

FINDINGS

Conditional Use Permit CUP23-0007/Durock Road AM/PM Planning Commission/November 12, 2025

1.0 CEQA FINDINGS

- 1.1 El Dorado County staff has considered the Mitigated Negative Declaration together with the comments received and considered during the public review process. The Mitigated Negative Declaration reflects the independent judgment of the County and has been completed in compliance with the California Environmental Quality Act (CEQA) and is adequate for this proposal.
- 1.2 The Initial Study identifies mitigation measures that would reduce project-based impacts to a less-than-significant level.
- 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, 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 (Commercial Land Use Designation) identifies that the purpose of the Commercial land use designation provides a full range of commercial retail, office, and service uses to serve the residents, businesses, and visitors of El Dorado County.

Rationale: The El Dorado County General Plan designates the subject site as Commercial (C). The ARCO AM/PM gas station and car wash are typical commercial uses consistent with the C designation. Therefore, this proposal is consistent with this policy.

2.2 The project is consistent with General Plan Policy 2.2.5.2.

General Plan Policy 2.2.5.2 (General Plan Consistency) requires that all applications for discretionary projects or permits shall be reviewed to determine consistency with the policies of the General Plan.

Rationale: This section regarding General Plan findings verifies compliance with this policy. Therefore, this proposal is consistent with this policy.

2.3 The project is consistent with General Plan Policy 2.2.5.21.

General Plan Policy 2.2.5.21 (Compatibility with Adjoining Land Uses) requires that development projects be located and designed in a manner that avoids incompatibility with adjoining land uses.

Rationale: The proposed project has been reviewed by County staff. A gas station and convenience store are allowed uses within the Commercial, Community (CC) zone district. A car wash is a conditionally permitted use within the CC zone district, which triggers the need for a Conditional Use Permit (CUP). The surrounding uses are also commercial uses. Therefore, the project is located in a compatible commercial area and has been designed to be compatible with adjoining land uses. A noise impact study was prepared as part of the project plan submittal and found that project-related noise would not exceed the noise level requirements of the General Plan except for on-site truck circulation during night-time. A mitigation measure (MM NOISE-1) has been implemented to restrict on-site circulation of trucks to 7:00 am to 7:00 pm and therefore reduce noise level to less than significant.

2.4 The project is consistent with General Plan Policy 5.1.2.1.

General Plan Policy 5.1.2.1 (Adequacy of Public Services and Utilities) requires a determination of the adequacy of the public services and utilities to be impacted by that development.

Rationale: Per PG&E and El Dorado Irrigation District (EID), electricity, gas, water, and sewer utilities have been found to be available and adequate for the proposed development. Additionally, El Dorado County Fire Protection District (Fire District) provides fire protection to the site. The Fire District has confirmed adequate service for this project. The project is consistent with this policy.

2.5 The project is consistent with General Plan Policy 5.2.1.2.

General Plan Policy 5.2.1.2 (Adequate Quantity and Quality of Water for all Uses, Including Fire Protection) 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 Fire District and EID for adequate public services capacity. Through its Facility Improvement Letter, EID has found that there is an adequate water supply for the proposed project. With a required water line extension connecting to existing water facilities, the project will have an adequate water supply for emergency purposes. In order to access EID services, the project must meet all of EID's requirements. The project is consistent with this policy.

2.6 The project is consistent with General Plan Policy 5.2.1.3.

General Plan Policy 5.2.1.3 (Connection to Public Water Systems) requires that all medium-density residential, high-density residential, multifamily residential, commercial, industrial and research and development projects connect to public water systems if reasonably available when located within Community Regions.

Rationale: The project is within the Shingle Springs Community Region and will connect to EID water and sewer sanitation services. The project is consistent with this policy.

2.7 The project is consistent with General Plan Policy 5.3.1.1.

General Plan Policy 5.3.1.1 (Connection to Public Wastewater Systems) requires that high-density and multifamily residential, commercial, and industrial projects connect to public wastewater collection facilities if reasonably available.

Rationale: The project is within the Shingle Springs Community Region and will connect to EID water and sewer sanitation services. The project is consistent with this policy.

2.8 The project is consistent with General Plan Policy 5.4.1.1.

General Plan Policy 5.4.1.1 (Storm Drainage Systems) requires that storm drainage systems for discretionary development protect public health and safety, preserve natural resources, prevent erosion of adjacent and downstream lands, prevent the increase in potential for flood hazard or damage on either adjacent, upstream or downstream properties, minimize impacts to existing facilities, meet the National Pollution Discharge Elimination System (NPDES) requirements, and preserve natural resources such as wetlands and riparian areas.

Rationale: El Dorado County's Stormwater Division has reviewed the project and has

conditioned the project to adhere to the State of CA Phase II MS4 Permit and the County's Stormwater Management Plan; to provide an Erosion Sediment Control Plan; and to obtain a Construction General Permit. The project, as conditioned, is consistent with this policy.

2.9 The project is consistent with General Plan Policy 5.5.2.1.

General Plan Policy 5.5.2.1 (Solid Waste System Capacity) requires that there be evidence of capacity within the solid waste system for the processing, recycling, transformation, and disposal of solid waste for the new development.

Rationale: El Dorado Disposal will provide solid waste disposal for the project site. Refuse will be transferred to and processed at the Western El Dorado Recovery Systems Materials Recovery Facility and then to the Potrero Hills Landfill. The Western El Dorado Recovery Systems Materials Recovery Facility transfers and processes materials up to 400 tons per day, and Potrero Hills Landfill has a remaining capacity of 13,872,000 cubic yards. The project is consistent with this policy.

2.10 The project is consistent with General Plan Policy 6.2.3.2.

General Plan 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: Access has been reviewed by the Fire District and the County's Department of Transportation (DOT). The site and design will have adequate access for emergency ingress and egress. The Fire District has also provided conditions of approval for this project that pertain to Fire District access. The project, as conditioned, is consistent with this policy.

2.11 The project is consistent with General Plan Policy 6.2.3.4.

General Plan Policy 6.2.3.4 (State and Fire Requirements) requires that all new development and public works projects shall be consistent with applicable State Wildland Fire Standards and other relevant State and federal fire requirements.

Rationale: The applicant provided a Wildlife Safe Plan that was reviewed and approved by El Dorado County Fire Protection District (Fire District) and California Department of Forestry and Fire Protection (CAL FIRE). EID

has also reviewed the project. EID has provided a Facility Improvement Letter that states that there is adequate supply of water for emergency purposes. The Fire District has granted a Fire Safe setback reduction for the car wash building, allowing a 13-foot setback from the car wash building to the nearest property line instead of the standard 30-foot Fire Safe setback provided there be a minimum five-foot ember resistant zone (surface hardening of non-combustible ground material) near the reduced setback side. The Fire District has also provided conditions of approval for this project. The project, as conditioned, is consistent with this policy.

2.12 The project is consistent with General Plan Policy 6.3.1.1.

General Plan Policy 6.3.1.1 (Asbestos Requirements) requires that discretionary projects that require either a grading permit or building permit that would result in earth disturbance and are located in areas likely to contain naturally occurring asbestos comply with El Dorado County Air Quality Management District requirements.

Rationale: According to the County's Asbestos Review Area Map, this project is in the "Quarter Mile Buffer for More Likely to Contain Asbestos or Fault Line". El Dorado County Air Quality Management District has provided conditions for this project, which includes the requirement of an Asbestos Dust Mitigation Plan Application be submitted and approved for this project prior to building permit issuance. The project, as conditioned, is consistent with this policy.

2.13 The project is consistent with General Plan Policy 7.4.4.4.

Policy 7.4.4.4 (Oak Resources Mitigation) requires that for all new development projects or actions that result in impacts to oak woodlands and/or individual native oak trees, including Heritage Trees, the County shall require mitigation as outlined in the El Dorado County Oak Resources Management Plan (ORMP).

Rationale: There are oak trees on site within the area proposed for development. Three (3) existing oak trees would be removed. None of these existing trees are Heritage Oak trees. An Oak Resources Technical Report dated October 3, 2025 (Exhibit N) was completed by California Tree and Landscaping Consulting, Inc., and states that the removal of oak trees would be mitigated through a \$4,131 mitigation fee. Therefore, the project is consistent with this policy.

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

General Plan Policy TC-Xd (Level of Service) states that Level of Service (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 ratio 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 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 within the Shingle Springs Community Region and would not result in LOS worse than LOS E as described in General Plan Policy TC-Xd above.

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

General Plan Policy TC-Xe (Impact of Increased Project Trips) states that 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 a.m. peak hour, p.m. peak hour, or daily, or
- (2) The addition of 100 or more daily trips, or
- (3) The addition of ten or more trips during the a.m. peak hour or the p.m. peak hour.

Rationale: This project is estimated to generate a total of 761 primary daily trips with 39 AM peak-hour weekday primary trips and 33 PM peak-hour weekday primary trips. As shown within the Traffic Impact Study, all study intersections and study roadway segments operate at acceptable LOS under existing plus project conditions during the weekday AM and PM peak hours.

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

General Plan Policy TC-Xf (Conditions for Worsened Circulation Impacts) states that 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 ten-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 this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.

Rationale: The project will not create five (5) or more residential units and will not result in LOS worse than LOS E as described in TC-Xd.

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

General Plan Policy TC-Xg (Developer's Responsibility for Transportation Improvements) states that 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: The project applicant has provided a traffic impact study. DOT has provided conditions of approval regarding frontage and off-site improvements.

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

General Plan Policy TC-Xh (Traffic Impact Fees) states that 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 does not create a subdivision. However, consistent with Ordinance No. 5144, the project will be required to pay the appropriate Traffic Impact Fee at the time of building permit issuance.

3.0 ZONING FINDINGS

3.1 The project is consistent with Section 130.22.010: Zones Established.

The Commercial, Community (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 proposed car wash use is consistent with the CC zoning designation provided that a Conditional Use Permit be approved. The proposed gas station, which includes vehicle fuel sales and convenience store, is permitted-by-right in the CC zoning designation. These uses would provide services and retail goods to the residents and visitors in the community.

3.2 The project is consistent with Table 130.22.020: Allowed Uses and Permit Requirements for the Commercial Zones.

The CC zone permits-by-right automotive and equipment fuel sales. The CC zone requires approval of a CUP for automotive and equipment uses, of which repair shops are a subtype. Car wash use is defined as a type of repair shop. The CC zone permits drive-through facilities by right when the drive-through facilities are not adjacent to any residential zoned lot or residential use.

Rationale: The project would require a CUP for the car wash use, because it is in the CC zone. The drive-through component of the car wash is permitted by right, because it is not adjacent to any residential zoned lot or residential use; the drive-through car wash facility would still be subject to specific drive-through standards found in the Parking and Loading standards.

3.3 The project is consistent with Section 130.22.030: Commercial Zone Development Standards.

Section 130.22.030 of the Zoning Ordinance identifies the development standards for commercial zone districts. The CC zone is subject to a minimum lot size of 4,000 square feet, minimum lot width of 60 feet, and setbacks of 30 feet on all sides per Fire Safe setback requirements. The Zoning Ordinance standard setback requirements within the CC zone are as follows: front and secondary front yard setbacks of 10-feet, side and rear yard setbacks of five feet, a maximum height of 50 feet, and a floor area ratio of 0.85.

Rationale: This project as proposed and conditioned is compliant with all applicable development standards as stated in Section 130.22.030 of the Zoning Ordinance. A parcel merger for the two parcels is conditioned as part of this project to ensure that the parcel width is a minimum of sixty (60) feet and that no building or structure crosses property lines. The project size totals 3.69 acres, which exceeds the minimum lot size. The floor area ratio for the site is 0.07, which is well below the maximum floor area ratio. The proposed setbacks for the gas station convenience store and canopy are greater than the required setbacks on all sides. The car wash is set back thirteen (13) feet from the eastern front lot line, which is compliant with the Zoning Ordinance setback standard and approved by the Fire District through a Fire Safe setback variance. The height of the structures on-site will not exceed fifty (50) feet. The gas station convenience store is approximately twenty-six (26)-feet-tall. The gas station fuel canopy is approximately twenty-nine (29)-feet-tall. The car wash building is approximately eighteen (18)-feet-tall.

3.4 The project is consistent with Chapter 130.33 (Landscaping Standards) and the adopted Landscaping and Irrigation Standards.

Rationale: The proposed project includes an alternative landscaping plan (Exhibit J) that meets many of the County's landscaping standards. It meets the required ten-foot-wide landscaping buffer along the frontage of South Shingle Road. It provides a five-foot-wide landscaping buffer along Durock Road, anticipating the re-routing of Durock Road that is part of Phase 1 for the County's capital improvement project (CIP 36104008) and the northern property line for the project site becoming adjacent to the park-and-ride lot. It does not propose landscaping along the southern property line given the future realignment of Durock Road, change in grades between the proposed roadway and the property line, and the presence of existing oak trees with root areas that cross the property line.

The project does not provide trees within the eighty (80)-foot-wide PG&E transmission easement, because PG&E has prohibited the installation of trees under the overhead high-voltage electric transmission lines. Outside of the PG&E transmission easement, it provides the required composition of trees and shrubs for the road frontage and property line landscape buffers.

The project provides the required 50% parking lot landscaping shade from a combination of trees and fabric canopies.

The project will be subject to Model Water Efficient Landscaping Ordinance (MWELo) compliance through the grading and building permit process.

3.5 The project is consistent with Chapter 130.34 (Outdoor Lighting) and the adopted Outdoor Lighting Standards.

Rationale: The proposed lighting plan meets most of the County's Outdoor Lighting requirements. The photometric plan shows that all of its light fixtures, with the exception of the vacuum light fixtures, are full cut-off. The light fixtures do not exceed twenty (20) feet in height per the Outdoor Lighting Standards. The light fixtures are adequately located, shielded, and directed such that no direct light falls outside the property line, or into the public right-of-way. The lighting plans and documentation show that the maximum amount of light is not exceeded for the site. The project is conditioned to meet all Outdoor Lighting standards prior to building permit issuance (Condition #1).

3.6 The project is consistent with Section 130.35.010, specifically the adopted Parking and Loading Standards, Section 4.4.H.

The project includes a drive-through facility but is not subject to the requirements described in Section 130.40.140 (Drive-Through Facilities), because its applicability paragraph states that the section does not apply to car wash drive-through facilities. However, Chapter 130.35 (Parking) states that new development shall be subject to the adopted Parking and Loading Standards, which contains a section (4.4.H) pertaining to site-specific standards for Drive-Through Facilities. This section would apply to all drive-through facilities, including drive-through car wash facilities. The development standards in this Section are intended to supplement the standards of the zoning district. The project must be consistent with the following:

1. A drive-through facility shall be located at the rear or side of a commercial structure and not within any front setback area.

Rationale: The project site is located in the zoning district CC, which has a front setback of ten (10) feet. The drive-through car wash facility is not within the front setback area and will be further screened from landscaping along the road frontage.

Prior to the completion of Phase 1 of the CIP project, which includes the realignment of Durock Road, the project site entrance is accessed through a private curvilinear driveway that stretches from Durock Road to South Shingle Road. When the Durock Road realignment is completed, customers would access the private driveway and project site entrance through either the Park-and-Ride lot or through South Shingle Road. Once customers are on the project site, they would need to travel north and east, around the fuel canopy, and then south to enter the car wash facility. To customers entering the site, the car wash drive-through facility is located in the eastern portion of the site, located behind the gas station convenience store.

2. Ingress to and egress from a drive-through facility shall be prohibited from driveway(s) directly facing a residential zone.

Rationale: The project site is not adjacent to or across from any residential zones.

3. A drive-through facility, including stacking areas for vehicles awaiting service, shall be a minimum of 50 feet from the nearest property line of any residentially zoned lot.

Rationale: The drive-through facility, including its stacking areas, are at least five hundred (500) feet from the nearest property line of any residentially zoned lot. The nearest residentially-zoned parcels are west of the project site.

4. Stacking lane(s) shall be physically separated from other traffic circulation on the site by concrete or asphalt curbing. The stacking lane(s) shall accommodate a minimum of (4) four cars per drive-through window in addition to the car receiving service. The lanes shall be a minimum width of ten feet.

Rationale: The carwash entrance is located in the northeastern portion of the site and is separated from parking areas and other circulation through its location on-site and use of barrier curbs.

The stacking lane is approximately 160 feet and may accommodate approximately eight (8) cars. The stacking lane is ten-feet-wide. The project is consistent with this design standard.

5. Signage shall be provided to indicate the entrance, exit, and one-way path of drive.

Rationale: As shown on the site plan (Exhibit E), directional signage is included. The project is consistent with this design standard.

6. Stacking areas shall not block access to any parking area or space required of a business. Lane striping to separate drive-through traffic from parking areas shall be provided from the nearest point of site access, as feasible, to the stacking lane(s).

Rationale: The stacking areas are in the northeast portion of the site and do not block access to any parking areas, which are located elsewhere on-site. The car wash clearance bar and directional paving arrows will indicate the entrance of the car wash facility. The project is consistent with this design standard.

7. Where a facility exceeds the standards of Paragraphs 1 through 6 above and is not located within a development that is subject to a discretionary permit, such as a Conditional Use, Design Review, or Development Plan Permit, a CUP shall be required.

Rationale: The proposed car wash drive-through facility meets the standards of Paragraphs 1 through 6 above. Therefore, the project is consistent with this standard.

8. When a drive-through facility requires a CUP or is within a development that is subject to a discretionary permit, the review authority may impose a greater setback than is required under Paragraph 3 above, when it is determined necessary to mitigate impacts from noise, air pollution, lights, or other land use conflicts. The review authority may deny any application for a drive-through facility if it finds that the facility will add to the cumulative air quality impacts for a specified

pollutant and the County is found to be in non-attainment status of either federal or state air quality standards for that pollutant.

Rationale: The car wash drive-through facility is subject to Conditions of Approval and mitigation measures to reduce impacts from noise, air pollution, lights, or other land use conflicts.

An Acoustical Report (Exhibit P, Attachment H) was conducted for the project. The results of the study confirmed the project would not exceed County noise thresholds with adherence to the mitigation that on-site truck circulation only occur from 7:00 am to 7:00 pm. The project is consistent with this design standard.

The project area is in nonattainment for ozone, PM10, and PM2.5. The approved Project would not exceed the El Dorado County Air Quality Management District (EDCAQMD) significance criteria during short-term construction after implementation of fugitive dust control measures or during long-term operations. The approved Project would comply with the existing air quality plans and all applicable air district rules and regulations. Therefore, the Mitigated Negative Declaration and Initial Study (Exhibit O) determined that construction and operation of the approved Project would not result in a cumulatively considerable increase of criteria pollutant emissions, and impacts were determined to be less than significant.

The proposed project is conditioned to meet the County's lighting, landscaping and irrigation, and parking standards.

3.7 The project is consistent with Sec. 130.35.030 (Off-street Parking and Loading Requirements).

Rationale: The proposed project meets the County's Parking and Loading requirements. The project provides twenty-nine (29) parking spaces, four (4) of which are electric vehicle charging spaces, thirteen (13) of which are parking spaces for the gas station convenience store and general site usage, and twelve (12) of which are used for individual use of the self-serve vacuums. Of the thirteen (13) spaces in front of the gas station convenience store, one (1) will be American Disabilities Act (ADA)-accessible. The proposed project is required to provide one (1) parking space per 400 square feet of retail Active Use Area (AUA) for the vehicle

fuel sales use. Two (2) parking spaces are required for each car wash stall. The total required parking spaces for the project site is eleven (11) spaces.

3.8 The project is consistent with Chapter 130.36 (Signs).

Rationale: The proposed project meets the County's sign regulations. Per Table 130.36.070.1b—Community Region Area Signage Standards for Permanent On-Site Signs, establishments that have between 10,000 to 25,000 square feet of floor area are able to have a maximum of seventy-five (75) square feet of building-attached signage. The project site has 11,348 square feet, so it may have up to 75 square feet of building-attached signage. It proposes a total of 73.66 square feet of building-attached signage, which consists of signage for the gas station convenience store, car wash building, and the fuel canopy. As for freestanding signage, it is permitted to have one (1) sign on the first street frontage that is a maximum of fifty (50) square feet and twelve (12) feet in height and one (1) sign on the other street frontage that is a maximum of thirty (30) square feet and ten (10) feet in height. Motor vehicle fuel pricing signs, as required by state law, which identify the brand, types, octane rating, etc., of motor vehicle fuel for sale within the County are exempt per Section 130.36.030 (Exemptions). The project proposes one (1) freestanding sign along South Shingle Road that is outside of the cross visibility area, is thirty-one (31) square feet (excluding the motor vehicle fuel pricing signage, which is exempt from the Sign Ordinance requirements), and is no more than twelve (12) feet tall.

4.0 CONDITIONAL USE PERMIT FINDINGS

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

Rationale: The proposed project is consistent with the policies and requirements of the General Plan as discussed in the General Plan section of the Staff Report. The proposed use is consistent with all applicable policies as set forth in Section 2.0 (General Plan Findings) above.

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

Rationale: The proposed gas station and car wash use have been analyzed for potential environmental impacts through the Initial Study (Exhibit O).

Mitigation measures have been included in the Mitigation Monitoring and Reporting Program and Conditions of Approval. Conditions from different departments and agencies are required of the project to ensure that the proposed use is not detrimental to the public health, safety, and welfare or injurious to the neighborhood. The use as proposed and conditioned is compliant and consistent with the General Plan goals, objectives, and policies and is compliant and consistent with the Zoning Ordinance standards for gas stations and car washes.

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

Rationale: As a use included in Automotive and Equipment, Repair Shops per Table 130.22.020 of the Zoning Ordinance, a car wash use is permitted in the CC zone with the approval of a Conditional Use Permit. A gas station is permitted- by-right in the CC zone.