

ANTELOPE CPAC MEETING NOTES

BARRETT RANCH EAST

CONTROL NUMBER 2011-00156

FEBRUARY 6, 2014

7:00 PM TO 9:15 PM

CALL MEETING TO ORDER

Chairperson Jenny Carrick called the meeting to order, performed the roll call (Jenny Carrick, Ken Topper, Lashawnda D. Barker, Johnnie Hall, and Brian Weathersby present), explained the roll of the CPAC and the purpose of the workshop, and then called on Principal Planner Tricia Stevens to introduce staff and others. Attendees introduced included Lauren Hocker (Project Manager, County), Mike Winters (County), Judy Robinson (County), Dave Mitchell (Sunrise Recreation and Park District), Sherrie Carhart (County Sheriff), Michael Winn (Michael Winn Associates), Tom Winn (Winn Communities, partner), George Carpenter (Winn Communities), John Glikbarg (Village Properties, partner), Jack Reynen (Artisan Homes, partner), Katherine Bardis (Artisan Homes), Matt Weir (Kimley-Horn, traffic consultant), Paul Meuser (Wood Rodgers, planner), Paul Hart (MackKay & Soms, civil engineer), and Steve Balliet (JDA, architect).

PRESENTATION

Staff (Lauren Hocker) gave a brief PowerPoint presentation describing the more recent history of projects on the site and the current proposal before turning over the presentation to the applicant team to introduce their design concepts. Mike Winn of the applicant team described the history of the development team in the Antelope Community, and then Paul Meuser of Wood Rogers described the goals and design objectives of the project. Staff then returned to discuss the particular design concepts that remained under discussion at this time (location and design of parks, plaza concepts, pedestrian connectivity to Antelope Community Park, pedestrian/bicycle connectivity within the project, and flexibility for reduction in multiple-family zoning). It was emphasized that the project is still a work in progress, with time for community input.

PUBLIC COMMENT

NOTE: Comments are paraphrased, but care has been taken to try and ensure that the text provided here reflects the intent of each speaker. Please contact staff if you observe any important errors or omissions, so that a correction can be made. [Brackets] are used in cases where a staff member, CPAC member, or applicant team member was called upon to respond in the midst of a comment by the public.

Susan Douglas: Will a notification for further meetings be sent to us via email? [Tricia Stevens – we're creating an e-mail list, e-gov, and mailings]. The project is engaging,

yes, but there are thousands of us who have to go through there and we have safety concerns. So I want you to consider connectivity to the whole community, not just inside this one. And what is the status of the connections proposed for Don Julio and Antelope? [Jenny Carrick – yes, that’s an issue that has been raised before, and I would expect staff to get back to us on that issue].

Gabriel Del Valle: I want to expand on what the last person said, because I think we're all here because of traffic. Push the pedestrians and bikes into the power line corridors. Most of us commute on Don Julio because we live here but work in Roseville and Downtown, and we need to be able to get through. What about connecting Poker Lane all the way through? What about Don Julio into Placerville? You need to connect with Placer County on this.

Vida Morhain: I would not want to dine on the corner of Don Julio and Antelope, so consider redesigning that. I echo previous comments about street design. We need better code enforcement, as we have a crime, graffiti, and trash problems. Today I had code enforcement pick up four big truck tires that I'd cleaned up.

John Lemmon: I've been a resident since 1989 and would like to see this happen, but who here thinks that reducing Don Julio to 2 lanes is a good idea? [no hands raised]

Charles Baldock: The traffic on Don Julio is insane. Where are all the kids going to go, that are going to live here? I question whether the existing schools have the capacity to handle more kids.

Scheherazade McGregor: I've watched this community grow and I've been frustrated by the traffic. Reducing the size of Don Julio would be a terrible idea. Also, where are these kids going to go to school? School sizes are restricted to 20–25 students. I also think the commercial should be larger, because I want money to stay local and I'm tired of having to go to Roseville for burgers.

Bruce Fox: I want to talk about safety. It is extraordinary the number of homes hit by cars, people hit by cars. If you have homes face on Don Julio you'll have cars crashing into those homes, or into the people. With this you'll be adding another 5% of population to the community, and the high school will be stressed by that. Antelope has two patrol officers for the whole community, which is part of the reason why we have problems with drugs, trash, graffiti. How many officers will we get if we add this development?

Christine Bish: I bought in 1995 and invite everyone to hang out at 7:30 in the morning; that's the traffic study. Heard no mention of either school district being invited to the meetings. You've got RD-5 and RD-7 and then reduce the RD-7 to zero lot lines. The multifamily units will have to have low income units. We don't need to tie shopping centers to parks, it just gets drugs sold there. Clusters are terrible. Apartments bring down home values. Where is there on the plot for a new school to be built? My kids are bused to Roseville. Then asks Mike Winn why he's making the lots so small. [Mike Winn–We recognize that we have a balancing act here, and we are trying to respect all of the different things that need to go into a well-developed plan. We do not have to

have affordable housing here.] Would you be willing to redesign the project? [Mike Winn—if the community desires a redesign, then we are willing to do that.] [Jenny Carrick—I want everyone to remember that the purpose of this meeting is to talk about the issues; nothing has been decided.]

Brenda Russell: I appreciate you coming and taking on this group. Since I am not an architect I would appreciate it: please don't use tech lingo. I would like to see an exhibit where you show how the plan meets the principles you've listed. I agree with prior Don Julio comments. You usually have 1.7 to 2 cars per unit, and if that's not working now it won't work then. Are the garbage trucks going to access the alleys, or would you have trash cans along Don Julio? Would porches be ADA accessible? Is this going to be completed, or be half built when you run out of money? You zone a place but you don't know what will actually go in. I don't see it working if you get a dentist in across from the park. Sound walls are a safety feature to protect people from accidents.

Wayne J Odd Jr.: I go North Loop to Watt to get away from Don Julio. I have concerns about kids crossing to go to school across Don Julio from Vista Sierra. In the development process, will Don Julio be closed off by construction equipment? Is there a plan to put a light at Don Julio and Vista Sierra? Will there be a website for people to voice their opinions?

Felicia Hjelden: I used to teach at Barrett Ranch elementary, and the field will be a building when we get the students. Where are the students going to high school, how much tax dollars will we get from those units? I agree with prior comments on Don Julio. There is graffiti along Elverta every week. I think the alleys would lead to more illegal activity. Soundwalls can be designed to allow pedestrians to walk.

Dorothy Bevers: They originally had all these plans to expand the community on the east side of Don Julio onto the west side, and it would have schools and walking trails and bike trails. That's what I was envisioning. If you bring in businesses then they need to be good for Antelope. I agree with prior comments on Don Julio. How are Antelope and Elverta going to connect?

Robert Rectenwald: I attended the 2007 meeting on the Antelope Town Center. County did a good job of demonstrating what that community would look like as a mixed use town center. I like what the applicant has done. If you look at roadways in the area, the roads with houses that back on, then people speed. The roads with front-on have speed bumps, and people go more slowly. I agree with the prior comment about construction impacts.

John Kreutzer: I live in Ridgepoint, not Antelope. I'm concerned about what the commercial center will look like. The property across the way that now houses Kohl's was originally presented as a small mixed use commercial with pretty pictures, but then it didn't build that way. The Kohl's has a big parking lot and light pollution. I get that you want the commercial down on Antelope, but that's already a commercial zone there. Don Julio between Antelope and Elkhorn is really bad. How is it going to work having five streets coming together?

Andrea Sharp: I agree with concerns about schools and traffic. I would like to see less density. We have tremendous speeding and traffic problems in Antelope. We have speeders on Palmerson who blow through stop signs at 90 mph. Why can't we make some of this open space in the interior to reduce the density? If a liquor store shows up at the corner commercial on Poker Lane and Don Julio, I'll be upset.

Sheri Lasikk: I'm concerned about all the kids crossing at Vista Sierra to get across Don Julio. Are we going to lose all the greenery along the east side, and the marsh area? I like the idea of the passive green space under the power lines. I don't like the idea of houses facing onto Don Julio; that seems unsafe. How will Antelope Community Park get finished?

Dave Reis: I don't understand the plan or how anyone can entertain the plan. I agree with prior comments about Don Julio. I bought my house where I did because I thought that area was going to develop as a town center like was shown in 2007. This proposal is not the design I bought into. I understand the apartments but don't get zero lot setbacks. With only two lanes and on-street parking, there will be cars parked all along both sides.

Jose Palacios: We need more Sheriffs. We have a fee we had to pay when we bought here that was to be used for law enforcement. I'm in favor of development, because we need it, but we need a balance.

John Hudson: I live off of Poker, and Don Julio is horrible all day. I'm backed up on my own street waiting to get into my house. Commercial doesn't make sense at Don Julio and Poker. Put it more interior, or near the high school. Go look at houses with small setbacks; those houses are practically falling into one another. I want the least amount of apartments possible. I recognize that none is unrealistic, even though I'd like that. Put apartments next to where light rail is supposed to go. Not at a five way stop intersection. Why are all apartments fenced? It's weird the way we wall people off. There are only two roads to get east, and that is bad in an emergency.

Yelena Lebedchik: I purposely moved from North Highlands to Antelope because it was nicer. We don't need more apartments. To get out of the high school you have to go on Elverta to Sand City Drive and then onto Antelope, and it is very difficult.

Anastasia Platonova: I do not want apartments. I would prefer the applicant pay a fee rather than build low income housing. The intersection of Don Julio and Poker is shown as a roundabout rather than traffic light. This is really dangerous and will make it hard to get onto the street. There are many accidents on Antelope, Elverta, and other area roadways.

Scott Novak: Ditto traffic, no apartments, decreased density, increased safety. Suggest that the goals be revised. First goal should be improved traffic flow. Think about the thousands of people trying to get out of here to work and school. When there are hundreds of people getting to the high school, you need long right turn lanes so you have more queuing room. When you have tributaries like this, you need to increase

lanes not decrease them (suggest larger configuration at Antelope and Don Julio). If you want to keep the shopping down here, my wife insists I ask for a Target. You have to keep in mind that shopping increases traffic.

Jenna King: Opposed to roundabout; worst idea ever. I don't want apartments but it doesn't make you a bad person to live in apartments. I think we need to focus on the real estate and financial reasons we might not want apartments, and get away from negative talk about the people who live in them. [Some disruption, so Lashawnda D. Barker—She's making a good point. Everyone here has had the time to talk interrupted, and this speaker deserves the same courtesy] We'd all kill for a good restaurant, but if we don't get any kind of a say about what comes in, then the outcome could be terrible. I am for the parks.

Troy Kleve: I agree with traffic concerns. When you see the dark beige on the map, you are talking about zero lot lines. I'm all for that kind of thing downtown, but Antelope is not that community. That works great in the right place, but you have to design the community on that concept from the ground up, and Antelope is not that place. I'm not sure people will want to purchase those houses. My understanding is that Antelope will dead end right past that last house there.

Scott McCullough: I'm concerned about high density, vandalism.

Neil Findlay: Concerned about kids crossing Elverta to get to Barret Ranch, etc once Elverta connects and has more traffic. You've got two parks in there but you're going to have a lot of kids in there. Where are they going to go after school.

Brooke O.: Concerned that kids will be bused. My husband was bused, and graduated in 2000, and it would be sad if *his* kids got bused. I don't like the "new urban" look of Don Julio. I don't understand the commercial zone being at Don Julio and Poker. We want to be careful about not wanting apartments for the right reasons; it's really about getting for-sale houses so that we attract investment in the community.

Bobbi Xerri: I live in an apartment, and want to say that not all apartment dwellers are bad people, and that I pay a lot every month for my rent; apartments do not mean "low income". Antelope has so many empty businesses, and it concerns me that we might get more empty businesses. Maybe a boys and girls club for kids would be better. I agree with concerns about Don Julio.

Rick Childress: Ditto traffic, ditto more schools, ditto Sheriff. If you have to go with medium or high density residential then you should go with the safety of having soundwalls with traffic lights. No soundwalls works on streets with low traffic. Kids are going to walk across the road wherever they want if there are no walls. Heck, even with walls kids might climb them.

Sal D [no speaker card]: Still paying Mello Roos fees which are supposed to expire after a certain number of years. I've been paying them for 15 years. They keep raising them, and when I ask when it will expire, no one knows.

CLOSE PUBLIC COMMENT

Jenny Carrick asks if there are any more comments remaining, and then closes the public comment period to move on to CPAC discussion.

CPAC DISCUSSION

Jenny Carrick, Ken Topper, Lashawnda D. Barker

Lashawnda D. Barker: Is anything being looked at regarding transit, smog, and air quality?

Ken Topper: I've heard a lot of traffic concerns, and many of them seem much bigger than this project. Is the County aware of and looking into that? [Tricia Stevens: yes but I can't offer you a lot of detail now. It's clear that we'll need to do a report-back and include transportation staff. We want to make sure to include CPAC members and the public in any revisions going forward.]

Jenny Carrick: I acknowledge and affirm all of your concerns; I am a resident here too. I want to give everyone my contact (thecarricks@surewest.net). I realize we need a bigger space for these meetings, and we will investigate other sites. Some of the other sites we've looked into charge, but we might be able to work something out on an as-needed basis.

The CPAC then allows *Sherrie Carhart*, County Sheriff, to speak: On parks, the most violent park is right down the street, and it's surrounded by soundwalls. That's why you get the drug sales and other behavior, because no one has eyes on the street and eyes on the park. So if you design the parks well, accessibly, with good paths, then they can be safe. Echo traffic and commercial issues. Thanks CPAC. Says Antelope is oversaturated for alcohol sales and that the CPAC has been trying to correct that. Alleys can actually be great; the model works well in Washington and Oregon state. Acknowledges that there are too few deputies.

Applicant representative *Mike Winn* then speaks: I want to remind you that my team will remain to answer any questions attendees may have, on a more individual basis.

Jenny Carrick: Is there any kind of document that can explain the process of achieving the final vision of the final project so the community can understand the approval process and the steps involved in attaining that final vision?

Tricia Stevens: Yes, we can work on putting something together. We'll have a website for the project, and an e-mail notification. We can probably pull that together in two weeks or so. Meanwhile, it is important for people to provide us with their e-mail addresses so that we can place you on the list for notifications.