

Findings

1.0 CEQA FINDINGS

- 1.1 El Dorado County has considered the Mitigated Negative Declaration together with the comments received during the public review process. The Mitigated Negative Declaration reflects the independent judgment of the County and has been completed in compliance with CEQA and is adequate for this project.
- 1.2 Public Resources Code Section 21081.6 requires the County to adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment. The approved project description and conditions of approval, with their corresponding permit monitoring requirements, are hereby adopted as the monitoring program for this project. The monitoring program is designed to ensure compliance during project implementation.
- 1.3 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 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.

The Commercial (C) land use designation identifies areas that can provide a full range of commercial retail, office, and service uses to serve the residents, businesses, and visitors of El Dorado County.

Rationale: The proposed project would provide commercial self-storage service to surrounding residents and businesses. The project is also uniquely positioned to provide boat and recreational vehicle storage use for vacation home owners and visitors at Folsom Lake, providing El Dorado County with business and tax revenue that would otherwise go to storage facilities in Sacramento County or the City of Folsom. The closest existing self-storage facility is Folsom Lake Storage, approximately 650 feet north on Green Valley Road. Folsom Lake Storage is an exclusively outdoor boat and RV storage facility that does not fulfill the indoor personal storage needs of nearby residents. The proposed project would help fill that service gap.

2.2 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 proposed site is currently vacant except for two abandoned sheds. The site plan (Exhibit F) demonstrates that all proposed buildings would comply with all applicable development standards. There are nine Residential-2 Acre (R2A) parcels to the south east of the site served by Shadowfax Lane. Self-storage is a low intensity commercial use that is more compatible with surrounding residential use than other commercial uses, due to low traffic generation and the absence of activities that produce noise or odors or require the storage of hazardous materials. The project layout and visual design has been designed for compatibility with surrounding residential use. For example, the only site entrance will be along Green Valley Road rather than Shadow Fax Lane which is used by residents. As conditioned, the project would be compatible with the adjoining land uses.

2.3 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 applicant has provided an FIL from EID that demonstrates public water and sewer are available for service to the site (Exhibit L1). In order to provide the required fire flow the developer will need to construct an on-site water line extension looping the eight inch water line in Green Valley Road to the six inch water line in Shadowfax Lane (Exhibit L1 & L2). The developer has provided a preliminary utility plan (Exhibit I), and has indicated that they have chosen alternative two of this plan to construct a gravity sewer line and private lift station at the north east corner of the site. This station would serve the proposed development as well as future development on the adjacent parcel. Other considered alternatives included an extension of sewer lines to the Promontory no. 3 lift station, or the construction of a private station to serve all three currently vacant parcels once developed. With improvements as proposed by the developer and required by EID the project would have adequate utilities to serve the site and future development.

2.4 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 site is currently served by El Dorado Hills Fire Protection District (EDH FPD) for fire protection. The EDH FPD did not have any comments or concerns on the project after their review beyond specifying the required fire flow. As previously mentioned, in order to provide the required fire flow the developer will need to construct an on-site water line extension looping the eight inch water line in Green Valley Road to the six inch water line in Shadowfax Lane (Exhibit L1 & L2). With improvements as required by EID the project would have adequate public water service to the site.

2.5 **The project is consistent with General Plan Policy 6.2.3.2.**

Policy 6.2.3.2, Adequate Access for Emergencies, requires that 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 EDH FPD and the Department of Transportation (DOT) reviewed the application materials and site plan for adequate access for emergencies. A traffic impact study (TIS) and on site transportation review (OSTR) was prepared by KDAAnderson & Associates analyzing potential trip generation during A.M. and P.M. peak hours, potential impacts to Levels of Service for six existing intersections, and on site circulation for adequate emergency vehicle access (Exhibit N). The public ingress and egress for the self-storage project would be a 35-foot wide driveway from Green Valley Road at the north east corner of the parcel which would be shared with the future commercial center. The primary public access for the future commercial center would be a driveway from Sophia Parkway. An exit for emergency vehicles only would be located at the south west corner of the self-storage site. Long Range Planning, DOT, and EDH FPD have determined the site layout to be adequate for emergency vehicles and private vehicle evacuation.

2.6 **The project is consistent with General Plan Policy 7.3.3.4.**

General Plan Policy 7.3.3.4 mandates buffers and setbacks for the protection of riparian areas and wetlands as specified in the Zoning Ordinance Title 130.

Rationale: All of the structures proposed as a part of this project would comply with the riparian and wetland setbacks as specified in the Zoning Ordinance (see Finding 3.1).

2.7 The project is consistent with General Plan Policies 7.4.4.2 and 7.4.4.3.

General Plan Policies 7.4.4.2 and 7.4.4.3 specify that through the review of discretionary projects the County shall encourage the conservation protection, planting, restoration, and regeneration of native trees in new developments and within existing communities and encourage the clustering of development to retain the largest contiguous areas of forests and oak woodlands possible.

Rationale: There is one 65’dbh Valley Oak (*Quercus lobate*) on the project site. Due to its size and species this Oak is classified as a heritage tree. The project layout has been designed to avoid the tree so that it can be preserved, and mitigation measures have been applied to protect the tree during construction.

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

General Plan Policy TC-Xc mandates 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 during peak hours upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county.

Rationale: Traffic impact fees for the project will be collected during the building permit process, as is standard.

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

General Plan Policy TC-Xd specifies acceptable levels of service (LOS) for County-maintained roads and state highways within the unincorporated areas of the County.

Rationale: A traffic impact study (TIS) was prepared by KDAnderson & Associates analyzing potential trip generation during A.M. and P.M. peak hours as well as potential impacts to Levels of Service (LOS) for six existing intersections (Exhibit N). It was found that all intersections operate within acceptable El Dorado County and City of Folsom LOS thresholds, except the Green Valley Road/Shadowfax intersection which operates at LOS F. The project does not propose any access onto Shadowfax Lane that would decrease the LOS at the intersection.

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

General Plan Policy TC-Xg mandates that each development project shall dedicate right-of-way, and 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.

Rationale: A traffic impact study (TIS) was prepared by KDAnderson & Associates analyzing potential trip generation during A.M. and P.M. peak hours as well as potential impacts to Levels of Service (LOS) for six existing intersections (Exhibit N). Mitigation measure Trans-1 requires the applicant to construct an 11-foot wide dedicated right turn lane, a five foot wide bike lane, and a two foot wide bike buffer zone on Green Valley Road from Shadowfax Lane to Sophia Parkway that would prevent customers turning into the project entrance from impeding the flow of traffic on Green Valley Road. Nine other conditions of approval have also been applied as recommended by DOT in order to comply with this General Plan Policy.

2.11 The project is consistent with General Plan Policies TC-4a, TC-4b, and TC-4i.

General Plan Policies TC-4a, TC-4b, and TC-4i require that the County implement a system of recreational, commuter, and inter-community bicycle routes in accordance with the County's Bicycle Transportation Plan, as well as constructing and maintaining bikeways in a manner that minimizes conflicts between bicyclists and motorists.

Rationale: Mitigation measure Trans-1 requires the applicant to construct a five foot wide bike lane and a two foot wide bike buffer zone on Green Valley Road from Shadowfax Lane to Sophia Parkway. The two foot bike buffer zone shall serve to protect bicyclists from traffic on Green Valley Road.

2.12 The project is consistent with General Plan Policy TC-5b.

General Plan Policy TC-5b requires curbs and sidewalks in all commercial and research and development subdivisions.

Rationale: This project does not include an application for land subdivision. However, mitigation measure Trans-1 requires the applicant to construct a Caltrans A2-6 curb and gutter, and an 8-foot wide Portland Cement concrete sidewalk along the Green Valley Road frontage from Shadowfax Lane to Sophia Parkway.

3.0 ZONING FINDINGS

3.1 The project is consistent with Title 130.

The Community Commercial (CC) zone provides for the retail sales, office, and service needs of the residents residing within the surrounding community and accommodates the commercial and service needs of visitors to the County.

Rationale: The project site has a zoning designation of CC with a PD overlay. Self-storage is a conditionally permitted use within the CC zone. The proposed facility would provide commercial self-storage service to surrounding residents and businesses. The project is also uniquely positioned to provide boat and recreational vehicle storage use for visitors and vacation home owners at Folsom Lake, providing El Dorado County with business and tax revenue that would otherwise go to storage facilities in Sacramento County or the City of Folsom. The closest existing self-storage facility is Folsom Lake Storage, approximately 650 feet north on Green Valley Road. Folsom Lake Storage is an exclusively outdoor boat and RV storage facility that does not fulfill the indoor personal storage needs of nearby residents. The proposed project would help fill that service gap.

3.2 The project is consistent with Chapter 130.35: Off-Street Parking and Loading.

Section 130.35 of the Zoning Ordinance establishes off-street parking requirements for businesses.

Rationale: This project proposes a mix of residential and commercial use. For this reason, parking requirements are calculated based upon each type of use. The manager residence is considered a residential use which is required to have two parking spaces. Self-storage is required to have two spaces plus one space per every 30 units that do not have vehicle drive aisle access. The project includes 88 storage units that would not have access to drive aisles, requiring three parking spaces. Thus a total of seven parking spaces are required (two residential, two general self-storage, and three non-drive-aisle-access). The project includes nine parking spaces, exceeding the seven required parking spaces. Thus the project is consistent with the parking standards established in the Zoning Ordinance.

3.3 The project is consistent with Chapter 130.36: Signs.

Section 130.36 of the Zoning Ordinance establishes sign regulations that are consistent with the goals, objectives and policies of the El Dorado County General Plan and the County's visual and aesthetic goals, and provide adequate identification for establishments.

Rationale: The project is proposing one monument sign designed to look like a wooden water tower. Freestanding monument signs in CC zones within community regions, associated with a commercial establishment of more than 10,000sf floor area, can have a maximum sign face area of 50sf and a maximum height of 12 feet. The proposed sign has a face area of approximately 49sf as calculated according to code 130.36.070.D which specifies, “Where a sign consists of a three-dimensional object, the sign area shall be measured as the maximum visible surface area from any vantage point.” The proposed height is 21 feet which exceeds the maximum allowed height by 42 percent. However, under Planned Development code 130.28.010 the intent of the PD overlay is to, “allow the use of flexible development standards and provide for a combination of land uses which are complimentary, but may not in all aspects conform to the existing zoning regulations...” Allowing the proposed monument sign to exceed the minimum height specified by the sign ordinance would allow for a realistic looking faux water tower that would match the surrounding rural residential uses better than a pylon sign or wall sign. With allowances for PD flexibility, the proposed sign would meet the requirements of code 130.36.

3.4 **The project is consistent with Chapter 130.37: Noise Standards.**

Chapter 130.37, Noise Standards, requires that noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table 130.37.060.1 for noise-sensitive uses.

Rationale: Noise levels are not expected to exceed maximum allowable levels as a result of the project. Self-storage is a low intensity commercial use that is more compatible with surrounding residential use than other commercial uses due to the absence of activities that produce noise, such as outdoor amplified music or many visitors at one time. Noises associated with the project would consist of infrequent visits from customers accessing self-storage units, and general residential noise from the manager’s residence. As previously specified, there are residential large lots immediately adjacent to the project site. The closest houses on these lots are approximately 150 feet from the edge of the project site. These sensitive receptors would be predominantly screened from operational noise by the exterior walls, as the facility is fortress style. Noise generated during construction will be required to comply with the noise standards established in the Zoning Ordinance.

4.0 CONDITIONAL USE PERMIT FINDINGS

4.1 The issuance of the permit is consistent with the General Plan.

Rationale: As discussed above in Section 2.0, General Plan Findings, the Conditional Use Permit is consistent with the applicable policies and requirements in the El Dorado County General Plan.

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

Rationale: The use will not significantly conflict with surrounding uses. The proposed use will comply with the Development Standards of the CC zone district. The proposed use is consistent with the surrounding land uses which include large lot residences, parks, and vacant land. As conditioned, the project is not anticipated to result in significant environmental, visual, or noise impacts to the surrounding residents.

4.3 The proposed use is specifically permitted by Conditional Use Permit.

Rationale: Self-storage facilities are specifically permitted in the CC zone with a Conditional Use permit pursuant to Section 130.22.020. The subject property is located in the CC zone district. The Commercial Zone Districts matrix of allowed uses and permit requirements establishes those uses that are permitted and those that require approval by a Conditional Use Permit in the CC zone district.

5.0 DEVELOPMENT PLAN PERMIT FINDINGS

5.1 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 of this Title.

Rationale: As discussed above in Section 2.0 and 3.0 the Development Plan is consistent with the applicable policies and requirements in the El Dorado County General Plan and Zoning Ordinance.

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

Rationale: All structures and improvements proposed as a part of the project would meet the development standards of the Community Commercial zoning designation, except for the proposed monument sign. The site is of adequate size and shape to include all of the proposed improvements

5.3 Any exceptions to the development standards of the zone are justified by the design or existing topography.

Rationale: As discussed in Finding 3.3 the proposed monument sign would exceed the development standards for signs in the CC zone. However, the intent of the sign is to preserve visual consistency with surrounding rural residential and open space land uses.

5.4 Adequate public services and facilities exist or will be provided to serve the proposed development.

Rationale: As discussed above in Section 2.0 and 3.0 and in the initial study the Development Plan is consistent with the applicable policies and requirements in the El Dorado County General Plan and Zoning Ordinance including requirements for public utilities and services.