



PC 7/11/13
#8.C

Arco AM/PM

Patrick Nooren <pnooren@biddle.com>
To: "tom.dougherty@edcgov.us" <tom.dougherty@edcgov.us>

Tue, Mar 26, 2013 at 1:27 PM

Mr. Dougherty.

I just wanted to chime in. I know these are tough decisions.

My name is Patrick Nooren and I live directly above the proposed construction site for the Arco AM/PM at the corner of Green Valley and Sophia.

I, along with my wife and two small children are not interested in another convenience store when we have one right across the street. It seems that we can do much better for the community.

Please don't disappoint.

Patrick Nooren
3232 Bordeaux Dr.

Sent from my iPhone

Tom Dougherty <tom.dougherty@edcgov.us>
To: Patrick Nooren <pnooren@biddle.com>

Tue, Mar 26, 2013 at 1:46 PM

Mr. Nooren,

Thank you for your email. We will provide a copy to the Planning Commissioners prior to a hearing.

[Quoted text hidden]

—
Tom Dougherty, Project Planner
El Dorado County Development Services Department
2850 Fairlane Court
Placerville, CA 95667

Phone: (530) 621-5875; Fax: (530) 642-0508
tom.dougherty@edcgov.us



PC 7/11/13
#8.c
4 pages

Green Valley Convenience Center

Stephanie L. Young <Stephanie.Young@knchlaw.com>
To: tom.dougherty@edcgov.us

Wed, Mar 27, 2013 at 12:18 PM

Dear Mr. Dougherty,

My name is Stephanie Young and I am contacting you to request information related to the proposed Green Valley Convenience Center, contemplated for the corner of Green Valley Road and Sophia Parkway. I have several concerns about this project, and sorted them by topic below. In order to gain assurances that the project has contemplated all of these concerns, I specifically request the following studies relative to this project: environmental impact study; air and water quality impact report; and traffic study. Given the nature of the proposed project, these studies have likely already been performed so providing them should not be too much of a problem.

The proposed project will have the following adverse impacts:

- Aesthetics:
 - The project will have a substantial adverse effect on scenic vistas;
 - The project will degrade the existing visual character and quality of the site;
 - The project will create a new source of substantial light and glare that will adversely affect daytime and nighttime views;

- Air Quality
 - The project will result in a cumulatively considerable net increase of pollutant for which the project region is a non-attainment area
 - The project will expose sensitive receptors to substantial pollutant concentrations
 - The project will generate greenhouse gas emissions

- Biological Impact
 - The project will have adverse effects through habitat modification
 - The project will have adverse effects on riparian habitats adjacent to and in the location of the project
 - The project will necessarily have a substantial adverse effect on federally protected wetlands
 - The project will interfere substantially with the movement of native and migratory species

- Geology and Soils

- The project will result in substantial soil erosion or the loss of topsoil by altering the current condition

- Hazards and Hazardous Materials
 - The project will create a significant hazard to the public and the environment through reasonably foreseeable accidents involving the release of hazardous materials into the environment through overfill, fire, and spillage
 - The project will expose people and structures to a significant risk of loss, injury, and death involving wildland fires, due to the adjacent wildlands and residences

- Noise
 - The project will result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project

- Transportation/Traffic
 - The project will increase traffic that is substantial in relation to the existing traffic load and capacity of the street system
 - The project will cause a substantially increased hazard because of a design feature – the project will have traffic entering and exiting in a 50 mph zone
 - The project will result in inadequate parking capacity as the current location would interfere parking for the Folsom Lake Park.

I look forward to prompt receipt of the requested information.

Very Best,

Stephanie L. Young, Esq.

KOELLER NEBEKER CARLSON & HALUCK, LLP

1478 Stone Point Drive, Suite 400

Roseville, CA 95661

Tel: (916) 724-5700

Fax: (916) 788-2850

Tom Dougherty <tom.dougherty@edcgov.us>
To: "Stephanie L. Young" <Stephanie.Young@knchlaw.com>

Wed, Mar 27, 2013 at 4:48 PM

PUBLIC COMMENT
13-1347 M 3 of 171

Dear Ms. Young,

Attached are five of the applicant's submitted studies for the project proposal. That exceeds what I can send with this email (file size wise) so another email will follow. We are still working on the environmental analysis. DOT is still reviewing the draft Traffic Impact Analysis dated November 30, 2012 and the draft Addendum to the that study dated 1-16-13.






If you would like to be added to the contact list for the project, please let me know.

[Quoted text hidden]

—
Tom Dougherty, Project Planner
El Dorado County Development Services Department
2850 Fairlane Court
Placerville, CA 95667

Phone: (530) 621-5875; Fax: (530) 642-0508
tom.dougherty@edcgov.us

5 attachments

-  **15593-ACOUSTIC REPORT-2012-10-09.pdf**
907K
-  **ARCO-GreenValley-at-Sophia-GHG-Memo-4Dec2012.pdf**
787K
-  **Addendum to 11-12 Traffic Report.pdf**
3460K
-  **Arco Air Quality Letter18Mar2013.pdf**
169K
-  **ARCO Preliminary Drainage Report 2013-01-31.pdf**
18526K



Green Valley Convenience Center Studies, 2nd Email






Tom Dougherty <tom.dougherty@edcgov.us>
To: "Stephanie L. Young" <Stephanie.Young@knchlaw.com>

Wed, Mar 27, 2013 at 5:34 PM

—
Tom Dougherty, Project Planner
El Dorado County Development Services Department
2850 Fairlane Court
Placerville, CA 95667

Phone: (530) 621-5875; Fax: (530) 642-0508
tom.dougherty@edcgov.us

5 attachments

-  **S12-0015_PD12-0003 FIL Letter.pdf**
1105K
-  **Policy 7.3.3.4 Analysis of Wetland Setback.pdf**
1222K
-  **S12-0015_PD12-0003 Biological Evaluation.pdf**
3046K
-  **SITE LIGHTING - PHOTOMETRIC ANALYSIS.pdf**
3188K
-  **Draft Traffic Impact Analysis Green Valley ARCO AM PM 2012-11-30.pdf**
3708K

PC 7/11/13
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APR 12 2013

**EL DORADO COUNTY
DEVELOPMENT SERVICES DEPT**

VIA E-MAIL

April 12, 2013

Ilene Crawford
Tom Dougherty
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

Ms. Crawford and Mr. Dougherty:

RE: S-12-0015; PD-2012-003 – ARCO AM/PM at Green Valley Road/Sophia Parkway -
Traffic Impact Analysis comments

The letter is in regard to the proposed ARCO AM/PM gas station, convenience store and fast food with drive-thru at the intersection of Green Valley Road (“GVR”) and Sophia Parkway. As a neighborhood resident who travels through this intersection several times every day, I am concerned about the design of this project and impacts on public safety that this project will cause. I am not opposed to a gas station in this area, but the unique site constraints of this property create significant safety issues. At this time, I have only reviewed the Traffic Impact Analysis and Addendum Memo and may have other concerns regarding the project once I review the other reports and plans.

The Traffic Impact Analysis (“TI Analysis”) for the ARCO AM/PM gas station & convenience market site at GVR at Sophia Parkway dated November 30, 2012 and Memo dated January 16, 2013 providing an Addendum (“Addendum Memo”) to this study fails to recognize and address the unique site location which will have a significant impact on the traffic safety of the immediate and surrounding area. Additionally the TI Analysis and Addendum Memo presents misleading data and charts which result in flawed recommendations from this incorrect information.

The property is located on a rural roadway but is designed as if immediately adjacent to a freeway interchange. The property is in fact located on a rural road next to a heavily used State Park and residential neighborhood. The TI Analysis fails to recognize the topographical layout of the site and surrounding area. From the front of the site on GVR to the back of the site which borders the wetland area, there is a grade change of approximately seven to 10 feet. As the grade at the front of the site is set by the elevation of GVR and at the rear of the site by Sophia Parkway, there must be significant slopes or retaining walls incorporated into the site. This grade change from the proposed driveway on GVR will result in a steep down sloping driveway which will cause vehicles to access the site slower than normal speed and cause a visibility issue for vehicles leaving the site.

Brown's Ravine, the largest inland marina in California, is located just up the street from the subject property. This marina draws a large number of trailerable boats throughout the summer boating season, many of which fill their boats gas tanks at area gas stations (currently Raley's and Safeway). The combined length of tow vehicles and their boats are well over the forty foot length of fuel delivery truck analyzed in the report. Unlike fuel delivery trucks, which have

professional trained and licensed drivers, drivers pulling boats are generally inexperienced and will have difficulty accessing the site creating a safety hazard on Green Valley Road. The access driveways to the site must accommodate for vehicle/boat combinations of fifty feet or greater. Tow vehicle and boat combinations have significantly increased stopping distances, which does not appear to be taken into account in the TI Analysis.

The TI Analysis is based upon a speed limit of 50 miles per hour but fails to recognize and account for the fact that just 800 feet to the west of the property is speed limit is 55 miles per hour. The El Dorado Hills APAC letter to the El Dorado County Planning Services of March 16, 2013 correctly points out in Note 1 that "You now have vehicles transitioning into the added lane #2 and picking up speed with limited sight distance of just coming around the single lane and into two lanes."

Westbound - Green Valley Road

The TI Analysis recommends that "the project should install a median along GVR that will extend beyond the project driveway" to prohibit left turns into the project from westbound GVR. The Addendum Memo reverses this recommendation after the County Staff stated that they would not allow U-turns at the intersection of GVR and Sophia Parkway. The recommendation to allow left turns into the project from a dedicated turn lane is flawed in several ways. First, the queuing of westbound left turn traffic at GVR/Sophia Parkway does not recognize that this turn pocket regularly fills up currently especially when car/boat traffic is included and does not include increased traffic from the Hwy 50/Sophia Parkway interchange when constructed (APAC letter Note 1). Second, the Sight Distance analysis in the Addendum Memo does not address the actual higher speed of vehicles as outlined in the previous paragraph and the Figure 4 chart is inaccurate as the sight line is drawn from the turning car pulled almost into oncoming traffic and vehicles in the GVR/Sophia intersection turn pocket at the right side of the lane. If a boat, RV, or truck was in this GVR/Sophia intersection left turn pocket then this sight line would be inadequate creating a major safety issue.

Eastbound - Green Valley Road

The TI Analysis fails to address the proposed direct access of traffic into the site and its impact on traffic flow on the 50 MPH section of GVR. The APAC letter appropriately conditions the project with a right turn deceleration and acceleration lane. This deceleration / acceleration lane is critical due to the vehicle/boat combination turn-in speed and topographic layout of the site cited above. The TI Analysis must account for the increased stopping distances of tow vehicles/boat combinations that frequent this area and the higher potential for a tow vehicle/boat combination to jackknife in an emergency stop due to the curve in the GVR roadway. In addition, tow vehicle/boat combinations may bottom out their trailer or boat due to the steep grade change at the driveway.

Sophia Parkway

Sophia Parkway is heavily used by visitors to Folsom Lake State Park to park their cars. Almost daily several dozen cars are parked on both sides of Sophia Parkway, which creates sight impairments to vehicles exiting the proposed gas station on Sophia Parkway.

Figure 13 in the TI Analysis shows a sign line south on Sophia Parkway, but fails to recognize that there is vegetation including trees in the wetland area to the south of the subject site which will continue to grow blocking the sight lines. The TI Analysis states that a clear zone should be maintained, which is not possible as this is a wetland area. In addition to the vehicles noted above that park on Sophia Parkway, there is a metal fence along the sidewalk that prevents pedestrians from falling into the wetland area. This fence further impairs the sightlines of vehicles exiting the subject site.

Bicycle Traffic

The TI Analysis cites only six bicyclists during the a.m. peak hour and 19 bicyclists during the p.m. peak hour. The analysis does not state when this bike count was taken only that the traffic counts were taken in November 2012. This bicycle count is flawed if conducted either during the winter months or during a weekday, as Green Valley Road is a heavily utilized bike route for recreational bicycle riders. On weekends in the summer hundreds of bicycle riders pass the subject property.

Accidents

The Traffic Impact Analysis fails to note the numerous serious accidents at the intersection of GVR and Sophia Parkway. Due to the high speeds at this intersection, accidents at this intersection tend to be severe and the proposed project will exacerbate this situation.

Drive-Thru

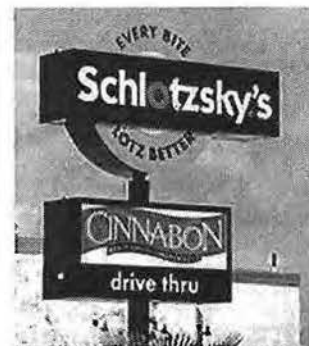
While the proposed project is designed with a limited queuing area for customers of the indicated Schlotzsky's Deli, there is no guarantee of the success of this food service provider and subsequent users of this drive thru location may have much higher traffic counts than indicated having a significant impact on traffic. Additionally, while Schlotzsky's Deli is the indicated user of the property, they are frequently combined with Cinnabon and Carvel per their website.

From Scholtzsky's website:

Co-branding With Cinnabon and Carvel

By now you're probably thinking it can't get much better than this, but it can! Schlotzsky's, the only national sandwich chain to bake bread fresh-from-scratch® every day in each restaurant, also offers co-branding opportunities with Cinnabon Express and Carvel Express. Schlotzsky's, Cinnabon and Carvel complement each other naturally and draw guests into the bakery café franchise.

- *Cinnabon and Carvel Express stores drive additional traffic, sales and profitability to complement the Schlotzsky's quick service restaurant business model and add value to the overall business portfolio.*
- *Extreme efficiencies are offered with all brands under one roof, specifically minimal labor and facility costs, in addition to an economical startup cost when combined with Schlotzsky's.*
- *The Cinnabon Express menu features Classic Rolls®, Caramel Pecanbons® and occasional limited time offers.*



Ms. Crawford
Mr. Dougherty
April 12, 2013
Page 4

- *Cinnabon is baked throughout the day, all day, in each bakery café franchise.*
• *Carvel offers a premium, highly regarded ice cream product. The Carvel Express menu features premium soft serve ice cream served in a cup or cone format with additional offering of milk shakes, amplifying the traditional drink offering.*

While the APAC correctly recommends that the drive-thru should be with a temporary use permit, the location of a drive-thru restaurant seems inappropriate for this location and should be denied.

El Dorado Hills APAC Letter

The APAC letter of March 16, 2013 raises other concerns and points out other flaws in the TI Analysis that are of significant value, but in the interest of time I will not reiterate these additional concerns. I support the APAC conditions on this project, but reach a different conclusion and the project should not be supported.

So that I can be fully informed and keep abreast of this project as it moves through the planning process, I am requesting that I be informed of all material available including but not limited to reports, plans, studies, and correspondence for this project including new material as available to the general public (please e-mail this material to me at bobrowsky@gmail.com). If any material is not available electronically, please let me know what these items are and when I may view them. I would also like to request be informed of all meetings that are open to the general public on this project.

If you would like to meet to review and discuss these concerns, I am available. Please confirm receipt of this letter. Thank you.

Sincerely,



Darren Bobrowsky
3531 Bergamo Drive
El Dorado Hills, CA 95762
916-871-9540

Cc: Rich Stewart, Planning Commissioner
John Hidahl, APAC Chairman

PC 7/11/13
#8.C
7 pages

13 MAY - 8 AM 8:20
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PLANNING DEPARTMENT

May 7, 2013

John Hidahl, Chairperson
Jeff Haberman, Vice Chair
Alice Klinger, Secretary
El Dorado Hills Area Planning Advisory Committee

Norm Rowett, Chairperson
John Hidahl, Vice Chair / Secretary
Betty January, Communications
El Dorado Hills Community Council

1021 Harvard Way
El Dorado Hills, CA 95762

SENT VIA E-MAIL

RE: S-12-0015; PD-2012-003 – ARCO AM/PM at Green Valley Road/Sophia Parkway

Dear Members of the El Dorado Hills APAC and Community Council:

This letter is in regard to the proposed ARCO AM/PM gas station, convenience store, and fast food restaurant with drive-thru at the southeast corner of Green Valley Road ("GVR") and Sophia Parkway. I am a neighborhood resident who has some concerns about the safety, design and use of the project as proposed by the Applicant. On April 12, 2013, I send a letter to the El Dorado County Transportation and Planning departments, which the APAC Chair and others were cc'd related to traffic safety concerns of this project. In advance of the APAC meeting on May 8th, I wanted to summarize my other concerns about this proposed project in writing and its impact on the surrounding neighborhood for your consideration.

What concerns me about the proposed project is that it lacks any consideration of the semi-rural area in which is it proposed. Instead, it is designed as if it were located near a major freeway interchange. I am NOT opposed to a gas station being constructed at this site, but it must be complimentary to the unique location in a semi-rural area, across the street from a State Park, and adjacent to single family homes in a planned development. As the APAC letter of March 16, 2013 appropriately makes note of this location is "on a road which rarely sees a new driver, one who is not fully aware of all the businesses along his route". The project site is zoned Commercial-Planned Development, as it is located in the Promontory planned development community and therefore should be consistent with the design principles of this community. Due to this location and these facts, the project should be designed to be complimentary and blend into the neighborhood development (see pictures in Design section below of good neighborhood gas station design) rather than stand out, which is the current design.

I met with the project applicant, Marc Strauch, this past Friday and he shared with me the changes that have been made recently to the project including the elimination of the left turn into the project from westbound Green Valley Road and reduced monument sign size. While these are welcome changes they do not address the majority of the APAC conditions in their March 16th letter or other concerns that I shared with him.

For ease of reading, I broke up my comments into three areas, Safety, Design, and Uses.

Safety

As stated in the El Dorado Hills APAC letter of March 16, 2013, the "APAC has some major concerns regarding the project designs and entry points. The Conditional support is based on the following APAC conditions:

- b. A right turn deceleration and acceleration lane must be added on eastbound GVR entrance to the project as well as other improvement. Note 2. The site is deficient in clearing traffic from the roadway. There are no turn lanes that would remove slowing traffic from GVR as they enter the site. Traffic can be travelling east along GVR at 50 MPH though the intersection and come upon cars at a near stop turning into the project.

While the Applicant has slightly widened the entry drive off of GVR, this does not address this major safety concern. This lack of deceleration lane, which would allow vehicles including large truck and cars pulling boats to clear the traffic lanes, creates a major safety issue on this roadway with a 50 MHP speed limit. Other businesses do directly access GVR, but not with the high traffic volume of the proposed uses at this site and are not at an intersection. At minimum, a deceleration lane must be incorporated into the project design.

Design

Drive Thru & Car Wash- As stated above, this project is designed as if it were located at a freeway interchange instead of at one of the western entrances to El Dorado Hills and County. There are no other fast food restaurants with or without drive-thru windows or vehicle car washes on GVR or elsewhere in El Dorado Hills away from freeways. The only drive-thru window on GVR is at Starbucks in Cameron Park which is located in a shopping center. What is even more unique about this drive-thru and that I have never seen or experienced before is that the cuing lane in the drive-thru is on an uphill grade.

Additionally, the proposed project does nothing to try to hide this drive-thru window and car wash lane from the neighborhood behind the project. The only landscaping on the rear of the project is at the bottom of a tall retaining wall. A drive thru window in this location is incompatible with the semi-rural location of the project and should be eliminated from the design. If allowed, it should be granted with a temporary use permit as recommended in the APAC conditions of March 1, 2013 for the Schlotzsky's franchise only with limited hours of service from 7:00 am to 9:00 pm.

Per the Project Narrative prepared by Bargausen Consulting Engineers updated January 29, 2013, the southern retaining wall of 10-12 feet will be constructed on steel "H" piles filled in with timber lagging. This type of retaining wall is used during site excavations, is industrial looking and out of character with the upscale residential neighborhood. An alternative retaining wall system, which has a more appropriate appearance should be used.

Buildings and Fuel Canopy - The building and fuel canopy design needs to blend in with the single family planned development homes to the south of the property and eliminate the color accents proposed by the Applicant. The roofs should be sloped with

concrete tile similar to surrounding homes and be of sufficient height to eliminate homes on hillside above the project from viewing telecommunications and mechanical equipment. Following are three examples of gas station design that is complimentary to their surrounding neighborhood.





Colors – Color should be similar colors to the homes to the south of the property without the color accents and ARCO color banding proposed by the Applicant (see picture below of Safeway gas station).



Signage – As stated in the APAC letter of March 16, 2013, the project is located “on a road which rarely sees a new driver, one who is not fully aware of all the businesses along his route”. Due to the semi-rural located in a planned development and these facts, signage should be limited to one monument sign designed to be complimentary to the architecture of the building (see Safeway monument sign below), appropriately sized building signage on the north side of the building only for AM/PM and Schlotzsky's, and a small ARCO logo on the east, north and west exposures of the fuel canopy (without the requested color banding). There are no valid reasons to have signage on the other exposures of the building (see pictures of appropriate signage).



Banned Additional Signage and Outdoor Vending/Storage – A condition of approval that runs with the land which is easily enforceable should be placed on the project so that no signage of any kind is permitted other than the approved signage including window painting, banners on buildings, light poles, and gas pumps or other advertising. Additionally, the project should be conditioned to prohibit any outdoor vending or storage including but not limited to vending machines, ATMs, propane storage, or display racks (See following pictures of Applicant's other sites in Cameron Park and Folsom which would not be allowed.)



Landscaping - There is almost no landscaping in the proposed design as almost the entire site is comprised of either buildings or hardscape. The site must include appropriate landscaping planting and buffer to soften the buildings and hardscape including trees along GVR. Additionally, there must be appropriate landscaping at the rear of the building on top of the retaining wall to screen the rear of the building from the single family homes behind the property.



Use

As the APAC letter of March 16, 2013 states, "the project is too crowded..." This project has included too many uses into a compact site with access, grading, and wetland issues. **The project should eliminate drive-thru window and car wash to allow for appropriate traffic flow, landscaping to soften the buildings and hardscape, and a more appropriate set back from the wetland area.**

The project should limit the hours of operation from 5:00 am to 11:00 pm due to the proximity of the single family homes and very limited vehicle traffic on these roads during the off hours.

The Applicant needs to still address the APAC conditions of March 16, 2013 including:

- The reduction of the Wetland setback from 50 feet to 10 feet is not granted without additional mitigation.
- The traffic impact study is using questionable data and must be revised.
- On site circulation should be reviewed for improved circulation and provisions (i.e. temporary use permit for the drive thru) defined to ensure that the drive through window does not impact traffic flow on either Sophia Parkway or Green Valley Road.
- Project signage should use back lighted signed and not exceed 12 feet.
- The 12 foot high wall located on the edge of the east property line should be designed to be aesthetically pleasing to the residents that will overlook the site.

I appreciate you taking the time to understand our neighborhoods concerns about the proposed project and thank you for your time to service on these committees. Please forward to any committee members that I may have omitted. Please do not hesitate to contact me if you have any questions and I look forward to meeting you at your APAC meeting on May 8th.

Sincerely,

Darren Bobrowsky

Darren Bobrowsky
3531 Bergamo Drive
El Dorado Hills, CA 95762
916-871-9540
Bobrowsky@gmail.com

Cc: Rich Stewart, Planning Commissioner
Tom Dougherty, El Dorado County
Eileen Crawford, El Dorado County



PC 7/11/13
#8.C
2 pages

Proposed Green Valley Convenience Center (ARCO & Drive Thru)

AChinnCRS@aol.com <AChinnCRS@aol.com>

Thu, May 9, 2013 at 3:02 PM

To: ilene.crawford@edcgov.us, tom.dougherty@edcgov.us, rich.stewart@edcgov.us, hidahl@aol.com, rommel.pabalinas@edcgov.us

Dear Madam/Sirs,

I am writing to express my concern related to a proposed convenience center (ARCO gas station and drive through fast food restaurant) at the corner of Green Valley and Sophia parkway. The corner is the gateway to El Dorado Hills from the west and is also directly across from the Lake with State parking just north of the location in question.

As such, it is a special site that should take advantage of this unique location. As one of the only direct public access points to Lake Folsom from El Dorado Hills, it should enhance the recreational element of the area and be friendly to pedestrians and bicyclists.

While I understand that this parcel is zoned commercial, I have several concerns about the proposal to develop a 24-hr gas station and a drive through at this location:

1) Traffic - I believe a gas station and drive through would generate too much traffic at that corner. Safety is a big concern as there are many families and young children that walk, bike, and jog in the area and to access the lake across the street. Every day (particularly on weekends) people park along both sides of Sophia Parkway at this intersection to go to the lake. The shoulders/bike lanes are also heavy used by bikers along Green Valley Road. Adding an Arco and fast food drive through would create too much traffic and complicate the ins and outs of that site and would pose a grave safety hazard.

Lanes turning into and out of that corner would make it a dangerous combination. Traffic is already very fast - 50 and 55 mph at that intersection (sadly people often speed there as well. I have witnessed people driving over 60-65 mph on Green Valley Rd). A less traffic intense business would be better suited for this location.

2) Aesthetics - I am concerned about the potential degradation of the views and of night time light pollution. This parcel is across the street from a State Recreation area and there are million dollar homes overlooking the lake (and this parcel). Whatever business locates there should be designed with sensitivity to the views and aesthetics of properties surrounding this parcel as well as to the overall impression of entering El Dorado Hills.

A gas station would require lights 24 hrs a day and is simply not compatible with the residential and recreational character of the land uses adjacent to this parcel. We all chose to live here because of the lovely views of the lake and the beautiful open spaces. Whatever business locates at this location should be an attractive enhancement to the community.

Large signs and lighted lots are an eyesore to the upscale, residential feel of the community and are unnecessary. The signs at other businesses are very small and discrete. Any new business should conform to those standards.

3) Environmental Hazards - This parcel is located in a wetland and adjacent to a wild land area that is designated as a Very High Fire Hazard Severity Zone. We are paying an extra fee to the State Fire Marshal because we live in the high fire hazard area. I would think having a gas station only increases the risk of wild fire as the hill right behind it is designated as an Open Space and is very woody.

The site also sits adjacent to a large pond that is home to egrets, ducks, geese, and lawks, not to mention frogs and other mammals. It also feeds into other adjacent waterways and I question whether a gas station, with its toxic underground storage tanks, air pollution, traffic is the best choice for this specific parcel.

Given the elevation / grade of that lot, it seems that the underground storage tank would be too close to the surface and leaking fuel tanks could cause substantial harm to residents, the environmental and wild life.

4) Air quality and pollution - This site is adjacent to residential neighborhoods, & nature preserves; and less than a mile away from schools and a large community park. Carbon monoxide is a know carcinogen and the increase in car fumes and air pollution caused by a high traffic generator such as a gas station and drive through is incompatible to this location and would be better situated close to a Highway.

In summary, I think we owe it to the public to select a business and design it so that it blends seamlessly into the community and enhances it for generations to come. A restaurant would be an asset - a place where recreational users can stop for a bite to eat or a drink after a day at the lake. But a gas station would only congest the area with excessive and complicated car traffic patterns and be a negative to the residents and visitors to the community.

I am aware of several other letters written by other interested parties (Darren Bobrowsky, Stephanie Young, and APAC) and I concur with their concerns as well. Please include me on any mailing lists regarding this issue so that we can keep informed of your review and decisions related to this project.

Sincerely,

Annette Chinn
3051 Corsica Drive
El Dorado Hills, CA 95762

phone: (916) 939-7901
fax: (916) 939-7801



PC 7/11/13
#8.C

Green Valley Convenience Center - Gas Station Project

Dianna Anders <gvcenter@sbcglobal.net>
To: tom.dougherty@edcgov.us

Mon, Jun 3, 2013 at 9:55 AM

Hi Tom,

I wanted to touch bases with you regarding a project to build a gas station at the intersection of Green Valley Road and Sophia Parkway. I was quite surprised to learn this project was so far along without having received advance notification given I own several properties in the immediate area. In particular, I am concerned about the property I own that borders the parcel under review for the proposed gas station. I would an opportunity to discuss or at minimum register my serious opposition to this project with the Planning Commission. Can you please provide me with information about the status of this project and the process of opposing a project going before the Planning Commission?

Sincerely,
Amy L. Anders
(310)995-1777

PC 7/11/13
#8.C
3 pages

June 4, 2013

Eileen Crawford
Tom Dougherty
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

13 JUN 10 AM 8:46

RECEIVED
PLANNING DEPARTMENT

VIA E-MAIL

Ms. Crawford and Mr. Dougherty:

RE: S-12-0015; PD-2012-003 – ARCO AM/PM at Green Valley Road/Sophia Parkway –
Updated Traffic Impact Analysis comments

The updated Traffic Impact Analysis prepared by KDAnderson & Associates dated May 23, 2013 continues to fail to recognize and analyze the unique site, location, and proposed ingress and egress design issues of the project that will impact vehicular, pedestrian, and bicycle safety in the immediate area of the project.

Sidewalk Modification to Accommodate U-turns

The proposed project is located across the street from Folsom State Recreation Area (SRA), very close to Brown's Ravine Marina and along a heavily used route for recreation bicycle riders. Due to the location across the street from the SRA, there is a very significant pedestrian traffic from people parking on Sophia Parkway and walking to the SRA. This access point to the SRA is a significant amenity in EDH. "Pulling" back the sidewalk at the SE corner of Green Valley Road ("GVR") and Sophia Parkway will make crossing this busy roadway more challenging and potentially unsafe. There are significant grade changes around this corner of this intersection and the modification of this corner will exacerbate these issues and ADA compliance.

Ingress/Egress Issue

As shown in figure 2 of the Traffic Impact Study, delivery trucks will need to use the entire access driveway to enter and exit the site. If there is vehicle or multiple vehicles exiting the site onto eastbound GVR, which is likely due to the trip count of up to 3,400 vehicles per day, then the delivery truck will need to stop in the roadway for these vehicles to clear the driveway. This situation will cause vehicles to come to an unexpected stop and backup into the GVR/Sophia intersection causing a safety issue. In addition to delivery vehicles, this situation will also occur for vehicles towing boats or RVs which are very common in the area due to the marina (less than a mile to the east of the site), but are a greater safety issue as many of these drivers are not experienced like licensed commercial delivery drivers. Vehicles traveling eastbound on GVR at 50+ MPH are very likely to come across vehicles stopped in the roadway. Due to the grade and curve of the roadway, drivers are likely to have little time to react to a vehicle stopped in the roadway. In addition to this significant safety issue, the Traffic Impact Analysis fails to recognize and address the impact on vehicles slowing or stopped in the intersection of GVR/Sophia Parkway and the more significant grade change that exists between Shadowfax Lane and Sophia Parkway impacting sight distances. For these reasons the Minimum Safe Stopping Distance (MSSD) cannot be met. To partially address this issue, a deceleration lane must be included in the project design on the GVR frontage of the site or this access driveway should be eliminated as a mitigation measure.

Sight Distances

Page 32 of the Traffic Impact Analysis addresses the sight distance for vehicles exiting the site looking up Sophia Parkway. The Analysis states an adequate sight distance is present and that a clear zone should be maintained as shown in Figure 13. The Analysis reaches an incorrect conclusion on this analysis as it using a Google image from 10/30/2011, whereas the trees in the wetland area have already grown larger blocking this sight line to the point that it does not meet the minimum sight distance and this vegetation will continue to grow (see photo below of current sight line). The Analysis states the clear zone should be maintained but fails to recognize that the trees impairing the sight distance are in the middle of a wetland area and cannot be trimmed back. In addition, vehicles park along Sophia Parkway when accessing Folsom SRA further block the view up Sophia Parkway.



On-Site Queuing

The Analysis states the project applicant indicated that Schlotzsky's will be the restaurant operator of the quick service restaurant but fails to include that the restaurant space will also include a Cinnabon Express and Carvel Ice Cream operation. It is unclear if the on-site queuing includes all three restaurant uses. The Analysis also states that per information from Schlotzsky's

Ms. Crawford
Mr. Dougherty
June 4, 2013
Page 3

suggested that they require their queuing areas behind the menu board to accommodate at least four vehicles but the site design only allows five, which will likely cause vehicles to encroach into traffic flow of the site and potentially Sophia Parkway.

Bicycle Traffic

The revised Traffic Impact Study incorrectly counts only bicycle traffic during the peak hour period, when the actual highest use for bicycle traffic is during the weekend when hundreds of recreation bicycle uses pass by the site. The combination of this bicycle traffic and up to 3,400 vehicle trips accessing the site creates a significant safety issue as vehicles will need to stop in the roadway to let bicycles pass by the driveway. A deceleration lane along the site on GVR will partially mitigate this safety issue or the driveway accessing GVR should be eliminated.

The Traffic Impact Analysis deficient as it includes old site layouts in figures 9-12 and 14 which have been superseded, states there is an intersection at GVR and Amy Lane which is factually wrong, does not address the impacts once Sophia Parkway/Empire Ranch Road is connected to Highway 50 at a new interchange, or the 150+/- homes being built at Sophia Parkway by Promontory Park by Standard Pacific Homes. Additionally, the internal generated trips and pass-by trips may be overstated.

At up to 3,400 daily trips, the proposed project creates impacts on the surrounding area and community which are unsafe. The project proponent has not incorporated potential mitigation measures to minimize these impacts, but has instead created additional safety issues due to the site design.

Sincerely,

Darren Bobrowsky

Darren Bobrowsky
3531 Bergamo Drive
El Dorado Hills, CA 95762
916-871-9540

Cc: Rich Stewart, Planning Commissioner
John Hidahl, APAC Chairman



PC 7/11/13
#8.c
4 pages

Re: (no subject)

Eileen Crawford <eileen.crawford@edcgov.us>
To: AChinnCRS@aol.com, Tom Dougherty <tom.dougherty@edcgov.us>

Wed, Jun 5, 2013 at 2:52 PM

Annette,

I did not have record of receiving your previous comments but thank you for your current comments. In addition, I have forward your comments to Tom Dougherty, as his email address was incorrectly typed in the previous email.

Best Regards,

Eileen Crawford

Eileen Crawford, P.E.
Senior Civil Engineer
County of El Dorado
Community Development Agency
Transportation Division
Land Development
530-621-6077
eileen.crawford@edcgov.us

13 JUN 10 AM 10:52
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On Tue, Jun 4, 2013 at 1:59 PM, <AChinnCRS@aol.com> wrote:

We live in the Bella Lago Subdivision next to the proposed ARCO site, and wrote about our concerns in an earlier letter, but never heard that you received our comments.

Can you please check and verify?

Also, here is a letter from a neighbor who has summarized our concerns about the traffic impacts of the gas station and drive thru food business.

We concur and ask that you modify this project so that it address our concerns.

Thank you!

Annette S. Chinn
3051 Corsica Drive
EDH CA 95762

phone: (916) 939-7901
fax: (916) 939-7801

NOTICE: This e-mail and any files transmitted with it may contain confidential information, and are intended solely for the use of the individual or entity to whom they are addressed.

Any retransmission, dissemination or other use of the information by persons other than the intended recipient or entity is prohibited.

If you receive this e-mail in error please contact the sender by return e-mail and delete the material from your system.

Thank you.

June 4, 2013

Eileen Crawford
Tom Dougherty
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

VIA E-MAIL

Ms. Crawford and Mr. Dougherty:

RE: S-12-0015; PD-2012-003 – ARCO AM/PM at Green Valley Road/Sophia Parkway -
Traffic Impact Analysis comments

The updated Traffic Impact Analysis prepared by KDAAnderson & Associates dated May 23, 2013 continues to fail to recognize and analyze the unique site, location, and proposed ingress and egress design issues of the project that will impact vehicular, pedestrian, and bicycle safety in the immediate area of the project.

The proposed project is located across the street from Folsom State Recreation Area (SRA), very close to Brown's Ravine Marina and along a heavily used route for recreation bicycle riders. Due to the location across the street from the SRA, there is a very significant pedestrian traffic from people parking on Sophia Parkway and walking to the SRA. This access point to the SRA is a significant amenity in EDH. "Pulling" back the sidewalk at the SE corner of Green Valley Road ("GVR") and Sophia Parkway will make crossing this busy roadway more challenging and potentially unsafe. There are significant grade changes around this corner of this intersection and the modification of this corner will exacerbate these issues and ADA compliance.

As shown in figure 2 of the Traffic Impact Study, delivery trucks will need to use the entire (both entering and exiting lanes) access driveway to enter and exit the site. If there is vehicle or multiple vehicles exiting the site onto eastbound GVR, which is likely due to the trip count of over 3,400 vehicles per day, then the delivery truck will need to stop in the roadway for these vehicles to clear the driveway. This situation will cause vehicles to come to an unexpected stop and backup into the GVR/Sophia intersection causing a safety issue. In addition to delivery vehicles, this situation will also occur for vehicles towing boats or RVs which are very common in the area due to the marina up the street, but are much worse as many of these drivers are not experienced like licensed commercial delivery drivers. Vehicles traveling eastbound on GVR at 50+ MPH are likely to come across vehicles stopped in the roadway. Due to the grade and curve of the roadway, drivers are likely to have little time to react to a vehicle stopped in the roadway. In addition to this significant safety issue, the Traffic Impact Analysis fails to recognize and address the impact on vehicles slowing or stopped in the intersection of GVR/Sophia Parkway and the more significant grade change between Shadowfax Lane and Sophia Parkway impacting sight distances. For these reasons the Minimum Safe Stopping Distance (MSSD) cannot be met. To partially address this issue, a deceleration lane should be included in the project design on GVR as a mitigation measure.

Page 32 of the Traffic Impact Analysis addresses the sight distance for vehicles exiting the site looking up Sophia Parkway. The Analysis states an adequate sight distance is present and that a clear zone should be maintained as shown in Figure 13. The Analysis reaches an incorrect conclusion on this analysis as it using a Google image from 10/30/2011, whereas the trees in the wetland area have already grown larger blocking this sight line to the point that it does not meet the MSSD and this vegetation will continue to grow (see photo below of current sight line). The Analysis states the clear zone should be maintained but fails to recognize that the trees impairing the sight distance is in the middle of a wetland area and most likely cannot be trimmed back. In addition, vehicles park along Sophia Parkway when accessing Folsom SRA further blocking the view up Sophia Parkway.



On-Site Queuing

The Analysis states the project applicant indicated that Schlotzsky's will be the restaurant operator of the quick service restaurant but fails to include that the restaurant space will also include a Cinnabon Express and Carvel Ice Cream operation. It is unclear if the on-site queuing includes all three restaurant uses. The Analysis also states that per information from Schlotzsky's suggested that they require their queuing areas behind the menu board to accommodate at least four vehicles but the site design only allows five, which will likely cause vehicles to encroach into traffic flow of the site and potentially Sophia Parkway.

Ms. Crawford
Mr. Dougherty
June 4, 2013
Page 3

Trip Generation

Sincerely,

Darren Bobrowsky
3531 Bergamo Drive
El Dorado Hills, CA 95762
916-871-9540

Cc: Rich Stewart, Planning Commissioner
John Hidahl, APAC Chairman



PC 7/11/13
#8.C
4 pages

ARCO AM/PM at Green Valley Road/Sophia Parkway

Shirley Biagi <sbiagi@aol.com>

Thu, Jun 6, 2013 at 6:28 PM

To: eileen.crawford@edcgov.us, tom.dougherty@edcgov.us, rich.stewart@edcgov.us, hidahl@aol.com

Hello - We are residents of the Promontory. Attached is a letter of concern about the proposed ARCO AM/PM at Green Valley Road/Sophia Parkway, which we understand will be discussed at the EDH APAC meeting on June 12, 2013. We would appreciate a response to our comments/questions.

Thank you for considering our concerns,

Shirley Biagi
Vic Biondi

 **ARCO Letter of Concern 6:6:13.doc**
40K

13 JUN 10 AM 10:52
RECEIVED
PLANNING DEPARTMENT

June 6, 2013

Eileen Crawford
Tom Dougherty
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

SENT VIA E-MAIL

RE; S-12-0015;PD-2012-003 – ARCO AM/PM at Green Valley Road, Sophia Parkway

Ms. Crawford and Mr. Dougherty:

We attended the meeting of the El Dorado Hills Community Council last night to learn more about the ARCO AM/PM Project. It was the first time we have attended this group's meeting. We were very impressed with the dedication of the council and their willingness to listen to comments about the project from residents of the Promontory. We were among the first residents of the Promontory. We've been here since 2004 and have lived in the area since 1964.

We have at least **five main concerns** about the proposed project:

1. Traffic safety for children, adults and their pets as well as biking groups who cross Green Valley Road at Sophia Parkway to enter the Folsom Lake recreation area. This is a very busy crosswalk. On weekends, it's not uncommon to see 20 – 30 families with children and pets going the lake, parked on Sophia Parkway. There also are several bike clubs that tour on weekends through the area. They all cross at the light at the eastern intersection of Sophia and Green Valley.

This project would exacerbate the danger that already exists when large groups of people on foot, along with bikers, cross a busy roadway. The only place for cars that are backed up from the drive thru and the gas station will be Green Valley Road. The **sight distance** going east toward the intersection on Green Valley is totally inadequate to alert someone driving 50 mph that there are cars stopped in the roadway ahead, as well as pedestrians and bikers crossing the roadway. This traffic backup, and others that would result from cars entering and exiting the ARCO, would be an extreme safety hazard.

2. Noise and Light Intrusion. Promontory is a rural residential area with the benefit of a dark sky policy. Most nights, the dark sky policy allows us to enjoy an uninterrupted view of the sunset over Folsom Lake.

Yet the project includes a **Car Wash with dryers that will run day and night.** There has been no consideration given to the sound the dryers will emit in the area. Because sound rises, and the ARCO is located below most of the Promontory homes, the noise would be detrimental to the rural environment we all enjoy here, especially at night. Also, although the developer spoke at the EDH Planning

Advisory meeting, we did not hear him address the issue of how the **noise from the car wash dryers at night and the proposed signage lighting** would affect the rural quiet and the dark sky we all enjoy.

3. **Wetlands Intrusion.** As we understand it, the designated wetlands at the foot of Sophia and Green Valley are included in the developer's property. He would, in essence, own the wetlands and be their caretaker.

Nothing in the proposed plans addresses how the developer will preserve and protect this wetlands area, which is home to many species of birds, including white cranes that land there occasionally. What he has proposed are dumpsters, a cement wall and a blacktop parking area backing up to the wetlands. He has not addressed how he will monitor the wetlands to assure that no waste from the gas station—either underground or above ground—will in no way interfere with these protected wetlands that are so important to the area's ecology. The wetlands are an essential part of our environment here in the Promontory and need a responsible caretaker.

4. **Lack of Complementary Architecture.** Homeowners in the Promontory are members of a homeowners association who must comply with a strict set of architectural guidelines at all times—earth tones for all exterior paint color, designated roof and fence design and color, as well as the use of stone on all the homes, for example. These requirements are designed to protect property values for all homeowners.

The proposed plan ignores all architectural aesthetics in the area. The plan has given no thought to aesthetics and has not even attempted to create a complementary facility to the adjacent property. Instead the proposal is a standard Arco station designed for a large throughway or a freeway off ramp. **There has been no consultation with the homeowners association to create a design that matches area homes. We believe that the proposed plan, if implemented, would seriously decrease property values in the Promontory area.**

5. **Entrance to El Dorado Hills—A Bad First Impression.** The proposed project is the first commercial project inside the El Dorado Hills County boundaries on Green Valley Road, just below the Promontory neighborhood.

Traveling east after the county line, on the right hand side, a driver first sees beautiful open space, then the intersection at Sophia and Green Valley with the carefully planned roadway and signage announcing the Promontory with its earth tone homes, then a crosswalk with people taking their children and dogs to the lake, and then **bang**—a line of cars backed up from the drive-thru and the gas station. **This cannot be what the county planners envisioned when they created the Promontory as a planned residential community.**

Clearly, this project is a step backward for El Dorado County in its effort to create neighborhoods that are family-friendly, encourage recreation, respect the environment and contribute to the overall well being of its residents.

We urge you to reject the current proposal before it goes any further and request that the developer revisit the project and address these five important issues, as well as others raised by the El Dorado Hills Area Planning Advisory Committee, before proceeding.

Thank you.

Shirley Biagi & Vic Biondi
5011 Thalia Drive
El Dorado Hills, CA 95762
sbiagi@aol.com
vbiondi@aol.com

cc: John Hidahl, El Dorado Hills Area Planning Advisory Committee
Rich Stewart, Planning Commissioner



PC 7/11/13
#8.C

What? An Arco Gas Station + more @ Sophia & GreenValley

ali payravi <ali_payravi@hotmail.com>

Tue, Jun 11, 2013 at 2:02 AM

To: "eileen.crawford@edcgov.us" <eileen.crawford@edcgov.us>, "tom.dougherty@edcgov.us" <tom.dougherty@edcgov.us>, "rich.stewart@edcgov.us" <rich.stewart@edcgov.us>, "hidahl@aol.com" <hidahl@aol.com>, "ali_payravi@hotmail.com" <ali_payravi@hotmail.com>

Dear County Transportation Planners,

Very recently I who live in Village I of Promontory was informed of a "plan" for above project so close to our community.

I couldn't first believe who would give such permission; So close to the homes in this area, how bad and dangerous the area and road would become as well as many other issues that I can't even start to imagine.

When I am looking at some more details of such proposed project, I am even more amazed about it as this looks more like a project that is built very close to a HWY and not GreenVally road and Sophia with such challenges as already bike rides, cars stop with many people to go to the park/Dam-area.

Traffic would become very bad, we would have accidents for sure, look of our area as well as safety issues would ALL be negatively impacted.

This proposal would require another major reconsideration and if possible eliminated or location changed and if not, I would really want many expert review it for above mentioned issues.

Regards,
Ali Payravi
8088 Anastasia Way, El Dorado Hills, CA 95762
Phone: (916)467-2034

13 JUN 11 AM 8:26
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PLANNING DEPARTMENT



PC 7/11/13
#8.C

NO Promontory gas station

Aimee White <aimee.white@gmail.com>

Tue, Jun 11, 2013 at 2:48 PM

To: "eileen.crawford@edcgov.us" <eileen.crawford@edcgov.us>, "tom.dougherty@edcgov.us" <tom.dougherty@edcgov.us>, "rich.stewart@edcgov.us" <rich.stewart@edcgov.us>, "hidahl@aol.com" <hidahl@aol.com>

To the community planners,

When we went to the planning meetings for the Promontory park, Tony Zecropolis and the people in charge of informing the citizens promised there would absolutely be no gas station on that corner of Sophia Parkway.

Everyone there agreed it was a bad idea. So why is this now on the table? More traffic, more noise, the residents do not want it. As I recall people said they'd like a coffee shop or sandwich place maybe. If there must be commercial space.

I hope you don't create this blight on our community.

Sincerely,
Aimee White.

Sent from my iPhone, so please excuse any odd auto-corrections.

13 JUN 11 PM 2:56
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PC 7/11/13
#8.C

Proposed AMPM ARco station at Green Valley and Sophia Parkway

Reed, Bill (TVC) <BReed@maxcell.us>

Wed, Jun 12, 2013 at 8:19 AM

To: "ilene.crawford@edcgov.us" <ilene.crawford@edcgov.us>, "tom.dougherty@edcgov.us" <tom.dougherty@edcgov.us>, "rich.stewart@edcgov.us" <rich.stewart@edcgov.us>, "hidahl@aol.com" <hidahl@aol.com>

Ms. Crawford and Mr. Dougherty:

I live in the Promontory (Bella Lago). The proposed AMPM Arco station will be right below our neighborhood. I am very concerned about the potential traffic safety issues that may develop if this station is opened under current guidelines. My concern is that traffic safety will be compromised because there is no deceleration lane designated for this project. Currently, when I turn right on a red light (east) from Sophia to Green Valley I have to "punch it" in order to get into the flow of traffic. Since Green Valley was widened a few years ago (to 4 lanes starting at Sophia) cars usually travel between 50-60 mph thru the intersection. By adding a gas station (without a long turn in lane), you are asking for trouble. I feel that accidents will be inevitable. Please consider a deceleration lane for this project. thanks, bill reed 3342 Bordeaux Dr EDH 916-425-8568

13 JUN 12 AM 8:36
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PC 7/11/13
#8.C
2 pages

FW: Proposed AM/PM ARCO Green Valley /Sophia

Lorretta Laslo <llaslo@carlton-engineering.com>
To: "tom.dougherty@edcgov.us" <tom.dougherty@edcgov.us>

Wed, Jun 12, 2013 at 10:54 AM

PLANNING DEPARTMENT
RECEIVED
13 JUN 12 AM 11:24

From: Lorretta Laslo
Sent: Wednesday, June 12, 2013 9:52 AM
To: 'eileen.crawford@edcgov.us'; 'tom.dougherty@edcgov.us'; 'rich.stewart@edcgov.us'; 'hidaht@aol.com'
Subject: Proposed AM/PM ARCO Green Valley /Sophia

All:

My husband and I moved from So California 7 years ago to change our life style and to live in an area with less TRAFFIC, crime, noise, light, etc. Now I understand there is a proposed AM/PM (liquor store) gas station (fueling station next to a WET LANDS) Car wash, (Noise) drive through deli (trash into the street, neighborhood, and INTO THE WET LANDS) to be developed at the corner of Green Valley and Sophia.

I have driven past these ARCO development, but only have seen these at **major intersections**, certainly not in an area, where we have two lanes into 4 in a small neighborhood and not to mention at the entrance to a California State Park where alcohol is not allowed.

I'm very concerned and so are my neighbors of what this development will do to our property values.

We moved to EDH in 2006, and brought at the top of the market, and I see our values are slowly creeping back up a little but will never be what they were in 2006, but with this development I would guess this will affect our property values by as much as 60%.

In 2008 my husband and I lost everything...we are both in the construction industry, we cannot bear our one only investment(our house) to go down, not up in value in the coming years.

I would strongly urge the planning commission to stop this developer from moving forward and development this type of project on this property. Based upon the TRAFFIC this will bring to the area, the wet lands which are only feet away, the crime from an AM/PM liquor store, trash in the streets and wet land, and at the Folsom State park,

lights, noise, etc.

THIS IS NOT THE RIGHT PROJECT FOR THIS PROPERTY AND WILL DO MORE HARM THEN GOOD FOR EL DORADO HILLS AND EL DORADO COUNTY!

Thank you very much for the consideration.

PUBLIC COMMENT
13-1347 M 34 of 171

Lorretta Laslo

3089 Corsica Dr

EDH,

Cell: (916) 990-3435

-



PC 7/11/13
#8.c
2 pages

Comment on AM/PM ARCO @ Green Valley Rd

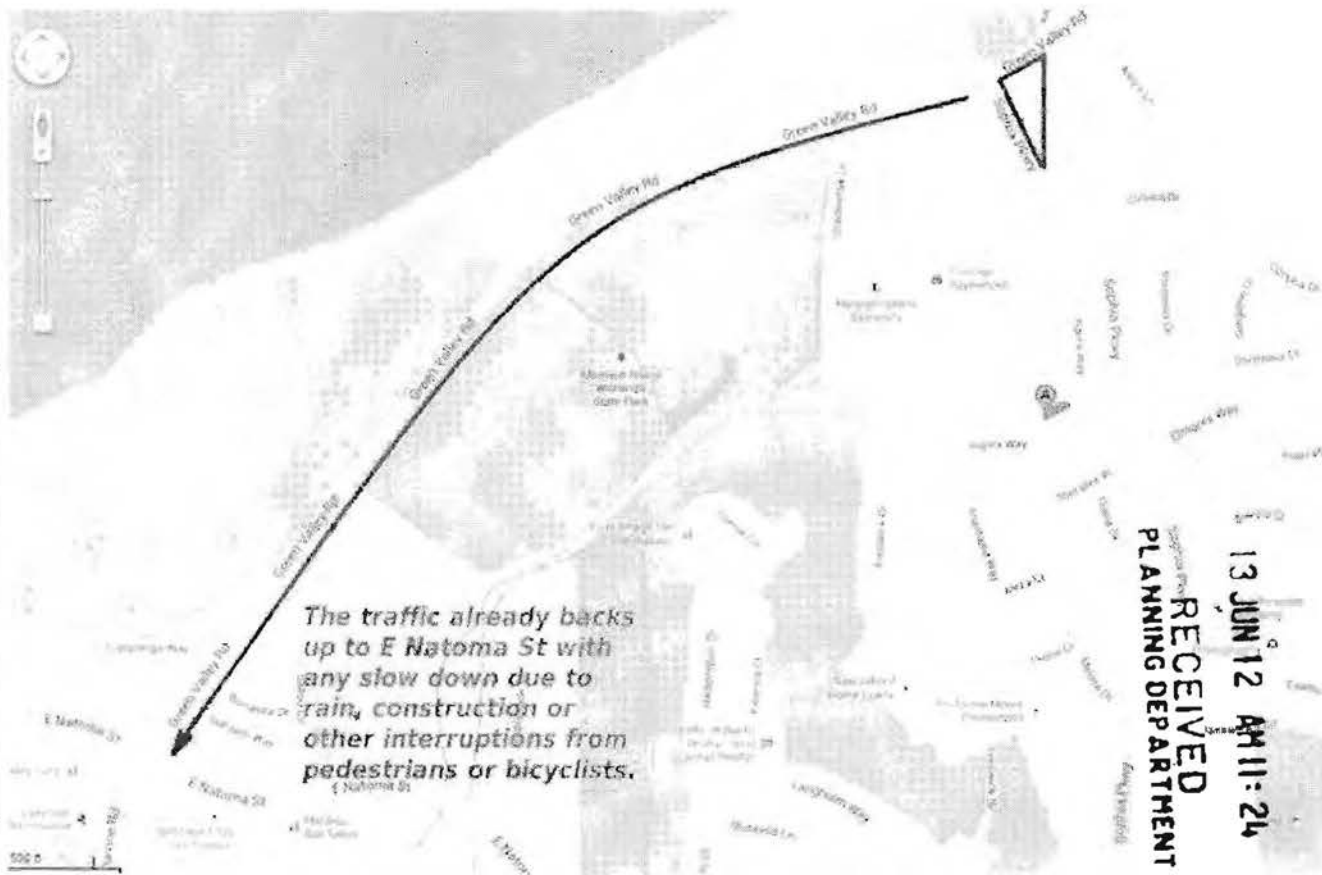
lorretta laslo <lorrettal@sbcglobal.net>

Wed, Jun 12, 2013 at 10:58 AM

To: eileen.crawford@edcgov.us, tom.dougherty@edcgov.us, rich.stewart@edcgov.us, hidahl@aol.com

— Good morning everyone

My name is Amir Khoyi and I reside in Promontory, EDH. Recently through emails from my neighbors I became aware of the proposed planning for the corner of Sophia Pkwy and Green Valley Road . My major concern is **traffic** if things proceed as they are being planned right now. Unless a **deceleration lane** is used for the proposed gas station I foresee many upcoming traffic and safety issues. I use GVR to go home on a daily basis so I am quite familiar with its existing traffic issues (as I've noted on the attached diagram) and urge you to reevaluate the plans before proceeding any further.



I am unable to attend the upcoming meetings due to business trips so I hope this email can serve as a tool to get you my feedback in a timely fashion.

Thank you for your consideration.

Dr. Amir Khoyi

7084 Agora Way,

El Dorado Hills, CA. 95762

(916) 939-6786 Home, (916) 396-4325 mobile



PC 7/11/13
#8.C
2 pages

Fwd: EDH Resident ARCO Gas Station Construction Concerns!

Eileen Crawford <eileen.crawford@edcgov.us>
To: Tom Dougherty <tom.dougherty@edcgov.us>

Thu, Jun 13, 2013 at 10:08 AM

Eileen Crawford, P.E.
Senior Civil Engineer
County of El Dorado
Community Development Agency
Transportation Division
Land Development
530-621-6077
eileen.crawford@edcgov.us

13 JUN 13 AM 11:33
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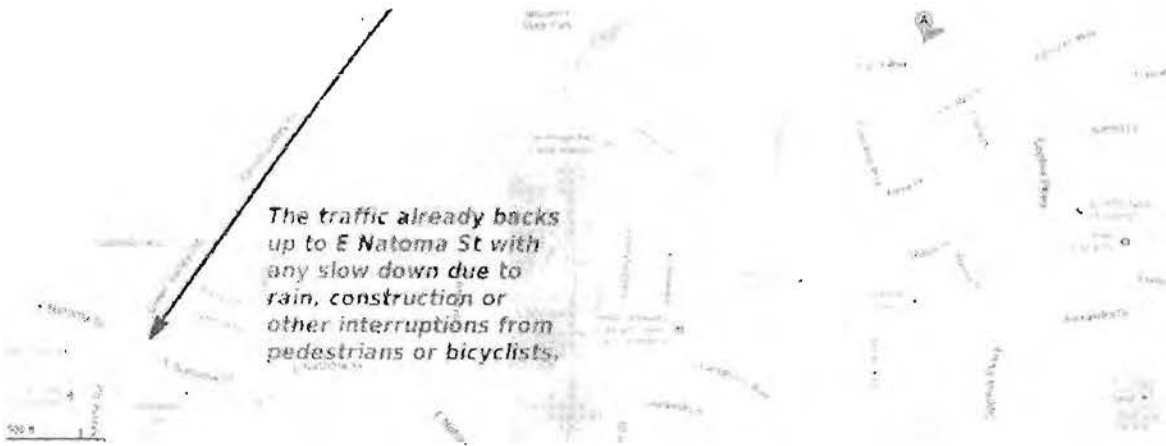
----- Forwarded message -----

From: ali qazi <aliqazi@hotmail.com>
Date: Thu, Jun 13, 2013 at 9:03 AM
Subject: EDH Resident ARCO Gas Station Construction Concerns!
To: "eileen.crawford@edcgov.us" <eileen.crawford@edcgov.us>, "tom.sougherty@edcgov.us" <tom.sougherty@edcgov.us>, "rich.stewart@edcgov.us" <rich.stewart@edcgov.us>, "hidahl@aol.com" <hidahl@aol.com>

Dear El Dorado County Officials,

My name is Ali Qazi and I reside in Promontory, EDH. Recently through emails from my neighbors I became aware of the proposed planning for the corner of Sophia Pkwy and Green Valley Road. My major concern is **traffic** if things proceed as they are being planned right now. Unless a **deceleration lane** is used for the proposed gas station I foresee many upcoming traffic and safety issues. I use Green Valley Road to go home on a daily basis so I am quite familiar with its existing traffic issues (as I've noted on the attached diagram) and urge you to reevaluate the plans before proceeding any further.



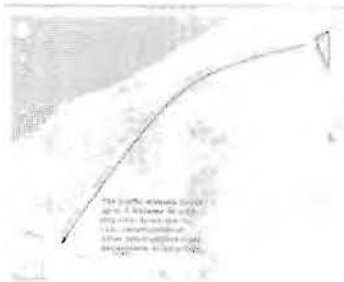


I am unable to attend the upcoming meetings due to my schedule so I hope this email can serve as a tool to get you my feedback in a timely fashion.

Thank you for your consideration.

Ali Qazi
7112 Agora Way,
El Dorado Hills CA 95762
916-396-5468

NOTICE: This e-mail and any files transmitted with it may contain confidential information, and are intended solely for the use of the individual or entity to whom they are addressed. Any retransmission, dissemination or other use of the information by persons other than the intended recipient or entity is prohibited. If you receive this e-mail in error please contact the sender by return e-mail and delete the material from your system. Thank you.



Traffic Issues.jpg
225K



PC 7/11/13
#8.c
2 pages

ARCO AM/PM at Green Valley Road/Sophia Parkway - Project in EDH

Smita Kulkarni <smita.kulkarni@comcast.net>

Thu, Jun 13, 2013 at 7:17 PM

To: eileen.crawford@edcgov.us, tom.dougherty@edcgov.us, rich.stewart@edcgov.us, hidahl@aol.com

06/13/2013

13 JUN 14 AM 8:29
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PLANNING DEPARTMENT

Eileen Crawford

Tom Dougherty

El Dorado County

2850 Fairlane Court

VIA E-MAIL

Placerville, CA 95667

Ms. Crawford and Mr. Dougherty:

RE: S-12-0015; PD-2012-003 – ARCO AM/PM at Green Valley Road/Sophia Parkway – Project

This letter is in regard to the proposed ARCO AM/PM gas station, convenience store, and fast food restaurant with drive-thru at the southeast corner of Green Valley Road (“GVR”) and Sophia Parkway. We are neighborhood residents who have some concerns about the safety, design and use of the project as proposed by the Applicant. This unique site, location, and proposed ingress and egress design issues of the project will impact vehicular, pedestrian, and bicycle safety in the immediate area of the project.

Sidewalk Modification to Accommodate U-turns

The proposed project is located across the street from Folsom State Recreation Area (SRA), very close to Brown's Ravine Marina and along a heavily used route for recreation bicycle riders. Due to the location across the street from the SRA, there is a very significant pedestrian traffic from people parking on Sophia Parkway and walking to the SRA. This access point to the SRA is a significant amenity in EDH. The sidewalk changes at the SE corner of Green Valley Road and Sophia Parkway will make crossing this busy roadway more challenging and potentially unsafe. There are significant grade changes around this corner of

this intersection and the modification of this corner will aggravate these issues and ADA compliance. In addition to significant safety issue, the Traffic Impact Analysis fails to recognize and address the impact on vehicles slowing or stopped in the intersection of GVR/Sophia Parkway and the more significant grade change that exists between Shadowfax Lane and Sophia Parkway impacting sight distances.

The proposed project creates impacts on the surrounding area and community which are unsafe. The project proponent has not combined potential moderation measures to minimize these impacts, but has instead created additional safety issues due to the site design.

We appreciate you taking the time to understand our neighborhoods concerns about the proposed project and thank you for your time to service on these committees.

Sincerely,

Upendra and Smita Kulkarni



PC 7/11/13
#8.C

Traffic and safety

Indie <indiebal04@yahoo.com>

Fri, Jun 14, 2013 at 11:49 AM

To: "tom.dougherty@edcgov.us" <tom.dougherty@edcgov.us>

>>
>>>
>>> Hi Tom,
>>>
>>> Sorry for the informality of this email. I write to you while I sit in the intensive care unit with my 39 year old sister. I am writing because I feel very strongly regarding a proposed project on Green Valley Road in El Dorado Hills. (Specifically concerning the AM/PM project on the intersection of Green Valley Rd and Sophia pkwy in El Dorado Hills.)
>>>
>>> I fail to understand how this project can be approved without a decel lane into this complex. It raises serious safety concerns. I routinely walk this corner with my 5 and 10 year old as I go into the folsom state rec area across the street. I already see the traffic issues at this corner and the speeds people routinely drive as the lanes open up going east bound on Green Valley. Couple the traffic issues with pedestrians and bike riders, we will have a dangerous situation if you don't intervene and require a decel lane for this project. Please re evaluate the project and ensure you use current data points in your analysis as you determine the safety and adequacy of any proposals on this site.
>>>
>>> Again please overlook the informality of the mode of communication I have used and take into consideration that I feel very strongly regarding this issue and trust that you will put safety first. A decel lane for this project is an absolute must. Please reply or call with any questions.
>>>
>>> Regards,
>>>
>>> Indie Bal, MD
>>> 3385 Bordeaux Drive
>>> El Dorado Hills, CA 95762
>>> 559-273-1544

13 JUN 14 PM 12:05
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PC 7/11/13
#8.C

Green Valley Convenience Center (ARCO station) Traffic Safety Issue

Norman & Sue <arowett@pacbell.net>

Fri, Jun 14, 2013 at 6:08 PM

To: Eileen Crawford <eileen.crawford@edcgov.us>, Tom Dougherty <tom.dougherty@edcgov.us>

Cc: John H <hidahl@aol.com>, Strauch company <strauchco@sbcglobal.net>, Rich Stewart <rich_stewart@sbcglobal.net>, The BOSONE <bosone@edcgov.us>

Eileen/Tom

I believe both of you are aware of APAC's and many residents concern that the approval of the ARCO project without requiring a minimum of a deceleration lane on the Green Valley entrance to the project will cause a major traffic safety problem. We have had a very large turnout at both the GVC subcommittee and APAC meetings by residents who use the corridor and are very concerned that the project will cause a traffic safety problem.

We realize that other businesses located near the project site don't have deceleration lanes, but these businesses do not generate anywhere near the level of the traffic that will enter the ACRO project once built. A reasonable comparison for the ARCO station operation would be the Safeway station located east of the project on Green Valley road. The Safeway station has both a deceleration and acceleration lane that helps mitigate traffic safety problems on Green Valley road.

We encourage DOT to reevaluate the requirement for a deceleration lane as part of the project approval conditions. APAC and the Community want a safe road system that functions with a minimum number of accidents. This is achieved by requiring the right infrastructure to support smooth flow of traffic. It's APAC's opinion, that a deceleration lane must be included in the project design to facilitate a smooth flow of traffic and not create a safety problems at the projects entrance on Green Valley road.

Thanks you for consideration of this request for a deceleration lane for the project.

Norm Rowett

GVC Subcommittee

13 JUN 17 AM 7:44
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PC 7/11/13
#8.c
7 pages

Opposition to the proposed AM/PM

Scott K. Kime, AIA <volterra@sbcglobal.net>

Sat, Jun 15, 2013 at 12:43 PM

To: tom.dougherty@edcgov.us, tom.burnette@edcgov.us, Eileen.crawford@edcgov.us, Rich.stewart@edcgov.us

Cc: bobrowsky@gmail.com, Lorretta Laslo <lorrettal@sbcglobal.net>

Dear El Dorado County planners;

Please review the attached from one of your concerned citizens of El Dorado Hills.

Sincerely,

Scott K. Kime, AIA/NCARB

2 attachments

 **El Dorado County June 15 Ltr.docx**
15K

 **Recommended Conditions of Approval 060513.docx**
20K

13 JUN 17 AM 8:10
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PLANNING DEPARTMENT

June 15, 2013

Mr. Tom Dougherty
Mr. Tom Burnette
El Dorado County Development Services Department, Planning Division
2850 Fairlane Court, Building C
Placerville, CA 95667

tom.dougherty@edcgov.us

tom.burnette@edcgov.us

Re: Proposed AM/PM Convenience Store/Gas Station/Car Wash
Southeast corner of Green Valley Road and Sophia Parkway

Dear Mr. Dougherty and Mr. Burnette:

We are writing this letter to you with significant concerns regarding the proposed project referenced above that is currently in the planning process. We live in the Bella Lago custom home community (Village 2) of the Promontory, immediately above and in direct visibility of the proposed project.

Over the course of the past month we have attended the El Dorado Hills Area Planning Advisory Committee (APAC) meetings as well as the Green Valley Corridor Subcommittee (GVC) meetings. In listening to the explanation of the project by the committee as well as a presentation by the applicant, Marc Strauch, we have to say that this project brings forth many concerns as to safety, environmental, design/aesthetics and its overall appropriateness (size) within the community of El Dorado Hills.

SAFETY

The intersection of Sophia Parkway and Green Valley road is a very unique juncture in what you call the Green Valley Corridor. There are other intersections in our community that are considered "busy" because of the combination of traffic, retail congestion, etc. This particular intersection or "T" juncture has an added element to it with the entrance to the State Park at Folsom Lake.

On any given day we will have 20 to 30 vehicles parked along both directions of Sophia Parkway for people that will cross Green Valley Parkway to not only enter the State Park, but to also enter the trail system that leads east toward Browns Ravine. There is a steady flow of people running, biking, walking their dogs, etc. back and forth across this intersection. With the addition of the proposed project at this intersection, the public safety issues will only be amplified by the addition of wide driveways across the pedestrian pathways and increased traffic.

Speaking of the traffic, there are problems that currently exist along both Green Valley Road and Sophia Parkway. The applicant is proposing to add a large gas station, convenience store, car wash, Schlotzky's deli, Cinnabon, and Carvel (Restaurants), with drive up window and additional required parking. It is hard to understand, or even believe, the traffic studies prepared by the applicant does not show how the proposed project will significantly impact the traffic that currently exists and would cause a safety hazard to the intersection and surrounding neighborhood.

To overlook the numerous safety hazards being created by this proposed project in favor of what the committee is stating will “help reduce the sales tax leakage into Sacramento County” seems rather absurd. The location of the AM/PM Convenience market will provide retail opportunities to those traveling EAST on Green Valley Road who are already traveling INTO El Dorado County. The “leak” can only be attributed to people wanting to shop at Raley’s or Trader Joe’s rather than Safeway. An AM/PM will not solve the problem.

ENVIRONMENTAL

One of the more disturbing choices the APAC Committee is agreeing to is the reduction of the setback, or encroachment, into the wetlands. Being involved in development over the course of the past 30 years, wetlands have always been considered “sacred ground” and not to be tampered with. The wetlands area being considered has been established by the Army Corps of Engineers to not only provide an area for runoff to accumulate during peak rain/flood months but more importantly to provide open area for wildlife. Encroachment or reduction of these areas only sets precedence for other developers to get the same considerations for future developments, thus slowly eroding the natural environments and open space we all enjoy.

DESIGN/ASTHETICS/SIZE

Over the course of my career as an architect, I have designed numerous gas station/convenience store/car wash projects by adapting developer “prototype” documents to fit the different configured sites, setbacks, jurisdictional restrictions, etc. This particular AM/PM project being proposed is an example of a “prototype” being forced onto a site that is too small.

The other issue with this particular property is the fact that it sits well below the surrounding neighborhoods. Due to this fact, the homes that enjoy the views of Folsom Lake (which are many) would now look over the top of a commercial development that would be open 24 hours, generating traffic and noise throughout the night.

The developer/applicant wants to keep all of the “prototype” elements of the project which includes; mansard roofs (with open mechanical wells), stucco finish, flat roofed canopy, freeway pole signage, etc. This location is not a freeway off ramp, nor is it a busy six lane/four way intersection. The property resides in a small residential community along a county roadway. Due to these facts, the project needs to adapt to its surroundings and comply with the overall residential look of the surrounding neighborhoods. There are numerous examples of how other commercial/gas station developers have adapted their designs to “fit in” with their residential surroundings by creating a design with hipped tile roofs, low level signage, low level lighting (El Dorado County dark skies policy), darker colors/stone accents, etc. that blend into the communities.

Most importantly the project needs to be reduced in size by limiting the number of uses on the site. As stated before, the applicant is proposing to add a large gas station, convenience store, car wash, Schlotsky’s deli, Cinnabon, and Carvel(Restaurants), with drive up window and additional required

June 15, 2013
Proposed AM/PM
Page 3

parking. We understand that each of these uses provide an additional "profit center" for the developer, but the site in question should not be adapted to fit the project, but rather the project needs to be adapted to fit the site without allowing reduced setbacks/encroachments or other special conditions.

We feel strongly that the proposed AM/PM project is one that does not comply with the current guidelines in place with the County of El Dorado, Army Corps of Engineers, Department of Transportation and other jurisdictions governing the property. Without the developer's request to modify the site, a project could still be developed on the property that would fit better into the community and not impact the wetlands or create traffic and public hazards.

We have also attached a two page list of additional concerns, produced by Darren Bobrowsky who resides in our community. We completely agree with Darren that these concerns need to be addressed by both APAC and GCV committees as well as the El Dorado County Development Services Department.

Sincerely,

Scott K. Kime, AIA/NCARB
3089 Corsica Drive
El Dorado Hills, CA

Cc: Eileen.crawford@edcgov.us
Rich.stewart@edcgov.us

Conditions of Approval

S-12-0015; PD-2012-003 – ARCO AM/PM at Green Valley Road/Sophia Parkway

Convenience Store / Gas Station / Car Wash / Restaurant with drive-thru

June 5, 2013

1. Safety

- 1.1. A deceleration / acceleration lane the entire frontage of the site along Green Valley Road shall be provided;
 - 1.1.1. If a deceleration / acceleration lane cannot be added to the frontage along Green Valley Road, then the access driveway on Green Valley Road should be eliminated and the sidewalk at the SE corner of GVR/Sophia should not be modified.
- 1.2. Move the access driveway to the west so that trucks can enter the site without having to wait until there are no exiting vehicles.
- 1.3. Provide appropriate bike lanes on Sophia Parkway and Green Valley Road to safely allow bicycles to pass the site safely.
- 1.4. The trees in the wetland area shall be trimmed at least twice a year by a certified arborist to maintain adequate sight distances on Sophia Parkway. All trimming shall be conducted with aerial equipment so that no to enter the wetland area.

2. Design

- 2.1. Buildings shall be architecturally designed to be consistent with homes in the Promontory development with muted earth tone colors, stone accents, and concrete tile roofing.
- 2.2. Roofs on all buildings, the fuel canopy, monument sign, and trash enclosure shall have a full pitched gable design with no flat areas.
- 2.3. All mechanical and communication equipment shall be screened so that it is not visible from any direction including the homes on the hillsides surrounding the project.
- 2.4. No exterior vending machines, storage or merchandising displays shall be allowed at any time.
- 2.5. The project retaining walls shall be a stacked large boulder retaining wall to match retaining walls in the surrounding community.

Conditions of Approval

S-12-0015; PD-2012-003 – ARCO AM/PM at Green Valley Road/Sophia Parkway

Convenience Store / Gas Station / Car Wash / Restaurant with drive-thru

June 5, 2013

3. Signage

- 3.1. Monument sign - shall be architecturally consistent with the building standard with earth tone colored stucco, rock/stone facing, and concrete tile material on the top (similar to the Safeway gas station sign). Sign shall not exceed eight feet in height when measured from the grade of the sidewalk closest to the sign.
- 3.2. Fuel Canopy – shall be limited to four square feet each (ARCO logo) on the east and west facing exposures only. No color banding shall be allowed.
- 3.3. Building – All signage shall be on the north side only of the building. Signage shall be limited to one am/pm sign not to exceed 125 square feet and one combination Schlotzsky's / Cinnabon / Carvel sign not to exceed 125 square feet.
- 3.4. Car Wash (if permitted) – No signage shall be allowed.
- 3.5. No permanent or temporary signs, banners, advertising, pricing boards, notices, pop signs, etc., shall be allowed on the any structure, window, fuel canopy, gas pump, lighting pole, car wash, or free standing.
- 3.6. All windows should be free of advertising. No window painting or banner shall be allowed.

4. Car Wash (if permitted)

- 4.1. All noise emitting equipment shall be enclosed on all four sides with a top and include sound absorbing materials.
- 4.2. Car vacuums shall be eliminated from the project.

5. Environmental

- 5.1. Deny the reduced wetland setback from 50' to 10' as there is not reasonable justification for a reduced setback, the wetland area will most likely continue to expand due to runoff from this and other development in the area, the proposed reduced setback will result in more debris entering the wetland area, and the larger setback will provide better access to periodically clean out debris from the wetland area.
- 5.2. Trash enclosure shall be moved to the northern most portion of the site to minimize trash entering the wetland area on the south side of the site.

Conditions of Approval

S-12-0015; PD-2012-003 – ARCO AM/PM at Green Valley Road/Sophia Parkway

Convenience Store / Gas Station / Car Wash / Restaurant with drive-thru

June 5, 2013

- 5.3. Due to noise (vehicles, motorcycles, drive-thru speaker, car wash equipment), lighting (building, menu board signage, vehicles), pollution (vehicles idling, trash thrown or blowing into wetland area), and visual blight, no vehicles or pedestrians shall have access to the southern side of the building. The southern side of the building shall be heavily landscaped to screen the building from view of the surrounding neighborhood and provide plant materials to catch debris before entering the wetland area.

6. Lighting

- 6.1. Project must comply with El Dorado County dark skies policy (17.14.170).

Due to the a number of these conditions being of an on-going operating nature, the project approval should be based on a Conditional Use Permit to be able to enforce all conditions of approval.



PC 7/11/13
#8.C

Proposed Development: Sophia and Green Valley

Patrick Nooren <pnooren@biddle.com>

Tue, Jun 18, 2013 at 12:30 PM

To: "tom.dougherty@edcgov.us" <tom.dougherty@edcgov.us>, "Eileen.crawford@edcgov.us" <Eileen.crawford@edcgov.us>

Cc: "rich.stewart@edcgov.us" <rich.stewart@edcgov.us>, "Darren Bobrowsky (bobrowsky@gmail.com)" <bobrowsky@gmail.com>, Patrick Nooren <pnooren@biddle.com>

Mr. Dougherty/Ms. Crawford-

My name is Patrick Nooren and I live at 3232 Bordeaux Dr., directly above the proposed development at the corner of Sophia Parkway and Green Valley Road. I wanted to reach out to voice my opinion on a few issues.

First, it's worth mentioning that I am not an obstructionist. I look forward to our community moving forward in a safe and thoughtful manner.

With that said, I was recently present at a community meeting where the applicant/owner for the proposed development at the corner of Green Valley and Sophia spoke about his visions for the ARCO AM/PM facility. At that meeting, a key topic (amongst many) was the community outcry for an acceleration/deceleration lane to be added to the project. On this note, the applicant/owner mentioned the results of several traffic studies that indicated it was unnecessary. While I am not an expert on traffic studies, I would like to comment on a specific argument that he made . . . the fact that EDH (i.e., the powers that be) has to *treat* him the same as everyone else . . . in other words, that decision-makers cannot force him to put in an acceleration/deceleration lane if they have not done so for others along that stretch of Green Valley.

By way of background, my area of expertise is employment law. A core tenet of any/all *disparate treatment* arguments is that the entities are "*similarly situated*." I believe this fact may be missing on the applicant/owner. As it relates to this particular issue, it is not appropriate for him to compare his ARCO AM/PM to an individual house or low-traffic entity. The only similarly-situated entity that I can see is the Safeway at the corner of Green Valley and Francisco . . . and they have the acceleration/deceleration lanes.

As a lay-person, and a member of the community who uses this particular intersection 2-3 times daily, the choice is clear. Common sense and safety would dictate acceleration/deceleration lanes are warranted.

I ask that if we are to err, that we err on the side of being safe, and not strive for what is minimally required to approve this facility. As a community we are better than that.

I appreciate your time and consideration.

Patrick M. Nooren, Ph.D.

Executive Vice President | Biddle Consulting Group, Inc.

193 Blue Ravine Road, Suite 270 | Folsom, CA 95630

(916) 294-4250 ext. 111 | Fax: (916) 294-4255

www.biddle.com | www.bcginstitute.org | www.affirmativeaction.com

13 JUN 18 PM 1:22
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PC 7/11/13
#8.C
2 pages

RE: PD12-0003 Green Valley Convenience Center

Sparks, Genevieve@Waterboards <Genevieve.Sparks@waterboards.ca.gov>
To: Tom Dougherty <tom.dougherty@edcgov.us>

Thu, Jun 20, 2013 at 4:47 PM

Hi, Tom –

Thank you for checking with our office on the proposed project. According to my discussion with Peck Ha, USACOE, the wetlands on the project site will be avoided, thus a Clean Water Act Section 404 permit would not be required. Since the federal permit is not required, neither is the Clean Water Act Section 401 Water Quality Certification from our office.

Should the project description be modified and the onsite wetlands be impacted after all, please contact me so that we can discuss permitting requirements.

Thank you,

Genevieve (Gen) Sparks, Environmental Scientist
Storm Water MS4 Program
Central Valley Regional Water Quality Control Board
11020 Sun Center Drive, Suite 200
Rancho Cordova, CA 95670
(916) 464-4745
gsparks@waterboards.ca.gov

13 JUN 21 AM 7:54
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From: Tom Dougherty [mailto:tom.dougherty@edcgov.us]
Sent: Friday, June 14, 2013 8:22 AM
To: Sparks, Genevieve@Waterboards
Subject: PD12-0003 Green Valley Convenience Center

Gen,

The following is the draft recommended mitigation measure for the project. We have learned that the project would not require an Army Corps 404 permit. Do you feel that the following mitigation measure is needed for the project?

BIO-4: Water Quality Certification: A Water Quality Certification, Section 401 permit, if applicable, shall be obtained by the applicant from the California Central Valley Regional Water Quality Control Board for applicable project improvements prior to issuance of a grading permit. The Certification shall include (subject to CVRWQCB approval):

- a. The applicant will prepare a Storm Water Pollution Prevention Plan for approval. That plan will describe

methods for ensuring downstream water quality during grading and/or restoration and will be implemented during those processes.

b. Work areas will be separated by buffers and orange construction fencing to delineate the preserved riparian areas. No grading will be allowed within the fenced-off buffer zones.

c. Waste and construction materials will be placed where they will not run off into the stream, or they will immediately be removed off-site.

Monitoring Responsibility: Planning Services/Building Services

Monitoring Requirement: The applicant shall provide a copy of the Section 401 permit to Planning Services prior to issuance of the grading permit. The Storm Water Pollution Prevention Plan shall be reviewed and approved by Building Services prior to issuance of a grading permit. If it has been determined by the California Regional Water Quality Control Board that said permit does not apply after their review of the development plans for the grading permit, the applicant shall provide Planning Services with confirmation from the RWQCB of that determination prior to issuance of the grading permit.

—

Tom Dougherty, Project Planner

El Dorado County Development Services Department

2850 Fairlane Court

Placerville, CA 95667

Phone: (530) 621-5875; Fax: (530) 642-0508

tom.dougherty@edcgov.us

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Thank you.

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#8.c
2 pages
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13 JUN 27 AM 7:57

June 27, 2013

Tom Dougherty, Project Planner
2850 Fairlane Court, Building C
Placerville, California 95667

Mr. Dougherty,

On July 11, 2013 you will have the opportunity to make a recommendation to the Planning Commission regarding the proposed ARCO AM/PM Gas Station and Convenience Market to be located at Green Valley Road and Sophia Parkway. As a resident to this area, I do not support the current design of this development and urge you to not to recommend this project based on a deficiency of traffic safety, adverse environmental impacts and a lack of consistency with the surrounding neighborhood.

The traffic safety issues for this plan are serious and under-represented by the developer-paid KD Anderson and Associates. As the plan exists today, there is no provision for vehicles traveling east on Green Valley Road to safely slow as they approach the entrance of the development. The existing and proposed changes to the roadway are insufficient for the speed of vehicles approaching the project area. Leaving or exiting the development possesses the same difficulty in that a vehicle must drive into oncoming traffic without the use of an acceleration lane. This project needs the addition of a deceleration/acceleration lane to allow traffic to safely ingress and egress the project area. The net result will be an increase in injuries from rear-end and broadside collisions.

Located adjacent to the designated project area is a natural wetlands and part of the Mormon Island Preserve. The proposed project designated as a gas station is not consistent with the surrounding area. The possibility of fuel spillage, related vehicle pollution, and trash from this type of development is contrary to type of development needed in this area in such close proximity to the wetland and other open areas.

Discussions at the APAC Board and subsequent committee meetings have spent a substantial amount of time focused on the sales tax benefits of this project. In a considering the long-range development plans for this immediate area it is important to understand the significance of this initial project. Although the immediate adjacent commercial and retail businesses have been established for many years, a properly designed project with unique design features consistent with the nearby residential development will lead to additional development of adjacent commercial and retailed zoned properties. Eventually, the existing businesses will upgrade their existing structures or will be sold to new developers who recognize the revenue potential such a new development. This development is positioned at the Green Valley Road entrance to El Dorado County, thus it is critically important to design this project properly and with the correct type of business in order to attract other worthy businesses.

Lastly, the proposed location of the convenience market is positioned directly across from an entrance to Folsom State Park. A development such as a convenience market and the sale of alcohol in such close proximity to the park is irresponsible and a poor development design. Due to the lack of parking at the state park, visitors use the roadside Sophia Parkway to park vehicles and cross the busy Green Valley Road. Adding potential alcohol sales in this immediate pathway to the park will lead to the increased probability of alcohol being brought into the park. Alcohol into this area of the park, while already banned, is inviting an increase in social harm for those who use the park lawfully.

I support the retail or commercial development of the Green Valley Road and Sophia Parkway area; any project must increase or maintain overall safety of the community and be built to maintain the high esthetic standards of the Promontory. I encourage you to consider you not to recommend support for this proposed development.

Sincerely,

Daman Christensen

PC 7/11/13
8.C

County Planning Commission

I am writing to object to the proposed development planned at Green Valley & Sophia Parkway. This intersection is already congested because it is only 2 lanes into Folsom. There is an entrance, at this intersection, for fisherman or hikers, who park on Sophia Parkway. This intersection has a very serious problem in the AM and on the commute home.

The gas, oil & water from car wash will spill into the wet lands that have wild turkey, rabbits, hawks, egrets, Great Blue Herons, Canadian geese & ducks. Setting the wetlands from 50 feet to 10 seems unacceptable to me. This project is across the street from Folsom Lake, which is a water supply to homes.

There is already a convenience store, gas station next to the Purple Place shopping center on Green Valley road.

Thank you!

Tom & Marjorie Peters

2555 Amy's Lane

El Dorado Hills, CA 95762



13 JUN 25 AM 11:31
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PC 7/11/13
#8.c
3 pages

Charlene Tim <charlene.tim@edcgov.us>



Fwd: For Public Comments

Rich Stewart <rich.stewart@edcgov.us>
To: Charlene Tim <charlene.tim@edcgov.us>, Tom Dougherty <tom.dougherty@edcgov.us>
Cc: Eileen Crawford <eileen.crawford@edcgov.us>

Thu, Jun 27, 2013 at 4:50 PM

Char/Tom: Regarding the Green Valley Convenience Center (July 11th Agenda Item 8.c., I have had conversations with Eileen Crawford and the applicant regarding the Green Valley Road entrance to the project and didn't see a copy of my correspondence in the comments section for this item. Would you please include this with the additional comments for the July 11th meeting.

Thanks.
Rich Stewart

From: **Rich Stewart** <rich.stewart@edcgov.us>

Date: Thu, May 30, 2013 at 9:45 AM
Subject: Re: ARCO on Sophia & GVR
To: Strauch company <strauchco@sbcglobal.net>
Cc: Eileen Crawford <eileen.crawford@edcgov.us>, Hidahl@aol.com, The BOSONE <bosone@edcgov.us>

I would suggest working with Eileen to see if there are any standards that you can use as a go-by. I believe that Caltrans may have some for state highways? I've attached what I had in mind, but it is strictly an estimate of what might allow a 20 foot long vehicle to smoothly get out of traffic while making the turn without coming to almost a complete stop and also allow an exiting vehicle to start pointing to the east while staying out of the way for entering vehicles. All I did was take a French Curve and use it to draw a path that looked wide enough and had a decent turning radius. I avoided the PG&E vault on the east side and didn't see any EID issues on the west side (I believe they are further to the west).

Keep me posted on what you plan.

Thanks.
Rich Stewart

On Tue, May 28, 2013 at 9:39 AM, Strauch company <strauchco@sbcglobal.net> wrote:

Rich
I did find a High voltage PG & E Box is to the east and a Sewer man hole is to the west. Do you have an idea of how large you would want this driveway. Normally driveways are between 25 and 35 ft wide. As we discussed in our meeting our design is 36 feet 8 inches. Did Eileen have any ideas?
Let me know what I need to do next
Thanks



Marc Strauch, President
The Strauch Companies
301 Natoma Street, Suite 202
Folsom, CA 95630
Direct 916.257.6497

FAX 916.294.9753

From: Rich Stewart <rich.stewart@edcgov.us>
To: strauchco@sbcglobal.net
Sent: Mon, May 27, 2013 2:26:03 PM
Subject: ARCO on Sophia & GVR

Marc:

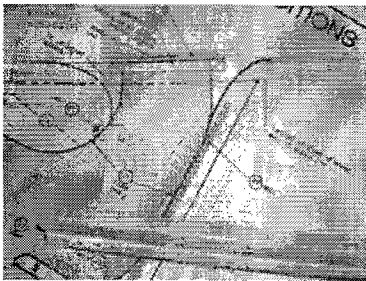
I spoke with Eileen Crawford on Thursday regarding rounding the GVR driveway on the proposed ARCO project. What did you find out regarding any water/utility boxes that might be in that vicinity?

Rich

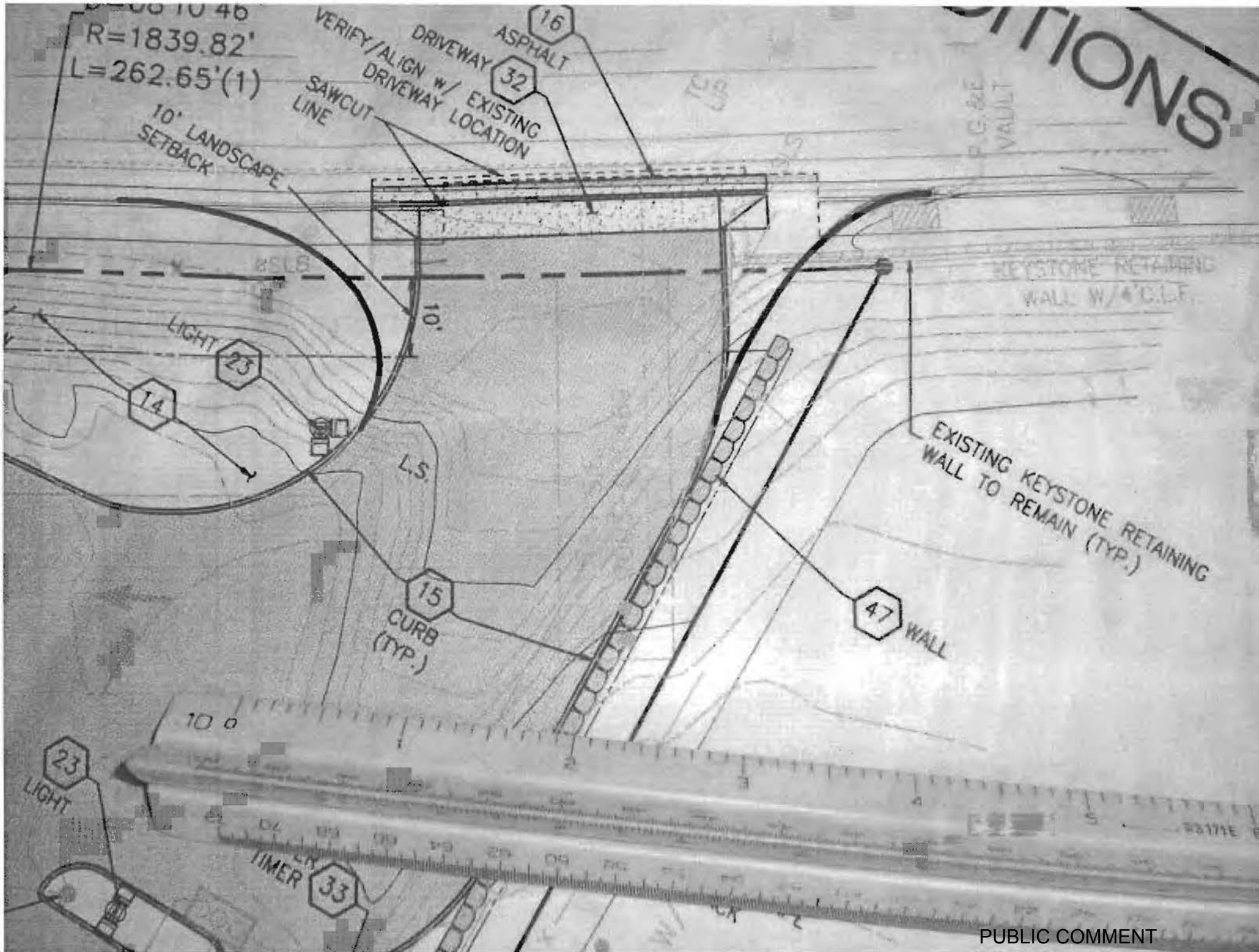
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ARCO_Driveway.jpg
1484K



PC 7/11/13
#8.c
5 pages

June 30, 2013

Ilene Crawford
Tom Dougherty
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

Ms. Crawford and Mr. Dougherty,

We are writing you in response to the proposed ARCO station project at the corner of Sophia Parkway and Green Valley Road. My family and I share several concerns as noted by many of our neighbors (see attached letter) however, we would like to address our main concern with the overall scope of this project. In addition to the traffic issues, it's concerning that this station would be open 24hrs. As a family with a young child, this is not the environment we want to be in. Second concerns for us are the wetland s right behind the property where the station would be built.

Kindly add Liz Gallwitz and Aaron Gallwitz to the list of neighbors opposing the construction of the ARCO station. We've attached a letter sent to the county that details the many concerns our community has with this project overall. We can be reached via the contact information listed below.

We thank you in advance for your time.

Liz Gallwitz and Aaron Gallwitz



3241 Bordeaux Drive
El Dorado Hills, CA 95762
916-202-3185
Gallwitz07@gmail.com

13 JUL - 8 AM 11:04
RECEIVED
PLANNING DEPARTMENT

April 12, 2013

Ilene Crawford
Tom Dougherty
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

VIA E-MAIL

Ms. Crawford and Mr. Dougherty:

RE: S-12-0015; PD-2012-003 – ARCO AM/PM at Green Valley Road/Sophia Parkway -
Traffic Impact Analysis comments

The letter is in regard to the proposed ARCO AM/PM gas station, convenience store and fast food with drive-thru at the intersection of Green Valley Road (“GVR”) and Sophia Parkway. As a neighborhood resident who travels through this intersection several times every day, I am concerned about the design of this project and impacts on public safety that this project will cause. I am not opposed to a gas station in this area, but the unique site constraints of this property create significant safety issues. At this time, I have only reviewed the Traffic Impact Analysis and Addendum Memo and may have other concerns regarding the project once I review the other reports and plans.

The Traffic Impact Analysis (“TI Analysis”) for the ARCO AM/PM gas station & convenience market site at GVR at Sophia Parkway dated November 30, 2012 and Memo dated January 16, 2013 providing an Addendum (“Addendum Memo”) to this study fails to recognize and address the unique site location which will have a significant impact on the traffic safety of the immediate and surrounding area. Additionally the TI Analysis and Addendum Memo presents misleading data and charts which result in flawed recommendations from this incorrect information.

The property is located on a rural roadway but is designed as if immediately adjacent to a freeway interchange. The property is in fact located on a rural road next to a heavily used State Park and residential neighborhood. The TI Analysis fails to recognize the topographical layout of the site and surrounding area. From the front of the site on GVR to the back of the site which borders the wetland area, there is a grade change of approximately seven to 10 feet. As the grade at the front of the site is set by the elevation of GVR and at the rear of the site by Sophia Parkway, there must be significant slopes or retaining walls incorporated into the site. This grade change from the proposed driveway on GVR will result in a steep down sloping driveway which will cause vehicles to access the site slower than normal speed and cause a visibility issue for vehicles leaving the site.

Brown's Ravine, the largest inland marina in California, is located just up the street from the subject property. This marina draws a large number of trailerable boats throughout the summer boating season, many of which fill their boats gas tanks at area gas stations (currently Raley's and Safeway). The combined length of tow vehicles and their boats are well over the forty foot length of fuel delivery truck analyzed in the report. Unlike fuel delivery trucks, which have

professional trained and licensed drivers, drivers pulling boats are generally inexperienced and will have difficulty accessing the site creating a safety hazard on Green Valley Road. The access driveways to the site must accommodate for vehicle/boat combinations of fifty feet or greater. Tow vehicle and boat combinations have significantly increased stopping distances, which does not appear to be taken into account in the TI Analysis.

The TI Analysis is based upon a speed limit of 50 miles per hour but fails to recognize and account for the fact that just 800 feet to the west of the property is speed limit is 55 miles per hour. The El Dorado Hills APAC letter to the El Dorado County Planning Services of March 16, 2013 correctly points out in Note 1 that “You now have vehicles transitioning into the added lane #2 and picking up speed with limited sight distance of just coming around the single lane and into two lanes.”

Westbound - Green Valley Road

The TI Analysis recommends that “the project should install a median along GVR that will extend beyond the project driveway” to prohibit left turns into the project from westbound GVR. The Addendum Memo reverses this recommendation after the County Staff stated that they would not allow U-turns at the intersection of GVR and Sophia Parkway. The recommendation to allow left turns into the project from a dedicated turn lane is flawed in several ways. First, the queuing of westbound left turn traffic at GVR/Sophia Parkway does not recognize that this turn pocket regularly fills up currently especially when car/boat traffic is included and does not include increased traffic from the Hwy 50/Sophia Parkway interchange when constructed (APAC letter Note 1). Second, the Sight Distance analysis in the Addendum Memo does not address the actual higher speed of vehicles as outlined in the previous paragraph and the Figure 4 chart is inaccurate as the sight line is drawn from the turning car pulled almost into oncoming traffic and vehicles in the GVR/Sophia intersection turn pocket at the right side of the lane. If a boat, RV, or truck was in this GVR/Sophia intersection left turn pocket then this sight line would be inadequate creating a major safety issue.

Eastbound -- Green Valley Road

The TI Analysis fails to address the proposed direct access of traffic into the site and its impact on traffic flow on the 50 MPH section of GVR. The APAC letter appropriately conditions the project with a right turn deceleration and acceleration lane. This deceleration / acceleration lane is critical due to the vehicle/boat combination turn-in speed and topographic layout of the site cited above. The TI Analysis must account for the increased stopping distances of tow vehicles/boat combinations that frequent this area and the higher potential for a tow vehicle/boat combination to jackknife in an emergency stop due to the curve in the GVR roadway. In addition, tow vehicle/boat combinations may bottom out their trailer or boat due to the steep grade change at the driveway.

Sophia Parkway

Sophia Parkway is heavily used by visitors to Folsom Lake State Park to park their cars. Almost daily several dozen cars are parked on both sides of Sophia Parkway, which creates sight impairments to vehicles exiting the proposed gas station on Sophia Parkway.

Figure 13 in the TI Analysis shows a sign line south on Sophia Parkway, but fails to recognize that there is vegetation including trees in the wetland area to the south of the subject site which will continue to grow blocking the sight lines. The TI Analysis states that a clear zone should be maintained, which is not possible as this is a wetland area. In addition to the vehicles noted above that park on Sophia Parkway, there is a metal fence along the sidewalk that prevents pedestrians from falling into the wetland area. This fence further impairs the sightlines of vehicles exiting the subject site.

Bicycle Traffic

The TI Analysis cites only six bicyclists during the a.m. peak hour and 19 bicyclists during the p.m. peak hour. The analysis does not state when this bike count was taken only that the traffic counts were taken in November 2012. This bicycle count is flawed if conducted either during the winter months or during a weekday, as Green Valley Road is a heavily utilized bike route for recreational bicycle riders. On weekends in the summer hundreds of bicycle riders pass the subject property.

Accidents

The Traffic Impact Analysis fails to note the numerous serious accidents at the intersection of GVR and Sophia Parkway. Due to the high speeds at this intersection, accidents at this intersection tend to be severe and the proposed project will exacerbate this situation.

Drive-Thru

While the proposed project is designed with a limited queuing area for customers of the indicated Schlotzsky's Deli, there is no guarantee of the success of this food service provider and subsequent users of this drive thru location may have much higher traffic counts than indicated having a significant impact on traffic. Additionally, while Schlotzsky's Deli is the indicated user of the property, they are frequently combined with Cinnabon and Carvel per their website.

From Scholtzsky's website:

Co-branding With Cinnabon and Carvel

By now you're probably thinking it can't get much better than this, but it can! Schlotzsky's, the only national sandwich chain to bake bread fresh-from-scratch® every day in each restaurant, also offers co-branding opportunities with Cinnabon Express and Carvel Express. Schlotzsky's, Cinnabon and Carvel complement each other naturally and draw guests into the bakery café franchise.

- *Cinnabon and Carvel Express stores drive additional traffic, sales and profitability to complement the Schlotzsky's quick service restaurant business model and add value to the overall business portfolio.*
- *Extreme efficiencies are offered with all brands under one roof, specifically minimal labor and facility costs, in addition to an economical startup cost when combined with Schlotzsky's*
- *The Cinnabon Express menu features Classic Rolls®, Caramel Pecanbons® and occasional limited time offers.*



Ms. Crawford
Mr. Dougherty
April 12, 2013
Page 4

- *Cinnabon is baked throughout the day, all day, in each bakery café franchise.*
• *Carvel offers a premium, highly regarded ice cream product. The Carvel Express menu features premium soft serve ice cream served in a cup or cone format with additional offering of milk shakes, amplifying the traditional drink offering.*

While the APAC correctly recommends that the drive-thru should be with a temporary use permit, the location of a drive-thru restaurant seems inappropriate for this location and should be denied.


El Dorado Hills APAC Letter

The APAC letter of March 16, 2013 raises other concerns and points out other flaws in the TI Analysis that are of significant value, but in the interest of time I will not reiterate these additional concerns. I support the APAC conditions on this project, but reach a different conclusion and the project should not be supported.

So that I can be fully informed and keep abreast of this project as it moves through the planning process, I am requesting that I be informed of all material available including but not limited to reports, plans, studies, and correspondence for this project including new material as available to the general public (please e-mail this material to me at bobrowsky@gmail.com). If any material is not available electronically, please let me know what these items are and when I may view them. I would also like to request be informed of all meetings that are open to the general public on this project.

If you would like to meet to review and discuss these concerns, I am available. Please confirm receipt of this letter. Thank you.

Sincerely,


Darren Bobrowsky
3531 Bergamo Drive
El Dorado Hills, CA 95762
916-871-9540

Cc: Rich Stewart, Planning Commissioner
John Hidahl, APAC Chairman



DEVELOPMENT ADVISORY SERVICES
P.O. Box 6763 | Folsom, CA 95763-6763 - 916.502.7341

July 1, 2013

Mr. Darren Bobrowsky
3531 Bergamo Drive
El Dorado Hills, CA 95762

PC 7/11/13
E.C
4 pages
RECEIVED
PLANNING DEPARTMENT
13 JUL -5 PM 1:36

RE: FILE – Planned Development PD12-0003 (Green Valley Convenience Center/Strauch Companies – APN: 124-301-46; Mitigated Negative Declaration (MND))

On your behalf, I have now had the opportunity to review the Mitigated Negative Declaration for the above referenced application (dated, May 30, 2013). I provide you with the following comments and observations:

- 1) The Mitigated Negative Declaration inadequately identifies the environmental impacts of the proposed project and as a result does not contain adequate mitigation or project revisions to alleviate potential impacts in order to reduce them to insignificant levels. Specifically, the Mitigated Negative Declaration does not adequately address:

Transportation/Traffic – Section XVI

- i. This section of the Mitigated Negative Declaration (and related Traffic Studies – Attachments 14 & 15) is limited to an evaluation of the increases in traffic, projected traffic volumes, Level of Service (LOS) and interior circulation for the proposed development (see page 40 – Discussion). It fails to provide any discussion of any “plan, ordinance or policy establishing measures of effectiveness for the circulation system” relative to ingress and egress relative to the local “intersections...streets and bicycle paths”. The conclusion that the project impacts will be “Less Than Significant” is not supported by any substantial evidence in the record. The Mitigated Negative Declaration must be amended to include a discussion of any plan, ordinance or policies as directed by section XVI (a). Furthermore, this section of analysis is guided by ITE – 8th edition, published in 2008. An updated version was published in the fall of 2012 and should be the basis of any analysis or an explanation

provided that the data today is somewhat consistent with the prior data.

- ii. Section (d) requires an analysis of the project to see if it would “substantially increase hazards due to a design feature”. The analysis is flawed and inaccurate as the section fails to provide any analysis of potential conflicts that may occur as high-speed traffic along Green Valley Road juxtaposes with right-in and right-out movements from and to the project site. Given the high speeds of eastbound vehicular traffic through the intersection (at Green Valley Road and Sophia Parkway) and the trip generation associated with the proposed uses (particularly in the pm peak), this potential impact must be discussed in the Mitigated Negative Declaration and a determination made that deceleration and acceleration lanes for the Green Valley encroachment are or are not warranted for safety to and from the site. (Parenthetically, the staff report for the project includes a discussion of this issue but does not provide any meaningful explanation as to how DOT staff came to the conclusion to not have either a deceleration or acceleration lane. Justifying the need to not have either type of lane due to the absence of them at other existing commercial use locations is not a basis to determine traffic safety impacts for this project.)
- iii. The Mitigated Negative Declaration is devoid of any discussion of left turn “in” impacts as contained in Attachment 15. It must therefore be amended to include a discussion of ingress and egress impacts at the Green Valley Road encroachment as directed by section XVI (d), especially as these impacts relate to the existing Class II bike lane that “fronts” the proposed site. Furthermore, mitigation for the raised median is missing from the Mitigated Negative Declaration. The only discussion regarding the raised median appears in Project Condition No. 24. Mitigation must be provided in the Mitigated Negative Declaration to ensure that left turn “ins” from westbound Green Valley Road vehicles are precluded by an extended (raised) median beyond the site to prevent westward travelling left-in “sneaks” which would be

attempted in the face of oncoming eastbound traffic. The raised median will also prevent left turn “outs” for westbound traffic on Green Valley Road. Conditions and mitigation need to require that the raised median improvement must be installed prior to the issuance of a certificate of occupancy for the project.

Based on the above, alone, one can see that, the Mitigated Negative Declaration does not contain evidence that all impacts have been offset, let alone, reduced to an insignificant level.

Section XII. Noise

This section of the Mitigated Negative Declaration fails to address the following impacts:

- iv. Actual noise generated by the car wash. The applicant does not provide a proposed manufacturer for the carwash dryer units. As such, a “typical” noise calculation is determined based on the experience of the consultant team. Further, the project is not conditioned or mitigated to limit the projected noise levels emanating from the “typical” dryers to less than significant levels.
- v. Noise at the existing residences along Corsica Drive. Readings at the existing residences to the south of the subject property are not discussed or projected for the car wash. Noise levels are only projected for future (now vacant) residential properties to the southwest of the site.
- vi. Actual noise generated by the vacuums. The applicant also does not provide a proposed manufacturer for the vacuum units. As such, a “typical” noise calculation is determined based on the experience of the consultant team. Further, the project is not conditioned or mitigated to limit the projected noise levels emanating from the “typical” vacuums.
- vii. Noise at the existing residences along Corsica Drive. Readings at the existing residences to the south of the subject property are not discussed or projected for the vacuums. Again, noise levels are only projected for future (now vacant) residential properties to the southwest of the site.

Based on the above, the Mitigated Negative Declaration must be amended to include a meaningful discussion of the projects' noise impacts and mitigation provided to reduce potential impacts to levels of less than significant.

- 2) Pursuant to Guidelines section 15073.5, adequate mitigation must be identified in the environmental record and as such, the Planning Commission must direct staff to amend the environmental record before any action is taken on the proposed project and related entitlements. This will allow meaningful input from the public and other organizations while addressing the environmental impacts of the project.

Regards,

DAS – Development Advisory Services, Inc.

David A. Storer, AICP
Principal

PC 7/11/13
#8.c

July 2, 2013

Planning Commission
2850 Fairlane Court, Bldg C
Placerville, Ca 95667

13 JUL -2 AM 8:20
RECEIVED
PLANNING DEPARTMENT

Re: **Green Valley Convenience Center, aka: ARCO (S12-0015/PD12-0003)**

Dear Commissioners:

The buildable space on the ARCO site is not large enough to accommodate the project as proposed. The mindset among County staff is for 'default to approval' regardless of the impact on the community or the environment. The attitude that Development Services is a clearing house that simply disseminates information is apparent in the projects being forwarded to the Planning Commission for review. This is deeply unfair to both the applicant and the community, and *it must stop*; they have made it *YOUR* job to say no.

- Section 15270 of the CEQA guidelines allows initial screening of a project for quick disapproval where it can be determined that the project has a fatal flaw. The minimum setback to wetlands in El Dorado County is 50 feet, with a common reduction given down to 25 feet. In this project, there is so much development proposed for the site that this setback has been reduced to 10 feet, with the biological consultant giving expert witness that this will not be a problem.

I have news for you: There will always be a consultant available to tell you there's no problem.

- The Transportation Division staff knows that without a deceleration lane at the entrance, the high volume of cars turning into the project will create yet another high risk point on Green Valley Rd, but they have determined that it is up to drivers to 'just go slow', because the applicant cannot otherwise fit everything on the site. I would like to know exactly WHEN safety began taking a backseat to business. The Area Planning Advisory Committee (APAC) will likely be pushed to rescind their recommendation of 'conditional approval' based on the lack of a deceleration lane requirement at the project entrance.

Eliminate the drive-through car wash and its associated circulation requirements in order to add the deceleration lane and increase the wetland setback. It is past time to bring responsible planning back into the equation. The Applicant, Marc Strauch, is a good guy. He will follow your rules. By all means, don't make him *GUESS* what they are.

At what point do we say enough is enough? It is perfectly possible that this is simply not the right site for this particular project.

Ellen Van Dyke
Green Springs Ranch resident & frequent Green Valley Road driver

From the desk of
Amy L. Anders

PC 7/11/13
#8.C
3 pages

July 4, 2013

County of El Dorado Planning Services
County of El Dorado Planning Commission
Att: Tom Dougherty, Project Planner
2850 Fairlane Court
Placerville, CA 95667

13 JUL -5 AM 8:34
RECEIVED
PLANNING DEPARTMENT

VIA EMAIL

Subject: Planned Development PD12-0003/Green Valley Convenience Center

Mr. Dougherty and members of the Planning Commission,

I am writing regarding the above referenced project to build a gas station, car wash, convenience store with a fast food restaurant and drive-through at the southeast corner of Green Valley Road and Sophia Parkway. As a property owner and resident of the neighborhood, I want to express my serious concerns about traffic, safety, biological, noise and aesthetic issues inherent to the proposed project.

Traffic

Traffic congestion at this intersection is already a very serious problem especially during peak commute hours. One obvious contributing factor is the current state of Green Valley Road's merging traffic lanes travelling west on Green Valley Road approximately 200' west of Sophia Parkway. Adding a gas station and fast food restaurant with a drive-through window will only increase traffic congestion on both Green Valley Road and Sophia Parkway. Clearly, a high-volume business such as the proposed project is simply not an appropriate fit given the existing traffic routing constraints of the targeted location. Moreover, it would create a serious safety hazard for everyone passing through the intersection of Green Valley Road and Sophia Parkway.

The Traffic Impact Analysis (TIA) produced by KAnderson & Associates is inaccurate. It does not reflect reality. It omits key information about the flow of traffic from residential and commercial properties located on Amy's Lane. It also completely overlooks the significant impact of existing high-volume local commercial businesses such as the Purple Place and Barber Jon's. For example, traffic driving west on Green Valley Road entering or exiting from Amy's Lane must already compete for space in the middle turn lane queue with traffic entering or exiting Green Valley Center and attempting to merge with traffic on Green Valley Road. As a resident of this neighborhood, I am acutely aware of the frequency and seriousness of the accidents that occur along this stretch of Green Valley Road. Most vehicles travel in excess of 50 mph through this segment of Green Valley Road, and when an accident occurs, it is truly devastating.

The TIA does not address these "real world" examples of existing traffic issues nor does it accurately reflect the number and seriousness of accidents that have occurred within the last five years. The data used to support the findings in the TIA is outdated, flawed and/or misinterpreted. It cites accident

2552 Amy's Lane
El Dorado Hills, CA 95762
Telephone: (310)995-1777
Email: alanders2012@gmail.com

1

PUBLIC COMMENT
13-1347 M 70 of 171

From the desk of
Amy L. Anders

statistics from data collected in 2007, and uses anticipated growth rates in the area at 2 percent per year. Obviously, the TIA's data is outdated and inaccurate. This raises questions about the validity of other portions of the TIA including its recommendations and mitigation strategies. For example, improvements such as widening Green Valley Road, adding a dedicated turn lane or an acceleration / deceleration lane, and enabling u-turns may improve traffic safety, flow and queuing, but will it truly mitigate the inherent problem with this project – too much volume? In order to validate the “real world” impact this project would have on traffic safety in this area, the TIA must be reviewed by an independent source working without the biases associated with getting paid by the developer.

Safety

In addition to the safety issues created by the traffic flow problems described above, the proposed site is also located directly across from Folsom Lake State Park. This State Park is frequented by a high volume of dog walkers, runners, bicyclists, swimmers, kayakers, etc. Many individuals park their vehicles along Sophia Parkway and walk or ride across Green Valley Road to enter the park. Logic and common sense dictate that a significant increase in the volume of traffic at this intersection compounded with limited distance view-ability from parked cars blocking the line of sight up Sophia Parkway will exponentially increase the number of pedestrian involved traffic accidents. It simply is not the right decision to approve this type of commercial business for this location when it will also create such a serious public safety hazard.

Biological

The proposed project is planned around a parcel of land that features an active stream and designated wetland. The stream and wetlands encompass most of the southern half of the lot. While several environmental reports characterize the stream as “intermittent” and the wetlands as “seasonal,” this is simply incorrect. Since my property also shares the same streams and wetlands, I have first-hand knowledge of the environment, and adamantly refute the findings noted in submitted biological evaluations and environmental reports.

My property has a pond that holds water year round and flows into the stream and wetlands on both properties year round. My pond is a breeding environment for northwestern pond turtles, wood ducks, mallard ducks, and several other native species. Many of which travel to and from the larger wetlands located adjacent Shadowfax Lane or Folsom Lake using the stream and wetlands environment located on the adjacent property. My property is inhabited wild turkeys, vultures, red tail hawks, great horned owls, white-tail kites, swainson's hawks, cotton tail rabbit, jack rabbit, mule deer and coyotes. Mountain lions are still seen occasionally on my property. It is highly improbable that my property could be so densely populated with such a diversity of wildlife, while the property next door is characterized as basically barren. It is also untrue that the current state of the stream and wetlands on both properties are unsuitable habitats for the wildlife identified above.

As a matter of common sense, gasoline and oil are extremely toxic to the natural environment and devastating to the inhabitants of wetlands. If approved, this project will place a large gas station, car wash and fast food restaurant within ten feet (10') of a known wetland environment. The risks of gasoline seepage and overflow events are ever present with this type of commercial business. Trash is another inherent problem. Water runoff from heavy storms is inevitable, and the pollution control

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2

PUBLIC COMMENT
13-1347 M 71 of 171

From the desk of
Amy L. Anders

measures specified in the project plan are inadequate and fallible. Just a small amount of oil, gasoline, antifreeze, or trash overflowing into the natural environment will cause permanent damage to the wetlands. This could be devastating to the wildlife inhabitants downstream. In order to proceed with the project, approvals for a special use permit and a reduction of the acceptable wetland setback from 50 feet to ten feet are required. The only question to ask yourself: "Is approving this project worth the risk to the environment?"

Noise/Aesthetics

As a resident who will be directly affected by any commercial business built on the subject property, I am particularly bothered by the cavalier nature of the Environmental Noise Analysis (ENA) submitted by the developer. According to the ENA, the "project applicant does not yet know which drying system it will incorporate..." As the single most important contributor to noise pollution over the long term of this project, I find it unconscionable that anyone would make professional conclusions or recommendations based upon incomplete information, especially when it impacts the ability of established residents to quietly enjoy the use of their homes. Furthermore, the ENA completely omits any analysis of the impact on the project's closest neighbors, and focuses instead on the impact on the "future residential property line to the southwest of the project." Clearly, the ENA does not provide sufficient information to support a decision to approve the current project plan, and this aspect of the project should be permanently denied.

This project has significant aesthetic challenges, and it is inconsistent with the neighborhood and natural environment along Green Valley Road. In performing my own research on this project, I completed a tour of the other commercial businesses along Green Valley Road. Not one has either a fast food drive-through or a car wash – much less both! This project appears to be designed for a freeway exit along highway 50, not for a rural setting across from a state park and adjacent residential homes. This project simply does not fit within the existing community, and it is completely inconsistent with El Dorado County's existing design standards

As a homeowner in the area, I am appealing to each member of the Planning Commission to please exercise due diligence when reviewing the material facts for this project. There are many other choices, much better choices for commercial businesses that will actually enhance our community and present it in an appropriate light. As a major gateway to El Dorado County, this intersection says a lot about who we are as a collective community. Does ARCO AMPM really make sense? Is that really who we are?

I look forward to meeting you at the hearing on July 11th.

Sincerely,

Amy L. Anders

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Email: alanders2012@gmail.com*

3

PUBLIC COMMENT
13-1347 M 72 of 171

PC 7/11/13
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6 pages

RECEIVED
PLANNING DEPARTMENT

13 JUL - 5 PM 1:34

July 5, 2013

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

Dear Planning Commissioners:

RE: Planned Development PD-12-0003 (Green Valley Convenience Center/Strauch Companies – APN: 124-301-46; Mitigated Negative Declaration

Thank you for the opportunity to comment on this proposed development and the Mitigated Negative Declaration. The project site is one located at one of the western entrances to El Dorado County (only several parcels in from the County boundary) and therefore should establish the expectation of the high quality of life that exists in the County with a high quality standard of design. As one of the first properties that people see when entering El Dorado County it needs to set a standard for both existing development and for the future redevelopment of the underutilized adjacent property uses.

The project site is located along a section of Green Valley Road that was developed over many decades and includes a variety of uses including commercial, restaurant/bar, automotive, residential and a State park. Due to this long development period there is inconsistent architecture and design including from period that there was little if any design and review standards. Fortunately, currently planning practices have improved to ensure that new projects “fit” into their community and move the design standards in a forward direction instead. This solid planning work is demonstrated in the developments of the El Dorado Hills Town Center and Safeway shopping center on Green Valley Road. I ask that County staff and the Planning Commission continue this forward moving work by setting a standard for future redevelopment of property in this area. By requiring these high quality design standards of this project, it will ensure a solid property and sales tax base for both commercial and residential properties.

In order to accomplish this community standard, there are necessary changes to the project that are needed. The following suggestions include both design recommendations and comments that the Mitigated Negative Declaration inadequately identifies the environmental impacts of the proposed project and therefore as a result does not contain adequate mitigation or project revisions to alleviate potential impacts in order to reduce them to an insignificant level. Details of these environmental impacts are including both below and in the attached letter from Development Advisory Services dated July 1, 2013 incorporated herein by this reference.

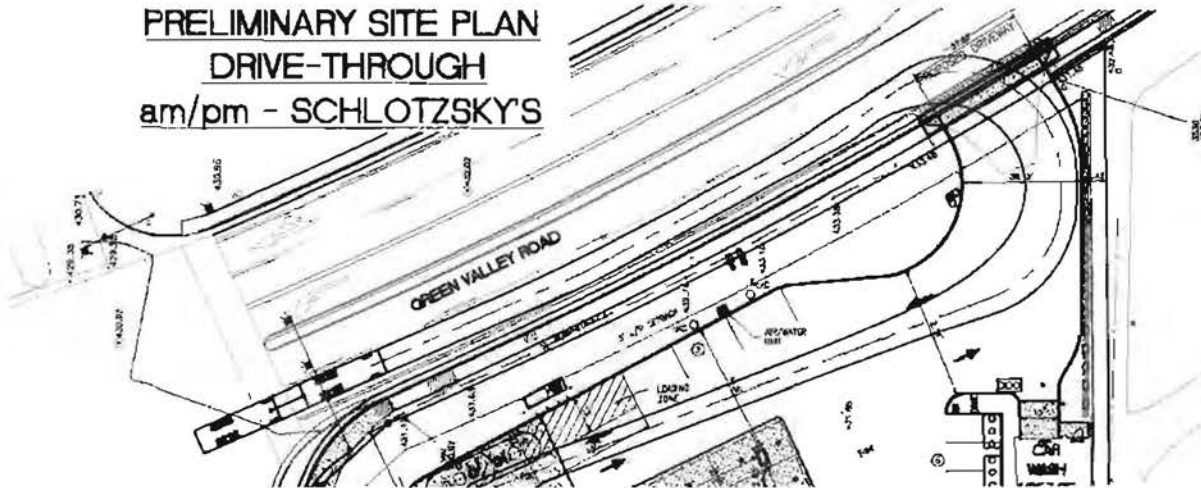
Traffic safety

There is a variety of access driveways along Green Valley Road as commercial businesses along this section of Green Valley Road were developed many years ago when Green Valley Road was only two lanes. There were longer access driveways and shoulders that existed before this roadway was widened to four lanes.

The Traffic Impact Analysis does not adequately address the traffic impacts of trucks/vehicles with trailers/boats including fuel delivery trucks, other large delivery vehicles, and vehicle/boat combinations. These types of vehicle combinations that will be entering the property will need the entire access driveway, including the exiting traffic lanes, to enter the site and also utilize part of the left traffic lane (see Figure 2 of Traffic Impact Analysis dated May 23, 2013). Realistically, these

types of vehicles will use even more of the left traffic lane than shown as in the Figure 2 diagram in order to execute the turn shown in Figure 2 as this diagram requires a perfect execution of the turn which is unlikely especially given that vehicles pulling boats are often driven by inexperienced drivers of these types of vehicle combinations.

Figure 2 from Traffic Impact Analysis dated May 23, 2013



Any vehicle with a trailer making a right turn in from Green Valley Road will have to stop in the roadway if a vehicle(s) is waiting to exit the site. Vehicles traveling 50+ MPH eastbound on Green Valley Road will encounter these slow or stopped vehicles in the roadway creating a significant safety hazard, which is exacerbated by the curve in the road at this location. Vehicles exiting the site onto Green Valley Road will impede the flow of traffic, especially vehicles pulling boats, as it will take considerable distance for these vehicle combinations to reach the posted speed limit given that this roadway has an uphill grade. The Traffic Impact Analysis does not address the impact to traffic flow at the Green Valley Road/Sophia Parkway intersection as a result of this design issue.

While many other commercial businesses do not have acceleration/deceleration lanes they do not have anywhere near the trip generation (3,400+ per day) that is anticipated with this development. The only other development along this stretch of Green Valley Road that has a high traffic volume is the Safeway shopping center, which does have acceleration/deceleration lanes.

The El Dorado Hills Area Planning Advisory Committee felt strongly that a deceleration and acceleration lane is needed. During meetings, several committee members expressed direct experience with the intersection and the need for a deceleration and acceleration lane.

Additionally, the Traffic Impact Analysis fails to address that the Promontory development is only about half built out of its approximately 1,200-1,400 homes and that Sophia Parkway is designed to be a four lane road with an interchange at Highway 50.

The intersection of Green Valley Road and Sophia Parkway is heavily used by not only cars but pedestrians accessing the State park across the street and numerous bicycle riders. Pedestrian safety and ADA issues were not analyzed within the proposed design to "pull back" the corner of the intersection to allow for U-turns. The Traffic Impact Analysis does not properly account for and

accommodate for heavy recreational weekend bicycle users of Green Valley Road. The bicycle volume count was done during the winter months when few bicyclists are present and only counted AM and PM peak periods.

The Traffic Impact Analysis (page 32) states that an adequate sight distance is present for vehicles exiting onto Sophia Parkway. The Analysis fails to recognize that it is using an outdated Google Earth image (figure 13) to demonstrate adequate sight distance where in fact the trees in the wetland area have grown to block this sight line and therefore the Minimum Safe Stopping Distance is not achievable. Additionally, the Traffic Impact Analysis fails to recognize that vehicles regularly park along Sophia Parkway when accessing the State park across the street, which further impacts the sight distances.



The Traffic Impact Analysis deficient as it includes old site layouts in figures 9-12 and 14 which have been superseded, states there is an intersection at GVR and Amy Lane which is factually wrong, does not address the impacts once Sophia Parkway/Empire Ranch Road is connected to Highway 50 at a new interchange, or the 150+/- homes being built at Sophia Parkway by Promontory Park by Standard Pacific Homes. Additionally, the internal generated trips and pass-by trips may be overstated.

Design

As stated in the beginning of this letter, this project needs to be held to a design standard as set by other recent projects in El Dorado Hills including the Safeway shopping center and El Dorado Hills Town Center. Following are suggestions, which if incorporated appropriately would meet this design standard.

- All other gas stations in EDH have pitched roofs on the fuel canopies. With the exception of the Chevron across the street, all fuel canopies in the area have concrete tile roofs.
 - o The Chevron across is uniquely located, which requires a different design, due to being tucking into a hillside with large boulder retaining walls taller than the building and next to the Purple Place Restaurant and Bar. Large oak trees on the hillsides surrounding the property also visually soften this building.



- Due to the subject project's location on the corner of Green Valley Road and Sophia Parkway where Sophia Parkway and residential homes are elevated above the site, requires that **all four sides** of all buildings and structures (including car wash) be designed to be aesthetically appealing. The design should be complimentary to the Promontory development, which this property serves as a defacto entrance to the development, including material and colors. (Chevron across the street has pitched roofs on all sides of the building)
- Project should be conditioned that all roof mounted mechanical and telecommunication equipment is not visible from any public street (Sophia Parkway and Green Valley Road).
- Monument sign should be consistent to newer monument signs in this part of the County, like the Safeway gas station. Additionally there is no reason for any signage to be on the south or east facing exposures of the building and signage on the west exposure should be kept at a minimum. Signage including "color banding" on the fuel station canopy should be non-illuminated to respect the single-family homes and State park area. AM/PM sign on building is out of scale for the building and other signage in the area (see Chevron across the street). The project should also include a condition of approval that there is no window signs/painting, "A" frames, roof signs, inflatables, and "Pop" signs on the building or site. To accomplish these signage requirement a Uniform Sign Plan should be developed, approved by the Planning Commission along with the other entitlements for this project, and be a part of the conditions of approval so that current and future users can be held to this standard.

- At the south side of the development all landscaping is at the bottom of the 12 foot retaining wall, exposing the entire rear of the building and drive-thru and carwash vehicle lanes to Sophia Parkway and the homes to the south of the project. To soften the visual aesthetics of the building, vehicles in the drive-thru and carwash lanes, and help protect the wetland area a substantial area of trees and shrubs should be planted on top of the retaining wall.
- To preserve the aesthetics, all sales items should be within the building. A condition of approval should prohibit outside vending machines, newspaper racks, propane tanks, merchandising displays, and merchandise storage, etc.
- The 12+ foot retaining high wall adjacent to the wetland area should be consistent with other retaining wall materials in the area, which are large stacked boulders (see Chevron station across the street). To ensure this large site feature has the least possible impact, a condition of approval should be included to ensure it is covered with landscaping prior to occupancy permit.
- The bike racks should be located near the storefront and not across a drive-thru lane of traffic as they currently are located.
- The trash enclosure should be relocated away from the wetland area (see further comments below).
- The Traffic Impact Analysis states “Schlotzsky’s suggested that they require their queuing areas behind the menu board to accommodate at least four vehicles”. While the site design accommodates five vehicles, there was no validation of the actual queuing area needed and unlike most fast food drive-thru lanes, which are incorporated into larger commercial developments; this one is designed such that vehicles will impact traffic flow if more than five vehicles are accessing the drive-thru. The applicant must provide documentation to support this design length.

Wetlands

The project is seeking a reduction in the setback from 50 feet to ten feet from the existing wetland area pursuant to El Dorado County General Plan Policy 7.3.3.4 and the Interim Interpretive Guidelines (adopted 22 June 2006). The General Plan allows for these interim standards to be modified if a project demonstrated that a smaller setback would be sufficient to protect the particular water or wetlands present. Due to the following reason, this reduced setback will not protect the wetland area.

- The delineation of the wetland area and stream channel was conducted during either the dry summer months or after an abnormally dry winter (April 2, 2013) which does not adequately document the size of the wetland and stream channel.
- The project is designed with a 12 foot retaining wall ten feet from the stream channel, but the analysis fails to recognize that the project is designed with two vehicle lanes on top of

the wall with only a fence to protect pedestrians. Additionally, the project is designed with the trash enclosure at the top of the wall. This project design will result in debris and refuse in the wetland area due to blowing debris, emptying of the trash containers, or people throwing items out of their vehicles. The project design does not provide for any access to this wetland area to clean out this debris, which could flow downstream to the Mormon Island Wetland Preserve.

- The wetland studies do not account for growth of this wetland area as a result of this project draining into the wetland.

The wetland setback should be increased to at least 25 feet, provide for restricted access to the wetland to clean debris from the area, provide landscaping on top of the retaining wall to reduce debris from entering the wetland area, and relocate the trash enclosure away from the wetland area. Additionally, a revised study should be conducted during the rainy season to properly document the precise location of the wetland area and stream channel.

The environmental record needs to accurately report the environmental impact of the project before a decision can be made on the project. Thank you for the opportunity to comment on this project. This project as proposed has struck a nerve with many in the community who are very concerned about the impacts of this project on our community. While I do not formally represent the community, most share the same concerns as I do and I along with my planning consultant David A. Storer, AICP of Development Advisory Services, Inc. are available to meet and discuss this project with staff and the applicant.

Sincerely,

Darren and Joelle Bobrowsky

Darren and Joelle Bobrowsky
3531 Bergamo Drive
El Dorado Hills, CA 95762
916-871-9540
Bobrowsky@gmail.com

Attachment: Letter dated July 1, 2013 by Development Advisory Services

Cc: Tom Dougherty, El Dorado County, Project Planner
David A. Storer, AICP of Development Advisory Services, Inc.

PC 7/11/13
#8.C
2 pages

RECEIVED
PLANNING DEPARTMENT

13 JUL -5 PM 1:52

July 5, 2013

El Dorado County Planning Commission
2850 Fairland Court
Placerville, CA 95667

Re: **Planned Development PD-12-0003 (Green Valley Convenience Center/Strauch Companies – APN 124-301-46; Mitigated Negative Declaration)**

Dear Planning Commissioners:

In regards to the above proposed development, we have reviewed both attached letters by Darren and Joelle Bobrowsky and David Storer of Development Services Advisory, Inc. and we are in full agreement with their findings and conclusions that the Mitigated Negative Declaration is flawed and must be reconsidered. In addition, we believe that staff's comment (below) within the Staff Report regarding the Accel/Decel Lane stating that "the volume of traffic does not warrant the lane" is entirely inaccurate as traffic on eastbound Green Valley Road at Sophia Parkway considerably exceeds traffic on both northbound Francisco Drive into the Safeway development and westbound Green Valley Road at Francisco Drive. According to KSS Fuels (www.kssfuels.com), a company that tracks traffic count data, daily traffic estimates at the proposed development site exceed the Safeway site where Accel/Decel lanes were required at both entrances. As such, we strongly believe the environmental and traffic safety concerns are inadequately addressed to allow this development to proceed further.

Staff Comment

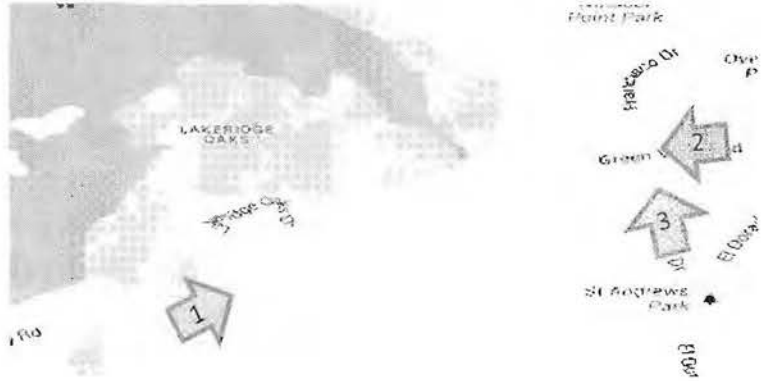
Accel/Decel lane – The Transportation Division reviewed the need to construct an additional lane to serve the project and determined it is unnecessary. The speed of the traffic is controlled by the proximity to the signalized intersection. there are numerous other encroachments onto Green Valley Road without accel decel lanes. and the volume of traffic does not warrant the lane. The only development that has an accel decel lane on Green Valley is the Safeway east of Francisco Drive. Traffic speeds are typically higher there because it is further away from the signalized intersection to the east and has a much higher volume of traffic due to its size.

Traffic Count Table

Location	1. Eastbound Green Valley at Sophia Pkwy	2. Westbound Green Valley at Francisco Dr	3. Northbound Francisco Drive at Green Valley
Average Daily Traffic Volume	22,850	17,106	12,432

Source: KSS Fuels

Traffic Count Map



Thank you for the opportunity to comment on this project. We sincerely hope that the flaws and concerns outlined by not only our community but experts within the development industry are taken into consideration when determining the appropriate course of action for the proposed development.

Sincerely,

Dean and Angela Jalili

Dean and Angela Jalili
3081 Corsica Drive
El Dorado Hills, CA 95762
916-293-8748
dean@feqre.com

cc: Tom Dougherty, El Dorado County, Project Planner

July 5 2013

MEMO TO: C.D.A.
FROM: T.J ANDREASE
RE: PROFESSOR'S PARCEL # 134301-46
(DEVELOPMENT PLAN)

MY CONCERN AND OBJECTION TO
THIS ISSUE IS RELATED TO BOTH
PERSONAL AND PUBLIC SAFETY.

EAST-WEST TRAFFIC ON GREEN
VALLEY ROAD HAS BOTH INCREASED
ALONG WITH SPEED OF SAID TRAFFIC.

WHILE SETTING AT THE INTERSECTION
TO MAKE A RIGHT TURN TO THE
EAST, ONCOMING FLOOD OF TRAFFIC
FROM THE WEST, BECAUSE OF A
LOW SPOT ON THE ROAD AFTER
ENTERING EL DORADO COUNTY, VIEW
AND SPEED OF THE TRAFFIC IS
LOST TO THE PERSONS MAKING
A LEGAL RIGHT TURN ONTO
GREEN VALLEY ROAD.

BEING A RESIDENT OF EDH FOR
25+ YRS. IT IS COMMON OF THE
INCREASE IN VEHICLE ACCIDENTS.

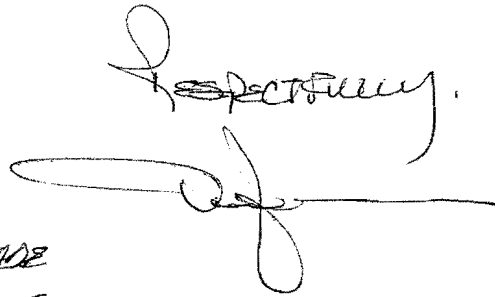
I WOULD HOPE THAT YOUR CONCERNS.
(over)

13 JUL -9 PM12:15

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WOULD BE #1 WITH PERSONAL HEALTH
AND SAFETY INSTEAD OF SOLARIS #1
AND CELS.

PLEASE CONSIDER TURNING DOWN
THIS REQUEST.

Respectfully,


TOM ANDRADE
2017 ANDRADE
EDH CA 95762
916 599 1038



PC 7/11/13
#8.C

Green Valley Convenience Center

leslie tungland <starlitpath1@gmail.com>

Fri, Jul 5, 2013 at 1:19 PM

To: tom.dougherty@edcgov.us

Dear Mr. Dougherty,

I am a Corsica Drive resident and am deeply concerned and disturbed by the proposed Convenience Center at Sophia Pkwy and Green Valley Rd. I purchased my home in my elderly years to enjoy the peace and serenity this beautiful area provides. The wildlife and natural habitats, clean environment and fresh air so valuable, precious and essential now at risk for a "car wash" and "convenience mart". I lack words to relay and describe my abhorrence to this proposal. My shock and disdain unmitigated by any assurances to the future destruction of our neighborhood. A kind, gentle, family-oriented, environmental loving neighborhood.

Traffic which is already gridlocked at rush hour will become "L.A. gridlock" and our precious quiet, serene neighborhood will resound and echo off the hills with the sounds although innocuous in some areas totally inappropriate here.

I've never written a letter of this kind in my life.

I am now, because our future and our childrens future depends on this proposal being denied due to the detrimental impact.

Thank you,
Leslie Tungland
3112 Corsica Dr
EDH, CA 95762

13 JUL -5 PM 1:52
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PC 7/11/13
#8.c

Fwd: ARCO at Green Valley Rd/Sophia Parkway?

Roger Trout <roger.trout@edcgov.us>

Wed, Jul 10, 2013 at 6:40 AM

To: Charlene Tim <charlene.tim@edcgov.us>, Tom Dougherty <tom.dougherty@edcgov.us>, Peter N Maurer <peter.maurer@edcgov.us>

Char: Please add this email to the public record for the PC on 7/11. Thanks,

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

From: **Larry Keenan** <lobbythis@comcast.net>

Date: Fri, Jul 5, 2013 at 7:43 PM

Subject: ARCO at Green Valley Rd/Sophia Parkway?

To: roger.trout@edcgov.us

Cc: Supervisor 5 <bosfive@edcgov.us>, Supervisor 4 <bosfour@edcgov.us>, Supervisor 3 <bosthree@edcgov.us>, Supervisor 2 <bostwo@edcgov.us>, Supervisor 1 <bosone@edcgov.us>

Dear Mr. Trout,

I have just been made aware of an application for construction of an ARCO Gas Station and Convenience Store to be built at the corner of Green Valley Rd. and Sophia Parkway in El Dorado Hills.

It has been my view for sometime that until a plan to deal with the traffic on Green Valley Rd. is developed and approved, I feel strongly that any building project that would have a traffic impact on Green Valley Rd. should be made aware that changes on Green Valley Rd, to mitigate the additional traffic, will be required by the county and until such time as that issue is dealt with all projects are on hold. That is what I would hope would be the steps that the county would take.

The county cannot and should not continue to approve any building projects, i.e. subdivisions, or commercial space, until decisions are made to widen, signalize, and make Green Valley Rd. safe.

Recently, as a vehicle slowed to make a left turn, heading west on Green Valley, into our subdivision, the car following, instead of slowing down, moved to his right to slide by the turning vehicle, drive in the shoulder, and in the process, caught the front bumper of the turning vehicle and ripped it completely off. That driver just kept on going. The point here is that there is no room to go around a vehicle that is turning. Drivers just don't slow down, they push forward and look for an opening even if it's on the soft shoulder. That is unacceptable. At some point in the future there is likely to be a serious accident on Green Valley for just these same reasons that I am mentioning here. Please, step back, and see this issue from the perspective of the residents that drive this road everyday. We have spoken to the CHP and they agree that it is "an accident waiting to happen."

As it is now we are having difficulty just getting out of our development onto Green Valley Rd. With any additional projects that would put more traffic on the road without dealing with this issue would be foolish.

I know that there are financial considerations that need to be addressed. However, it makes no sense to have developments built and then latter re-do the roads. In all of these projects, i.e. Dixon Ranch, Wilson Estates, etc., all dumping traffic onto Green Valley Rd., it is imperative that a current traffic study be conducted and not use data from previous years to base decisions on. You know better than anyone that this area has seen a huge influx of new residents. There are also roads that were promised to be "fixed" that never were (EDH blvd to Francisco). We have been here 18 years and we are still waiting for that.

We are counting on some level heads at the county to see the problem and to make critical decisions that will have a positive impact on all parties.

We need not live in fear of what might happen knowing that your department is listening and acting on behalf of it's residents. And the residents are saying, fix Green Valley Rd. first!

Sincerely,

Larry Keenan
3391 Tartan Trail
El Dorado Hills, CA 95762
916 933 9475

PUBLIC COMMENT
13-1347 M 84 of 171

PC 7/11/13
#8.C

Date: July 6, 2013

To: County of El Dorado Planning Services
2850 Fairlane Court
Placerville, CA 95667

From: Dennis & Gwen Keegan
5024 Garlenda Drive
El Dorado Hills, CA 95762

Re: Planned Development PD12-0003/Green Valley Convenience Center

As residents of El Dorado County, we oppose the STRAUCH COMPANIES proposal for construction of a gas station, convenience store, drive-through fast-food restaurant, single-bay self-service carwash, and the reduction of wetland setback from 50 feet to 10 feet on the southeast corner of Green Valley Road and Sophia Parkway in El Dorado Hills for the following reasons:

We believe the effects on increased traffic and increased congestion in the area would be detrimental to the area.

We believe the esthetics of the area would be spoiled.

We do not believe there is a need for more gas stations and food service in the area as there is already gas and food available just across the street.

We do not support reducing any wetland setbacks.

Dennis Keegan *Dennis Keegan*

Gwen Keegan *Gwen Keegan*

13 JUL -9 PM12:15
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PC 7/11/13
#8.C
0 pages
13 JUL -9 AM 9:29
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July 8, 2013

El Dorado Planning Commission
Attn: Tom Dougherty, Project Planner
2850 Fairlane Court
Placerville, CA 95667

Subject: Application PD12-0003/Green Valley Convenience Center

Dear Planning Commissioners and Planning Staff:

Thank you for the opportunity to comment on the proposed Green Valley Convenience Center Project (the "Project"). I have lived in El Dorado Hills within one mile of Green Valley Road for over twenty years, the last four years on Corsica Drive. We deeply value the quality of life we have living in El Dorado Hills. Having reviewed the proposed convenience store Project, the Project as proposed is detrimental to the quality of life of this area based on traffic, safety, aesthetics, and noise concerns. As such, I am opposed to the Project unless significant changes are made to the proposal.

Traffic and Safety. The Project needs to have an acceleration/deceleration lane on Green Valley Road. The traffic volume to the Proposed Project and speed on Green Valley Road justify the need for an acceleration/deceleration lane for safety reasons. The posted speed limit is 50 mph and typically cars travel through here at higher speeds. Having driven Green Valley Road for over 20 years on a daily basis, the traffic analysis for the Planning Commission staff report is incorrect (a conclusion also stated in the APAC letter dated July 2, 2013). One statement in the staff report that "Traffic speeds are typically higher there (near Safeway) because it is further away from the signalized intersection to the east and has a much higher volume of traffic due to its size" is incorrect. Traffic is moving significantly faster at the Proposed Project site than the Safeway site, and the traffic volume is significantly higher at the Proposed Project site than in front of Safeway. In addition, this area of Green Valley has had a significant number of accidents; a problem this Project would exacerbate. This Project warrants an acceleration/deceleration lane.

Aesthetics. A large number of houses are elevated above this site and can view the south and east sides. Views of the South Elevation (the back and a drive through lane), the East Elevation, and seeing a 12 foot high retaining wall are overall visually negative. The Project should be required to have extensive landscaping not only to screen the retaining wall but to screen the drive through lanes and portion of the building from the

residents. This could be done by putting a 10 foot wide landscape area at the top of the retaining wall between it and the drive through lane. The new Walgreens at 8230 Saratoga Way just north of Highway 50 serves as an excellent model for landscaping a project such as this.

All mechanical and communications equipment should be screened so that it is not visible from any direction including the homes on the hillsides surrounding the Project.

Monument Signs. A monument sign of 20'8" tall and 79.9 square feet is inappropriate for this location. The sign should be no larger than 15'4" which is the height of the Chevron sign on the north side of Green Valley and slightly east of this Project. In addition, the 79.9 square feet of signage is much too large for this area and should be 40 square feet as is the Chevron sign across the roadway. People will know the gas station is there – a large, tall sign would just be visual blight to the quality community it resides in.

Lights. All signage should be non-illuminated to respect the single family homes and the State park area which is across Green Valley from the proposed Project. All other lights should comply with the El Dorado County dark skies policy.

Noise. There is a concern with the noise associated with the car wash and other equipment on the nearby residences. In order to mitigate the noise, all noise emitting equipment should be enclosed on all four sides with a top and include sound absorbing material. The car wash noise must be limited to prevent the sound migration to the residential area near the Project site.

Thank you for providing the opportunity to comment on this Project. We moved to El Dorado Hills because it is a high quality community and look forward to it staying that way. As such, we request that we should require high quality design standards for this area, which will ensure a quality community and additionally a solid property tax base for the future.

Please call me at (916) 425-7132 if you have any questions.

Sincerely,



Joe Chinn
3051 Corsica Drive
El Dorado Hills, CA 95762

PC 7/11/13
#8.C**John W. Houlihan**

From: John W. Houlihan <jwhoulihan@comcast.net>
To: 'tom.dougherty@edcgov.us'
Subject: PD12-003/ Green Valley Convenience Center- Item 8c of July 11th, 2013 Planning Commission Agenda

July 8, 2013

As I have become more informed about this proposed development, I have become more concerned about its impacts on the busy intersection of Green Valley Road and Sophia Parkway. What impresses me is that the small size and triangular configuration of this site forces potential customers to negotiate a very challenging approach from Green Valley Eastbound (one U- turn into the site), and an even more challenging approach from Green Valley Westbound (one additional U-turn at the intersection). I seriously doubt that the full size four wheel drive pickup I drive could safely negotiate either approach.

This leads me to the following conclusions:

- There is a serious congestion and traffic safety impact which will ultimately require traffic enforcement expense
- The clientele will be eventually limited by the challenging approach (I don't see how a vehicle towing a boat can make it)
- Eventually this difficult access will affect the economic viability of the proposed use. People will use a more convenient location – there are 2 other stations (Chevron and Raley's) nearby – or possibly combine fueling with a trip to Costco.

As to this last point, there has been a similar use (a former 76 station and minimart at Francisco and Green Valley) which had a challenging access issue which is no longer at that location. We don't need to see a potential failure at this location, particularly one that is ill suited for the surrounding community.

As it affects me personally, this intersection is on my daily commute and that of some of my coworkers, and the resulting congestion would be a very negative effect.

John W. Houlihan
3538 Bergamo Drive
El Dorado Hills, CA 95762



PC 7/11/13
#8.c
2 pages

FW: PD12-0003 Green Valley Convenience Center-URGENT (UNCLASSIFIED)

Sparks, Genevieve@Waterboards <Genevieve.Sparks@waterboards.ca.gov>
To: "Tom Dougherty (tom.dougherty@edcgov.us)" <tom.dougherty@edcgov.us>

Mon, Jul 8, 2013 at 8:04 AM

Hi, Tom -

I am forwarding the email I received from Peck Ha, USACOE, stating that a Clean Water Act Section 404 permit would not be required (and thus, a Clean Water Act Section 401 permit would not need to be obtained). In addition, due to the statement that the waters of the United States within, or adjacent to, the proposed project will be avoided, a Waste Discharge Requirement will not be required by the Central Valley Water Board under the Porter-Cologne Water Quality Control Act. Should the proposed project description change resulting in temporary and/or permanent impacts to the waters of the United States or State, then the project proponent should be re-evaluated by our office.

Thank you,

Genevieve (Gen) Sparks, Environmental Scientist
Storm Water MS4 Program
Central Valley Regional Water Quality Control Board
11020 Sun Center Drive, Suite 200
Rancho Cordova, CA 95670
(916) 464-4745
gsparks@waterboards.ca.gov

13 JUL - 8 AM 8:15
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—Original Message—

From: Ha, Peck SPK [mailto:Peck.Ha@usace.army.mil]
Sent: Thursday, June 20, 2013 8:11 AM
To: Sparks, Genevieve@Waterboards
Subject: RE: PD12-0003 Green Valley Convenience Center-URGENT (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Section 404 is not required. The project, according to development plans, is avoiding waters of the U.S.
Thanks for the email.

Peck Ha
Project Manager
US Army Corps of Engineers, Sacramento District California North Branch
1325 J Street, Room 1350
Sacramento, California 95814
(916) 557-6617 Fax: (916) 557-6877
peck.ha@usace.army.mil

We want to hear from you! Submit a customer service survey form.
<http://per2.nwp.usace.army.mil/survey.html>

Need information on the Regulatory Program?
<http://www.spk.usace.army.mil/organizations/cespk-co/regulatory/index.htm>

-----Original Message-----

From: Sparks, Genevieve@Waterboards [mailto:Genevieve.Sparks@waterboards.ca.gov]

Sent: Wednesday, June 19, 2013 5:34 PM

To: Ha, Peck SPK

Subject: FW: PD12-0003 Green Valley Convenience Center-URGENT (UNCLASSIFIED)

Hi, Peck -

Liz is out on leave right now and I'm acting sup for the Water Quality Certification program. In addition, Trevor Cleak is out on vacation this week.

Will USACOE be requiring a 404 permit on this proposed project? We need to know to advise El Dorado County.

Thank you,

Genevieve (Gen) Sparks, Environmental Scientist

Storm Water MS4 Program

Central Valley Regional Water Quality Control Board

11020 Sun Center Drive, Suite 200

Rancho Cordova, CA 95670

(916) 464-4745

gsparks@waterboards.ca.gov <mailto:gsparks@waterboards.ca.gov>



PC 7/11/13
8c
8 pages

**FW: PD12-0003/Green Valley Convenience Center - Item 8c of July 11th, 2013
Planning Commission Agenda**

Patrick Nooren <pnooren@biddle.com>

Mon, Jul 8, 2013 at 4:08 PM

To: "tom.dougherty@edcgov.us" <tom.dougherty@edcgov.us>, "dave.pratt@edcgov.us" <dave.pratt@edcgov.us>, "walter.mathews@edcgov.us" <walter.mathews@edcgov.us>, "tom.heflin@edcgov.us" <tom.heflin@edcgov.us>, "rich.stewart@edcgov.us" <rich.stewart@edcgov.us>, "brian.shinault@edcgov.gov" <brian.shinault@edcgov.gov>, "char.tim@edcgov.us" <char.tim@edcgov.us>

To the EDH Planning Commission:

I am writing in support of the Comment Letter to the Mitigated Negative Declaration provided by Darren Bobrowski (see attached).

I live directly above the proposed location, with a direct line-of-sight to the entire proposed facility, and am someone who will be directly impacted by:

- 1. Safety issues (additional traffic and lack of acceleration/deceleration lanes)
- 2. Light (signage), noise (drive-through loudspeakers), and physical pollution (trash and runoff), and
- 3. Design/Aesthetic decisions

I cannot support this project as it is currently proposed.

It is important the committee understands that I am not an obstructionist, and that I look forward to our community growing in a well-thought-out and deliberate fashion. It is just that this project, as currently proposed, is not in our collective best interests. I ask that the entire project be re-evaluated and that, as one of the busiest corners in EDH, this project be held to a very high standard. If done right, it can be a flagship development to be emulated for years to come.

I look forward to speaking with each of you at the upcoming planning commission meeting this Thursday.

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13 JUL - 8 PM 4: 25

Patrick M. Nooren, Ph.D.
Executive Vice President | Biddle Consulting Group, Inc.
193 Blue Ravine Road, Suite 270 | Folsom, CA 95630
(916) 294-4250 ext. 111 | Fax: (916) 294-4255



MND comment letter 070213.pdf

3249K

July 5, 2013

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

Dear Planning Commissioners:

RE: Planned Development PD-12-0003 (Green Valley Convenience Center/Strauch Companies –
APN: 124-301-46; Mitigated Negative Declaration

Thank you for the opportunity to comment on this proposed development and the Mitigated Negative Declaration. The project site is one located at one of the western entrances to El Dorado County (only several parcels in from the County boundary) and therefore should establish the expectation of the high quality of life that exists in the County with a high quality standard of design. As one of the first properties that people see when entering El Dorado County it needs to set a standard for both existing development and for the future redevelopment of the underutilized adjacent property uses.

The project site is located along a section of Green Valley Road that was developed over many decades and includes a variety of uses including commercial, restaurant/bar, automotive, residential and a State park. Due to this long development period there is inconsistent architecture and design including from period that there was little if any design and review standards. Fortunately, currently planning practices have improved to ensure that new projects “fit” into their community and move the design standards in a forward direction instead. This solid planning work is demonstrated in the developments of the El Dorado Hills Town Center and Safeway shopping center on Green Valley Road. I ask that County staff and the Planning Commission continue this forward moving work by setting a standard for future redevelopment of property in this area. By requiring these high quality design standards of this project, it will ensure a solid property and sales tax base for both commercial and residential properties.

In order to accomplish this community standard, there are necessary changes to the project that are needed. The following suggestions include both design recommendations and comments that the Mitigated Negative Declaration inadequately identifies the environmental impacts of the proposed project and therefore as a result does not contain adequate mitigation or project revisions to alleviate potential impacts in order to reduce them to an insignificant level. Details of these environmental impacts are including both below and in the attached letter from Development Advisory Services dated July 1, 2013 incorporated herein by this reference.

Traffic safety

There is a variety of access driveways along Green Valley Road as commercial businesses along this section of Green Valley Road were developed many years ago when Green Valley Road was only two lanes. There were longer access driveways and shoulders that existed before this roadway was widened to four lanes.

The Traffic Impact Analysis does not adequately address the traffic impacts of trucks/vehicles with trailers/boats including fuel delivery trucks, other large delivery vehicles, and vehicle/boat combinations. These types of vehicle combinations that will be entering the property will need the entire access driveway, including the exiting traffic lanes, to enter the site and also utilize part of the left traffic lane (see Figure 2 of Traffic Impact Analysis dated May 23, 2013). Realistically, these

types of vehicles will use even more of the left traffic lane than shown as in the Figure 2 diagram in order to execute the turn shown in Figure 2 as this diagram requires a perfect execution of the turn which is unlikely especially given that vehicles pulling boats are often driven by inexperienced drivers of these types of vehicle combinations.

Figure 2 from Traffic Impact Analysis dated May 23, 2013



Any vehicle with a trailer making a right turn in from Green Valley Road will have to stop in the roadway if a vehicle(s) is waiting to exit the site. Vehicles traveling 50+ MPH eastbound on Green Valley Road will encounter these slow or stopped vehicles in the roadway creating a significant safety hazard, which is exacerbated by the curve in the road at this location. Vehicles exiting the site onto Green Valley Road will impede the flow of traffic, especially vehicles pulling boats, as it will take considerable distance for these vehicle combinations to reach the posted speed limit given that this roadway has an uphill grade. The Traffic Impact Analysis does not address the impact to traffic flow at the Green Valley Road/Sophia Parkway intersection as a result of this design issue.

While many other commercial businesses do not have acceleration/deceleration lanes they do not have anywhere near the trip generation (3,400+ per day) that is anticipated with this development. The only other development along this stretch of Green Valley Road that has a high traffic volume is the Safeway shopping center, which does have acceleration/deceleration lanes.

The El Dorado Hills Area Planning Advisory Committee felt strongly that a deceleration and acceleration lane is needed. During meetings, several committee members expressed direct experience with the intersection and the need for a deceleration and acceleration lane.

Additionally, the Traffic Impact Analysis fails to address that the Promontory development is only about half built out of its approximately 1,200-1,400 homes and that Sophia Parkway is designed to be a four lane road with an interchange at Highway 50.

The intersection of Green Valley Road and Sophia Parkway is heavily used by not only cars but pedestrians accessing the State park across the street and numerous bicycle riders. Pedestrian safety and ADA issues were not analyzed within the proposed design to "pull back" the corner of the intersection to allow for U-turns. The Traffic Impact Analysis does not properly account for and

accommodate for heavy recreational weekend bicycle users of Green Valley Road. The bicycle volume count was done during the winter months when few bicyclists are present and only counted AM and PM peak periods.

The Traffic Impact Analysis (page 32) states that an adequate sight distance is present for vehicles exiting onto Sophia Parkway. The Analysis fails to recognize that it is using an outdated Google Earth image (figure 13) to demonstrate adequate sight distance where in fact the trees in the wetland area have grown to block this sight line and therefore the Minimum Safe Stopping Distance is not achievable. Additionally, the Traffic Impact Analysis fails to recognize that vehicles regularly park along Sophia Parkway when accessing the State park across the street, which further impacts the sight distances.

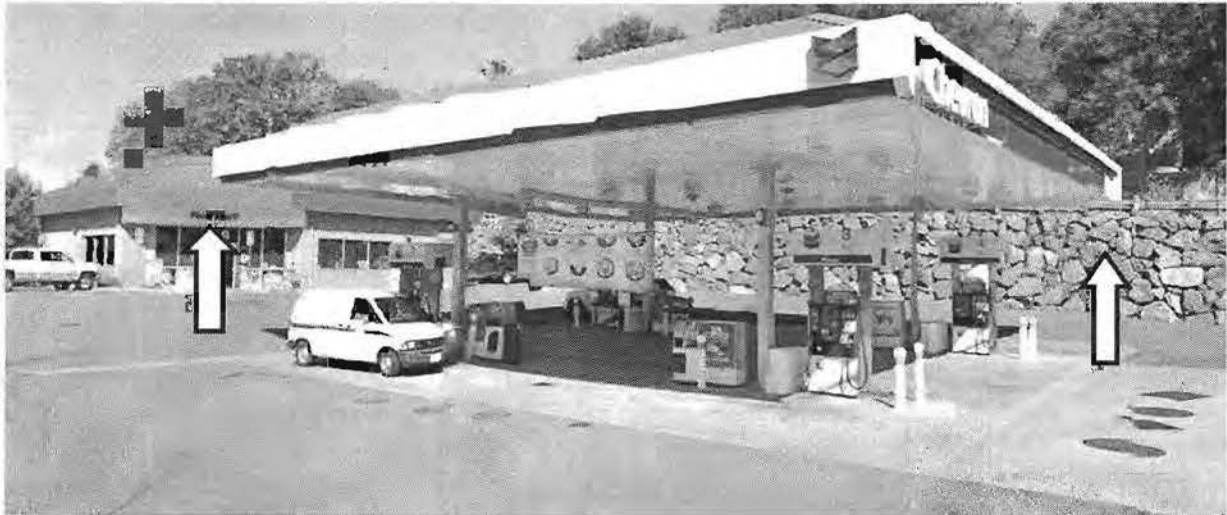


The Traffic Impact Analysis deficient as it includes old site layouts in figures 9-12 and 14 which have been superseded, states there is an intersection at GVR and Army Lane which is factually wrong, does not address the impacts once Sophia Parkway/Empire Ranch Road is connected to Highway 50 at a new interchange, or the 150+/- homes being built at Sophia Parkway by Promontory Park by Standard Pacific Homes. Additionally, the internal generated trips and pass-by trips may be overstated.

Design

As stated in the beginning of this letter, this project needs to be held to a design standard as set by other recent projects in El Dorado Hills including the Safeway shopping center and El Dorado Hills Town Center. Following are suggestions, which if incorporated appropriately would meet this design standard.

- All other gas stations in EDH have pitched roofs on the fuel canopies. With the exception of the Chevron across the street, all fuel canopies in the area have concrete tile roofs.
 - o The Chevron across is uniquely located, which requires a different design, due to being tucking into a hillside with large boulder retaining walls taller than the building and next to the Purple Place Restaurant and Bar. Large oak trees on the hillsides surrounding the property also visually soften this building.



- Due to the subject project's location on the corner of Green Valley Road and Sophia Parkway where Sophia Parkway and residential homes are elevated above the site, requires that **all four sides** of all buildings and structures (including car wash) be designed to be aesthetically appealing. The design should be complimentary to the Promontory development, which this property serves as a defacto entrance to the development, including material and colors. (Chevron across the street has pitched roofs on all sides of the building)
- Project should be conditioned that all roof mounted mechanical and telecommunication equipment is not visible from any public street (Sophia Parkway and Green Valley Road).
- Monument sign should be consistent to newer monument signs in this part of the County, like the Safeway gas station. Additionally there is no reason for any signage to be on the south or east facing exposures of the building and signage on the west exposure should be kept at a minimum. Signage including "color banding" on the fuel station canopy should be non-illuminated to respect the single-family homes and State park area. AM/PM sign on building is out of scale for the building and other signage in the area (see Chevron across the street). The project should also include a condition of approval that there is no window signs/painting, "A" frames, roof signs, inflatables, and "Pop" signs on the building or site. To accomplish these signage requirement a Uniform Sign Plan should be developed, approved by the Planning Commission along with the other entitlements for this project, and be a part of the conditions of approval so that current and future users can be held to this standard.

- At the south side of the development all landscaping is at the bottom of the 12 foot retaining wall, exposing the entire rear of the building and drive-thru and carwash vehicle lanes to Sophia Parkway and the homes to the south of the project. To soften the visual aesthetics of the building, vehicles in the drive-thru and carwash lanes, and help protect the wetland area a substantial area of trees and shrubs should be planted on top of the retaining wall.
- To preserve the aesthetics, all sales items should be within the building. A condition of approval should prohibit outside vending machines, newspaper racks, propane tanks, merchandising displays, and merchandise storage, etc.
- The 12+ foot retaining high wall adjacent to the wetland area should be consistent with other retaining wall materials in the area, which are large stacked boulders (see Chevron station across the street). To ensure this large site feature has the least possible impact, a condition of approval should be included to ensure it is covered with landscaping prior to occupancy permit.
- The bike racks should be located near the storefront and not across a drive-thru lane of traffic as they currently are located.
- The trash enclosure should be relocated away from the wetland area (see further comments below).
- The Traffic Impact Analysis states "Schlotzsky's suggested that they require their queuing areas behind the menu board to accommodate at least four vehicles". While the site design accommodates five vehicles, there was no validation of the actual queuing area needed and unlike most fast food drive-thru lanes, which are incorporated into larger commercial developments; this one is designed such that vehicles will impact traffic flow if more than five vehicles are accessing the drive-thru. The applicant must provide documentation to support this design length.

Wetlands

The project is seeking a reduction in the setback from 50 feet to ten feet from the existing wetland area pursuant to El Dorado County General Plan Policy 7.3.3.4 and the Interim Interpretive Guidelines (adopted 22 June 2006). The General Plan allows for these interim standards to be modified if a project demonstrated that a smaller setback would be sufficient to protect the particular water or wetlands present. Due to the following reason, this reduced setback will not protect the wetland area.

- The delineation of the wetland area and stream channel was conducted during either the dry summer months or after an abnormally dry winter (April 2, 2013) which does not adequately document the size of the wetland and stream channel.
- The project is designed with a 12 foot retaining wall ten feet from the stream channel, but the analysis fails to recognize that the project is designed with two vehicle lanes on top of

the wall with only a fence to protect pedestrians. Additionally, the project is designed with the trash enclosure at the top of the wall. This project design will result in debris and refuse in the wetland area due to blowing debris, emptying of the trash containers, or people throwing items out of their vehicles. The project design does not provide for any access to this wetland area to clean out this debris, which could flow downstream to the Mormon Island Wetland Preserve.

- The wetland studies do not account for growth of this wetland area as a result of this project draining into the wetland.

The wetland setback should be increased to at least 25 feet, provide for restricted access to the wetland to clean debris from the area, provide landscaping on top of the retaining wall to reduce debris from entering the wetland area, and relocate the trash enclosure away from the wetland area. Additionally, a revised study should be conducted during the rainy season to properly document the precise location of the wetland area and stream channel.

The environmental record needs to accurately report the environmental impact of the project before a decision can be made on the project. Thank you for the opportunity to comment on this project. This project as proposed has struck a nerve with many in the community who are very concerned about the impacts of this project on our community. While I do not formally represent the community, most share the same concerns as I do and I along with my planning consultant David A. Storer, AICP of Development Advisory Services, Inc. are available to meet and discuss this project with staff and the applicant.

Sincerely,

Darren and Joelle Bobrowsky

Darren and Joelle Bobrowsky
3531 Bergamo Drive
El Dorado Hills, CA 95762
916-871-9540
Bobrowsky@gmail.com

Attachment: Letter dated July 1, 2013 by Development Advisory Services

Cc: Tom Dougherty, El Dorado County, Project Planner
David A. Storer, AICP of Development Advisory Services, Inc.



PC 7/11/13
#8.C
2 pages

**PD12-0003 /Green Valley Convenience Center - Item8c of July 11th, 2013
Planning Commission Agenda**

Carol Geaney <cgeaney@comcast.net>
To: tom.dougherty@edcgov.us

Mon, Jul 8, 2013 at 8:54 PM

Tom Dougherty,

RE: PD12-0003 / Green Valley Convenience Center – Item 8c of July 11, 2013 Planning
Commission Agenda

I have recently learned of the Convenience Center proposed for the corner of Green Valley Road and Sophia Parkway. I am very concerned about this proposed development primarily for what I see are significant safety issues. There is considerable foot traffic at that corner with people walking over to the earthen dam for an enjoyable walk. There are many cyclist who frequent that area coming and going up and down Green Valley, using that corner as their base. Even if the public parking area were to re-open across the street, people are not going to be willing to pay a fee for an hour or so of walking or cycling in the area. With the difficulty in access from Green Valley into the Convenience Center, I see an accident waiting to happen between cars, trucks, pedestrians and cyclists.

I also understand that liquor will be sold in the store. With a public park directly across the street, the selling of alcohol sends the wrong message to people, and will obviously increase the prohibited and illegal activities in the park. I am all for development in the area if it enhances and supports the local economy. I feel that this choice is the worst possible choice for that location

and should not be allowed to move forward.

Sincerely, Carol Geaney

3538 Bergamo Drive

El Dorado Hills, CA 95762

13 JUL -9 AM 7:40
RECEIVED
PLANNING DEPARTMENT

July 8, 2013

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

RE: Planned Development PD-12-0003 (Green Valley Convenience Center/Strauch
Companies – APN: 124-301-46; Mitigated Negative Declaration

Dear Planning Commissioners:

We are writing you this letter to express our strong opposition to the development of an Arco Gas Station in the corner of Green Valley and Sophia parkway. We have studied the plans extensively and attended multiple meetings to get a good understanding of the details of the proposal.

Our primary concern is traffic safety and congestion. We travel eastbound on Green Valley multiple times a day. There is already a huge back-up to E. Natoma Street in the evening. Without a deceleration lane to get into the Arco property, the back up will become even worse and pose a safety concern. Please refer to the detailed analysis presented by Darren Bobrowsky in his letter dated July 5, 2013.

In addition, we are concerned about the potential sale of alcoholic beverages at this site in such close proximity to the recreational area on the North side of Green Valley.

We sincerely hope that the planning commission will review all the concerns of the El Dorado Hills promontory residents and pursue other options for development of this site.

Respectfully,

Masoud and Ladan Ghalambor

Masoud and Ladan Ghalambor
3290 Bordeaux Drive
El Dorado Hills, CA 95762
916-358-5728
mghalambor@yahoo.com

13 JUL -9 AM 7:40
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PC 7/11/13
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2 pages

Green Valley Convenience Center/Application PD12-0003

Don Santina <don.santina@yahoo.com>

Tue, Jul 9, 2013 at 5:21 PM

To: tom.dougherty@edcgov.us, dave.pratt@edcgov.us, walter.mathews@edcgov.us, tom.heflin@edcgov.us, rich.stewart@edcgov.us, brian.shinault@edcgov.gov

Cc: char.tim@edcgov.us

July 8, 2013

El Dorado Planning Commission
Attn: Tom Dougherty, Project Planner
2850 Fairlane Court
Placerville, CA 95667

Subject: Application PD12-0003/Green Valley Convenience Center

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PLANNING DEPARTMENT
13 JUL 10 AM 7:57

Dear Tom, Dave, Walter, Tom, Rich, and Planning Commissioners & Planning Staff:

Thank you for the opportunity to comment on the proposed Green Valley Convenience Center Project (the "Project"). I have lived in El Dorado Hills for the past 6 years, the last year on Bordeaux Court. We deeply value the quality of life we have living in El Dorado Hills. Having reviewed the proposed convenience store Project, the Project as proposed is detrimental to the quality of life of this area based on traffic, safety, aesthetics and noise concerns. As a result, I am opposed to the Project unless significant changes are made to the existing proposal.

Traffic and Safety: The Project needs to have an acceleration/deceleration lane on Green Valley Road. The traffic volume to the Proposed Project and speed on Green Valley Road justify the need for an acceleration/deceleration lane for safety reasons. The posted speed limit is 50 mph and typically cars travel through here at higher speeds. Having driven Green Valley Road for more than 25 years, I respectfully disagree with the traffic analysis (a conclusion also stated in the APAC letter dated July 2, 2013). One statement in the staff report that "Traffic speeds are typically higher there (near Safeway) because it is further away from the signalized intersection to the east and has a much higher volume of traffic due to its size" is incorrect. Traffic is moving significantly higher at the Proposed Project site than in front of Safeway. In addition, this area of Green Valley has had a significant number of accidents; a problem this Project would exacerbate. This Project needs a acceleration/deceleration lane.

Aesthetics: A large number of houses are elevated above this site and can view the south and east sides. Views on the South Elevation (the rear and drive through lane), and the East Elevation, and seeing a 12 foot high retaining wall are overall visually negative. The Project should be required to have extensive and appropriate landscaping not only to screen the retaining wall but the screen the drive through lanes and portion of the building from the residents. This could be done by putting a 10 foot wide landscape area at the top of the retaining wall between it and the drive through lane. The new Walgreens at 8230 Saratoga Way just north of Highway 50 is an excellent model for landscaping a project such as this. All mechanical and communications equipment should be screen so that it is not visible from any direction including the homes on the hillsides surrounding the Project.

Monument Signs: A monument sign of 20'8" tall and almost 80 square feet is inappropriate for this location. The sign needs to be no larger 15' tall and which is the height of other signs in close proximity to the Proposed Project. In addition, 79.9 square feet is much too large for this area and should be reduced to the 40 square feet, the same size as the Chevron sign across the street. The proposed tall, large sign would just be a visual blight

to the quality of the area and the community in general.

Lights: All signage should be non-illuminated to respect the single family homes and the State park area across Green Valley from the Proposed Project. All lights should comply with the El Dorado County dark skies policy.

Noise: There is significant concern the noise associated with the car wash and other equipment will negatively impact the nearby residences. In order to mitigate the noise, all noise emitting equipment should be enclosed on all four sides with a top and should include sound absorbing material. Some car wash drying equipment can emit sounds in excess of 100 decibels. The car wash noise must be limited to prevent sound migration to the residential area near the Proposed Project site.

Thank you for providing the opportunity to comment on this Project. We trust that the Planning Commissioners and Planning Staff will give the appropriate consideration to all factors and impacted parties. We moved to El Dorado Hills because it is a high quality community and look forward to maintaining the high standards for this area for years to come. Respectfully, we request the highest quality design standards for this area and this Proposed Project specifically, which will ensure El Dorado Hills remains a successful community for the foreseeable future.

Please call me with any questions 916-817-9949.

Sincerely,

Don Santina
200 Bordeaux Court
El Dorado Hills, CA 95762

KENNETH E. TAYLOR
LINDA M. TAYLOR
3255 BORDEAUX DRIVE
EL DORADO HILLS CA 95762
916-358-3799

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8c

13 JUL 11 AM 11:28

RECEIVED
PLANNING DEPARTMENT
JUL 9, 2013

El Dorado County Planning Services
2850 Fairlane Court
Placerville CA 95667

Re: PD12-0003/Green Valley Convenience Center - Item 8c of July 11th, 2013 Planning Commission Agenda

Dear Commissioners:

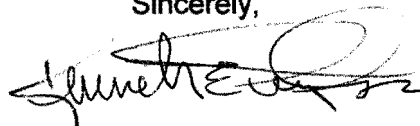
We are relatively new members of the El Dorado Hills community, having selected this as our retirement home as of October, 2012. We were particularly attracted by the proximity to the Folsom Lake park, walking/biking trails, the dedicated wetlands fronting on Green Valley Road, and the well conceived and constructed traffic patterns. To our considerable surprise, we now find that the El Dorado County administration is reviewing the above captioned application.

Having seen some of the letters recently directed to the Planning Commission, we do recognize that considerable effort has been invested in citizen reviews of the project and the enormous concessions being proposed. The considerable prospective ecological impact by the encroachment on dedicated wetlands is, of itself, sufficient to generate strong opposition to the proposed and thoroughly unnecessary development. Add the damage done to the traffic pattern, both east- and west-bound, established for Green Valley Road, and there are obvious safety hazards posed.

The El Dorado Hills Planning Advisory Committee has apparently done a thorough study of these and other adverse effects of the proposed development. Their report dated July 2, 2013 thoroughly details their conclusions and establishes an opposition position based on facts and projections the Planning Commission should not ignore. Taken together with the general community opposition to the project, the questionable propriety of the businesses planned and the unfavorable impact on the surrounding residential community, it seems clear that the proposal is inconsistent with the interest of the community.

We hope we may rely upon the Planning Commission's recognition of the overwhelming negative impact on the surrounding community and on appropriate negative action on this application.

Sincerely,



Kenneth E. Taylor
Linda M. Taylor

July 9, 2013

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

Via e-mail: tom.dougherty@edcgov.us, rich.stewart@edcgov.us, dave.pratt@edcgov.us,
tom.heflin@edcgov.us, walter.mathews@edcgov.us, brian.shinault@edcgov.us,
char.tim@edcgov.us, hidahl@aol.com, planning@edcgov.us

**RE: Planned Development PD-12-0003 (Green Valley Convenience Center/Strauch
Companies – APN: 124-301-46; Mitigated Negative Declaration)**

Dear Planning Commissioners:

I am a resident of El Dorado Hills for six years, and part of why we decided to move to this location is the aesthetics and general feel of the area. I agree with the issues raised by Darren Bobrowsky's letter of July 5, 2013, affirm support of that letter, and hereby incorporate the points raised therein. I also agree with the APAC's position of **Non Support** of this project.

The proposed ARCO, AM/PM, drive-thru fast food, and car wash combination make this project a poor fit for the proposed location, for numerous reasons. First, the project places too many services, too densely, right next to a high-end residential area. The intersection of Green Valley Road and Sophia Parkway serves not only as the entrance to El Dorado Hills, but also the entrance to The Promontory development. In fact, the homes nearest the proposed project have values in the high six figures to over \$1M.¹ See FIGURE 1 below (annotated to show the project location in red outline). I have seen no evidence that studies have been done to ascertain the impact on the nearby property values, which would seem an important consideration, considering that reduction in the value of these high-end homes would also mean a reduction in the associated property taxes. These studies are imperative to understanding the impact on the local neighborhood and the associated property tax income.



FIGURE 1

13 JUL 10 AM 7:57
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¹ Source: http://www.zillow.com/homes/3029-corsica-drive_-95762_rb/

Second, this is quiet corner, especially in the overnight hours, yet this project proposes to offer its services, including a noisy carwash (with vacuums), 24 hours a day, 7 days a week. While the location is zoned commercial, allowing a multi-service, 24-hour-a-day business of this type is inappropriate in this location directly abutting a residential area. Many other commercial uses would be more fitting for the area, and would not come up against such opposition from us and other concerned EDH residents.

Third, this project will become an eyesore in an otherwise aesthetically pleasing area. The homes and businesses in the area have full tile roofs, rock retaining walls, lush foliage, and small signage. This project proposes a 20 foot sign, color banding on the fuel canopy, and other imposing visual aspects more appropriate for location proximate a major highway. In this location, the proposed structures would be a blemish on the El Dorado Hills area generally, and The Promontory more specifically,

In addition, the traffic and wetlands findings are inaccurate and misleading for the reasons noted by Darren Bobrowsky, other concerned citizens, and the APAC. The Staff Report for Agenda of July 11, 2013 ("Staff Report") itself acknowledges that "the project would cause an increase in traffic on area roadways and intersections of approximately 1,480 net new daily trips on a weekday basis," and "would add to traffic at" multiple nearby intersections. The Staff Report also notes that "queue lengths currently exceed available lengths at Green Valley Road/El Dorado Hills Blvd." See Staff Report, p. 4 (emphasis added).

The current studies seem to focus on the traffic impact at Green Valley Road/El Dorado Hills Blvd and other nearby intersections, which somewhat misses the mark for the true impact on the Green Valley corridor. I can find no discussion of the traffic impact on the Green Valley Road/Sophia Parkway intersection, which is the nearest intersection. The single lane road that crosses the Folsom/EDH boarder is just on the Folsom side of this intersection. Anyone who drives along this stretch of Green Valley Road can tell you that any additional traffic would be problematic, as traffic often is very backed up in this area. Any traffic study that does not analyze the effect on the Green Valley Road/Sophia Parkway intersection is deficient.

The other consideration that appears to be absent from the Staff Report is that when traffic is not backed up on Green Valley Road, cars move at high speeds in this area. Specifically, the speed limit on Green Valley Road is 50 mph in this area, and many cars exceed that speed. At 50 mph, it takes the average car 104 feet to come to a complete stop (assuming a friction co-efficient of 0.8, which is generous).² At 60 mph, that jumps to 150 feet.³ This is very near the intersection itself, and a much further distance than when most drivers begin braking. It is very likely that this high-speed traffic will need to come to a complete stop at various times of day when large semi trucks, as well as non-commercial vehicles pulling boats, need to make a right turn into the project location from Green Valley Road. As most drivers who have been behind such vehicles can attest, a wide swing is typically made for such right turns, often encroaching into the next (left) lane of traffic. Thus, it is very likely that such vehicles turning into the project location would actually cause traffic to come to a stop in both lanes, and more accidents will result. See FIGURE 2 below (annotated in red from Exhibit F to show the critical area).

² Source: <http://www.esgnetwork.com/stopdistcalc.html>

³ *Id.*



PC 7/11/13
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2 pages

ARCO - Green Valley Road Proposed Project

ACHinnCRS@aol.com <ACHinnCRS@aol.com>

Tue, Jul 9, 2013 at 9:11 AM

To: tom.dougherty@edcgov.us, dave.pratt@edcgov.us, walter.mathews@edcgov.us, tom.heflin@edcgov.us, rich.stewart@edcgov.us, brian.shinault@edcgov.gov, char.tim@edcgov.us

Cc: hidahl@aol.com

Tom Dougherty
Brian Shinault
Rich Stewart
Tom Heflin
Walter Mathews
David Pratt

13 JUL -9 AM 9:29
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PLANNING DEPARTMENT

El Dorado County
2850 Fairlane Court
Placerville, CA 95667

VIA E-MAIL

RE: Proposed ARCO AM/PM at Green Valley Road/Sophia Parkway

Gentlemen:

I have lived in El Dorado Hills for over twenty years and in the Promontory off Corsica Drive for the last four. Before this we lived on Sebastian Court, which is within walking distance to the Safeway on Green Valley Road. I am very familiar with traffic and activity patterns on Green Valley Road having had to drive this stretch of road daily to and from work for over twenty years.

I am against the proposed project because I believe it is going to generate excessive amounts of traffic and activity at a very sensitive corner due to it's proximity to lake access. It will also complicated entry and exits to the parcel which combined with the added activity will make it dangerous to all - particularly bicyclist and pedestrians that are accessing the lake and must pass by this location. I noticed the traffic study was conducting in November, one of the slowest months for bikes and pedestrians. I believe the study should also be conducted during May or June to properly measure their traffic patterns and usage at all times of the year.

We are always being told by government to get out of our cars and walk - both to save energy, reduce pollution, and exercise. But what kind of a message is the County sending by making it more dangerous and difficult to people to do just that? Imagine how unpleasant and dangerous it will be for pedestrians to walk past idling cars and smelling the fumes from the gas station as they journey to the lake.

The amount of traffic at this intersection is very heavy (and traveling at high speed) and will only get more congested as development increases and Sophia Parkway is connected to the highway. Within the last four

years, I am aware of several accidents that occurred at this intersection and know that traffic exceeds the posted speed limits of 50 mph. Often cars coming from EDH are gaining speed coming downhill traveling 60 mph and above. The same applies for traffic coming downhill from Sophia Parkway. People are always in a hurry.

Situating a gas station and car wash at this site seems to be a poor idea given the parcel it is on is in a wetland that is home to many birds (including egrets, hawks, geese, and others) and wildlife. The possibility of contamination is too great and can be irreparable. It will compromise a beautiful and very sensitive wetland eco system, not to mention the health and safety of residents. The parcel also abuts a State designated Very High Fire Hazard Severity Zone, that we are being charged extra in fees to mitigate.

Perhaps if the land uses on that site were scaled back to cut out the gas station and drive thru it might be acceptable. There just seems to be too much activity packed in – drive thru restaurant, gas station, car wash... The parcel is not that large and this is just not the right location for all these land uses. What happens when the drive through line gets backed up with traffic in the evening when people are driving home from work and wanting to pick up some dinner for the family? It will spill over into Green Valley and Sophia, causing headache and congestion for drivers and dangers for pedestrians and bikers.

Also, the light pollution from a 24-hr gas station would be an eyesore to the community. The large lighted signs and the canopy with lights for the gas station would mar the natural beauty of the setting we now enjoy. The neighborhoods overlooking this site could experience a loss of property value if this new development made it less desirable to live in the area.

I am not opposed to all development - I would welcome a land use that would take advantage of the natural beauty and unique location of this site, directly across the street from Folsom Lake access. A land use that would encourage pedestrians and bicyclists: something like a smaller scale restaurant (without a drive thru), coffee shop, ice cream parlor...

Imagine families walking and biking to the lake; stopping to sit at an outdoor cafe; enjoying the sights of hawks flying above and watching egrets fish in the wetlands below... vs dodging traffic and trying to walk as quickly as possible to get past the heat and smells of the gas station as families try to get safely to the lake.

Please deny this development and consider something that will enhance our community and not disrupt it. Thank you for your help in representing and supporting our community concerns and vision.

Annette Chinn
3051 Corsica Drive
El Dorado Hills, CA 95762
916-939-4320



PC 7/11/13
8.C
2 pages

RE: Proposed AMPM ARco station at Green Valley and Sophia Parkway PD12-0003/Green Valley Convenience Center - Item 8c of July 11th, 2013 Planning Commission Agenda

Reed, Bill (TVC) <BReed@maxcell.us>

Tue, Jul 9, 2013 at 11:22 AM

To: "Reed, Bill (TVC)" <BReed@maxcell.us>, "tom.dougherty@edcgov.us" <tom.dougherty@edcgov.us>, "rich.stewart@edcgov.us" <rich.stewart@edcgov.us>, "hidahl@aol.com" <hidahl@aol.com>, Eileen Crawford <eileen.crawford@edcgov.us>

Hello, Since I submitted this email last month, I witnessed a "near miss" at the intersection of Sophia and Green Valley. An SUV towing a boat was making a right hand turn on a red light from Sophia on Green Valley (heading east). A speeding sedan heading east on Green Valley had changed lanes from the left hand to right hand curb lane (about 500 ft short of the light when Green Valley increases from one lane to two). The SUV driver had just made the right hand turn (onto the curb lane) at a low rate of speed. The sedan driver didn't slow down and had to swerve to his left passing the SUV and narrowly avoiding another car that he cut off.

I would like to reiterate that building a convenience store at this corner would be unsafe without the proper traffic mitigations (deceleration lane, etc). thanks, bill reed 3342 Bordeaux Dr in the Promontory.

13 JUL -9 PM 9:09
RECEIVED
PLANNING DEPARTMENT

From: Reed, Bill (TVC)

Sent: Wednesday, June 12, 2013 8:19 AM

To: 'ilene.crawford@edcgov.us'; 'tom.dougherty@edcgov.us'; 'rich.stewart@edcgov.us'; 'hidahl@aol.com'

Subject: Proposed AMPM ARco station at Green Valley and Sophia Parkway

Ms. Crawford and Mr. Dougherty:

I live in the Promontory (Bella Lago). The proposed AMPM Arco station will be right below our neighborhood. I am very concerned about the potential traffic safety issues that may develop if this station is opened under current guidelines. My concern is that traffic safety will be compromised because there is no deceleration lane designated for this project. Currently, when I turn right on a red light (east) from Sophia to Green Valley I have to "punch it" in order to get into the flow of traffic. Since Green Valley was widened a few years ago (to 4 lanes starting at Sophia) cars usually travel between 50-60 mph thru the intersection. By adding a gas station (without a long turn in lane), you are asking for trouble. I feel that accidents will be inevitable. Please consider a deceleration lane for this project. thanks, bill

PUBLIC COMMENT

13-1347 M 109 of 171



PC 7/11/13
#8.C
7 pages

**PD12-0003/Green Valley Convenience Center - Item 8c of July 11th, 2013
Planning Commission Agend**

Liz Gallwitz <lizgallwitz@gmail.com>

Tue, Jul 9, 2013 at 1:25 PM

To: Tom Dougherty <tom.dougherty@edcgov.us>, rich.stewart@edcgov.us, dave.pratt@edcgov.us,
tom.heflin@edcgov.us, walter.mathews@edcgov.us, brian.shinault@edcgov.us

Good afternoon Commission members and staff,

We are sending you a follow up to our original email regarding our concerns for this project.

Please find attached a letter from our neighbor Darren Bobrowsky that outlines the concerns we share with this project. We agree with the comments and recommendations listed in the attached and would like highlight our main concerns with traffic and the impact to the wetlands.

We moved to this community over a year ago however, we've been residents of this county for over 20 years. We have family as well as our work offices in Folsom and are very familiar with the traffic concerns/issues on this stretch of GVR. The concerns addressed in this letter highlight the negative impacts of this project to our community, safety and the reasons why we oppose the project.

We thank you again for the opportunity to comment on this proposed project and for your time.

Thank you,
Liz and Aaron Gallwitz
3241 Bordeaux Rd
El Dorado Hills, CA 95762

MND comment letter 070213.pdf
3250K

RECEIVED
PLANNING DEPARTMENT
13 JUL -9 PM 1:39

July 5, 2013

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

Dear Planning Commissioners:

RE: Planned Development PD-12-0003 (Green Valley Convenience Center/Strauch Companies – APN: 124-301-46; Mitigated Negative Declaration

Thank you for the opportunity to comment on this proposed development and the Mitigated Negative Declaration. The project site is one located at one of the western entrances to El Dorado County (only several parcels in from the County boundary) and therefore should establish the expectation of the high quality of life that exists in the County with a high quality standard of design. As one of the first properties that people see when entering El Dorado County it needs to set a standard for both existing development and for the future redevelopment of the underutilized adjacent property uses.

The project site is located along a section of Green Valley Road that was developed over many decades and includes a variety of uses including commercial, restaurant/bar, automotive, residential and a State park. Due to this long development period there is inconsistent architecture and design including from period that there was little if any design and review standards. Fortunately, currently planning practices have improved to ensure that new projects “fit” into their community and move the design standards in a forward direction instead. This solid planning work is demonstrated in the developments of the El Dorado Hills Town Center and Safeway shopping center on Green Valley Road. I ask that County staff and the Planning Commission continue this forward moving work by setting a standard for future redevelopment of property in this area. By requiring these high quality design standards of this project, it will ensure a solid property and sales tax base for both commercial and residential properties.

In order to accomplish this community standard, there are necessary changes to the project that are needed. The following suggestions include both design recommendations and comments that the Mitigated Negative Declaration inadequately identifies the environmental impacts of the proposed project and therefore as a result does not contain adequate mitigation or project revisions to alleviate potential impacts in order to reduce them to an insignificant level. Details of these environmental impacts are including both below and in the attached letter from Development Advisory Services dated July 1, 2013 incorporated herein by this reference.

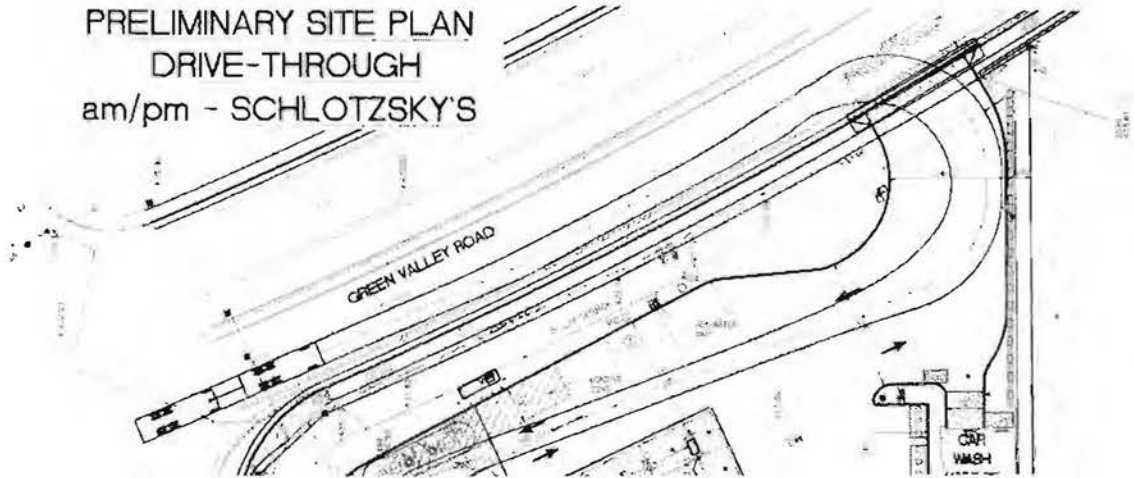
Traffic safety

There is a variety of access driveways along Green Valley Road as commercial businesses along this section of Green Valley Road were developed many years ago when Green Valley Road was only two lanes. There were longer access driveways and shoulders that existed before this roadway was widened to four lanes.

The Traffic Impact Analysis does not adequately address the traffic impacts of trucks/vehicles with trailers/boats including fuel delivery trucks, other large delivery vehicles, and vehicle/boat combinations. These types of vehicle combinations that will be entering the property will need the entire access driveway, including the exiting traffic lanes, to enter the site and also utilize part of the left traffic lane (see Figure 2 of Traffic Impact Analysis dated May 23, 2013). Realistically, these

types of vehicles will use even more of the left traffic lane than shown as in the Figure 2 diagram in order to execute the turn shown in Figure 2 as this diagram requires a perfect execution of the turn which is unlikely especially given that vehicles pulling boats are often driven by inexperienced drivers of these types of vehicle combinations.

Figure 2 from Traffic Impact Analysis dated May 23, 2013



Any vehicle with a trailer making a right turn in from Green Valley Road will have to stop in the roadway if a vehicle(s) is waiting to exit the site. Vehicles traveling 50+ MPH eastbound on Green Valley Road will encounter these slow or stopped vehicles in the roadway creating a significant safety hazard, which is exacerbated by the curve in the road at this location. Vehicles exiting the site onto Green Valley Road will impede the flow of traffic, especially vehicles pulling boats, as it will take considerable distance for these vehicle combinations to reach the posted speed limit given that this roadway has an uphill grade. The Traffic Impact Analysis does not address the impact to traffic flow at the Green Valley Road/Sophia Parkway intersection as a result of this design issue.

While many other commercial businesses do not have acceleration/deceleration lanes they do not have anywhere near the trip generation (3,400+ per day) that is anticipated with this development. The only other development along this stretch of Green Valley Road that has a high traffic volume is the Safeway shopping center, which does have acceleration/deceleration lanes.

The El Dorado Hills Area Planning Advisory Committee felt strongly that a deceleration and acceleration lane is needed. During meetings, several committee members expressed direct experience with the intersection and the need for a deceleration and acceleration lane.

Additionally, the Traffic Impact Analysis fails to address that the Promontory development is only about half built out of its approximately 1,200-1,400 homes and that Sophia Parkway is designed to be a four lane road with an interchange at Highway 50.

The intersection of Green Valley Road and Sophia Parkway is heavily used by not only cars but pedestrians accessing the State park across the street and numerous bicycle riders. Pedestrian safety and ADA issues were not analyzed within the proposed design to "pull back" the corner of the intersection to allow for U-turns. The Traffic Impact Analysis does not properly account for and

accommodate for heavy recreational weekend bicycle users of Green Valley Road. The bicycle volume count was done during the winter months when few bicyclists are present and only counted AM and PM peak periods.

The Traffic Impact Analysis (page 32) states that an adequate sight distance is present for vehicles exiting onto Sophia Parkway. The Analysis fails to recognize that it is using an outdated Google Earth image (figure 13) to demonstrate adequate sight distance where in fact the trees in the wetland area have grown to block this sight line and therefore the Minimum Safe Stopping Distance is not achievable. Additionally, the Traffic Impact Analysis fails to recognize that vehicles regularly park along Sophia Parkway when accessing the State park across the street, which further impacts the sight distances.

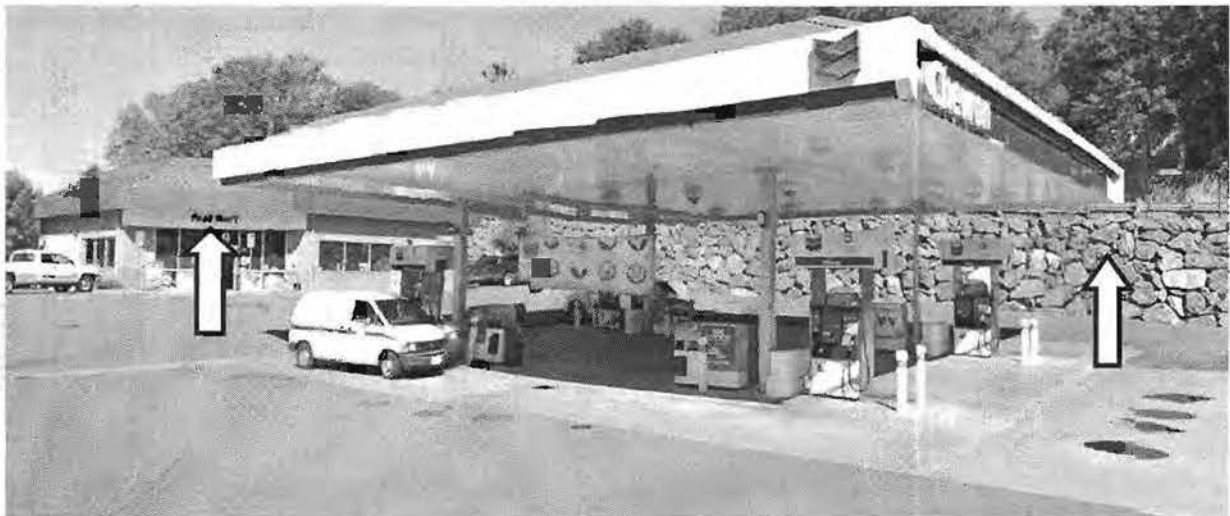


The Traffic Impact Analysis deficient as it includes old site layouts in figures 9-12 and 14 which have been superseded, states there is an intersection at GVR and Amy Lane which is factually wrong, does not address the impacts once Sophia Parkway/Empire Ranch Road is connected to Highway 50 at a new interchange, or the 150+/- homes being built at Sophia Parkway by Promontory Park by Standard Pacific Homes. Additionally, the internal generated trips and pass-by trips may be overstated.

Design

As stated in the beginning of this letter, this project needs to be held to a design standard as set by other recent projects in El Dorado Hills including the Safeway shopping center and El Dorado Hills Town Center. Following are suggestions, which if incorporated appropriately would meet this design standard.

- All other gas stations in EIDE have pitched roofs on the fuel canopies. With the exception of the Chevron across the street, all fuel canopies in the area have concrete tile roofs.
 - o The Chevron across is uniquely located, which requires a different design, due to being tucking into a hillside with large boulder retaining walls taller than the building and next to the Purple Place Restaurant and Bar. Large oak trees on the hillsides surrounding the property also visually soften this building.



- Due to the subject project's location on the corner of Green Valley Road and Sophia Parkway where Sophia Parkway and residential homes are elevated above the site, requires that **all four sides** of all buildings and structures (including car wash) be designed to be aesthetically appealing. The design should be complimentary to the Promontory development, which this property serves as a defacto entrance to the development, including material and colors. (Chevron across the street has pitched roofs on all sides of the building)
- Project should be conditioned that all roof mounted mechanical and telecommunication equipment is not visible from any public street (Sophia Parkway and Green Valley Road).
- Monument sign should be consistent to newer monument signs in this part of the County, like the Safeway gas station. Additionally there is no reason for any signage to be on the south or east facing exposures of the building and signage on the west exposure should be kept at a minimum. Signage including "color banding" on the fuel station canopy should be non-illuminated to respect the single-family homes and State park area. AM/PM sign on building is out of scale for the building and other signage in the area (see Chevron across the street). The project should also include a condition of approval that there is no window signs/painting, "A" frames, roof signs, inflatables, and "Pop" signs on the building or site. To accomplish these signage requirement a Uniform Sign Plan should be developed, approved by the Planning Commission along with the other entitlements for this project, and be a part of the conditions of approval so that current and future users can be held to this standard.

- At the south side of the development all landscaping is at the bottom of the 12 foot retaining wall, exposing the entire rear of the building and drive-thru and carwash vehicle lanes to Sophia Parkway and the homes to the south of the project. To soften the visual aesthetics of the building, vehicles in the drive-thru and carwash lanes, and help protect the wetland area a substantial area of trees and shrubs should be planted on top of the retaining wall.
- To preserve the aesthetics, all sales items should be within the building. A condition of approval should prohibit outside vending machines, newspaper racks, propane tanks, merchandising displays, and merchandise storage, etc.
- The 12+ foot retaining high wall adjacent to the wetland area should be consistent with other retaining wall materials in the area, which are large stacked boulders (see Chevron station across the street). To ensure this large site feature has the least possible impact, a condition of approval should be included to ensure it is covered with landscaping prior to occupancy permit.
- The bike racks should be located near the storefront and not across a drive-thru lane of traffic as they currently are located.
- The trash enclosure should be relocated away from the wetland area (see further comments below).
- The Traffic Impact Analysis states "Schlotzsky's suggested that they require their queuing areas behind the menu board to accommodate at least four vehicles". While the site design accommodates five vehicles, there was no validation of the actual queuing area needed and unlike most fast food drive-thru lanes, which are incorporated into larger commercial developments; this one is designed such that vehicles will impact traffic flow if more than five vehicles are accessing the drive-thru. The applicant must provide documentation to support this design length.

Wetlands

The project is seeking a reduction in the setback from 50 feet to ten feet from the existing wetland area pursuant to El Dorado County General Plan Policy 7.3.3.4 and the Interim Interpretive Guidelines (adopted 22 June 2006). The General Plan allows for these interim standards to be modified if a project demonstrated that a smaller setback would be sufficient to protect the particular water or wetlands present. Due to the following reason, this reduced setback will not protect the wetland area.

- The delineation of the wetland area and stream channel was conducted during either the dry summer months or after an abnormally dry winter (April 2, 2013) which does not adequately document the size of the wetland and stream channel.
- The project is designed with a 12 foot retaining wall ten feet from the stream channel, but the analysis fails to recognize that the project is designed with two vehicle lanes on top of

the wall with only a fence to protect pedestrians. Additionally, the project is designed with the trash enclosure at the top of the wall. This project design will result in debris and refuse in the wetland area due to blowing debris, emptying of the trash containers, or people throwing items out of their vehicles. The project design does not provide for any access to this wetland area to clean out this debris, which could flow downstream to the Mormon Island Wetland Preserve.

- The wetland studies do not account for growth of this wetland area as a result of this project draining into the wetland.

The wetland setback should be increased to at least 25 feet, provide for restricted access to the wetland to clean debris from the area, provide landscaping on top of the retaining wall to reduce debris from entering the wetland area, and relocate the trash enclosure away from the wetland area. Additionally, a revised study should be conducted during the rainy season to properly document the precise location of the wetland area and stream channel.

The environmental record needs to accurately report the environmental impact of the project before a decision can be made on the project. Thank you for the opportunity to comment on this project. This project as proposed has struck a nerve with many in the community who are very concerned about the impacts of this project on our community. While I do not formally represent the community, most share the same concerns as I do and I along with my planning consultant David A. Storer, AICP of Development Advisory Services, Inc. are available to meet and discuss this project with staff and the applicant.

Sincerely,

Darren and Joelle Bobrowsky

Darren and Joelle Bobrowsky
3531 Bergamo Drive
El Dorado Hills, CA 95762
916-871-9540
Bobrowsky@gmail.com

Attachment: Letter dated July 1, 2013 by Development Advisory Services

Cc: Tom Dougherty, El Dorado County, Project Planner
David A. Storer, AICP of Development Advisory Services, Inc.



PC 7/11/13
#8.c
3 pages

Fw: Deadline today for sending Comments to the Planning Commission re ARCO

Inderpal Bal <indiebal04@yahoo.com> Tue, Jul 9, 2013 at 1:41 PM
Reply-To: Inderpal Bal <indiebal04@yahoo.com>
To: "tom.dougherty@edcgov.us" <tom.dougherty@edcgov.us>, "dave.pratt@edcgov.us" <dave.pratt@edcgov.us>, "walter.mathews@edcgov.us" <walter.mathews@edcgov.us>, "tom.heflin@edcgov.us" <tom.heflin@edcgov.us>, "rich.stewart@edcgov.us" <rich.stewart@edcgov.us>, "brian.shinault@edcgov.gov" <brian.shinault@edcgov.gov>, "char.tim@edcgov.us" <char.tim@edcgov.us>
Cc: "hidahl@aol.com" <hidahl@aol.com>

*Tom Dougherty
Brian Shinault
Rich Stewart
Tom Heflin
Walter Mathews
David Pratt*

*El Dorado County
2850 Fairlane Court
E-MAIL
Placerville, CA 95667*

RECEIVED
PLANNING DEPARTMENT
13 JUL - 9 PM 2:26

VIA

RE: Proposed ARCO AM/PM at Green Valley Road/Scphia Parkway

Dear Members of the El Dorado Planning Commission:

This is a short correspondence to let you know that I am strongly opposed to the ARCO AM/PM planned project on the corner of Green Valley Road and Scphia Parkway. There are multiple reasons for my opposition.

1. Safety issues are paramount.

I believe you received a letter from APAC stating their non-support of this project based on faulty studies done by the EDC DOT in November. Traffic is much higher than captured in the DOT report and therefore without an accel/decel lane, this project is simply unfeasible. On a more personal note, I

regularly walk by the proposed development site almost daily with my two young children. There is a lot of bike and pedestrian traffic at that intersection regularly. With traffic speeding by and potential traffic jams in this site, this would likely deter me from continuing my daily walks there because it would be too dangerous. As it is, traffic comes flying through this intersection at 55-60 mph, even though the posted speed is 50 mph.

2. Environmental concerns.

The proposed development of a gas station abutting a wetland is poor planning/use of this parcel of land. It would be much more ideal to consider an office complex/small restaurant with potential outdoor dining or any other establishment that would not have the enormous number of cars in and out of the complex---as this proposed gas station would...Currently the wildlife in this wetland comprises a beautiful, natural ecosystem that cannot be endangered by the proximity of this proposed development (inclusive of a gas station/car wash and drive thru fast food).

3. Neighborhood concerns:

In 2007 we bought our home in the Promontory because of the beauty of the location. We have amazing lake views, love the dark skies and enjoy our 10 minute walking distance from the water. I am very concerned that our home will be devalued by this project because it is just not visually aesthetic. The signage, building structures and noise of this 24 hour operation are highly undesirable for this neighborhood of high end custom homes. Additionally, if property values go down, that will lead to decreased property taxes, which cannot be good for the county.

I apologize for the brevity of this communication but do hope that you take my comments into consideration as you decide the future of this land parcel. This land parcel is unique in that it directly abuts a natural habitat for much wildlife and is directly across the street from a designated State Recreation Area. Surely we would not want alcohol to be available (from an AM/PM type business) within walking distance/directly

across the street from a state park?

Please do not allow this development to move forward as proposed. Please call if you have any further questions.

Sincerely,

*Jasdeep Bal, MD & Inderpal Bal, MD
3385 Bordeaux Drive
El Dorado Hills, CA
(916)205-4507*



PC 7/11/13
#8.C

Green Valley ARCO Project Request to Deny Approval

Shirley Biagi <sbiagi@aol.com>

Wed, Jul 10, 2013 at 9:38 AM

To: tom.dougherty@edcgov.us

Cc: dave.pratt@edcgov.us, walter.mathews@edcgov.us, tom.hefflin@edcgov.us, rich.stewart@edcgov.us, brian.shinault@edcgov.gov, hidahl@aol.com

Good Morning - We are residents of Village 1 of the Promontory in El Dorado Hills. We are writing to ask you to deny approval for the project proposed to add an ARCO station, a takeout restaurant and a car wash near the intersection of Green Valley and Sophia Parkway. Our objections are:

1. Traffic congestion. The project would add substantial traffic to the intersection, which would back up cars on Green Valley and increase the probability of accidents at the corner of Green Valley and Sophia because there is no deceleration lane included in the project. On a weekend, hundreds of people cross at that intersection to visit Folsom Lake. This increases the hazard for accidents at an already busy intersection.
2. Environmental Impact. The project would eliminate a large section of an essential protected nesting area for birds. The birds and their flyway are a valuable element of the ecosystem in El Dorado Hills and must be protected. Noise from the carwash and light from the station would also disrupt the nesting birds. It is not uncommon, for example, to see white cranes resting in the area as they move through the flyway.
3. Noise and Light. Since noise moves upward, noise from the carwash would absolutely affect all the neighboring houses in Village 2 directly, as would the increased traffic at the station. We live in Village 1 and I believe we would be affected as well. Plus, the night skies policy already in place in El Dorado Hills would be breached since the 24-hour operation of the station demands excessive lighting at night.
4. Architectural Incompatibility. The project does not in any way match the architectural design of nearby residences. It is a design perhaps suited for a freeway exit, not adjacent to a residential neighborhood.

Thank you for considering our objections in your decision to, we hope, deny approval for this project.

Shirley Biagi & Vic Biondi
5011 Thalia Drive
El Dorado Hills, CA 95862

13 JUL 10 AM 10:18
RECEIVED
PLANNING DEPARTMENT



Charlene Tim <charlene.tim@edcgov.us>

input on Green Valley Convenience Center for meeting on 7/11

1 message

13 JUL 10 PM 1:33
RECEIVED
PLANNING DEPARTMENT

Claire LaBeaux <claire_labeaux@yahoo.com>

Wed, Jul 10, 2013 at 11:03 AM

Reply-To: Claire LaBeaux <claire_labeaux@yahoo.com>

To: "rich.stewart@edcgov.us" <rich.stewart@edcgov.us>, "dave.pratt@edcgov.us" <dave.pratt@edcgov.us>, "tom.heflin@edcgov.us" <tom.heflin@edcgov.us>, "walter.mathews@edcgov.us" <walter.mathews@edcgov.us>, "brian.shinault@edcgov.us" <brian.shinault@edcgov.us>, "charlene.tim@edcgov.us" <charlene.tim@edcgov.us>, "bosone@edcgov.us" <bosone@edcgov.us>

Cc: Alex LaBeaux <alabeaux@yahoo.com>, "bobrowsky@gmail.com" <bobrowsky@gmail.com>

Hello: I'm writing to express concern over the impending traffic situation that may be caused at the corner of Green Valley Rd and Sophia Parkway if the proposed Green Valley Convenience Center is built with no additional accel/decel lane for traffic on EB Green Valley. Several factors play into the safety of that corner for someone sitting in the gas station waiting to turn right to go up Green Valley Rd toward El Dorado Hills. Traffic is coming up hill so it is difficult to see if there is a stream of cars approaching from the left, or just one or two. The road widens from one lane to two just before the traffic light, so drivers often accelerate as they drive through that intersection and pull out around the drivers they perceive to be too slow, creating a right lane that moves faster than the left (an anomaly). People turning right onto Green Valley from Sophia will be difficult if not impossible to see from the driveway because of signage and bushes at the corner. Those turning cars will have a head-start on acceleration, so pulling out of the driveway into their path with no lane will be hazardous. Also, even though there's a stop light at the corner, the bulk of traffic streams up Green Valley Road, so the light won't truly "meter" traffic past the station to give breaks in the traffic for safe entry onto the road. For these safety reasons, I urge the Planning Commission to require that a lane for acceleration be built.

I am pleased to see that the proposed design for the center fits well with other recent designs in our community, with nice landscaping and aesthetics features on the building like rocks. I am hopeful that this center's appealing looks will set a precedent for the other buildings along Green Valley Road at this point.

Thank you for your consideration of my opinion.

Sincerely,
Claire LaBeaux
214 Asuncion Ct.
El Dorado Hills, CA 95762
cell 925-337-0244



PC 7/11/13
#8.c

Fwd: Planned Development PD12-0003/Green Valley Convenience Center

Planning Unknown <planning@edcgov.us>
To: Tom Dougherty <tom.dougherty@edcgov.us>

Thu, Jul 11, 2013 at 10:36 AM

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

From: **Herman Aulakh** <hermanaulakh@hotmail.com>
Date: Wed, Jul 10, 2013 at 10:29 PM
Subject: Planned Development PD12-0003/Green Valley Convenience Center
To: "planning@edcgov.us" <planning@edcgov.us>

Planning Commission,

I am writing to protest the proposed Green Valley Convenience Center in El Dorado Hills, Ca. Several negative issues arise from the potential approval of this project.

The increase of traffic that this project will cause would be a public safety issue. The proposed u-turn, the median on Green Valley Road, and the entrance/exit from the property would further congest an already congested intersection. It's VERY difficult to see eastbound traffic on Green Valley Road, when making a right from Sophia Parkway. More traffic is going to equal more unsafe situations.

There are already enough gas stations and restaurants in the area to satisfy patrons that, live in, around or travel the Green Valley Corridor. There is a gas station/convenience store(Chevron) and restaurant (Purple Place) within a few hundred feet east of the proposed Green Valley Convenience Center. There is another gas station (Safeway) a mile east of the proposed location along with a number of restaurants at the intersection of Green Valley Road and Francisco Road. A mile to the west, there is another gas station (Raleys) and more restaurants in the Raleys Shopping Center. This project will do nothing to create more convenience to the public.

Another point I believe the Commission may consider approving this project is the potential increase in tax revenue for the county. We opened Green Valley Food and Fuel, located at 341 Green Valley Road, El Dorado Hills, CA 95762, in October of 2004. We decided on this location after seeing the lot and touring the surrounding area. When we opened, there was another gas station/convenience store (Hilltop Market) that was on the northwest corner of Green Valley Road and Francisco Road. A couple of years later the Safeway at Green Valley and Francisco opened, ultimately putting Hilltop Market out of business and taking 50% of our fuel sales. As you can see this project will not increase revenues in El Dorado County, only cannibalize the existing businesses.

Also we were under the impression that this lot was zoned residential. We were never informed of the zoning changes that happened in 2009. Had the community been made aware of this zoning change, you would see that the community does not want another gas station in their neighborhood. Residents move to El Dorado County for a better quality of life, they don't want to see a Gas Station on every corner, that is commonplace in big cities. If the Planning Commission sets the precedent of approving this project, we will more than likely get another gas station/c-store on the southwest corner of Sophia and Green Valley.

The development of this project so close to the wetlands will have a detrimental effect on the environment. Reducing setbacks will further degrade the environment.

Plain and Simple, myself and local community members do not want this project approved.

Thank You,
Herman Aulakh
341 Green Valley Road

El Dorado Hills, Ca 95762

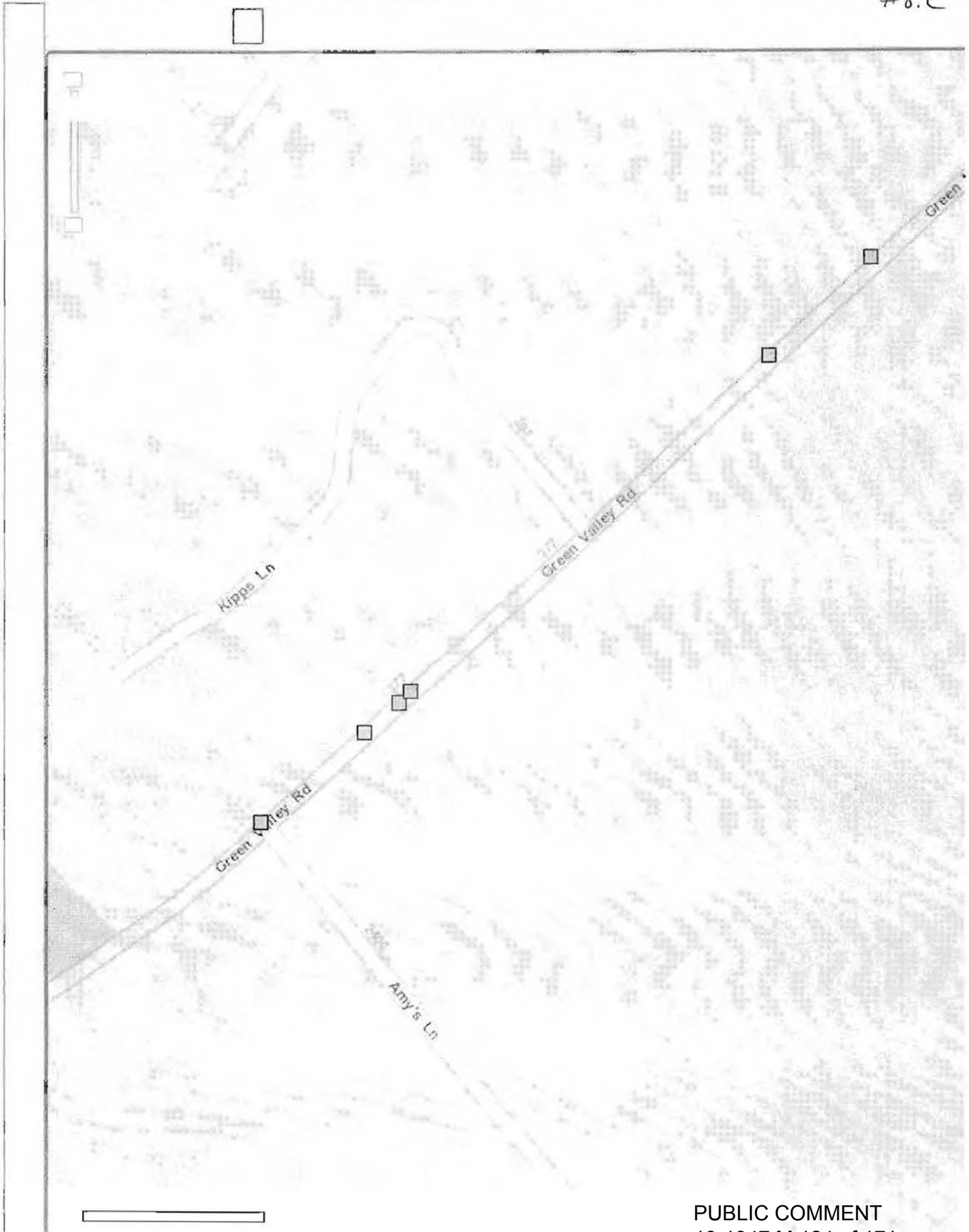
Sent from my iPad

Tom Purciel
Associate Planner - Planning Services
tom.purciel@edcgov.us

13 JUL 11 PM 2:11
RECEIVED
PLANNING DEPARTMENT

(Distributed by Ellen Van Dyke
at hearing)

PC 7/11/13
#8.C






County of El Dorado Planning Commission Hearing 7/11/13

PD12-0003/Green Valley Convenience Center

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 Green Valley Rd, El Dorado Hills, CA 95762, USA

Introduction



Green Valley Center



Green Valley Road Traffic



Green Valley Road Bottleneck



Green Valley Road/Sophia Parkway



Amy's Lane Ingress/Egress



Turn Lane at Sophia Parkway



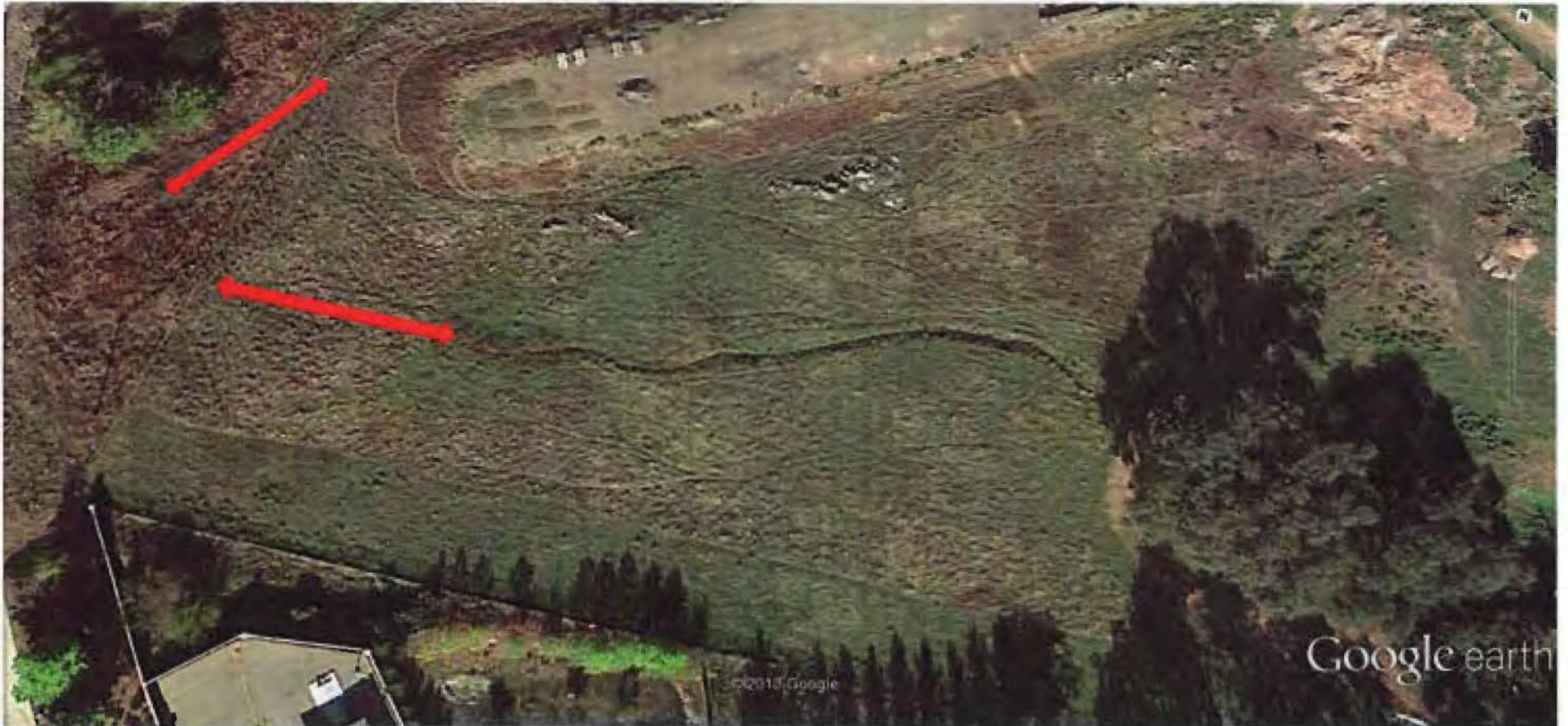
Use Case – Bicyclist



Noise Pollution



Wetlands Polution



Mormon Island Wetlands



Francisco Drive – Lake Forest





PC 8/22/13
8
3 pages

ARCO - Green Valley Road Proposed Project

ESSGJE

AChinnCRS@aol.com <AChinnCRS@aol.com>

Wed, Aug 21, 2013 at 2:03 PM

To: tom.dougherty@edcgov.us, dave.pratt@edcgov.us, walter.mathews@edcgov.us, tom.heflin@edcgov.us, rich.stewart@edcgov.us, brian.shinault@edcgov.gov, char.tim@edcgov.us

Cc: hidahl@aol.com

Good afternoon,

I am writing to express my concern about this project again concerning the proposed gas station and in particular the car wash. I am very concerned about the noise that will be generated from this use. We live up the hill from the proposed site and we wanted to note that noise travels very far and seems to amplify from the Green Valley corridor. The topography is like an amphitheater at this location.

On some evenings we can hear noise (and even conversations) from the Purple Place in our back yard. Arco would be located at the bottom of two hills. Sound would travel much further than on a flat site and would disturb many families.

We request that you deny the car wash at this location since it would be too noisy to be located adjacent to a residential area located up hill.

Thank you,

Annette S. Chinn
Cost Recovery Systems
705-2 East Bidwell Street #294
Folsom, CA 95630

phone: (916) 939-7901
fax: (916) 939-7801

13 AUG 21 PM 2:10
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PLANNING DEPARTMENT

In a message dated 7/9/2013 9:11:54 A.M. Pacific Daylight Time, AChinnCRS@aol.com writes:

I have lived in El Dorado Hills for over twenty years and in the Promontory c/f Corsica Drive for the last four. Before this we lived on Sebastian Court, which is within walking distance to the Scjefway on Green Valley Road. I am very familiar with trcjfic and activity patterns on Green Valley Road having had to drive this stretch c/f road daiiy to and from work for over twenty years.

I am against the proposed prcjct because I believe it is going to generate excessive amounts c/f trcjfic and activity at a very sensitive corner due to it's proximity to lake access. It will also complicated entry and exits to the parcel which combined with the added activity will make it dangerous to all - particularly bicyclist and pedestrians that are accessing the lake and must pass by this location. I noticed the trcjfic stuay was conducting in November, one c/f the slowest months for bikes and pedestrians. I believe the stuay should also be conducted during May or June to properly measure their trcjfic patterns and usage at all times c/f the year.

We are always being told by government to get out of our cars and walk - both to save energy, reduce pollution, and exercise. But what kind of a message is the County sending by making it more dangerous and difficult to people to do just that? Imagine how unpleasant and dangerous it will be for pedestrians to walk past idling cars and smelling the fumes from the gas station as they journey to the lake.

The amount of traffic at this intersection is very heavy (and traveling at high speed) and will only get more congested as development increases and Sophia Parkway is connected to the highway. Within the last four years, I am aware of several accidents that occurred at this intersection and know that traffic exceeds the posted speed limits of 50 mph. Often cars coming from EDH are gaining speed coming downhill traveling 60 mph and above. The same applies for traffic coming downhill from Sophia Parkway. People are always in a hurry.

Situating a gas station and car wash at this site seems to be a poor idea given the parcel it is on is in a wetland that is home to many birds (including egrets, hawks, geese, and others) and wildlife. The possibility of contamination is too great and can be irreparable. It will compromise a beautiful and very sensitive wetland eco system, not to mention the health and safety of residents. The parcel also abuts a State designated Very High Fire Hazard Severity Zone, that we are being charged extra in fees to mitigate.

Perhaps if the land uses on that site were scaled back to cut out the gas station and drive thru it might be acceptable. There just seems to be too much activity packed in - drive thru restaurant, gas station, car wash... The parcel is not that large and this is just not the right location for all these land uses. What happens when the drive through line gets backed up with traffic in the evening when people are driving home from work and wanting to pick up some dinner for the family? It will spill over into Green Valley and Sophia, causing headache and congestion for drivers and dangers for pedestrians and bikers.

Also, the light pollution from a 24-hr gas station would be an eyesore to the community. The large lighted signs and the canopy with lights for the gas station would mar the natural beauty of the setting we now enjoy. The neighborhoods overlooking this site could experience a loss of property value if this new development made it less desirable to live in the area.

I am not opposed to all development - I would welcome a land use that would take advantage of the natural beauty and unique location of this site, directly across the street from Folsom Lake access. A land use that would encourage pedestrians and bicyclists: something like a smaller scale restaurant (without a drive thru), coffee shop, ice cream parlor...

Imagine families walking and biking to the lake; stopping to sit at an outdoor cafe; enjoying the sights of hawks flying above and watching egrets fish in the wetlands below... vs dodging traffic and trying to walk as quickly as possible to get past the heat and smells of the gas station as families try to get safely to the lake.

Please deny this development and consider something that will enhance our community and

not disrupt it. Thank you for your help in representing and supporting our community concerns and vision.



PC 9/26/13
#11
17 pages

Letters from Darren and David - PD-12-0003

David Storer <storerdas@comcast.net>

Wed, Sep 11, 2013 at 2:16 PM

To: Tom Dougherty <tom.dougherty@edcgov.us>

Cc: "peter.maurer@edcgov.us" <peter.maurer@edcgov.us>, Darren Bobrowsky <bobrowsky@gmail.com>, Amy Anders <gvcenter2012@gmail.com>

Tom:

We are hereby submitting these letter regarding the above referenced project during the public review period for the revised Mitigated Negative Declaration.


Please see link that shows that the "Notice" was "posted" on August 14, 2013.

https://www.edcgov.us/Government/Planning/Public_Notices.aspx

regards,

David

2 attachments

 **PC Letter for 0912 mtg Das.docx**
3846K

 **Sept 11, 2013 Development Advisory Services - GREEN VALLEY.docx**
135K



DEVELOPMENT ADVISORY SERVICES
 P.O. Box 6763 | Folsom, CA 95763-6763 - 916.502.7341

13 SEP 11 PM 2:43
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 PLANNING DEPARTMENT

September 11, 2013

Planning Commission
 El Dorado County

RE: FILE – Planned Development PD12-0003 (Green Valley Convenience Center/Strauch Companies – APN: 124-301-46; Revised Proposed Mitigated Negative Declaration (MND))

Chair Pratt and fellow Planning Commissioners:

I have now had the opportunity to review the “revised” Mitigated Negative Declaration for the above referenced application. I provide the Planning Commission with the following:

- 1) The Revised Proposed Mitigated Negative Declaration, dated August 6th, 2013, continues to inadequately identifies the environmental impacts of the proposed project relating to noise impacts and as a result does not contain adequate mitigation or project revisions to alleviate potential impacts in order to reduce them to insignificant levels. Specifically, the Revised Proposed Mitigated Negative Declaration does not adequately address:

Section XII. Noise

This section of the Revised Proposed Mitigated Negative Declaration fails to address the following impacts:

- a. Findings (in Attachment 2 of the MND) that the project is consistent with CEQA and the Policies in the General Plan cannot be made as there is sufficient evidence in the record to the contrary. Further, there is no Finding in the record relating specifically to, or addresses the Noise Element.
- b. The Initial Study at Section XII – Noise, uses the CNEL noise metric in two of its discussion points. The Environmental Noise Analysis, dated July 18, 2013, incorrectly uses Day-Night average (Ldn) as the measurement tool. The Community Noise Equivalent (CNEL) metric should be used consistently throughout the

- environmental record to enable a meaningful assessment of long-term operational noise in the vicinity, which is more sensitive to “evening” and “nighttime” noise impacts.
- c. The Initial Study identifies that measurements of noise exposure must be taken at “the adjoining property line of a noise sensitive land use”. However, the Environmental Noise Analysis (see Figure 1) does not do this and places the measurement locations in rear yards or at the residential structure – or rather, in places it is determined by the analyst to be the “nearest noise-sensitive receiver”. This is not consistent with the directives of the General Plan, Table 6-2, bullet No. 3, which states, in part, “ In Community areas the exterior noise level standard shall be applied to the property line of the receiving property”. The nearest residential property line (zoned R2A) is approximately 30-50 feet away from the proposed car wash facility on the subject site. It may be even closer!
 - d. The Environmental Noise Analysis was conducted in October of 2012. Eleven months has now passed since that data was collected. This information can be considered stale and may not be an accurate representation of the environmental conditions in the area and also on a cumulative basis. A more recent study should be provided and one with “evening” and “nighttime” ambient levels recorded.
 - e. As presently constituted, the study only provides “daytime” ambient information. This is important as the General Plan at Table 6-2 allows the County to “impose noise level standards which are up to 5 dB less than those specified...based upon determination of existing low ambient noise levels in the vicinity of the project site.” A determination as to why the analysis does not address this must be included in the environmental record. Data that I have collected demonstrates that the vicinity has an existing low ambient noise level, especially in the “evening” and “nighttime” periods, averaging in the range of 39 – 39.2 dBa – as measured, not at the nearest property line, as required by the General Plan, but at the nearest (existing) sensitive receptor location, which is quite a long distance away.
 - f. The Environmental Noise Analysis states that the proposed car wash “is not proposed” to operate in the “nighttime”. For the study of noise impacts, this is the time period of 10 pm to 7 am. The Initial Study does not address the impact should the car wash operate

- during these hours and no Condition of Approval exists to ensure that the car wash will not operate during these specific (sensitive) times. Further, no analysis is provided (for “daytime”, “evening” and “nighttime”) in the Environmental Noise Analysis to address the impact of noise relating to deliveries to the proposed project.
- g. The Initial Study (Section XII. D), states that there would be Standard Conditions of Approval to address short-term noises that would “potentially exceed the thresholds established by the General Plan”. The Environmental Noise Analysis does not identify when these exceedances may occur nor is there a Condition of Approval (of the 69 total) that imposes limits on construction times. Therefore, the environmental analysis is flawed and the project as proposed and evaluated is inconsistent with the General Plan.
 - h. The Environmental Noise Analysis must analyze environmental conditions consistent with General Plan Policy 6.5.1.2, which is designed to protect sensitive land uses from noise impacts associated with noise generating projects. Such is the case with the proposed car wash facility and restaurant drive-through. Table 6-2 of the General Plan directs that the noise standards are applicable at the property line of the sensitive land use. As stated previously, the noise standards in the General Plan may even be increased to provide for more sensitivity. The “evening” and “nighttime” ambient levels have not been included in the environmental record as measured at the required locations.
 - i. There is no noise standard in the County General Plan or Zoning Ordinance that prescribes the amount of noise that can be emitted beyond ones property line from a commercial project (zone) to an adjacent residential zone (at the property line), nor is there any metric that limits peak impulsive noise over any given period of time. For instance, if there is a noise of 75 db generated on-site, how long can that impulsive sound last for before it is in violation of General Plan Policy? What if the noise was generated for 15 seconds, 5 seconds or for 30 minutes in any given hour? The definition of “recurring impulsive noises “per table 6-2 of the General Plan must be defined and analyzed in the environmental record in order for the potential environmental impacts to have been adequately addressed.
 - j. The Environmental Noise Analysis does not include any prohibition on the use of vacuums during the “evening” or “nighttime” hours. The noise study should analyze the impact of vacuums being used

during these hours as the ambient drops from 7 pm -7 am and again, the CNEL metric must be used. A Condition of Approval must be created to prohibit the use of the vacuums from 7 pm to 7 am.

- k. The proponent must be limited to using a 30 hp blower system at the car wash otherwise the environmental analysis is flawed. A Condition of Approval must be created to require the blower to be 30hp or less and placed in the same location that the noise study evaluated it.
- l. The Environmental Noise Analysis does not evaluate the operation of the speaker system in the “nighttime” period from 10 pm to 7am. This is a critical piece of information that is missing and must be evaluated. The existing ambient noise level is much lower in the “nighttime” than the “evening” and “daytime” periods. Impacts on residential uses at the units themselves and at the property lines of the sensitive uses have not been evaluated during this timeframe. Additionally, no technical information for the proposed speaker system has been provided by the applicant to ensure an accurate assessment. A Condition of Approval must be created to ensure that residential uses are not negatively impacted by drive-through (loud/amplified speaker) operations. Again, the noise levels should be studied at the property lines of the residential use and not the “outdoor activity area” regarding same, per the General Plan.
- m. There is no Condition of Approval or Mitigation Measure that requires the doors to be lowered during the operation of the car wash. As presently constituted, the environmental record is inconsistent with CEQA and the General Plan.
- n. The administrative record does not include measures or procedures consistent with General Plan Policy 6.5.1.10 (A) and (B) which states:

To provide a comprehensive approach to noise control, the County shall:

- A. Develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review process and, as may be determined necessary, through the building permit process.
- B. Develop and employ procedures to monitor compliance with the standards of the Noise Element after completion.

2) Pursuant to Guidelines section 15073.5, adequate mitigation must be identified in the environmental record and as such, the Planning Commission must direct staff to amend the environmental record before any action is taken on the proposed project and related entitlements. This will allow meaningful input from the public and other organizations while addressing the environmental impacts of the project. On July 11, 2013, several speakers addressed the Planning Commission regarding the above referenced proposed project, citing concerns with Noise and Traffic environmental impacts, among others. At the conclusion of the public testimony, there is no doubt that substantial evidence in the form of scientific and factual data was presented to the Planning Commission regarding Noise and Traffic impacts. Pursuant to CEQA Guidelines, an EIR must be prepared, as the Revised Proposed Mitigated Negative Declaration does not adequately inform you as decision-makers of the potential environmental impacts of the proposed project. The “substantial evidence” presented regarding traffic impacts came from many area residents and is based on their personal knowledge. Noise impacts were also addressed at the hearing before the Planning Commission. Again, an EIR must be prepared to afford the fullest protection of the environment as there is now substantial evidence in the record to require it. It can be fairly argued that the proposed project may have a substantial environmental impact with respect to Noise and Traffic impacts. The Planning Commission is required to direct staff to prepare and EIR, as required by CEQA, so that the environmental record adequately addresses the aforementioned significant environmental impacts.

Regards,

DAS – Development Advisory Services, Inc.

David A. Storer, AICP
Principal

13 SEP 11 PM 2:48
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PLANNING DEPARTMENT

September 11, 2013

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

Dear Chair and Planning Commissioners:

RE: Planned Development PD-12-0003 (Green Valley Convenience Center/Strauch Companies – APN: 124-301-46; Mitigated Negative Declaration

Thank you for the opportunity to comment on the proposed project and Revised Mitigated Negative Declaration. I apologize in advance for the length of this letter, but it difficult to convey all of my thoughts within the allowable three minute public comment period during the Planning Commission meeting. Further, I believe it will be more helpful to put this information including pictures in writing so that it is more easily understandable so that a fully informed decision can be made.

My wife, children and I live within a quarter mile of the subject property and have an in depth understanding of the project site as we pass the property at least twice daily and on many days more frequently. I have reviewed the information provided by County staff and would like to provide the following comments and information related to noise, traffic, wetlands, and aesthetics. As both my wife and I were both present at the July 11th, 2013, Planning Commission meeting, we would like to point out that the Project Minutes for this meeting posted on the County website omits and/or misstates some statements made by the public, County staff, and Planning Commission members. These Minutes must be corrected prior to any further action being taken on this application to provide the two absentee Planning Commissioners and the public an accurate testimony in the public record to make an informed decision.

Noise

For the reasons outlined in the September 11, 2013 letter from Development Advisory Services (DAS), the revised noise study does not appropriately document all of the environmental impacts from the car wash, drive-through, and vacuum at the proposed project and an Environmental Impact Report must be prepared to fully document all of the environmental impact created by this project. Some additional points in addition to those in the DAS letter is that the Noise Study analyzes a specific car wash dryer and vacuum which has not been specified by the project applicant or conditioned by County staff to be installed, the study states the car wash will be closed in the overnight hours which is not included in the Conditions of Approval but must be included, and the vacuum was not analyzed. Additionally, the applicant stated in the July 11th, 2013, Planning Commission meeting that the Schlotzsky's would close at 10 pm and therefore there a condition must be included in the Conditions of Approval which restricts the hours of operation to 6 am and 10 pm for both the drive-through and car wash. Finally, a Condition of Approval should be included that the car wash doors must

be operational at all times and if they are not then the car wash shall be closed until they are operational.

Traffic Safety

Based on information received from El Dorado County Department of Transportation for the period of 1/1/10 to 12/31/12, there were 16 accidents along Green Valley Road east of the intersection to the Mormon Island Road traffic signal, this is in addition to the 14 accidents at the intersection of Green Valley Road and Sophia Parkway. Out of the total of 30 accidents along this stretch of road 25 were serious enough to cause injuries including one fatality. When combined with the accidents at the intersection we have an accident rate of 1.08 per million vehicles entered which is above the threshold of one per million vehicles entered which was a threshold County staff indicated was a standard for additional consideration of roadway improvements. Clearly, this intersection is not currently safe and this new project will make matters much worse.

In addition to the accidents during the three year period indicated above, there have been two accidents just since the July 11th Planning Commission meeting including one that crashed into the project site (see picture).



Skid marks and debris from recent accident of vehicle into project site.

County staff makes the statement that a de-acceleration lane requires a distance of 400 feet from the signal, but based on existing projects this requirement does not appear to be used in other similar projects.

6.1.1 There are special conditions or circumstances peculiar to the property which would justify the adjustment or waiver because the current proposed driveway encroachment location is 200 feet from the signal and is as far as it can be moved, but a de-acceleration lane requires a distance of 400 feet from the signal. The increased taper at the Green Valley Road encroachment would enhance public safety at that ingress/egress point in lieu of a de-acceleration lane.

Following are several examples of deceleration lanes that are significantly shorter than the Caltrans standards referred to by staff in the Conditions of Approval:

- WB Green Valley Road at Safeway – 50 MPH roadway with 340' deceleration lane with bay taper verses Caltrans Highway Design Manual (below) 435' deceleration lane.
- NB Francisco at Safeway – 40 MPH roadway with 175' deceleration lane with bay taper verses Caltrans Highway Design Manual (below) this speed would require a 315' deceleration lane.
- EB Green Valley Road @ Cambridge (1st driveway at shopping center) – 50 MPH roadway with 150' deceleration lane with bay taper verses Caltrans Highway Design Manual (below) 435' deceleration lane.
- EB Green Valley Road @ Cambridge (2nd driveway at shopping center) – 50 MPH roadway with 125' deceleration lane with bay taper verses Caltrans Highway Design Manual (below) 435' deceleration lane.
- SB Latrobe Road @ Investment Blvd – 55 MPH roadway with 195' deceleration lane with bay taper.

Caltrans Highway Design Manual 400-25
May 7, 2012

Deceleration Lane Length -- Design speed of the roadway approaching the intersection should be the basis for determining deceleration lane length. It is desirable that deceleration take place entirely off the through traffic lanes. Deceleration lane lengths are given in Table 405.2B; the bay taper length is included. Where partial deceleration is permitted on the through lanes, as in Figures 405.2B and 405.2C, design speeds in Table 405.2B may be reduced 10 miles per hour to 20 miles per hour for a lower entry speed. In urban areas

where cross streets are closely spaced and deceleration lengths cannot be achieved, the District Traffic branch should be consulted for guidance.

Table 405.2B

<u>Deceleration Lane Length</u>	
<u>Design Speed</u>	<u>Length to Stop</u>
(mph)	(ft)
30	235
40	315
50	435
60	530

Based on the just these five examples, the County has routinely for recently approved projects varied from the Caltrans Deceleration Length guide and such a variance at the proposed project may be justified based on the current roadway design and high anticipated traffic volume from this project.

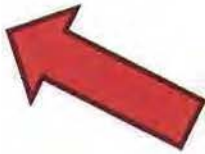
Over the Labor Day weekend, a speed survey was conducted (by DAS) which found that more than 50 percent of the vehicles passing the site did so in excess of the 50 MPH speed limit and 50 percent of the those exceed 55 MPH. While the proposed curb line adjustment design marginally improves the traffic flow entering the site, it cannot resolve the traffic safety issue that has been identified by myself and over 30 other neighbor residents to less than significant as the Traffic Impact Analysis and County staff fail to address this issue and the cumulative impacts of this project on traffic safety.

The Traffic Impact Analysis fails to accurately recognize the bicycle traffic at the project site due to the time of year the count was conducted and the heavy weekend bicycle use. One of the criteria for a project to reach a threshold of significance is to "Create a conflict between alternative modes of transportation (e.g. motor vehicles and bicycles)". The Revised Mitigated Negative Declaration fails to address this significant impact. Interestingly the Traffic Impact Study for the Safeway shopping center up the street reaches the conclusion that there is a potentially significant impact unless mitigation is incorporated. Most the bicycle traffic passing the Safeway shopping center also passes the subject property. An Environmental Impact Report must be prepared to properly identify all environmental impacts.

Wetlands

In my previous letters and in my public comments at the July 11, 2013 Planning Commission meeting, I conveyed a concern that reducing the wetland setback reduction from 50 feet to 10 feet was not justified as vehicles and pedestrians would be only 10 feet from the wetland stream bed on top of a 12 foot high retaining wall. This design configuration with reduced wetland setback creates a situation where trash will intentionally or unintentionally pollute the wetland and downstream Mormon Island Preserve. While the applicant has committed to keep this wetland clean, he has not demonstrated his willingness or ability to keep his other properties free of refuse as shown in the following pictures taken on two occasions at his Placerville location. As is shown in the pictures, refuse can be found on both sides of the fencing demonstrating that a screen is not sufficient protection for the wetland area.





Aesthetics

While the proposed designs are much improved over the previous version, they are not consistent with the surrounding neighborhood including the recently developed Safeway shopping center. I would characterize the design them as "mountain style" where the current design styles in the surrounding neighborhood is Mediterranean/Tuscan/Spanish. Suggested changes to make the project more consistent with the surrounding neighborhood are:

- Change roof material to concrete tile in brown or grey tones.
- Change stone accents to more of a stacked ledge stone material.
- Make the fuel island posts more substantial (they look like sticks holding up a huge roof).

- Change green eyebrow canopy on the west side of the building to match trellises on the back side of the building.
- Eliminate circle painting on the east side of the building.

Landscaping Plan – Due to the height of the retaining wall and other grade issues the project should be required to plant 24" box trees instead of 5 and 15 gallon trees.

Trellis on top of Retaining Wall and Screen

No specific design, materials, and colors have been submitted for the proposed screen at the rear of the property. What is the Planning Commission being asked to approve? In addition, no colors have been submitted for the trellises.

Signs

Monument Sign

Per a discussion with County Planning staff, monument signs are measured from the average low point on the ground to the highest point of the sign. The applicant submitted documents incorrectly measures the height of this sign from the highest point on the ground to just the top of the ARCO logo. The sign as submitted is about a foot taller than the 16 foot limitation in the Conditions of Approval.

As you can see from the following pictures taken at the Applicant's other existing projects in Placerville, Cameron Park, and Folsom there is a total disregard for the County sign ordinance and general aesthetics of his properties. You can see from these pictures that there is advertising everywhere on these sites including extensive window painting, banners, light pole, fuel pump and building advertising.







As you can clearly see from these pictures this gas station operator does not respect the aesthetics of the communities he locates his businesses in or for City and County sign ordinances. Due to a lack of County staff to enforce sign ordinances, the applicant is able to get away with this illegal advertising including for cigarettes. Based on this pattern of action at the application's other properties in the County, I suggest the following Condition of Approval.

No temporary or permanent signage shall be allowed including but not limited to signs, banners, pricing boards, "POP" signs, merchandizing displays both inside and outside of windows, and window painting except for the signage specifically shown on the Planning Commission approved drawing.

Please incorporate a Condition of Approval that requires the applicant provide the County with a signage enforcement plan (prior to issuance of a building permit) along with an associated perpetual funding mechanism and have that plan to be approved by the Planning Department.

In addition to these conditions, I recommend the approved plans be revised to eliminate the three advertising "POP signs on the building, ARCO blue stripping on all buildings and the fuel canopy, and reduce the size of the signage on the western side of the building by 50%.

Other Comments

Condition #9 Outdoor Display is vague and potentially unenforceable. I suggest it be amended to merchandising and storage and be enforceable in the same manner as the sign requirements outlined above.

The eastern portion of the car wash building and the retaining wall is shown to be built on top of a Public Utility Easement for the El Dorado Irrigation District. I do not believe you can construct on top of these public utility easement.

We are not opposed to a gas station at this location, but the project is trying to squeeze too much on this site which creates avoidable environmental impacts. The proposed combined uses included in the project create a very high trip count, creates noise which is incompatible with the surrounding residential uses, creates traffic safety issues, proposed a design that is incompatible with the newer surrounding property uses, and seeks a variance from the wetland setback which results in an unavoidable impact on this wetland. There are many other less intensive commercial uses that could be developed at the property under the currently allowed zoning. This is not the only allowable use that could be developed on this property under the Commercial-Planned Development zoning. Additionally, we are concerned that this applicant has demonstrated a disregarding for the County sign ordinance and general upkeep of other

El Dorado County Planning Commission

September 11, 2013

Page 11

properties he owns and operates in the County. Is this the type of business operation we want in our community?

I also request that an Environmental Impact Report be prepared to appropriately identify all of the environmental impact with appropriate mitigation measures and complete design plans so that the Planning Commission and community can fully evaluate this project. Thank you for your consideration.

Sincerely,

Darren and Joelle Bobrowsky



Tom Dougherty to: Dianna Anders
PC 9/26/13
#11
6 pages

PD12-0003/Green Valley Convenience Center

Dianna Anders <gvcenter@sbcglobal.net>

Wed, Sep 11, 2013 at 2:30 PM

Reply-To: Dianna Anders <gvcenter@sbcglobal.net>

To: "tom.dougherty@edcgov.us" <tom.dougherty@edcgov.us>, "charlene.tim@edcgov.us" <charlene.tim@edcgov.us>

Cc: "peter.maurer@edcgov.us" <peter.maurer@edcgov.us>, "storerdas@comcast.net" <storerdas@comcast.net>, "bobrowsky@gmail.com" <bobrowsky@gmail.com>

Hi Char & Tom,

I am forwarding my comments to distribute to the Planning Commission regarding the Revised Negative Declaration for the above referenced project. Please let me know if you have any trouble with the document.

Also, I understand the hearing scheduled for tomorrow is cancelled. I would like to be added to distribution lists for future notices such as this reschedule.

Thank you,

Amy L. Anders

(310) 995-1777

 ARCO AMPM PC 2.pdf
826K

From the desk of
Amy L. Anders

September 10, 2013

County of El Dorado Planning Services
County of El Dorado Planning Commission
Att: Tom Dougherty, Project Planner
2850 Fairlane Court
Placerville, CA 95667

VIA EMAIL

13 SEP 11 PM 2:37
RECEIVED
PLANNING DEPARTMENT

Subject: Planned Development PD12-0003/Green Valley Convenience Center/ARCO AMPM

Mr. Dougherty and Planning Commissioners,

I am forwarding my comments on the Revised Mitigated Negative Declaration submitted for the above referenced project. I have reviewed all of the materials prepared by County Staff along with documents submitted by the applicant and/or his contracted resources. I continue to have grave concerns about traffic, public safety, noise, environmental and aesthetic issues inherent to the proposed project. At the previous public hearing on July 11, 2013, I described these issues in great detail and provided "use case" examples of negative impacts. The Revised Mitigated Negative Declaration does not adequately address the known environmental issues created by this project.

Traffic and Public Safety

As the owner of several existing high-volume commercial businesses within 150 to 500 feet from the proposed ARCO AMPM, I have first-hand knowledge and a very "real world" understanding about this segment of Green Valley Road. My observations and practical experience do not align with the findings of the Traffic Impact Analysis (TIA) produced by KD Anderson & Associates or the myriad reports produced by El Dorado County Department of Transportation (DOT). Two examples of marked disparity between "official reports" and "real world" observations from living in the vicinity include the following: 1) the number of traffic accidents reported vs. observed, and 2) the average speed of vehicles traveling on Green Valley Road reported vs. observed.

To better understand possible causes of the disparities, I interviewed representatives from the California Highway Patrol (CHP) and El Dorado County DOT regarding their respective data collection and reporting processes. I uncovered several significant gaps in the data collection and data summarization processes that currently serve as the foundation for various "official reports." One example of a gap in data collection is when an accident occurs, but is not subsequently reported to the CHP. Another example of a gap in the data summarization process is when an analyst makes a judgment call to omit or include data based upon a subjective bias or opinion. These are only two examples that indicate the existing "official reports" are flawed; therefore, only useful as a rough gauge to augment a thorough and precise decision-making process in which common sense prevails.

2552 Amy's Lane
El Dorado Hills, CA 95762
Telephone: (310)995-1777
Email: alanders2012@gmail.com

1

From the desk of
Amy L. Anders

In addition to performing informational interviews with CHP and DOT personnel, I commissioned an independent speed study to obtain current data. As stated in my previous letter of July 4, 2013, the TIA produced by KD Anderson and Associates cites data collected in 2007. According to CHP and DOT staff, current data is readily available and may be used to perform the required analysis of specific intersections and/or road segments. It is also available for use in analyzing accident data to identify patterns and trends that help staff determine probable causes and develop solutions.

The following summarizes findings from an independent speed study commissioned and conducted over a three-day period:

VEHICULAR TRAVEL SPEEDS ON GREEN VALLEY ROAD AT SOPHIA PARKWAY - EASTBOUND

NOTES ROAD DIRECTION ON CURVE AND UPHILL

VEHICLES ARE RECORDED PASSING THROUGH SIGNALIZED SECTION AFTER FIRST GROUP OF VEHICLES HAVE PASSED THROUGH ON A GREEN AFTER A STOP.

RECORDED AT EASTERLY PROPOSED DRIVEWAY
Data set is for vehicles suspected of speeding

2013					Aug 31st	1-Sep	2-Sep
Ft/Second	Seconds	Dist	MPH		Saturday 11 - 1115a	Sunday 1215-1245p	1:30-200pm
119.05	2.1	250	81				
113.64	2.2	250	77			*	
108.70	2.3	250	74				
104.17	2.4	250	71				*
100.00	2.5	250	68				*
96.15	2.6	250	66				
92.59	2.7	250	63			**	*
89.29	2.8	250	61			*	*****
86.21	2.9	250	59	*		*	*****
83.33	3	250	57	*		***	*
80.65	3.1	250	55			**	*****
78.13	3.2	250	53	***		*****	*****
75.76	3.3	250	52	***		**	***
73.53	3.4	250	50	*		**	***
71.43	3.5	250	49			*****	*
69.44	3.6	250	47	**			*
67.57	3.7	250	46	**		*****	**
65.79	3.8	250	45			**	
64.10	3.9	250	44				
62.50	4	250	43			*	

No. of vehicles	13	37	34
Over 50 mph	8	20	27
50 mph or under	5	17	7

As documented in the table above, a vast majority of vehicles travel at speeds in excess of 50 mph along this segment of Green Valley Road. As stated in my letter of July 4, 2013, with most vehicles traveling at a high rate of speed, adding a high-volume business such as a gas station with a fast food restaurant and a car wash will only exacerbate existing problems. Moreover, while a road improvement such as widening Green Valley Road to four lanes can definitely improve traffic conditions (as observed with GVR segment expansion in 2005), it is absolutely insufficient to mitigate the inherent problem with the proposed ARCO AMPM project – too much volume! Commonsense dictates that adding a dedicated turn lane or acceleration/deceleration lane is absolutely necessary to bring traffic safety, flow and queuing to a reasonable tolerance level on this segment of Green Valley Road. Now, this is compelling! As the owner of commercial properties with approximately 600 feet of frontage to Green Valley Road, I

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From the desk of
Amy L. Anders

welcome a discussion with DOT about adding a dedicated turn lane to improve traffic safety for all of my properties. However, my willingness to enter into an agreement to give up my property to improve public safety is absolutely conditioned upon DOT's agreement and ability to implement and enforce similar standards/requirements for all properties along this segment of Green Valley Road.

Below is a "real world" example of an unreported accident on Green Valley Road at Sophia Parkway. The photos depict the path of travel and extraction point of a car that recently drove off the side of Green Valley Road and came to a hard stop when it hit the dirt embankment at the far side of the proposed ARCO AMPM project site. The driver avoided a rear-end collision, but drove off the road.



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Wetlands

As stated in my previous letter of July 4, 2013, my residential property has a pond that holds water all year round. It serves as a breeding ground for wildlife including northwestern pond turtles, wood ducks, mallard ducks and Canadian geese. These wildlife inhabitants travel to and from my pond to the larger wetlands at Mormon Island State Park using the stream and wetlands environment that encompasses the southern half of the ARCO AMPM property.

Undeniably, even a small amount of oil, gasoline, antifreeze, or trash overflowing into the natural environment will cause permanent damage to the wetlands. In order to proceed with the ARCO AMPM project, Planning Commissioners must approve a reduction of the normally required wetland setback from 50 feet to ten (10) feet. For this project, approving a reduction in the setback is entirely unacceptable. Because of the extremely toxic characteristics inherent to this type of business and the project's unique design features, it is impossible to mitigate the potential for permanent damage to the wetland. At this specific location, any risk of permanently damaging the wetlands environment is not an acceptable risk given the consequences of even a small mistake.



Great Blue Heron in center of photo above rock.



Northwestern Pond Turtle in center of photo on bank under rock ledge.

From the desk of
Amy L. Anders

Noise/Aesthetics

As a resident who will be directly affected by any commercial business constructed on the subject property, I am seriously annoyed by the cavalier approach taken in producing the Environmental Noise Analysis (ENA). I find it unconscionable that anyone would submit professional conclusions and recommendations based upon fabricated information, especially when it impacts the ability of established residents to quietly enjoy the use of their homes.

As most residents of the neighborhood do, I enjoy entertaining guests on my patio in the afternoon and evening hours throughout most of the year. Aside from an occasional motorcycle passing by on Green Valley Road or Sophia Parkway, this is a very quiet, peaceful location. Existing commercial businesses are all very good neighbors who have zero impact on ambient noise and are virtually transparent to residents of this community.

My residential property borders the ARCO AMPM property. The proposed ARCO AMPM plan includes a high-volume gas station with a car wash, outside vacuums, and a popular fast-food drive through. The new ENA still does not address how each of these commercial uses will “realistically” impact homeowners in the area. Instead, the ENA is based solely upon hypothetical data and extrapolation for car wash dryers, vacuums and drive through speakers that may or may not be the equipment purchased and installed by the developer. In reality, the new ENA does not provide sufficient factual data and/or product information to support a decision to approve the ARCO AMPM project as planned.

As a commercial business owner and homeowner who is directly impacted by this project, I am appealing to each member of the Planning Commission to please exercise due diligence when reviewing the pertinent facts of this project. The ARCO AMPM project attempts to pack too many businesses onto an irregular shaped lot. In the process, it creates serious traffic, biological, noise, and public safety issues. An Environmental Impact Report would be a standard tool to use to validate the information provided by the community and determine effective mitigation measures. To date, efforts to mitigate the project’s inherent issues are insufficient to reduce the associated risks to an acceptable level. In the absence of a viable, enforceable solution to the issues identified by the public, this project must not be approved.

I look forward to seeing you at the hearing on September 12th.

Sincerely,

Amy L. Anders

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(PowerPoint conducted by
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10/01/2013

PC 9/26/13

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8 pages



Introduction



Green Valley Center



Green Valley Road/Sophia Parkway



Green Valley Road/Francisco Dr.



Merrychase Dr., Cameron Park



Forni Rd., Placerville



Folsom Blvd., Folsom



Folsom Blvd., Folsom



Sunset Blvd., Rocklin



Sunset Blvd., Rocklin



Pleasant Grove Blvd., Roseville



Pleasant Grove Blvd., Roseville



Pollution Issues



Code Enforcement

