



Community Safety First

CUP23-007 APPEAL

PRESENTED BY THE SHINGLE SPRINGS COMMUNITY ALLIANCE

FEBRUARY 3, 2025

Grounds for Appeal

The Ponderosa Interchange area is already congested and dangerous, with injury and fatality rates well above the state average. It is heavily used by student drivers and parents accessing schools in the area, including Ponderosa High School.

This project would generate thousands of trips through this already congested area.

Egress from the Project site is insufficient and relies on frequently congested Durock Road. Alternatives to Durock Road are dangerous and disruptive.

El Dorado County voters and our General Plan are clear that infrastructure must be in place prior to the approval of impactful projects.

Therefore, the Project cannot meet the legal requirements for approval of a Conditional Use Permit.

Requirements for CUP Approval

No Injury

The proposed use would not be detrimental to the public health, safety and welfare, or injurious to the neighborhood

General Plan

The proposed use is consistent with the General Plan

Allowed in Zone

The proposed use is specifically allowed by a conditional use permit pursuant to this Title



Existing Conditions

Pictured: Eastbound traffic on Durock Road approaching South Shingle Road on Monday, January 12 at approximately 4pm, taken from the approximate location of the proposed egress from the Project site. Traffic extends well past the proposed project site and impacts nearby businesses.

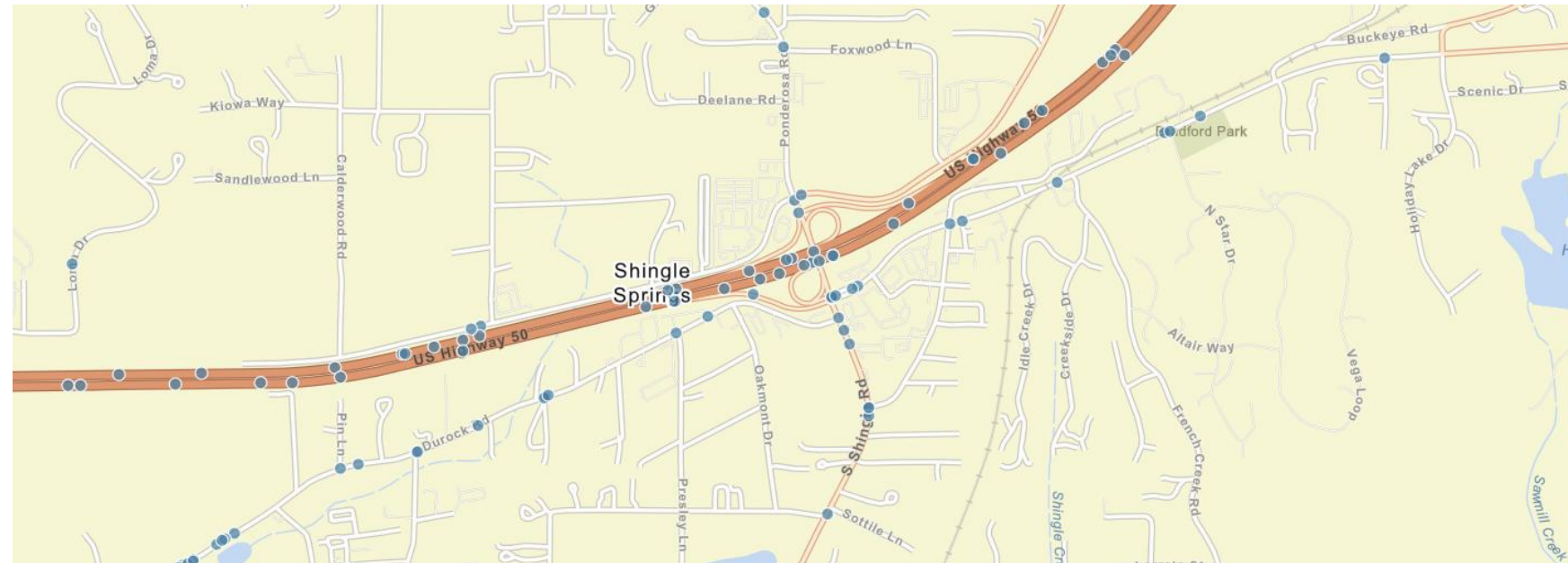


Applicant Statement to the Planning Commission October 30, 2025

*The Transportation Analysis Report (“Traffic Report”) for the CIP, prepared in November 2024, examined five of the same intersections that the Project’s TIS analyzed. The Traffic Report evaluated intersection conditions and average maximum queue lengths under existing conditions and projected “Horizon Year” 2049 conditions with and without the CIP. **The Report found that under the existing conditions, on southbound Ponderosa Road and westbound N. Shingle Road, and eastbound left turn on S. Shingle Road/Mother Lode/US-50 operate at LOS F during the peak hours of 7:45 to 8:45 AM and 3:00 to 4:00 PM (Attachment 4- Section 3.2 Intersection Operations from Traffic Report).** This is consistent with the public comments indicating that school traffic is the cause of the existing congestion. **With respect to queue length, the available storage is exceeded at the northbound Ponderosa Rd./US-50 Westbound ramps and the eastbound S. Shingle Road/Mother Lode/US-50 in the AM peak hour (Attachment 5- Table 16 from Traffic Report).***

Not Just Annoying - Traffic Safety is a Serious Problem in Shingle Springs

According to traffic data from UC Berkeley's California Traffic Safety Overview dashboard, the rate of fatal and serious injuries per capita from traffic collisions in Shingle Springs is 2.4 times the statewide average.



Each blue dot on this map represents a collision resulting in injury or fatality between 2019-2023

Pictured: The applicant's assumed trip distribution, as depicted in the July 2025 version of the Traffic Impact Study found on eTrakit (Page 18). The Study was built on an assumption that only 10% of trips will use Highway 50 in each direction.

The applicant's Traffic Impact Study minimizes this trip generation by claiming that most trips will be from cars already utilizing the local roadway network. But this seems implausible for a facility on a major tourist highway.

Legend

- # Study Intersection
- # Study Roadway Segment
- % Primary Trip Distribution

Project Location

25-2068 - K 70

Miles

But Even Local Trips will Harm the Community

In the near term, drivers wishing to head back towards the freeway or points north and east will need to exit onto already crowded Durock Road.

If Durock Road is too congested, drivers face a long detour as depicted below. Sunset Road is narrow and unable to handle a significant traffic increase.



Blind, Unsignalized Left Turns Along the Sunset Route



Proposed Mitigation is Inadequate

The applicant proposes to stripe a “keep clear” space on Durock Road. This would not solve the problem of the inability to turn right from the station if Durock Road is congested.

It would also increase the queue for drivers on the existing road, especially if drivers exiting the gas station cut in front of them. As depicted below, eastbound drivers on Durock Road already face significant delays on weekday afternoons approaching the Project site.



The Planned CIP Project does not justify approval now

Pictured: Applicant's rendering of the site following construction of the County's CIP Project. Traffic wishing to access points north or east of the Project location (including freeway) will need to cross two lanes of Southbound traffic

After construction of the road improvements, drivers will have to egress using South Shingle Road as Durock will no longer be an option. This will present its own challenges and requires an evaluation after the CIP project is completed.



The General Plan and Voters are Clear – Adequate Infrastructure is a Prerequisite to Development

*Development within Community Regions, as with development elsewhere in the County, may proceed only in accordance with all applicable General Plan Policies, including those regarding infrastructure availability as set forth in the Transportation and Circulation and the Public Services and Utilities Elements. Accordingly, **development in Community Regions and elsewhere will be limited in some cases until such time as adequate roadways, utilities, and other public service infrastructure become available** and wildfire hazards are mitigated as required by an approved Fire Safe Plan. – General Plan Policy 2.1.1.7*

Voters have reiterated this point several times, including in several Supervisor elections and with the passage of Measure E in 2016.

County Code Requires that the Whole Project is Discretionary and Subject to a CUP

“Where a single lot is proposed for concurrent development of two or more uses listed in the tables, the overall project shall be subject to the permit level required for each individual use under Subsection B (Planning Permit Requirements) below in this Section. Consolidation of multiple permits into the one permit application may be allowed, subject to Director approval.” – Zoning Ordinance Sec. 130.20.030(b)

*“If there is any single use that triggers the need for a Conditional Use Permit, **the Conditional Use Permit will include and address, as long as it remains active, all existing and subsequent uses** allowed by discretionary permit.” – Zoning Ordinance Sec. 130.20.030(b)*

The Planning Commission appeared to be under the impression that only the car wash could be considered as part of the CUP discussion – this was incorrect.



Other Concerns

It appeared based on their discussions during deliberations that the financial investment of the applicant and cost to resubmit was a significant factor in the Planning Commission's decision. This is inappropriate in a quasi-judicial process.

During circulation of the CEQA Mitigated Negative Declaration, several deficiencies were identified in the areas of Hydrology and Water Quality, Public Services, and Aesthetics. CEQA compliance is not required for a denial, but the Alliance holds that these issues have not been adequately addressed.

Requirements for CUP Approval

No Injury

The proposed use would not be detrimental to the public health, safety and welfare, or injurious to the neighborhood

NOT MET

General Plan

The proposed use is consistent with the General Plan

NOT MET

Allowed in Zone

The proposed use is specifically allowed by a conditional use permit pursuant to this Title

ONLY ONE MET

