



Charlene Tim <charlene.tim@edcgov.us>

SARATOGA CHIC FIL A

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To: charlene.tim@edcgov.us

Sun, Sep 9, 2018 at 12:30 PM

To Whom it May Concern,

I am the mother of two small children. My family and I live in a neighborhood filled with individually owned condos and town homes that is located as close to where Chic Fil A is being proposed as it can get.

Already, I can't go on walks with my newborn and toddler because 1) my neighborhood doesn't have sidewalks and 2) whether acknowledged by those who do not live in this neighborhood or not, those traveling from outside this neighborhood to either drop their child off at school, visit the nearby medical offices or banks, or visit Walgreens are flying through our neighborhood in their cars with zero regard for the occupants and their children.

I am someone who goes on walks. Instead of having the luxury of walking in my neighborhood with my kids, I have to have a gym membership and walk in a stale building while staring at a wall.

Please consider this when contemplating putting in Chic Fil A. You may not think the traffic from retail locations will affect our neighborhood but it very much will (it already has). I love this neighborhood but, should more retail locations go in, I'm afraid my family of four will be moving out of the area and up the hill, into a town that considers its residents and their well being. Local businesses will lose our business; especially those businesses located in Town Center.

Additionally, it has come to my attention that Vintage Grace has strongly supported Chic Fil A being put in, implying the residents located in this neighborhood would be pleased. Please know, we are anything but pleased and I for one do not and have never attended Vintage Grace (I attend another local church), so how would they know my opinion? Vintage Grace, while located nearby, is two lights down from where Chic Fil A is being put in; the residents near their location would not be nearly as affected by Chic Fil A. And, let's face it, Vintage Grace is biased, since Chic Fil A helps support local churches.

I am all for Chic Fil A in our town. But how about a different location, that doesn't cause traffic in a neighborhood without sidewalks, a neighborhood that has a local school within it, an open park, and young children at play.



Charlene Tim <charlene.tim@edcgov.us>

Chick Fil A Appeal for EDH- DR-R18-0001/Saratoga Retail

Rusty Everett <rusty@speckproducts.com>

Tue, Sep 11, 2018 at 2:45 PM

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Cc: "efren.sanchez@edcgov.us" <efren.sanchez@edcgov.us>, "charlene.tim@edcgov.us" <charlene.tim@edcgov.us>

I am writing to you today in hopes that you will write what appears to be another wrong by our planning dept in approving Chick Fil A's revised plans to put in a tourist serving location at a location in El Dorado Hills and make our bad traffic even worst.

In the appeal by the residents you will find several clear violations of our Design standards laid out in black and white.

It's clear that the planning commission should have never moved to approve this project based on the challenges it presents to the community and the effort they made to point out the violations of our standards and rules which seems to be dismissed and approval granted.

The traffic studies referenced in the developer's application packet were done at interesting times and dates with only a single sampling vs several days which makes the data not reliable. The numbers appear to be in direct conflict with both the stated number of cars Chick Fil A aims to serve and the observations of people who actually frequent the business. Then when you look back at the same intersections and a traffic study done by the same Kimley Horn for Saratoga Estates and now for the Commercial projects they have some very interesting and not surprising friendly project conclusions.

Clearly back in 2014 when they studied these same intersections you will see that actual observed traffic was LOS C at EDH Blvd/Saratoga they clearly indicated with the Saratoga estates project completed and with Saratoga and Wilson extensions completed we will be at LOS F which is exactly what it feels like NOW ON EDH BLVD from White Rock/Latrobe to the Serrano/EDH BLVD lights on a daily basis from 4-6 PM during the week.

- A. Latrobe and White Rock were at LOS D/D AM/PM in the 2014 study and was supposedly somehow going to move to LOS C/E with Saratoga Estates and road upgrades done. AM gets better and PM gets worst but as a resident who lives off White Rock I can tell you we only have gotten busier at this intersection so I have no idea how they project one gets better and one gets worst but we have built a few thousand homes between Heritage, Blackstone, Cal Atlantic etc so reality is very different than projections.
- B. Latrobe and Town Center were at LOS C/E and moving to C/F
- C. EDH BLVD and Saratoga/Park were at LOS C/C and moving to F/F with the enhancements to Saratoga and Wilson which have not yet occurred and all those homes are not yet built for Saratoga.

Fast forward now to the same Company studying the same roads for a different customer with a different outcome

- A. Latrobe and White Rock now in 2017 show LOS C/C and only moving to C/C after the Chick Fil A. So with NO improvements at Saratoga or Wilson to help we are now better at this intersection with no actual improvements and thousands of more cars including at John Adams Academy on the corner of White Rock and Latrobe which is creating more traffic as well as more people using White Rock due to the mentioned developments built out since 2014.
- B. Latrobe and Town Center now in 2017 show LOS B/D and moving to B/D but their own report shows in 2014 they were already C/E and moving to C/F after improvements which have yet to happen and again somehow magically we went down in traffic which is the opposite impact people who drive these roads every day are actually experiencing. I leave daily from White Rock and turn left at Latrobe to go to Park Dr and meet up some kids for Carpool to Rancho for sports. We leave our house by 4 PM to drive 1.6 miles and it takes usually two changes of the light at Town Center/EDH and we then creep under the freeway and takes 15 -20 minutes to drive 1.6 miles and that's at 4 PM before it gets really bad.
- C. EDH BLVD and Saratoga now in 2017 with none of the improvements done show both a lower number now than actually in 2014 with a LOS B/C today and moving to C/C after the project yet in 2014 they projected AFTER improvements that are yet to be made they would be at LOS F/F and now to the benefit of a new customer the numbers got better without the roads being completed??

See the side by side reports you will already have in your possession from the 2014/15 report for Saratoga estates that was attached for that project and the new one that was attached to the new Chick Fil A project.

There also seems to be so many exceptions being asked that if we look back at the original plans for this location as a commercial location:

1. We had to make exception in 2009 with administrative relief for the drive through for Walgreens with a condition that the rest of the project would be non-tourist serving and not include drive thrus.
2. We had to make excepting in 2009 with administrative relieve for the parking and traffic circulation due to the odd shape of the property and was exclusively given understanding that this would be a non tourist serving location if granted this exception.

In 2017 Developer submitted plans in clear conflict with two tourist serving facilities and two drive thru's. It was and still is in direct conflict with the Administrative relief granted in 2009 but with the two locations on the site and two drive thru's and it was denied in Jan 2018 but yet here we are with now 1 building that's still a tourist serving facility and has a drive thru and just like in Jan should have been denied but there was some big change of hearts at the planning commission even though the conflicts are still the same!

Its also clear that the development will have up to 4 driveways facing a residential zone with lights going in to homes as they exit which seems to be in clear violation of Community Design Standards for Parking and Loading H.2

It seems clear that even if the county can look past the traffic studies, the Design violations of Drive Thru's, Traffic circulation and the fact this is a Tourist serving location and restaurant there is still the issue of CEQA. We have clear violations of Design Standards and county ordinance 130-52-030 which would require a complete new Environmental Study if the BOS allows this project to continue forward in clear violation of the rules .

I ask the BOS to override the bad and wrong decision by the planning commission and look at the evidence presented and deny the applicant approval on this project.

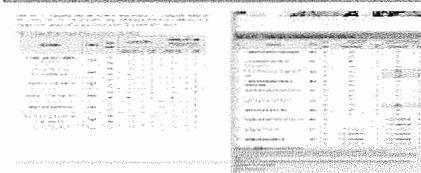
This has never been about Chick Fil A . They are a great company who cares about their community and is involved with the Schools, sports, education etc. People will surely parade folks in and talk about what a great role they play in our community and why we should want them here. I am fine with Chick Fil A coming to El Dorado Hills but build it where it will best fit and not bend all the rules to accommodate a developer who has already gotten several considerations for this odd property. Now that those are granted they continue to want the county to keep bending the rules further and further only benefitting them and their client.

EDH 52 is being built soon, Town Center and Market Place have big vacancies and could easily handle this location without a total disregard for all the rules meant to keep us orderly and our traffic moving in the future.

Regards

Rusty Everett

15 + year resident of El Dorado County



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Kimley Horns 2017 Transportation Impact Study analyzed the existing conditions (2017) of intersections, roadways and freeway facilities in the vicinity of the project and the existing conditions plus the proposed project. **Table 7** presents the existing intersection operating conditions and the existing conditions with the proposed project included.

Table 7: Existing (2017) plus Proposed Project Intersection Levels of Service

Intersection	Control	Peak Hour	Existing (2017)		Existing (2017) plus Proposed Project	
			Delay (sec)	LOS	Delay (sec)	LOS
El Dorado Hills Blvd @ Saratoga Way/Park Dr	Signal	AM	12.9	B	26.4	C
		PM	22.6	C	38.5	D
El Dorado Hills Blvd @ US-50 WB Ramps/ Park Dr	Signal	AM	30.9	C	29.7	C
		PM	44.2	D	52.5	D
Latrobe Rd @ US-50 EB Ramps	Signal	AM	14.5	B	14.9	B
		PM	13.7	B	14.1	B
Latrobe Rd @ Town Center Blvd	Signal	AM	16.3	B	17.9	B
		PM	48.3	D	49.2	D
Latrobe Rd @ White Rock Rd	Signal	AM	33.2	C	34.4	C
		PM	33.4	C	33.3	C
White Rock Rd @ Windfield Wy/ Town Center Blvd	Signal	AM	11.9	B	11.9	B
		PM	13.9	B	13.9	B
White Rock Rd @ Post St	Signal	AM	23.5	C	23.9	C

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Table 4.7-15 Existing (2014) and Existing plus Project Intersection LOS

ID	Intersection	Control	Peak Hour	Existing (2014) ¹		Existing (2014) with Project ²	
				Delay (seconds)	LOS	Delay (seconds)	LOS
1	El Dorado Hills Boulevard at Wilson Boulevard	Signal	AM	20.8	C	25.3	C
			PM	22.5	C	29.9	C
2	El Dorado Hills Boulevard at Serrano Parkway/Lassen Lane	Signal	AM	44.2	D	42.4	D
			PM	21.5	C	26.5	C
3	El Dorado Hills Boulevard at Saratoga Way/Park Drive	Signal	AM	22.4	C	150.6	F
			PM	22.0	C	102.4	F
4	El Dorado Hills Boulevard at Highway 50 westbound ramps	Signal	AM	29.2	C	26.6	C
			PM	35.0	C	37.8	D
5	Latrobe Road at Highway 50 eastbound ramps	Signal	AM	31.0	C	37.5	D
			PM	11.7	B	11.8	C
6	Latrobe Road at Town Center Boulevard	Signal	AM	27.7	C	27.7	C
			PM	73.8	E	89.8	F
7	Latrobe Road at White Rock Road	Signal	AM	36.2	D	32.8	C
			PM	43.7	D	59.6	E
8	Saratoga Way at Wilson Boulevard (Project Only)	SSSC ³	AM	-	-	4.9 (29.6 southbound)	D
			PM	-	-	2.6 (32.1 southbound)	D
9	Saratoga Way at Finders Way	SSSC ³	AM	7.7 (8.8 southbound)	A	1.0 (22.1 southbound)	C
			PM	4.3 (8.9 southbound)	A	1.0 (21.0 southbound)	C
10	Saratoga Way at Arrowhead Drive	SSSC ³	AM	1.8 (9.1 southbound)	A	0.5 (28.3 southbound)	D
			PM	1.7 (9.2 southbound)	A	0.6 (35.8 southbound)	E

Notes: **Bold and shaded** represents unacceptable operations.
1. The Existing Condition scenario assumes the project site in its current conditions with no extension of Saratoga Way or Wilson Boulevard.
2. The Existing (2014) with Project scenario assumes development of the proposed residential development and extension of the proposed Saratoga Way and Wilson Boulevard Extensions.
³Side Street Stop Controlled (SSSC) intersections are reported with the overall intersection delay followed by the delay of the worst approach. The reported LOS corresponds to the worst approach.
Source: Kimley-Horn 2015