



September 8, 2025

Bianca Dinkler – Senior Planner
El Dorado County
Planning and Building Department – Planning Division
2850 Fairlane Court
Placerville, CA 95667

RE: Responses to Comments
Green Valley Commercial Center
3060 Green Valley Road, Cameron Park, California 95672
Permit No. PD24-0003
Our Job No. 22837

Dear Bianca:

This letter and the attached documents are submitted in response to your letter dated August 18, 2025. The following documents are attached for your review and approval:

1. Revised Preliminary Site Plan, Preliminary Grading and Drainage Plan, Preliminary Utility Plan, and Fire Truck Turning Plan prepared by Barghausen Consulting Engineers, LLC dated August 27, 2025.
2. Modified ARCO Exterior Elevations prepared by Barghausen Consulting Engineers, LLC.
3. Revised McDonalds Exterior Elevations prepared by Core States Group dated February 9, 2024.
4. Revised Quick Quack Exterior Elevations prepared by Barghausen Consulting Engineers, LLC dated August 20, 2025.
5. Revised Monument Multi-Tenant Sign and Price Sign Plan prepared by Barghausen Consulting Engineers, LLC dated August 15, 2025.
6. Revised Noise Impact Study prepared by MD Acoustics dated September 3, 2025.
7. Revised Air Quality and Greenhouse Gas and Energy Impact Study prepared by MD Acoustics dated September 7, 2025.

The following outline provides each of your comments in italics exactly as written, along with a narrative response describing how each comment was addressed:

CEQA Review – updates as of 8/18

- o *AQ/GHG study identifies the project's GHG emissions during operation would exceed thresholds by almost fourfold (4,164.3 CO₂e to 1,100 CO₂e threshold). However, it concludes that a less-than-significant impact would occur with the project's consistency with applicable strategies in the CARB Climate Change Scoping Plan (page 4). I believe the qualitative*

statements in the adjoining table (Table 4) are insufficient to reach a LTS conclusion. Because CalEEMod was used to estimate GHG emissions for the project, an attempt at quantifying how much the implementation of the Plan's strategies should be accomplishable.

Response: Please refer to the attached revised air quality study that responds to this comment.

- **Noise study** acknowledges construction of an 8-foot sound wall along the eastern and southern lot lines. However, the study does not acknowledge the closest sensitive receptors (residences) are two-story structures (except for one residence). In addition, there are apartments/condos to the south and the living spaces here may be completely on the second floor. I am not convinced an 8-foot wall would be sufficient to substantially reduce noise levels at a second-story. I would recommend the Noise study clearly acknowledge the two-story structures and analyze the potential noise impacts at a second-story.

Response: Please refer to the attached revised noise study that responds to this comment.

- **Vehicle Mile Travelled (VMT):** Can you please confirm that VMT analysis was provided to DOT for their review/comments. This will be required for environmental review/CEQA.

Response: The VMT analysis was provided. Comments received from Valerie Brady were responded to with a revised report on June 30, 2025. Additional comments were received from Zachary Oates on September 4, 2025. A revised report is in process that will respond to these comments.

- **Lighting:** Although it is early in the review process, we will need the lighting inventory. See attached copy of the Appendix A form. We can discuss more at upcoming meetings. outdoor-lighting-standards-adopted-12-15-2015-fillable.pdf

Response: Completion of the Appendix A form and the associated analysis is in process.

DESIGN REVIEW COMMITTEE COMMENTS

Setbacks:

- Setbacks as shown appear to be consistent with the zoning for the area. Planning division to review for compliance.

Response: No response required.

Landscaping And Existing Growth:

- The existing site has very little (no) existing vegetation, primarily weeds over what appears to be spoils from previous phases of development in the adjoining shopping center.

Response: No response required.

- Landscape plans were not presented to the committee at the time of the meeting.

Response: Landscape plans were submitted with the original application.

Fencing:

- *No fencing appears to be proposed. However, a new CMU sound wall to separate the proposed development, including the two-lane drive thru from the existing single family residential to the east is shown.*

Response: An 8-foot CMU wall is proposed at the eastern and southern boundaries of the project.

Mail Boxes:

- *Mail boxes have not been indicated at this time, or could not be located on the plans.*

Response: It is anticipated that a cluster mailbox will be located in coordination with the post office in the future.

Signs:

- *Project is requesting entitlements for a 20'-0" tall multi-tenant sign to be placed along Green Valley Road. Actual location is unclear from the documents provided, but likely to be close to the new proposed driveway entrance. The sign's height appears to far exceed the maximum height permitted by the County sign standards for permanent on-site signs. County Planning staff shall confirm the zone district / community region that this project falls into.*

Response: The proposed multi-tenant sign and fuel price sign comply with County zoning code requirements. Please refer to the revised Sign Plan for sign locations.

- *Project is also requesting entitlements for a 12'-0" tall digital fuel price sign. Location unclear, but again, likely to be placed in the vicinity of the new proposed driveway entrance. Sign shall be provided with stone or brick or other natural material at the base, as well as landscaping to enhance the base of the sign. Applicant should consider whether a sign of this height is actually required, based on the selected location. At the proposed height, it may actually not be visible to drivers.*

Response: The proposed multi-tenant and fuel price sign comply with zoning code requirements.

Lighting:

- *Lighting shall be designed to comply with dark sky requirements. Lighting shall not spill onto neighboring property to the East. Lights (including signage) shall be turned off at times when the businesses are closed. Lighting at 24-hour establishments (fueling station and convenience store) shall be dimmed to the greatest extent possible during nighttime hours with the possibility of motion activated lights.*

Response: Acknowledged.

Parking:

- *Parking areas shall integrate more areas for parking lot shading, i.e. trees.*

Response: Parking lot shading will comply with County requirements.

Trash Areas:

- *There appear to be (3) separate trash areas. One for each building. Trash areas shall be constructed of concrete masonry or similar, painted steel gates, and shall be provided with roofs to prevent view into trash areas from above. Colors and materials of trash enclosures shall be compatible with those of the establishment they serve. Only one trash enclosure (Arco) was included in the application for review.*

Response: Acknowledged.

Vehicular Access:

- *Vehicular access is not convenient for traffic travelling west on Green Valley Road, even with the proposed new traffic light. Cars will be forced to enter the parking lot for the existing Grocery Outlet and then will be funneled through or around the fuel canopy for the proposed Arco. There is also a right turn in, right turn out for vehicles traveling east.*

Response: The project traffic engineer has identified no issues with the proposed on site circulation.

Siding Or Exterior:

- *Primary materials for all establishments appear to be cement plaster and / or fiber cement siding. Effort shall be made to integrate natural materials such as wood, stone, brick or other materials. The gray CMU of the Quick Quack is unappealing. Applicant was asked to consider a different color, perhaps similar to the Quick Quack in Folsom.*

Response: Please refer to the revised architectural drawings which include proposed colors and materials. Elevations have been updated to respond to Committee comments, specifically, colors have been modified and stone accents added, similar to the Folsom location.

Colors:

- *Physical color samples shall be presented once selected. None were presented at time of meeting. Yellow and bright green presented for the Quick Quack carwash are not compatible with this area.*

Response: Please refer to the revised architectural drawings which include proposed colors and materials. Elevations have been updated to respond to Committee comments, specifically, colors have been modified and stone accents added.

Roofing Materials:

- *Roofing material indicated is a single ply membrane, but should not be visible, given the relatively tall parapets surrounding it.*

Response: Acknowledged.

Air Conditioning:

- *Rooftop mechanical package units shall be screened from view. Particular attention should be paid to the fact that there may be vantage points along Green Valley Road and / or Winterhaven Drive that will provide views of rooftop units.*

Response: Acknowledged.

Roof-Mounted Items:

- *None shown at time of meeting. No roof mounted mechanical equipment shall be installed, unless screened from view by building elements / materials compatible with the design of the buildings.*

Response: Acknowledged.

General Comments:

- *Proposed use appears incompatible with the proposed location. There are single family residences immediately to the east, separated only by a private road (Winterhaven Drive). Some of the homes along Chesapeake Bay Drive back up directly to the proposed development. To the south is an existing multi-family development, which is set back a decent amount from the proposed development site, and is separated by an existing CMU wall.*

Site circulation is challenging, given that it must use the existing Grocery Outlet parking lot (not owned by same developer), as part of its approach. If a traffic light is to be installed, perhaps a better location would be along the west boundary that is shared with Grocery Outlet. There is already an existing wide traffic zone established in this area.

The proposed development feels like a truck stop, but is not along a major route to anywhere, and is located in an area that is unlikely to be increasing significantly in density in the foreseeable future. Does the County currently have any plans / intentions to widen Green Valley Road beyond its current width? If so, what impacts would that have on this development?

Consideration should also be given to the fact that there are two existing gas stations within approximately ¼ mile of the proposed location. A new Quick Quack carwash is already under in Cameron Park (approximately 3 miles as the crow flies), as well as another proposed in El Dorado Hills along Bass Lake Road (approximately 2 miles as the crow flies). The entire development is vehicle oriented and not pedestrian friendly.

Response: It seems that these comments are directed to County staff. Please let us know what specific information that can be provided by the applicant to respond to these comments.

Recommendation:

- *While the committee does not approve or deny projects, overall the committee is not in support of this project. The impact on the existing residential development on three sides cannot be underestimated. There are potentials to be noise impacts from not only traffic, cars idling onsite, but also carwash dryers, vacuums, etc. There is potential for odors from many sources – fuel pumps, food establishments, and the carwash.*

Response: The project has been designed to comply with zoning standards, appropriate mitigation measures and conditions of approval.

We believe that the above responses, together with the attached documents, address all the comments provided. Please review and approve the enclosed at your earliest convenience. Should you have any questions or require additional information, please contact me at 916-730-9328 or aesquivel@barghausen.com. Thank you.

Sincerely,



Alberto Esquivel
Senior Planner

AE/sdb
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enc: As Noted