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## ARCO Appeal

1 message

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**AChinnCRS@aol.com** <AChinnCRS@aol.com>

Mon, Nov 4, 2013 at 2:40 PM

To: AChinnCRS@aol.com, bosone@edcgov.us, bostwo@edcgov.us, bosthree@edcgov.us, bosfour@edcgov.us, bosfive@edcgov.us, edc.cob@edcgov.us

Good afternoon,

Sorry my first letter I sent was not complete. Here is the correct version.

I am a resident of the Promontory near the proposed ARCO site at Green Valley and Sophia Parkway. I often walk to the Lake for recreation and exercise and am familiar with traffic patterns at this location.

This is the wrong project for this site for the following reasons:

- 1) Traffic safety and congestion
- 2) Aesthetics
- 3) Noise

1) **TRAFFIC:** Please send this project back to the Planning Department to have the traffic study redone. The study was flawed because it was done on a weekday in November, when pedestrian and bike traffic is at a seasonal low. It should have studied traffic in May or June, when pedestrian and bike traffic is at its highest as well. By November days are shorter and weather is cooler/damper, which discourages bike and pedestrian traffic. Also, most recreational users visit on weekends which are not taken into account in current studies.

The project, as proposed, is too traffic intensive with its gas station, car wash and drive through fast food restaurant and poses a significant negative impact on public safety and traffic as designed. The lack of a deceleration lane will create overflow traffic spilling onto an already high speed and busy intersection impacting not only the direct neighborhood, but all traffic on Green Valley Rd. This will slow traffic down, and create dangers for pedestrians and bikers. This intersection is very busy as it is directly across the street from Lake Folsom and trail access.

Even the Planning Department acknowledges that there could be negative impacts. Planning suggests that if there are negative impacts, they will ask the developer to fix the problems later. This is an unreasonable suggestion, both to the developer, who assumes an acceptance of the proposal won't create additional costs for them later and also for the community who has no guarantee of a fix later. What can be done after the fact to alter traffic impacts once the project has been built and is already approved? Concrete is already poured and the project is already designed – what can be done later to fix the problems caused? If there is a concern - it should be addressed NOW – prior to approval.

2) **AESTHETICS:** The parcel where this proposed ARCO is to be located is at the bottom of a hill that many homes will be looked down at from the surrounding hills. The developer has proposed some trees to be planted as screening at the bottom of the parcel, situated far BELOW the grade of the gas station and adjacent to the tall retaining wall. While this will help screen the large retaining wall, it will not screen the actual structures.

The plants and screening ALSO needs to be located at the same level as the gas station to do any good. Please have staff modify the screening to make it more effective based on the changes in elevation.

Light pollution should also be minimized and screened, construction material should be high end fit in with the neighborhood and roofing material should be tile to match surrounding homes.

3) NOISE: We request that the CAR WASH BE REMOVED from the plan. It will create too much noise, particularly since the location is like a natural amphitheater. All the sound travels uphill to the homes above the site. The developer has proposed doors etc. to the car wash, but 1) I work from home and would be subject to the noise during the day when the doors don't have to be down. 2) we have no idea if the developers proposed "fixes" will be effective at blocking sound 3) what if the door aren't even used? With so few County Code Enforcement employees, we may be stuck with a bad neighbor we can do nothing about in the future.

I still have reservations about the wisdom of locating a gas station with its underground storage tanks containing toxic chemicals in a sensitive wetland area close to residential homes and adjacent to an Open Space that is designated as a "Very High Fire Hazard Severity Zone". These concerns have remained unaddressed by the Planning Department, so I suppose they believe these concerns are unfounded. I assume if there are problems – it will be the responsibility of the County, who decided to move forward with their approvals of the project despite concerns being voiced.

Please support the people who elected you and deny this project as proposed. Be our representatives and make our community a place that functions well and that we are all happy to call home.

Sincerely,

*Annette Chinn*  
3051 Corsica Drive  
El Dorado Hills, CA 95762  
phone: (916) 939-4320

In a message dated 11/4/2013 11:41:39 A.M. Pacific Standard Time, [ACHinnCRS@aol.com](mailto:ACHinnCRS@aol.com) writes:

Good morning,

I am a resident of the Promotory near the corner where the proposed ARCO at Green Valley and Sophia Parkway.

I am writing to encourage you to please send this project back to the Planning Department to have the traffic study redone. We believe the study was flawed particularly because it was done on a week day in November, when pedestrian and bike traffic was at a low time and poses a significant negative impact on public safety and traffic as designed.

The car wash will also create noise to our

*Annette S. Chinn*  
Cost Recovery Systems  
705-2 East Bidwell Street #294  
Folsom, CA 95630

phone: (916) 939-7901  
fax: (916) 939-7801





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**Fwd: Letter of support**

1 message

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The BOSONE <bosone@edcgov.us>  
To: EDC COB <edc.cob@edcgov.us>

Mon, Nov 4, 2013 at 9:57 AM

**Cindy Munt**

Assistant to Supervisor Ron Mikulaco, Dist 1  
Board of Supervisors, County of El Dorado  
Phone: (530) 621-5650

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

From: **Salvador Orosco** <barbandsal@att.net>

Date: Sun, Nov 3, 2013 at 3:07 PM

Subject: Letter of support

To: Ron Mikulaco &lt;bosone@edcgov.us&gt;

Cc: Ray Nutting &lt;bostwo@edcgov.us&gt;, Brian Veeerkkamp &lt;bosthree@edcgov.us&gt;, Ron Briggs &lt;bosfour@edcgov.us&gt;, Norma Santiago &lt;bosfive@edcgov.us&gt;

Dear Supervisor Mikulaco,

It is important that the Board of Supervisors know that there is much support in our community for the development at the corner of Green Valley Road and Sophia Parkway by the Strauch Company.

Improving the property will be such an asset, and the tax revenues garnered are certainly positive points. Upgrading the looks of Green Valley Road, and adding businesses that beautify this area are good for all.

Sincerely,  
Barbara Orosco  
Property owner  
at Green Valley  
Nursery location

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If you receive this e-mail in error please contact the sender by return e-mail and delete the material from your system.

Thank you.



## Fwd: ARCO am/pm gas station proposal

1 message

The BOSONE <bosone@edcgov.us>  
To: EDC COB <edc.cob@edcgov.us>

Mon, Nov 4, 2013 at 10:03 AM

**Cindy Munt**

Assistant to Supervisor Ron Mikulaco, Dist 1  
Board of Supervisors, County of El Dorado  
Phone: (530) 621-5650

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

From: Masoud Ghalambor <mghalambor@yahoo.com>

Date: Sat, Nov 2, 2013 at 1:44 PM

Subject: ARCO am/pm gas station proposal

To: "bosone@edcgov.us" <bosone@edcgov.us>, "bostwo@edcgov.us" <bostwo@edcgov.us>, "bostthree@edcgov.us" <bostthree@edcgov.us>, "bosfour@edcgov.us" <bosfour@edcgov.us>, "bosfive@edcgov.us" <bosfive@edcgov.us>

Cc: Lawdan Ehsani <lawdan\_ehsani@yahoo.com>, "gvcenter2012@gmail.com" <gvcenter2012@gmail.com>, Darren Bobrowski <bobrowsky@gmail.com>

Dear Sir / Madam:

This email is in regards to your current evaluation of the plans for an ARCO am/pm gas station at the southeast corner of Green Valley Road and Sophia Parkway.

You have already received many emails from the residents of the two large subdivisions just south of Green Valley. I am confident that you are aware of all the traffic, safety and esthetic issues that have been raised and I do not wish to take your time re-iterating any of those concerns. I would like to make three main points that you may not have heard from others.

1. If the project is to go through, I sincerely hope that you require a deceleration lane. The traffic in this area is already frustrating between 5-7 pm. The traffic jam goes all the way to the corner of Green Valley and Natomas. Increasing the traffic at a time when tired and frustrated drivers are trying to get home is a step in the wrong direction. **The loss of a single life from a traffic collision will far outweigh any potential tax income this gas station may bring to our community.**
2. The lack of support for this business at this location is significant. There are two other gas stations less than a minute away. The ARCO station does not provide a service that we do not already have and it does not provide that service with any more convenience than we already get from the surrounding businesses. **The residents of these large subdivisions will not be supporting this business.** This will definitely result in less income and quite possibly an early failure of the business, which will be devastating for everyone.
3. I have two young girls who frequently go for walks along the lake across the street from the proposed ARCO station. **I am deeply concerned about the fact that alcohol will now be so readily available this close to the recreational area** and my children's exposure to intoxicated individuals. As you know, there is a high correlation between alcohol related accidents, arguments and harassments and the ease of availability of alcohol prior to these events.

I look forward to your careful consideration of the pros and cons of this project and your respect for the needs and desires of the residential communities that will be most affected by this decision.

Sincerely,

Masoud and Ladan Ghalambor  
3290 Bordeaux Drive  
El Dorado Hills, CA

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EDC COB <edc.cob@edcgov.us>

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## Greenvalley Arco a.m. p.m. project

1 message

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**William Wells** <oneoldhawk@me.com>

Fri, Nov 1, 2013 at 9:30 AM

To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

I am an 18 year resident of El Dorado Hills and am in favor of the project

Sent from my iPhone



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## public comment: ARCO appeal

1 message

Ellen Van Dyke <vandyke.5@sbcglobal.net>

Fri, Nov 1, 2013 at 4:53 PM

To: Ron Mikulaco <bosone@edcgov.us>, Ray Nutting <bostwo@edcgov.us>, Brian Veerkamp <bosthree@edcgov.us>, Ron Briggs <bosfour@edcgov.us>, Norma Santiago <bosfive@edcgov.us>, Jim Mitrisin <edc.cob@edcgov.us>

Cc: GreenValleyAlliance <gvralliance@gmail.com>

November 1, 2013

Members of the Board:

The TIA (Traffic Impact Analysis) by KDA dated 5/23/13 does not address a key traffic issue: *the need for a deceleration lane at the project entrance*. Page 31 of the KDA report addresses sight distances and the Green Valley Rd site access, but it does NOT address the need for a deceleration lane, and these are two completely different issues.

According to DOT's Eileen Crawford, we have about 220' from the intersection to the proposed driveway. Highway Design Manual (HDM) tables suggest 435' is needed for deceleration. Per HDM section 405.2(2d): "*In urban areas where cross streets are closely spaced and deceleration lengths cannot be achieved, the District Traffic branch should be consulted for guidance*". Was this done? There is no reference in the KDA report, or in the county staff report, showing that an analysis of the need for a deceleration lane was ever done. The Design Waiver (6.1.1) in the staff report appears to be a response to public comment at Planning Commission rather than an actual analysis. **How exactly was it determined that because there was not enough length available, 'no deceleration lane' was better than a waiver for a 'shorter deceleration lane'?**

Note that when the Safeway at Francisco/Green Valley was built, a deceleration lane was required at the Green Valley entry. According to the 2012 DOT traffic counts on Green Valley Rd, the trip count at Safeway is 515 peak hour trips, and the count at the ARCO location is 1,400 peak hour trips; that's almost *three times greater* at the project site, with no deceleration lane requirement. The applicant is an upstanding member of the community who cares about safety. He has never once argued that a deceleration lane is not needed. But he is a business man, and if the county does not require that he allow space for a decel lane, then of course he will find something better to do with that land!

The development proposed for this small site is intensive. An 80 percent reduction in the wetland setback has been allowed and the width for a deceleration lane sacrificed, in order to allow the project to include multiple drive-thru lanes and multiple building structures. It is as though our county has no moral standard and will do *anything* to draw business in. We cannot compromise on traffic safety, and you, our Supervisors, must make the tough decision to set a standard of quality and safety that county residents can live with.

**Please rescind Planning Commission approval of the proposed ARCO at Green Valley Rd/Sophia**



***Pkwy, and send it back to resolve the traffic safety issues.***

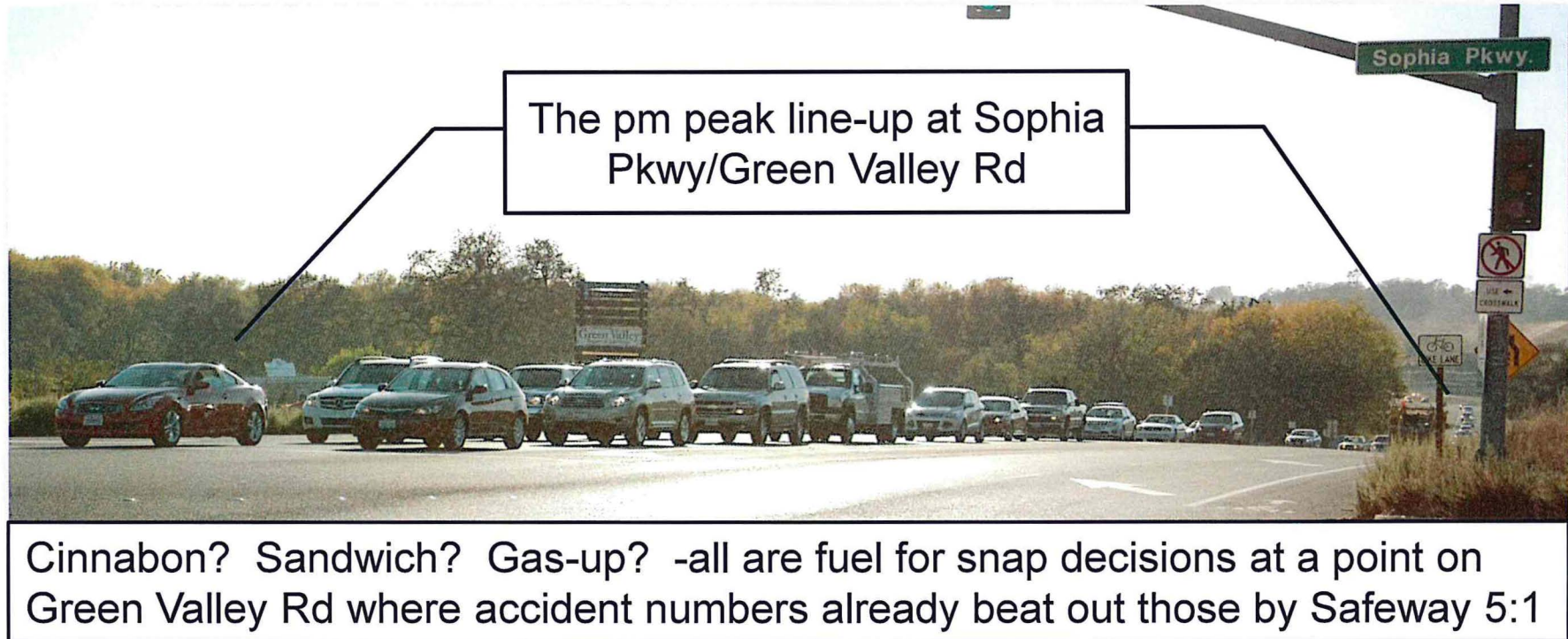
Respectfully,  
Ellen Van Dyke, Rescue

.pdf attached



**ARCO appeal graphic BOS 11.5 \_Schlotzkys.pdf**  
275K

# Headed for Schlotzky's...



***Deceleration lane needed.***

*L. Van Dyke*





EDC COB &lt;edc.cob@edcgov.us&gt;

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**Fw: ARCO APPEAL HEARING NOV 5 @ 2 P.M.**

1 message

**Scott K. Kime, AIA** <volterra@sbcglobal.net>

Sat, Nov 2, 2013 at 11:00 AM

Reply-To: "Scott K. Kime, AIA" &lt;volterra@sbcglobal.net&gt;

To: "bosone@edcgov.us" &lt;bosone@edcgov.us&gt;, "bostwo@edcgov.us" &lt;bostwo@edcgov.us&gt;, "bosthree@edcgov.us" &lt;bosthree@edcgov.us&gt;, "bosfour@edcgov.us" &lt;bosfour@edcgov.us&gt;, "bosfive@edcgov.us" &lt;bosfive@edcgov.us&gt;

Cc: "edc.cob@edcgov.us" &lt;edc.cob@edcgov.us&gt;

**Dear El Dorado County Supervisors,****Please see the attached letter from some of your concerned constituents.****Sincerely,****Scott K. Kime****Lorretta D. Laslo**

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 **El Dorado County October 28 Ltr.docx**  
19K

October 28, 2013

Mr. Ron Mikulaco, Supervisor District I, [bosone@edcgov.us](mailto:bosone@edcgov.us)  
Mr. Ray Nutting, Supervisor District II, [bostwo@edcgov.us](mailto:bostwo@edcgov.us)  
Mr. Brian Veerkamp, Supervisor District III, [bosthree@edcgov.us](mailto:bosthree@edcgov.us)  
Mr. Ron Briggs, Supervisor District IV, [bosfour@edcgov.us](mailto:bosfour@edcgov.us)  
Ms. Norma Santiago, Supervisor District V, [bosfive@edcgov.us](mailto:bosfive@edcgov.us)

**El Dorado County Board of Supervisors**

2850 Fairlane Court  
Placerville, CA 95667

Re: Proposed AM/PM Convenience Store/Gas Station/Car Wash  
Southeast corner of Green Valley Road and Sophia Parkway

Dear El Dorado County Board of Supervisors:

We are writing this letter to you with significant concerns regarding the proposed project referenced above that is currently in the planning process. We live in the Bella Lago custom home community (Village 2) of the Promontory, immediately above and in direct visibility of the proposed project.

Over the course of the past six (6) months we have attended the El Dorado Hills Area Planning Advisory Committee (APAC) meetings as well as the Green Valley Corridor Subcommittee (GVC) meetings. In listening to the explanation of the project by the committee as well as a presentation by the applicant, Marc Strauch, we have to say that this project brings forth many concerns as to safety, environmental, design/aesthetics and its overall appropriateness (size) within the community of El Dorado Hills.

SAFETY

The intersection of Sophia Parkway and Green Valley road is a very unique juncture in what you call the Green Valley Corridor. There are other intersections in our community that are considered "busy" because of the combination of traffic, retail congestion, etc. This particular intersection or "T" juncture has an added element to it with the entrance to the State Park at Folsom Lake.

On any given day we will have 20 to 30 vehicles parked along both directions of Sophia Parkway for people that will cross Green Valley Parkway to not only enter the State Park, but to also enter the trail system that leads east toward Browns Ravine. There is a steady flow of people running, biking, walking their dogs, etc. back and forth across this intersection. With the addition of the proposed project at this intersection, the public safety issues will only be amplified by the addition of wide driveways across the pedestrian pathways and increased traffic.

Speaking of the traffic, there are problems that currently exist along both Green Valley Road and Sophia Parkway. The applicant is proposing to add a large gas station, convenience store, car wash, Schlotzky's deli, Cinnabon, and Carvel (Restaurants), with drive up window and additional required parking. It is hard to understand, or even believe, the traffic studies prepared by the applicant does not show how the proposed project will significantly impact the traffic that currently exists and would cause a safety hazard to the intersection and surrounding neighborhood.



To overlook the numerous safety hazards being created by this proposed project in favor of what the committee is stating will “help reduce the sales tax leakage into Sacramento County” seems rather absurd. The location of the AM/PM Convenience market will provide retail opportunities to those traveling EAST on Green Valley Road who are already traveling INTO El Dorado County. The “leak” can only be attributed to people wanting to shop at Raley’s or Trader Joe’s rather than Safeway. An AM/PM will not solve the problem.

#### ENVIRONMENTAL

One of the more disturbing choices the APAC Committee is agreeing to is the reduction of the setback, or encroachment, into the wetlands. Being involved in development over the course of the past 30 years, wetlands have always been considered “sacred ground” and not to be tampered with. The wetlands area being considered has been established by the Army Corps of Engineers to not only provide an area for runoff to accumulate during peak rain/flood months but more importantly to provide open area for wildlife. Encroachment or reduction of these areas only sets precedence for other developers to get the same considerations for future developments, thus slowly eroding the natural environments and open space we all enjoy.

#### DESIGN/ASTHETICS/SIZE

Over the course of my career as an architect, I have designed numerous gas station/convenience store/car wash projects by adapting developer “prototype” documents to fit the different configured sites, setbacks, jurisdictional restrictions, etc. This particular AM/PM project being proposed is an example of a “prototype” being forced onto a site that is too small.

The developer/applicant wants to keep all of the “prototype” elements of the project which includes; mansard roofs (with open mechanical wells), stucco finish, flat roofed canopy, freeway pole signage, etc. This location is not a freeway off ramp, nor is it a busy six lane/four way intersection. The property resides in a small residential community along a county roadway. Due to these facts, the project needs to adapt to its surroundings and comply with the overall residential look of the surrounding neighborhoods. There are numerous examples of how other commercial/gas station developers have adapted their designs to “fit in” with their residential surroundings by creating a design with hipped tile roofs, low level signage, low level lighting (El Dorado County dark skies policy), darker colors/stone accents, etc. that blend into the communities.

Most importantly the project needs to be reduced in size by limiting the number of uses on the site. As stated before, the applicant is proposing to add a large gas station, convenience store, car wash, Schlotsky’s deli, Cinnabon, and Carvel (Restaurants), with drive up window and additional required parking. We understand that each of these uses provide an additional “profit center” for the developer, but the site in question should not be adapted to fit the project, but rather the project needs to be adapted to fit the site without allowing reduced setbacks/encroachments or other special conditions.

October 28, 2013  
Proposed AM/PM  
Page 3

The other issue with this particular property is the fact that it sits well below the surrounding neighborhoods. Due to this fact, the homes that enjoy the views of Folsom Lake (which are many) would now look over the top of a commercial development that would be open 24 hours, generating traffic and noise throughout the night.

We feel strongly that the proposed AM/PM project is one that does not comply with the current guidelines in place with the County of El Dorado, Army Corps of Engineers, Department of Transportation and other jurisdictions governing the property. Without the developer's request to modify the site, a project could still be developed on the property that would fit better into the community and not impact the wetlands or create traffic and public hazards.

We have also attached a two page list of additional concerns, produced by Darren Bobrowsky who resides in our community. We completely agree with Darren that these concerns need to be addressed by both APAC and GCV committees as well as the El Dorado County Development Services Department.

Sincerely,

Scott K. Kime, AIA/NCARB  
Lorretta D. Laslo  
3089 Corsica Drive  
El Dorado Hills, CA

Cc. Jim Mitrisin, [edc.cob@edcgov.us](mailto:edc.cob@edcgov.us)





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**Fwd: Letter of support**

1 message

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**The BOSFOUR** <bosfour@edcgov.us>  
To: EDC COB <edc.cob@edcgov.us>

Mon, Nov 4, 2013 at 8:08 AM

——— Forwarded message ———

From: **Salvador Orosco** <barbandsal@att.net>

Date: Sun, Nov 3, 2013 at 3:07 PM

Subject: Letter of support

To: Ron Mikulaco &lt;bosone@edcgov.us&gt;

Cc: Ray Nutting &lt;bostwo@edcgov.us&gt;, Brian Veeerkamp &lt;bosthree@edcgov.us&gt;, Ron Briggs &lt;bosfour@edcgov.us&gt;, Norma Santiago &lt;bosfive@edcgov.us&gt;

Dear Supervisor Mikulaco,

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Improving the property will be such an asset, and the tax revenues garnered are certainly positive points. Upgrading the looks of Green Valley Road, and adding businesses that beautify this area are good for all.

Sincerely,  
Barbara Orosco  
Property owner  
at Green Valley  
Nursery location

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**Fwd: ARCO am/pm gas station proposal**

1 message

---

**The BOSFOUR** <bosfour@edcgov.us>  
To: EDC COB <edc.cob@edcgov.us>

Mon, Nov 4, 2013 at 8:07 AM

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

From: **Masoud Ghalambor** <mghalambor@yahoo.com>

Date: Sat, Nov 2, 2013 at 1:44 PM

Subject: ARCO am/pm gas station proposal

To: "bosone@edcgov.us" &lt;bosone@edcgov.us&gt;, "bostwo@edcgov.us" &lt;bostwo@edcgov.us&gt;, "bosthree@edcgov.us" &lt;bosthree@edcgov.us&gt;, "bosfour@edcgov.us" &lt;bosfour@edcgov.us&gt;, "bosfive@edcgov.us" &lt;bosfive@edcgov.us&gt;

Cc: Lawdan Ehsani &lt;lawdan\_ehsani@yahoo.com&gt;, "gvcenter2012@gmail.com" &lt;gvcenter2012@gmail.com&gt;, Darren Bobrowski &lt;bobrowsky@gmail.com&gt;

Dear Sir / Madam:

This email is in regards to your current evaluation of the plans for an ARCO am/pm gas station at the southeast corner of Green Valley Road and Sophia Parkway.

You have already received many emails from the residents of the two large subdivisions just south of Green Valley. I am confident that you are aware of all the traffic, safety and esthetic issues that have been raised and I do not wish to take your time re-iterating any of those concerns. I would like to make three main points that you may not have heard from others.

1. If the project is to go through, I sincerely hope that you require a deceleration lane. The traffic in this area is already frustrating between 5-7 pm. The traffic jam goes all the way to the corner of Green Valley and Natomas. Increasing the traffic at a time when tired and frustrated drivers are trying to get home is a step in the wrong direction. **The loss of a single life from a traffic collision will far outweigh any potential tax income this gas station may bring to our community.**

2. The lack of support for this business at this location is significant. There are two other gas stations less than a minute away. The ARCO station does not provide a service that we do not already have and it does not provide that service with any more convenience than we already get from the surrounding businesses. **The residents of these large subdivisions will not be supporting this business.** This will definitely result in less income and quite possibly an early failure of the business, which will be devastating for everyone.

3. I have two young girls who frequently go for walks along the lake across the street from the proposed ARCO station. **I am deeply concerned about the fact that alcohol will now be so readily available this close to the recreational area** and my children's exposure to intoxicated individuals. As you know, there is a high correlation between alcohol related accidents, arguments and harassments and the ease of availability of alcohol prior to these events.

I look forward to your careful consideration of the pros and cons of this project and your respect for the needs and desires of the residential communities that will be most affected by this decision.

Sincerely,

Masoud and Ladan Ghalambor  
3290 Bordeaux Drive  
El Dorado Hills, CA

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Thank you.





EDC COB &lt;edc.cob@edcgov.us&gt;

## Fwd: Alternate Development Proposal Green Valley Convenience Center-Arco am/pm BCE #15593

1 message

**Darren Bobrowsky** <bobrowsky@gmail.com>

Mon, Nov 4, 2013 at 3:40 PM

To: "bosone@edcgov.us" <bosone@edcgov.us>, "bostwo@edcgov.us" <bostwo@edcgov.us>, "bosthree@edcgov.us" <bosthree@edcgov.us>, "bosfour@edcgov.us" <bosfour@edcgov.us>, "bosfive@edcgov.us" <bosfive@edcgov.us>, "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Cc: Amy Anders <gvcenter2012@gmail.com>, Strauch company <strauchco@sbcglobal.net>, craig Sandberg <craig@sandbergglaw.net>, Dan Goalwin <dgoalwin@barghausen.com>, roger.trout@edcgov.us, peter.maurer@edcgov.us, tom.dougherty@edcgov.us

Honorable Chairman and Members of the Board:

I am writing to you to respectfully request that the appeal hearing be continued to allow sufficient time for the Applicant, Appellant, Community, and County staff to evaluate the Applicant's proposed changes, which are attached.

Over the past several weeks, I have meet with the Applicant and his legal counsel to discuss changes to the project to further mitigate the negative impacts to public safety and the community. This initial meeting was followed up with a meeting including the Applicant, his architect, and County Planning and Transportation staff. These two meeting have resulted in the Applicant's architect providing the attached revisions to the project last Friday night. I believe these proposed changes are significant improvements to the project and help to mitigate some of the environmental impacts of the project on the surrounding community. In order for these changes to be fully evaluated by interested parties and County Planning and Transportation staff additional time is needed.

There is currently an ongoing positive interaction between the project Applicant, his consultants, the Appellant, interested neighborhood parties, and County staff. Please allow additional time for this discussions to continue.

Sincerely,  
Darren Bobrowsky

Begin forwarded message:

**From:** Dan Goalwin <dgoalwin@barghausen.com>

**Date:** November 1, 2013 at 6:52:40 PM PDT

**To:** Amy Anders <gvcenter2012@gmail.com>, Darren Bobrowsky <bobrowsky@gmail.com>

**Cc:** "strauchco@sbcglobal.net" <strauchco@sbcglobal.net>, "craig Sandberg (craig@sandbergglaw.net)" <craig@sandbergglaw.net>, "tom.dougherty@edcgov.us" <tom.dougherty@edcgov.us>, "roger.trout@edcgov.us" <roger.trout@edcgov.us>, "peter.maurer@edcgov.us" <peter.maurer@edcgov.us>, "Ken Anderson (KAnderson@kdanderson.com)" <KAnderson@kdanderson.com>, "paulb@bacnoise.com" <paulb@bacnoise.com>, Jonathan Flecker <JFlecker@kdanderson.com>, "Jeffery Little (Jeffery.Little@SycamoreEnv.com)" <Jeffery.Little@SycamoreEnv.com>, "Charles Hughes (Charles.Hughes@SycamoreEnv.com)" <Charles.Hughes@SycamoreEnv.com>, File <File@barghausen.com>, Eric Ramsing <eramsing@barghausen.com>

**Subject:** Alternate Development Proposal Green Valley Convenience Center-Arco am/pm BCE #15593



Amy and Darren, please find attached exhibits that have been prepared for your consideration. These exhibits represent the three changes to the project that you indicated would allow you to set aside appeal of the planning commission decision to the board of supervisors. These were:

1. In lieu of a tapered entry into the driveway as approved by the Planning Commission, a right-turn drop lane was to be extended to the large utility vaults located roughly near the intersection. It was understood that we need to accommodate from a median (3' per David after confirmation), a 14 foot lane adjacent, a 12 foot through lane a 4 foot bike lane and a 10 foot drop lane per David Spiegelberg's comments at our meeting.
2. Visually Screen the stacking lanes and the building from the south and the south east with redwood trees at the site level and utilize taller trellis screens at the top of the retaining wall. It was communicated at the meeting that you felt the big trees would also provide for sound attenuation. This is not the case as is explained by our Acoustical consultant in the attached letter for BAC.
3. Change the roof material to a tile material to better blend with the Promontory roofing which is a blend of flat and barrel tile roofs.

The attached exhibits graphically represent these changes. The following solutions are presented:

1. The site plan depicts the lane channelization as discussed above. The existing roadway accommodates the channelization with the exception of the new 10 foot turn lane. The current ROW does not support the addition of this lane and the sidewalk therefore an easement will be required from the county. Despite this we are still able to accommodate the county standards for landscape along green Valley albeit less than what was approved and preferred.
2. Visual screening of the south and south east of the carwash is accomplished in two levels. The Arbor/Trellis panels have been raised to 7'-6" with a dense "Green Screen"™ that is conducive to vine growth. The plant materials are called out on the attached landscape plan. This is the first level of visual screen for the stacking lanes. The only exception to the 7'-6" height is the initial panels near Sophia for sight distance safety. The panels that are used on the south east corner extending to the carwash entry are solid simulated wood precast panels that will provide better sound attenuation. While not aesthetically pleasing as the green screen, it cannot be seen from the homes and will have shrubbery to cover it as the retaining wall was moved to the east property line creating a site level bed. In our opinion the redwoods or the alternate proposed pine tree for screening is excessive considering the east adjacent lot is commercially zoned and the trees do not provide a sound barrier. We showed these because you asked for them but feel they are of no real value to you or the developer. We could get by with nicer looking trees in this area. The area directly behind the building to the south was changed to be more landscape than hardscape and to accommodate the proposed redwood trees. The stacking lanes were each reduced to 10'-6" to accommodate more space to plant the trees.
3. Roofing change is proposed to be Boral Tile or an equal simulated tile that is of lighter weight. We are attaching the selected tile cut sheet for your review. This may not be the ultimate tile we select but it is the profile and color that we are pursuing. Revised building elevations will follow under separate transmittal.

Please review and respond with any questions or comments by Monday morning 10:00 am due to the uncertainty of a continuance by the Board at the meeting on the 5th. This transmittal does not in any way constitute our agreement to make these changes nor does it convey that these changes are necessary or better in any way than what has already been approved by the Planning Commission. These changes will be only become effective upon written agreement between the parties.



11/4/13

Edcgov.us Mail - Fwd: Alternate Development Proposal Green Valley Convenience Center-Arco am/pm BCE #15593

Thank you for your consideration and feel free to call Marc, Craig or myself. Enjoy your weekend and see you at the hearing!

Daniel B. Goalwin

Barghausen Consulting, Inc.

18215 72<sup>nd</sup> Ave South

Kent, WA 98032

Direct| 425.656.7441 - Office| 425.251.6222 - Cell| 206.396.8589

 Please consider the environment before printing this email.

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**4 attachments**

 **ALTERNATE EXHIBIT-2013-11-01.pdf**  
3468K

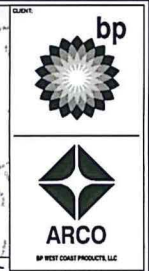
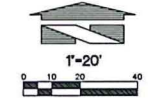
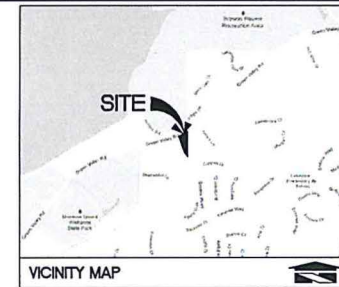
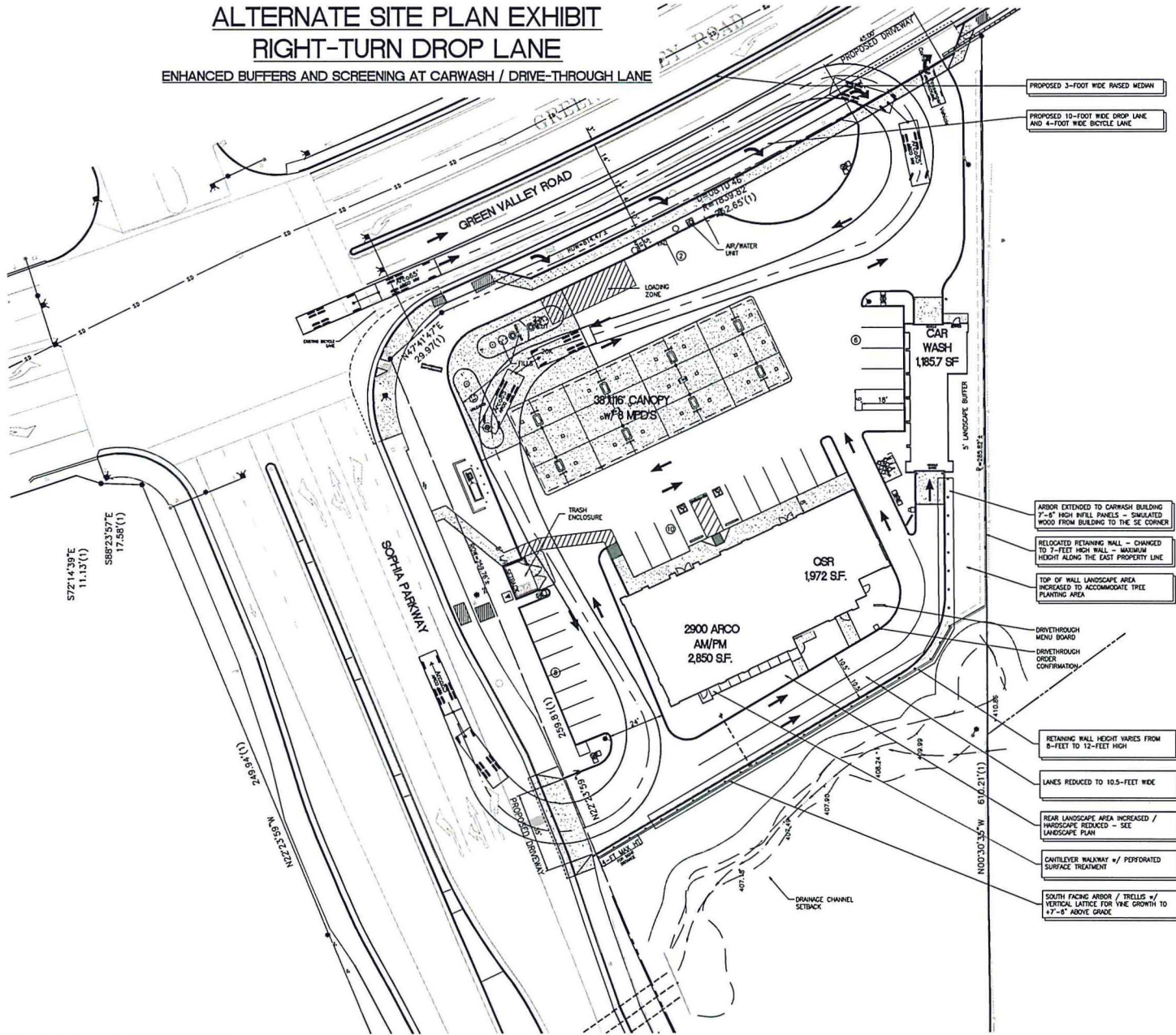
 **Boral Slate.pdf**  
88K

 **Product-Detail Boral.pdf**  
87K

 **Green Valley Road Appeal Letter - Noise Reply.pdf**  
37K

# ALTERNATE SITE PLAN EXHIBIT RIGHT-TURN DROP LANE

ENHANCED BUFFERS AND SCREENING AT CARWASH / DRIVE-THROUGH LANE



18215 72ND AVENUE SOUTH  
KENT, WA 98032  
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(425)251-6192 FAX

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**THIS SHEET IS  
FOR  
INFORMATION  
ONLY**

DEVELOPMENT INFORMATION  
**ARCO NTI**  
2900 am/pm  
w/ 17x85' CAR WASH  
FUEL CANOPY w/ 8 MPDS  
AND 1,900 SF Q.S.R.

SITE ADDRESS  
**GREEN VALLEY ROAD**  
@ SOUTH PARKWAY  
EL DORADO HILLS, CA

FACILITY # TBD

DESIGNED BY: [blank] DRAWN BY: [blank]  
CHECKED BY: [blank] DATE: [blank]  
SCALE: [blank] PROJECT NO: [blank]  
REVISION: [blank] DATE: 11/01/2013  
PROJECT NO: 15593

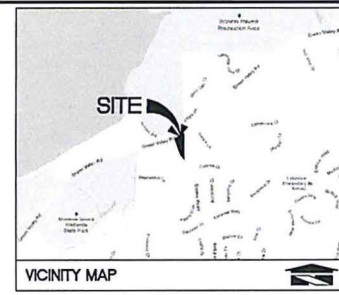
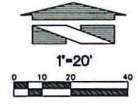
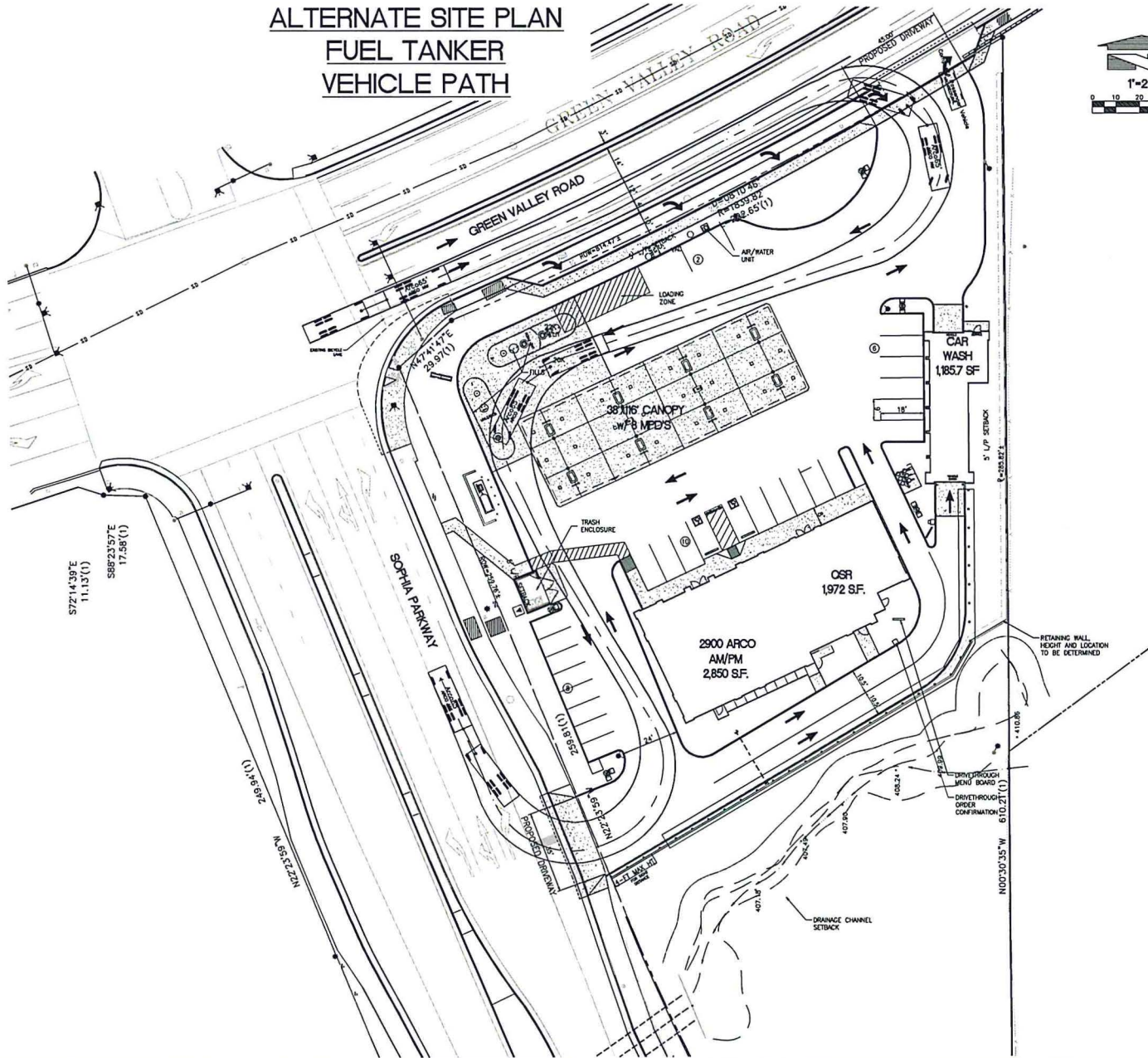
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**ALTERNATE  
SITE PLAN  
EXHIBIT**

SHEET NO:  
**EX-1**

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**ALTERNATE SITE PLAN  
FUEL TANKER  
VEHICLE PATH**



**bp**

**ARCO**  
BY WEST COAST PRODUCTS, LLC

**BARGHAUSEN**  
CONSULTING ENGINEERS, INC.

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**DEVELOPMENT INFORMATION**

**ARCO NTI**

2900 am/pm  
w/ 17'x65' CAR WASH  
FUEL CANOPY w/ 8 MPD'S  
AND 1,900 SF Q.S.R.

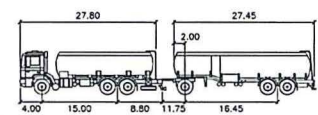
**SITE ADDRESS**

GREEN VALLEY ROAD  
@ SOPHIA PARKWAY  
EL DORADO HILLS, CA

**FACILITY # TBD**

DESIGNED BY	BALANCE DATE
DBO	BY ROW
DESIGN BY	BALANCE FIRM
JMM	
VERSION	PROJECT NO.
11/01/2013	15593

**TANKER TRUCK**



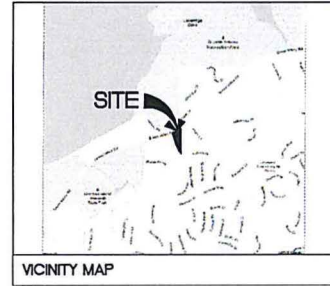
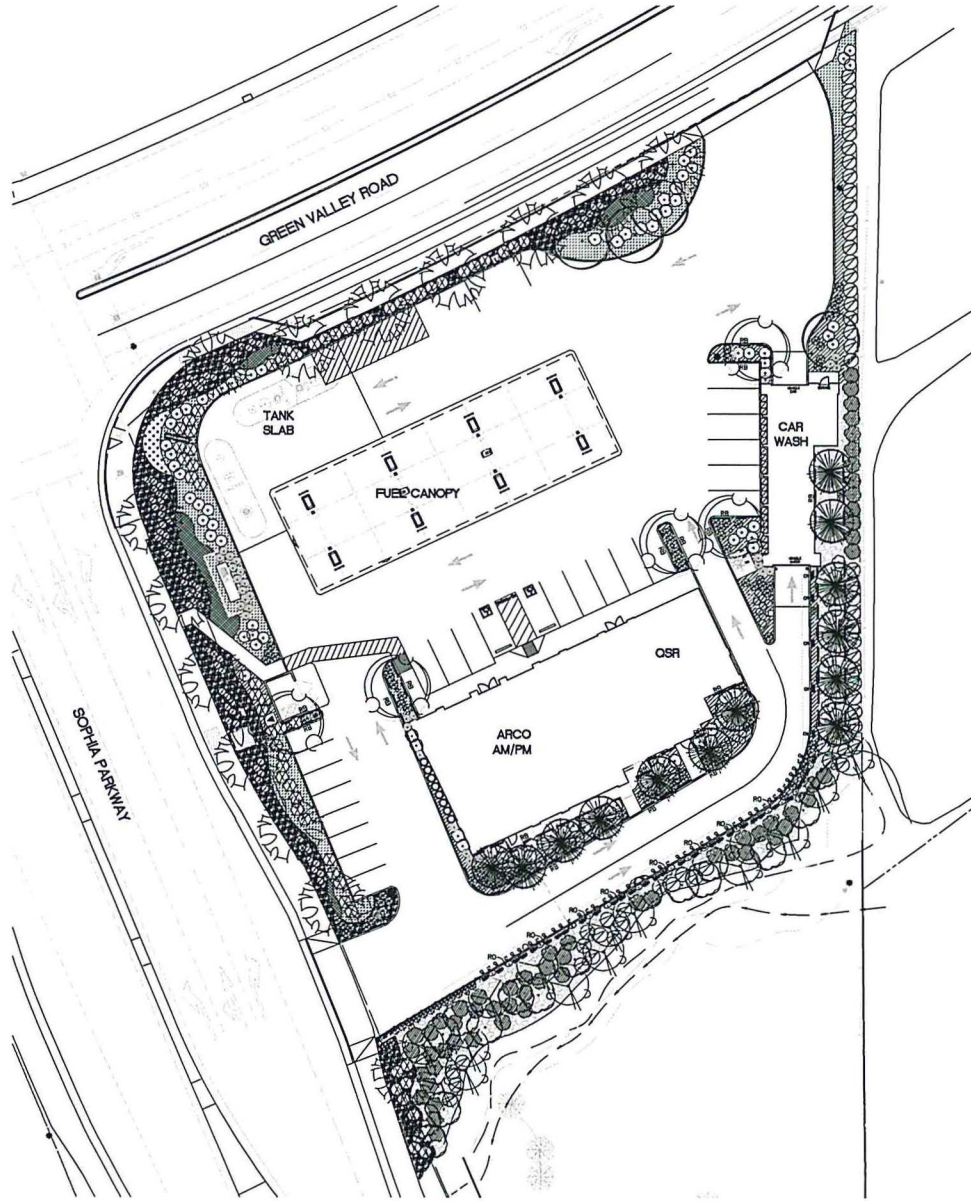
Arco65'

feet	
First Part Width	: 8.00
Trailer Width	: 8.80
First Part Track	: 7.70
Trailer Track	: 7.70
Lock to Lock Time	: 6.0
Steering Angle	: 35.0
Articulating Angle	: 70.0

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SHEET NO.  
**EX-2**



# ALTERNATE SITE PLAN - LANDSCAPE PLANTING PLAN




## LANDSCAPE PLANT MATERIAL LEGEND

SYMBOL	BOTANICAL / COMMON NAMES	SIZE	CONDITION	SPACING	QUANTITY	REMARKS
<b>TREES:</b>						
	LACERTROPHIA ROSA "WATERMELON RED" / WATERMELON RED SHADE WHITE	15 GALLON	AS SHOWN	4'	4	STAKE & CUT ONE GROWING SEASON; NURSERY GROWN FOR STREET TREE USE, BRANCHED AT 6"
	QUERCUS ILEX / HOLLY OAK	24" BOX	AS SHOWN	15'	15	STAKE & CUT ONE GROWING SEASON; NURSERY GROWN, LOW BRANCHED
	QUERCUS ILEX / HOLLY OAK	15 GALLON	AS SHOWN	5'	5	STAKE & CUT ONE GROWING SEASON; NURSERY GROWN FOR STREET TREE USE, BRANCHED AT 6"
	QUERCUS LOBATA / VALLEY OAK (STREET TREE)	24" BOX	30' O.C.	30'	14	STAKE & CUT ONE GROWING SEASON; NURSERY GROWN FOR STREET TREE USE, BRANCHED AT 6"
	SAUX LAGOLEPS / HORNET WILLOW	24" BOX	30' O.C.	30'	16	STAKE & CUT ONE GROWING SEASON; NURSERY GROWN, MULTI-TRUNK
	SEQUOIA SEMPERVIRENS / COAST REDWOOD	24" BOX	AS SHOWN	13'	13	STAKE & CUT ONE GROWING SEASON; NURSERY GROWN, UN-CUT LEADER
	PRUNUS CANADENSIS / CANARY ISLAND PINE					
	ROOT BARRIER					
<b>SHRUBS:</b>						
	CALYNDORHOE BOUTAYANA "VAL FORTREY" / VAL FORTREY RED GRASS	1 GALLON	3" O.C.	AS REQ'D		FILL
	CASSIA MACROCARPA "TITILE" / COMPACT NATAL PLUM	3 GALLON	3' O.C.	8		FILL AND BUSHY
	CELANOTHUS "SERENA BLUE" / SERENA BLUE CELANOTHUS	5 GALLON	5' O.C.	58		FILL AND BUSHY
	OSTIA CRISPUS "KESCHING" / KESCHING ROCKROSE	1 GALLON	2.5' O.C.	151		FILL AND BUSHY
	CESTIS HYBRIDUS / WHITE ROCKROSE	1 GALLON	4' O.C.	62		FILL AND BUSHY
	DETEL RODIGES / FORTNIGHT LILAC	3 GALLON	3' O.C.	103		FILL
	ESCALONIA "NEWPORT DWARF" / DWARF ESCALONIA	5 GALLON	4' O.C.	37		FILL AND BUSHY
	FREYMOUSEHOORN "DAIFORNA DORF" / CALIFORNIA DORF FLAMEBUSH	5 GALLON	5' O.C.	11		FILL AND BUSHY
	HESTERMELLES ARBUTIFOLIA / YONK	5 GALLON	3' O.C.	48		FILL AND BUSHY
	NAWONA DOMESTICA "COMPACTA" / COMPACT HEAVY METAL BUNBUD	5 GALLON	3' O.C.	33		3 CANES MINIMAL, FILL AND BUSHY
	PHYLIS FRITIOSA / JERUSALEM SAGE	5 GALLON	4' O.C.	47		FILL AND BUSHY
<b>VINES:</b>						
	CAMPUS INDICUS / COMMON TRUMPET CREEPER	5 GALLON	AS SHOWN	35		FILL AND BUSHY, REMOVE STAKE AND ESPALIER SECURE TO SCREEN
	TRACHELOSPERMAN JASMINOIDES / STAR JASMINE	5 GALLON	AS SHOWN	15		FILL AND BUSHY, REMOVE STAKE AND ESPALIER SECURE TO SCREEN
<b>GROUNDCOVERS:</b>						
	ARCOSOPHYLLIS UN-UNUS "POINT REYES" / POINT REYES BARRANCONO	FLAT	12" O.C.	AS REQ'D		HOLD 12" FROM BORDERS, SHRUBS, AND TREES
	BACCHARIS PULILLANS "TWIN PEAKS" / TWIN PEAKS DWARF COYOTE BRUSH	FLAT	12" O.C.	AS REQ'D		HOLD 18" FROM BORDERS, SHRUBS, AND TREES
	FRAGARIA CHILICENSIS / BEACH STRAWBERRY	FLAT	12" O.C.	AS REQ'D		HOLD 12" FROM BORDERS, SHRUBS, AND TREES
	SALICIA MITISIMA YELLOW / YELLOW TREMBLING SALICIA	FLAT	12" O.C.	AS REQ'D		HOLD 12" FROM BORDERS, SHRUBS, AND TREES
	ROSA RED FLOWER CARPET / RED CARPET ROSE GROUNDCOVER	1 GALLON	24" O.C.	AS REQ'D		HOLD 12" FROM BORDERS, SHRUBS, AND TREES
	ROSMARINUS OFFICINALIS "PROSTRATUS" / PROSTRATE ROSEMARY	1 GALLON	24" O.C.	AS REQ'D		FILL AND BUSHY
	MATCH ONLY AREA					COVER
	LINE BETWEEN GROUNDCOVER TYPES					4" LAYER
	EXISTING VEGETATION					TO REMAIN, SAVE, AND PROTECT

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DEVELOPER INFORMATION  
**ARCO NTI**  
2900 am/pm  
w/ 17'x65' CAR WASH  
FUEL CANOPY w/ 8 MPD'S  
AND 1,900 SF Q.S.R.

SITE ADDRESS  
**GREEN VALLEY ROAD  
& SOPHIA PARKWAY  
EL DORADO HILLS, CA**

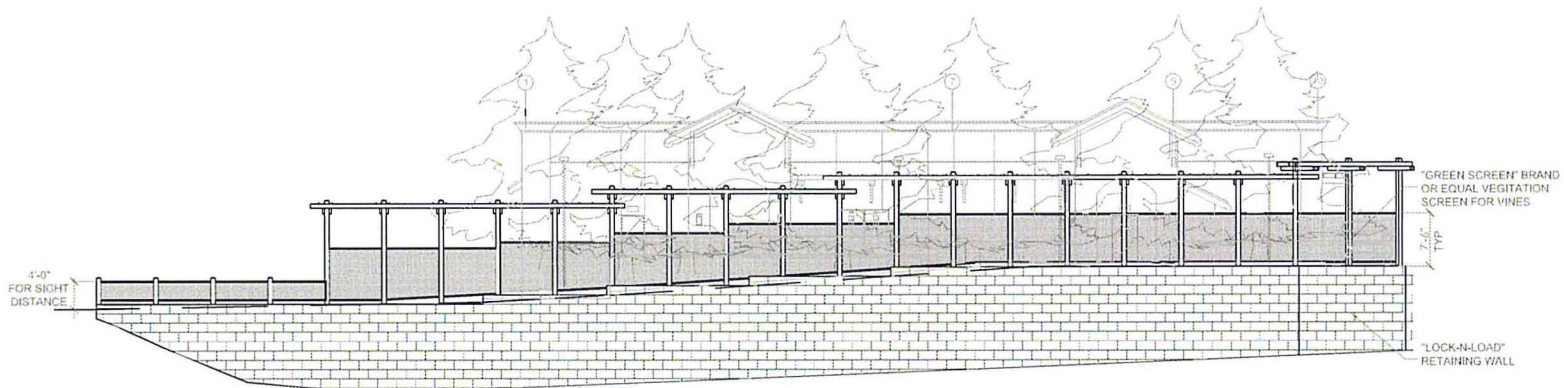
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DESIGNED BY: **MP RETO**  
DRAWN BY: **ALLANDE PHE**  
PROJECT NO: **15593**

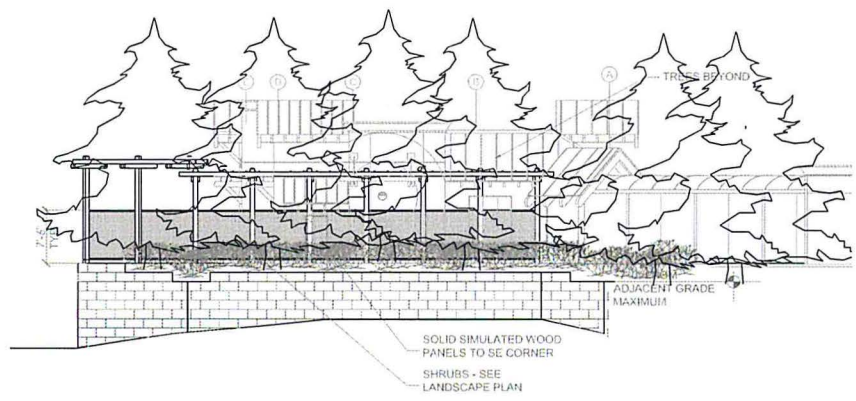
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**LANDSCAPE PLANTING PLAN**

SHEET NO:  
**L1 OF 1**








1 ARBOR SOUTH ELEVATION  
1/8"=1'-0"



2 ARBOR EAST ELEVATION  
1/8"=1'-0"

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CLIENT

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DEVELOPMENT INFORMATION

ARCO NTI  
2900 sq/pm  
w/ 17x65' CAR WASH  
FUEL CANOPY w/ 8 MPD'S  
AND 1,900 SF Q.S.R.

SITE ADDRESS

GREEN VALLEY ROAD  
@ SOPHIA PARKWAY  
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FACILITY # TBD

DESIGNED BY:	ALLEN L. EMMETT
DRAWN BY:	SP. REV. M.
DATE:	11/01/2013
PROJECT NO.:	15593

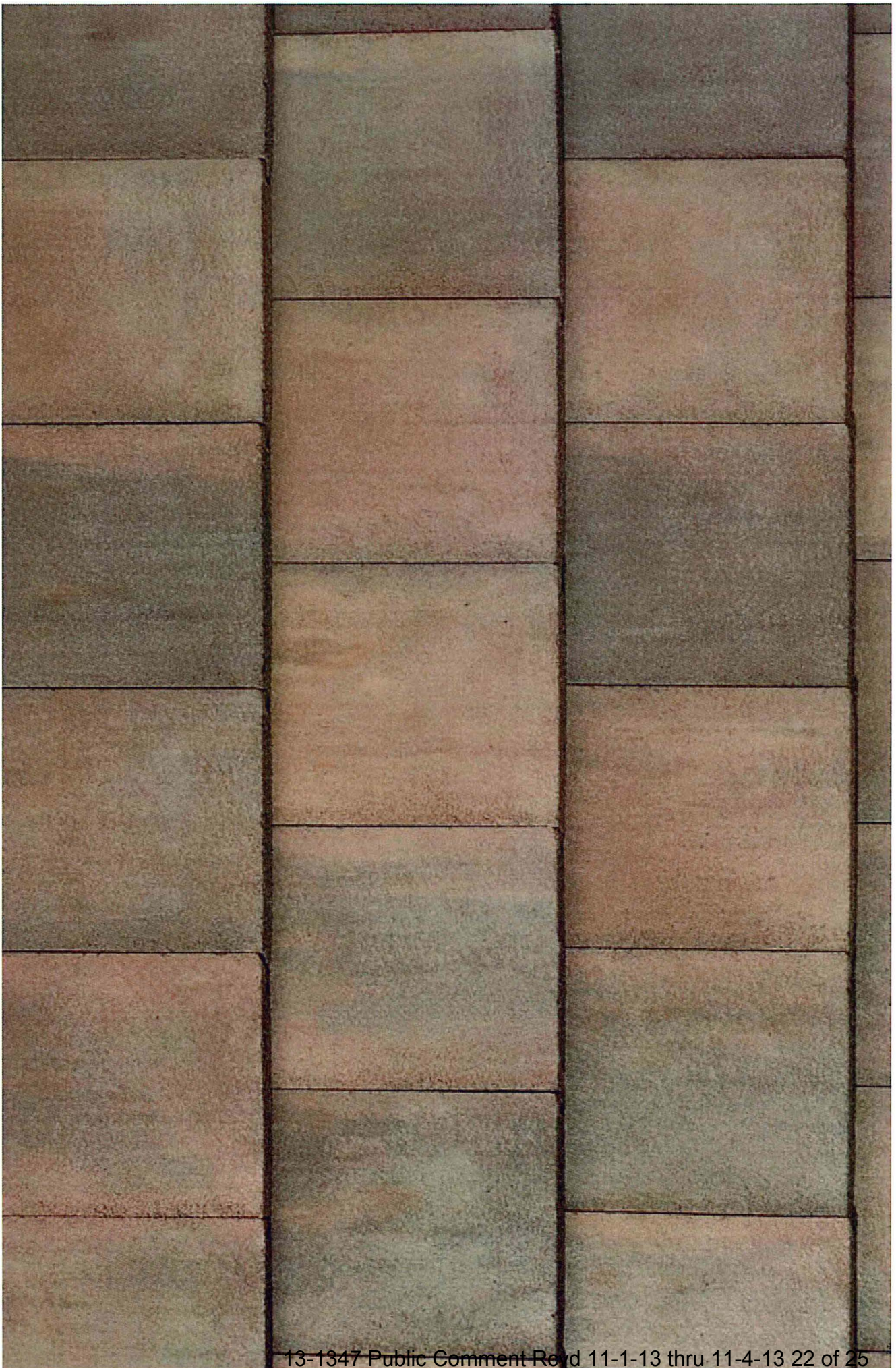
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ARBOR ELEVATIONS

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**EL-1**









- PRODUCTS BY REGION**
- NORTHERN CALIFORNIA
- Standard Weight Tile**
- Lightweight Tile
- 1-Piece ClayLite •
  - 1-Piece ClayMax •
  - Cedarlite 600 •
  - España 600 •
  - Madera 700 •
  - Monterey Shake 600 •
  - Monterey Slate 600 •
  - Saxony 600 Shake •
  - Saxony 600 Slate •**
  - Saxony 600 Split Shake •
  - Saxony 700 Shake •
  - Saxony 700 Slate •
  - Saxony 700 Split Shake •
  - Villa 600 •
- BoralPure® Smog Eating Tile

## Saxony 600 Slate

Select from the following thumbnail images to view larger product images, details and additional links.



2FACS0141  
Buckskin



2FACS3230  
Tahoe Blend



2FACS3935  
Hillside



2FACS3957  
Cobblestone



2FACS4087  
Lincoln Blend



2FACS5354  
Stone Mountain Blend



2FACS6031  
La Terra Blend

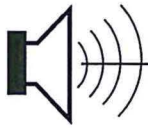
### Product Details



**Product Name:** Tahoe Blend  
**Product Sku:** 2FACS3230  
**Reflectance:** 0.17  
**Emittance:** 0.91  
**SRI:** 16  
**Weathered SRI:**

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The colors shown on this website may vary from actual current tile colors. Before making a final selection, please review actual tile samples. Please [contact](#) your local Boral Roofing Office to order samples.



October 30, 2013

Daniel B. Goalwin  
Barghausen Consulting, Inc.  
18215 72<sup>nd</sup> Ave South  
Kent, WA 98032

**Subject: Effectiveness of vegetative screening in reducing noise levels generated by the Green Valley Road & Sophia Parkway Commercial Center project.**

Dear Mr. Goalwin,

From our conversation today it is my understanding that the project appellants are requesting redwood trees be planted near the southeastern project boundary to provide additional acoustic screening of project-generated noise at their residences.

The *Handbook of Acoustical Measurements and Noise Control*, (Harris, Third Edition, McGraw Hill, 1998, p3.9) states the following with respect to sound attenuation due to vegetation & foliage:

*Trees and bushes are very poor noise barriers; they provide very little attenuation as result of shielding. Their roots do provide some ground attenuation by keeping the soil porous. Therefore, the principal contribution of foliage is not barrier attenuation but, instead, ground attenuation.*

Table 3.4 of this reference indicates that the attenuation due to propagation of sound through foliage is 0.05 dB per meter of foliage. Therefore, 20 meters of vegetation (approximately 65 feet) would be required to reduce a 1,000 Hz noise source by 1 dB. Because the project would have far less than 20 meters of vegetation, the actual reduction would likely be less than 0.2 dB due to vegetation. As a result, the recommended vegetative screening through the planting of redwood trees (or any other trees) would not provide an appreciable decrease in project-generated noise levels at the nearest residential neighbors.

Although the noise analysis prepared for the project indicated that no additional acoustic screening would be required beyond that conditioned by the Planning Commission, if additional reductions in carwash noise exposure are desired, a solid barrier extending from the car wash entrance to the southeast corner of the project site would be considerably more effective than the use of vegetation.



Mr. Daniel Goalwin  
October 30, 2013  
Page 2

This concludes our thoughts on the use of vegetation to provide additional acoustic screening of noise generated by the project. Please contact me at (916) 663-0500 or [paulb@bacnoise.com](mailto:paulb@bacnoise.com) if you have any comments or questions regarding this letter.

Sincerely,

Bollard Acoustical Consultants, Inc.

A handwritten signature in blue ink that reads "Paul Bollard". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Paul Bollard  
President