



PC 12/14/17
#7
Charlene Tim <charlene.tim@edcgov.us>
14 pages

DR 08-003 Saratga Retail - Material Loading Issues / traffic conundrums' with Park Village

Kim S - Camom <CAmom2345@hotmail.com>

Mon, Dec 11, 2017 at 7:45 PM

To: "rommel.pabalinas@edcgov.us" <rommel.pabalinas@edcgov.us>, "planning@edcgov.us" <planning@edcgov.us>, "gary.miller@edcgov.us" <gary.miller@edcgov.us>, "jeff.hansen@edcgov.us" <jeff.hansen@edcgov.us>, "james.williams@edcgov.us" <james.williams@edcgov.us>, "brian.shinault@edcgov.us" <brian.shinault@edcgov.us>, "jvegna@edcgov.us" <jvegna@edcgov.us>, "efren.sanchez@edcgov.us" <efren.sanchez@edcgov.us>, Roger Trout <roger.trout@edcgov.us>, John Hidahl <john.hidahl@edcgov.us>, Char Tim <charlene.tim@edcgov.us>, "tjwhitejd@gmail.com" <tjwhitejd@gmail.com>, "jjrazzpub@sbcgloabl.net" <jjrazzpub@sbcgloabl.net>, "hpkp@aol.com" <hpkp@aol.com>

Hello,

I wanted to send a separate email regarding the loading issues and some traffic related issues involved with the DR -08-0003 Saratoga Retail development project.

Please include this email and attachments in the file for the public record / comment.

According the 2009 DR -08-0003 there only allowable loading area is for Walgreens. And the allowable hours are "off-peak" between 6am and 10 am - see attachment N.

The updated Design Review Revision Staff Report does not even mention loading areas for the scope change of the development, and there appears to be no areas indicated for loading on any maps, only parking spaces. As stated in the initial DR document there will be circulation conflicts that will be generated if loading trucks are allowed to use the parking lot. Which also indicates that the planning commission may deny the revisions as this subject is not newly addressed - as it should be - according to the Community Design Standards section 4.5 (attached) that off-street loading of more than 10,000 feet be required. According to the Executive Summary in the Kimley Horn report: **"The project now proposes to develop the remainder of project site with two restaurants and a small retail building totaling 10,400-sf of new uses."** This means, according to the CDS Table 4.5.A that there is a high demand for not one, but TWO loading bays. Even so, there is no consideration for even one loading area.

Further the report states on page 35 Section 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. Based on information provided by the project applicant, the worst-case scenario (overlapping between uses) includes up to 10 deliveries, up to three times per week. These deliveries are also understood to occur off-peak, when site traffic is at a minimum. As a result, the project site as depicted in Figure 2 appears to be designed to satisfy the anticipated truck loading demand on-site.

They are making a lot of observations based on off-peak times for fast food restaurants who really don't have off-peak times and there are no loading areas in the parking lot. How do they even determine that these are just "deliveries" which implies a quick in and out??

One of the proposed Fast Food businesses, Chik Fil A, opens for breakfast from Monday through Saturday at 6:30am - 10am, effectively cancelling out the off peak unloading hours. Lunch

invariably starts at 11:30 and continues to 2pm at least, and then the dinner crowd most likely starts around 4:30 and lasts at least until 7:30 - 8pm. When are the loading trucks supposed to bring in product?? In the middle of the night?? Waking the nearby residents?? On Sunday?? disrupting the nearby residents Sunday leisure time ??

There are three businesses in the new proposal and each of them will have their own weekly product unloading scenarios. The configuration as originally outlined in the DR 08-003 states that since the "boutique style shops" that "serve the local community" do not have the loading demands of a major retail / restaurant outlet that there is no need for loading. Since the scope of the development proposal has changed, this loading issue is practically front and center yet it seems to be a non-issue with the development.

Kimley Horn raises other loading and traffic related points:

page 33 - see attached - the DAILY traffic queing on EDH Blvd onto Saratoga during AM and PM peak hours is much greater than the allowable "storage" which will obviously create daily back up traffic onto the thru lanes headed west / north - this would be a violation of Measure E, no? The cars backed up on El Dorado Hills Blvd trying to turn left for a fast food fix will be stacked up into the through lanes: DAILY.

page 34 - see attached - Park Village residents rely on Mammoth and Arrowhead to get out onto Saratoga. There are no plans for signals according to the study, and with the opening up of Iron Point and the building of Saratoga Estates just how does the county expect Park Village Residents to get out onto Saratoga with no signal lights? As it is people drive over 40mph, but because current traffic is rather light it's not so much of an issue, but it soon will be. Not to mention the added traffic from William Brooks Elementary school drop off's in the morning and pick-ups in the afternoon and further pick-ups after work, three times per day there is much heavier traffic on Arrowhead and Mammoth.

page 35 - see attached - HOW ON EARTH DO THEY DETERMINE THAT THERE WILL BE MINIMAL CONFLICTS WITH ARROWHEAD DRIVE AND THE SITE TRAFFIC at the right turn only egress? REALLY?? The study states there will be reduced conflicts with Arrowhead, HOW DO THEY ARRIVE AT THIS CONCLUSION? I'd like to suggest there will be MORE CONFUSION because of the odd nature that the driveway will create being off-set from Arrowhead. Cars turning left from Arrowhead onto Saratoga will be faced with fast food patrons cars turning right out of the driveway. This is a calamity. Also the throat depth is 25', how does a 40' RV or a 20' truck with a 28' trailer negotiate a 25' throat to turn right??

page 36 - see attached - highlighted in blue

"the proposed project is expected to experience maximum drive-through queuing that exceeds the available storage. The result of this condition will result in spillback into the adjacent drive aisle and will have the potential to impeding on-site vehicle and pedestrian movements. While temporary on-site queuing associated with this drive-through facility is not anticipated to result in off-site operational or safety concerns, the project should consider adding "KEEP CLEAR" striping along the main site access driveway to reduce the likelihood of a standing vehicle queue along this driveway during peak periods of operation."

Just where does the county expect the overflow of cars to be queing / stacking up if there is a "keep clear" designation in the access driveway?? They will be standing on Saratoga. This seems like a major flaw. The cars will be stacking up in that left turn pocket on Saratoga on a daily basis.

Also on Page 36 - and FIGURE 2 Attached - yellow highlights indicate fire truck turning radius - the turning radius for large vehicles is discussed. If you look at figure 2 on the map that turning radius runs right into the parking stalls in at least two locations and into the curb on the last location. Also, with a throat of 25' how do you expect RV's to negotiate this turn?? Cars will be

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parked in those stalls and may or may not be hanging out past the stalls making the turning radius nearly impossible.

As a side note, in a memo "Exhibit T" the loading issues were never even addressed.

I believe I have been giving the Commissioners enough information that raises many many concerns over several emails, the Traffic, the parking, the loading, the RV issues, and the Fire Truck turning radius stall colliding situation that the commissioners should deny the new proposed development for Saratoga which includes two fast food drive through restaurants.

How about a family friendly restaurant that serves the local community?? A Mimi's would be fantastic and perfect for our Park Village and El Dorado Hills Residents. Why not a sit-down?? that location is perfect for a sit-down restaurant.

Thanks again for your time and consideration,

Kim Shultz

Sent from Outlook

9 attachments

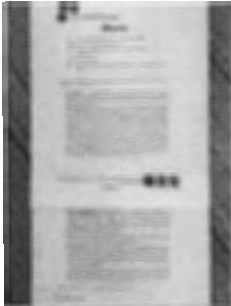


Exhibit T - full.JPG
2191K



Admin Relief Findings.JPG
1557K

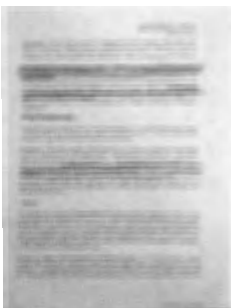


Exhibit N - Loading.JPG
2207K



CDS Loading.JPG
2048K



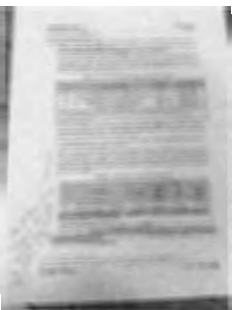
KH page 33.JPG
2292K



KH page 34.JPG
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KH page 35.JPG
2456K

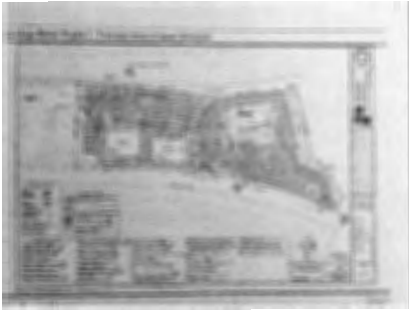


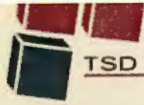
KH page 36.JPG
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Figure 2 - Turning Radius.JPG
2313K

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Memo

To: Efren Sanchez; Assistant Planner – County of El Dorado
From: Chris Schulze; TSD Engineering, Inc.
CC: Rommel Paballinas, Senior Planner – County of El Dorado
 Peter Navarra
Date: October 10, 2017
Re: RESPONSE MEMO; Saratoga Retail Design Review – Project File No. DR08-0003-R

This Memo is provided in response to your Letter regarding the subject project dated September 11, 2017 Letter.

1. **Air Quality:** The Owner/Applicant and consultant team continue to work through AQMD comments as it pertains to Green House Gas. We are working directly with AQMD to address this and we anticipate having resolution of this item by October 13, 2017.
2. **RV Parking:** Due to the fact that the County's extension of Saratoga Way created an odd-shaped parcel, onsite circulation has been compromised to some extent with respect with the site's ability to handle large vehicles such as recreational vehicles and delivery trucks. Based on the constraints of the property providing a pull thru 38' x10' RV parking space is not feasible based on the shallow depth of the property. Per the County zoning code based on the proposed land use (and building square footages) Saratoga Retail Phase 2 is required to provide 38 parking stalls. The proposed project proposes a total of 68 parking stalls. The additional 30 parking stalls provided could be used by RV's/Trailers by parking over 4-5 of these parking stalls. This would give the project to provide flexibility in its parking management to provide both additional standard vehicle stalls and/or RV parking based on demand. Thus, based on the constraints on the property configuration and the additional parking provided (over code requirement) the need for RV parking spaces can be waived.



3. **Colors of Building:** Please see Attachment 1 for Building 2A and Building 2B; Serrano Design Review Approval letter. Chick-Fil-A continues to pursue Serrano Design Review approvals. Currently Serrano has approved the building architecture however Serrano and Chick-Fil-A are working through proposed building signage. Once Serrano design review issues their approval this document will be forwarded to the County.
4. **Signs:** Saratoga Retail has an approved Master Sign Program that has been previously approved for this property. Any development of the property must comply with the Approved Sign Program (see attachment 2).
5. **Driveway:** Per Court Order Case No. PC 20050276 Saratoga Retail was approved for two full turn driveways associated with the project (see attachment 3). Under existing conditions Walgreens constructed the first full turn movement driveway. The current proposed project currently being reviewed is allowed per the court order to develop the second full turn movement driveway as proposed between building 2B and Chick-Fil-A.
6. **Drive-Thru Queuing:** Site Plan has been updated to depict the drive thru window locations as well as the vehicle staking in the drive thru que. Both the Chick-Fil-A and Building 2A either exceed or meet the 13 car que requirement identified in the traffic study associated with the proposed project.

Should you have any further questions please let me know.

Sincerely
Chris Schulze, PE 59220

3.2 The parking provided is sufficient to serve the use for which it is intended;

The project will meet the parking requirements necessary for the proposed mixed commercial uses in terms of the number of spaces provided.

3.3 The modification will not be detrimental to the public health or safety.

The modification of the parking space design requirements will not impair on-site circulation with the inclusion of the condition of approval requiring deliveries to be prohibited during peak business hours.

Discussion: The applicant has proposed 153 parking stalls to be constructed with the project. Per the County's Zoning Ordinance, Section 17.18.060, the applicant would be required to provide 152 spaces (22,182 square feet general merchandising @ 1 space/300 s.f. = 74 spaces; 8500 s.f. restaurant with 234 fixed seats @ 1 space/3 fixed seats = 78 spaces. Total Required = 152 spaces).

In accordance with Zoning Ordinance Section 17.18.060.16, the applicant is required to provide for 1 recreational vehicle (RV) parking space for every 10 spaces of parking designated for the restaurant use. Thus, eight (8) RV spaces would be required for the proposed restaurant uses. The project does not include recreational parking spaces. However, the project parking exceeds the County requirements and would be sufficient to serve the proposed commercial use given that the project is not a regional retail center, nor is it a tourist-serving facility, and it is unlikely that it would draw recreational vehicles to the site. Administrative relief findings from the strict compliance with the provisions for commercial use have been made and are included in the Findings for Approval, Attachment 2.

Section 17.18.080 (C) requires:

All commercial and industrial uses to provide and maintain one (1) off-street loading space for up to 15,000 gross floor area. Loading spaces must be a minimum of twelve (12) feet in width and forty (40) feet in length with a fourteen (14) foot vertical clearance.

Discussion: The project proposes 30,628 square feet of commercial development which would require a minimum of two (2) loading spaces. The applicant has provided one loading space adjacent to the trash enclosure area for Building 1. This loading area will suffice for deliveries to Walgreens, however, no loading spaces have been provided for Buildings 2 and 3. This could create potential circulation conflicts during deliveries for those buildings. In order to avoid this conflict, deliveries for these buildings shall be limited to the morning between 6 a.m. and 10 a.m. This would avoid peak business hours which typically occur midday and during the evening hours as demonstrated in the traffic study for the project. A condition limiting hours of delivery has been included in Attachment 1.

Lighting:

The project site exterior building and parking lot lighting would be required to conform to the lighting standards contained in Section 17.14.170 of the Zoning Code pertaining to excessive glare which may be considered to be a traffic hazard and a negative impact to adjacent properties. Lighting for the project consists of a mixture of single and double armed promenade style lights with both vertical and horizontal lamps mounted at heights ranging from 10 feet to 24.5 feet, for a total of 47 lighting fixtures (Exhibit M). Lighting is primarily proposed along the perimeter of the property, parking islands, and along interior walkways.

Discussion: Lighting would be required to conform with Section 17.14.170 which requires outdoor lighting to be downward shielded to reduce spill and lighting glare on adjacent properties and roadways. The project site is bounded on all sides by roadways or vacant land which would not be developed in the future. Residential development to the west, across Saratoga Way is buffered by

Community Design Standards

Parking And Loading Standards

1. When a change or increase in intensity of use occurs in a historic structure no additional parking spaces shall be required.
2. When expansions or additions to an historic structure increase its square footage by more than 25 percent, additional parking shall be required. The revised parking requirement shall be calculated on the resultant total square footage of the structure, whether such total increase occurs at one time or in successive stages, such as with a phased project.

4.5 Material and Passenger Loading/Unloading Areas

- A. **Materials.** All uses which require the receipt or distribution of materials or merchandise by vehicle shall provide off-street loading spaces in the amount specified under Table 4.5.A, based on the projected demand intensity for the use as provided by the applicant, subject to approval by the review authority:

Table 4.5.A Loading Bay Requirements

Use Area (in square feet)	NUMBER PER LOADING BAY DEMAND		
	High	Medium	Low
Less than 10,000	1	0	0
10,000 to 30,000	2	1	0
30,001 to 60,000	3	2	1
60,001 to 100,000	4	3	2
100,001 to 150,000	5	4	3
Each additional 50,000	1	0.5	0.25

1. Area(s) provided for passenger loading and unloading required under Subsection B below, may be utilized for material loading/unloading at the discretion of the review authority based on the type of use and material, expected demand for loading/unloading the material, time of material delivery, and other relevant factors.
2. Industrial sites shall be self-contained and capable of handling all truck loading, maneuvering, and docking on site. The use of public roads for staging and/or maneuvering is prohibited.
3. The review authority may modify the loading zone requirements in special circumstances based on the specific nature of the use or combination of uses, the design characteristics of the project and site dimensions, the impacts to surrounding properties, and public safety.

OTHER CONSIDERATIONS

Intersection Queuing Evaluation

Vehicle queuing for critical movements at four (4) of the study intersections was evaluated. The calculated vehicle queues were compared to actual or anticipated vehicle storage lengths. Results of the queuing evaluation are presented in Table 19. Analysis sheets that include the anticipated vehicle queues are presented in Appendices B-F. As presented in Table 19, the addition of the proposed project adds a minimal amount of additional queuing to these movements.

Table 19 – Intersection Queuing Evaluation Results for Select Locations

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#1, El Dorado Hills Blvd @ Saratoga Way		NBL			
	Existing (2017)		82		161
	Existing (2017) plus Project		220		285
	Cumulative (2035)	235	210	235	177
	Cumulative (2035) plus Project		308		313
	Cumulative (2035) plus Project (Mitigated)		263		281
#2, El Dorado Hills Blvd @ US-50 WB Ramps		NBL			
	Existing (2017)		711		848
	Existing (2017) plus Project		617		838
	Cumulative (2035)	1500	309	1500	646
	Cumulative (2035) plus Project		480		681
	Cumulative (2035) plus Project (Mitigated)		293		782
		SBL			
	Existing (2017)		125		252
	Existing (2017) plus Project	195	121	195	251
	Cumulative (2035)		66		120
	Cumulative (2035) plus Project	390 ^a	107	390 ^a	112
	Cumulative (2035) plus Project (Mitigated)		167		99
		EBL			
	Existing (2017)		274		222
	Existing (2017) plus Project		314		244
	Cumulative (2035)	1850	91	1850	574
	Cumulative (2035) plus Project		392		560
	Cumulative (2035) plus Project (Mitigated)		104		229
#3, El Dorado Hills Blvd @ US-50 EB Ramps		EBR			
	Existing (2017)		610		475
	Existing (2017) plus Project		627		432
	Cumulative (2035)	415	281	415	103
	Cumulative (2035) plus Project		283		100

Cars will back up on EDH Blvd. DAILY

Source: Highway Capacity Manual (HCM) 2010 methodology per Synchro[®] v9.
Notes: For approaches with dual left-turn lanes, the longest queue length is reported.
a - includes on right and one right-thru lane

Transportation Officials (AASHTO), and the *Highway Design Manual*, published by Caltrans. Adequate sight distance was observed at both driveway intersections. Nevertheless, in all cases, roadside vegetation should be maintained to preserve sight distance. In addition, according to the project site plan (Figure 2) there appears to be adequate sight distance on-site to facilitate safe and orderly circulation.

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

Chick-fil-A Restaurant

The project site plan (Figure 2) depicts drive-through queuing space for 15 vehicles with the proposed Chick-fil-A fast-food restaurant. Recently collected drive-through queuing data for three similarly sized fast food restaurants in South Placer County reveal a maximum queue of 13 vehicles or 325-feet (see data provided in Appendix I). Considering the relatively consistent suburban locations and anticipated uses, the proposed project is expected to be able to accommodate the maximum drive-through queue without spillback into the adjacent drive aisle and avoid impeding on-site pedestrian movements.

Habit Burger (Building 2A)

The project site plan (Figure 2) depicts drive-through queuing space for approximately 9 vehicles with the proposed Habit Burger fast-food restaurant. As noted above, recently collected drive-through queuing data for three similarly sized fast food restaurants in South Placer County reveal a maximum queue of 13 vehicles or 325-feet (see data provided in Appendix I). Considering the relatively consistent suburban locations and anticipated uses, **the proposed project is expected to experience maximum drive-through queuing that exceeds the available storage. The result of this condition will result in spillback into the adjacent drive aisle and will have the potential to impeding on-site vehicle and pedestrian movements. While temporary on-site queuing associated with this drive-through facility is not anticipated to result in off-site operational or safety concerns,** the project should consider adding "KEEP CLEAR" striping along the main site access driveway to reduce the likelihood of a standing vehicle queue along this driveway during peak periods of operation.

Other Transportation-Related Impacts and Mitigation Considerations

In accordance with the County's *Guidelines*², the proposed project was evaluated against the following *General Plan* goals:

▪ **Emergency Vehicle Access**

*Fire Safe Regulations*¹⁶ state that on-site roadways shall "provide for safe access for emergency wildland fire equipment and civilian evacuation concurrently, and shall provide unobstructed traffic circulation during a wildfire emergency..." All project roadways shall be designed and constructed in accordance with these requirements. As shown in project site plan (Figure 2), the turn radius for a firetruck is depicted circulating through the proposed project. As such, the proposed project is considered to allow for adequate access and on-site circulation for emergency vehicles.

▪ **Deliveries of Goods and Services**

As shown in project site plan (Figure 2), the turn radius for a firetruck is depicted circulating through the proposed project. As such, the proposed project is considered to allow for adequate on-site circulation for all vehicle types, including delivery vehicles for goods and services.

▪ **Access to Public Transit Services consistent with General Plan Circulation Element Goal TC-2: "To promote a safe and efficient transit system that provides service to all residents, including senior citizens, youths, the disabled, and those without access to automobiles that also helps to reduce congestion, and improves the environment."**

¹⁶ *Fire Safe Regulations*, Title 14 Natural Resources, Division 1.5 Department of Forestry, Chapter 7 – Fire Protection, Subchapter 2 SRA Safe Regulations, Article 2 Emergency Access, El Dorado County Building Department.

Where do cars
keep clear?
Saratoga
Road?

The figure 2
Shows turning
radius into
parking stalls
in 2 areas

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

As previously noted, access to the site is provided at the existing main site driveway intersection with Saratoga Way (Intersection #9). With the addition of the project, two additional driveways will serve the site; one full access driveway south of the main site driveway, and one egress-only driveway at the south end of the project site. According to the project site plan (Figure 2), these two additional driveways are located approximately equidistance from each other and Intersection #9 (approximately 250-feet).

The spacing between consecutive site driveways appears to be adequate and, when combined with the presence of left-turn access from Saratoga Way, these access points will assist in dispersing trips entering and exiting the site. The proposed configuration is advantageous as it reduces the potential for a concentration of trips which should serve to minimize queuing and other operational inefficiencies.

The southern egress-only driveway is positioned just north of the existing Arrowhead Drive intersection (Intersection #10). Due to the anticipated on-site circulation and predominant traffic movements (to/from El Dorado Hills Boulevard), the potential conflicts between Arrowhead Drive and site traffic at this intersection are anticipated to be minimal. It should be noted that the site plan depicts this driveway's movements as right-turns only, thereby further reducing the potential conflicts with Arrowhead Drive.

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

According to the County's requirements¹⁵, the proposed project is required to provide 36 total parking spaces. As noted in Figure 2, 68 parking spaces are proposed to be provided.

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**

Based on information provided by the project applicant, the worst-case scenario (overlapping between uses) includes up to 10 deliveries, up to three times per week. These deliveries are also understood to occur off-peak, when site traffic is at a minimum. As a result, the project site as depicted in Figure 2 appears to be designed to satisfy the anticipated truck loading demand on-site.

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.**

According to the project site plan (Figure 2), the two new site driveways provide at least 25-feet of MRTD. This is the throat depth required based on the methodology presented in *Estimation of Maximum Queue Lengths at Unsignalized Intersections* (ITE Journal, November 2001). The southernmost driveway is one-way only, and therefore a MRTD of 25-feet is acceptable. The secondary all-access driveway requires a 25-foot throat depth based on the approach volume, conflicting volume, and percent of right-turns (see data provided in Appendix H).

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

As shown in project site plan (Figure 2), the turn radius for a firetruck is depicted circulating through the proposed project. As such, the proposed project is considered to allow for adequate on-site circulation for all vehicle types.

7. **Adequacy of sight distance on-site**

An evaluation of sight distance was completed for the two proposed site access driveway intersections along Saratoga Way based on observed horizontal and vertical geometric conditions. These evaluations were performed in accordance with the guidelines presented in the *Geometric Design of Highways and Streets*, published by the American Association of State Highway and

¹⁵ El Dorado County Ordinance Code, Section 130.35.030, November 17, 2004.

How can they determine this?
The awkward intersection will cause confusion especially if there is no signal.
What about 40' RV's?

On-Site Transportation Review

In accordance with the County's *Guidelines*², the following aspects of the proposed project were evaluated:

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**

According to the County's 2015 *Annual Accident Location Study*¹⁴, several study area sites (i.e., intersections and roadway segments) experienced three (3) or more accidents during a three-year period between January 1, 2013, and December 31, 2015. According to the *Study*, these sites were selected for investigation and determination of corrective action(s). **Table 20** provides a summary of the study area sites and their selected actions.

Table 20 – Project Area Sites Selected for Accident Investigation

Site #	Location Description	Accident Rate*	Identified Action
16	El Dorado Hills Blvd, vicinity of US-50	0.76	None required
17	El Dorado Hills Blvd, vicinity of Saratoga Way (North)	0.52	None required
18	El Dorado Hills Blvd, vicinity of Serrano Pkwy	0.23	None required
37	Latrobe Rd, vicinity of Town Center Blvd	0.51	None required
38	Latrobe Rd, vicinity of US-50	0.48	None required

Source: *Annual Accident Location Study 2015*, County of El Dorado Transportation Division, March 24, 2016.
* # Accidents per Million Vehicles (MV) for single sites (Intersections/curves), # Accidents per Million Vehicle Miles (MVM) for roadway sections.

According to the *Study*, "no further action is required due to low accident rate or other conditions." However, these sites will continue to be monitored and any subsequent increase in the frequency of accidents may necessitate further review and analysis."

Considering the suburban nature of the study area, here are no "non-standard intersection or roadway" facilities in the general project area.

A planning level assessment of the need for traffic signalization was performed for the un-signalized study intersections. This evaluation was performed consistently with the peak-hour warrant methodologies noted in Section 4C of the *California Manual on Uniform Traffic Control Devices (CMUTCD), 2014 Edition (with December 2015 revisions)*. A summary of the peak-hour warrant results is presented in **Table 21**.

Table 21 – Traffic Signal Warrant Analysis Results

#	Intersection	Analysis Scenario			
		Existing (2017)	Existing (2017) plus PP	Cum (2035)	Cum (2035) plus PP
8	Saratoga Way @ Mammoth Way	No / No	No / No	No / No	No / No
9	Saratoga Way @ Main Project Dwy	No / No	No / No	No / No	No / No
10	Saratoga Way @ Arrowhead Dr	No / No	No / No	No / No	No / No

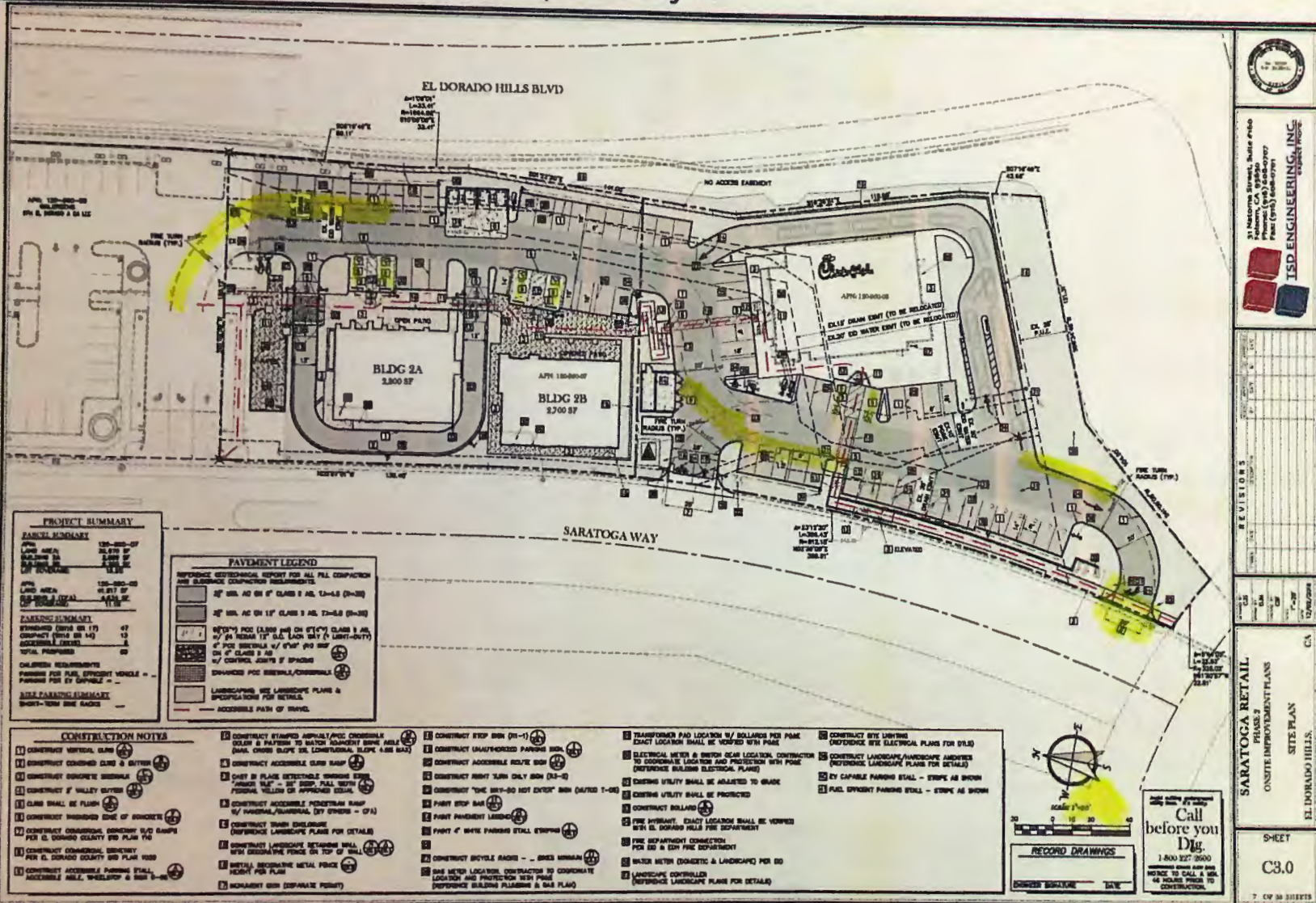
Results are presented in AM / PM format.
Note: Peak-hour warrant is satisfied if Condition A or B is satisfied.

As shown in **Table 21**, no intersections warrant a traffic signal under Existing (2017) and Cumulative (2035) Conditions with and without the addition of the proposed project. Detailed results of this analysis are presented in **Appendix G**.

¹⁴ *Annual Accident Location Study 2015*, County of El Dorado Transportation Division, March 24, 2016.

How do Park Village residents exit the neighborhood with no signal to help?

Saratoga Retail Phase 2 - Transportation Impact Analysis



Source: TSD Engineering, Inc., February 3, 2017

Figure 2

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Charlene Tim <charlene.tim@edcgov.us>

DR08-0003-R

Chrys Atkinson <chrysatky@yahoo.com>

Mon, Dec 11, 2017 at 11:18 PM

To: "charlene.tim@edcgov.us" <charlene.tim@edcgov.us>, "john.hidahl@edcgov.us" <john.hidahl@edcgov.us>, "jvegna@edcgov.us" <jvegna@edcgov.us>, "gary.miller@edcgov.us" <gary.miller@edcgov.us>, "jeff.hansen@edcgov.us" <jeff.hansen@edcgov.us>, "james.williams@edcgov.us" <james.williams@edcgov.us>, "brian.shinault@edcgov.us" <brian.shinault@edcgov.us>

We are long-term residents of El Dorado Hills (32 years). We now live in the neighborhood that utilizes Saratoga as our main access to/from our home on Arches Avenue. We are **strongly opposed** to the proposal to change the zoning to allow drive throughs. We understand growth but it needs to be smart and managed wisely and this would not be a wise decision to change the restrictions that are in place. We have serious concerns on traffic, noise, parking, sidewalks, aesthetics. We've had our mail stolen and issues with theft in our neighborhood already as we are not gated and near the freeway. We don't need to add to those problems!

We urge you to please vote NO to these fast foods in this neighborhood!

Sincerely,
Chrys & Doug Atkinson
349 Arches Avenue
El Dorado Hills



PC 12/14/17
#7
Charlene Tim <charlene.tim@edcgov.us>
33 pages

DR 08-0003-R/ Saratoga Retail - Dec 14 Meeting

Matt Emrick <matthew@mlelaw.com>

Tue, Dec 12, 2017 at 2:47 PM

Reply-To: Matt Emrick <matthew@mlelaw.com>

To: "charlene.tim@edcgov.us" <charlene.tim@edcgov.us>, "jvegna@edcgov.us" <jvegna@edcgov.us>, "gary.miller@edcgov.us" <gary.miller@edcgov.us>, "jeff.hansen@edcgov.us" <jeff.hansen@edcgov.us>, "james.williams@edcgov.us" <james.williams@edcgov.us>, "brian.shinault@edcgov.us" <brian.shinault@edcgov.us>, "john.hidahl@edcgov.us" <john.hidahl@edcgov.us>
Cc: "planning@edcgov.us" <planning@edcgov.us>

Dear El Dorado County:

Attached please find my letter commenting on the proposed Design Review Revision for project - DR 08-0003-R/ Saratoga Retail (Formerly "The Shops") in El Dorado Hills on Saratoga. I have also included the attachments to my letter.

Thank you very much for your consideration.

-MATTHEW EMRICK

(916) 337-0361

3881 Scenic Cour

2 attachments

Emrick - Saratoga Retail Letter to County - Dec 2017.pdf
387K

Emrick Attachment - Saratoga Retail - Dec 2017.pdf
7325K

Law Offices of Matthew Emrick

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December 11, 2017

County of El Dorado Planning Commission
Charlene Tim, Clerk of the Planning Commission
2850 Fairlane Court
Placerville, CA 95667

RE: DR 08-0003-R/ Saratoga Retail (Formerly "The Shops")

Dear Planning Commission, Staff, and Hon. EDC Board of Supervisors:

Thank you for allowing me the opportunity to comment on the proposed Design Review Revision for DR 08-0003-R/ Saratoga Retail in El Dorado Hills, CA ("Project" or "Proposed Project"). This is the proposed project commonly referred to as the "Chick-fil-A" project or as the "we knew the original developer was lying to us about fast food restaurants" project.

I own a home directly across from the Walgreens adjacent to the project location. My residential address is 3881 Scenic Court, El Dorado Hills. My home is two-stories with the second story above the existing sound wall. I have owned this home since 2003. While the proposed fast-food locations will be to the south west of my home, my experience with Walgreens in relation to light, noise, aesthetics, crime, and traffic will be outlined in this letter as percipient expert testimony. Other than perhaps one other homeowner, I have the most knowledge of any party (homeowner, County or Developer) about the impacts from Walgreens, and therefore, about the potential impacts of the proposed fast food restaurants (e.g. Chick-fil-a and The Habit Burger). I am also an attorney who has practiced law relating to project development, land use and the California Environmental Quality Act (CEQA) over the past 27 years. **Attachment A** shows the location of my home in relation to the Project.

As a general proposition, I am absolutely opposed to this Project. Unlike some others opposing the project, however, I am not opposed to a Chick-fil-A somewhere in El Dorado Hills – it is a great place to eat. A good place for this project could be by the CVS Pharmacy on the corner of White Rock and Latrobe roads.

The problem is that this Project is not what the Developer promised this neighborhood, the supporting documents are flawed and sloppy, and the *postage-stamp, sized property* adjacent to school and homes is the last place anyone should consider putting two drive-through fast-food restaurants in El Dorado Hills. The Project as proposed must be denied.

My more specific comments on the Project are set forth below.

1. General Comments:

Sometimes just plain common sense needs to be exercised in a situation such as this.

This project is proposing TWO fast food, drive-through restaurants located on a tiny parcel of property with no direct freeway access. To access the project site, freeway traffic will have to turn onto El Dorado Hills Blvd. and use a **left turn lane** onto Saratoga Blvd. that is ALREADY too short to accommodate rush hour traffic. As a resident of this area, I have personal knowledge that it can take up to 3 light changes to make the left-hand turn onto Saratoga during periods of heavy traffic. This turn lane is absolutely inadequate to accommodate the likely traffic attracted to these fast food locations and would need to be lengthened significantly. This new and increased traffic on Saratoga, along with the new traffic from the Saratoga Estates Project, will make it very difficult to use Mammoth for left turns leading to traffic backing up to block Scenic and Mammoth Courts which already back up during rush hour and due to traffic to Brooks Elementary School. Also, it is difficult

now during heavy traffic to even get into the left-turn when exiting Highway 50 east as it requires crossing three lanes in about a block and a half.

The project is adjacent to residential, directly across the street from the bus stops for Country Day School and Oakridge High School, and only 3 blocks or so from Brooks Elementary School, Deputy Jeff Mitchell Ball Park, and Peter Bertlesen Water Park. The Project will attract Children. And yet the Project proposes no controlled intersections, no cross walks, no speed limit/slow signs, and proposes no solution to the **blind curves** at the Project site (see **Exhibit B** – photos at the intersection of Arrowhead and Saratoga [discussed in more detail *infra*]). It does not take an expert report or study to conclude that children are being put in potential danger by this Project due to the absolute failure of mitigation measures to address this particular issue – e.g. children accessing the site from surrounding residential areas.

The project as originally designed and proposed to myself, the County and other residents back in 2009 or so was an upscale, low-impact development intended primarily to serve people in El Dorado Hills with “some” freeway exposure. This project has now fundamentally changed into a primarily “freeway” traffic oriented project with heavy volumes of incoming traffic – virtually without any mitigation. Common sense dictates that this should not be allowed to occur and is fundamentally unfair to the adjacent residential area.

2. Overview of the Project and Project Area

The Project description and Project- related documents fail to accurately reflect the physical project site and surrounding area thus failing to identify the extent of substantial Project impacts and the need for substantial mitigation measures. The following are some facts that are not included within the Project documents or else not given their proper consideration by the documents and CEQA analysis:

Traffic

- The Project will substantially increase traffic over present conditions. The Project is in fact intended to substantially increase traffic to the Project site.
- Traffic will additionally increase along Saratoga in 2018 due to the construction of the Saratoga Estates subdivision (to the west of the project site) and due to the construction of the new Ambulatory Surgical Center (located nearly directly across from the proposed project). (See **Exhibits A, B and C**)
- Two-drive thru fast food restaurants on a parcel the size of the Project site is likely to result in traffic backing up onto Saratoga. Other commenters have submitted substantial evidence in the form of articles demonstrating this fact.
- There are no existing cross-walks on Saratoga allowing pedestrian traffic to access the proposed fast-food restaurants. (see **Exhibit A**)
- There are no controlled pedestrian or traffic intersections on Saratoga near the proposed project.
- There are no speed limit signs along Saratoga near the project site and traffic on Saratoga generally proceeds somewhere between 35 to 45 plus miles per hour..
- The intersection of Saratoga and Arrowhead has limited visibility for traffic on Saratoga in both directions due to the curvature of Saratoga (see **Exhibit A**). This intersection is dangerous due to this impaired visibility and will be more dangerous with increased traffic resulting from the Project. This intersection is almost directly across from the Project's presently proposed exit-only driveway.
There is presently a blind curve at Saratoga and Mammouth as well for pedestrians when crossing (no sidewalk) from Walgreens to Mammouth. (See **Exhibit A**)
- There are two school bus stops located directly across from the Project site – Country Day School and Oakridge High School. (see **Exhibits A and B**). Kids

are picked up just before 7 am and dropped off between 3 pm and 4 pm during the week.

- There is an elementary school, Park (water park) and a baseball field located 3 blocks from the Project site off Arrowhead. (See **Exhibit A**).
- No turn lane is being constructed to accommodate project site traffic east-bound on Saratoga.
- The left-turn lane from El Dorado Hills Blvd. onto Saratoga cannot accommodate additional traffic during the lunch and rush hours (as I have personally observed as a 14-year resident of this area).

In sum, the Project will increase traffic substantially (as intended) on Saratoga with virtually no mitigation: e.g. no protection for pedestrians and children attempting to cross Saratoga, no mitigation of the Arrowhead-Saratoga visually impaired intersection, no speed limit controls, and no lengthening of the left-turn lane on El Dorado Hills Blvd. The project as designed and proposed puts pedestrians, children and local traffic at risk.

Noise

The noise study as it relates to traffic fails because there is no indication the study addressed increased traffic noise (volume and duration) from the near-by project sites of Saratoga Estates and the El Dorado Hills Ambulatory Surgery Center cumulatively in relation to the traffic noise associated with the Project.

The noise study has failed to consider noise levels from the Project inside the adjacent homes – especially the two-story homes with the second story above the sound wall (the comments submitted by Hillary Krogh on behalf of the EDH Townhouses are especially insightful and are incorporated into this letter). On this point, I own a two-story home located directly across from Walgreens which is an existing part of the larger project. My home is located north of the proposed project (see **Exhibit A**). I have

approximately 7-years' experience dealing with noise from the Project site and Walgreens and can confidentially state that I am the person most knowledgeable about the potential noise impacts to homes located directly across from the proposed fast-food restaurants. My experience is that the sound wall generally helps reduce sound from Walgreens on my bottom floor but interestingly not from traffic noise on my side of Saratoga (west).

Additionally, it has been my experience that noise levels from traffic and trucks on my second story are not mitigated or reduced at all. Voices from across Saratoga in the Walgreens parking lot can be clearly and plainly heard – even when my slider is closed. The saving grace has been that traffic on Saratoga has been low to moderate up until now. I can say with full confidence that the proposed drive-thru window for the Habit Burger and increased traffic in volume and duration will adversely and significantly impact noise levels in those two-story residences directly across from the proposed project.

Aesthetics, Lighting, Signage, Exit-Only Driveway Design

I would like to comment on these issues except that the Negative Declaration for the most part defers addressing these issues to some undetermined time in the future, and in so doing, fails to adequately address the potential impacts. The signs and lighting for this Project have the potential to adversely impact the adjacent townhomes – especially the two-story townhomes. However, because the exact location, design, and size of the lights and signs are **deferred** (to be designed pursuant to “code”), it is impossible for the County via the Negative Declaration to analyze impacts and impossible to mitigate such unanalyzed impacts. It is also impossible for the public to analyze the potential impacts to their homes and to comment on these issues.

Crime

Studies have indicated that fast-food restaurants generally attract crime at twice the rate as other retail. (see attached **Exhibit D**). Again, this Project is located near residential, schools, parks, and school bus stops. And yet the Negative Declaration and other documents are entirely devoid of any discussion of the potential for this project to result in crime. The adjacent Walgreens has been the site of numerous crimes including the recent attempt to rob the ATM by running a vehicle into the front of that store. County Staff and the project proponent should be required to inquire about crime related to Walgreens and other local fast-food restaurants and to mitigate for any impacts. By entirely ignoring this issue, the County and project proponent are putting the adjacent neighborhood, parks, and schools at great risk.

Future Road Widening

In the future, it is possible that Saratoga may be widened in order to accommodate the increase in traffic that the Negative Declaration for this Project chooses to ignore (e.g. Saratoga Estates completion, Ambulatory Surgical Center, connection to Folsom etc.). If the road is widened on the west side of the road (along the sound-wall) this will result in loss of mitigation buffering constructed to benefit the El Dorado Hills Townhouses Association. The burden of future traffic should not be on the local residents, and therefore, a condition of approval of this project (if approved) should be that the Project site would bear the burden of any future widening of Saratoga in this area.

3. The Negative Declaration Fails

The Negative Declaration prepared for the Project does not comply with CEQA and a fair argument can be made that there is substantial evidence in the record that the Project may have a significant effect on the environment.

The Negative Declaration does not comply with CEQA

The Proposed Negative Declaration fails for the following reasons:

- It fails to analyze the cumulative impacts of Saratoga Estates and the Ambulatory Surgical Center (on traffic, noise, and aesthetics) – which are existing projects on Saratoga adjacent to the Project. Notably, the Traffic Study acknowledges cumulative impacts from certain projects in 2035 and finds the impacts to be “significant” without mitigation but the Negative Declaration ignores this and finds “no significant impacts.” The traffic study considers Saratoga Estates to be a 2035 cumulative impact but not an existing impact even though the project is currently under construction with construction traffic presently using Saratoga and homes projected for sale in 2018.
- It fails to consider Project impacts to children accessing the Project from nearby schools, parks and bus stops. It fails to provide mitigation measures to ensure children will be safe when crossing Saratoga to access the Project.
- It inappropriately defers project design elements such as signage, lighting and driveway design that are critical for adjacent homes to be able to analyze to consider potential aesthetic, noise and traffic impacts.
- It fails to address the impaired visibility of traffic at the corner of Arrowhead and Saratoga.
- It fails to address the element of criminal activities resulting from two fast food restaurants placed adjacent to a residential neighborhood and school bus stops - and only three blocks away from an elementary school.
- It uses a traffic study that appears to be a “re-hash” of a prior study from 2009 that is not adequately updated to account for existing and cumulative conditions.

- It uses a flawed noise study that fails to address or measure interior noise levels anticipated from the project and failed to interview adjacent homeowners to determine noise impacts from the existing Walgreens to consider actual impacts from the Project site.
- It uses an invalid baseline. Given that the Developer is fundamentally changing the Project that was promised to this neighborhood (upscale, low impact, moderate traffic), the baseline for impacts should be the Project without Walgreens and without the re-routed section of Saratoga – in other words – “bare land.” It is the only “fair” way to determine impacts and mitigate those impacts.
- As noted, the Negative Declaration fails to address the short left-hand turn lane on Saratoga. The Traffic Study notes significant impacts on other more distant intersections but entirely ignores this intersection. The impacts to this intersection during heavy traffic periods will be very significant and the developer should be required to expand this turn lane.

A Fair Argument Exists that an EIR should be prepared

- Traffic is going to be a significant impact given: other cumulative projects, the fact that the Traffic Study identifies traffic as a significant impact, and the fact that there are visibility impairments at intersections impacting both cars and pedestrians. There is no mitigation for these impacts set forth in the Project.
- Two new driveways and a fast-food drive-through window will be directed at adjacent homes across Saratoga. These issues along with cumulative traffic impacts from the other identified projects are going to increase both volume and duration of noise impacts. These will be significant and are not mitigated.
- There are no protections for pedestrians – especially children - accessing the site (no traffic signals, stop signs or cross-walks). Site access includes limited visibility due to the curvature of Saratoga along the Project Site. These impacts are significant and not mitigated.

- The Project impacts with other near-by projects are cumulatively significant.
4. The Developer's Original Promise to the Community and Neighborhood must be upheld.

During the original approval of "The Shops" at the site of the proposed project, the Developer continually assured this community and the neighborhood that the Project would be upscale and low-impact. That there would only be one upscale restaurant and that the developer would assure that any such restaurant would not result in adverse impacts of any kind to adjacent homes (e.g. noise, light or traffic). Based on these assurances from the Developer, many adjacent homeowners including myself chose not to challenge the Project in court - thus creating a condition of Promissory Estoppel. Now it appears that this was all just a "bait and switch." The County should not allow this to occur. Certainly, I intend to take all legal remedies available to me to ensure the Developer maintains this original promise to me and the community.

5. Conclusion

Based on the foregoing and on the other opposing comments, the Project must be denied. There are far better locations in El Dorado Hills for these fast-food places.

The environmental documents are flawed and invalid. If approved, an environmental impact report must be prepared to fully address the impacts of the Project and to consider Project alternatives which are not considered presently by the Negative Declaration.

Thank you for your consideration,

/s/ **MATTHEW EMRICK**

MATTHEW EMRICK

3881 Scenic Ct., El Dorado Hills, CA

Re: DR 08-0003-R/ Saratoga Retail (Formerly "The Shops")

Attachments to December 11, 2017 Comment Letter of
Matthew Emrick re: above referenced Project

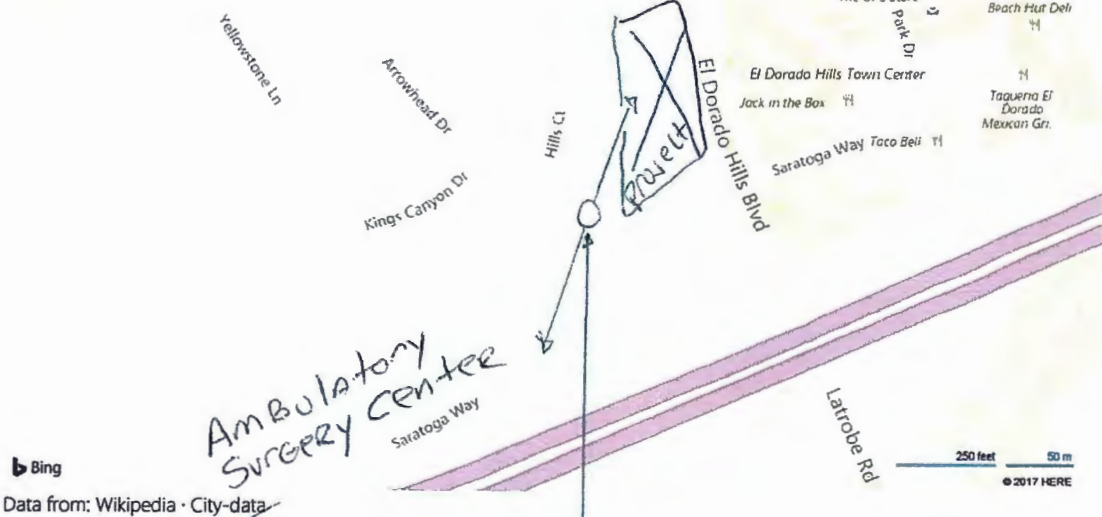
ATTACHMENT A

bing maps

El Dorado Hills, CA

Area: 48.61 sq miles (125.89 km²)

Population: 42,108 (2010)



bing
Data from: Wikipedia · City-data

250 feet 50 m
© 2017 HERE

Visibility
crossing
Saratoga

Limited
pedestrian

Ambulatory
Surgery Center

Limited
visibility
intersection

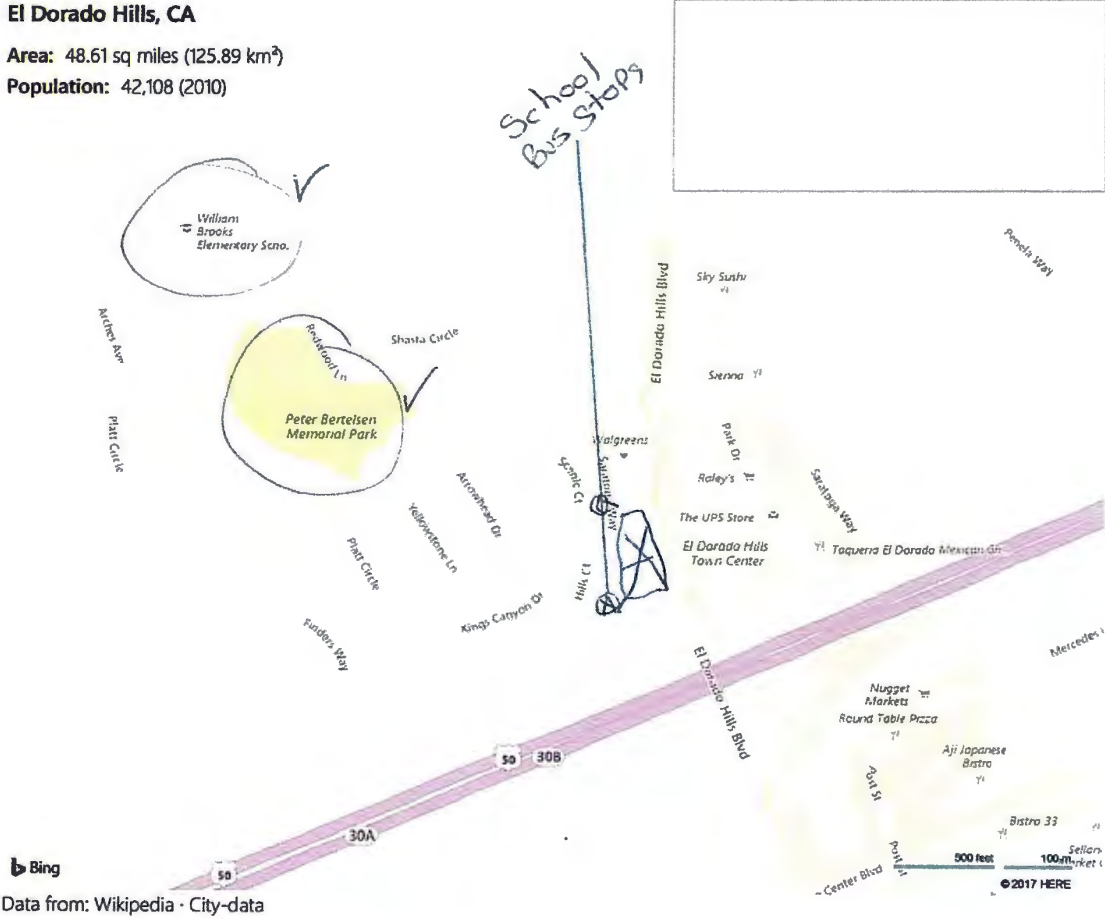
Saratoga
Estates

bing maps

El Dorado Hills, CA

Area: 48.61 sq miles (125.89 km²)

Population: 42,108 (2010)



Data from: Wikipedia · City-data

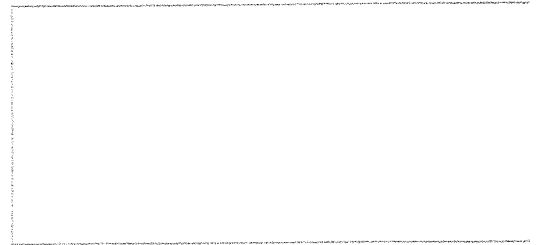
✓ School & park
- Bus Stops

THE SHOPS AT EL DORADO HILLS
NWC EL DORADO HILLS BLVD & SARATOGA WAY



retailwest
Ariel Fox
afox@retailwestinc.com
916.473.8805
CA DRE No 01496200

Hills Ct, El Dorado Hills, CA 95762



ATTACHMENT B



Arrowhead and Saratoga – limited visibility to right (site of Surgery Center on right).



Country Day School bus stop on Saratoga. Walgreens parking lot.



Arrowhead and Saratoga – limited visibility to left. Exit only drive-way proposed where circled.

ATTACHMENT C



COMMUNITY DEVELOPMENT SERVICES PLANNING AND BUILDING DEPARTMENT

<http://www.edcgov.us/DevServices/>

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924 B Emerald Bay Rd

South Lake Tahoe, CA 96150

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NOTICE OF DECISION

County of El Dorado Planning Services has approved the following project:

Design Review DR17-0003/El Dorado Hills Ambulatory Surgery Center submitted by RCP CONSTRUCTION (Agent: Rick Poipao) a Design Review application request for the construction of an approximate 22,272 square foot sized building for a new single story ambulatory surgery center. The proposed facility will focus on providing outpatient orthopedic surgical care beyond the medical environment found in a physician's office. The ambulatory surgery center will operate Monday through Friday during the hours of 8am to 5pm. The project includes an 85 stall parking lot, associated site improvements, and connections to existing utility systems. The property, identified by Assessor's Parcel Number 120-690-04, is zoned Community Commercial-Design Review Community (CC-DC), consists of 2.11 acres, and is located on the north side of Saratoga Way, approximately 14 feet west of the intersection with Arrowhead Drive, in the El Dorado Hills area, Supervisorial District 1 (County Planner: Efren Sanchez) (Statutory Exempt pursuant to Section 15268 of the CEQA guidelines and Section 130.52.030.B of the Zoning Ordinance.)*

*This project is exempt from the California Environmental Quality Act (CEQA) pursuant to the above-referenced section, and it is not subject to any further environmental review.

The decision to approve this project may be appealed to the Planning Commission by submitting the approved appeal form and applicable fee to the County of El Dorado Community Development Services, Planning and Building Department within the appeal period. The appeal period is ten working days starting on September 6, 2017 and ending at 5:00pm on September 20, 2017.

Any questions regarding the project may be directed to the County planner, Efren Sanchez, at (530) 621-5355. The project file, including the Conditions of Approval, is located at the County of El Dorado Community Development Services, Planning and Building Department, 2850 Fairlane Court, Placerville, CA 95667 and may be viewed during normal business hours.

COUNTY OF EL DORADO PLANNING SERVICES
ROGER TROUT, Planning and Building Department Director
September 6, 2017



The proposed surgery center in El Dorado Hills is currently in the planning phase. If approved it will have four operating rooms. Courtesy graphic

News

EDH surgery center in the works

By Julie Samrick

A local doctor has plans to create an outpatient orthopedic surgery center near the intersection of El Dorado Hills Boulevard and Saratoga Way.

The project, which is still in the permit phase, would fill the vacant area west of the corner shopping center where Walgreens is located.

Plans for the 22,272-square-foot, single-story ambulatory surgery center on the 2.11-acre site include four operating rooms, an 85-stall parking lot, associated site improvements and connections to existing utility systems.

“The center would provide outpatient orthopedic surgical care beyond the medical environment found in a physician’s office,” project applicant Dr. Brian Hunt explained. “There is a need for more and newer outpatient surgery centers and facilities in the area.”

The ambulatory surgery center would be open from 8 a.m. to 5 p.m. Monday through Friday, according to the anesthesiologist and El Dorado Hills resident. The new business would also create jobs. “We plan to have 20 to 25 employees,” Hunt added.

Hunt purchased the land from Serrano Associates LLC for an undisclosed amount. The proposed project requires an El Dorado County Planning Department design review, which is a discretionary approval.

“Since it is a discretionary approval, a \$30,000 Measure E traffic study is required,” said Kirk Bone, director of Government Relations for Parker Development. “The study for this project concluded that the required improvements are in place or planned and this project should not be required to construct any Measure E improvements.”

Measure E requires developers to fully complete “all necessary road capacity improvements ... to prevent cumulative traffic impacts from new development from reaching Level of Service F during peak hours upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county before any form of discretionary approval can be given to a project,” according to the voter-approved initiative’s language.

Since the project is still in the permit phase, no expected timeline was given as to when the first patients would be served.

“We are pleased that Dr. Hunt is willing to locate this type of facility in El Dorado Hills,” Bone said.

Two new restaurants are planned for the neighboring shopping center, which is being called The Shops at El Dorado Hills. A Chick-fil-A and Habit Burger Grill are slated to open in April 2018.

ATTACHMENT D

Why is there so much violent crime at fast-food restaurants?

By Christopher Beam



Does danger wait beneath the golden arches?

When video of the brutal assault of a transgendered woman at a McDonald's near Baltimore went viral last week, McDonald's released a statement: "There's no room for violence under the Golden Arches." But in the annals of American crime, the fast-food-chain assault has become as iconic as the postal-worker shooting spree.

ADVERTISING

In January, Toledo, Ohio, resident Melodi Dushane punched out a McDonald's drive-through window when she was told they didn't sell Chicken McNuggets in the morning. Another woman recently drove through a crowd of people in a McDonald's parking lot, injuring four. In 2008, a Los Angeles man punched a 16-year-old girl in the face at a McDonald's after she complained about him cutting the line. A Wendy's customer reportedly assaulted a female clerk at a drive-through window in 2007 after she didn't tell him to "have a nice day." The list goes on. Spike Jonze even made a fast-food beating the centerpiece of his music video for Arcade Fire's "The Suburbs." (You can find a compilation of restaurant violence here.)

Fast-food restaurants haven't entirely replaced banks as crime targets, and criminal activity in such places is no longer on the rise. (Crimes like this, however, are.) The Bureau of Labor Statistics estimates that the number of homicides at "limited service restaurants," which include fast-food chains like McDonald's and KFC, has declined from 35 in 2007 to 15 in 2009. But fast-food establishments like Wendy's and Burger King do see more crime than their "full-service" counterparts, like Ruby Tuesday's or the Olive Garden. BLS estimates that the rate of assaults at limited-service restaurants is more than twice as high as at full-service restaurants. Whereas sit-down restaurants had 0.8 assaults per 10,000 employees in 2009, fast-food joints had 1.8.

Advertisement

Why the difference? The primary reason is that fast-food chains are unusually vulnerable to robbery, which accounts for most of the violence at fast-food stores. Like gas stations and convenience stores, fast-food chains open early and close late. But customers there tend to use cash more than at gas stations, which have switched almost entirely to credit cards. And unlike convenience stores, fast-food places don't always limit the amount of cash that an employee can access. It doesn't help that fast-food workers are paid so little. More often than not, the robber is

a friend of an employee or an employee himself. Location is a factor, too. What makes McDonald's restaurants so convenient to customers—they're located at major thoroughfares and intersections—also makes them great robbery targets. (Drive-throughs make for especially easy getaways.)

Demographics play a role as well. McDonald's bourgie makeover notwithstanding, most fast-food chains cater largely to young, low-income customers. (Burger King's since-abandoned "The King" campaign was specifically aimed at "young adult male consumers.") Restaurants in high-crime areas will occasionally become crime scenes. Fast-food chains become easy places to loiter, which can lead to arguments or worse. "When you've got a relatively uneducated, young workforce and piss-poor management, put them in a high-stress situation—a burger-and-fries environment—and you'll get some improper conduct," says David Van Fleet, a professor of management at Arizona State University and co-author of *The Violence Volcano: Reducing the Threat of Workplace Violence*.

Customers may feel stressed out, too. Professors at the University of Toronto released a study in 2010 concluding that exposure to the logos of fast-food chains like Wendy's and Burger King made people hasty and impatient. When "fast" food doesn't live up to its name, people might lash out.

The "trend" of fast-food violence isn't really a trend. Any apparent uptick in domestic abuse at the Home of the Whopper probably owes more to YouTube and camera phones than to growing unruliness. But as with postal workers, all it takes are a few bad apples. Goodbye "going postal"; hello "McRage."

Don Dean, a local construction project manager, said he had just dropped off his kids at school and heard that a woman had been killed in the 36 Handles parking lot.

"We moved here from the Bay Area to get away from this stuff," Dean said. "We all thought we were in a (safe) bubble, an enclave. But evidently we're not."

Call The Bee's Peter Hecht, (916) 326-5539. Bee staff writer Bill Lindelof contributed to this report.

Read more here: <http://www.sacbee.com/news/local/crime/article5553672.html#storylink=cpy>

January 7, 2015 9:44 AM

Suspect held in El Dorado Hills fatal carjacking

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A gunman shot and killed a woman in an El Dorado Hills carjacking, then crashed the stolen vehicle into the backyards of nearby residences.



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Anderson Swift El Dorado County Sheriff's Office

i

Anderson Swift El Dorado County Sheriff's Office

A traumatic night and morning after in El Dorado Hills began when two women were accosted after stepping out of the 36 Handles Irish Pub & Eatery at the Montaña de El Dorado shopping plaza, across White Rock Road from the El Dorado Hills Town Center.

It ended when the carjacking suspect, identified as Anderson Swift, 41, of Oakland, was arrested a few miles from the scene after the slaying victim's stolen car crashed amid bedroom communities and oak-studded hills near El Dorado Hills' Silva Valley Parkway.

Swift was booked into the El Dorado County jail on charges of murder, being a felon in possession of a firearm, carjacking and theft of a motor vehicle, according to the El Dorado County Sheriff's Office.

The victim and a female companion had left the restaurant/tavern just before its midnight closing time when they were confronted in the parking lot by an armed man who demanded cash and car keys, authorities said.

The women ran, but one woman was shot to death in front of the pub. The other woman escaped, authorities said. The victims' names were not released.

"The ladies had turned and were headed back toward the pub, away from him, when the suspect shot one of women dead," El Dorado sheriff's Lt. Tom Murdoch said.

The robber then drove away, traveling northbound on Silva Valley Parkway. He lost control of the woman's car at Silva Valley Parkway, just north of Darwin Way, about 4 miles away from the pub.

The vehicle crashed through a fence and landed, flipped over, with the wreckage straddling backyards of two neighboring residences. Its driver fled on foot. He was later captured by deputies and the California Highway Patrol a short distance away from the rollover crash. Skid marks and broken glass from the crash were visible Wednesday along the side of Silva Valley Parkway.

"He fled on foot and he maybe made it a couple of doors down before we picked him up," said Murdoch.

Wyatt Maeva, 16, who lives across Darwin Way from where the crash occurred, said that he was falling asleep when he heard the sound of the crash.

He went outside and heard his neighbor yelling that he feared the crashed, smoking car was going to explode. Maeva also heard his neighbor scream for somebody to call 911.

Maeva's mother called 911, and police showed up in about 5 minutes. During that time, he saw the driver run down the street with the neighbor, who was in pursuit on foot.

Don Dean, a local construction project manager, said he had just dropped off his kids at school and heard that a woman had been killed in the 36 Handles parking lot.

"We moved here from the Bay Area to get away from this stuff," Dean said. "We all thought we were in a (safe) bubble, an enclave. But evidently we're not."

Call The Bee's Peter Hecht, (916) 326-5539. Bee staff writer Bill Lindelof contributed to this report.

Read more here: <http://www.sacbee.com/news/local/crime/article5553672.html#storylink=cpy>

El Dorado County Sheriff's Office added 3 new photos

July 1, 2016

BANK ROBBERY - EL DORADO HILLS

Today, July 1st, 2016, just prior to 3:00 p.m. an unidentified suspect robbed the Chase Bank at 2215 Francisco Drive in El Dorado Hills. The suspect fled the scene in an unknown manner prior to the Sheriff's Office being called. The suspect claimed to have a gun and is considered armed and dangerous.

We are seeking your help in identifying this bank robbery suspect. The El Dorado County Sheriff's Office does not tolerate violent crime in our community. Let's work as a team to identify this suspect so he can be arrested and held responsible.

If you have information on the suspect's identity or the crime itself, please contact Detective Simon Brown at 530-642-4707, reference case EG16-5797. If you see the suspect, dial 911. Please note that we are aware of the suspect's possible connection to other recent bank robberies. Thank you. X1234

Posted on June 6, 2017 by glg

Lt Jim Byers

06/06/17 at 9:00pm

On 06/06/17 at about 4:30 PM a white male parked a newer white Ford F150 in front of the Golden One Credit Union in Town Center. A white male exited the vehicle wearing a hard hat, sunglasses, full respirator and reflective green vest. The male entered the bank with a gun and then for an unknown reason quickly left the building.



A few minutes later, the white F150 parked in front of the Bank of America in the La Borgata shopping center in El Dorado Hills. The same white male exited the vehicle, wearing the same disguise, and entered the bank. The male brandished a firearm and demanded an undisclosed amount of money from the teller. The suspect exited the building and fled in his awaiting vehicle.



If you saw this subject or his vehicle either before or after the robbery or can help identify the male, please call El Dorado County Sheriff Detective Simon Brown.

Detective Simon Brown

Phone 530 642 4717


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'Fast Food Bandit' robs 2 more Sacramento area restaurants | Crime

Title (Max 100 Characters)

'Fast Food Bandit' robs 2 more Sacramento area restaurants

Submitted by [News10 Staff](#) on [march/06/2011/06:45pm](#)
Sunday, March 20th, 2011, 8:45pm

Topics: [Crime \(news@time\)](#)

[Tweet](#)



SACRAMENTO, CA - Police were investigating two fast food restaurant robberies Sunday morning that may be connected to 10 other robberies that happened since the end of February.

Police are determining if the robberies at a Jack in the Box and Burger King were committed by the "Fast Food Bandit" because the suspect matches previous robberies, said Sacramento Police Department spokesperson Laura Peck.

The Jack in the Box at 6300 Power Inn Road was robbed at 7:30 a.m., said Peck. No injuries were reported.

The Burger King at 3409 Arden Way was robbed at 9:40 a.m., said Sacramento Sheriff's Department spokesperson Jason Ramos. The suspect jumped the counter and grabbed the money bag. Witnesses are not sure if the suspect fled in a vehicle.

The "Fast Food Bandit" robbed [five fast food restaurants on March 6](#) (<http://www.news10.net/news/local/story.aspx?storyid=1267931>), three of those robberies occurred within two hours.

The other [five robberies occurred during the last week of February](#) (<http://www.news10.net/news/local/story.aspx?storyid=1270551>).

Anyone with information on the string of robberies was asked to call police and not approach the robber. He is considered armed and dangerous.

12/12/2017

Edcgov.us Mail - Saratoga Retail (The Shops at El Dorado Hills)

PC 12/14/17
#7



Charlene Tim <charlene.tim@edcgov.us>

Saratoga Retail (The Shops at El Dorado Hills)

Patricia Honeycutt <pat484848@gmail.com>

Tue, Dec 12, 2017 at 3:08 PM

To: efren.sanchez@edcgov.us

Cc: planning@edcgov.us, charlene.tim@edcgov.us

I know that this property has been zoned for commercial development for some time.

My concern is the placement of restaurants with **drive-thru windows** so close to a residential area. Noise and emissions from idling vehicles should be taken into account.

Small businesses and restaurants without the drive-thru would be a more appropriate mix for that location.

Pat Honeycutt
El Dorado Hills



Virus-free. www.avast.com



PC 12/14/17
#7
Charlene Tim <charlene.tim@edcgov.us>
5 pages

re: DR-08-0003-R - The Shops of El Dorado Hills – Saratoga Retail

hpkp@aol.com <hpkp@aol.com>

Tue, Dec 12, 2017 at 4:28 PM

To: efren.sanchez@edcgov.us

Cc: planning@edcgov.us, charlene.tim@edcgov.us, jon.vegna@edcgov.us, gary.miller@edcgov.us, jeff.hansen@edcgov.us, james.williams@edcgov.us, brian.shinault@edcgov.us, bosone@edcgov.us, bostwo@edcgov.us, bosthree@edcgov.us, bosfour@edcgov.us, bosfive@edcgov.us, tjwhitejd@gmail.com, jjrazz@sbcglobal.net, jdavey@daveygroup.net, aerumsey@sbcglobal.net, hpkp@aol.com

Dear Efren:

Subject: DR-08-0003-R - The Shops of El Dorado Hills – Saratoga Retail

The El Dorado Hills Area Planning Advisory Committee (EDHAPAC) appreciates having the opportunity to comment on the proposed changes to Phase 2 of DR08-003-R - The Shops of El Dorado Hills – Saratoga Retail.

The EDHAPAC subcommittee has unanimously voted (5-0) to submit a letter of non support for this project for a number of reasons, including the impact on the neighboring residential homes some of which are senior housing. Definitive comments will come after public discussion at our regular meeting in January at which time the voting members will cast their vote.

Please see the EDHAPAC subcommittee comment letter which is attached.

Respectfully,

Kathy Prevost
Secretary
El Dorado Hills Areas Planning Advisory Committee
www.edhapac.org
www.facebook.com/edhapac

The Shops at Saratoga Way 12-12-17 B.docx
301K



El Dorado Hills Area Planning Advisory Committee
1021 Harvard Way
El Dorado Hills, CA 95762

2017 Board Chair
Tim White
Vice Chair
John Raslear
Secretary
Kathy Prevost

December 12, 2017

El Dorado County Community Development Agency
Development Services Department, Planning Division
2850 Fairlane Court
Placerville, CA 95667

Attention: Efren Sanchez, Planning Commissioners - Jon Vegna, Gary Miller, Jeff Hansen, James Williams, Brian Shinault

Dear Efren:

Subject: DR-08-0003-R - The Shops of El Dorado Hills – Saratoga Retail

The El Dorado Hills Area Planning Advisory Committee (EDHAPAC) appreciates having the opportunity to comment on the proposed changes to Phase 2 of DR08-003-R - The Shops of El Dorado Hills – Saratoga Retail.

The EDHAPAC subcommittee has unanimously voted (5-0) to submit a letter of non support for this project for a number of reasons, including the impact on the neighboring residential homes some of which are senior housing. Definitive comments will come after public discussion at our regular meeting in January at which time the voting members will cast their vote.

As originally approved this project was to consist of a sit down restaurant with a Walgreen's Pharmacy which would serve the El Dorado Hills community and not to serve as a tourist attraction. The current project has changed the focus completely by

requesting to build two very popular fast food restaurants whose appeal will be to a wider audience consisting of both tourists and El Dorado Hills' residents. Additionally, they will be constructed on property adjoining well established neighborhoods that will be significantly impacted by the traffic, noise, lighting, food odors and the extended hours of operation of the two fast food restaurants at this location.

Since the project was originally proposed to serve only local residents, the sit down restaurant design concept had been granted an exemption to the El Dorado County requirement for RV parking by an administrative finding by the Planning Commission in 2009 because of the odd shaped lot and the boutique/neighborhood serving nature of the project. From the Final Conditions/2009 Planning Commission Meeting minutes, this project "is intended as a neighborhood type of facility, serving the needs of the surrounding community with smaller boutique type shops, restaurants, walkways and access to the surrounding neighborhood, and a retail/pharmacy use that would provide the daily needs of the neighborhood".

Also, the January 22, 2009, Staff Report Section 17.18.060.16&18 states "In accordance with Zoning Ordinance Section 17.18.060.16, the applicant is required to provide for 1 recreational vehicle (RV) parking space for every 10 spaces of parking designated for the restaurant use. Thus, eight (8) RV spaces would be required for the proposed restaurant uses. The project does not include recreational parking spaces. However, the project parking exceeds the County requirements and would be sufficient to serve the proposed commercial use given that the project is **not a regional retail center, nor is it a tourist-serving facility, and it is unlikely that it would draw recreational vehicles to the site.** Administrative relief findings from the strict compliance with the provisions for commercial use have been made and are included in the Findings for Approval, Attachment 2 (<http://edcapps.edcgov.us/Planning/ProjectDocuments/DR08-0003%20Staff%20Report.pdf>).

Tourists who are driving campers, trailers and boats, will be drawn to the two fast food restaurants as they travel up Highway 50 to Apple Hill and beyond. These visitors, who will not be able to use the parking lot, will be parking on the local streets out of necessity which is undesirable and will create a negative impact on thru traffic and local residents.

The current parking lot plans call for 68 stalls to be allowed for all three businesses including employees. We understand this is more than the county requires for a project of this size, but we believe it will be inadequate based on our experiences with

other fast food restaurants we have observed in the area. For example, the Chick-fil-A in Folsom, CA has 37 parking stalls which are usually full and overflowing into the Home Depot parking lot for just the one business.

If this project is approved, we would recommend the elimination of the second fast food restaurant on the site as the combined traffic of the two restaurants will lead to untenable congestion on Saratoga Way.

Also, we would recommend the left turn lane on El Dorado Hills Boulevard to Saratoga Way be extended to accommodate the anticipated additional vehicles who wish to access the fast food sites.

The provision for one off-street loading space for Building 1 remains the same for Phase 2 with no off-street loading for Buildings 2 & 3. The Conditions of Approval prohibit deliveries from occurring during peak business hours (after 10AM). The intent is to preserve the parking ordinance so that adequate parking and circulation will be available during normal, peak and business hours. However, according to neighbors, this condition has not been followed and deliveries are being made during peak business hours.

The County needs to ensure the enforcement of this ordinance with the addition of the two fast food restaurants at what will be a busy site.

We understand there is a possibility the Chick-fil-A may have extended operation hours to 11PM on Friday and Saturday rather than the traditional 10PM of other stores in the area. We would recommend that the Conditions of Approval allow the hours to extend to no later than 10PM on weekends.

At one time, this section of Highway 50 was considered part of the scenic highways of El Dorado County. The addition of two very visible fast food restaurants as you enter the El Dorado Hills area does not seem to be in keeping with the protection of the viewshed the county has maintained until now.

EDHAPAC would like to call to the attention of the Planning Commissioners the extensive public comments on this project which have been submitted by the immediate residential neighbors of the proposed project site. Their comments are not made in a vacuum - if this project is approved as currently proposed, it will have permanent and perpetual real life negative consequences for those residents.

APAC appreciates the opportunity to provide comments. Please feel free to address any questions to Tim White, 2017 APAC Chair at tjwhite@gmail.com, Vice Chair John Raslear at jjrazz@sbcglobal.net and Secretary Kathy Prevost at hpkp@aol.com.

Sincerely,

Tim White
2017 EDHAPAC Chair

cc: EDC Board of Supervisors
APAC read file