

**ESPARTO CITIZENS ADVISORY COMMITTEE
MEETING MINUTES**

01/19/2010

Attending: Colleen Fescenmeyer, Pat Harrison, John Hulsman Jr, Melissa Jordan, Giacomo Moris, Patrick Scribner.

Absent: Gretchen Adan, Wayne Belshaw.

MEETING ADMINISTRATION

- 1) Call To Order. The meeting was called to order at 7:04 p.m. by Chair Jordan.
- 2) Introduction of ECAC committee members for 2010/2011. Chair Jordan introduced the following members and their terms as appointed by the Board of Supervisors: Pat Harrison, one year; Giacomo Moris, one year; John Hulsman, two years; and Melissa Jordan, two years. Colleen Fescenmeyer is to be appointed at the next Board of Supervisors meeting. Chair Jordan noted that applications are still being taken by the Board of Supervisors.
- 3) Approval of Agenda. A motion to approve the agenda with Item 10) a. (Streetscape) moved prior to item 8) (draft Granite EIR) was made by P. Harrison and seconded by G. Moris. This change was requested by the citizens wishing to speak about the streetscape. The group presenting the EIR was not opposed. All ECAC members attending voted in favor, none opposed.
- 4) Minutes and Notes from Previous Meetings. None presented.
- 5) Correspondence & Announcements. Chair Jordan stated that there will be a Town Hall Session on Rural California, focused on Jobs, Agriculture, Sustainability, and Rural development, on January 26, 6 - 8 pm, at the Davis Veteran's Memorial Theater, 203 East 14th Street, Davis. People are invited to tell our state USDA representatives about needed policies and programs in rural Yolo and Solano counties. Sue Heitman at Capay Valley Vision has additional information about the meeting.

PUBLIC FORUM

- 6) Public Requests. No requests were made.

COUNTY UPDATE

- 7) County Update. Eric Parfrey provided the county update.
- The county has a new administrator as of this month.
 - The permit request for the Manas cut and wrap facility has been received.
 - The first permit request for the changes to the ACE Hardware building has been received.
 - Regarding the “Nail Parlor”, a letter citing the business for permit, code and DMX sign violations has been sent. A second letter will be sent this month. However the county no longer has a code enforcement person, so action may not be swift. One of the citizens in attendance stated that regardless of the county code, state cosmetology rules prohibit this business from being in a residence.

ACTION ITEMS

- 8) Streetscape. Chair Jordan summarized an email from Sue Heitman of the Streetscape Task Force which is paraphrased in the following sentences. (Sue Heitman wasn't able to attend the ECAC meeting because of a conflict with a meeting in Sacramento.) The Streetscape Task Force is an advisory committee chaired by the County that includes representatives from Caltrans, Yolo County, the Tribe and the Esparto community (Tammy Fullerton, Alice Manas, and Sue Heitman). It is funded by SACOG and the Tribe (IGLCBC funds) and is a follow-up to the Dan Burden project. A complete streets project for Yolo Avenue is the primary focus of the task force and a contract was awarded last year to Mark Thomas and Assoc. to prepare an application to SACOG for that project. Because the application for the project has not yet been submitted to SACOG, the Esparto community representatives requested that the task force put some streetscape improvements forward with the available funding. Hence, the lanes on Yolo Avenue were narrowed to 11-feet, back-in angle parking was implemented and crosswalks were marked at every intersection. All these are done in paint with the crosswalks to be stamped with a streetprint of the color used in Capay when the weather permits. The Esparto community representatives on the task force do not remember any discussion of losing a turn lane and were just as surprised about it as the rest of the community. However, the Esparto community representatives do stand behind the 11-foot lanes, parking and of course the crosswalks which the community has asked for for many years, including Ardie Lange at every past ECAC meeting before her death. The responsibility for these changes falls on Caltrans and they will remove them if they do not prove to be safety features. The Streetscape Task Force is not scheduled to meet again, but the Esparto community representatives are willing to continue to pass on concerns to the people that sat on the task force. For example, the Esparto community representatives finally got the Mark Thomas group to not hold workshops

on roundabouts because there wasn't wide community support for them now or a particular need at this time. While this does mean it won't come back up, the Esparto community representatives will bring forth any issue they think is representative of the community, safety and our future. In closing, Chair Jordan noted that the lanes were narrowed to reduce the speed of traffic.

The following comments were received from the citizens in attendance:

- a) No left turn onto Capay Street from Yolo Avenue increases pollution because drivers have to go around the block to get home. The alternative would be to take Fremont Street, but that has a lot of stop signs. The prohibition on left turns from Yolo Avenue at most of its cross streets is causing congestion on the side streets.
- b) Left turns are permitted only on the less used streets. Is there a traffic analysis that supports the placement of the left turn lanes and no left turn signs?
- c) No left turn tickets are \$360. The no left turn signs seem like a way for the county to make money.
- d) Back-in diagonal parking is confusing and hasn't yielded a significant increase in parking spaces. The post office lost some spaces due to diagonal parking. Some drivers are crossing the centerline of Yolo Avenue and nose-in parking in the diagonal spaces. The diagonal parking lines are hard to see at night in front of the Burger Barn (no street light). Back-in parking may result in pick-up beds protruding so far over the sidewalk that they restrict sidewalk use by the handicapped. Diagonal parking along the park is OK.
- e) The width of the parallel parking spaces in front of the beauty parlor on the west side of Yolo Avenue is too narrow. The 18-inch high curb prevents opening the passenger side door of cars parked within the lines.
- f) Parallel parking at the edge of Yolo Avenue in front of the meat market blocks cars parked in the off-street parking in front of the market.
- g) If SR-16 (Yolo Avenue) is to be slurry sealed in the spring (as the rumor making the rounds suggests), all the marking will have to be redone. If true, it means that the current marking is a waste of money in times when money is scarce.
- h) The double yellow lines at the north end of Yolo Avenue are too close to the west side. Busses and trucks making the turn from Woodland Avenue onto Yolo Avenue have to cross the double yellow lines to make the turn.
- i) Theoretically, fire trucks can't turn left coming out of the fire station due to the placement of double yellow lines. (24" between double yellow lines indicates a divided highway).
- j) The vehicle code specifies 12-foot lanes for state highways.
- k) Where are the signed plans for the changes? Barry Burns, Chief of the Esparto Fire Department, said that he didn't sign any plans and the supervisor at the local Caltrans maintenance yard told him that he hadn't either. What was done reportedly doesn't conform to the plans at the Caltrans District 3 office in Marysville.
- l) Farm equipment may not be able to pass through town with the new marking.

- m) The bicycle lanes are a waste of space. Few if any people ride bicycles on Yolo Avenue. Parents have said that if their children are caught riding bicycles on Yolo Avenue, they will discipline their children.
- n) There are many, many new signs (at the crosswalks and at the intersections with no left turn). The signs are reflective and at night the reflections of head lights off the signs light up the street like Las Vegas.
- o) The curving traffic lane due to the left turn lanes is a concern.
- p) The old lane markings that were abraded or painted-over can be confused with the new lane markings, especially in the wet at night.
- q) Street lights are needed at crosswalks. The Capay Street crosswalk doesn't have a street light.
- r) Traffic on Yolo Avenue is now faster than before. There are no cars turning left to slow traffic. If slowing traffic was the #1 concern of Streetscape along with getting children safely across SR-16, these changes have failed.

COMMUNITY UPDATES

- 9) Public Meeting on the proposed Granite Esparto Mining Project Draft Environmental Impact Report (EIR). Contract planner Heidi Tschudin presented an overview of the project and the draft report describing its impacts. Ben Adamo and others from Granite Construction were present to answer questions as needed. The project site encompasses 390 acres on the west side of CR-87, approximately one mile north of Esparto. Mining is planned on 313 acres north of Cache Creek and east of Granite's existing Capay facility. One million tons is planned to be mined (870,000 tons sold) annually for 30 years. This is 87% of the current Capay permit. The site is currently gravel reserve and was planned to be mined after 2026. There will be a new plant located just east of the Capay plant. The new plant will not have the capability to make asphalt. The new plant and the Capay plant will be operated concurrently, so truck traffic will just about double. The site will be mined down to 75 feet. When mining and reclamation are complete there will be 195 acres of habitat/wetland/open water. The surface of the water will be 35-40 feet below grade level and the water will be 35-40 feet deep. 74 acres will be reclaimed for agriculture and 34 acres will be reclaimed for dry pasture.

Unavoidable impacts are:

- Loss of prime or unique farmland
- Loss of Swainson's hawk habitat
- Greenhouse gas emissions
- Cumulative climate change contribution
- Reduced air quality (fugitive dust emissions and PM₁₀)

The traffic increase due to this project will not be an unavoidable impact. Granite will assume joint maintenance responsibility for the roadway segments of CR-87 and CR-19 that comprise the approved truck route.

The draft EIR looks at four alternatives:

- No Project
- Reduced Tonnage/Acreage
- Alternative Location
- Off-site Processing (Sequential Mining)

Of the alternatives, sequential mining is better environmentally.

The draft EIR is now out for comment. The comment period ends at 4 p.m. on 28 January, 2010. There will also be a workshop on the draft EIR at the Planning Commission meeting on 28 January. The purpose of the workshop is to receive testimony regarding the adequacy of the draft EIR as an informational tool for making decisions regarding the project. The decision to approve or deny the project will be made by the Planning Commission and Board of Supervisors in subsequent hearings.

Comments received from the ECAC and community members:

- a) Chief Burns voiced his disagreement with the finding that the traffic increase due to this project is not an unavoidable impact.
- b) Chair Jordan expressed concern about potential impact on Esparto's groundwater. The reply to that concern was a statement that the 1996 hydraulic analysis and the analysis of this project show no impact to groundwater. Groundwater flows from the south edge of Cache Creek toward Davis.
- c) G. Moris stated that he prefers a reduced scope alternative. The scope of the proposed project seems inconsistent with the rationale used to approve the parcel split of the Stephens property several years ago.

10) Other community updates. None presented.

ACTION ITEMS

11) Other action items.

- a) Standing Rules. G Moris moved to postpone this item until the February meeting. P. Harrison seconded the motion. All in favor none opposed. The motion passed.
- b) Progress on Rd. 21A at 85B stop sign. No progress to date.
- c) Speed indicator signs on either side of the high school. The various functions within Caltrans are not talking between themselves regarding changes to the Yolo Avenue portion of SR-16. Further the radar cart is on the "back burner" at

the CHP. Acceptable locations for radar cart use have not yet been identified by CHP.

12) Future agenda items. The following items were suggested:

- a) Standing Rules
- b) Streetscape
- c) Election of officers
- d) Parks
- e) Stop signs on CR-85B at CR-21A
- f) Potholes.

13) Adjourn. Chair Jordan adjourned the meeting at 9:08 p.m.

JRH
2/15/2010