water quality and wildlife habitat

Mitigation measures should include:

- Full stormwater treatment with filtration and pollutant capture
- Vegetated bioswales and retention basins to slow and filter runoff
- Setbacks and buffer zones between impervious surfaces and the creek corridors
- Monitoring requirements to ensure water quality protections over time

7. Biological Resources – Potential Disturbance of Nesting Sites for Birds and Raptors

The EIR should evaluate whether the proposed Costco development will disturb active or seasonal nesting sites for local and migratory bird species, including raptors such as hawks, owls, and kestrels. The project site contains mature trees—including **native oaks**—as well as grasslands and riparian-adjacent areas that provide suitable nesting habitat.

Birds of prey and other protected avian species are frequently observed in this area, using both trees and ground vegetation for nesting and roosting. The proximity of the site to a year-round creek and open space corridor further enhances its suitability as nesting habitat and a foraging zone. Construction activity, vegetation removal, noise, lighting, and human disturbance may:

- Destroy or displace nests
- Cause nest abandonment
- Interfere with breeding and fledging cycles

The EIR should:

- Include a thorough biological survey of the site's trees, shrubs, and open areas to identify any nesting activity
- Assess the timing and impact of construction during nesting season (generally February through August)
- Identify which species are present or likely to be affected, including any that are state or federally protected

Mitigation measures should include:

- Pre-construction nesting bird surveys by a qualified biologist
- No-disturbance buffers around active nests (typically 300 feet for raptors, 100 feet for others)
- Seasonal work restrictions to avoid breeding season impacts
- Replacement tree planting for any removed nesting trees, ideally native species

Given the site's open habitat, connection to a wildlife corridor, and presence of large trees, nesting disruption is a foreseeable impact. CEQA requires that it be fully assessed and mitigated.

8. Biological Resources – Impacts on Creek Bank Stability and Local Hydrology

The EIR should evaluate how the proposed development may affect creek bank stability and localized hydrological patterns—particularly in relation to the **seasonal creek located on the project site** and the **year-round creek immediately west of the project boundary**. The site sits **between** these two waterways and includes sloped terrain and natural drainage features that connect to the broader watershed.

Construction activities such as grading, vegetation removal, paving, and stormwater rerouting may:

- Destabilize soil on slopes adjacent to creeks
- Increase erosion and sedimentation into the downstream aquatic system
- Alter subsurface water flow and surface runoff into riparian areas
- Reduce infiltration and groundwater recharge due to added impervious surfaces

These impacts may in turn degrade **riparian vegetation**, **wildlife habitat**, and **water quality** downstream.

The EIR should:

- Conduct a hydrological assessment of how the project will alter drainage and runoff patterns on and around the site
- Evaluate changes in runoff volume, velocity, and sediment load entering the seasonal and year-round creeks
- Identify whether bank erosion or channel incision is likely to occur as a result of changed hydrology
- Model post-construction stormwater behavior, especially during peak rainfall events

Mitigation measures should include:

- Use of bioswales, vegetated buffers, or detention basins to slow and filter runoff
- Stabilization of vulnerable slopes with native vegetation or bioengineering techniques
- Avoidance of direct grading near creekbanks
- Ongoing post-construction monitoring of creek conditions and erosion levels

Because this site is directly adjacent to waterways and lies within a sensitive hydrologic corridor, the EIR must fully assess the cascading ecological impacts of development-related runoff and landform alteration.

From: [Elaine Brilhart](mailto:Elaine.Brilhart@edcgov.us)
To: EDHCostco@edcgov.us
Subject: Re Proposed Costco Project
Date: Wednesday, March 26, 2025 9:48:44 PM

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Good day Sir/ Madam,

I am writing this letter to express my strong opposition to allowing Costco Wholesale and Gas on or near Silva Valley in El Dorado Hills.

First of all, as residents/property owners at Serrano it came as quite a surprise to my family and extended family/neighbors to recently hear that Costco will be building its operations in our neighborhood.

A primary concern is the fire hazard that would come from their bakery and gas station especially during dry season is concerning. Also the amount of traffic on and around Silva Valley would be ridiculous. There are four schools in this area which are already being impacted by high traffic in the mornings and evening. A business like Costco would bring massive traffic pile up in this area which would create some danger to school children and joggers and dog walkers.

There are so many great concerns that a fire would be literal devastation to the homes and structures located so close to the this proposed Costco site!

Another issue that also does not seem to be adequately considered is the noise and pollution Our community would not be the same and was not structured to implement such commercial property of that magnitude. There are houses so close to the proposed site and a valley where noise travels freely. The noise would be unacceptable for this community.

Finally, hope your office thoroughly examined the environmental impact of their gas line etc at the proposed areas? We have yet to see an Environmental Impact Study done for the proposed sites. If any information is available, our community should have a right to review the results of such

studies.

Should all of these things not be fully vetted out BEFORE making a proposal??? This proposal seems in direct conflict with what this community was built on to ensure environmental

protection, public safety...and a rich quality of life." As an entity who is entrusted with creating

land use policies, and regulates, monitors, and enforces County Zoning Ordinances and other related ordinances to guide development and conservation , I hope you will not let big corporations win over preservation of our communities wellbeing.

Thank you

Best regards

Elaine (Serrano Resident)

Sent from my iPhone

From: [Phyllis Lee](#)
To: EDHCostco@edcgov.us
Subject: re: Costco build on Silva Valley
Date: Friday, March 28, 2025 2:07:05 PM

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Please proceed with this project - it is needed!
Something will be built at this freeway intersection, and no matter what, the home owners nearby will not like it.

--

Phyllis Lee

From: [Katherine Omand](#)
To: [PL-EDH Costco Project](#)
Subject: Re: Costco comments
Date: Wednesday, May 7, 2025 9:10:41 PM

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I am resending our comments in this email:

Proposed Costco Comments:

We live at 1248 Terracina Dr. and overlook the proposed Costco store and gas station. We are against approving the Costco development at that location.

Noise- Silva Valley Parkway is in a bowl/valley. All the noise on that road easily goes up the sides of the ridges. We currently hear a lot of noise from the parkway and can only imagine the increased noise from the influx of cars and the loading and unloading of trucks. I had read that the loading docks start operating before 6am.

The location of the Costco is surrounded by the Serrano residential development. The development was designed with minimal street lights. The more rural and natural setting is what attracted us to the area...NOT the Parking lights of a warehouse and gas station.

Traffic- From my experience with using the Folsom Costco store, there will be a tremendous increase in the number of cars that use Silva Valley for the warehouse and gas station. The customers will not only be coming off of Hwy 50, but also from the Green Valley Rd end of Silva Valley Rd. Thus, there will be increased traffic in front of the 3 other schools along Silva Valley. Oakridge HS, Rolling Hills middle school and Silva valley elementary school. These are already congested areas during school drop-offs and pickups. And, lastly the most hazardous effect of this proposal is that it is next door to Oak Meadow Elementary School. The current traffic on Silva Valley Rd. at pickup and drop-off times is dangerous! There is a line of cars along Silva Valley and they often overflow into the slow lane of Silva Valley. Several times I have narrowly missed hitting a car, or had to swerve into the other lane of traffic to avoid an accident. And, having a gas station next to a school and children's playground needs to be further evaluated. The exhaust emissions from running cars has to be detrimental to anyone and especially children.

Although, I realized that this area is zoned commercial, the amount of increased traffic and noise from a Costco warehouse is not a good fit for the surrounding area.

Jim and Kathy Omand
1248 Terracina. Dr.
El Dorado Hills

On May 6, 2025, at 11:39 AM, PL-EDH Costco Project <EDHCostco@edcgov.us> wrote:

Good morning, Jim and Kathy Omand,

Your attached comments are unable to be opened in the current file format. Please re-send comments attachment in either a WORD or PDF version, thank you.

Sincerely,

County of El Dorado
Planning and Building Department (Planning Services)
2850 Fairlane Court
Placerville, CA 95667
planning@edcgov.us



From: Katherine Omand <kmjwk@yahoo.com>
Sent: Sunday, March 30, 2025 5:35 PM
To: PL-EDH Costco Project <EDHCostco@edcgov.us>
Subject: Costco comments

Attached are our comments against the proposed Costco warehouse and gas station.

Jim and Kathy Omand
1248 Terracina Dr. EDH

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From: cyn.777@icloud.com
To: EDHCostco@edcgov.us
Subject: Re: Costco in EDH
Date: Thursday, March 27, 2025 9:31:06 AM

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To Whom It May Concern:

NO. Just no. Why?... when there's already one a short 5 minutes down the hill.

The original beauty of EDH, which was/is its rolling hills, gets depleted each time another building/neighborhood/project is allowed. This is supposed to be a bedroom community, not a major city with major traffic issues. Please stop.

Cynthia Gannon
EDH resident

From: [MarySobelOtt.Before The Ink Fades](#)
To: [PL-EDH Costco Project](#)
Cc: [BOS-Clerk of the Board](#); [chamber@eldoradohillschamber.org](#); [Greg Durante](#); [Rania Serieh](#); [Jon DeVille](#); [David A Livingston](#); [Jeffrey A. Warren](#); [Karen L. Garner](#); [Jeffery Leikauf](#); [Brian Frazier](#); [Rafael Martinez](#); [M. Sobel Ott \(Before The Ink Fades\)](#)
Subject: RE: Proposed Costco on Silva Valley Parkway
Date: Friday, March 28, 2025 2:45:43 PM
Attachments: [Screenshot 2025-03-28 at 2.27.47 PM.png](#)
[Proposed Costco on Silva Valley Parkway.pdf](#)

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Cameron Welsh
Senior Planner
County of El Dorado Planning and Building Department
2850 Fairlane Court
Building C
Placerville, CA. 95667
C.C.: Email: EDHCostco@edcgov.us

RE: Proposed Costco on Silva Valley Parkway

Dear Cameron,

I am at a loss to understand HOW a Costco built on Silva Valley Parkway is aesthetically in-line with the surrounding Serrano development or even possible, given the *insane amount* of traffic which now flows on Silva Valley Parkway near Highway 50 already, starting in the morning and flows clearly until the evening! The road is packed.

This 'project' appears designed to devalue the residential housing in this area. It appears almost as a way to take a pretty area, which is a quiet gated development, and turn it into a commercially packed, EPA and real estate blunder of epic proportions. Do YOU live here in Serrano? I wonder. I doubt it. Are you trying to cheapen the housing here to be able to buy a house here? Who would entertain this project seriously?? Or want Costco as a next door neighbor??

I can tell you that somebody is getting some kind of payoff to look the other way and approve this square-peg-in-a-round-hole-of-a-project: Another Costco, SO CLOSE to the other one just over the hill off of Bidwell, is not only NOT necessary but almost appears defiantly vindictive towards Serrano residents.

Please remove the consideration for this future traffic nightmare and find another location for another second-sister Costco and put it away from the already beaten-down traffic pathway on Silva Valley Parkway!

God bless!

|
Mary and Michael Ott
Borders Drive
EDH, 95762

From: [marty abell](#)
To: [PL-EDH Costco Project](#)
Cc: [greatkazoo](#); [Heather Siefkes](#); [Amy Frith](#); [Claudia Vidovic](#); [Brian Siefkes](#); [Amanda Hansen](#); [Ivan Ruiz](#); [Karen L. Garner](#); [John Davey](#); [Cameron W. Welch](#); [Rafael Martinez](#); [jons van dooren](#)
Subject: Re: Rough Draft of Petition
Date: Monday, March 24, 2025 2:24:32 PM

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Hello Cameron,

Please address the following comments in the EDH Costco DEIR:

-- In 2021 and 2023, Costco proposed a 156,000 sf warehouse store with 763 parking spaces on the South Site. Now, in 2025, they've added 9,000 sf to the store to make it 165,000 sf, an increase of 5.8%. At the same time, they increased their estimate of employees from 165-170 in 2021 and 2023 to 250-300 in 2025. The 2025 estimate includes projected gas station employees. But I get gas at the Folsom Costco gas station and I've never even seen an employee there, so if we generously assume they'll have 20 gas station employees, their maximum estimate of warehouse employees has gone up from 170 to 280, an increase of 110, or 64.75%. How is it that when Costco's warehouse square footage goes up 6% its number of warehouse employees goes up 65%?

-- In 2021 and 2023, Costco proposed 763 total parking spaces on the South Site, which the 2021 NOP said was 121 spaces in excess of county requirements (NOP, bottom, p.10). If the county requirement was actually only 642 spaces, the requirement would seem to be one space per 243 sf of store. So, the extra 9,000 sf of store area in 2025 would seem to add 37 spaces to the parking requirement, for a new total of 679 spaces, about 80 fewer than Costco is still proposing. Even if we throw in 10 more spaces for the 20 non-warehouse gas station employees, Costco would still seem to be proposing 70 more parking spaces on the South Site than the County requires. Why?

Marty Abell

On Mon, Mar 24, 2025 at 9:25 AM jons van dooren <jvdusa@hotmail.com> wrote:

I agree on that! but if Costco can not put in the gas station nor the 68 parking stalls, there will be NOT enough parking at the warehouse, to allow such a size warehouse.

On the other had, I read the FAQ that Amy send to us before, saying there would be a traffic light at Clarksville Crossing at the Silva Valley Pkwy., which later would be moved to Country Club Drive, if these are the intentions at ALL, I know that the Planning Director has issues with ALL those traffic lights from the get go!

On the South side is also ALL the issues with the narrow Clarksville Crossing (single road),

waterways hydrology / water quality , geology / Soils, noise, air quality, transportation / traffic, population/ housing, land use + planning ALL the 18 things that fall into what John Davey send over, CEQA California Environmental Quality Act

So I am for, NO Costco at all! Let them sell it off and will battle what is next!

Cheers,
Jons.

From: greatkazoo <greatkazoo@aol.com>

Sent: Monday, March 24, 2025 9:00 AM

To: Heather Siefkes <hmcarpentier@gmail.com>

Cc: Amy Frith <amfrith@gmail.com>; van dooren jons <jvdusa@hotmail.com>; Claudia Vidovic <claudiavidovic@hotmail.com>; Brian Siefkes <bdsiefkes@gmail.com>; Amanda Hansen <AmandaPHansen@gmail.com>

Subject: Re: Rough Draft of Petition

Hi all-I'm just curious why the petition isn't against Costco period, not just the gas station. The traffic, noise, appearance, safety will still be horrible with the Costco standing alone. Not only that, it will lower the values of our homes which I've researched.

Thanks,
Heather L.
Sent from my iPhone

On Mar 21, 2025, at 3:48 PM, Heather Siefkes <hmcarpentier@gmail.com> wrote:

Thanks Amy,

I'll move this into a google document, make some edits and then share with everyone so we can more easily make edits and give comments.

Heather

On Mar 18, 2025, at 9:07 PM, Amy Frith <amfrith@gmail.com> wrote:

Hello,

Ivan Ruiz has offered to start a draft petition that we can circulate for signatures. This doesn't need to be an NOP response letter, we can send it directly to Costco, the Planning Commission and BOS once we have signatures to try and influence them to change their plan (or go away). I haven't read this yet but want to share with

others to start making recommendations and edits. Please take a look and see what you think. The icons will be removed. Thanks!

Sent from my iPad

Begin forwarded message:

From: Ivan Ruiz <love2joypeace@gmail.com>
Date: March 18, 2025 at 7:15:37 PM PDT
To: Amy Frith <amfrith@gmail.com>
Subject: **Rough Draft of Petition**

**PETITION TO PROTECT OAK MEADOW
ELEMENTARY SCHOOL AND THE
USERS OF SILVA VALLEY PARKWAY FROM
THE COSTCO FUEL STATION
DEVELOPMENT**

To: El Dorado County Board of
Supervisors, El Dorado County Planning
and Building Department, and all relevant
decision-makers

We, the undersigned, strongly oppose the
construction of a Costco fuel station along
Silva Valley Parkway and urge El Dorado
County officials to reject this portion of the
development.

**Health Risks to Children at
Oak Meadow Elementary
School**

The proposed Costco fuel station

poses a severe health threat to children attending Oak Meadow Elementary School, which is located adjacent to Silva Valley Parkway. According to extensive research on gas station pollution:

- Benzene, a known carcinogen, is emitted from gas station vents and fueling areas. Exposure to benzene has been directly linked to childhood leukemia and other blood disorders. Studies have found that gas stations vent 10 times more benzene than previously estimated, and hazardous levels can persist over 500 feet away.
- The California Air Resources Board (CARB) recommends a 300-foot minimum buffer between fuel stations and sensitive land uses like schools, but studies have shown benzene exposure can remain dangerous at up to 1,000 feet.
- The EPA warns that children exposed to gasoline vapors and vehicle exhaust are at increased risk for asthma, reduced lung function, and developmental issues. Students playing outside or attending class near a fuel station will be at constant risk of exposure.
- International studies have found higher rates of leukemia and other cancers among children who live or attend school near gas stations, with one French study reporting a 4-fold increase in leukemia risk for children near fuel stations.
- The U.S. EPA's School Siting Guidelines flag gas stations as a hazardous land use near schools and require environmental assessments if within 1,000 feet.

Silva Valley Parkway Will Become a High-Traffic Corridor Affecting Schools and the Community

Silva Valley Parkway from Green Valley Road to Serrano Parkway will become a heavily congested roadway due to the increased traffic generated by the proposed Costco and fuel station. This corridor is a major route for local students and families, and its transformation into a high-traffic commercial corridor will have serious consequences:

- Students from Silva Valley Elementary, Rolling Hills Middle School, and Oak Ridge High School walk in large numbers along Silva Valley Parkway. Increased vehicle traffic will pose a major safety hazard for these children who rely on this route to get to and from school.
- Increased congestion will lead to longer commute times for residents, school buses, and emergency vehicles.
- Pedestrian and cyclist safety will be severely impacted, making it more dangerous for students and families to walk or bike along the corridor.
- The road was not designed for this level of traffic, and its transformation into a major commercial thoroughfare will negatively impact local residents, schools, and

businesses.

Other Concerns:

Cyclist & Pedestrian Safety at Risk – El Dorado Hills has few flat areas suitable for walking and biking. Silva Valley Parkway is one of the last remaining flat and accessible areas, making it a heavily used route for pedestrians and cyclists. Increased vehicle traffic and fuel tanker deliveries will make it significantly more dangerous. El Dorado Hills Blvd is already unfriendly to non-motorized users—Silva Valley is what we have left.

Destruction of a Green Corridor & Wildlife Habitat – The west side of Silva Valley Parkway is a vital riparian corridor, home to diverse wildlife and a key part of the community's green space. Wildlife travels east from the open space surrounding Carson Creek to access this habitat, and a fuel station will disrupt these natural migration paths.

Loss of Recreational Space – The area along Silva Valley Parkway is used for walking, running, cycling, and family activities. A fuel station and the heavy traffic it brings will eliminate opportunities for outdoor recreation and diminish our

community's quality of life.

We Demand That El Dorado County

Officials:

- 1. Reject the proposed Costco fuel station along Silva Valley Parkway due to its health risks, environmental destruction, and increased traffic hazards.
- 2. Protect Silva Valley Parkway as a recreational and green corridor for cyclists, pedestrians, and wildlife.
- 3. Ensure that any development includes dedicated bike lanes and pedestrian safety measures.
- 4. Enforce recommended public health setback distances by prohibiting large fuel stations within at least 500 feet of schools, parks, and playgrounds.
- 5. Explore alternative locations for the fuel station that do not threaten the environment, community safety, or recreation.

By signing this petition, we call on El Dorado County officials to prioritize public safety, environmental preservation, and community well-being over corporate interests.

**Name | Address |
Signature**

1. _____ |
 _____ |
 _____ |

2. _____ |
 _____ |

3. _____ |
_____ |
_____ |

4. _____ |
_____ |
_____ |

5. _____ |
_____ |
_____ |

[Continue collecting signatures]

Thank you for protecting our children and
preserving Silva Valley for future
generations.

From: [Nate Vickers](#)
To: EDHCostco@edcgov.us
Subject: Response to EDH Costco Project
Date: Saturday, March 29, 2025 11:20:15 AM

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Dear Cameron Welch,

As a concerned member of the El Dorado Hills community, I'm writing to provide comments on the proposed EDH Costco project. Specifically, I'd like to recommend that Costco Inc. takes responsibility for enhancing safety and infrastructure in the surrounding area.

Safety Concerns

Given the proximity of Oak Meadow Elementary School to the proposed Costco site (less than 1/16 of a mile), I strongly suggest that Costco Inc. contributes to updating the school's fencing to ensure student safety. The increased traffic and exposure on Silva Valley Road may pose a risk to students, and a secure campus is essential. The cost of fencing updates should be borne by Costco Inc. as part of their community responsibility.

Infrastructure Improvements

Furthermore, I recommend that Costco Inc. creates a walkway/bike path on White Rock Road, connecting Clarksville Road and Vine Street. This will provide residents with alternative transportation options, mitigating the impact of increased traffic on White Rock Road and Clarksville Road. This infrastructure improvement will benefit not only the local community but also customers visiting the Costco store.

By taking these steps, Costco Inc. can demonstrate its commitment to being a responsible corporate citizen in El Dorado County.

Sincerely,

Nate Vickers
925.858.8647

From: [Steve Hullibarger](#)
To: EDHCostco@edcgov.us
Cc: bosone@edcgov.us
Subject: Scope and Content of Environmental Document [Costco Silva Valley Project]
Date: Tuesday, March 11, 2025 1:57:26 PM

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We live on Souza Drive, not far from the site of the Costco project. We have reviewed the document and we believe that the benefits that our community will receive far exceed any potential environmental impacts listed.

In addition, we support the project because a) it is much nearer to us than the Folsom location, b) we will pay a lower sales tax rate than we do in Sacramento County, and c) it benefits El Dorado County residents to keep those sales taxes within our county.

Thank you,

Steve Hullibarger
1181 Souza Drive
El Dorado Hills, CA 95762
916-838-2370
hully2015@att.net

From: [Paul Lucero](#)
To: EDHCostco@edcgov.us
Subject: Silva Valley Costco
Date: Sunday, March 30, 2025 3:08:10 AM

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Hello

Please build the Silva Valley Costco as soon as possible including the 32 gas pump addition. This is much needed in El Dorado County. Great location off the freeway and local impact is minimal.

The naysayers are a local loud small minority.

We need this tax revenue and Costco!!

Thanks for your consideration.

Paul Lucero
El Dorado County

Sent from my iPhone



From: pkhoosh@yahoo.com
To: EDHCostco@edcgov.us
Subject: Strong Opposition to Proposed Costco Development in El Dorado Hills and request for EIR study details
Date: Monday, March 31, 2025 11:40:09 PM

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Dr. Pete Khooshabeh
4030 Borders Dr.
El Dorado Hills, CA 95762
408.205.7167

El Dorado County Board of Supervisors
Mr. Cameron Welch, Senior Planner

Dear Mr. Welch and Members of the El Dorado County Board of Supervisors,

I am writing to express my strong opposition to the proposed Costco development in El Dorado Hills. As a resident of this community, I am deeply concerned about the negative impact this project will have on our environment, infrastructure, local businesses, and overall quality of life. Additionally, I urge the Board to ensure a comprehensive Environmental Impact Report (EIR) is conducted to assess the full scope of potential consequences.

First and foremost, the addition of a large-scale warehouse retailer like Costco will significantly increase traffic congestion in an already strained area. The influx of vehicles, including delivery trucks and out-of-town shoppers, will exacerbate congestion on major roads such as Highway 50 and Silva Valley Parkway. An EIR must study the projected traffic impact, including increased emissions, wear and tear on infrastructure, and the potential for higher accident rates due to the surge in vehicles. The EIR traffic study needs to have models showing area growth at 125% of forecasted impacts. Traffic models must include access and egress forecasts as well as planned and potential adjacent development.

Furthermore, the environmental consequences of this project cannot be ignored. The construction and operation of a Costco will contribute to increased pollution, loss of green space, and potential harm to local wildlife. The EIR must evaluate the impacts on air quality, stormwater runoff, and the disruption of natural habitats. The destruction of native vegetation and the increase in impervious surfaces may lead to soil erosion and water quality degradation, affecting local water bodies and ecosystems.

A particularly alarming concern is the planned inclusion of a Costco gas station. A study published in the *Science of the Total Environment* on September 24, 2018, found that toxic fume emissions from gas stations are up to ten times higher than

previously estimated. This calls into question the accuracy of the California Air Pollution Control Officers Association (CAPCOA) and California Air Resources Board (CARB) emission standards, which set an unrealistically low estimate of 0.11 pounds of toxic fumes released per 1,000 gallons of gasoline dispensed. However, a 2018 study from Johns Hopkins found that actual emissions are between 1.4 and 1.7 pounds per 1,000 gallons—more than ten times higher than the outdated regulatory estimate. This figure is now known to be severely flawed and dangerously underestimates the health risks associated with gas station vapors. These toxic emissions include harmful volatile organic compounds (VOCs) that contribute to air pollution and pose serious health risks to nearby residents, especially children at the nearby Oak Meadow Elementary School and elderly individuals. The EIR must carefully examine the public health risks associated with these underestimated emissions and their long-term impact on our community. An implication of this study is to increase gas station setbacks by an order of magnitude, e.g., at least 3,000 feet.

Finally, an EIR should assess the potential strain on public services, such as law enforcement, fire protection, and emergency medical response. With an increase in visitors and vehicular activity, response times for emergency services may be negatively affected, putting residents at greater risk.

I urge you to ensure a thorough Environmental Impact Report is completed before making any decisions regarding the Costco development. The long-term consequences of this project must be fully understood and weighed against the well-being of El Dorado Hills residents and our innocent children at Oak Meadow Elementary School. I respectfully request that you reject the proposed Costco development if the findings of the EIR confirm the significant adverse effects on our community. Thank you for your time and consideration.

Sincerely,

Dr. Pete Khooshabeh

[pete.khooshabeh, Ph.D.](mailto:pete.khooshabeh@phd.edu) | 408 205 7167 [cell]

From: [Tan Wu](#)
To: EDHCostco@edcgov.us
Subject: Strong Opposition to Proposed Costco Gas Station and Warehouse
Date: Sunday, March 30, 2025 3:34:46 PM

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Mr. Welch,

As a concerned resident of Serrano and a parent, I strongly oppose the proposed Costco gas station and warehouse near Oak Meadow Elementary School. This project poses unacceptable risks to our children, our community, and our environment. The health and safety of our families must take precedence over corporate interests.

Air Quality and Public Health

Children at Oak Meadow Elementary spend hours outside daily, breathing the air around them. A massive gas station so close to their school will expose them to toxic pollutants, including benzene—a known carcinogen linked to leukemia. The California Code of Regulations, Title 5, Section 14010(h), and guidance from the California Air Resources Board (CARB) advise against placing fuel storage tanks or large gas stations near schools due to public health risks. This project does not comply with these safeguards and should not move forward.

The Environmental Impact Report (EIR) must thoroughly evaluate the air quality and public health risks, including emissions from the gas station, idling vehicles, fuel trucks, and warehouse traffic. The applicant should be required to fund mitigation efforts, such as upgrading air filtration systems at the school and limiting fuel deliveries and customer traffic during school hours.

Additionally, El Dorado Hills has naturally occurring asbestos (NOA), a known carcinogen. The project site is within a quarter mile of identified NOA deposits, according to the county's asbestos map ([source](#)). A full soil analysis must be conducted before any construction begins to assess potential risks. If NOA is present, the EIR must include mitigation measures to prevent exposure, and construction should be limited to hours that do not coincide with school operations.

Traffic, Fire Hazard, and Noise

The EIR must also analyze the project's impact on:

- **Traffic Congestion:** Increased vehicle flow near the school during drop-off and pickup times will endanger students and create significant delays.
- **Fire Hazards:** Storing large quantities of fuel near a residential community and a school increases fire risk. A thorough emergency response plan is essential.
- **Noise Pollution:** Increased traffic from warehouse deliveries, gas station customers, and idling vehicles will disrupt school activities and learning. Mitigation measures should be considered to reduce noise impacts.

Safety Concerns

The proximity of a gas station to a school raises serious safety issues. The applicant should be required to fund a perimeter fence around the school with a gate to enhance security and minimize risks.

Sustainable Alternatives

Rather than adding a high-pollution facility near a school, the county should explore environmentally responsible alternatives. Installing EV charging stations and solar panels instead of a gas station would align with California's clean energy goals and reduce long-term environmental impacts. Other options include relocating the gas station south of Highway 50 near the town center or designating the northern parcel for parking only.

Transparency and Public Noticing

The county must ensure full transparency by making all project documents publicly available, including detailed application materials and environmental impact assessments. The current lack of access to these documents raises serious concerns about the fairness of this process. Additionally, the public notice for this project should be expanded to include all parents of students at Oak Meadow Elementary, including those in the Buckeye Union Mandarin Immersion Charter School, who do not necessarily reside near the school.

Conclusion

The proposed gas station presents clear dangers to our children's health, our community's safety, and our environment. I strongly urge the Planning Commission to reject this project and explore safer, more sustainable alternatives. Approving this development would be a direct threat to public health and would undermine trust in the county's commitment to responsible planning.

Sincerely,

Tan Wu

From: [Maryam Khosravifard](mailto:Maryam.Khosravifard@edcgov.us)
To: edhcostco@edcgov.us
Subject: Subject: Comments in Opposition to Revised Notice of Preparation of Draft Environmental Impact Report and for the EDH Costco (Application Nos. Planned Development Permit PD15-0001, Conditional Use Permit CUP23-0012, and Variance Application V22-0001)
Date: Sunday, March 30, 2025 11:05:12 AM

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Date: March 25, 2025

To: Cameron Welch, Senior Planner
County of El Dorado Planning and Building Department,
2850 Fairlane Court, Building C
Placerville, CA 95667
EDHCostco@edcgov.us

From: Maryam Khosravifard
1612 Daunting Dr.
El Dorado Hills CA
Khosravifard.Maryam@yahoo.com

Dear Mr. Welch,

I would like to express **my gravest concerns** about the impact of the proposed use of the properties identified in this study. These parcels are located at the bottom of a valley surrounded by many existing residential homes that are located higher up on both sides of the valley, up and down the hills, overlooking the subject properties. The proposed development is not suitable for this location for the following reasons:

1. The Silva Valley Road **traffic noise** level is magnified by the echo chamber created by the hills on both sides of the roadway. This roadway is not suitable to support high volume traffic for businesses such as Costco or drive-throughs. The noise level for homes located on both sides of Silva Valley has already increased significantly since the development of the intersection with HW-50 and can now be heard indoors day and night. The proposed developments can further increase the noise level by many folds.
2. Any traffic on Silva Valley Road **negatively impacts the Oak Meadows Elementary School** drop-off and pickup hours when cars line up. It will further put the neighborhood children in additional risk of high-volume traffic during school hours.
3. The proposed properties and buildings, signs, and parking lots within the properties will be in the direct line of sight of hundreds of existing homes. Due to the properties being overlooked from the hills, these views cannot be screened with trees and landscaping. Therefore, use cases such as gas station, or Costco warehouse will be in full view of hundreds of residential properties day and night, **creating an unsightly environment** that will negatively impact the value of all these residential properties.
4. The proposed properties can also impact the nighttime environment by generating too much reflective light that will be a nuisance to many homes in the area. The Serrano subdivision that borders this project was developed with no streetlights so that the residents could enjoy the beautiful night sky dotted with stars. **This development is in direct contradiction to the neighboring subdivisions light pollution mitigation plans.**
5. The nature of the proposed Costco **architectural plan that is inconsistent with the surrounding residential buildings and subdivisions.**

In general, big-box stores need to be in predominantly commercial areas not neighbored and overlooked by large existing residential developments or schools. I would appreciate a development that adds value to the community. I just don't see a value in Costco when there is one only 5 minutes away. As for revenue, since EDH is not incorporated, revenue will flow to the County. So as long as there is a Costco anywhere in the County, the benefit will be the same. It does not have to be right adjacent to a single-family development and elementary school. Target at EDH is a good example of more appropriate placement of big-box stores. There is a reasonable buffer.

I therefore request that you kindly NOT APPROVE the proposed plans.

Best Regards,

Maryam Khosravifard

From: [Milan Mijic](#)
To: EDHCostco@edcgov.us
Subject: Suggestion regarding the EDH Costco project
Date: Tuesday, March 4, 2025 5:21:39 PM

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Looking at the Feb 25"Revised notice of preparation...", description on p. 3 and map on p. 8, it seems obvious that the project needs to include car overpass over the Silva Valley, between North and South sides.

Otherwise, customers who wish to get gas before or after the shopping will cause great congestion on Silva Valley, which will back up the traffic from and to freeway. The chances of car accidents will be huge.

Overpass is the only way to avoid that. Another possibility is a tunnel under Silva Valley, but will be more expensive.

Thank you.

Milan Mijic, Serrano village E

Air Quality – Traffic-Related Pollution Exposure in Sunset Estates Neighborhood (White Rock Road Corridor)

Air Quality – Increased Pollution Exposure for Sunset Estates Neighborhood Due to White Rock Road Traffic Impacts

The EIR should evaluate how the proposed Costco development will increase air pollution exposure for residents of the **Sunset Estates neighborhood**, which sits directly along **White Rock Road**, just south of the Highway 50 overpass.

This neighborhood is uniquely vulnerable due to its immediate proximity to a major access route to the project site. With the proposed development, White Rock Road is expected to carry significantly more vehicle traffic—including idling vehicles, delivery trucks, fuel tankers, and personal vehicles making turns into and out of the Costco site. These traffic increases will raise concentrations of **particulate matter (PM2.5)**, **nitrogen oxides (NOx)**, **volatile organic compounds (VOCs)**, and other harmful emissions along the corridor.

Sunset Estates residents—including families with young children, seniors, and individuals with respiratory conditions—will be exposed to increased pollution levels not just during peak hours, but throughout the day and into evenings and weekends. The EIR should include **air dispersion modeling** for this residential area, assess whether exposure levels will exceed health-based thresholds, and propose **mitigation measures**, such as vegetative buffers, low-emission site operations, or traffic flow changes to protect public health

From: [Wendy Jacobs](#)
To: EDHCostco@edcgov.us
Subject: Support for Costco
Date: Wednesday, March 19, 2025 10:30:57 PM

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To Whom it may concern :

As a 50 year resident of El Dorado County and a 35 year resident of El Dorado Hills I am so excited to have a Costco in El Dorado Hills! It will be wonderful to have tax revenue from Costco be used in El Dorado County. Looking forward to shopping in my own county!

Thank you,

Gwendolyn Jacobs

Sent from my iPhone

From: [Rusty Everett](#)
To: EDHCostco@edcgov.us
Subject: Support for Costco
Date: Monday, March 17, 2025 2:13:57 PM

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We appreciate the thorough consideration Costco has given to our location in EDH on the old EDH 52 location and think they will make a great community member and contribute significant taxes in to our county where many members now drive to the increasingly busy Folsom store.

As South of 50 continues to expand in Folsom we know the store will be over capacity and with the investments made on Silva Valley interchange to support Class A traffic this is a perfect location for the facility since it's been zone commercial for a very long time.

Of course you hear from all the NIMBY residents who are pulling out all the talking points as they didnt do their due diligence to understand what that big open space was going to be developed or even zoned for.

Regards

Rusty Everett
Resident since 2003

From: [Karen Florence](#)
To: EDHCostco@edcgov.us
Subject: Support for EDH Costco
Date: Tuesday, March 4, 2025 3:26:30 PM

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I wanted to lend my support to the proposed EDH Costco.

Due to the tremendous development in Folsom and surrounding areas, the current Costco in Folsom is constantly overly busy. It is clear EDH could support another Costco and I welcome the jobs and tax revenue it would create for El Dorado County.

Sincerely,
Karen Florence
Sent from my iPad

From: [Kate Doyle](#)
To: EDHCostco@edcgov.us
Subject: Support for EDH Costco
Date: Monday, March 31, 2025 9:29:20 AM

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Dear Mr. Welch,

I am writing to support construction of the proposed Costco in El Dorado Hills. My house backs up to Silva Valley Road so I recognize the concerns about traffic. But I think the tax revenues from this Costco are critical to El Dorado County and that the plan should be implemented.

Kathleen Doyle

5037 Mertola Dr, El Dorado Hills

From: [Laura Haislip](#)
To: EDHCostco@edcgov.us
Subject: Support For EDH Costco
Date: Monday, March 31, 2025 10:13:01 PM

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Subject: Support for the El Dorado Hills Costco Project

Dear Cameron Welsh,

I hope this message finds you well.

I am writing to express my support for the Costco project in El Dorado Hills. As a resident of the area, I believe this development is a valuable addition to our community, especially considering that much of the county's revenue comes from this region.

The location is highly convenient, with its close proximity to the freeway, making it easily accessible for both residents and visitors. While I understand concerns about its proximity to a school, it's important to note that the school is in session for only 180 days out of the year, which should help mitigate any potential issues regarding traffic or other disruptions.

Overall, I believe the Costco project will be a great asset to our area, contributing positively to the local economy and providing much-needed services to the community.

Thank you for considering my input, and I look forward to seeing the project move forward.

Best Regards,

Laura Haislip

From: [jons van dooren](#)
To: [Cameron W. Welch](#)
Cc: [PL-EDH Costco Project](#); [rafael.martinez@edcgov.us](#); [Karen.L.Garner@edcgov.us](#); [bob.williams@edcgov.us](#); [david.Spaur@edcgov.us](#); [jeff.hansen@edcgov.us](#); [Joni](#); [bostwo@edcgov.us](#); [bostthree@edcgov.us](#); [BOS Four](#); [bosfive@edcgov.us](#); [Amy Frith](#); [Claudia Vidovic](#); [marty abell](#); [John Davey](#); [tjwhitejd@gmail.com](#); [John Raslear](#); [washburn_bew@yahoo.com](#); [nstack@mtdemocrat.net](#); [bvandermeer@bizjournals.com](#); [lramirez@thatchlaw.com](#)
Subject: Two Story Costco parking lot concern
Date: Saturday, March 15, 2025 5:26:06 PM

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Good morning All,

At the recent recorded APAC meeting there was a slide informing us about other Costco warehouses in the USA, New York, San Diego and Tim White even mentioned San Francisco, Mexico and Asia that have a two-story parking garages.

Now of course I agree with that! BUT.....

Well let me remind every one that these USA cities (let's stay in the USA) have in those same cities two story parking garages for supermarkets and many or other retailers, like Whole Food, IKEA, RJ Market and this list could go on and on, especially in highly densely populated cities like San Francisco, New York, San Diego, Chicago etc.

But let's NOT compare this little unincorporated foothill community called El Dorado Hills, to those cities, please! Were we are having daily conversations about OPEN SPACE!

Costco paid I guess 8.2 million dollars for both parcels of land, but has NOT enough parking spots at their main warehouse, that is required by law for a 165.000 Sq. Foot building, without building a two-story parking garage!, makes no sense!

They even have on their concept plan, additional parking at the proposed Costco Gas station for whomever (employees) to have the required number of stalls.

Those people have to cross a 4 lane county road called Silva Valley Parkway to go to work. Really? The employee entrance is on the south side of the proposed warehouse at the trash compactor and loading docks,, LONG WALK!

Can somebody tell me how many parking stall a company like Costco Warehouse is required by California law to have available, please!

Back to my story, putting 10 Lbs. of potatoes in a 5 Lbs. Bag, just does not work!

Thanks for reading

Jons van Dooren

From: [Lian Wu](#)
To: EDHCostco@edcgov.us
Subject: Urgent Concern – Proposed Costco Development Near Oak Meadow School
Date: Sunday, March 30, 2025 6:23:42 PM

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To Whom It May Concern,

As a longtime resident and grandparent of students at Oak Meadow, I'm writing to express my strong opposition to the proposed Costco and gas station development adjacent to our school. This project raises serious concerns that I believe warrant immediate reconsideration.

1. Student Safety at Risk

The increased truck traffic and customer vehicles from a Costco operation would create dangerous conditions during school arrival/dismissal times.

2. Environmental Health Impacts

A gas station's proximity to school grounds is particularly alarming. The potential for fuel leaks, exhaust fumes, and other pollutants could have lasting health consequences for developing children. Many students already suffer from asthma and respiratory conditions that would be aggravated.

3. Quality Education Threatened

The constant noise from delivery trucks, customer traffic, and construction would disrupt classroom learning and outdoor activities that are essential to childhood development. Our teachers already work hard enough without these additional distractions.

4. Community Character

Our neighborhood has always prioritized families and education. Introducing a massive commercial operation fundamentally changes the character of our community in ways that can't be undone.

I urge you to consider the following:

- Conducting an independent traffic study specific to school hours
- Exploring alternative locations away from schools and residential areas

As someone who has lived in this community for many years and watched generations of children grow up here, I beg you to prioritize our children's wellbeing over commercial development. Please feel free to contact me to discuss this further.

Sincerely,

Lian An Wu

From: [Tess Chiamparino](#)
To: EDHCostco@edcgov.us
Subject: Vote YES - Costco in EDH
Date: Wednesday, March 26, 2025 7:29:41 PM

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Please vote yes to build a costco at the proposed location in EDH. The Folsom Costco is an overcrowded zoo. El Dorado County residents deserve the opportunity to keep our money in our county, and shop local.

Thank you,

Tess Chiamparino

We shall never know all the good that a simple smile can do - Mother Teresa

From: [Ruhua Cai](#)
To: EDHCostco@edcgov.us
Subject: We Do Not Need Costco Next to school
Date: Sunday, March 30, 2025 6:16:29 PM

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Dear EDH Costo Planning Team,

As a senior resident and grandparent of children attending Oak Meadow Elementary School, I urge you to reject the proposed Costco and gas station adjacent to the school. This project threatens our community's safety, health, and quality of life.

1. Safety Risks

- **Traffic congestion:** Costco's high-volume traffic (especially during school hours) will endanger children walking or biking to school. Large trucks and impatient drivers are incompatible with a school zone.
- **Gas station hazards:** Fuel tanks and delivery trucks pose fire and chemical exposure risks near a school.

2. Health Concerns

- **Air pollution:** Idling vehicles and gas fumes will expose children to harmful emissions, worsening asthma and respiratory conditions.
- **Noise disruption:** Constant construction, truck deliveries, and customer activity will disrupt classrooms and outdoor activities.

3. Community Impact

- **Quality of life:** A 24/7 retail giant contradicts the quiet, family-oriented character of our neighborhood.
- **Property values:** Noise, traffic, and pollution may reduce home values for nearby residents.

I implore you to prioritize our children's well-being over commercial interests. Consider alternative locations for Costco in designated commercial zones—not next to a school.

Thank you for your time. I'm happy to discuss this further.

Sincerely,
Ru Hua Cai

From: [Jayme Powers](#)
To: EDHCostco@edcgov.us
Subject: We don't need another Costco!
Date: Wednesday, March 26, 2025 3:17:27 PM

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Please do not add a Costco off of Silva Valley exit. There are schools, children and it will create unbearable traffic. Folsom Costco is right down the road and completely accessible. Vote NO!

--

Jayme Book
Serrano

From: [L.R](#)
To: edhcostco@edcgov.us
Subject: We don't want Costco!
Date: Wednesday, March 26, 2025 9:03:07 PM

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There is absolutely no reason to bring a Costco to this quiet, beautiful area. Most residents do not want it, and we have repeatedly told you this.

Costco offers nothing but more traffic, huge supply trucks, pollution, and constant deliveries. Nighttime lighting will destroy the residential quiet and calm of this lovely setting. Heavy traffic near schools will put children in danger. The influx of heavy vehicles will pollute the surrounding area and cause traffic problems in a neighborhood that is the wrong setting for industry.

This project offers NOTHING to local residents and families -- and will destroy all the reasons we moved to El Dorado Hills.

We live here -- don't our opinions count for anything?

WE DON'T WANT COSTCO OR ANYTHING ELSE LIKE IT.

Sincerely,

Laurel Rady
7001 Gullane Way
El Dorado Hills, CA 95762