

FINDINGS

Conditional Use Permit CUP22-0014/Planned Development Revision PD-R22-0004/ Sienna Ridge Quick Quack Planning Commission/November 9, 2023

1.0 CEQA FINDINGS

- 1.1 Staff reviewed the project and found it exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15303, New Construction and Conversion of Small Structures. Class Three exemptions consist of the construction and location of limited numbers of new, small facilities or structures including, as stated in Section 15303 (c), “A store, motel, office, restaurant, or similar structure not involving the use of significant amounts of hazardous substances, and not exceeding 2,500 square feet in floor area. In urbanized areas, the exemption also applies up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use, if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available, and the surrounding area is not environmentally sensitive.”
- 1.2 The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Planning and Building Department, Planning Services Division, at 2850 Fairlane Court, Placerville, CA, 95667.

2.0 GENERAL PLAN FINDINGS

2.1 The project is consistent with General Plan Policy 2.2.1.2.

General Plan Policy 2.2.1.2 identifies that the Adopted Plan (AP) land use designation recognizes areas for which specific land use plans have been prepared and adopted. These plans (e.g., specific plan or community plan) are accepted and incorporated by this reference, and the respective land use map associated with each such plan is hereby adopted as the General Plan map for each such area.

Rationale: The project site is located within the El Dorado Hills Specific Plan, which has an allowance for car wash facilities. Although a car wash use was not specifically listed as a use per the Sienna Ridge Commercial Plaza Planned Development (PD07-0008), it is an allowed use with approval of a Conditional Use Permit per the Commercial Community (CC) zoning district requirements. As such, a Planned Development Revision to specifically add a car wash use allowance within PD07-0008 has also been requested. The car wash use is consistent with AP land use designation and is therefore consistent with this policy.

2.2 The project is consistent with General Plan Policy 2.2.5.2.

This policy requires that all applications for discretionary projects or permits shall be reviewed to determine consistency with the policies of the General Plan.

Rationale: Staff has prepared this section on General Plan findings to document the project's consistency with the policies of the General Plan.

2.3 The project is consistent with General Plan Policy 2.2.5.21.

General Plan Policy 2.2.5.21 requires that development projects be located and designed in a manner that avoids incompatibility with adjoining land uses.

Rationale: The project site is developed with a parking area in the northern portion of the site. No other development exists on the project site. The properties across Sienna Ridge Road to the east are zoned as Single Family Residential (R1); all other adjacent properties are located within the same commercial plaza and are zoned for similar commercial uses. The closest residentially zoned parcel is approximately 60 feet from the subject site. A Noise Impact Study was submitted as part of the project package. Although there is a minor increase of one (1) decibel during afternoon peak hours as compared to the noise levels as disclosed and approved during the PD07-0008 commercial center approval, the noise levels would not exceed the allowances of Title 130 of the County Ordinance Code (Zoning Ordinance).

2.4 General Plan Policy TC-Xa does not apply to the project.

Except as otherwise provided, the following TC-Xa policies shall remain in effect indefinitely unless amended by voters:

(1) Traffic from residential development projects of five (5) or more units or parcels of land shall not result in, or worsen, Level of Service (LOS) F (gridlock, stop-and-go) traffic congestions during weekday, peak-hour periods on any highway, road, interchange, or intersection in the unincorporated areas of the county.

Rationale: The project will not create residential units; therefore, this policy does not apply.

(2) The County shall not add any additional segments of U.S. Highway 50, or any other highways and roads, to the County's list of roads from the original Table TC-2 of the 2004 General Plan that are allowed to operate at LOS F without first getting the voter's approval.

Rationale: This is not applicable as the project is not requesting any modifications to Table TC-2.

(3) Intentionally blank (Resolution 125-2019, August 6, 2019) and (4). Intentionally blank (Resolution 159-2017, October 24, 2017).

(5) The County shall not create an Infrastructure Financing District unless allowed by a 2/3rds majority vote of the people within that district.

Rationale: This is not applicable as the project is not requesting the County create an Infrastructure Financing District.

(6) Intentionally blank (Resolution 159-2017, October 24, 2017).

(7) Before giving approval of any kind to a residential development project of five (5) or more units or parcels of land, the County shall make a finding that the project complies with the policies above. If this finding cannot be made, then the County shall not approve the project in order to protect the public's health and safety as provided by state law to assure that safe and adequate roads and highways are in place as such development occurs.

Rationale: This project will not result in five (5) or more units or parcels of land for residential development.

2.5 **General Plan Policy TC-Xb does not apply to the project.**

To ensure that potential development in the County does not exceed available roadway capacity, the County shall:

A. Every year prepare an annual Capital Improvement Program (CIP) specifying expenditures for roadway improvements within the next 10 years. At least every five years prepare a CIP specifying expenditures for roadway improvements within the next 20 years. Each plan shall contain identification of funding sources sufficient to develop the improvements identified;

B. At least every five years, prepare a Traffic Impact Fee (TIF) Program specifying roadway improvements to be completed within the next 20 years to ensure compliance with all applicable LOS and other standards in this plan; and

C. Annually monitor traffic volumes on the County's major roadway system depicted in Figure TC-1.

Rationale: This policy is not applicable as this policy refers to the county preparing a Capital Improvement Program (CIP), preparing a Traffic Impact (TIF) Fee Program, and monitoring traffic volumes.

2.6 General Plan Policy TC-Xc does not apply to the project.

Policy TC-Xc directs that developer paid traffic impact fees combined with any other available funds shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development.

Rationale: This policy is not applicable as this policy directs how the County will pay for building the necessary road capacity.

2.7 The project is consistent with General Plan Policy TC-Xd.

LOS for County-maintained roads and State highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2. The volume to capacity ratio of the roadway segments listed in Table TC-2 shall not exceed the ration specified in that table. LOS will be as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual.

Analysis periods shall be based on the professional judgement of the County's Department of Transportation (DOT) which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak Hour, and PM Peak hour traffic volumes."

Rationale: The project is located in the El Dorado Hills Community Region and it will not worsen LOS for any County-maintained road or state highway.

2.8 The project is consistent with General Plan Policy TC-Xe.

For the purposes of this Transportation and Circulation Element, "worsen" is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project:

- (1) A two-percent increase in traffic during the AM Peak Hour, PM Peak Hour, or daily;
or
- (2) The addition of 100 or more daily trips; or
- (3) The addition of 10 or more trips during the AM Peak Hour or the PM Peak Hour.

Rationale: This project will generate more than 10 trips in the Peak Hour or more than 100 daily trips. The thresholds in criteria (2) and (3) have been met; the thresholds in criteria (1) of this policy are not met. A traffic impact analysis, dated July 11, 2023 and completed by Fehr & Peers, determined

that the addition of project traffic will result in acceptable Level of Service per General Plan Policy TC-Xd. Therefore, the project is consistent with this policy.

2.9 The project is consistent with General Plan Policy TC-Xf.

At the time of approval of a tentative map for a single family residential subdivision of five (5) or more parcels that worsens (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain LOS standards detailed in this Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus forecasted traffic growth at ten-years from project submittal; or (2) ensure the commencement of construction of the necessary road improvements are included in the County's 10-year CIP.

For all other discretionary projects that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain LOS standards detailed in the Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.

Rationale: While the project will worsen LOS as defined in General Plan Policy TC-Xe, LOS with project traffic will still be at an acceptable LOS per General Plan Policy TC-Xd.

2.10 The project is consistent with General Plan Policy TC-Xg.

Each development project shall dedicate right-of-way, design and construct or fund any improvements necessary to mitigate the effects of traffic from the project. The County shall require an analysis of impacts of traffic from the development project, including impacts from truck traffic, and require dedication of needed right-of-way and construction of road facilities as a condition of the development. This policy shall remain in effect indefinitely unless amended by voters.

Rationale: While the project will worsen LOS as defined in General Plan Policy TC-Xe, LOS with project traffic will still be at an acceptable LOS per General Plan Policy TC-Xd.

2.11 The project is consistent with General Plan Policy TC-Xh.

All subdivisions shall be conditioned to pay the traffic impact fees in effect at the time a building permit is issued for any parcel created by the subdivision.

Rationale: This project will pay any required traffic impact fees at the time a building permit is issued.

2.12 General Plan Policy TC-Xi does not apply to the project.

General Plan TC-Xi directs the County to coordinate and work with other agencies to plan for the widening of U.S. Highway 50.

Rationale: This policy is not applicable to the project as it is directed to the County to coordinate with other agencies.

2.13 The project is consistent with General Plan Policy 5.1.2.1

General Plan Policy 5.1.2.1 requires a determination of the adequacy of the public services and utilities to be impacted by that development.

Rationale: The project proposes to connect into El Dorado Irrigation District (EID) water and sewer services. A Facilities Improvement Letter (FIL) dated August 14, 2023 identifies water and sewage availability. There are three (3) water lines located adjacent to the proposed project: an 8-inch, 10-inch, and a 12-inch water line. This parcel already has a water service located along the western property boundary and a 6-inch private fire service. According to EID's hydraulic model, the existing system can deliver the required fire flow. There is an 8-inch gravity sewer line located near the northwest property boundary. This sewer line has adequate capacity at this time. The Sienna Ridge Shopping Center is served by a private sewer system.

2.14 The project is consistent with General Plan Policy 5.2.1.2.

General Plan Policy 5.2.1.2 requires that adequate quantity and quality of water for all uses, including fire protection, be provided with proposed development.

Rationale: The project was reviewed by the El Dorado Hills Fire Department, and EID for adequate public services capacity. The site has been found to have adequate quantity and quality of water for all uses. The project is consistent with this policy.

2.15 The project is consistent with General Plan Policy 5.7.1.1.

General Plan Policy 5.7.1.1 (Fire Protection in Community Regions) requires the applicant to demonstrate that adequate emergency water supply, storage, conveyance facilities, and access for fire protection would be provided concurrent with development.

Rationale: The El Dorado Hills Fire Department currently provides fire protection service to the project site. The El Dorado Hills Fire Department has imposed standard Conditions of Approval to ensure adequate water supply, storage, conveyance, and site access for fire protection for the project.

2.16 The project is consistent with General Plan Policy 6.2.3.2.

Policy 6.2.3.2 (Adequate Access for Emergencies) requires the applicant demonstrate that adequate access exists or can be provided to ensure that emergency vehicles can access the site and private vehicles can evacuate the area.

Rationale: The El Dorado Hills Fire Department reviewed the application materials and provided standard project Conditions of Approval. With adherence to the applied Conditions of Approval, the project would be consistent with this policy.

3.0 ZONING FINDINGS

3.1 The project is consistent with Section 130.22.030.

Section 130.22.030 (Commercial Zone Development Standards) prescribes site-specific development standards for new lots, allowed uses and associated structures within the Commercial Community - Planned Development (CC-PD) zone district.

Rationale: The proposed use of an automatic car wash facility is allowed within the CC zoning designation with approval of a Conditional Use Permit. As the site is within a prior approved Planned Development, the current proposed project would also require a Planned Development Permit Revision application and review.

3.2 The project is consistent with Section 130.40.140.

Section 130.40.140 (Drive-Through Facilities) prescribes site specific development standards for drive-through facilities. The development standards in this Section are intended to supplement the standards in the underlying zone for drive-through facilities. The project must be consistent with the following:

(1) Drive-Through Lanes: Drive through lanes shall be a minimum of 12 feet in width. A vehicle turning analysis shall be required, demonstrating that an American Association of State Highway Transportation Officials (AASHTO) Passenger (P) Vehicle can negotiate any curves or turns in the drive-through lane. A minimum 15-foot inside radius is required. Alternative design widths and radii may be approved by the County Engineer or Building Official, utilizing the DL-23 vehicle, as specified by the National Association of City Transportation Officials. A drive-through lane shall be a minimum of 50 feet from the nearest property line of any residentially zoned lot or residential use. Each drive-

through entrance and exit shall be at least 50 feet from the nearest property line of a residential land use. Each entrance to a lane and the direction of traffic flow shall be clearly designated by signs and pavement markings. Each drive-through lane or group of multiple lanes shall be physically separated from the circulation routes or parking spaces by means of curbs, rain gardens, or landscaping. Drive-through entrances and exits shall be designed such that the headlights of vehicles at the point of entrance and exit of the drive-through facility shall not directly face a residential zone or residential use, unless screened by a building, fence, wall, grade, or landscaping.

Rationale: The proposed drive-through maintains a minimum 12 feet in width, with most of the drive-through lane being wider than 12 feet. The project parcel is part of a commercial center, mostly surrounded by commercially zoned and developed parcels. Across Sienna Ridge Road to the east are residentially zoned and developed parcels. The drive-through lane is separated from parking areas by the car wash structure as well as through the use of curbs and landscaping in other areas. Therefore, the project as designed is consistent with these design standards.

(2) Stacking Area: Stacking area within the drive-through lane or lanes shall be provided to accommodate the estimated queued vehicles utilizing the drive through facility. A queuing analysis performed by a Traffic Engineer is required for all drive-through facilities, to determine stacking length needed in the drive-through lane. The queuing analysis shall consider queuing in advance of the ordering point, and in advance of the pick-up/service window. For single drive-through lanes, a minimum stacking distance of 100 feet is required for all food and/or beverage drive-through facilities, measured from the entrance of the drive-through lane to the ordering point. A minimum stacking distance of 80 feet per lane is required for all nonfood and/or non-beverage drive-through facilities, measured from the entrance of a drive-through lane to the service window. Where multiple drive-through lanes are proposed, a lesser minimum distance may be approved by the County Engineer. Stacking of queued vehicles for drive-through facilities may not stack into parking lot drive aisles, public right of way, or a public roadway.

Rationale: Per the Traffic Impact Study submitted for this project, a total of 16 to 20 cars would be able to stack within the two (2) stacking lanes proposed by the project. The dual stacking lane area is approximately 180 feet in length, with an additional 200 feet of single stacking lane length. In addition to stacking lane space, the project proposes both a total of three (3) parking stalls, with one (1) being Americans with Disabilities Act (ADA) compliant, and 12 vacuum accessible parking stalls, with one (1) being ADA compliant. This total is in excess of the minimum parking and stacking requirements. Therefore, the project as proposed exceeds the minimum stacking area development standards.

(3) Landscaping and Screening of the Drive-Through Lane: If the drive-through lane is

adjacent to a parking area, a five (5) foot-wide planter shall be provided between the drive-through lane and the parking area that includes shade trees consistent with those used in the parking area. A minimum four (4) foot-high wall or planter/landscaping that screens the drive-through lanes is required so that vehicle headlights in the drive-through lanes are not visible from adjacent street rights-of-way or adjacent residential uses.

Rationale: The drive-through lane is separate from the parking area, with most of the drive-through lane being adjacent to the car wash structure. Parking areas are located adjacent to the car wash structure, opposite the drive-through lane. Therefore, the project is consistent with this standard.

(4) Pedestrian Access and Crossings: Pedestrian access shall be provided from each abutting street to the primary entrance with a continuous on-site four (4) foot-wide sidewalk or delineated walkway. Pedestrian walkways preferably should not intersect the drive-through lanes. Where intersections are unavoidable, the walkways shall have clear visibility and shall be delineated by textured and colored paving.

Rationale: The project as proposed includes identified pedestrian crosswalks from internal access points provided by the existing commercial center. These access points connect to sidewalks at points not within the specific project parcel, but at other points within the same commercial center. Therefore, the project as proposed is consistent with this standard.

(5) Signs: Signage shall follow Chapter 130.36 (Signs), and Subsection 130.36.070.K.4 (Menu/Order Board Signs for Drive-In and Drive-Through Uses).

Rationale: The project would include signage. The site includes an existing monument sign, which could be maintained and/or refaced without a reduction in the current sign area, height, etc. The project would also include additional wall mounted signage, but did not include signage as part of the current project review. All signage would be reviewed per a separate permit to be filed once development activities as approved under this permit have progressed. The Sienna Ridge Shopping Center includes a master sign plan approved per PD07-0008R. The master sign plan requires that tenants receive approval of signage by the Serrano Architectural Review Committee prior to applying for entitlement permits with the County. A future sign permit would have been found consistent with the Sienna Ridge Master Sign Plan by the Serrano Architectural Review Committee prior to any permit application with the County. Therefore, the project's signage review is ongoing and would be confirmed as fully consistent with these development standards at the time of a signage permit review.

(6) Hours of Operation: When the drive-through facility is located within 100 feet of any existing residential zone or existing residential use (measured from the nearest residential

property line to any part of the drive-through facility including parking lot, drive-through lane, or structure), hours of operation for the drive-through facility shall be limited to 7:00 a.m. to 10:00 p.m. daily. If the use is located greater than 100 feet from a residential zone or existing residential use, there shall be no restrictions on the hours of operation.

Rationale: The project is located within 100 feet of residentially zoned and developed parcels. Therefore, this development standard does apply to the project.

(7) Parking: The required number of off-street vehicle parking spaces for drive-through facilities shall be based upon the primary use of the facility. Spaces designated for mobile order pick-up and waiting area parking shall count toward the minimum overall parking requirements.

Rationale: A car wash use requires a minimum of two (2) parking stalls per washing stall. This site provides 16 to 20 stacking lane spots in addition to three (3) parking stalls which will not include vacuum cleaners. Additional vacuum accessible parking stalls are provided for customers specifically using vacuum services. Therefore, the site has provided an excess of the minimum two (2) parking stalls required and is consistent with this development standard.

(8) Noise: Any drive-through speaker system shall not exceed thresholds set forth in Table 130.37.060.1 (Noise Level Performance Standards for Noise Sensitive Land Uses Affected by Non-Transportation Sources). The system shall be designed to compensate for ambient noise levels in the immediate area. At no time shall any speaker system be audible above daytime ambient noise levels beyond the property lines of the site.

Rationale: A Noise Impact Study (Exhibit H) was submitted as part of the project application packet. This Noise Impact Study confirms that the project would not exceed County noise thresholds. Further, the car wash does not include the use of drive-through speaker systems. Therefore, the project is consistent with this development standard.

(9) Maintenance: The drive-through facility shall be properly maintained in accordance with Conditions of Approval.

Rationale: Planning Services, The Serrano Architectural Review Committee, Air Quality Management District (AQMD), DOT, PG&E, Stormwater Management Division, El Dorado Hills Fire Protection District, and the County Surveyor's Office reviewed the project. AQMD, El Dorado Hills Fire Protection District, and the County Surveyor's Office each placed standard project Conditions of Approval on the project. These Conditions are listed within the Conditions of Approval section attached to this report. The project proponent has acknowledged these Conditions as part of the

project. Therefore, the project is consistent with this development standard.

4.0 PLANNED DEVELOPMENT FINDINGS

4.1 The proposed development plan is consistent with the General Plan, any applicable specific plan, and Chapter 130.28 (Planned Development (-PD) Combining Zone) in Article 2 (Zones, Allowed Uses, and Zoning Standards) of this title.

Rationale: As discussed in Section 2.0 above, the project is consistent with the General Plan and the El Dorado Hills Specific Plan.

4.2 The site is adequate in shape and size to accommodate proposed uses and other required features.

Rationale: The project as proposed is consistent with all base zoning development standards. There are no design waiver requests or exceptions applied.

4.3 That any exceptions to the development standards of the zone are justified by the design or existing topography.

Rationale: The project as proposed does not request any exceptions to the zoning development standards.

4.4 Adequate public services and facilities exist or will be provided to serve the proposed development including, but not limited to, water supply, sewage disposal, roads, and utilities.

Rationale: Per review by the EID and the El Dorado Hills Fire Department, the project has been found to have adequate water and sanitation services/facilities. Per review by the El Dorado Hills Fire Department and the DOT, the project has been found to have adequate site access. Per review by PG&E, the project would not conflict with existing electric and gas utilities serving the project or within the general vicinity.

4.5 If mixed-use development is being proposed, the development conforms to the standards in Section 130.40.180 (Mixed Use Development) in Article 4 (Specific Use Regulations) of this Title.

Rationale: The project does not propose mixed-use development.

4.6 The proposed development complies with the provisions of the -PD Combining Zone Section 130.28.010 (Planned Development (-PD) Combining Zone Established) in Article 2 (Zones, Allowed Uses, and Zoning Standards) of this Title.

Rationale: As discuss within this Planned Development Findings section, the project is consistent with planned development provision of the -PD Combining Zone Section 130.28.010 of the Zoning Ordinance.

5.0 CONDITIONAL USE PERMIT FINDINGS

5.1 The proposed use is consistent with the General Plan;

Rationale: As discussed in Section 2.0 above, the project is consistent with the General Plan.

5.2 The proposed use would not be detrimental to the public health, safety, and welfare, or injurious to the neighborhood; and

Rationale: The proposed car wash would be located within a commercial center, which includes the allowance for a car wash with approval of a Conditional Use Permit. The commercial center has been found to not be detrimental to the public health, safety, and welfare, or injurious to the neighborhood per the prior Planned Development and Tentative Subdivision Map approvals (PD07-0008/P07-0013). The proposal for a car wash would not create new impacts not disclosed within the original approved entitlement permit for the commercial center.

5.3 The proposed use is specifically allowed by a Conditional Use Permit pursuant to this Title.

Rationale: A car wash use is specifically allowed with approval of a Conditional Use Permit pursuant to the Zoning Ordinance.