

MEETING DATE: 06.23.2025
FILE NO.: PD24-0003
PROJECT: Green Valley Commercial Center
APPLICANT: A to Z Investments, Inc. / Barghausen Consulting Engineers LLC

DESIGN REVIEW COMMITTEE COMMENTS

☒ Cameron Park ☐ Pollock Pines ☐ Staff Review

Setbacks:

Setbacks as shown appear to be consistent with the zoning for the area. Planning division to review for compliance.

Landscaping And Existing Growth:

The existing site has very little (no) existing vegetation, primarily weeds over what appears to be spoils from previous phases of development in the adjoining shopping center.

Landscape plans were not presented to the committee at the time of the meeting.

Fencing:

No fencing appears to be proposed. However, a new CMU sound wall to separate the proposed development, including the two-lane drive thru from the existing single family residential to the east is shown.

Mail Boxes:

Mail boxes have not been indicated at this time, or could not be located on the plans.

Signs:

Project is requesting entitlements for a 20'-0" tall multi-tenant sign to be placed along Green Valley Road. Actual location is unclear from the documents provided, but likely to be close to the new proposed driveway entrance. The sign's height appears to far exceed the maximum height permitted by the County sign standards for permanent on-site signs. County Planning staff shall confirm the zone district / community region that this project falls into.

Project is also requesting entitlements for a 12'-0" tall digital fuel price sign. Location unclear, but again, likely to be placed in the vicinity of the new proposed driveway entrance. Sign shall be provided with stone or brick or other natural material at the base, as well as landscaping to enhance the base of the sign. Applicant should consider whether a sign of this height is actually required, based on the selected location. At the proposed height, it may actually not be visible to drivers.

Lighting:

Lighting shall be designed to comply with dark sky requirements. Lighting shall not spill onto neighboring property to the East. Lights (including signage) shall be turned off at times when the businesses are closed. Lighting at 24-hour establishments (fueling station and convenience store) shall be dimmed to the greatest extent possible during nighttime hours with the possibility of motion activated lights.

Parking:

Parking areas shall integrate more areas for parking lot shading, i.e. trees.

Trash Areas:

There appear to be (3) separate trash areas. One for each building. Trash areas shall be constructed of concrete masonry or similar, painted steel gates, and shall be provided with roofs to prevent view into trash areas from above. Colors and materials of trash enclosures shall be compatible with those of the establishment they serve. Only one trash enclosure (Arco) was included in the application for review.

Vehicular Access:

Vehicular access is not convenient for traffic travelling west on Green Valley Road, even with the proposed new traffic light. Cars will be forced to enter the parking lot for the existing Grocery Outlet and

then will be funneled through or around the fuel canopy for the proposed Arco.
There is also a right turn in, right turn out for vehicles traveling east.

Siding Or Exterior:

Primary materials for all establishments appear to be cement plaster and / or fiber cement siding. Effort shall be made to integrate natural materials such as wood, stone, brick or other materials.
The gray CMU of the Quick Quack is unappealing. Applicant was asked to consider a different color, perhaps similar to the Quick Quack in Folsom.

Colors:

Physical color samples shall be presented once selected. None were presented at time of meeting.
Yellow and bright green presented for the Quick Quack carwash are not compatible with this area.

Roofing Materials:

Roofing material indicated is a single ply membrane, but should not be visible, given the relatively tall parapets surrounding it.

Air Conditioning:

Rooftop mechanical package units shall be screened from view. Particular attention should be paid to the fact that there may be vantage points along Green Valley Road and / or Winterhaven Drive that will provide views of rooftop units.

Roof-Mounted Items:

None shown at time of meeting. No roof mounted mechanical equipment shall be installed, unless screened from view by building elements / materials compatible with the design of the buildings.

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General Comments:

Proposed use appears incompatible with the proposed location.

There are single family residences immediately to the east, separated only by a private road (Winterhaven Drive). Some of the homes along Chesapeake Bay Drive back up directly to the proposed development. To the south is an existing multi-family development, which is set back a decent amount from the proposed development site, and is separated by an existing CMU wall.

Site circulation is challenging, given that it must use the existing Grocery Outlet parking lot (not owned by same developer), as part of its approach. If a traffic light is to be installed, perhaps a better location would be along the west boundary that is shared with Grocery Outlet. There is already an existing wide traffic zone established in this area.

The proposed development feels like a truck stop, but is not along a major route to anywhere, and is located in an area that is unlikely to be increasing significantly in density in the foreseeable future.

Does the County currently have any plans / intentions to widen Green Valley Road beyond its current width? If so, what impacts would that have on this development?

Consideration should also be given to the fact that there are two existing gas stations within approximately ¼ mile of the proposed location. A new Quick Quack carwash is already under in Cameron Park (approximately 3 miles as the crow flies), as well as another proposed in El Dorado Hills along Bass Lake Road (approximately 2 miles as the crow flies).

The entire development is vehicle oriented and not pedestrian friendly.

Recommendation:

While the committee does not approve or deny projects, overall the committee is not in support of this project. The impact on the existing residential development on three sides cannot be underestimated. There are potentials to be noise impacts from not only traffic, cars idling onsite, but also carwash dryers, vacuums, etc. There is potential for odors from many sources – fuel pumps, food establishments, and the carwash.