

Submitted by V. Perkins
38
at Board Hearing of 12/15/09

09-1449



DATE: December 13th, 2009

TO: El Dorado County Board of Supervisors

FROM: EDH Hospitality Group LLC, Arrowest Properties, Inc., Montano Venture I LLC, Montano Ventures II LLC

RE: Potential loss of full movement traffic signal/Post Street @ White Rock Rd., El Dorado Hills, CA

To El Dorado County Board of Supervisors - Nutting, Knight, Sweeny, Briggs, Santiago:

This letter is being represented by the franchisee group of Marriott Hotels/Springhill Suites of El Dorado Hills (EDH Hospitality Group, LLC), (2) Arrowest properties, Inc. (property owner of 19+- acres adjacent to Montano De El Dorado, (3) LLC member and development partners of Montano De El Dorado Retail Plaza (EDH Pavilion Venture, LLC & Montano Venture I, LLC) and (4) the Development Group representing the future Montano De El Dorado retail /commercial master plan development (Montano II Venture, LLC).

It has come to our joint attention that the El Dorado County Department of Transportation (ED DOT) is preparing to propose changes/delays and/or cancellation of future construction plans (as stated within the CIP) for the lighted traffic signal at White Rock Road at Post Street in El Dorado Hills, Ca. As is commonly known, Phase 1 of Montano De El Dorado Retail Plaza was constructed just 2 years ago (at the corner of Latrobe/White Rock) with County approval for "full movement" at White Rock Road at Post Street. As was required, we engineered plans, drew reciprocal access agreements, and spent hundreds of thousands of dollars to make Post Street at White Rock Road our PRIMARY entrance to Montano De El Dorado Retail Plaza.

Regarding these proposed changes, we are **adamantly opposed** to this suggestion as this full movement intersection is absolutely KEY to the survival of this completed retail plaza and the plans to develop another 100,000+- square feet of commercial, retail and mixed use buildings upon this 19+- acres of property which extends from Latrobe/White Rock Roads to Latrobe Rd. at Golden Foothill Parkway.

Further, based on representations by El Dorado County (both before and after construction of Montano), we represented to Marriott Hotels, Inc., that full access from White Rock Road would be achieved from the future Silva Valley Interchange. This requires maintaining the "Left Turn accessibility" to Post Street from westbound White Rock Road as well as left turn access leaving

Page -2-
Memo/Post Street Signal
Dec 13, 2009


the Montano development. This is required due to the fact that the Marriot Hotel cannot be seen from White Rock Road due to its location nearest Latrobe Road (away from the residential area on Monte Verde Street). See attachment #1.

Lastly, in 2008 we granted the DOT approval to construct the traffic signal mechanical/switching gear upon our property for a \$1.00 consideration, of which the work was completed without light poles. Later, the DOT represented that lack of funding had caused a delay in signal completion due to the recession. We accepted this delay and a 4-way stop signs were erected for temporary relief. Each Tenant that has elected to open for business within Montano De El Dorado was also assured by our LLC Group that the signal was imminent as White Rock Road expands in the near future.

As we were jointly informed by our LLC Managing Member, Vinal Perkins, if this traffic signal is delayed for a reasonable period of time in order to first widen the current bottleneck situation at Post Street at White Rock Road, we may have flexibility as was briefly proposed to us by Mr. Perkins. However, if this project is dropped from the CIP and not completed as part of the road widening project, or if there is the adoption of new language suggesting changes or a monitoring of the signal situation for later consideration, the Marriot hotel development plans will be stopped, and the master plan will be thrown into crisis - as any future national/regional tenants will most likely NOT pursue a location within an intersection property where there is not full movement on both arterials. Further, we would expect current Tenants within the project to seek legal action due to loss of business.

In closing, with complete respect to the entire Board of Supervisors and our development partners at DOT, any removal, prolonged delay or modification of full access to Montano De El Dorado from White Rock Road would have devastating consequences to us, our tenants, and the future of retail commerce in this area. Thank you for your understanding.

Respectfully submitted.



EDH Pavilion Venture, LLC
Montano Venture I, LLC
Montano Venture II, LLC
EDH Hospitality Group, LLC
Arrowest Properties, Inc.

Cc: Matthew Harmon, Donald Trowbridge,
James Rodda, James Meissner, Vinal Perkins

Date; 12/14/09

To: County Board of Supervisors, DOT Director Jim Ware

From: Vinal Perkins, Developer - Montano De El Dorado

Supervisors and Director:

After 2 meetings with DOT engineers and DOT Director Jim Ware, I have tried to understand the issues at hand regarding DOT's request to delay and/or stop the full movement traffic signal from being completed at White Rock Road at Post Street.

First, I understand that a computer model shows traffic impact on the Latrobe/White Rock intersection in the years 2020-2030 after the signal is installed?

Second, I understand a current traffic bottle neck at Post Street/White Rock Road will require the expansion of White Rock (past Monte Verde) to fix. This should be completed very soon to alleviate the traffic congestion.

Third, if DOT expands White Rock road this summer, CalTrans will provide further funds to assist in the cost. But if the light is installed first, there would be no money to expand White Rock Rd, not additional CalTrans money to assist.

Fourth, DOT wants to use the funds in the CIP allocated for the signal at Post Street to achieve this funding.

FUTURE COMPUTER MODELLED IMPACT

1. The DOT Report gives a scenario of traffic impact upon White Rock @ Latrobe Road in the years 2020 to 2030.

A. There is no consideration to other arterials that may alleviate this subjective "computer modeled" congestion in the future, such as new roads at Blackstone Parkway that could wrap around EDH south of our site, alternate routes or new arterials from the business park westbound to relieve business park traffic. AS EDH GROWS SOUTH OF HWY 50, THERE WILL BE NEW ARTERIALS AND TRAFFIC PATTERNS NOT CURRENTLY ANTICIPATED.

B. (i) As the master plan & hotel develops at Montano, a Latrobe Road intersection between Golden Foothill Parkway & White Rock Rd) would be constructed to provide alternate access, thus alleviating Post Street.

(ii) Although any large scale commercial project requires full access from both major arterials when on a commercial corner, we could engineer the Latrobe

signalized intersection to be an easier access point into the Montano project. Master Plan circulation patterns can be manipulated through roads, roundabouts, flow patterns and EXIT signs throughout the project (pointing toward Latrobe). As the Jackson Property (SWC Latrobe & Whiterock) matures along with the business park, Carson Creek, Blackstone and other areas, access and movement from Latrobe Road to Montano (east) and Jackson Office Park (west) will become easier and not so "out of the way" as it is today. If customers feel artificial barriers to entry on White Rock, they WILL have a choice to NOT come (they will simply pass us by), thus killing commerce in Montano. (See site plan & preliminary masterplan).

(iii) The traffic signal at White Rock & Post Street may be TRIGGERED TO PROVIDE A VERY SHORT WINDOW OF MOVEMENT TO AND FROM POST STREET. Eventually, we will have other access points from Latrobe, as well as our current right in, right out driveway on White Rock Road. Many patrons would "choose" to either (1) make a right turn from Post Street on to White Rock Road where (a) a U-Turn would be made at Monte Verde or Vine Street, or (b) they would be averted to Hwy 50 east or westbound via the Silva Valley Interchange.

THE PERCEPTION OF "NO LIGHT" IS MUCH MORE DEVASTATING THAN WAITING FOR A LONG LIGHT WITH A SHORT WINDOW TO ENTER/EXIT.

(Recently I was at an interchange just south of Madison Avenue at Sunrise Boulevard. I was leaving a residential area, turning left on to Sunrise Boulevard (75,000+- ADT). My vehicle tripped the light which turned yellow within 5 seconds as I passed through the intersection. Although this was "peak midday time" I noticed very little impact on through-traffic and noticeably little stacking at the signal going both ways on Sunrise Blvd.)

1. **Current situation and conclusions:**

Regardless of the signal, White Rock Road needs to be expanded PAST POST STREET TO FIX THE BOTTLENECK at that location.

There are no funds available for expansion of White Rock Road other than getting it from the funds allotted for the Post Street signal. If the funds to expand came from the signal funds, CalTrans would also provide funds for this White Rock Road expansion. If the signal was put in first, there would be no funds to expand the road and fix the bottleneck, nor funds from CalTrans...and we would then have a light but the bottleneck at White Rock Road would still exist.

It may be sensible to expand White Rock Road PRIOR to finishing construction of the Post Street signal. Due to the fact that the last road expansion STOPPED at Post Street, we have a bottleneck situation with eastbound White Rock Road "through traffic" merging from 3 lanes to 1 lane at Post Street.

The STOP SIGNS at Post/White Rock are temporarily adequate, but requiring EVERY VEHICLE on White Rock Road to STOP is creating problems far greater than a traffic signal would cause. WHY DOES EVERY VEHICLE NEED TO STOP WHEN THERE IS NO CROSS TRAFFIC?

Current construction at Hwy 50/EL DORADO HILLS BLVD is causing alternate traffic patterns and impacts that are exacerbating the problem at Post Street and White Rock Road. I see this every day. Traffic is diverting from the Hwy 50 overpass construction.

SOLUTION:

Scenario 1. Our request is to use other funds/resources to expand White Rock Road, not the signal. Finish construction of the signal and the expansion of White Rock Road simultaneously this summer, remove the stop signs and allow traffic better flow - instead of requiring every car to stop. As we develop along Latrobe, provide a site plan that provides better convenience for access to and from Latrobe Road, but don't alter movement on White Rock Road.

Scenario 2: Delay the signal (keep the stop signs) until White Rock Road is expanded past Monte Verde Street. Once the road is expanded (slated for this Summer 2010) finish the signal.

Supervisors and Director Ware, please understand when I ask you to look beyond your 2020-2030 computer model and understand the negative impact that altering full movement will have on this commercial development. At completion, the difference a simple light makes is astronomical. Lighted circulation at both arterials will most likely be the difference between a high end master plan...and something much less. The potential master plan could involve a national hotel, high-end retail stores, a place for families and friends to meet, another element that makes our community so special. Montano De El Dorado (Phase 1) is a place where people enjoy meeting, to just visit. Once complete, we envision national anchors such as Whole Foods and Bass Pro Shops, an amphitheatre and other unique venues for our community. Our primary entrance will be Latrobe Road as asked, however the loss or alteration of the Post Street signal would cause irreparable damage to our existing plaza and the plans that we've been working on for years.

Your understanding is very much appreciated.

Vinal Perkins



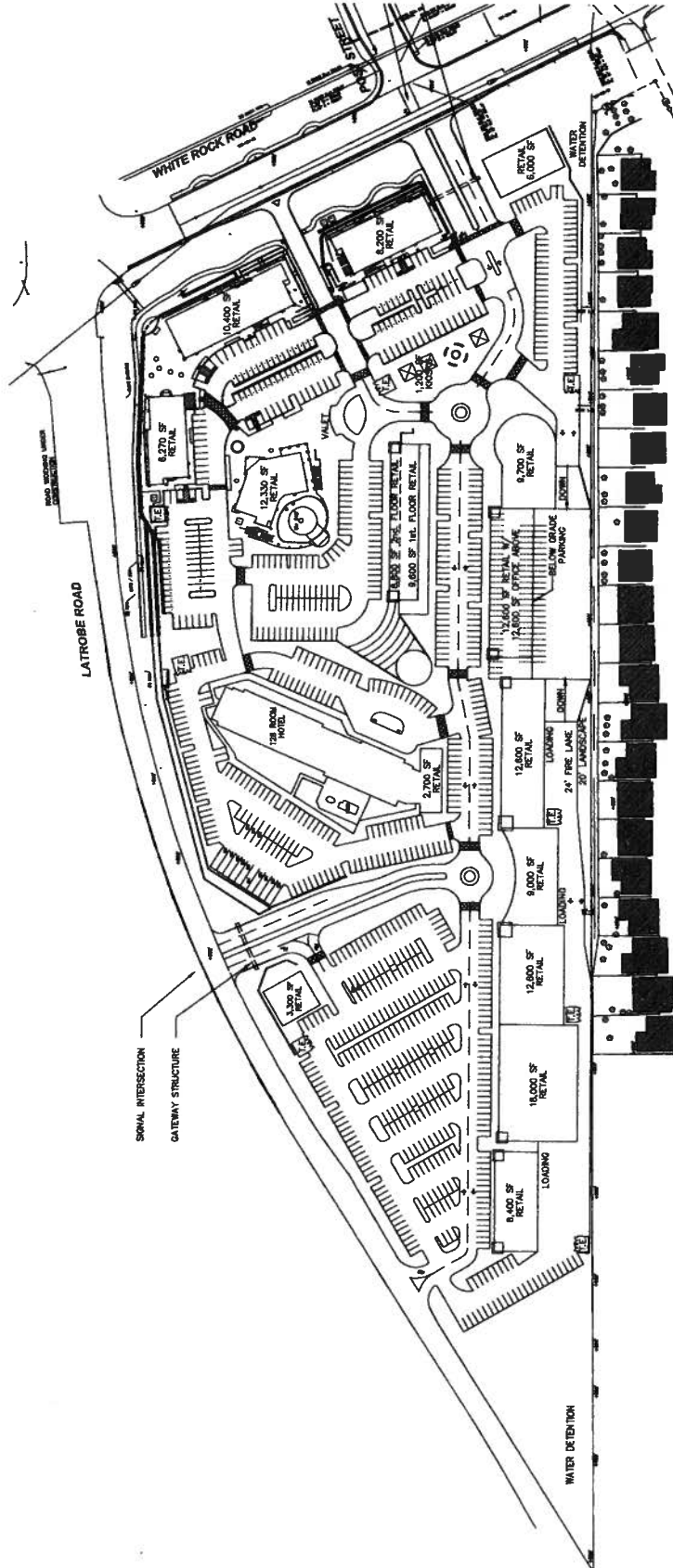
Developer
LLC Managing Member
Montano De El Dorado

MONTANO DE EL DORADO

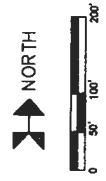
TOTAL: 164,300 SF (EXCLUDING HOTEL)

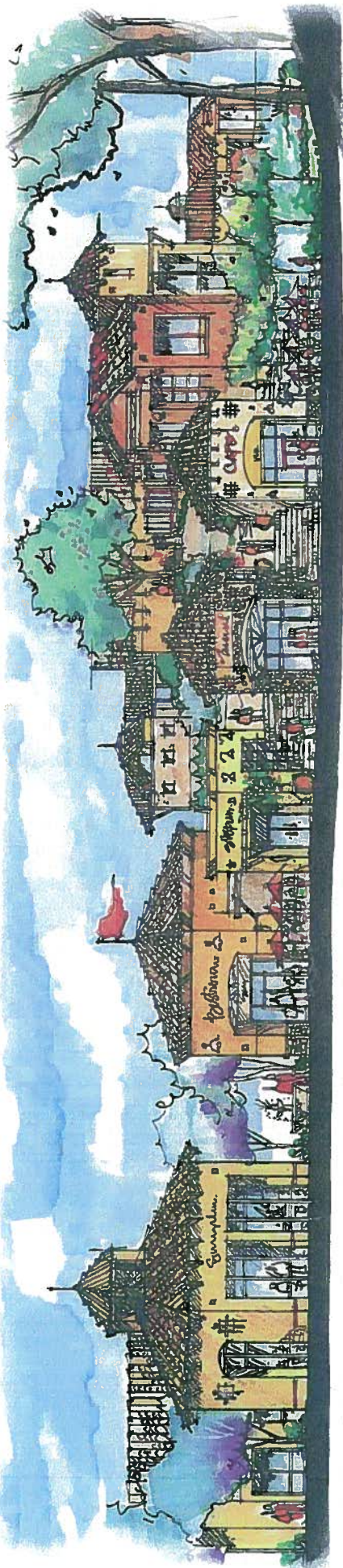
PARKING REQUIRED (EXCL. HOTEL) 658

PARKING PROVIDED 806 +6 RV



Category	Area / Description	Value
SOUTH	RETAIL	66,600 SF
	PARKING REQ'D	267 + 2 RV
	PARKING PROVIDED	360 + 2 RV
HOTEL	126 ROOMS	66,472 GSF
	APPROX	2.9 ACRES
	PARKING REQ'D	1 PER RM + 1/10 RV
NORTH	RETAIL	83,900 SF
	OFFICE	12,600 SF
	KIOSKS	1,200 SF
PARKING REQ'D		391 + 4 RV
PARKING PROVIDED		446 + 4 RV





CONCEPTUAL ELEVATION

04.30.07

Montano De El Dorado, Phase II
Folsom, CA

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