



PLANNING AND BUILDING DEPARTMENT

PLANNING DIVISION

<http://www.planning.building@edcgov.us>

PLACERVILLE OFFICE:

2850 Fairlane Court, Placerville, CA 95667

BUILDING

(530) 621-5315 / (530) 622-1708 Fax

bldgdept@edcgov.us

PLANNING

(530) 621-5355 / (530) 642-0508 Fax

planning@edcgov.us

LAKE TAHOE OFFICE:

924 B Emerald Bay Road

South Lake Tahoe, CA 96150

(530) 573-3330

(530) 542-9082 Fax

TO: Planning Commission Agenda of: May 28, 2020

FROM: Tom Purciel, Associate Planner Item No.: 3

DATE: May 22, 2020

RE: CUP19-0011/DR-R19-0005/Fast Freddy's Lube Express Expansion;
Updates to Permit Records/Parking Calculations for Fast Freddy's Tenant Space

On May 12, 2020, the property owner/applicant submitted copies of historical Design Review permits to Planning Division staff from his personal records, including detailed site plans showing an existing permitted 300 square foot service bay behind the existing auto service business. (For details, refer to County historical Design Review Permit documents, Attachment 1). However, this existing use was not previously identified on the applicant's submitted site plans or floor plans. Due to limited historical permit records at the County for the Fast Freddy's tenant space, detailed site or floor plans showing this rear service bay were not previously available to Planning Division staff.

Based on review of the submitted permit records, on March 20, 1996, the County approved a minor amendment to previous Design Review Permits No. DR89-0046 and DR89-0017 (Design Review Amendment No. DR96-03S) for the existing auto service business (now Fast Freddy's tenant space) to add an enclosed 300 square foot smog service bay to the rear of the building. Subsequent to approval of the above Design Review Permit amendment, the rear service bay was permitted by the County in 1996 (building permit No. 99335) and this space has been in continuous use since that time.

Based on review of the above permit records, the applicant submitted revised plans (site plan, floor plan and building elevations) on May 15, 2020, showing the location of the permitted 300 square foot smog service bay (Attachment 2). Further, the applicant's Traffic Engineer also reviewed the updated plans and revised the project's On Site Transportation Review (OSTR) (Attachment 3) to include parking calculations for four existing auto service bays, rather than three.

To reflect the above changes, staff also updated Table 2 from staff's previous posted memo to the Commission, dated May 8, 2020, to incorporate parking requirements for the additional service bay (3 additional spaces) as required by Table 130.35.030.1 (Schedule of Off-Street Vehicle Parking Requirements). Staff's updated Table 2 is included below; updated parking requirements are shown in blue font.

**Table 2. Chapter 130.35 Approaches to Off-Street Parking - Gold Harvest Market Development
 (Updated 5/22/20)**

	Approach 1 (Neighborhood Shopping Center)	Approach 2 (Individual Uses With Shared Parking)			Approach 3 (Parking Requirements by Individual Uses)
Existing On-Site Parking Spaces*	72	72			72
Spaces Required	49	Weekday 8am-6pm	Weekday 6pm-12am	Weekend 8am-6pm	67
		38	58	67	
Surplus/Deficit	(+23)	(+34)	(+14)	(+5)	(+5)
Calculation Method	1 Space/300 sf GFA	Calculated by use types and percents based on time of day (Table 4.4.A of adopted Parking and Loading Standards)			Parking calculation for each separate use (Table 130.35.030.1)
*This number includes removal of 3 existing spaces to accommodate the new service bays.					

Attachments:

1. Historical Design Review Permit Records for the For the Fast Freddy's Tenant Space
2. Revised Project Plans, May 15, 2020
3. Revised On Site Transportation Review (OSTR), May 21, 2020

ATTACHMENT 1 - HISTORICAL DESIGN REVIEW PERMIT RECORDS

COUNTY OF
EL DORADO

PLANNING DEPARTMENT



PLACERVILLE OFFICE:

2850 FAIRLANE COURT
PLACERVILLE, CA 95667
(916) 621-5355
FAX 622-1708

SOUTH LAKE TAHOE OFFICE:

3368 LAKE TAHOE BLVD., SUITE 301
SOUTH LAKE TAHOE, CA 96150
(916) 573-3449

March 20, 1996

James Kidder
4054 Mother Lode Drive
Shingle Springs, CA 95682

Subject: Approval of DR96-03S, Gold Harvest Market/Quick Lube Addition, APN 090-430-13

Dear Jim;

The Planning Department has received your design review request for the 300 square foot addition to the Gold Harvest Quick Lube. This approval is considered a minor modification of the approved site plan as allowed by the Condition #9 (attached) of DR89-17 (later renumbered to DR89-46).

The 0.59 acre site is located in a Commercial zone subject to Design Control review due to the adjacent State Highway. The site is located on the north side of Mother Lode, south of US 50, approximately 350 feet east of the intersection of Mother Lode Drive and South Shingle Road in the Shingle Springs area. Herb Angel A.I.A. was your designated agent for this project.

The application was reviewed by the agencies on the attached distribution letter. The El Dorado County Fire Protection District and the Department of Transportation responded with the attached correspondence. Comments focused on the need to comply with commercial occupancy fire and building codes, and grading permit requirements.

Please note the parking requirements are satisfied by the addition of one parking space on the east side of the building. This is based upon the addition of two "stacking spaces" in front of the existing service bays, there is no need to re-stripe the existing eight spaces facing Mother Lode Drive. These should remain full-size in recognition of their constant use during the day.

The project is approved as modified by the attached comments and site plan (Exhibits A and B) as it is consistent with applicable requirements of the general Plan, Zoning Ordinance and design

ATTACHMENT 1 - HISTORICAL DESIGN REVIEW PERMIT RECORDS

DR96-03(S)/Quick Lube Addition
March 20, 1996 Approval
Page 2

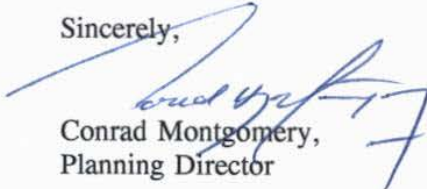
review procedures. This approval does not include any addition of signage to the US 50 side of the quick lube facility.

Please have Herb modify the site plan to be consistent with the attached site plan including notes regarding painting of building walls and trim to match the existing structure (Exhibit A), and compliance with applicable permit requirements. The 1989 Conditions of Approval for DR89-17 are included to use as a guide for consistency. The signage approved in 1990 for the video store and quick lube should also be illustrated. Upon submittal and review of the revised site plan, planning will sign-off on a building permit application that is consistent with all approvals to date. Planning will also provide sign-off for final occupancy of the structure per standard Building Department procedure.

There will be a need to establish the location of the property line for Building Department permit purposes (621-5315).

Please contact Ken Greenwood in this Department with any questions.

Sincerely,



Conrad Montgomery,
Planning Director

Attachments: DR89-17 Conditions
DOT and Fire District Comments
Modified site plan and elevation

cc: Herb Angel, A.I.A.
Ken Greenwood, Planner

ATTACHMENT 1 - HISTORICAL DESIGN REVIEW PERMIT RECORDS

EXISTING

RETAIL SPACE - 1/800 SF
 1548 SF/800 = 5.16
LUBE EXPRESS - 3/DAY
 3 DAYS 9.00
 240 SF-WAITING 1.00
 CAR WASH - 2 (STACK LANE)
 STACK LANE 2.00
 PARKING RECD. 17.16
 PARKING PROVIDED - 22.00

PROPOSED

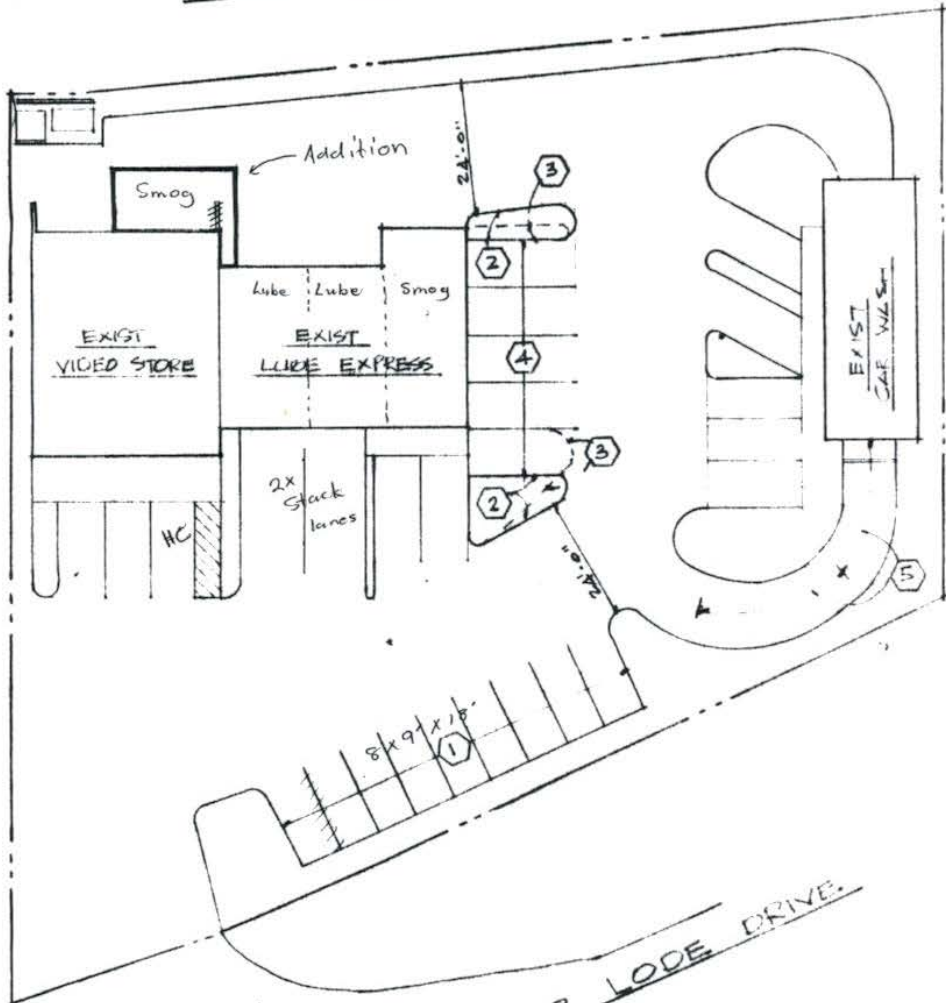
ADD 1 SERVICE BAY - 3 DAYS
 PARKING RECD (TOTAL) 20.16
 PARKING PROVIDED (EXIST) 22.00
 PARKING ADDED 2.00
 TOTAL PARKING (PROPOSED) 24.00

RECEIVED

FEB 6 10 06

PLANNING DEPARTMENT

FREEWAY 50



MOTHER LODE DRIVE

PLOT PLAN
 SCALE 1" = 20'-0"
 APN 090-430-15-1-0

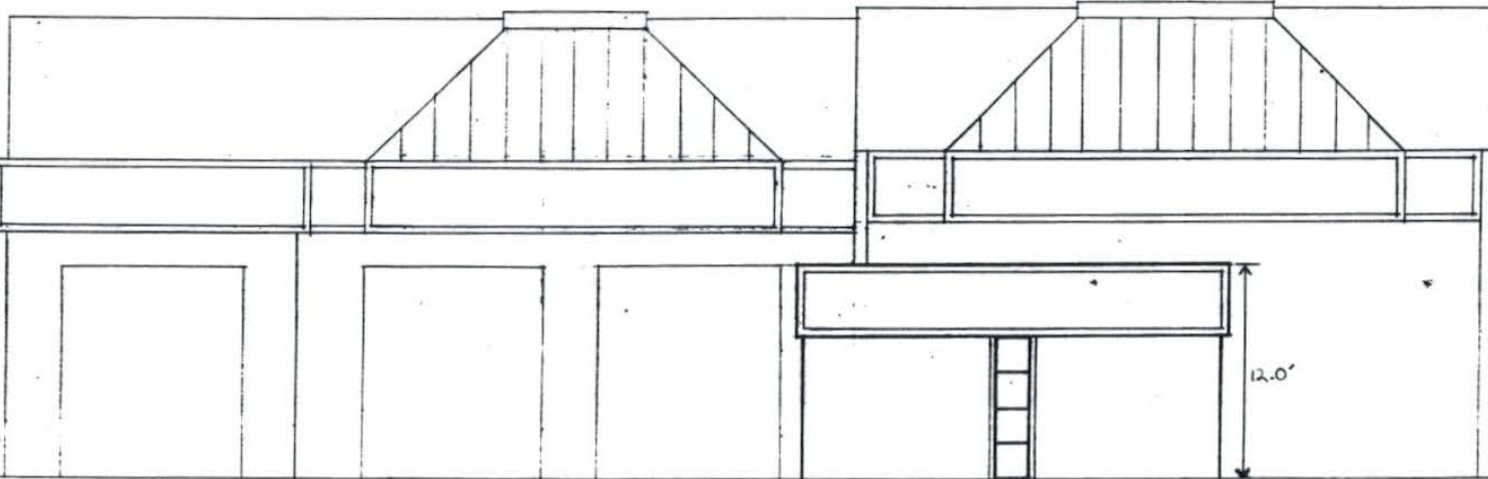
- ① ~~8'-STRIPES-EXIST 8-9'-0" SPACES~~
~~NEW 9'-8'-0" SPACES~~
- ② NEW PLANTER AREA
- ③ REMOVE EXIST PLANTER AREA
- ④ ADDED 1 PARKING SPACE
- ⑤ EXIST STACK LANE
 2 @ 24'-0"

DR 96-03 S

See Also: DR 89-(17)/46 R
 Orig A Plant# Burroughs Ke-#

ATTACHMENT 1 - HISTORICAL DESIGN REVIEW PERMIT RECORDS

RECEIVED
FPR 8 1996
PLANNING DEPARTMENT



PROPOSED ADDITION
23.5'
NORTH ELEV (From US 50)
SCALE 1/4" = 1'-0"

- Paint walls & Trim
to match existing.

DR 96-03 (S)

Date	2/5/96
Scale	
Drawn	
Job	
Sheet	3
Of 3 Sheets	

ADDITION TO
LUBE EXPRESS
SHINGLE SPRINGS, CA.

ATTACHMENT 1 - HISTORICAL DESIGN REVIEW PERMIT RECORDS

COUNTY OF
EL DORADO

PLANNING DEPARTMENT



PLACERVILLE OFFICE:

2850 FAIRLANE COURT
PLACERVILLE, CA 95667
(916) 621-5355
FAX 622-1708

SOUTH LAKE TAHOE OFFICE:

3368 LAKE TAHOE BLVD., SUITE 301
SOUTH LAKE TAHOE, CA 96150
(916) 573-3449

March 1, 1996

TO ALL CONCERNED AGENCIES:

Please find attached for your review and comment the following application:

APPLICATION NO.: DR96-03S (Gold Harvest Quick Lube Addition)
OWNER/AGENT: James Kidder/Herb Angel

PROJECT DESCRIPTION: A revision to an approved design review (DR89-17), for the purpose of adding a 300 square foot smog service bay to the U.S. Highway 50 side of existing "Quick Lube" facility. The paint and trim will match the existing structure. The property, identified by Assessor's Parcel Number 090-430-13, consists of 300 square feet and is located on the north side of Mother Lode Drive, 200 feet from the intersection with Ponderosa Road in the Shingle Springs area.

Review and comment is requested by your department or agency because of the ever increasing complexity of issues associated with land use decisions. Therefore, we request appropriate comments which identify the concerns of your agency which you believe should be considered by the County during our environmental review and concurrent development review of the proposed project.

Also, comments concerning issues or conditions of approval for the proposed project must be identified. Written responses from your agency must be received by the Planning Department no later than 15 calendar days from the date of this request. If we do not receive written correspondence from your agency by **March 15, 1996** we shall assume your agency has no comment; and your agency's concerns will not be reflected in our recommendations.

If you have any questions or need additional information, please call this office at (916) 621-5355.

EL DORADO COUNTY PLANNING DEPARTMENT

Ken Greenwood, Project Planner

KRG:cm

cc: Building Department
El Dorado County Fire Protection District
CALTRANS/District 3
Supervisor Ray Nutting

Department of Transportation
Pacific Gas & Electric/PV
El Dorado Irrigation District
Environmental Management/Solid Waste
& Hazardous Materials

ATTACHMENT 1 - HISTORICAL DESIGN REVIEW PERMIT RECORDS

DEFICIENCIES FOR EL DORADO LUBE EXPRESS AS OF 03/05/96:

- 1 8509 ELECTRICAL-ACCESS AND LABELING
A CLEAR AND UNOBSTRUCTED MEANS OF ACCESS WITH A MINIMUM OF 30" AND A MINIMUM HEIGHT OF 78" SHALL BE MAINTAINED. EACH ELECTRICAL CIRCUIT SHALL BE LABELED TO INDICATE ITS PURPOSE.

- 2 1207 EXIT-DOORS AND HARDWARE
EXIT DOORS SHALL SWING IN THE DIRECTION OF TRAVEL WHEN SERVING ANY HAZARDOUS AREA OR AN OCCUPANT LOAD OF 50 OR MORE. EXIT DOORS SHALL BE MAINTAINED AND OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT. EXCEPTION: IN GROUP B OCCUPANCIES, WHEN THE OCCUPANT LOAD IS LESS THAN 50, KEY-LOCKING HARDWARE MAY BE USED ON THE MAIN EXIT IF THERE IS A READILY VISIBLE, DURABLE SIGN ON, OR ADJACENT TO, THE DOOR STATING: " THIS DOOR TO REMAIN UNLOCKED DURING BUSINESS HOURS." WHEN UNLOCKED, THE SINGLE DOOR OR BOTH LEAVES OF A PAIR OF DOORS MUST BE FREE TO SWING WITHOUT OPERATION OF ANY LATCHING DEVICE. ADDITIONAL DOORS PROVIDED FOR EGRESS PURPOSES SHALL CONFORM TO ALL PROVISIONS OF THIS ARTICLE.

- 3 903.2 FIRE HYDRANTS AND WATER SUPPLY-REQUIRED
AN APPROVED WATER SUPPLY CAPABLE OF SUPPLYING THE REQUIRED FIRE FLOW FOR FIRE PROTECTION SHALL BE PROVIDED TO ALL PREMISES. WHEN ANY PORTION OF THE FACILITY IS MORE THAN 150 FEET FROM A WATER SUPPLY ON A PUBLIC STREET, ON SITE FIRE HYDRANTS AND MAINS CAPABLE OF SUPPLYING THE REQUIRED FIRE FLOW SHALL BE PROVIDED AS REQUIRED BY THE CHIEF. THE TOTAL SQUARE FOOTAGE OF THE STRUCTURE NEEDS TO BE EVALUATED TO MAKE SURE THE FIRE FLOW IS ADEQUATE.

- 4 B BUSINESS OCCUPANCY REQUIREMENTS

PAY PLAN CHECK FEE OF \$15.00.

ATTACHMENT 1 - HISTORICAL DESIGN REVIEW PERMIT RECORDS

DEPARTMENT OF TRANSPORTATION

INTEROFFICE COMMUNICATION

Date: March 8, 1996
To: Ken Greenwood, Project Planner
From: Bill Pearson, Associate Civil Engineer
Subject: DR96-03S (Gold Harvest Quick Lube Addition)

The Department of Transportation has reviewed the subject Design Review application to add a 300 square foot smog service bay to the existing "Quick Lube" facility and recommends that if approved, it be subject to the following conditions:

1. The applicant shall submit a site improvement/grading plan to the Department for review and approval. The plan shall be in conformance with the County of El Dorado "Design and Improvement Standards Manual", the "Grading, Erosion and Sediment Control Ordinance", the "Drainage Manual", the "Off-Street Parking and Loading Ordinance", and the State of California Handicapped Accessibility Standards.
2. The applicant may be subject to a grading permit fee commensurate with scope of the proposed project.
3. The applicant shall be subject to the Traffic Impact Mitigation (TIM) fee based upon the current rate for retail use, or the rate in effect at the time of building permit issuance.
4. The project will not require an encroachment permit,

bp\

pc: Randy Pesses

ATTACHMENT 1 - HISTORICAL DESIGN REVIEW PERMIT RECORDS

COUNTY OF
EL DORADO

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION



MAIN OFFICE:

360 FAIR LANE
PLACERVILLE, CA 95667
(916) 821-5355

SOUTH LAKE TAHOE OFFICE:

1359 JOHNSON BLVD.
P.O. BOX 14506
SOUTH LAKE TAHOE, CA 95702
(916) 573-3145

January 4, 1990

James R. Kidder
9647A Folsom Blvd.
Sacramento, CA 95827

Dear Mr. Kidder:

At a regular meeting of the Planning Commission November 30, 1989, the Commission considered and approved your application for Highway 50 architectural review for a proposed retail building and car wash on property identified by Assessor's Parcel No. 90-430-13, located in the Shingle Springs area.

A copy of the findings and conditions is attached for your file.

If you have any questions, or need further assistance, please contact the Planning Division.

Sincerely,

Jo Ann Brillisour
Secretary to the
Planning Commission

s/

cc: Herbert W. Angel
3294 Royal Drive, Suite 6
Cameron Park, CA 95682

(PC1trs)

ATTACHMENT 1 - HISTORICAL DESIGN REVIEW PERMIT RECORDS

DR89-17 - 11/30/89

Findings

As conditioned:

1. The project is in keeping with the character of the neighborhood.
2. The project will not be detrimental to the orderly and harmonious development of the County.
3. The project will not impair the desirability of investment or occupation in the neighborhood.

Conditions

1. The applicant shall comply with all requirements of the County Department of Transportation.
2. The applicant shall obtain a building permit for the proposed structure(s).
3. A revised landscape plan shall be submitted showing an additional 3 fast-growing evergreen trees.
4. All trees shall be a minimum of 15 gallons and shrubs 1 gallon in size.
5. An irrigation plan shall be submitted to the Planning Division for review prior to final approval of the project.
6. No lighting shall shine or glare onto adjacent properties.
7. All proposed signs shall be submitted to the Planning Division for review and approval.
8. A revised site plan shall be submitted indicating a new location for the waste enclosure.
9. The Planning Director may approve minor modifications to the approved site plan.
10. Any freestanding sign shall be a monument sign. Signs on the back of the building shall be to identify the business only. The signs shall continue as the Gold Harvest signs (dark background and light lettering, with the same size lettering).

ATTACHMENT 2 - REVISED PLANS 5/15/20



EXISTING FRONT ELEVATION - (FACES MOTHER LODE DRIVE)

3/16" = 1'-0"



Overview



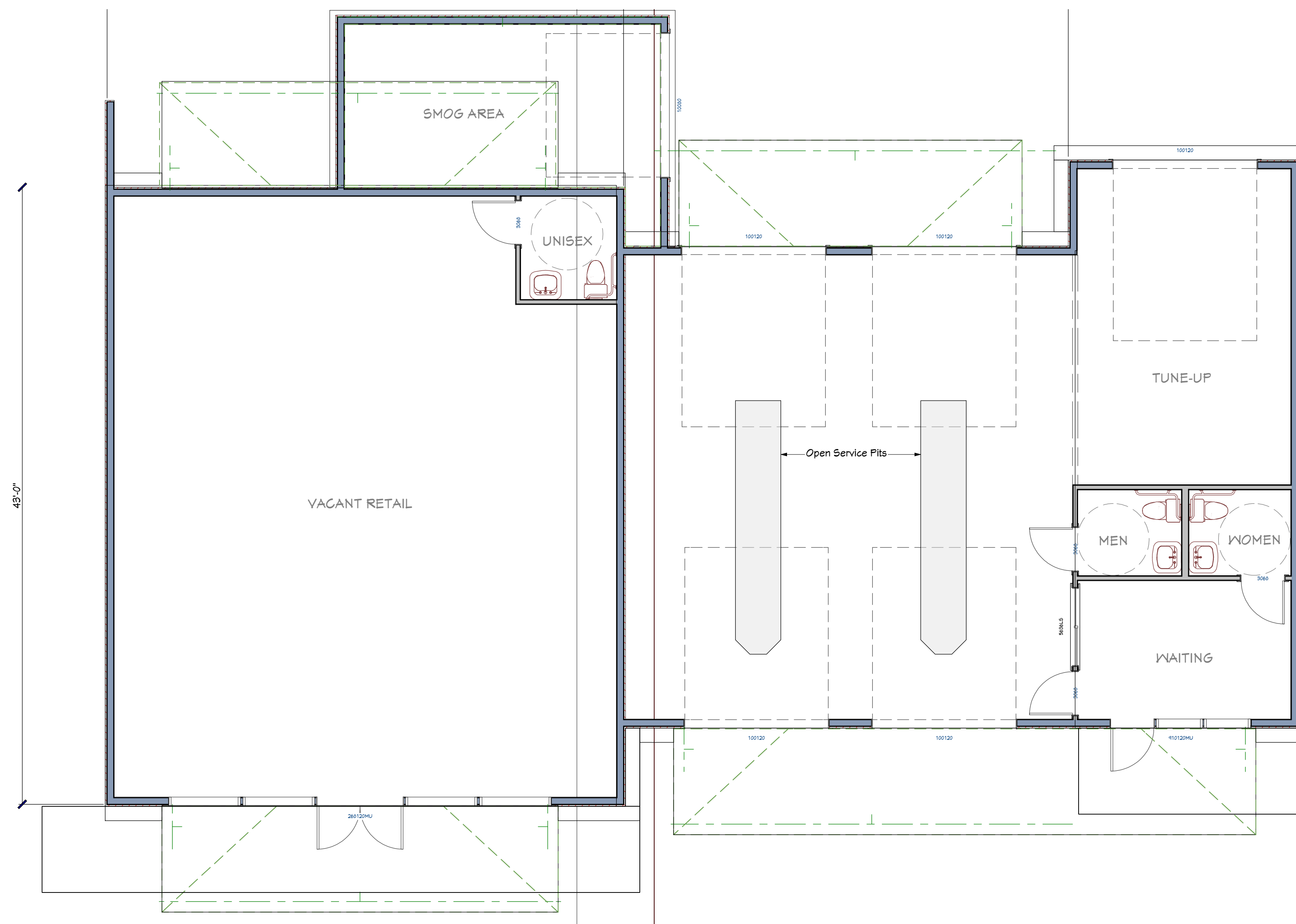
EXISTING LEFT ELEVATION - (FACES EAST)

1/8" = 1'-0"



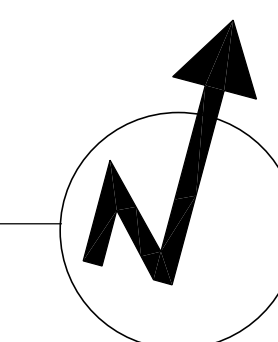
EXISTING REAR ELEVATION - (FACES HIGHWAY 50)

1/8" = 1'-0"



EXISTING FLOOR PLAN

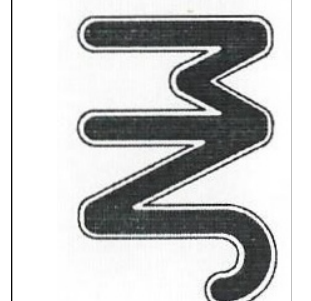
3/16" = 1'-0"



No.	Date	Description



Jon N. Westphal - Architect
 6960 Gilt Creek Road
 Shingle Springs, California 95682
 (530) 677-9840 • jon@jnwarchitect.com

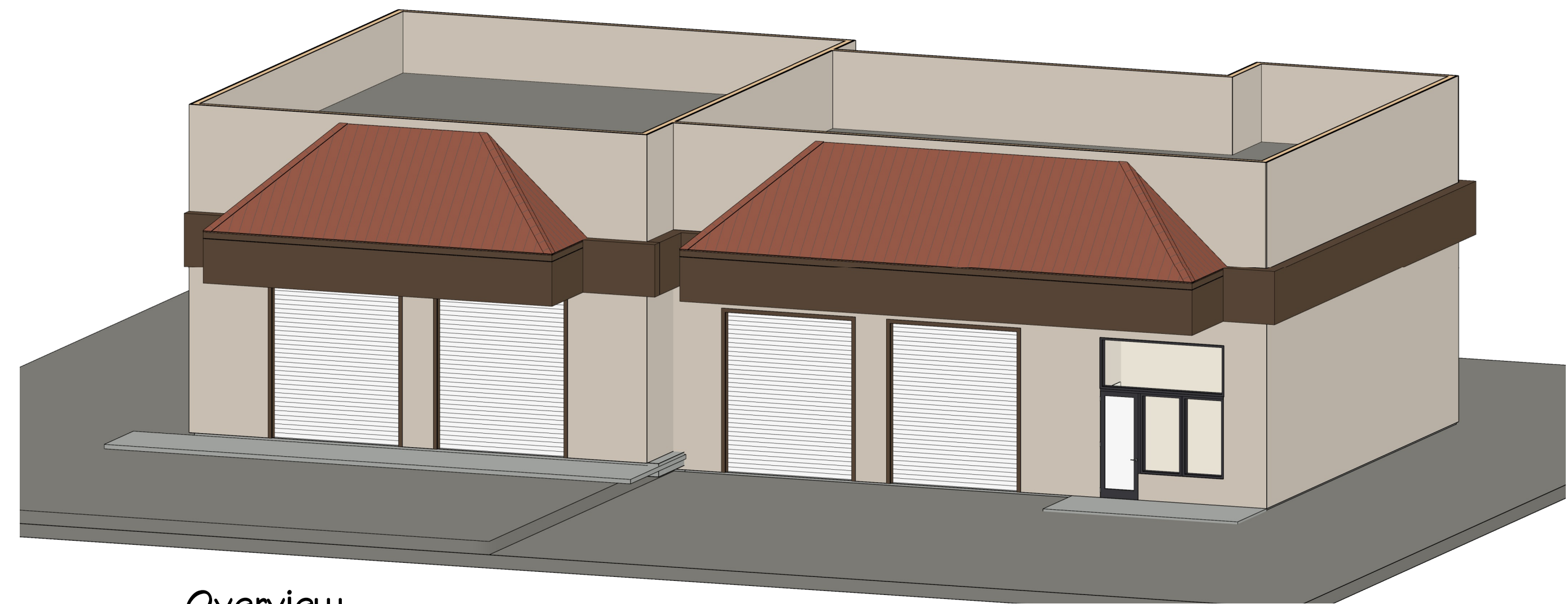


EXISTING FLOOR PLAN &
 ELEVATIONS

CONDITIONAL USE PERMIT MODIFICATION
 Fast Freddie's Lube Express
 4035 Motherlode Drive
 Shingle Springs, California 95682
 0910-430-1-0

FILE NO:	1930Base
DATE:	5/15/2020
SHEET NO:	A-2

ATTACHMENT 2 - REVISED PLANS 5/15/20

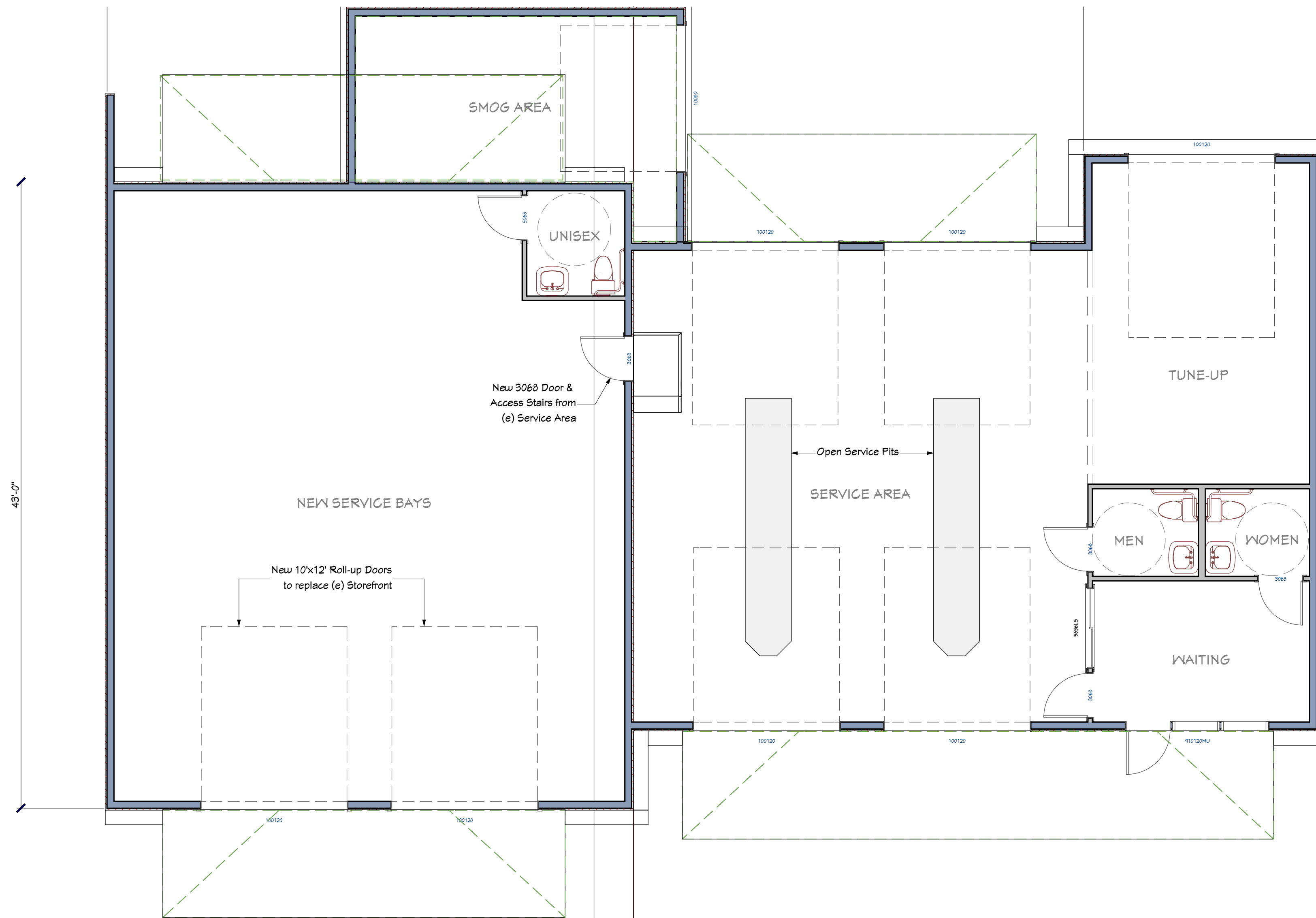


Overview

PROPOSED FRONT ELEVATION - (FACES MOTHER LODE DRIVE)

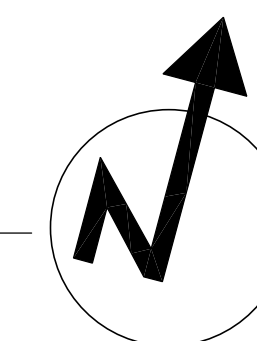
3/16" = 1'-0"

No Changes Proposed to the Other Exterior Elevations

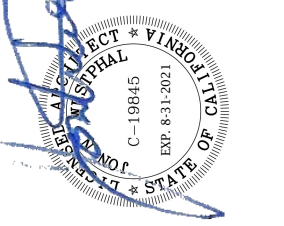


PROPOSED FLOOR PLAN

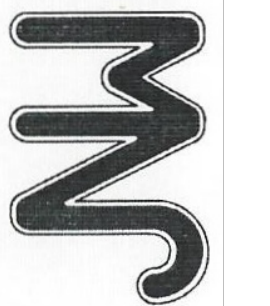
3/16" = 1'-0"



No.	Date	Description



Jon N. Westphal - Architect
 6960 Gilt Creek Road
 Shingle Springs, California 95682
 (530) 677-9840 • jon@jnwarchitect.com



PROPOSED FLOOR PLAN
 & ELEVATIONS

CONDITIONAL USE PERMIT MODIFICATION
 Fast Freddie's Lube Express
 4035 Motherlode Drive
 Shingle Springs, California 95682
 0910-430-1-0

FILE NO:

1430Base

DATE:

5/15/2020

SHEET NO:

A-3

ATTACHMENT 3 - REVISED OSTR 5/21/20

KD Anderson & Associates, Inc.

Transportation Engineers

May 21, 2020

Mr. James Doran
DORAN ENTERPRISES LLC
4068 Mother Lode Drive, Suite E
El Dorado Hills, CA 95682

RE: ON-SITE TRANSPORTATION REVIEW FOR 4041 MOTHER LODE DRIVE (FAST FREDDYS LUBE EXPRESS EXPANSION), SHINGLE SPRINGS, EL DORADO COUNTY

Dear Mr. Doran:

KD Anderson & Associates, Inc. has prepared this analysis for your retail site at 4041 Mother Lode Drive in Shingle Springs in El Dorado County. The site is located in the northeast quadrant of the South Shingle Springs Road / Mother Lode Drive intersection, adjacent to the US 50 / Shingle Springs Road interchange (Figure 1). The property consists of about 14,600 square feet of various retail uses including the following:

- a convenience store with an eight-fueling position gas station
- dry cleaners
- three walk-in restaurants without drive-through
- smog inspection and quick lubrication shop
- a drive-through car wash

The smog inspection and quick lubrication shop, Fast Freddys Lube Express, is proposing to expand their auto repair business from about 3,230 square feet with four service bays, to about 4,780 square feet, and six service bays, an increase of about 1,550 square feet. The project will use the vacant space on the west side of the easternmost building (Figure 1 attached). These additional service bays will have store-front access, similar to two of the three existing service bays. Access for the two service bays are provided at the back of the building. There are no plans to have 'drive-through' capabilities.

Technical Approach

El Dorado County requires an On-Site Transportation Review (OSTR) on all projects. The eight tasks that are part of the OSTR are identified and listed below; however, not all tasks are required depending on the site usage.

1. Existence of any current traffic problems in the local area such as a high-accident location, non-standard intersection or roadway, or an intersection in need of a traffic signal.
2. Proximity of proposed site driveway(s) to other driveways or intersections.
3. Adequacy of vehicle parking relative to both the anticipated demand and zoning code requirements.
4. Adequacy of the project site design to fully satisfy truck loading demand on-site, when the anticipated number of deliveries and service calls may exceed 10 per day.

ATTACHMENT 3 - REVISED OSTR 5/21/20

Mr. James Doran
DORAN ENTERPRISES LLC
May 21, 2020
Page 2

5. Adequacy of the project site design to provide at least a 25' minimum required throat depth (MRTD) at project driveways. Include calculation of the MRTD.
6. Adequacy of the project site design to convey all vehicle types.
7. Adequacy of sight distance on-site.
8. Queuing analysis of "drive-through" facilities.

Existing Roadways

Mother Lode Drive provides access to the project driveway. Mother Lode Drive provides access to S. Shingle Road and US 50 from the west. There are two driveways to the retail site, one about 250 feet east of the S. Single Road intersection and the second about 360 feet from the intersection. A 60-foot long left turn lane is available for turning traffic into the westerly driveway; this driveway is used primarily for the convenience store / gas station and the retail businesses in the westerly building. The easterly driveway provides primary access to the project building and the car wash. Opposite the project driveway is a driveway used to access various businesses between Mother Lode Drive and Sunset Lane. The outbound lane is angled towards eastbound Mother Lode Drive; however, there is no signage prohibiting left turns towards S. Shingle Road. A two-way left turn lane (TWLTL) allows vehicles to enter and exit both driveways outside of the through travel lane.

On-Site Transportation Review

1. Existence of any current traffic problems in the local area such as a high-accident location, non-standard intersection or roadway, or an intersection in need of a traffic signal.

SWITRS crash data through the California Highway Patrol (CHP) database was reviewed for the previous five-year period, 2014 – 2018 to determine whether there is any history of crashes in the driveway vicinity. One reported collision occurred at the easterly project driveway and involved a vehicle not yielding the right-of-way to an opposing vehicle while turning. Four other crashes have occurred along Mother Lode Drive between S. Shingle Road and Sunset Lane; however, none occurred at either of the site driveways.

2. Proximity of proposed site driveway(s) to other driveways or intersections.

As noted earlier a driveway opposite the easterly driveway exists. Additionally, there is a driveway on the south side of Mother Lode Drive and about 150 feet west of the westerly driveway. The driveway provides access to a Unocal gas station. The driveway provides right-in, right-out access only. About 250 feet east of the easterly driveway is a driveway on the north side of Mother Lode Drive providing access to an office building.

3. Adequacy of vehicle parking relative to both the anticipated demand and zoning code requirements.

Chapter 130.35 of the County's zoning code identifies off-street parking requirements for various land use types. Parking for the overall site was reviewed to compare existing and proposed parking and to assure conformance to County requirements. Parking requirements were developed based on the existing uses and the land uses found in the zoning code.

KDA

ATTACHMENT 3 - REVISED OSTR 5/21/20

Mr. James Doran
DORAN ENTERPRISES LLC
 May 21, 2020
 Page 3

There are multiple methods available to calculate the required parking on this site. The site can be analyzed entirely as a neighborhood retail center or separated by retail use. The methods considered are presented in Tables 1 and 2.

Table 1 presents the required parking considering the entire site as a neighborhood retail center. Under this scenario, 49 parking stalls are required, and 75 stalls are available. With the additional service bays added, three spaces will be removed, leaving a total parking surplus of 23 spaces.

Table 2 presents the scenario where each retail use is considered separately, and parking is calculated independently for each use. Under this scenario, 67 parking stalls are required under existing conditions and under the proposed condition, with 75 stalls available. With the additional service bays added, three spaces will be removed, leaving a total parking surplus of 5 spaces.

Under each scenario the site parking facilities will remain adequate.

TABLE 1 PARKING REQUIREMENTS PER ZONING CODE NEIGHBORHOOD SHOPPING CENTER			
Use Type	Parking Space Requirement	Size	Parking Required
Neighborhood Shopping Center (Entire Site)	1 per 300 sf	14,600 sf	49
Total Stalls Required (Neighborhood Shopping Center)			49
Total Parking Available			75†
Net Surplus (Proposed Condition as Neighborhood Shopping Center)			26
Existing Parking to be Removed			(3)
Total Surplus (Proposed Condition as Neighborhood Shopping Center)			23

sf – square feet

2* - required parking accounted for in drive-through lane.

† - total site parking stalls = 75 spaces; includes 2 stalls in drive-through lane of car wash

KDA

ATTACHMENT 3 - REVISED OSTR 5/21/20

Mr. James Doran
DORAN ENTERPRISES LLC
 May 21, 2020
 Page 4

TABLE 2 PARKING REQUIREMENTS PER ZONING CODE PARKING FOR INDIVIDUAL USES			
Use Type	Parking Space Requirement	Size	Parking Required
Building 1 (west)			
Dry Cleaner	1 per 500 sf + 1 / check stand	1,444 sf	4
Restaurant (BBQ) (full service)	1 per 300 sf + 1 / 2 employees	703 sf	5
Restaurant (Yogurt) (full service)	1 per 300 sf + 1 / 2 employees	684 sf	5
Restaurant (Subway) (full service)	1 per 300 sf + 1 / 2 employees	1,349 sf	7
	1 RV space for every 20 spaces		1◇
Building 2 (central)			
Gas Station AND Food & Beverage	3 per service bay + 1 / 400 sf AUA	0 ‡ 4,000 sf (sales)	0
	1 per 200 sf + 1 / check stand + 1 / 600 sf AUA	1,000 sf (storage)	24
Building 3 (east) - Existing			
Indoor Retail Space (Vacant)	1 per 300 sf	1,548 sf	6
Auto Repair & Service	3 per service bay + 1 / 400 sf AUA	4 bays	13
Building 3 (east) - Proposed			
Auto Repair & Service	3 per service bay + 1 / 400 sf AUA	6 bays	19
Drive –Through Car Wash	2 per stall – 24’ of drive-through counts as one stall	50’	2*
Total Stalls Required (Existing Condition)			67
Total Stalls Required (Proposed Condition – Individual Uses)			67
Total Parking Available			75†
Net Surplus (Proposed Condition)			8
Existing Parking to be Removed			(3)
Total Surplus (Proposed Condition)			5

AUA – active use area

sf – square feet

◇ - RV space added for 20 total restaurant spaces

‡ - ED County does not define parking requirement per fueling position; 0 service bays present and 0 sf of AUA

2* - required parking accounted for in drive-through lane.

† - total site parking stalls = 75 spaces; includes 2 stalls in drive-through lane of car wash

ATTACHMENT 3 - REVISED OSTR 5/21/20

Mr. James Doran
DORAN ENTERPRISES LLC
May 21, 2020
Page 5

4. Adequacy of the project site design to fully satisfy truck loading demand on-site, when the anticipated number of deliveries and service calls may exceed 10 per day.

The expansion project would not increase the existing truck deliveries, including fuel trucks for the gas station. Review of additional truck access is not required.

5. Adequacy of the project site design to provide at least a 25' minimum required throat depth (MRTD) at project driveways.

Two existing driveways are present that provide access to and from the site. Review of additional driveway access is not required.

6. Adequacy of the project site design to convey all vehicle types.

The project is an expansion of an existing quick lubrication shop. The largest design vehicle for the site includes fuel trucks for the Chevron gas station located in the center of the site. As this project expands the existing use no additional analysis is needed to accommodate a smaller vehicle.

7. Adequacy of sight distance on-site.

This is an existing driveway providing access to multiple uses. No new circulation around the site will occur with the expansion of the quick lubrication shop. However, the two proposed service bays added to the west side of the building have trees on either side of the bays. During months where the trees have leafed out it is possible that the sight distance for vehicles backing from the service bays may have limited visibility. It is recommended that the trees should be limbed so that the lowest branches are no less than six feet above the pavement. An alternative would be to have a 'walker' assisting when cars are backing from the service bays.

8. Queuing analysis of "drive-through" facilities.

This project does not include drive-through facilities; therefore, a queuing analysis was not completed.

CONCLUSIONS

The proposed project will expand an existing quick lubrication shop with the addition of two service bays within an existing neighborhood retail shopping center. The project will convert existing vacant retail space adjacent to the existing two service bays. There are no plans to provide 'drive-through' capabilities. The project will remove three existing parking spaces. Under two alternative scenarios the parking requirements indicate that the site will continue to have a surplus of parking with a minimum of 5 stalls.

The only on-site traffic issue noted is the possibility of limited sight distance when vehicles are backed out of the service bays. This would be seasonal when trees on either side of the new service bays have leafed out. It is recommended that the trees should be limbed so that the lowest branches are no less than six feet above the pavement. An alternative would be to have a 'walker' assisting when cars are backing from the service bays.

KDA

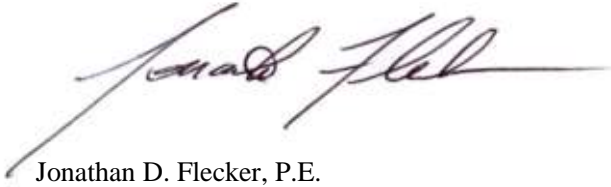
ATTACHMENT 3 - REVISED OSTR 5/21/20

Mr. James Doran
DORAN ENTERPRISES LLC
May 21, 2020
Page 6

Should you have any questions, please free to contact me directly at (916) 660-1555. You may also reach me via e-mail at jflecker@kdanderson.com.

Sincerely,

KD Anderson & Associates, Inc.



Jonathan D. Flecker, P.E.
Transportation Engineer



Attachment: Figure 1

4041 Mother Lode Dr Fast Freddys Lube Express OSTR 5-21-20.ltr

ATTACHMENT 3 - REVISED OSTR 5/21/20



VICINITY MAP