



PC 8-05-18
#7

Planning Department <planning@edcgov.us>

Fwd: Saratoga Retail Phase 2 (DR-R18-0001)

1 message

Char Tim <charlene.tim@edcgov.us>
To: Planning Department <planning@edcgov.us>

Wed, Aug 15, 2018 at 7:26 AM

Char Tim
Clerk of the Planning Commission

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

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

From: **Douglas Dickinson** <dickinson.rose@sbcglobal.net>
Date: Tue, Aug 14, 2018 at 6:34 PM
Subject: Saratoga Retail Phase 2 (DR-R18-0001)
To: charlene.tim@edcgov.us, jvegna@edcgov.us, gary.miller@edcgov.us, jeff.hansen@edcgov.us, james.williams@edcgov.us, brian.shinault@edcgov.us, john.hidahl@edcgov.us

Ladies and Gentlemen,

I am opposed to any fast food restaurant being approved in our neighborhood and residential area. This type of business is not appropriate within a residential area. This type of business does not serve the need of the community. This proposed retail business should be within a retail area such as in the Raley's shopping center or Town Center.

In addition, with the upcoming merging of Saratoga Way and Iron Point, and having a fast food restaurant with its' parade of delivery trucks, RV's, buses, big rigs, trailers/boats and vehicles will create enormous traffic issues for the residents of this established neighborhood (six days a week, from 6:30am to 10pm). The increase in noise, pollution, odors and security issues; diminishes the quality of life for the local residence.

You'll have big rigs and other large vehicles parking on Saratoga Way, then turning around at Finders Way and/or going thru the neighborhoods to find an exit back to US 50.

Lunch time will be chaotic, especially with the teenage crowd on their school lunch break.

This business doesn't bring anything of value to our neighborhood!

A farm to fork establishment would be something that would be more acceptable than a fast food establishment. The decor should have a upscale aesthetic feel.

Douglas Dickinson
703 Platt Circle
El Dorado Hills, CA 95762



RV 08-15-18
#7
19 Pages

Planning Department <planning@edcgov.us>

RV / TRUCK Turning Radius FLAWS in DR-R 18-0001 Saratoga Retail

1 message

Kim S - Camom <CAmom2345@hotmail.com>

Wed, Aug 15, 2018 at 12:47 PM

To: "jvegna@edcgov.us" <jvegna@edcgov.us>, "james.williams@edcgov.us" <james.williams@edcgov.us>, "gary.miller@edcgov.us" <gary.miller@edcgov.us>, "jeff.hansen@edcgov.us" <jeff.hansen@edcgov.us>, "brian.shinault@edcgov.us" <brian.shinault@edcgov.us>, "charlene.tim@edcgov.us" <charlene.tim@edcgov.us>, "rommel.pabalinas@edcgov.us" <rommel.pabalinas@edcgov.us>, "planning@edcgov.us" <planning@edcgov.us>, "efren.sanchez@edcgov.us" <efren.sanchez@edcgov.us>, "roger.trout@edcgov.us" <roger.trout@edcgov.us>
Cc: "bosone@edcgov.us" <bosone@edcgov.us>, "bostwo@edcgov.us" <bostwo@edcgov.us>, "bostthree@edcgov.us" <bostthree@edcgov.us>, "bosfour@edcgov.us" <bosfour@edcgov.us>, "bosfive@edcgov.us" <bosfive@edcgov.us>, Brooke Washburn - neighbor <washburn_bew@yahoo.com>, Rebecca - neighbor <rebecca.isbell@ymail.com>, Hilary Krogh - Saratoga <hilaryd73@gmail.com>, Melissa Garske - Saratoga <fashiongirlmelissa@yahoo.com>, "Dollins, Brandy" <brandy.dollins@franklintempleton.com>, Matt Emrick <matthew@mlaw.com>, Melinda Hollis - Saratoga <melinda@otbphotoorganizing.com>, "Sugihara, Diana (SNFD)@DHCS" <Diana.Sugihara@dhcs.ca.gov>, "rafael.martinez@edcgov.us" <rafael.martinez@edcgov.us>, "tjwhitejd@gmail.com" <tjwhitejd@gmail.com>, "jrazzpub@sbcglobal.net" <jrazzpub@sbcglobal.net>, "hpkp@aol.com" <hpkp@aol.com>, "jdavey@daveygroup.net" <jdavey@daveygroup.net>, "aerumsey@sbcglobal.net" <aerumsey@sbcglobal.net>, "charlet331@gmail.com" <charlet331@gmail.com>

Please add this comment and attachments to the public file for Dr-R 18-0001 Saratoga Retail for the upcoming August 23, 2018 El Dorado County agenda item.

Planning Commissioners et al.

The current proposal for the parking configuration to accommodate large delivery trucks, RV's and trucks with trailers would have you believe it is perfectly feasible to accomplish such a parking task by large vehicles (with potentially inexperienced drivers).

Scrutinizing the Helix design "Site Plan, Figure 3" (attached) the project allows for 24' widths between rows of cars, landscaping etc on the design. There is a gutter behind the row of cars adjacent to Bldg 3 that appears to add two feet, so in that area it can be assumed the pavement measurement for a right turn is 26' - 28'. Add a few more feet from the pedestrian walkway in the middle and it is still not enough feet for large vehicles, especially ones with trailers to navigate these turns.

Attached are many diagrams showing the turning radius of large vehicles. At a BARE minimum the radius needs to be 40'. Many of the diagrams show between 50'-80' for a 90 degree turn depending on the size / length of the vehicle and whether it involves a trailer.

The RV / Truck loading parking approach from Walgreens can happen in one of two ways, a near 90 degree right turn (into oncoming exiting vehicles from Chik Fil A's drive thru) and a sort of S turn adjacent to Building 2A next to the pedestrian walkway. This S turn begins with a 90 degree right turn and immediately ends with an approximate 45 degree left turn. Consider the feasibility of "snaking" large vehicles in this fashion, especially RV owners who may not be adept at turning.

~~The other possible entry is the second driveway where loading trucks, RVs, and trucks with trailers can enter, this turning radius is more broad, appears to be 56 degrees, yet if the other spots are~~

inhabited the performance of turning into the spot is limited to the width of the actual spot accommodating only 10' radius for the turn into the space and no more.

Basically, the configuration that the developer has supplied is misleading. They are "plugging in" RV spots in a location that is apparently unfeasible in the real world to actually turn something to get in the parking spots.

The apparent only way is in to pull up via the second driveway and then back-out. Even in this scenario the backing out has its own turning radius issues, especially in light of the cars that will be backed up and stacking up in front of the parking spaces idling and waiting their turn near the RV / Truck loading spots. At over 100 vehicles per hour and shown by photos (see attached) Chik Fil WILL HAVE VEHICLES STACKING INTO THE PARKING LOT.

Please take a careful look at the diagrams and try to understand how the configuration for loading and RV and trucks with trailers will work in a real life scenario, especially with inexperienced RV drivers.

What will happen is that people will park their RV's on Saratoga Way and then leave the road by taking Arrowhead to Mammoth and turn left onto Saratoga. But when Mammoth becomes a right turn only, the vehicles will be forced to loop back the same way they came and either continue on Saratoga to Iron Point (once it is connected) or, if they are heading east toward Tahoe, drivers will again take a right turn onto Arrowhead (if the turning radius allows if there are no cars parked on the street) and then drive up into a residential neighborhood to and figure out how to get out. When Saratoga becomes a four lane with a raised median, the scenario for Park Village Residents becomes even worse. We will have multiple transient RV's parking right in front of our homes!!! Imagine people pulling out lawn chairs and eating chicken burgers in front your house.


Please deny the new DR R-18-0001 Saratoga project as it is a Fast Food drive through that attracts RV's and trucks with trailers and has weekly large truck deliveries. Having a fast food drive thru next to a residential neighborhood is not conducive to the goals of the County of El Dorado General Plan in that it appears to give advantage to the developer over the needs of the community and the adjacent residential neighborhood.

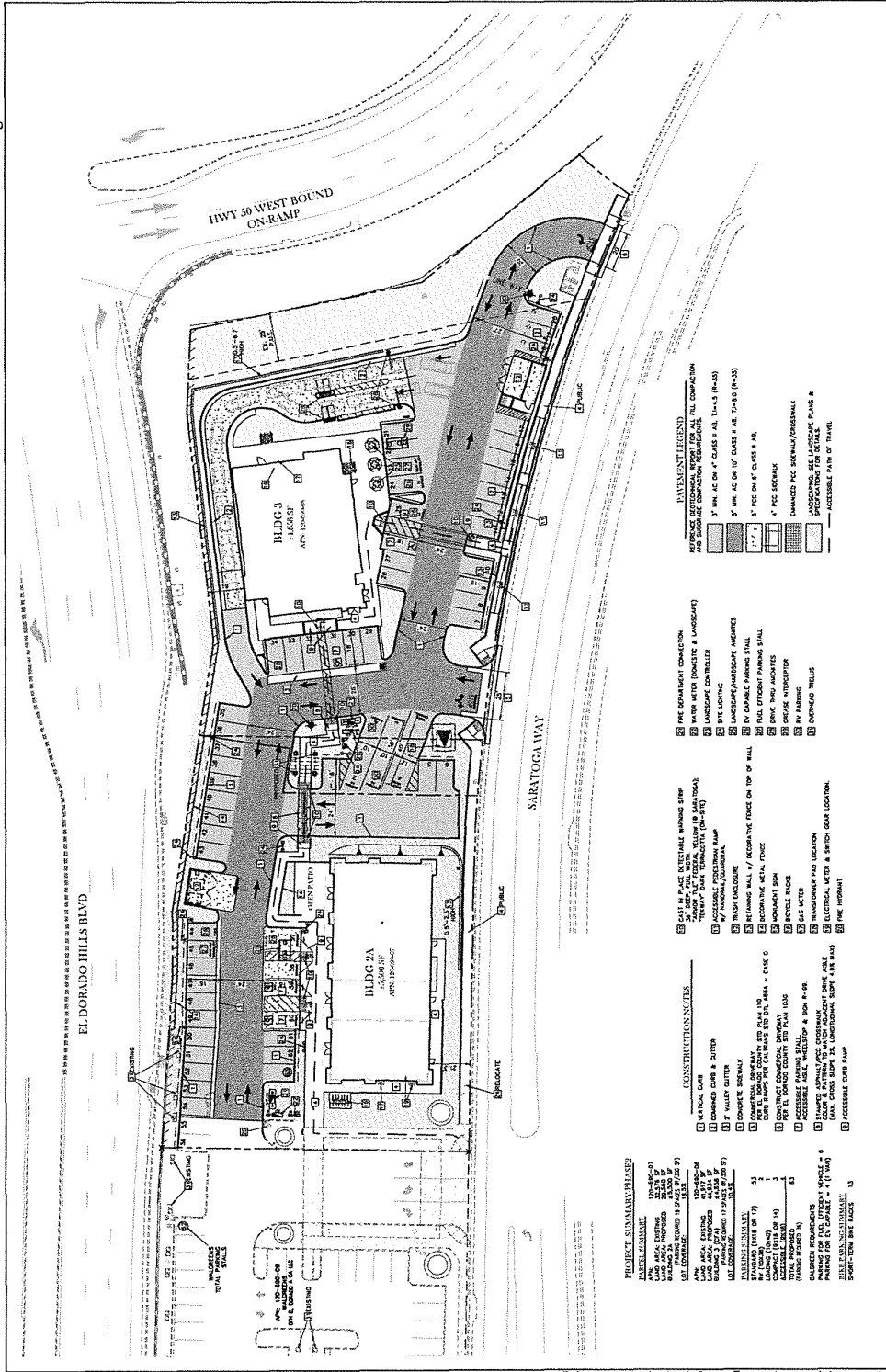
Thank you for your time and consideration,

Kim Shultz

2 attachments

 **Turning Radius.zip**
3418K

 **photos folsom.zip**
2108K



Source: TSD Engineering, Inc. 2018

HELIX
Environmental Planning

Site Plan
Figure 3

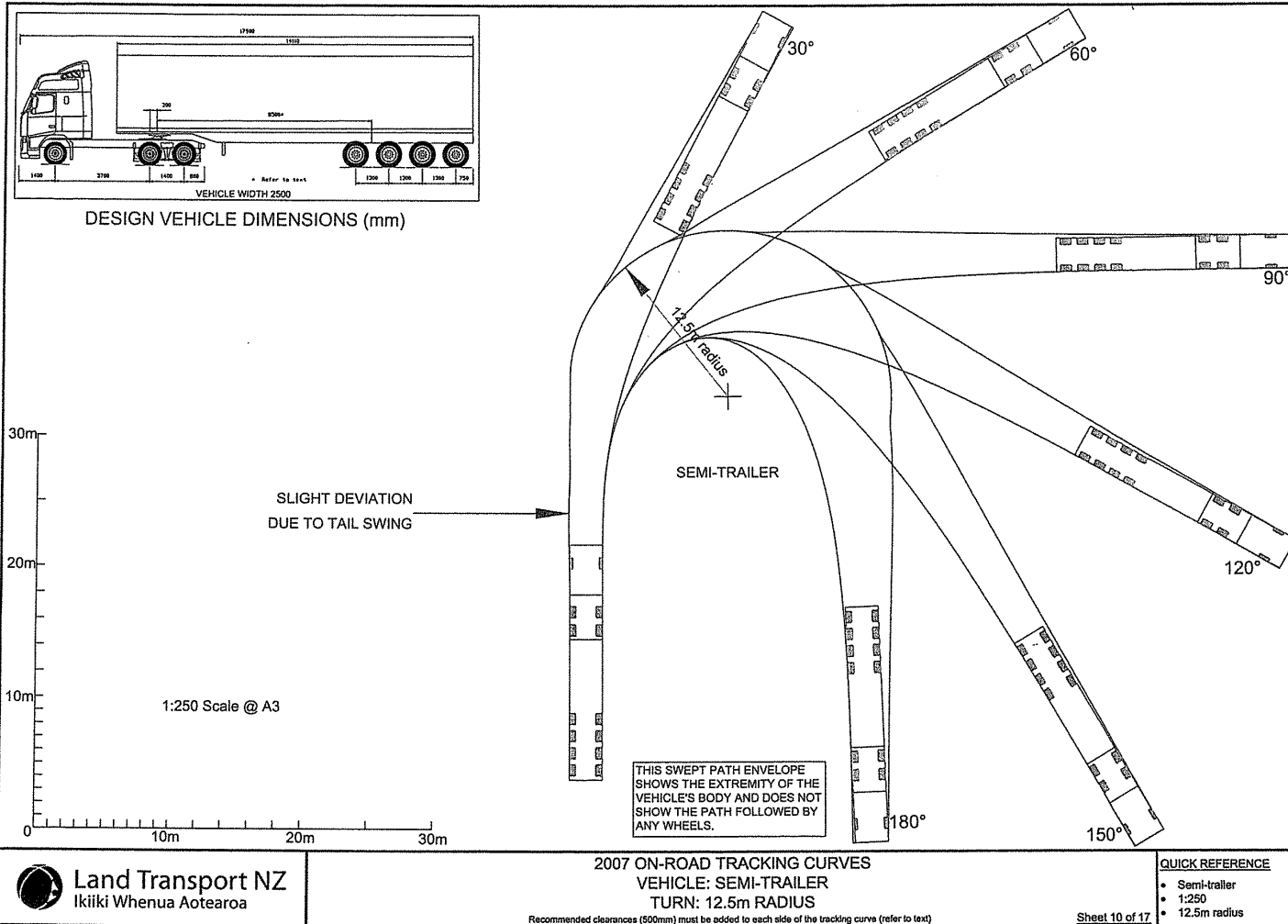
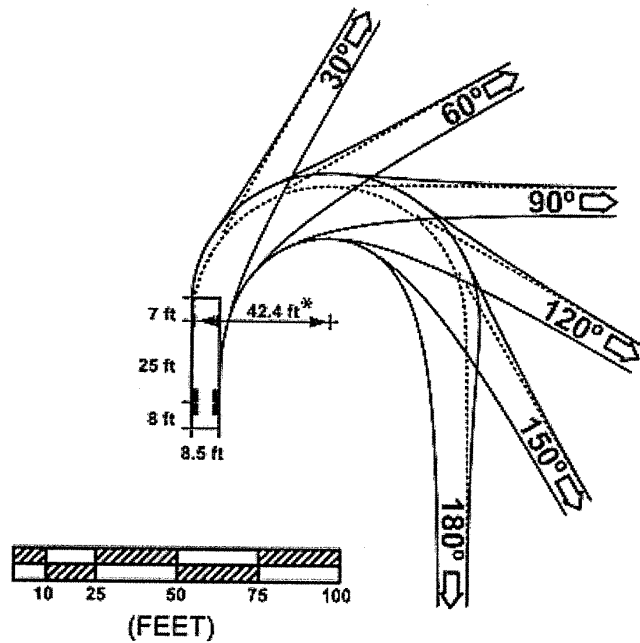
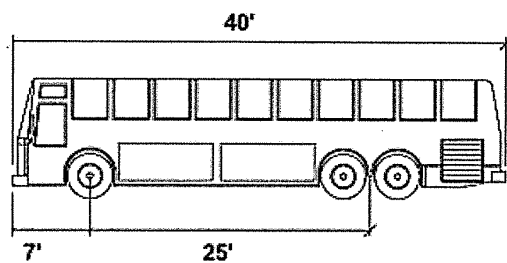


Figure 404.5E
40-Foot Bus Design Vehicle



* Radius to outside wheel at beginning of curve.



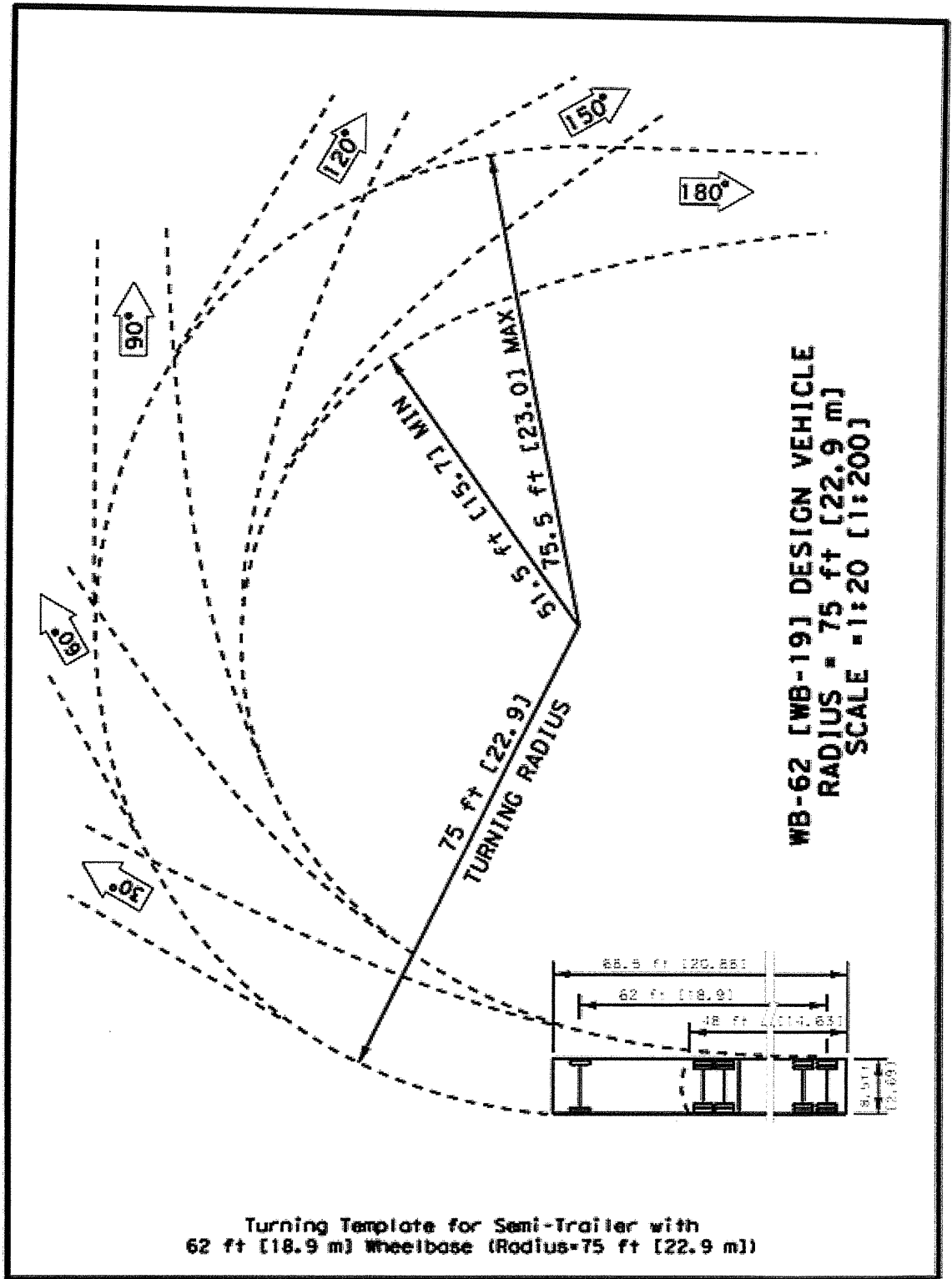
LEGEND

	Swept Width (Body)
	Tracking Width (Tires)

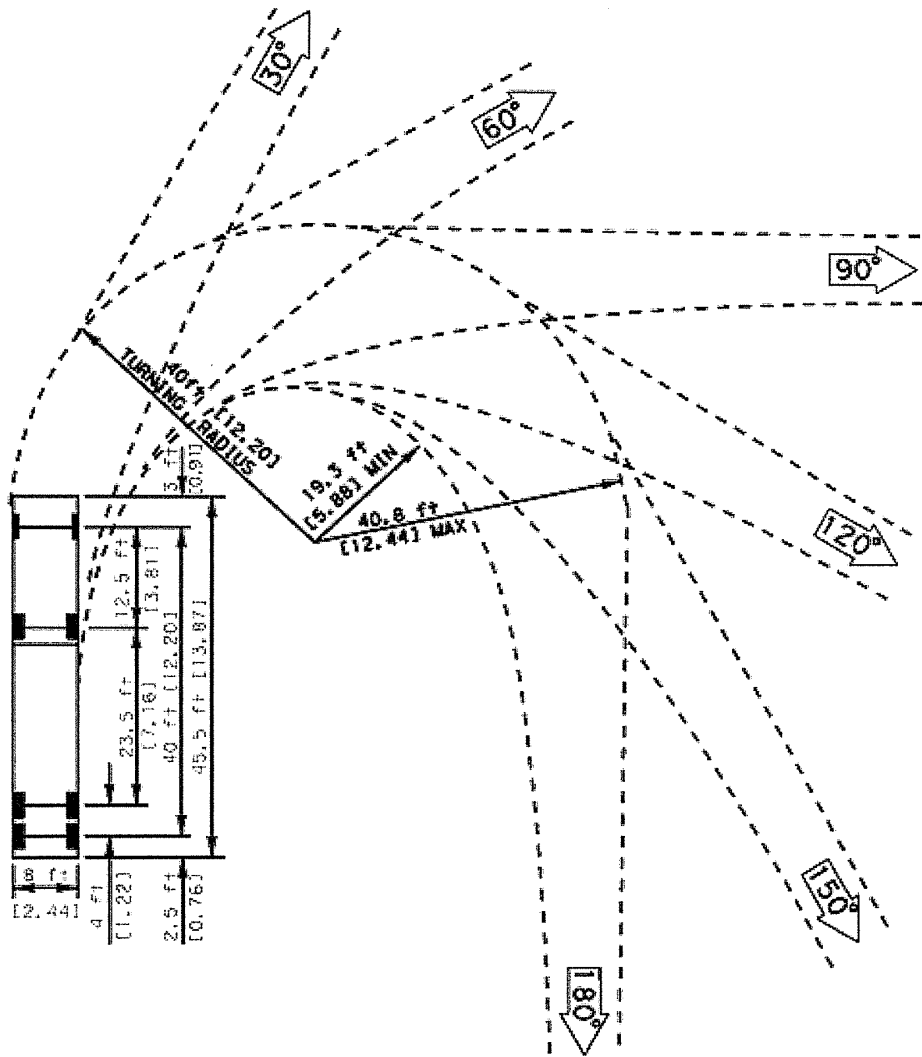
40' BUS

- Width : 8.5'
- Track : 8.5'
- Lock to Lock Time : 6 seconds
- Steering Lock Angle: 41.0 degrees

Note: For definitions, see Indexes 404.1 and 404.5.



**WB-40 [WB-12] DESIGN VEHICLE
 RADIUS = 40 ft [12.20 m]
 SCALE = 1:20 [1:200]**



Turning Template for Semi-Trailer with 40 ft [12.20 m] Wheelbase

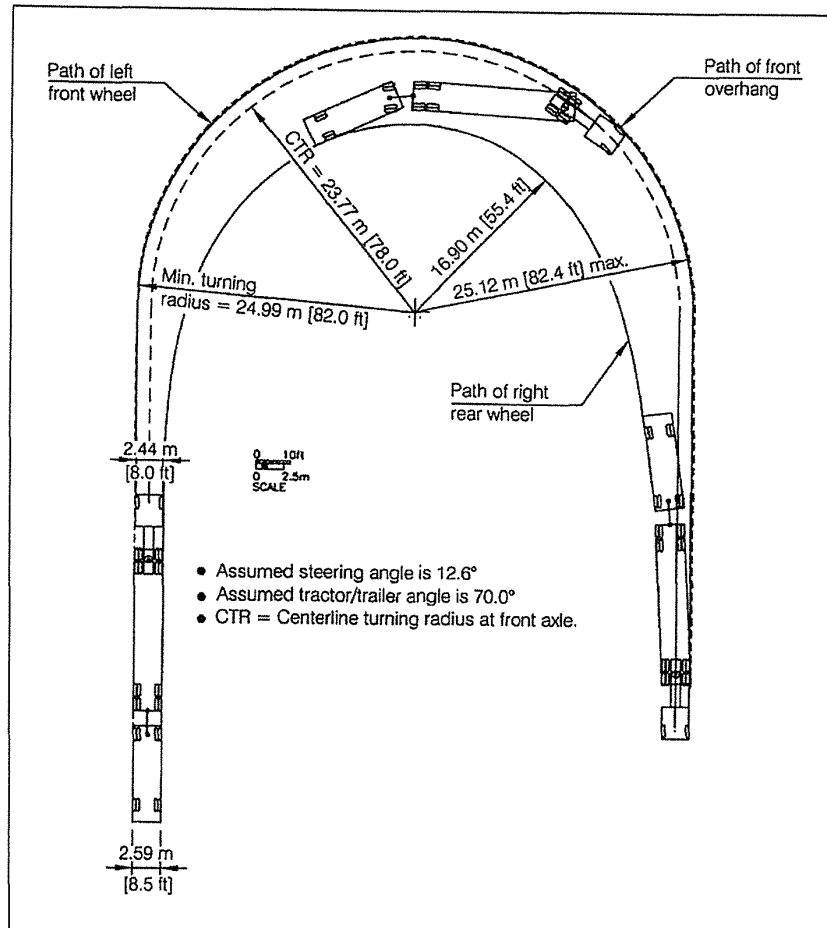
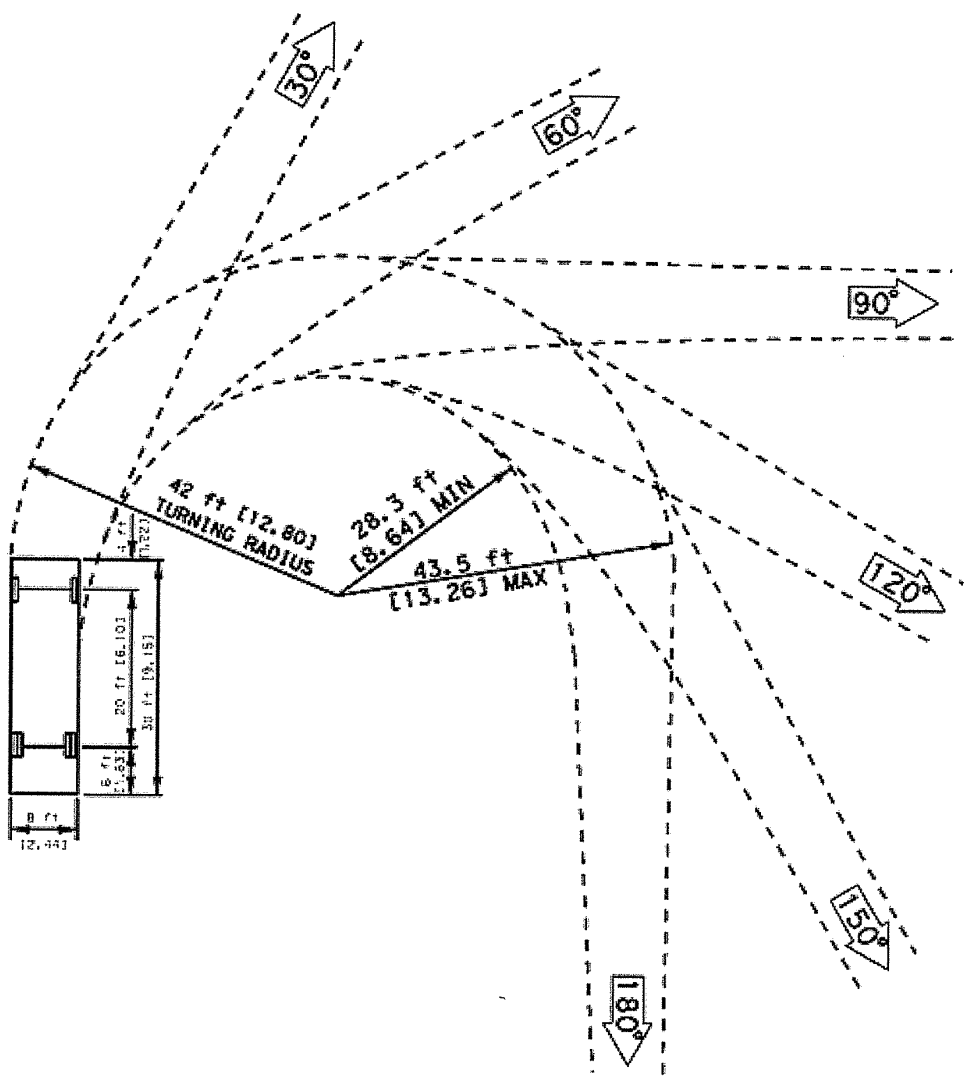


Figure C-20. Minimum 180° turn: WB-28D [WB-92D] double trailer combination.

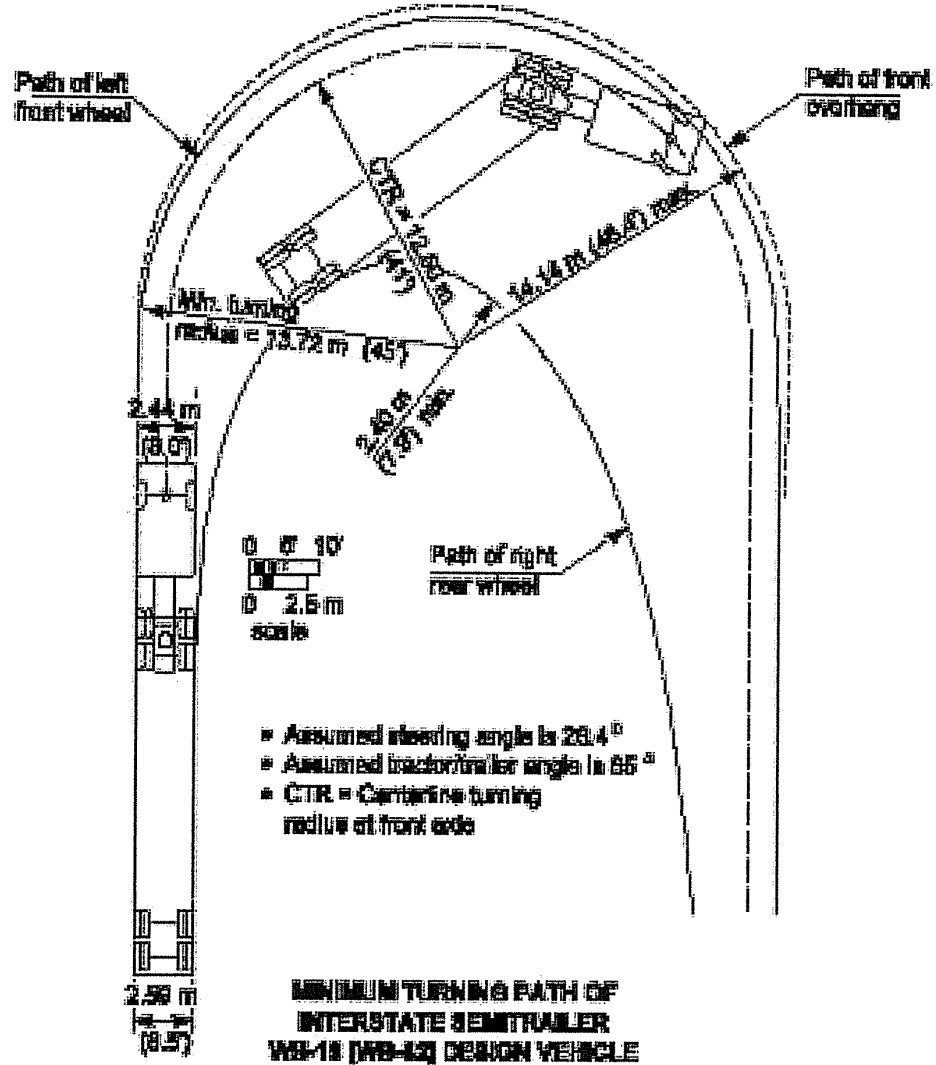
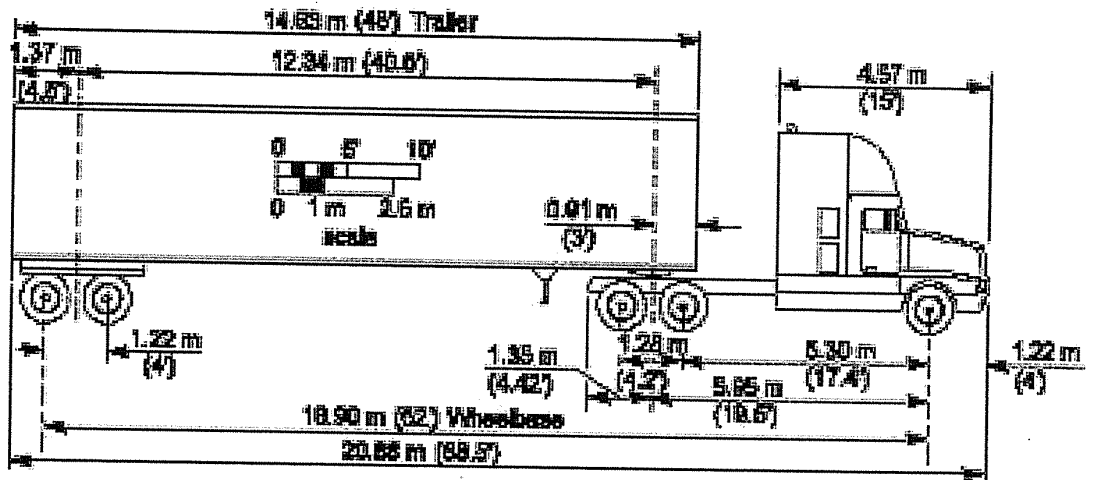
by bringing the AutoTURN plot into AutoCAD and scaling the appropriate distances. The largest radial distance between the two paths (that of the center of the front axle and that of the inside rear axle set) was scaled. Measurements were taken along the entire length of the curve until a maximum radial distance was determined. In Figure C-22, several of the actual measurements are displayed with the maximum distance shown with a box around it. Since offtracking is measured to the centerline of both the front and rear axle set, half the width of the rear axle set was subtracted from the measured

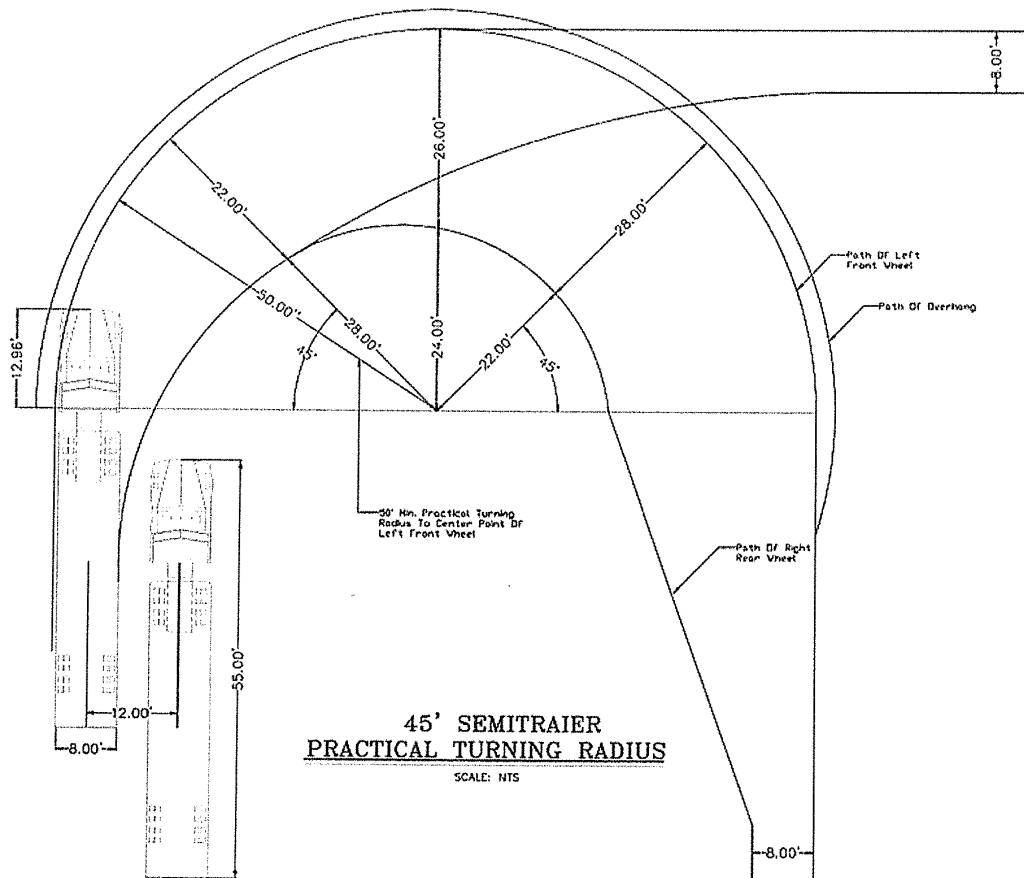
radial distance to provide an estimate of the maximum offtracking. For example, the tractor-semitrailers and the double trailer combinations had 2.6 m [8.5 ft] wide trailers. Therefore, 1.3 m [4.25 ft] was subtracted from the measured radial distance to determine the maximum offtracking of these vehicle types, while 1.2 m [4.0 ft] was subtracted for the single unit trucks. Thus, for the given example of the proposed WB-23D [WB-77D] design vehicle negotiating a 90-degree turn with a 15.2 m [50 ft] radius, the maximum offtracking is 4.3 m [14.2 ft].



SINGLE UNIT (SU) TRUCK DESIGN VEHICLE
TURNING RADIUS = 42 ft [12.80 m]
SCALE = 1:20 [1:200]



Turning Template for Single Unit Trucks or Buses





UNIVERSITY OF TEXAS AT EL PASO	
	
SOLSTICE GROUP	
Abel Borunda Alan Lara Cruz Alvarez Miguel Angel Gonzalez Osvaldo Broesicke Sammy Romero Talna Padilla	
PROJECT DESCRIPTION	
SOLAR PANEL CANOPY AT PHYSICAL PLANT PARKING LOT	
UNIVERSITY OF TEXAS AT EL PASO	
CITY OF EL PASO, TEXAS	
	
SCALE	SHEET NUMBER
NTS	40F4
PLOT DATE	11/17/11
FILE NAME	
TURNING_RADIUS	

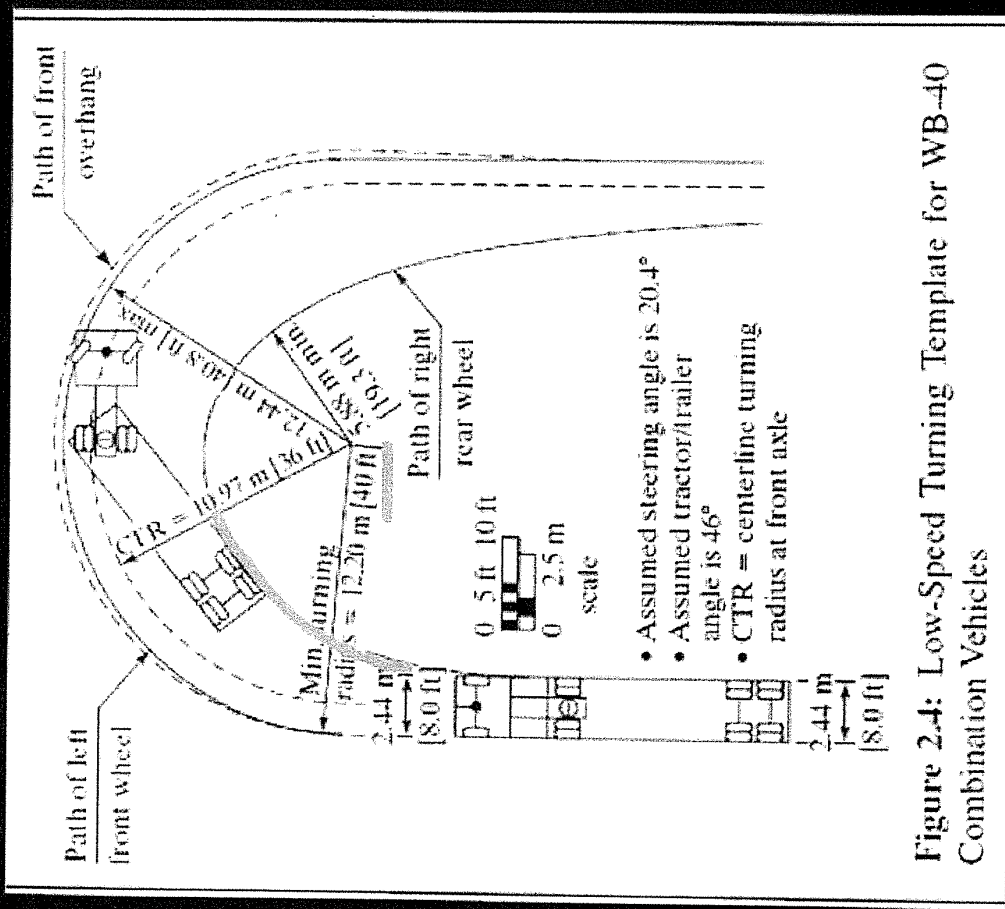
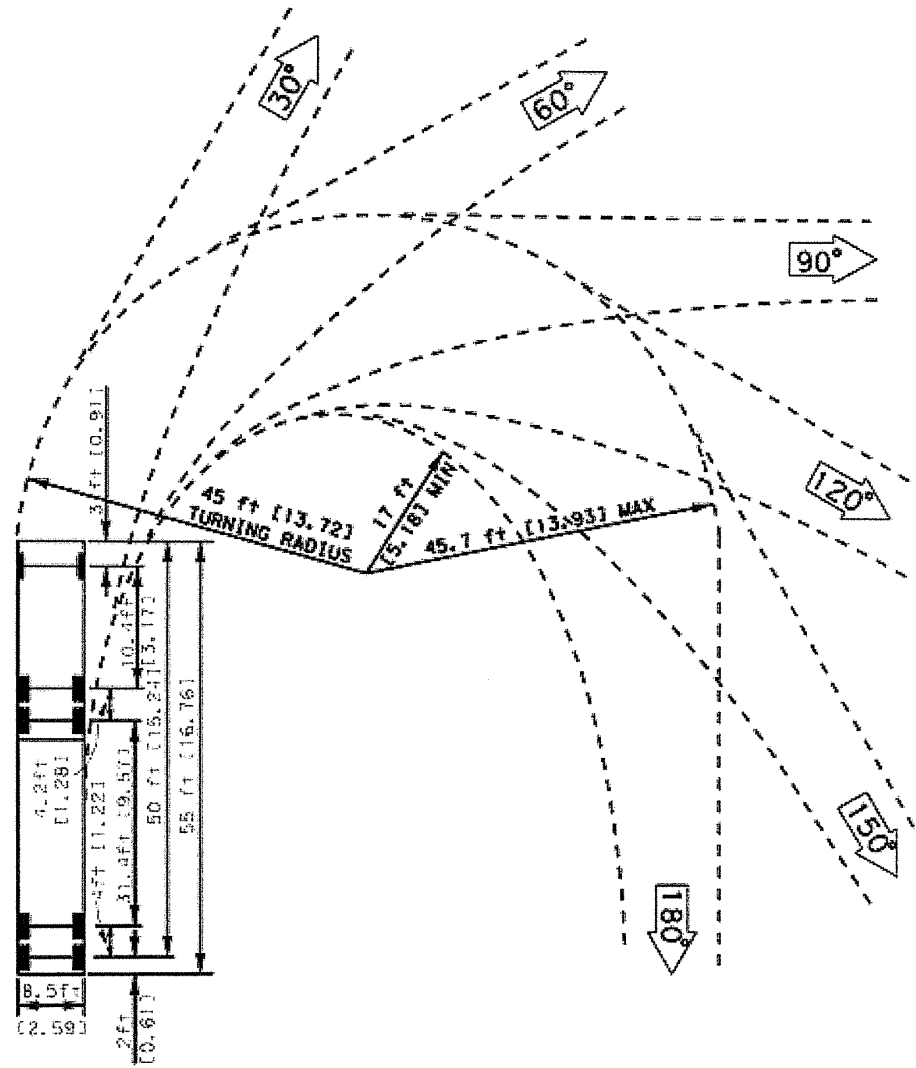


Figure 2.4: Low-Speed Turning Template for WB-40 Combination Vehicles

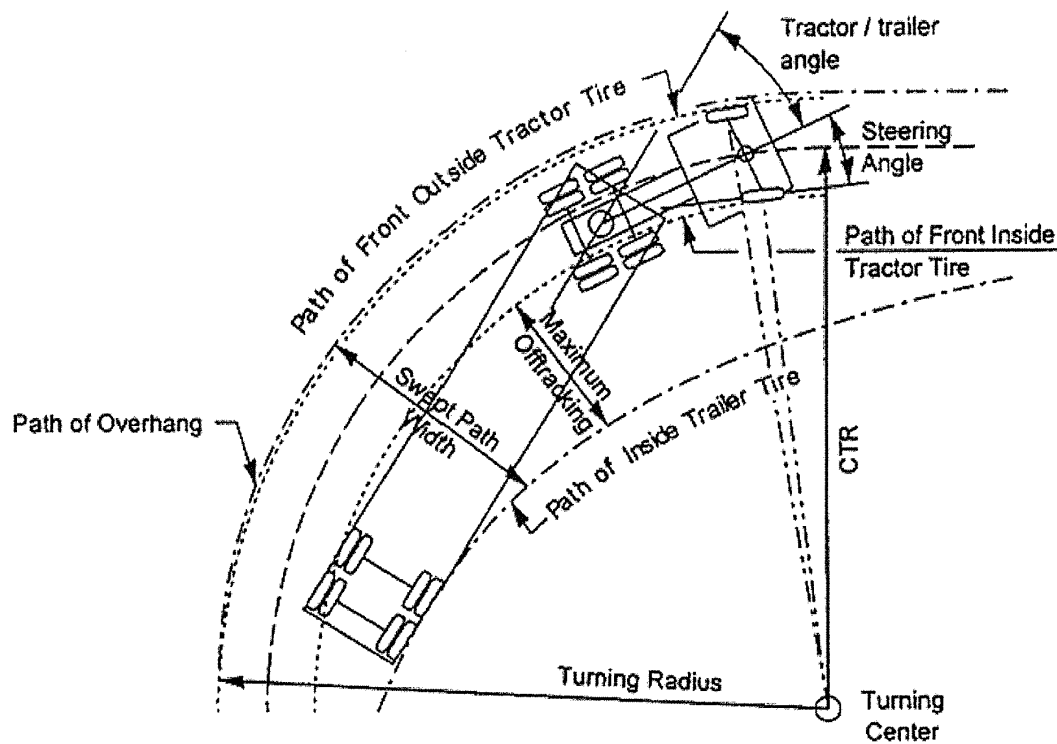
**WB-50 [WB-15] DESIGN VEHICLE
 RADIUS = 45 ft [13.72 m]
 SCALE = 1:20 [1:200]**



Turning Template for Semi-Trailer with 50 ft [15.24 m] Wheelbase

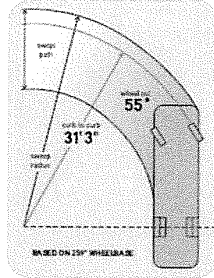


Turning Characteristics



Understanding Motorhome Turning Radius vs Wheel Cut

Posted on December 3, 2011



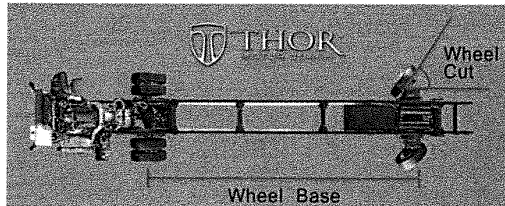
Example: Motorhome's Turning Radius with 55 Degree Wheel Cut and 259" Wheelbase

Turning Radius: The turning radius or turning circle of a motorhome is the size of the smallest circular turn (i.e. U-turn) that the RV is capable of making.

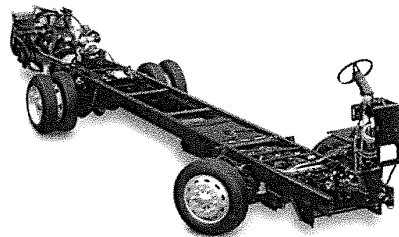
Wheel Cut: Wheel cut is how sharply the front wheels can turn, measured in degrees.

Wheelbase: The wheelbase is the horizontal distance between the center of the front wheels and the center of the rear wheels.

Benefit of Increased Wheel Cut: Gives your motorhome better maneuverability in tight spaces such as campgrounds, parking lots, and fuel stations by decreasing its turning radius. The turning radius is effected by the coaches wheelbase and the degree of its wheel cut.



Diesel Motorhome Chassis: The Wheel Cut & Wheel Base Effect On Turning Radius



Motorhome Chassis Example: Freightliner XC-5

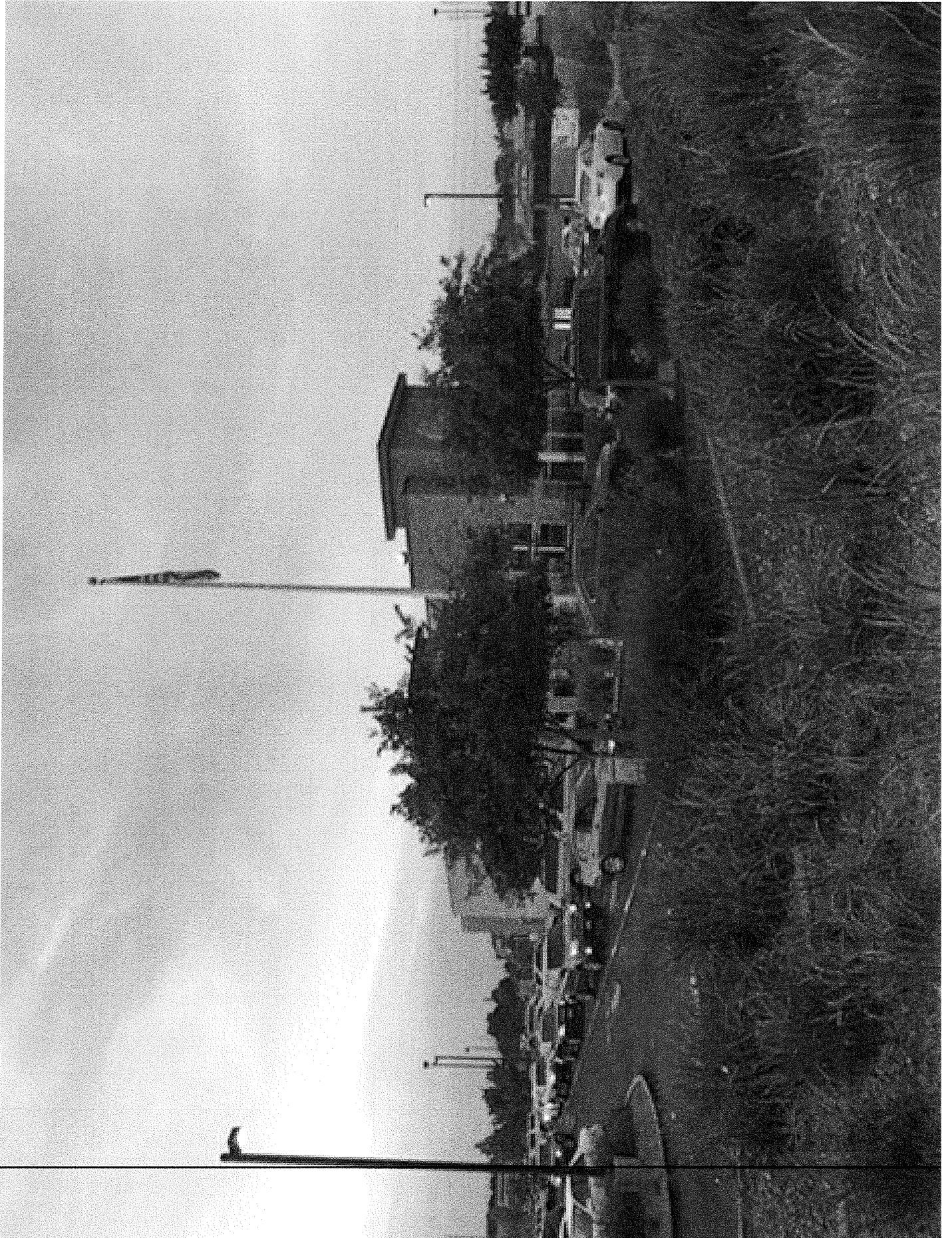
Links:

Check Out Thor Motor Coach's New Motorhomes>> (<http://thormotorcoach.com/product-lines.php#Class+C+%26+B%2B+Motorhomes>)

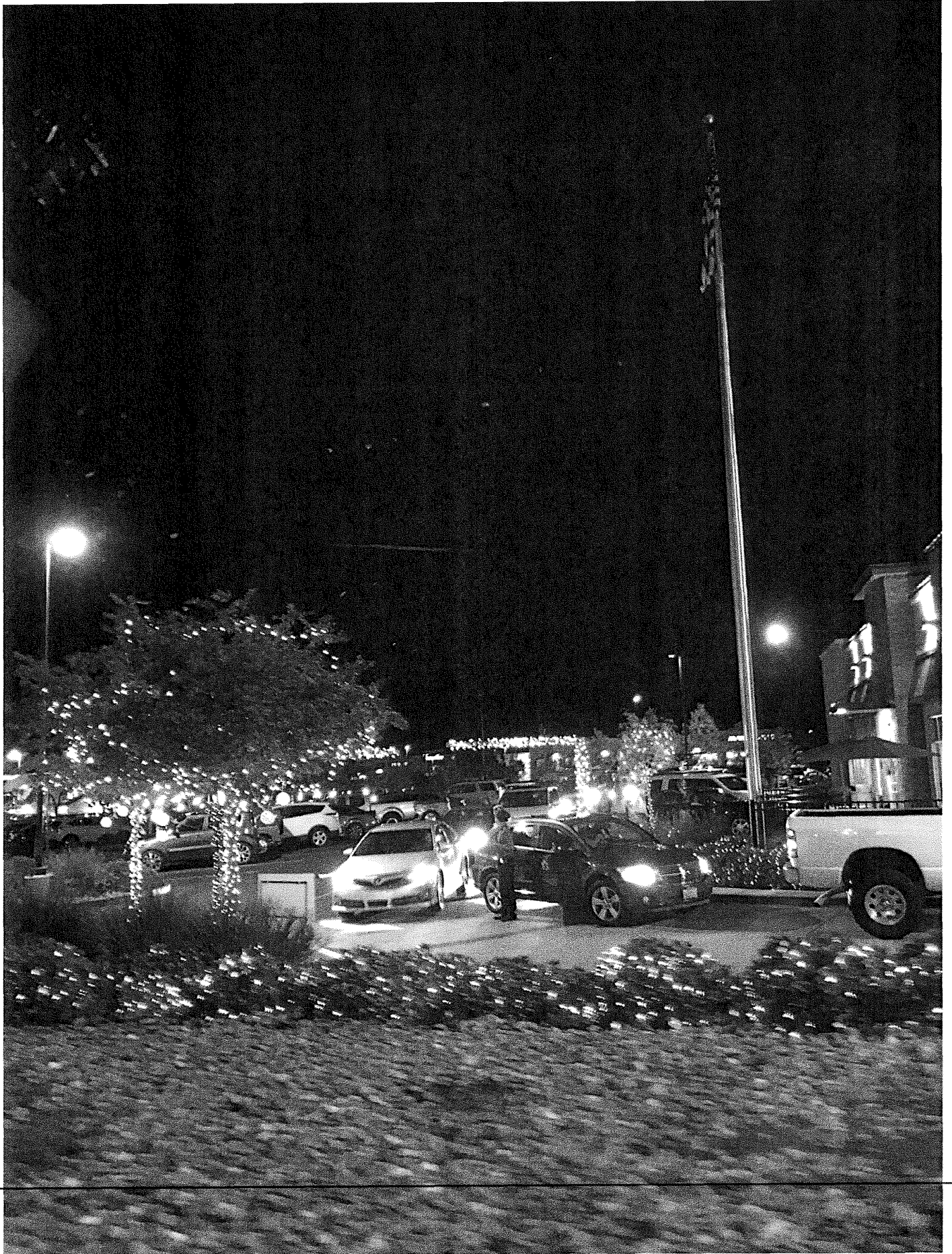
More Information About Motorhome Chassis Manufacturers>> (<http://thormotorcoach.com/Motorhome-Chassis-Manufacturers.php>)

[BACK TO BLOG MAIN PAGE \(/BLOG/\)](#)

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PC 8-23-18
#7
3 Pages

Planning Department <planning@edcgov.us>

Fwd: NO DRIVE-THRU on SARATOGA, PLEASE!

1 message

Char Tim <charlene.tim@edcgov.us>
To: Planning Department <planning@edcgov.us>

Wed, Aug 15, 2018 at 3:36 PM

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

From: **Tom Adams** <tcadams@pacbell.net>

Date: Wed, Aug 15, 2018 at 3:18 PM

Subject: NO DRIVE-THRU on SARATOGA, PLEASE!

To: jvegna@edcgov.us, james.williams@edcgov.us, gary.miller@edcgov.us, jeff.hansen@edcgov.us, brian.shinault@edcgov.us, charlene.tim@edcgov.us

Cc: Rafael.martinez@edcgov.us, bosone@edcgov.us, bostwo@edcgov.us, bosthree@edcgov.us, bosfour@edcgov.us, bosfive@edcgov.us, tjwhitejd@gmail.com, jjrazzpub@sbcglobal.net, hpkp@aol.com, jdavey@daveygroup.net, aerumsey@sbcglobal.net, charlet331@gmail.com

Tom & Anne Adams

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tcadams@pacbell.net

August 15, 2018

Charlene Tim, Clerk of the Planning Commission

County of El Dorado

Planning and Building Department

2850 Fairlane Court

Placerville, CA 95667

charlene.tim@edcgov.us

Subject: Comment on DR-R18-0001 Saratoga Retail

Dear Ms. Tim: Please include this email to the public comment file for the upcoming EDC Planning Commission meeting on 8/23 regarding DR R18-0001. Thank you.

Dear Planning Commission:

We are **Tom & Anne Adams** and in December we will have lived in Park Village for **50 years**. We moved into our home on Kings Canyon Drive in **1968**. ... You can imagine we have experienced considerable changes in our community since the day we moved in. ... But the change being proposed in **DR-R18-0001** would be the most dramatic – it would impact our small Park Village Community more than any event in 50 years!

1. Drive-thru restaurants like Jack-in-the-Box, and Taco Bell are open 24 hours a day like a gas station. ... They are on the East Side of the boulevard ... There are none on the West Side along the entire boulevard. There is an implied understanding – honored for over 50 years – between the Country Planning and the folks in Park Village that that principle will be forever true. ... Even if a recent Planning Zone Map should suggest otherwise, it is still in the hands of the County Planning Commission to honor that understanding and do the right thing.

2. To remove that planning condition – the separation of the boulevard – invites non-residents into a residential neighborhood in the wee hours ... Approving this proposal, takes Park Village – *the original El Dorado Hills Village* – in the opposite direction of where EDH residential planning is going - Gated Communities. ... Gated Communities are the new neighborhood model of El Dorado Hills – a terrific concept. The purpose of living in a gated community is purely *for your safety and the safety of your family*. You simply do not wish to have people driving through your neighborhood who do not live there. Park Village was designed before the Gated Community concept became common place, but we deserve the same protection which the Planning Commission can extend to us by not allowing a high volume traffic 24 hour restaurant into our neighborhood.

3. Do not mistake the presence of *Walgreens* as having changed the rules. *Walgreens* is virtually on the same foundation as the original grocery store in EDH in the 60's, *Tom Thumb*, before *Raley's* came in the 70's. The point about *Tom Thumb*, and later *Walgreens*, is that they are located here to primarily service the residence of EDH, and not to be sitting on the corner of US 50 and the boulevard to flag down travelers!

~~4. The 50 year nightmare for us is that in a year, or two, there will be flashing signs on Saratoga directing people driving down from Lake Tahoe at 3:00 AM into our neighborhood. ... Please~~

don't do this to us.

Tom & Anne Adams