



PC 12/14/17
#7
Charlene Tim <charlene.tim@edcgov.us>
5 pages

Fwd: DR-08-0003/Saratoga Retail, December 14 Planning, EDC Planning Commission Hearing

Hilary Krogh <hilaryd73@gmail.com>
To: charlene.tim@edcgov.us

Tue, Dec 5, 2017 at 5:07 PM

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

From: Hilary Krogh <hilaryd73@gmail.com>
Date: Tue, Dec 5, 2017 at 5:02 PM
Subject: DR-08-0003/Saratoga Retail, December 14 Planning, EDC Planning Commission Hearing
To: CharTim@edcgov.us
Cc: edc.cob@edcgov.us, planning@edcgov.us

Charlene Tim, Clerk of the Planning Commission:

Please distribute the attached letter from The El Dorado Hills Townhouses Association (Association) to the Planning Commission and the Board of Supervisors.

Our Association requests that El Dorado County deny the approval of DR-08-0003-R/Saratoga Retail. The current revised plan is a major change from the 2009 approved DR-08-0003/The Shops.

In addition to our attached letter, we wish to incorporate by reference all of the previous correspondence, public testimony and decisions at public hearings related to these parcels and other area projects, including Saratoga Estates, the Extension of Saratoga Way and the U. S. Highway 50/El Dorado Hills- Latrobe Road Interchange Project.

Unfortunately, we have just learned that Chick-fil-A has extended its hours of operation to past 10:00 p.m. Therefore, we also must have assurances that the hours of operation for any business that is approved for these adjacent parcels are limited to 9:00 p.m. or even earlier. Please consider that the bedrooms of our children are within 100 feet of these proposed fast food restaurants. The current DR-08-0003-R/Saratoga Retail does not even address the hours of operation.

Thank you,

Hilary Krogh, on behalf of the Association and myself

EDH Townhouses Association DR080003Saratoga Retail.pdf
610K

EL DORADO HILLS TOWNHOUSES ASSOCIATION
C/O Silvercreek Association Management
3550 Watt Avenue, Suite 140
Sacramento, CA 95821

December 5, 2017

County of El Dorado Planning Commission
Charlene Tim, Clerk of the Planning Commission
2850 Fairlane Court
Placerville, CA 95667

RE: Negative Declaration – Design Review Revision DR08-0003-R/Saratoga Retail

El Dorado County Planning Commission:

In 2000, El Dorado County approved a project known as the U.S. Highway 50 /El Dorado Hills Boulevard-Latrobe Road Interchange Project (Highway 50 Project). The Highway 50 Project resulted in the realignment of Saratoga Way within 100 feet of the back doors of many of the 25 homeowners that are part of the El Dorado Hills Townhouses Association (Association). The initial assurances, including that truck traffic would be limited on Saratoga Way, have been long forgotten and replaced with proposed projects that encourage truck deliveries without providing on-site parking for neither delivery trucks nor any Recreational Vehicle (RV).

The 2009 Mitigated Negative Declaration for DR08-0003/The Shops acknowledged Potentially Significant Transportation/ Traffic environmental factors due to inadequate parking capacity. The 2009 Administrative Relief Findings (Findings) indicated that DR08-0003 is "intended as a neighborhood type of facility, serving the needs of the surrounding community with smaller boutique type shops, restaurants, walkways and access to the surrounding neighborhood, and a retail/pharmacy use that would provide the daily needs of the neighborhood." "Administrative relief findings can be made for this requirement."

The 2009 Findings should no longer apply for the County Parking Ordinance. First of all, the 68 parking spaces (Traffic Impact Study, Kimley-Horn, May 25, 2017, page 35), plus those at the existing Walgreens, are significantly less than the 153 promised (2009 Environmental Checklist, page 29). The plan has changed to include fast food restaurants, which are more likely to entice RV traffic that tends to travel to and from Lake Tahoe than the 2009 approved DR8-003/The Shops. The current plan doesn't even allow for adequate walkways.

Secondly, the Traffic Impact Study (Kimley-Horn, May 25, 2017), failed to consider that the current deliveries to the existing Walgreens do in fact *occur during peak traffic hours*. The truck deliveries to buildings 2A & 2B and 3 were discussed in isolation of Walgreens (Building 1), which was left off the map (see Figure 2). Truck Delivery and service calls may exceed 10 per day (Kimley-Horn, May 25, 2017, page 35). The Traffic Impact Study should have also considered that we currently have trucks parking in the middle of the street on Saratoga Way to off-load product (photos available), as other trucks occupy the Walgreen's loading dock.

Thirdly, if the potential occupant of building 2B is not disclosed, the County staff cannot assume that limiting truck deliveries between 6 a.m. to 10 a.m. is a valid mitigation for lack of on-site delivery truck parking for Building 2B. From multiple sources, it is our understanding is that Building 2B will be a Starbucks. Therefore, the potential circulation conflicts would not be mitigated by limiting truck deliveries from 6 a.m. to 10 a.m. since the early morning time would conflict with people getting their morning coffee.

The DR08-0003-R/Saratoga Retail is substantial deviation from the 2009 approved DR08-003/The Shops. In 2009, a Mitigated Negative Declaration was prepared for the approved DR0-003/The Shops due to the "Potentially Significant Impact" of Aesthetics, Noise, Air Quality and Transportation/Circulation. It makes no sense that a Negative Declaration for DR08-0003- R/ Saratoga Retail is currently being presented to you with either "No Impact" or "Less Than Significant Impact" checked throughout. How is this even possible given that potentially significant impacts were identified in a Mitigated Negative Declaration in 2009?

The DR08-0003-R/Saratoga Retail proposes more buildings, including fast food restaurants with drive-thru windows, outside patios and an additional driveway off Saratoga Way. The result will be more traffic, noise, lighting/advertising signage and non-traffic noise (e.g., drive-thru windows, more HVHC units, additional Compressors for the freezers/refrigeration systems, swamp coolers for the grill hoods, outside patio noise/music, car alarms, etc.) than were identified in 2009. The outside grease disposal containers and additional trash containers, etc. are not even addressed in terms of noise, traffic and aesthetics. During the 2003 hearing on the tentative parcel map which created the four parcels, the issue of "potentially aesthetic impact on property owners located immediately west of the subject parcel" was acknowledged. The staff indicated that the issue of aesthetics should be reviewed carefully during the environmental review process on any of the proposed parcels (Staff Report-Parcel Map, September 17, 2003).

At the 2009 Planning Commission Hearing, DR08-003/The Shops was described as Buildings 1, 2 and 3. Buildings 2 & 3 were described as enclosed, upscale and aesthetically pleasing; and truck deliveries were restricted between the hours of 6 am to 10 am because there was so much concern about the truck deliveries, pedestrian safety and traffic on such a narrow parcel. Due to the response to the attendees at community meetings, the developer took steps to ensure that the only the drive-thru window (Walgreens pharmacy) was specifically moved to the back of the building, as not to disturb the nearby residences. At the Planning Commission Hearing, Lou Rain, District 1 took the lead to agree with our Association representative that truck deliveries for Walgreens need to be restricted in that people should not be awakened during the night. The 2009 Planning Commission agreed to require Building 1 (Walgreens) to also have restrictions on truck deliveries.

In the previous 2009 Traffic Impact Analysis, DR08-003/The Shops was identified as generating 240 new pm peak hour trips. In 2017, the proposed DR08-003-R/Saratoga retail is identified as generating 241 new pm peak hour trips. In other words, Kimley-Horn and Associates reported almost exactly the same number of new PM peak hour trips, as was reported in 2009. This is in spite of the fact that three (not two) more buildings would be built (in addition to the existing Walgreens), including highly popular fast food restaurants with drive-thru windows, etc. The Negative Declaration did not address that a Chick-fil-A would especially increase drive-thru traffic from Highway 50 with its location on the southern parcel.

The 2009 Mitigated Negative Declaration that indicated Potentially Significant Transportation/Traffic environmental factors, but the current Negative Impacts doesn't identify any such impacts. How is this even logically possible?

The May 25, 2017 Traffic Impact Study made an inaccurate assumption in its traffic modeling that hasn't even been studied or approved. It made the assumption that there would be a prohibition of a left turn from Mammouth Way onto Saratoga Way (May 25, 2017 Traffic Study, Kimley-Holms, page 21). However, the 2017 EIR on another project (Saratoga Estates) that connects Saratoga Way to the City of Folsom denied that there would be such a left-turn restriction and could not even locate a source as to this assumption. Furthermore, the October 2, 2002 Writ of Mandate from the Superior Court (CARE vs El Dorado County) prohibits such modifications to roads intersecting Saratoga Way unless it has been studied in an EIR/EA.

With the huge and inaccurate assumption, the Negative Declaration relied on a traffic study that is invalid. In effect, DR08-0003-R/Saratoga Retail is relying on falsely improved the LOS functioning for studied roadways and intersections. If the prohibition of a left turn from Mammouth Way onto Saratoga Way is in fact being proposed, the May 25, 2017 Traffic Impact Study failed to recognize that Mammouth Way, Arrowhead Drive, Scenic and Hills Court would experience significant adverse environmental impacts due to the increased re-routed traffic. The Traffic Infusion on Residential Environment (TIRE Index) for Mammouth Way and Arrowhead Drive was not identified in spite of the fact that all of the business traffic (from Umpqua Bank, the Urgent Care and the title company) that currently exits onto Mammouth Way would also be going through our neighborhood to access Saratoga Way. The numerous senior citizens from the Versante Homeowners Association that currently exit onto Mammouth Way would also be re-routed through the neighborhood to Arrowhead just, to be able to access Saratoga Way.

The Negative Declaration needs to additionally consider that there is a neighborhood park, an elementary school entrance, and school bus stops when considering the impacts of cut-through and other traffic. Arrowhead Drive and Mammouth Way are narrow streets without sidewalks, bike paths or street lamps. Further, increased traffic on Saratoga Way and the cut-through traffic through neighboring roads could result in decreased property values, which in turn could result in foreclosures and abandonments leading to decay in the surrounding neighborhoods. Such decay could potentially also result in increased crime, which could be especially significant given the location of a park and elementary school within the impacted project area.

The plan for fast food restaurants with drive-thru windows (and third driveway) should not be at the expense of the local neighborhood. Hills Court intersects Arrowhead Drive in close proximity to the intersection with Saratoga Way. Increased cut-through traffic is likely to result in traffic backups at the intersection of Arrowhead Drive and Saratoga Way. The blocking of the Hills Court traffic would prevent a left-hand turn onto Arrowhead Way in order to reach Saratoga Way.

The Negative Declaration uses a noise study that states, "HELIX Environmental Planning, Inc. (HELIX) has performed a noise assessment for the operational impacts of the proposed The Habit Burger Restaurant Project (project)." Specifically, the "Project" is being defined as "The Habit Burger" and not DR08-0003/Saratoga Retail, which should include a noise study that includes *all four* buildings. It also assumed the use of one HVHC unit in its modeling for

the Habit Burger. Other noise producing items such as the compressors, the swamp coolers, the exhaust system for the grills are not included. The Habit Burger is planned for building 2A, but what about the restaurant in Building 2B? Won't both buildings have at least one HVHC unit? Buildings 2A (Habit Burger) and 2B (restaurant) are right next to each other?

It is requested that updated *interior* noise testing occur on the townhouses. As a result of the Highway 50 Project which realigned Saratoga Way, certain mitigation measures were implemented. These mitigation measures included a sound wall, dual paned windows in only the second story of a handful of the impacted residences. At no time did the noise study measure actual noise levels after the re-routing of Saratoga Way or test the effectiveness of the mitigation measures. Most residences did not receive dual pane windows including townhouse residents who are at a higher elevation than the first row of six two story townhouses; and also have a clear, unobstructed view of Saratoga Way. Testimony by owners of affected residences indicated that actual noise levels on the second floor of certain units cannot be mitigated with a sound wall; and already exceed County noise thresholds.

As we have repeatedly indicated in correspondence and public hearings, the El Dorado Hills Townhouses Association is again requesting notice of anything related to the adjacent parcels. We are frankly at a loss as to how the addition of another building, as well as design changes, which include fast food restaurants with drive-thru windows and no on-site truck or RV parking could have ever gotten to this point without notification to our Association.

We cannot be expected to absorb the brunt of the impacts at our detriment. In addition to our concerns already outlined in our letter, there are also potential significant impacts to in the areas of air quality, visual impacts, aesthetics, blight and ramifications thereof, and cumulative impacts. DR-08-0003/Saratoga Retail does not comply with the voter approved Measure E in terms of the project area intersections and roadways. We additionally hope that you feel that a Chick-fil-A should not be what the public sees at the gateway to El Dorado Hills and El Dorado County.

Thank you in advance for denying the approval of DR-08-0003-R/Saratoga Retail and the associated Findings.

Sincerely,



Hilary Krogh, on behalf of the El Dorado Hills Townhouses Association and myself as an individual homeowner

CC: El Dorado County Board of Supervisors



PC 12/14/17
#7
Charlene Tim <charlene.tim@edcgov.us>

2 pages

Fwd: DR -8-0003 SARATOGA RETAIL - Severe Parking Issues

Roger Trout <roger.trout@edcgov.us>
To: Charlene Tim <charlene.tim@edcgov.us>

Tue, Dec 5, 2017 at 5:28 PM

Char,

This belongs with the Saratoga Retail public comments.

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

From: **Kim S - Camom** <CAmom2345@hotmail.com>

Date: Sun, Nov 19, 2017 at 11:26 AM

Subject: DR -8-0003 SARATOGA RETAIL - Severe Parking Issues

To: "karen.anda@comcast.net" <karen.anda@comcast.net>, "Mindysideris@yahoo.com" <Mindysideris@yahoo.com>, "kmardee@yahoo.com" <kmardee@yahoo.com>, "amylynnne92336@hotmail.com" <amylynnne92336@hotmail.com>, "jennynikakis@att.net" <jennynikakis@att.net>, "edcsoc@live.com" <edcsoc@live.com>, "rebecca.isbell@ymail.com" <rebecca.isbell@ymail.com>, "jennalee1999@gmail.com" <jennalee1999@gmail.com>, "sue-taylor@comcast.net" <sue-taylor@comcast.net>, "gvralliance@gmail.com" <gvralliance@gmail.com>, "lori@voteparlin.com" <lori@voteparlin.com>, "tomadams1776@yahoo.com" <tomadams1776@yahoo.com>, "tobynikakis@att.net" <tobynikakis@att.net>, "francescaduchamp@att.net" <francescaduchamp@att.net>, "Glomart@pacbell.net" <Glomart@pacbell.net>, "hilaryd73@gmail.com" <hilaryd73@gmail.com>, "fashiongirlmelissa@yahoo.com" <fashiongirlmelissa@yahoo.com>, "brandy.dollins@franklintempleton.com" <brandy.dollins@franklintempleton.com>, "melinda@otbphotoorganizing.com" <melinda@otbphotoorganizing.com>, "melissa_frizzell@outlook.com" <melissa_frizzell@outlook.com>, "shredy2002@gmail.com" <shredy2002@gmail.com>, "mmechenb@yahoo.com" <mmechenb@yahoo.com>, "alexis@1stopps.com" <alexis@1stopps.com>

Cc: "john.hidahl@edcgov.us" <john.hidahl@edcgov.us>, "jvegna@edcgov.us" <jvegna@edcgov.us>, "james.williams@edcgov.us" <james.williams@edcgov.us>, "roger.trout@edcgov.us" <roger.trout@edcgov.us>

For Saratoga Fast Food Drive thru's: something not previously considered:

WHERE ARE THE EMPLOYEES GOING TO PARK?? ON Saratoga?? so much for the bike lanes. On Arrowhead?? and Kings Canyon?? Mammoth?? Walgreens?? What about residents?? Where will we park??

Between the three new buildings there will be a total of 66 parking spaces (29 for building's 2A & 2B, and 37 for the proposed Chik Fil A). Six of those spots are for handicap, so now we are down to 60 parking spaces. I've been researching on-line how many people it takes to run a Chik-fi-A and haven't come up with a number, but for the sake of argument, let's think of it this way: 1 person walking car to car taking orders to speed things up, 1 person at the cash window, 2 people (at least) delivering the food and drinks, 3-4 people taking orders at the counter inside, 2-3 people cooking (at least) and 1 manager, that is a 12 people at a bare minimum. We can probably assume Habit Burger or any other fast food chain will be the same, and then there's that "other" building with it's employees. So we are now at 24-30 employees (at the very least) taking up 24-30 of those 66 parking spaces. Really? That's a 2 to 1 ratio. WHERE ARE THE EMPLOYEES GOING TO PARK??

12/6/2017

Edcgov.us Mail - Fwd: DR -8-0003 SARATOGA RETAIL - Severe Parking Issues

Let's not let this issue get away from us, we should all be bringing this up in our messaging to the county. Our residential neighborhood should not be able to be used as an answer to the Parking issue that will be created with these types of tourist serving RV attracting businesses. Saratoga will literally become a mass ball of congestion, which goes against the El Dorado County General Plan traffic Level of Service allowance.

Kim

Sent from Outlook

--

Roger Trout
Community Development Services
Director of Planning and Building Department

County of El Dorado
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5369
roger.trout@edcgov.us

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12/6/2017

Edcgov.us Mail - No to Saratoga Way fast food restaurants

PC 12/14/17
#7
Charlene Tim <charlene.tim@edcgov.us>
2 pages



No to Saratoga Way fast food restaurants


Victor Mao <otbmtber@yahoo.com>

Tue, Dec 5, 2017 at 7:25 PM

To: "charlene.tim@edcgov.us" <charlene.tim@edcgov.us>, "edc.cob@edcgov.us" <edc.cob@edcgov.us>

I am sending a letter expressing my opposition to the proposed fast food restaurants on Saratoga Way in El Dorado Hills. Please distribute a copy to each member of the County Planning Commission. Thank you.

Victor Mao

 **No to Fast Food Saratoga Way.docx**
13K

December 4, 2017

Victor Mao

649 Platt Circle

El Dorado Hills, CA 95762

County of El Dorado Planning Commission

Charlene Tim, Clerk of the Board

2850 Fairlane Court

Placerville, CA 95667

RE: DR08-0003/Saratoga Retail

Dear Planning Commission,

I am writing to express my opposition to the proposed fast food restaurants on Saratoga Way in El Dorado Hills. As a resident in the area I am against the increased traffic, the congestion, the smell, and the noise pollution. These will impact our small neighborhood in a negative manner. Please do not approve these businesses during the hearing on December 14, 2017.

Sincerely,

Victor Mao

PC 12/14/17
#7
25 pages

December 4, 2017

County of El Dorado
Planning and Building Department
2850 Fairlane Court
Placerville, CA 95667

Kim Shultz
3863 Yellowstone Lane
El Dorado Hills, CA 95762

This letter is regarding your upcoming approval and decision-making process for the future development of the parcel of land in El Dorado Hills off Saratoga road designated in the DR 08-0003-R "Saratoga Retail" document. Please do not permit Fast Food Drive Thru restaurants to be built on this parcel of land.

Please include this letter and attached articles to all pertinent files, including public record files, regarding this project and distribute to all Planning Commission decision makers.

Not only will this project generate Level of Service F traffic it will also cause grave parking issues for nearby businesses and residents.

Between the three new buildings there will be a total of 66 parking spaces (29 for building's 2A & 2B, and 37 for the proposed Chik Fil A). Six of those spots are for handicap, so now they are down to 60 parking spaces. In researching on-line how many people it takes to run a Chik-fl-A and haven't come up with a number, but for the sake of argument, let's think of it this way: 1 person walking car to car taking orders to speed things up, 1 person at the cash window, 2 people (at least) delivering the food and drinks, 3-4 people taking orders at the counter inside, 2-3 people cooking (at least) and 1 manager, that is a 12 people at a bare minimum. We can probably assume Habit Burger, or any other fast food chain will be the same, and then there's that "other" building with it's employees. So we are now at 24-30 employees (at the very least) taking up 24-30 of those 66 parking spaces. Really? That's a 2 to 1 ratio. WHERE ARE THE EMPLOYEES GOING TO PARK??

All day and evening employee parking On Saratoga? (Not to mention the extra employee cars for shift changes.) What about when it turns into a four lane road - which will require several left turn pockets so residents ^{can} actually get in and out of our neighborhood. So much for the bike lanes? On Arrowhead?? and Kings Canyon?? Mammoth?? Walgreens?? What about residents?? Where will we park?? These side streets will get crowded with dozens of employee vehicles and probably a few patron vehicles as well, so where will residents and guests of residents park??

Our residential neighborhood should not be used as an answer to the Parking issue that will be created with these types of tourist serving RV attracting businesses. Saratoga will literally become a mass ball of congestion, which goes against the El Dorado County General Plan traffic Level of Service allowance.

Thank you for your time and consideration,

Kim Shultz
Park Village Resident

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EL DORADO COUNTY
DEVELOPMENT SERVICES DEPT

17-1316 Public Comment
PC Rcvd 12-6-17

Bellevue Chick-fil-A causing traffic backups, forces city to implement mitigation plan

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EL DORADO COUNTY
DEVELOPMENT SERVICES DEPT

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By [Kipp Robertson](#)

April 17, 2015 at 6:20 am



Bellevue's Chick-fil-A has caused enough traffic issues since it opened just over a week ago that the city was forced to create a mitigation plan, including closing the right lane leading to the restaurant on 116th Avenue NE. (Image courtesy of City of Bellevue)

[Check current traffic conditions.](#)

Bellevue's Chick-fil-A has caused enough traffic issues since it opened just over a week ago that the city was forced to create a mitigation plan.

Lanes on [NE Eighth Street and 116th Avenue NE](#) are closed to help control the volume of cars going to the restaurant, Bellevue Police Officer Seth Tyler said.

“Since [the restaurant opened] we’ve been seeing very heavy traffic associated with the opening of the restaurant,” Tyler said.

[Related: Fans flock to grand opening of Bellevue’s new Chick-fil-A](#)

Backups have been reported on local streets near the restaurant and I-405.

In addition to the lane closures, the city of Bellevue required the operator of the restaurant to hire off-duty law enforcement to help control traffic. Tyler said there are two officers working at a time during business hours. They’re helping people get in and out of the restaurant’s parking lot and making sure the intersection of [NE Eighth Street and 116th Avenue NE](#) is not blocked.

The officers are contracted through a third-party company, so Tyler didn’t know how much it cost to have them on duty. However, the normal overtime rate is about \$66, he said.

“It’s not an insignificant amount,” Tyler said. “But it was required by the city to have those officers there to mitigate traffic.”

Traffic is expected to be affected by the restaurant for at least another week; the city will keep its mitigation efforts up until traffic dies down. Since implementing the plan, Tyler said he has seen a reduction in traffic backups.

A second Chick-fil-A opened Thursday in Tacoma. The hope, Tyler said, is it will take some pressure off the Bellevue location. A third location opens in Lynnwood on May 7.

Efforts to alleviate Chick-fil-A related traffic given approval by Planning Commission

Posted by [David Walsh](#)
Date: September 06, 2017
[Leave a comment](#)

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DEC 6 2017

EL DORADO COUNTY
DEVELOPMENT SERVICES DEPT

By LANDON WOODROOF

The traffic is unavoidable at certain times of day. You turn into the Brentwood Place Shopping Center off of Franklin Road and get stuck in an overflow of cars from Chick-fil-A whether you are planning to go to the restaurant or not.

On Tuesday night, the Brentwood Planning Commission recommended approval of two agenda items aimed partially at alleviating the restaurant-related traffic congestion.

The first item concerns a redesign of the Brentwood Place parking lot in front of Stein Mart, while the other involves an expansion and redesign of the Chick-fil-A restaurant itself.

Brentwood Place wants to re-stripe the parking lot in front of Stein Mart to make the spaces angled rather than horizontal. This will add 42 additional spots to the lot. While it is going about making these changes, Brentwood Place has agreed to make other modifications that will hopefully help drivers dealing with Chick-fil-A traffic.

The foremost improvement in this regard will be the creation of an extra bypass lane coming in from Franklin Road at the main, signal entrance to Brentwood Place, across from Brentwood United Methodist Church. There is currently only one lane entering the shopping center at the signal. The plan presented Tuesday night would keep that lane, but add another lane just to its south. The intent is for this lane to allow drivers to glide to the right past backed up cars waiting to get into Chick-fil-A.

At the left end of the circled part of the image you can see the additional bypass lane that is being added for cars entering the Brentwood Place Shopping Center.

The space for bypass lane is being created from removing trees and a few parking spaces to the south of the current entrance drive.

Planning Commissioner Ken Travis wondered if this would really solve the issue. If traffic is backed up badly enough going into Chick-fil-A would people even be able to get to the bypass lane, which would kind of branch off from the main lane after a person had already driven a short distance into the shopping center?

"Is there anyway where that could be a complete straight shot in there?" he asked.

City Manager Kirk Bednar said it was possible, but would take a lot of work.

"Physically can it be done?" he asked. "Yes, it can be done, but you're talking a significant project to move that light and deal with all the utilities."

The Brentwood Place plan would also relocate an access point to the main entry drive from the Stein Mart parking lot so that access point does not sit directly across the drive from an access point into Chick-fil-A. It is hoped that by staggering these entryways, traffic can be improved.

Hindman spoke in favor of the plan.

"We are significantly increasing the capacity," he said. "This plan increases traffic flow, increases parking, increases green space and improves Chick-fil-A."

The plan was unanimously approved by the Planning Commission.

The second half of the Planning Commission's look at tackling the Chick-fil-A traffic conundrum came from a plan presented by Chick-fil-A representatives.

This plan would make a number of changes to the restaurant's design to bring it up to date with the chain's newer stores and also to help it deal with high customer volume and vehicle traffic.

This image shows the redesign plan for the Chick-fil-A, including a dedicated double lane drive-through.

"This is one of our most successful Chick-fil-As," Evan Foster, who works at the Chick-fil-A Support Center in Atlanta, said. "That's why we're here today. We have a very successful town and a very successful Chick-fil-A, which creates a lot of traffic."

Foster said he has been working on solving the issues at this restaurant location for three years.

"I would just say the end result is pretty much everything we can do without scrapping the building and rebuilding it," he said.

One of the main changes discussed dealt with the building's drive-through lanes and the parking adjacent to those lanes on the south side of the building.

"Right now we really have what we call a single approach multilane and our customers have turned it into a double approach," Foster said. "It wasn't really designed to have two full lanes. It's one lane that splits into two and comes back into one. We want to fix that and put in two full lanes."

In order to create two full drive through lanes, the restaurant will turn the angled parking on the south side of the building into parallel parking. That will also allow the creation of an additional 18-foot wide lane that can be used to bypass the drive through and go around the building.

The two full drive through lanes will be partially covered by canopies, which restaurant operator Barry Hooper said would allow workers to take orders outside more often.

As part of this project, the order point for drivers will actually be moved back farther from Franklin Road.

"That can add two to four cars in the drive through stack, just pushing that back," Foster said.

Additionally, the restaurant's kitchen and preparation area for drive-through orders will be expanded.

Foster said the kitchen was out of date and that the staging area for drive-through orders was inadequate for a restaurant that now sees 65 percent of its business come through the drive-through window.

The Brentwood restaurant presently serves about 140 cars per hour during peak times, Foster said.

"If we can increase the number of cars by 60 to 70 cars in an hour that would greatly enhance the situation," he said.

Most of the commissioners were on board with Chick-fil-A's ideas.

"In my opinion, anything will help," Planning Commissioner Carole Crigger said. "It's a total mess right now."

In the end, only Commissioner Brandon Oliver voted against recommending the restaurant's plan.

"This has gone from just a restaurant with a simple drive-through to mass food production," he said. "I think we have to look at the precedent we're setting as a council to say, Hey listen we're gonna allow every drive through that gets popular to keep expanding, and it's no longer one car coming through and getting served. We're just gonna make it as wide as we can to get as many people through there as possible." He also specifically took issue with the idea of the canopies, saying that were "out of touch with this city."

Canopies shown during the meeting that Chick-fil-A's Evan Foster said resemble the ones planned for Brentwood's store.

Hper was pleased with the commission's vote. He said the redesigns will have a positive impact on his business's ability to serve its customers.

"This is huge," he said. "This will allow us to do things more efficient. I know it will help growth, but to me it's actually handling currently what we're doing. We're behind on getting these improvements."

Foster said the next steps in the process involve design work and permitting for the project. The construction process itself could close the restaurant for anywhere from four to eight weeks. He said the company was shooting for work to be done in the first quarter of 2018.

Foster said the company is currently looking for another location near this area to help further alleviate traffic at the Brentwood store and meet consumer demand.

Newly-opened drive-thru Chick-fil-A causing traffic nightmare for DC neighborhood

By: [Tisha Lewis, fox5dc.com staff](#)

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EL DORADO COUNTY
DEVELOPMENT SERVICES DEPT

Posted: Jun 06 2017 10:59PM EDT

Video Posted: Jun 06 2017 10:57PM EDT

WASHINGTON - A new drive-thru-only Chick-fil-A restaurant on Capitol Hill is ruffling more than a few feathers. Residents say the hot spot is causing a traffic nightmare in their neighborhood.

This Chick-fil-A location on Maryland Avenue in Northeast D.C. recently opened up for business last week. However, as customers head to the restaurant during the breakfast, lunch and dinner rush, a FOX 5 viewer says it is also creating traffic havoc in the area.

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Karl Frasier sent us video showing the gridlock caused by the line of cars waiting to get to the drive-thru and it has gotten so congested that a D.C. police officer is seen directing traffic entering and exiting the drive-thru.

Image Gallery [3 PHOTOS](#)

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Residents say this has been a familiar scene since this Chick-fil-A restaurant opened. H.J. Amons Sr. said he called the District's Department of Transportation about the issue.

"I told them that we had a problem out here, that traffic was backed up and we need to send somebody out to make an impact study," he said. "They said they would send someone out and they did. They responded the same day. The result is that they sent two to three traffic officers out to divert and control traffic."

In addition to the officers directing traffic, the restaurant has changed the drive-thru's entrance and exit to one-way only to help with traffic flow. But residents want more than that to solve the problem.

"We really need DDOT to step in and close this G Street entrance/exit," said one resident. "This is a residential neighborhood. There is no reason that traffic for this business should be traveling and frankly impeding fire trucks and residents all the same, which is what we have seen in the last week."

"We already discussed this with Chick-fil-A and our ANC dating back to November 2016," said another resident. "We are hoping that it is reconsidered and implemented. It's greatly affecting our community and we are just asking for this entrance and exit to be closed."

FOX 5 has reached out to Chick-fil-A and DDOT for comment and is still awaiting a response as of Tuesday night.

Chick-fil-A patrons overwhelm lot shared by 2 other businesses

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Cones and towing signs line the shared parking lot of the real estate office of Terrie Cox and Chick-fil-A on Southeast Mill Plain Boulevard. (Ariane Kunze/The Columbian)



Customers try to find parking in the crowded Chick-Fil-A parking lot. (Photos by Ariane Kunze/The Columbian)



Customers try to find parking in the crowded Chick-fil-A parking lot on Southeast Mill Plain Boulevard.
Top: Cones and towing signs line the shared parking lot of the real estate office of Terrie Cox and Chick-fil-A.



Cones and towing signs line the shared parking lot of the real estate office of Terrie Cox and Chick-Fil-A on Southeast Mill Plain Boulevard.

By [Troy Brynelson](#), Columbian staff writer

Published: November 9, 2016, 6:06 AM



The Columbian

A chicken sandwich meal at Chick-fil-A costs about \$6.50. That same meal plus a visit from the towing company costs about \$356.50, warns neighbor Terrie Cox.

“That’s a pretty expensive chicken sandwich,” said the real estate agent, whose offices share a parking lot with the fast-food chain’s new location in the Bennington neighborhood.

The Georgia-based fast-food restaurant opened its new location in early September to much fanfare at the corner of Southeast Mill Plain Boulevard and 164th Avenue. Hundreds camped out, thanks partly to a promotion that offered free lunch for a year to the first 100 customers.

But you wouldn't guess the grand opening was six weeks ago by looking at the traffic during the lunch and dinner hours. Employees navigate traffic and take orders at the drive-through while traffic hints at spilling out onto the streets.

The congestion has bit into businesses that share the parking lot, Cox's real estate company Terrie Cox Home Concepts and the Mexican restaurant Catedral Tapatia.

"It was awful, my friend," said Isabel Moran, an assistant manager at the restaurant, who said the parking lot isn't as packed as it was in September. "It was a nightmare in the beginning. It was so bad."

The three businesses share fewer than 100 parking spaces, some of which are reserved, with signs, or blocked by big traffic cones. Cox, who said she doesn't blame the owners of Chick-fil-A, said that doesn't stop people from moving cones or even parking in handicap spots.

"It's either (people) who can't read or think, 'I don't care, I'm going to do it' and they have their cars towed," she said.

According to Moran, the congestion has cost Catedral Tapatia 30 to 40 percent of its revenues since Chick-fil-A opened. Customers either don't come or park at Target and walk across the street. The owners have cut hours for some employees.

When it's packed, Moran said the morass reminds him of a crash on the freeway.

"I would lie if I said they don't hurt us," he said, adding that they haven't called any towing companies. "Maybe we are good guys; maybe we are stupid," he said. "We've given them a few warnings. Some days, people don't even care."

Chick-fil-A franchise owner John Dombroski said that the company wasn't aware of the logjam.

"We are thrilled with the outpouring of support in the weeks following our grand opening," Dombroski said in a statement released through a public relations company. "We aren't aware of any traffic issues but are always focused on providing efficient service for our guests and being a good neighbor in our community."

Chick-fil-A, headquartered in Atlanta, has about 2,000 locations nationwide.

Customers Don and Suzanne Hartley, both retired, said they became fans of Chick-fil-A while they lived in Atlanta and were excited to hear about the east Vancouver location. They said they thought the company could have done better with its location.

"If it was me, I wouldn't have put it on the corner since it's going to be such a tremendous draw," Don Hartley said. "They could have put it someplace else. They could have put it in a field and (people will) drive all over to a remote place to eat there."

"They're very, very busy, but they must be well-organized," said Suzanne Hartley.

Chick-fil-A Drive-Through Posing Problems

Cars Backing Up Along State Street; City Hall to Post Signs

Tuesday, February 19, 2013

By Nick Welsh (Contact)

Two weeks after its grand opening on outer State Street, Chick-fil-A is still experiencing such intense interest that it's causing drive-through customers to back up on State Street and trigger complaints from neighborhood residents. Santa Barbara police were initially wary that such concerns might be politically motivated — Chick-fil-A's anti-gay corporate philanthropy generated considerable media attention and political opposition — but upon investigation concluded the problems were real. As a result, City Hall will be posting three new signs along State Street warning motorized customers not to block the right-hand lane. Drive-ins are against city ordinance and can no longer be approved, but Chik-fil-A took over one of the last approved drive-ins in the city from the now-defunct Burger King.

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City, county money sought to help with traffic at planned Chick-Fil-A

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Eat more chicken. Create more traffic.

A potential new Chick-Fil-A location on Highway 84 East across from Southeast Alabama Medical Center could create traffic congestion and a problem for emergency vehicles looking to access SAMC from Highway 84.

The Commercial Development Authority of Dothan is asking for money from the City of Dothan and Houston County to pay for traffic improvements at the project site, but not everyone is ready to sign the check.

The authority is asking Houston County to provide \$75,000 for the project, which would create a controlled left-in only median on U.S. 84 East just inside Ross Clark Circle. While plans have not yet been approved, the new Chick-Fil-A would locate on the west side of the current Waffle House restaurant.

The controlled access median would allow motorists traveling east on Highway 84 a left-in to Chick-Fil-A and vehicles traveling west on Highway 84 a left-in to access the SAMC emergency room and other services. Although Highway 84 is a federal highway, it does not appear federal or state funds are available for the project, nor does it appear the state is willing to put another traffic light on a federal highway.

The authority estimates the improvements would cost between \$200,000 and \$300,000.

“We have a convoluted intersection there where the development is going to take place,” said Dothan Area Chamber of Commerce President Matt Parker, representing the Dothan Commercial Development Authority. “Of course there is a big concern for the safety of the patients at SAMC and the need for quick access. We also realize there is an interest for developing that corridor as well.”

If approved by both entities, the city and county would absorb the cost of the intersection improvements. District 4 Commissioner Brandon Shoupe said he believed the cost of the project should be spread around to those who benefit.

“If this is going to benefit the Medical Center, why shouldn’t it share in the cost? It is not a stretch to assume the adjacent property values will go up. Are any adjacent property owners sharing in the cost? The issue I have is if we were awash with cash in terms of roads, law enforcement, emergency responders, then this would be a no-brainer. But we can’t even give our employees a cost of living adjustment. We don’t have a lot of money to give out,” Shoupe said.

County Commission Chairman Mark Culver said he supports the project because he said the county will see a return on investment.

“This is the way we get funds to spend,” Culver said. “We create economic development and we create opportunities for folks and help jobs get created and help people come and spend money. We help put people to work so they have money to spend. A lot of people a year from now will tell you there will be a lot of benefit to this project for the county.”

It is difficult to imagine the project coming to fruition without the proposed traffic enhancements. The other standalone Chick-Fil-A on Ross Clark Circle near Sam’s has caused traffic problems in the past and an east side location would bring plenty of traffic as well. Further, an 84 East corridor development plan is in its infancy, but the nearby location of the Alabama College of Osteopathic Medicine has already spurred some development on the east side and more is expected. That means an already busy traffic area near Ross Clark Circle will only get busier in the future.

According to 2016 traffic counts from the Alabama Department of Transportation about 19,760 vehicles travel the area of Highway 84 East just inside Ross Clark Circle in a given 24-hour period, while about 25,140 vehicles pass the intersection with Highway 84 East on Ross Clark Circle.

“These are the things we try to look at; true blue public infrastructure to enhance the community. Plus, it gets rid of some of the blight,” Parker said.

The project calls for the demolition of current vacant structures near Waffle House.

The item was discussed during the Houston County Commission Administrative Meeting Thursday. Commissioners are scheduled to vote on the \$75,000 request during the commission’s regularly scheduled meeting Monday at 10 a.m. at the Houston County Administration Building.

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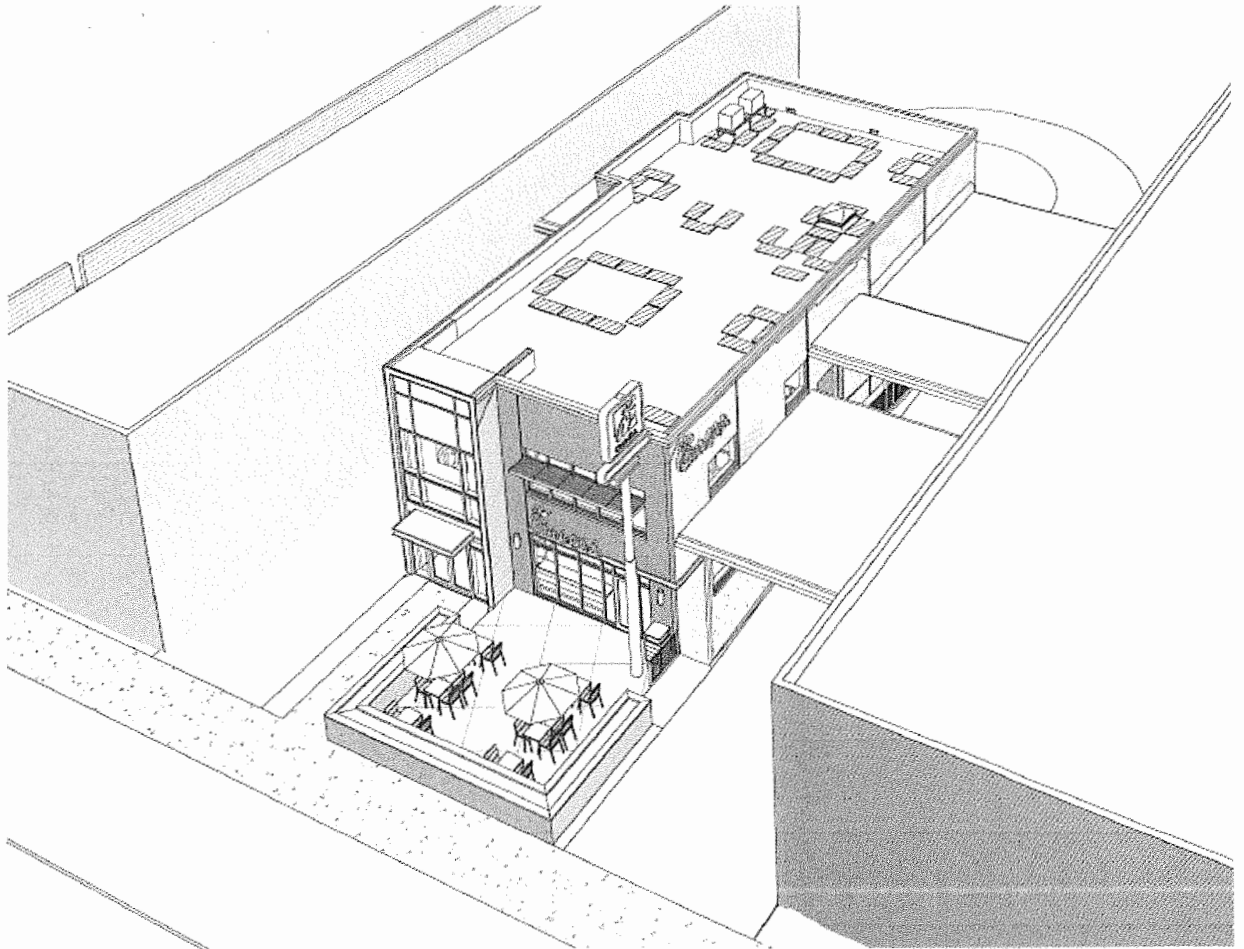
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Opinion: Chick-fil-A's continued pedestrian problem

April 27, 2016 by [11 Comments](#)



PATIO PERSPECTIVE 3

An early rendering of a Van Ness Chick-fil-A and drive-thru, as viewed from above.

by Marlene Berlin

Chick-fil-A still doesn't get it.

Representatives of the restaurant chain were out in full force at the April 19th ANC 3F meeting. Corporate Chick-fil-A showed up this time, along with franchise owners from the Columbia Heights and Bowie,

As I listened to them explain in great detail how cars could be handled efficiently in the queue, I realized they were still viewing this location through one lens – a car-centered one – and in an urban area, no less.

But in addition to attracting more motorists (200 to 300% more), the new restaurant presumably would also attract more pedestrians. Chick-fil-A has mentioned in great detail how many cars they expect through the drive-thru at peak times. However, the company has not mentioned how much walk-in traffic it hopes to attract.

So I decided to ask about their expectations in generating pedestrian traffic. I did not think this was an unreasonable question since we have more than 30 high-rise residential buildings lining Connecticut Avenue in ANC 3F, and most are within a ten-minute walk of this site.

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John Martinez, Chick-fil-A's development manager, responded that the pedestrian traffic along Connecticut Avenue currently could not support this restaurant. I tried again. He said this was proprietary information that they could not reveal. This I did not quite understand since they provided projections for drive-thru traffic. I tried a different tack, asking about comparisons to their other urban models. They responded that they could not make comparisons given this location was so unique. I countered that with that fact they had compared this location to suburban areas that also are unlike Van Ness.

Finally, Nathaniel Coates, Chick-fil-A's architectural design manager, admitted they did have high hopes for pedestrian traffic. Chick-fil-A plans substantial renovations – almost a complete tear-down of the existing building, and adding an outdoor café. It would not be making this kind of investment unless it expected a substantial number of dine-in and take out customers. But in the end they could not or did want to provide the numbers of pedestrians they expected to generate.

Whether pedestrians will feel welcome is another question. Increased pedestrian and motorist traffic will lead to an increase in pedestrian and motorist conflicts where the drive-thru meets the sidewalk.

DDOT's Public Space Committee is scheduled to decide the drive-thru question at its meeting tomorrow (April 28th). Several community members, including our ANC commissioners will be giving testimony and presenting a petition in opposition to the drive-thru.

Maryland locations. An engineer and transportation consultants were there for backup. This would be their third presentation before the ANC about their plans to take over the present Burger King site and drive-thru. ([View the Livestream here](#), presentation begins at 1:10:30)

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They came to address issues raised by the ANC and community members when Chick-fil-A's traffic consultants gave their report to ANC 3F in February. So one might think they'd talk about pedestrian safety – which had been left out of the original plan entirely. But no. Again, the presentation focused on vehicle traffic control. It was as if pedestrians did not exist or were such a minor factor, they were not worth considering.

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Chick-fil-A brings crowds, long traffic backups to Bellevue

Originally published May 1, 2015 at 8:15 pm Updated May 2, 2015 at 10:28 am

On Friday, cars line up to enter the drive-through lane and people on foot wait in line outside the Chick-fil-A restaurant in Bellevue, at 116th Avenue Northeast and Northeast Eighth Street. (Ellen M. Banner/The Seattle Times)

Fans of the new Chick-fil-A restaurant in Bellevue are creating backups onto I-405, overflowing into nearby parking lots and creating litter and grumpy neighbors. The city says the crush that started more than three weeks ago may not die down.

Share story

By

[Lynn Thompson](#)

Seattle Times staff reporter

The 100 people camped out in the parking lot the night before the state's first Chick-fil-A restaurant opened April 9 were apparently not a tipoff to Bellevue officials that they had a crowd problem on their hands.

The magnitude quickly became apparent the next day. Traffic backed up at nearby Northeast Eighth Street and 116th Avenue Northeast. It backed up onto exits from Interstate 405 — 30-minute-long backups, according to neighbors.

Eager for the signature crispy Southern-fried chicken sandwich on a soft white bun with two pickle slices, customers have overflowed the parking lot and left their cars at the Whole Foods kitty-corner across the intersection, at the corner Arco station, at the recreational marijuana store across the street.

"It's been absolutely nuts," said Alex Nguyen, assistant manager of Bel-Mar, the marijuana store.

Featured Video

[Seattle's Poem \(2:41\)](#)

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According to complaints to the city, customers have traipsed through beauty bark and ivy landscaping, darted across five-lane arterials and left their empty take-out boxes and bags strewn around the neighborhood.

"I've been doing this for 30 years and I've never seen anything like it," said Chris Dreaney, a transportation manager for the city.

"We had the impression it was going to be popular. Enthusiasm and excitement at first, then trailing off to normal levels. We're certainly surprised that the turnout has stayed so strong," she said.

On Thursday, Bellevue announced the latest attempt to manage traffic over the past three weeks. Off-duty Bellevue police officers paid by Chick-fil-A directed cars in and out of the restaurant parking lot and the drive-through line, until capacity was reached.

More were admitted as others left. If there wasn't room, customers were told to circle the block.

That strategy followed three weeks of a single police officer directing traffic, lane closures, flashing electronic sign boards approaching the intersection, and for the past three days, a flashing sign on I-405 suggesting alternate exits, which, according to Bellevue police, nobody read.

What's the draw?

Joy Adiletta, a native of Southwest Virginia, stood in line opening day (she said it wrapped around the building three times) and returned on Friday. She quickly volunteered that she isn't a fan of the company's politics. The Baptist corporate owners gave millions to anti-gay initiatives and causes, but following protests at stores across the country in 2012, including kiss-ins by gay couples, said they'd stay out of politics.

"They haven't changed their views, they've just gotten quieter," Adiletta said. Still, she was back for more. This was the fast food of her childhood, she explained, and recommended a nuggets meal.

"Whole chicken, hand battered with all these crispy bits that have come out of the hot peanut oil," she said.

Further back in line, Benjamin Arai, a California native, was also visiting for the second time, despite his less-than-enthusiastic initial review.

"McDonald's chicken sandwiches are way better," he said.

The Bellevue franchise owner, Valerie Artis, also a California transplant, cruised through the restaurant and the parking lot outside, overseeing a staff of dozens. By far the best-dressed person on the premises, Artis wore a calf-length black jersey dress, a black-and-white checked jacket and a red scarf, perfectly cast in the role of gracious hostess.

Asked what she called the young employees walking alongside cars in the takeout line, offering menus and relaying orders back to the kitchen, she said, "Family. I call them my family."

The city said Artis has been great to work with, offering suggestions for how to manage the crowds. Artis, in turn, says the same about the city.

"We did not expect the outpouring," she said, despite the company's practice with every opening around the country of offering a year's worth of free meals to the first 100 customers.

City officials say the new flagging strategy has helped traffic flow more smoothly. But they acknowledge it's not sustainable.

"It's not how we want our public streets to operate," said Dreaney, the city transportation manager.

Her best hope? Another store opened in Tacoma last week with a third scheduled for Lynnwood on May 7.

"We hope that people enjoy Chick-fil-A in Bellevue, but that fewer of them do so," she said.

Lynn Thompson: 206-464-8305 or lthompson@seattletimes.com. On Twitter [@lthompsontimes](https://twitter.com/lthompsontimes)

12/6/2017

Edcgov.us Mail - DR-08-0003/Saratoga Retail, December 14 Planning, EDC Planning Commission Hearing



PC 12/14/17
#7
Charlene Tim <charlene.tim@edcgov.us>
6 pages

DR-08-0003/Saratoga Retail, December 14 Planning, EDC Planning Commission Hearing

Melissa Garske <fashiongirlmelissa@yahoo.com>
To: charlene.tim@edcgov.us


Wed, Dec 6, 2017 at 12:04 PM

Charlene,

Please distribute the attached letter to each Member of the Planning Commission before the December 14 meeting.

Best Regards,

Melissa Garske
Cell (530) 409-2345

 **Garske M Saratoga SR 080003 Retail.pdf**
10559K

Melissa L. Garske

3891 Scenic Court
El Dorado Hills, CA 95762
Phone: (530) 409-2345
E-Mail: fashiongirlmelissa@yahoo.com

December 6, 2017

County of El Dorado Planning Commission
Charlene Tim, Clerk of the Planning Commission
2850 Fairlane Court
Placerville, CA 95667

RE: DR 08-0003-R/ Saratoga Retail

To Planning Commission and EDC Board of Supervisors,

As a current homeowner within feet of the proposed design project revision and a direct line of sight to the location, I wish to bring my concerns to your attention, most importantly; traffic, parking, noise, aesthetics, truck unloading, and transient traffic driving through our small neighborhood.

This location was approved in 2009 for several buildings containing retail space and one sit-down restaurant. This is an acceptable plan for the space and none of my neighbors or I disagree with it. Now the developer has requested to amend it and is not only proposing one, but two very popular drive-thrus in a very small space. This changes every sound test, traffic study, etc. that was done back in 2009. The reports now are stating there will be minimal effect on the surrounding locations, which is frankly not true and not possible. They are stating the same amount of cars will be driving through as in 2009 study.

First, I would like to request that the Planning commission and the Board of Supervisors stand behind the well-planned decision they made in 2009. Second, I would ask that you deny any amendment to this location. Third, if consideration is made to amend the plan, I ask that there are official noise, light and air pollution, and traffic studies done before any more progress is made.

As a mother of small children, I would also like to request the hours of operation for any business should be limited to 9 pm. I prefer an 8 pm limit because my children need to get adequate sleep in order to be alert in school. Currently, nothing would prevent these businesses from being open 24 hours a day. Please see Figures 1.1 and 1.2, attached at the end of this letter. The pictures attached, show how close these drive-thrus will actually be

to homes. When my husband and I bought this home in 2012, we did so with the understanding that upscale retail shops and a sit-down restaurant were being built in this location. This understanding helped us make the decision to buy our home in El Dorado County, instead of buying in Sacramento Country, where we both work.

It has come to my attention that there are only around 68 new parking spots for three buildings and that does not leave enough for the employees of these businesses and the patrons. Originally, 150 parking spots were approved. As parking issues arise, cars will begin to park in Walgreens parking lot, side streets and Saratoga Way. This will be a major problem for homeowners and visitors, especially once the road is 4 lanes and has no street parking.

Other traffic concerns are the left turn lane onto Saratoga Way, Northbound on El Dorado Hills Blvd. This turn lane is already short, and it is not uncommon to wait through two or more light cycles in order to turn left. Currently, as traffic builds- often at non-busy times of day, this turn lane then blocks the left-hand lane that goes straight north on EDH Blvd, causing potential traffic backups and dangerous conditions. Please see Figure 2, attached.

Our county is a beautiful gem and El Dorado Hills is traveler's first impression of us. Please take that into consideration and don't label us "the town with the Chick-fil-A". The Master Plan that has been in place for years has protected our small town feel and kept our county protected. In addition, this design revision violates Measure E, General Plan policies and California Environmental Quality Act (CEQA).

These are just a few of many issues that arise for my neighbors and me. I haven't even mentioned the noise, the lights, the truck unloading, or the fast-food smell.

I ask that you deny the approval of DR-08-0003-R/Saratoga Retail.

Thank you,

A handwritten signature in cursive script, appearing to read "Melissa Garske".

Melissa Garske

Figure 1.1

My current view from my second story balcony. The green grass is the building site and were noted by the red arrow, the large white sign is the location of the Habit burger Drive-Thru window.

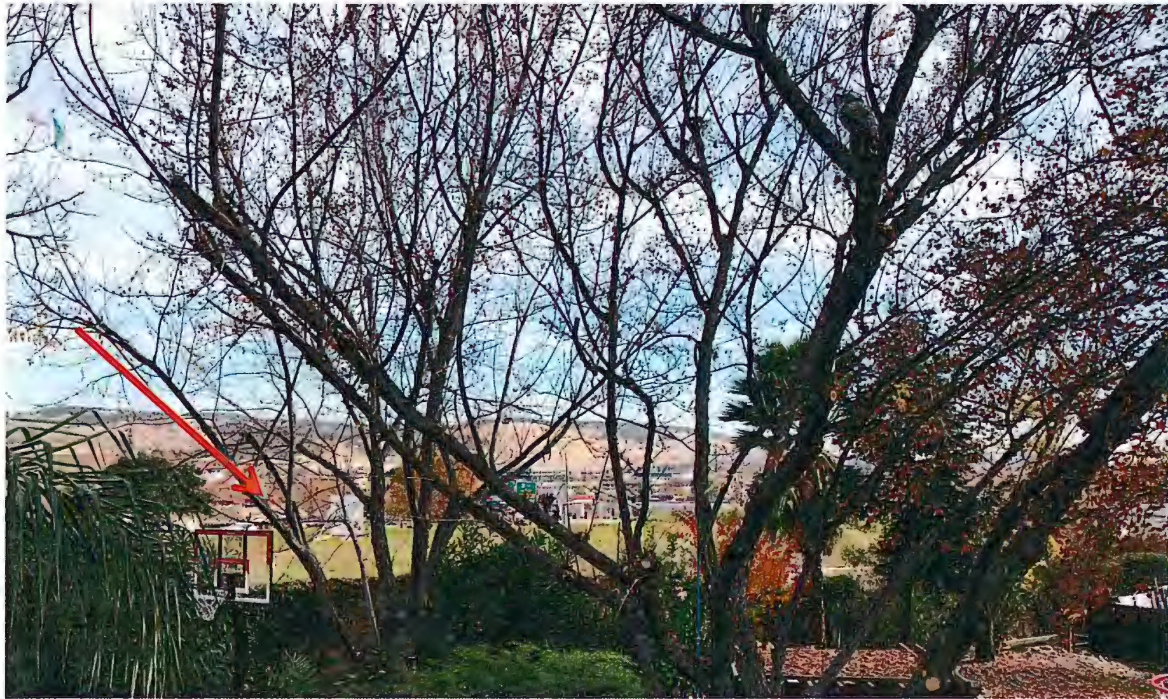


Figure 1.2

View from our backyard. The Chik-fil-A will cover the hilltop views. I understand that a building will be built there, however there is a big difference between Fast Food signs/lights and a retail building.



Figure 2.1
Northbound El Dorado Hills Blvd, Saratoga Way left-hand turn lane.



Building Site