

JAMES KIDDER PROPERTIES
4068 Mother Lode Drive, Suite C
Shingle Springs, CA 95682
Phone (530) 672-2909 • Fax (530) 672-0753

July 23, 2009

Ray Nutting
El Dorado County Supervisor
District II
330 Fair Lane
Placerville, CA 95667

Dear Supervisor Nutting,

Please find enclosed a drawing of the Circle K site with added narrative, standard plan 109 and two photographs placed thereon.

The following proposed mitigation measure will change the configuration of Mother Lode Dr. and may affect the access to my properties on Mother Lode Dr.

MM 4.12.6 *Prior to issuance of certificate of occupancy, the project applicant shall modify the right only lane along the US 50 Eastbound off-ramp at Mother Lode Drive to a through lane as well as provide a deceleration lane for turning into the project site from Mother Lode Drive. This will require addition of a through lane on the departure leg of Mother Lode Drive (eastbound) and a right-turn deceleration lane into the project site; these improvements can be dropped after the project driveway. The project should complete this improvement.*

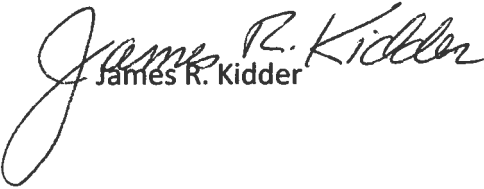
An accurate conceptual drawing showing changes proposed for the off-ramp and Mother Lode Drive is needed to assess the effect on my properties access. I have made several requests for such a drawing.

I have retained Daniel T. Smith Jr., Traffic and Civil Engineer. I have enclosed a copy of his qualifications, which are very extensive, for you to review. Mr. Smith, who is a recognized expert, has made extensive and thorough analysis of the flaws in this proposed project. Unfortunately County Planning and DOT staff has largely ignored this expert's analysis and has failed to provide any significant response. Instead the staffs have chosen to present a flawed analysis of the States Regulations to legitimize these unsafe driveway locations. I have enclosed Mr. Smith's letter to Ms. Lillian MacLeod, Senior Planner dated June 18, 2009. This is a comprehensive well reasoned analysis.

This site was created at a time when gas stations were much smaller. Gas Stations have evolved over the years since this site was purchased, into much larger sites that permit safe driveway spacing and circulation.

This Highly intensive use is not suitable for this problem intersection. A less traffic intensive use, if carefully planned, is appropriate.

Sincerely yours,


James R. Kidder