



PC 8-23-18
#7

3 Pages

Planning Department <planning@edcgov.us>

RE: DR-R18-0001/Saratoga Retail Phase 2

1 message

Joel Wiley <joel-wiley@sbcglobal.net>
To: "planning@edcgov.us" <planning@edcgov.us>
Cc: "joel-wiley@sbcglobal.net" <joel-wiley@sbcglobal.net>

Fri, Aug 10, 2018 at 7:06 PM


Please find the attached letter to be submitted to the planning commission for their August 23 2018 meeting.

If you have any questions, please let me know.

Sincerely,

Joel Wiley

Sent from Mail for Windows 10

 **Planning Commission Letter 20180810 - RV parking.pdf**
40K

Joel Wiley
3797 Pardee Ct
El Dorado Hills CA 95762
(916) 933-4453

August 10, 2018

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

RE: DR-R18-0001/Saratoga Retail Phase 2 , RV Parking

This letter is limited to the Recreational Vehicle parking proposed for this project. I reviewed the Application Package that was publicly available on August 6, 2018 via the website for the El Dorado Hills Area Planning Advisory Committee (EDHAPAC). I specifically reviewed the 'Preliminary Site Plan Design Review' found on page 204 of that document.

I am the owner of a 31ft Class C motorhome which has an approximately 10ft overhang from the rear axle to the bumper, and a width of 100 inches. I reviewed the parking spots from that perspective. Neither of the two RV parking spots are usable by my RV. The RV spaces are 120" wide. If perfectly aligned, that would leave me 10 inches clearance to open the RV door. When turning, the overhang of my RV causes the rear to swing out and would strike the vehicle next to me with significant damage to both. The turning radius between the North end of the parking space is 24 feet and requires a 90 degree turn to enter/exit. This is less than the turning radius of my RV. I could not pull forward to exit. As I usually tow a vehicle which precluded my backing, the only way to exit would be to unhitch.

In short, the parking spaces in that plan are unusable for an RV such as mine.

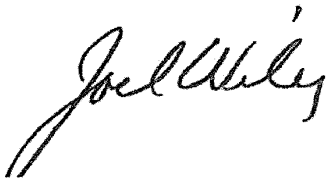
The developer provided a project presentation at the EDHAPAC meeting on August 8, 2018. In that presentation, he provided documents that had been publicly released the evening before the meeting of which I had no knowledge. Those plans display a revision of the RV parking spaces. They can be seen in the Legistar facility under file 18-1215 on the Planning Commission August 23, 2018. Page 7 of the submission labeled D Staff Report Exhibits A-U. In the revised plans, the parking spaces have been

rotated approximately 20-30 degrees. This would reduce the turning radius needed to enter/exit. However, that modification is insufficient to may the parking spot usable.

I was unable to find design criteria which specified minimum parking stall widths for RV spaces. I did find that a standard automobile space width appears to be nine feet. Ten feet is not a practicable stall width for an RV space, even without requiring a turn.

The proposed RV parking spaces do not comply with the County requirements to provide them because they simply will not work in the real world.

If you have any questions regarding this matter, please call me at the number above.

A handwritten signature in black ink that reads "Joel Wiley". The signature is written in a cursive style with a prominent initial "J" and a distinct "W".

Joel Wiley



PC 8-25-18
#17

Serena Carter <serena.carter@edcgov.us>

Fwd: Saratoga Drive through

1 message

Char Tim <charlene.tim@edcgov.us>
To: Serena Carter <serena.carter@edcgov.us>

Tue, Aug 14, 2018 at 8:41 AM

Char Tim
Clerk of the Planning Commission

County of El Dorado
Planning and Building Department
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5351 / FAX (530) 642-0508
charlene.tim@edcgov.us

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

From: **David Lee** <2davidglee@gmail.com>
Date: Sat, Aug 11, 2018 at 8:41 PM
Subject: Saratoga Drive through
To: charlene.tim@edcgov.us

I live on Arches Avenue in El Dorado Hills and am strongly opposed to the proposed Chick Fila drive through on Saratoga. My concerns are increased traffic, air pollution, and noise. A drive through is quite different than a sit down restaurant.

David Lee
366 Arches Avenue



PC 8-23-18
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5 Pages

Planning Department <planning@edcgov.us>

**DR-R18-0001 Saratoga Retail Phase 2 - El Dorado Hills Townhouses Association
(letter attached)**

1 message

Hilary Krogh <hilaryd73@gmail.com>


Sun, Aug 12, 2018 at 4:56 PM

To: planning@edcgov.us

Cc: Char Tim <charlene.tim@edcgov.us>, edc.cob@edcgov.us

The attached letter is being submitted on behalf of the El Dorado Hills Townhouses Association. Thank you for distributing it in advance of the August 23rd Planning Commission meeting on Saratoga Retail Phase 2 (DR-R 18-000-1).

Thank you,
Hilary Krogh

 **DR-R18-0001 Saratoga Retail Phase 2- El Dorado Hills Townhouses Association 8-5-2018.pdf**
129K

EL DORADO HILLS TOWNHOUSES ASSOCIATION
C/O Silvercreek Association Management
6060 Sunrise Vista Dr, Suite 3400
Citrus Heights, CA 95610

August 5, 2018

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

RE: Saratoga Retail Phase 2, DR-R18-0001 (Previously Denied DR 08-0003-R)

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 (Townhouses Association). The 2009 Administrative Relief Findings (Findings) for the originally approved DR 08-0003/The Shops indicated that the project 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."

The plan has changed to include a fast food restaurant, which is more likely to entice traffic off Highway 50 than the 2009 approved DR 08-0003/The Shops. The prominently elevated location should be for a project that is consistent with the viewshed of a scenic highway. Instead, a fast food restaurant would become the landmark of the gateway to El Dorado Hills and El Dorado County.

It makes no sense that the Mitigated Negative Declaration/Initial Study for DR-R18-0001 Saratoga Retail Phase 2 is currently being presented to you with either "No Impact" or "Less Than Significant Impact" checked in the Aesthetics and Noise areas. How is this even possible given that potentially significant impacts were identified in Aesthetics and Noise in a Mitigated Negative Declaration in 2009? In 2009, a Mitigated Negative Declaration was prepared for the approved DR 08-0003/The Shops due to the "Potentially Significant Impact" of Aesthetics, Noise, Air Quality and Transportation/Circulation.

Limit the hours of operation to no later than 10:00 p.m.

The Saratoga Retail Phase 2 proposal will result in more traffic noise, lighting/advertising signage and non-traffic noise (e.g., drive-thru window, 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 and aesthetics.

The drive-through order window proposed for building 3 would likely be in operation during nighttime hours (past 10 p.m.) according to the Initial Study (page 43). For a drive-thru which is "pushed right next to a residential neighborhood" it is a "Never-ending nuisance of late-night hours." There is "extended documentation of the noise, trash, and passed out people..." "Because late-night drive-thrus don't offer bathrooms, many people simply urinate in the alley... It is more like a wild after-party with cars idling, full of occupants yelling and radios blaring and horns honking" (MINNPOST, 8/28/15).

Dual Pane windows should be offered to all Townhouses Association units

It is requested that updated *interior* noise testing occur on the townhouses. Because 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 rerouting 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. Even the single-story homes at a higher elevation 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.

No Parking signs should be posted on both sides of Saratoga Way

The traffic was discussed in isolation of Walgreens (Building1), which was left off the Exhibits. The Saratoga Retail Supplemental Traffic Analysis (Kimley-Horn July 12, 2018) states "This memorandum documents the results of a supplemental traffic impact analysis completed for Saratoga Retail Phase 2 (the "proposed project" or "project") ...The project location is shown in Exhibit 1 and the project site plan is shown in Exhibit 2."

Kimley-Horn reported almost 600 less Daily Trips than was reported in 2008, in spite of the fact that a highly popular fast food restaurant with a drive-thru window, etc. is now proposed. How is this even possible? The October 9, 2008 Traffic Impact Analysis, DR 08-0003/The Shops was identified as generating 240 new pm peak hour trips and 3,297 Daily Trips. In 2018, the proposed Saratoga Retail Phase 2 is identified as generating 215 new pm peak hour trips and 2,700 new daily trips.

Shared cost of gates at Scenic Court and Hills Court with the Townhouses Association

The Saratoga Way @ Mammouth Way (Table 10, page 9) falls from a LOS C to LOS E due to the project...two Levels of Service. No project should be allowed to have such a significant impact on a neighborhood street. Both the Supplemental Traffic Analysis (Kimley-Horn, July 12, 2018) and the previous 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 traffic. Our Townhouse Association would be forced to become a gated community.

"Permit Only" parking signs should be posted on Mammouth Way and Arrowhead Drive

There is a neighborhood park, an elementary school entrance, and school bus stops when considering the impacts of cut-through and rerouted traffic. Arrowhead Drive and Mammouth Way are narrow streets without sidewalks, bike paths or street lights. 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.

Updated study on Neighborhood Cut-through Traffic and TIRE Index to include the traffic generated by the proposed project.

The Traffic Infusion on Residential Environment (TIRE) index for Mammouth Way, Arrowhead Drive and Finders Way was not identified, and therefore, there were no results to trigger a study of the impacts (e.g., safety, harmful effects on human beings) within the neighborhood. A previous study (Dowling Associates, 2007) forecasted a TIRE Index of 2.9 for Arrowhead (860 cars daily) and a 3.0 for Finders (940 cars) in 2030. "The TIRE Index of 3.0 is normally used to determine that point at which a residential street changes character and operates as a traffic facility." "Yet, any traffic change of 0.1 or more would be noticeable to street residents. Streets with TIRE levels above the mid-range index of three are traffic - dominated while those with indexes below three are better suited for residential activities." Dowling and Associates further stated that the analysis "Does not include traffic due to anticipated Mixed Use Center/Office Building Development in reference to reported neighborhood cut-through/diverted traffic volumes."

The May 25, 2017 Traffic Impact Study made an inaccurate assumption in its traffic modeling that hasn't been studied nor approved. Specifically, there would be a prohibition of a left turn from Mammouth Way onto Saratoga Way. Both the May 25, 2017 and the July 2018 traffic studies were incorporated into the current Mitigated Negative Declaration/Initial Study. Table 7 and Table 8 show better Levels of Service than Table 9 (Table 10) Near-Term (2026) Intersection Level of Service and Table 11. In effect, Initial Study for the DR-R18-0001 Saratoga Retail Phase 2 inconsistently relied on falsely improved LOS functioning for studied roadways and intersections. The July 12, 2018 Supplemental Traffic Analysis (Kimley-Holms) ironically did not incorporate the prohibition of a left turn.

"No Exit/ Entrance Only" sign at the Umpqua Bank complex driveway by Mammouth Way

No mitigation is suggested for the significant impact from the rerouted and cut-through traffic. 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 rerouted through the neighborhood to Arrowhead, just to be able to access Saratoga Way.

Eliminate the drive-thru window

We disagree that there would be no impact to sensitive receptors because "there are no nearby sensitive receptors." The CEQA Guidelines identify sensitive receptors as facilities that house or attract children, the elderly, people with illnesses, or others that are especially sensitive to the effects of air pollutants. The County of El Dorado Senior Day Care for the elderly with "dementia and other chronic health issues" and the Senior Center is less than a half a mile away. Versante is senior housing only. Our townhomes tend to attract young families with infants and young children and/or the elderly in their retirement years.

Truck deliveries between the hours of 6 a.m. and 10 a.m. only

Assurances at the June 26, 2018 Saratoga Retail Neighborhood Meeting included that the 2009 Findings would remain intact. Limiting truck deliveries between the hours of 6 a.m. and 10 a.m. only was explicitly noted as a continued requirement.

Denial of the Project /Environmental Impact Report (EIR) must be prepared

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 in the areas blight and ramifications thereof, and cumulative impacts. Combined with the impacts of past and future projects (Saratoga Way Extension, Saratoga Estates, etc.) the impacts would be cumulatively considerable and cause substantial adverse effects on human beings (Mandatory Findings of Significance). There is not compliance with the voter approved Measure E in terms of the project area intersections and roadways.

Incorporated by reference is our previous 12-5-2017 letter on the DR 08-0003-R/Saratoga Retail, as well as comments by others submitted for the 12-14-18 Planning Commission hearing. We are also incorporating by reference the documents and public comments on Saratoga Way Extension, Saratoga Estates and the U.S. Highway 50/El Dorado Hills Blvd-Latrobe Road Interchange Project, including the Citizens Against Roadway Encroachment (CARE) v. El Dorado County proceedings and decision. A fair argument exists that an EIR should be prepared to fully address the impacts and alternatives to the project.

Thank you in advance for denying the approval of the Saratoga Retail Phase 2, DR-R18-0001 and the associated Findings.

Sincerely,

Hilary Krogh

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

CC: El Dorado County Board of Supervisors
El Dorado Hills APAC



PC 8-23-18
#7

Planning Department <planning@edcgov.us>

Official Statement for Stephanie Szucs: Opposed to Chick-Fil-A development on Saratoga Way

1 message

Stephanie Szucs <sszucs330@gmail.com>
To: planning@edcgov.us

Mon, Aug 13, 2018 at 9:47 AM

From: Stephanie Szucs <sszucs330@gmail.com>
Date: August 13, 2018 at 9:42:30 AM PDT
To: charlene.tim@edcgov.us
Subject: Official Statement for Stephanie Szucs: Opposed to Chick-Fil-A development on Saratoga Way

To whom it may concern,

I Stephanie Szucs a resident of El Dorado Hills strongly oppose the proposed changes to the Saratoga retail space, "The Shops". The negative effects would greatly diminish the landscape of our community, and the quality of life for those of us impacted by this development. The original approved plan clearly stated that due to the narrow landscape of parcel no such business, such as Chick-Fil-A, would be considered for said location. As well in the original plan approval it is mentioned that this addition should be positive to the surrounding neighborhood, this new plan is clearly not a positive addition, the impact on our neighborhood and community would be severely negative. Please reconsider any approvals of the proposed changes. I appreciate your time and consideration for those of us who are opposed to the proposed plan changes at the retail location on Saratoga. And those of us who are most directly impacted.

Thank you,
Stephanie Szucs
Resident of El Dorado Hills
Sszucs330@gmail.com



PC 8-23-18
#7

Serena Carter <serena.carter@edcgov.us>

Fwd: No Fast Food Drive Thru on Saratoga Way

1 message

Char Tim <charlene.tim@edcgov.us>
To: Serena Carter <serena.carter@edcgov.us>

Tue, Aug 14, 2018 at 8:40 AM

Char Tim
Clerk of the Planning Commission

County of El Dorado
Planning and Building Department
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5351 / FAX (530) 642-0508
charlene.tim@edcgov.us

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

From: **Elizabeth Leslie-Gassaway** <elgassaway@att.net>
Date: Mon, Aug 13, 2018 at 2:49 PM
Subject: No Fast Food Drive Thru on Saratoga Way
To: "charlene.tim@edcgov.us" <charlene.tim@edcgov.us>

Dear Ms. Tim,

I recently moved to 700 Platt Circle in the Crescent Ridge neighborhood of El Dorado Hills. I was horrified to find out that the county was considering allowing a drive thru on Saratoga Drive. I have a young child who likes to ride her bike around that area and we are very active, outdoorsy people. This proposed drive thru would add traffic, pollution and ruin the natural beauty of the area which is why we chose to buy a home here. There are already plenty of drive thrus very close and another one is not needed. The traffic issue will not go away - 100 + cars per hour on top of the traffic flow when the road punches through to Folsom will make EDH and Saratoga the new Iron Point Bidwell nightmare for EDH. My child will lose her biking area and it will create problems for so many!

Please do not allow this drive thru to go forward. There are many studies showing the negative impacts of a drive thru to a residential neighborhood. I hope you will honor our neighborhood's wishes and stop the drive thru.

Thank you for your time.

Sincerely,

Elizabeth Leslie-Gassaway
916-842-7737