

# FINDINGS

## **Planned Development Permit Revision PD-R23-0003/Superior Self Storage, Phase 3 Planning Commission/April 24, 2025**

### **1.0 California Environmental Quality Act (CEQA) FINDINGS**

- 1.1 Pursuant to CEQA Section 15162 (b), it has been determined that a Subsequent Negative Declaration is required, and an Initial Study has been prepared analyzing potential environmental impacts from implementation of the proposed project to expand the existing self-storage facility. Based on the Subsequent Negative Declaration and Initial Study, impacts have been identified to be less than significant.
- 1.2 The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of Planning 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 the Adopted Plan (AP). This land use category 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 El Dorado County General Plan designates the project site as AP within the El Dorado Hills Specific Plan (AP-EDHSP). The project site is located within Village U of the EDHSP. Commercial and industrial uses are allowed within Village U. The project is consistent with the AP-EDHSP. The project is consistent with this policy.

#### **2.2 The project is consistent with General Plan Policy 2.2.5.21.**

General Plan Policy 2.2.5.21 requires development projects be located and designed in a manner that avoids incompatibility with adjoining land uses that are permitted by the policies in effect at the time the development project is proposed. Development projects that are potentially incompatible with existing adjoining uses shall be designed in a manner that avoids any incompatibility or shall be located on a different site.

Rationale: The proposed project to expand the existing self-storage facility is considered to be compatible with industrial and commercial uses. Surrounding uses include commercial development and senior housing developments. The project is consistent with this policy.

### 2.3 **General Plan Policy TC-Xa does not apply.**

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 congestion 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 voters' 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)
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 of five (5) or more units or parcels of land, the County shall make the 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 public 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 policy is not applicable as the project will not result in five (5) or more units or parcels of land for residential development.

#### 2.4 **General Plan Policy TC-Xb does not apply.**

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 (5) 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 (5) years, prepare a Traffic Impact Mitigation (TIM) Fee 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 CIP, preparing a Traffic Impact Fee (TIF) Program, and monitoring traffic volumes.

#### 2.5 **General Plan Policy TC-Xc does not apply.**

Developer paid TIF 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 (Resolution 201-2018, September 25, 2018).

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

**2.6 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 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 Department of Transportation which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak Hour, and PM Peak Hour traffic volumes.

Rationale: This project is located in the El Dorado Hills Community Region and will not result in LOS worse than LOS E as described in General Plan Policy TC-Xd above.

**2.7 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:

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

Rationale: The project as proposed resulted in a total estimated trip generation reduction as compared to the site’s previous light industrial use. The project is estimated to generate a net reduction of 51 trips during the AM Peak Hour, 34 trips during the PM Peak Hour, and 201 daily trips. A Transportation Impact Study Initial Determination (TIS-ID) was reviewed,

and a waiver issued on July 19, 2022, due to the estimated traffic reduction. No further transportation studies were required. The project would operate at acceptable LOS under existing plus project conditions during the weekday AM and PM peak hours.

**2.8 General Plan Policy TC-Xf does not apply.**

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], [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 10-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], [B], or [C]) traffic on 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.

**2.9 This 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 development. This policy shall remain in effect indefinitely unless amended by voters.

Rationale: The El Dorado County Department of Transportation (DOT) reviewed the project, and no improvements or conditions are required. The project is consistent with TC-Xg.

**2.10 General Plan Policy TC-Xh does not apply.**

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

Rationale: General Plan Policy TC-Xh does not apply because the project is not a subdivision. However, Resolution 079-2024 of the Board of Supervisors of El Dorado County states, *“Applicants shall pay the TIF rate in effect at the time of building permit issuance or at the time of approval of an application for a change in the use of a building or property as provided in County Code Chapter 12.28 and the TIF Administrative Manual.”*

**2.11 General Plan Policy TC-Xi does not apply.**

The planning for the widening of U.S. Highway 50, consistent with the policies of this General Plan, shall be a priority of the County. The County shall coordinate with other affected agencies, such as the City of Folsom, the County of Sacramento, and Sacramento Area Council of Governments (SACOG) to ensure that U.S. Highway 50 capacity enhancing projects are coordinated with these agencies with the goal of delivering these projects on a schedule agreed to by related regional agencies.

Rationale: This policy is not applicable to the project as it is direction to the County to coordinate with other agencies, and the project does not include any U.S. Highway 50 capacity enhancements.

**2.12 The project is consistent with General Plan Policy 5.1.2.1.**

General Plan Policy 5.1.2.1 states prior to the approval of any discretionary development, the approving authority shall make a determination of the adequacy of the public services and utilities to be impacted by that development. Where, according to the purveyor responsible for the service or utility as provided in Table 5-1, demand is determined to exceed capacity, the approval of the development shall be conditioned to require expansion of the impacted facility or service to be available concurrent with the demand, mitigated, or a finding made that a CIP project is funded and authorized which will increase service capacity.

Rationale: El Dorado Hills Fire Department (EDHFD) and El Dorado Irrigation District (EID) reviewed the project and provided requirements for service. These requirements have been incorporated as Conditions of Approval

(COA). EDHFD and EID would review improvement plans at time of grading and/or building permit review. As conditioned, the project is consistent with this policy.

**2.13 The project is consistent with General Plan Policy 5.7.1.1.**

General Plan Policy 5.7.1.1 states prior to approval of new development, the applicant will be required to demonstrate that adequate emergency water supply, storage, conveyance facilities, and access for fire protection either are or will be provided concurrent with development.

Rationale: EDHFD and EID reviewed the project and provided comments which have been included as COA. EDHFD and EID would review improvement plans at time of grading and/or building permit review to ensure adequate emergency water supply, storage, conveyance, and access for fire protection, as applicable. As conditioned the project is consistent with this policy.

**2.14 The project is consistent with General Plan Policy 7.4.2.8.C.**

General Plan Policy 7.4.2.8.C. states a site-specific biological resources technical report will be required to determine the presence of special-status biological resources that may be affected by a proposed discretionary project.

Rationale: A Biological Resources Evaluation was prepared for the project on January 11, 2024, by Bole & Associates (Exhibit N). The Biological Resources Evaluation letter states that no species listed under either the Endangered Species Act (ESA) or the California Endangered Species Act (CESA) were found on the project site, and none are expected to occur. Due to the conditions of development surrounding and within the project site, there is very little potential habitat for even common plant and wildlife species. The limited area of potential habitat, which is located in the most southern portion of the project site, would remain undeveloped with project implementation. In addition, no other special status wildlife or plant species were found to be on the project site (Bole & Associates, 2024). General vegetation communities existing on the project site include non-native grasses and disturbed areas primarily covered with gravel. No removal of special status fauna and/or flora would occur as a result of the project. There

would be no impact to special-status plant or wildlife species. The project is consistent with this policy.

**2.15 The project is consistent with General Plan Policy 7.5.1.3.**

General Plan Policy 7.5.1.3 states cultural resource studies shall be conducted prior to approval of discretionary projects.

Rationale: Pursuant to the records search conducted at the North Central Information Center on August 21, 2023, the proposed project area contains zero indigenous resources and zero historic-period cultural resources. Additionally, six (6) cultural resources study reports covering some portion of the site are on file. Outside of the project area, but within the ¼-mile search radius of the geographic area, the broader search area contains one (1) indigenous resource and three (3) historic-period cultural resources. Additionally, two (2) cultural resource study reports are on file which cover a portion of the broader search area. While cultural resources have been identified within the general vicinity, the degree of contemporary disturbance which has accompanied commercial development surrounding and including the Area of Potential Effects (APE) has substantially decreased the probability of encountering cultural resources within the APE. Through tribal consultation with United Auburn Indian Community (UAIC), the project site may potentially contain a Tribal Cultural Resource (TCR) within an area of the site not subject to ground disturbance. With implementation of COA, the project is consistent with this policy.

**3.0 ZONING FINDINGS**

**3.1 The project is consistent with Section 130.22.010 C.6.**

130.22.010 C.6 Commercial General (CG): The CG zone provides for a mix of more intensive commercial uses, such as light manufacturing, automobile repair, and wholesale activity; where outdoor storage or activity commonly occurs; and where residential, civic, and educational uses are limited to avoid conflicts with allowed uses.

Rationale: The project site is zoned CG within Planned Development combining zone (CG-PD). The proposed project to expand the existing self-storage facility for development of Phase 3 is consistent with the development plan and with the CG zone. The project is consistent with this section.

**3.2 The project is consistent with Section 130.22.030.**

130.22.030 Commercial Zones Development Standards.

Rationale: The project site is zoned CG-PD. The standard setbacks for the CG zone require 10 feet from the front, 5 feet from the sides, and 5 feet from the rear property lines. The maximum building height for the CG zone is 50 feet. The proposed project meets the required development standards for CG zone. The project is consistent with this section.

**3.3 The project is consistent with 130.33.020.**

130.33.020 Applicability: All ministerial and discretionary development for industrial, research and development, commercial, multi-unit residential, civic, or utility uses shall provide landscaping for the areas of a lot that do not include footprints of buildings or structures, sidewalks, driveways, parking lots, decks, patios, gravel or stone walks, other pervious or impervious hardscapes, and other non-irrigated areas designated for non-development (e.g., open spaces and existing native vegetation).

Rationale: Preliminary Landscape Plans are included for the proposed project (Exhibit F). COA are included to ensure compliance with Zoning Ordinance Chapter 130.33 (Landscaping Standards), and the County Model Water Efficient Landscape Ordinance (MWELo). The El Dorado County Building Division and Planning Division would review improvement plans at time of grading and/or building permit review to ensure compliance. As conditioned, the project is consistent with this section.

**3.4 The project is consistent with 130.34.020.**

130.34.020 Outdoor Lighting Standards: All outdoor lighting shall be located, adequately shielded, and directed such that no direct light falls outside the property line, or into the public right-of-way.

Rationale: The project is designed to be consistent with Zoning Ordinance Chapter 130.34 (Outdoor Lighting) and Section 130.34.020. A Photometric Luminaire Plan was included with the project (Exhibit F). The El Dorado County Building Division and Planning Division would review improvement plans at time of grading and/or building permit review to

ensure compliance. As conditioned, the project is consistent with this section.

### **3.5 The project is consistent with Chapter 130.35.**

Chapter 130.35 of the Zoning Ordinance establishes Off-street Parking and Loading requirements for businesses. Self-storage with indoor access to units is required to provide one (1) parking space plus one (1) additional parking space per each 30 units.

Rationale: The proposed project is designed to be consistent with the Off-street Parking and Loading standards in the Zoning Ordinance. The proposed project would provide an additional four (4) parking spaces for a total of 46 parking spaces. The project is consistent with this section.

### **3.6 The project is consistent with Chapter 130.36.**

Chapter 130.36 established 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 to provide adequate identification for establishments.

Rationale: Proposed signage as shown on the site plans demonstrates that the size, color, and location of new signage is substantially consistent with the existing self-storage facility, with the sign requirements of the CG zone, and with the Master Sign Program within the Town Center West Development Plan (TCWDP) (PD95-0002). The project would need to be formally approved by the Town Center Design Review Committee prior to issuance of building permits. Preliminary approvals have been granted to the project pending County approval of discretionary entitlements. The Town Center Design Review Committee is a separate private entity from County review and approval in accordance with the adopted TCWDP Standards and Design Guidelines. The project is consistent with this section.

## **4.0 COMMUNITY DESIGN GUIDELINES**

4.1 The proposed project was determined to be consistent with the El Dorado County Community Design Guidelines in effect at the time the application was deemed complete in 2023, including Landscaping and Irrigation Standards, Outdoor Lighting Standards, and Parking and Loading Standards, and a COA is included to ensure compliance. As conditioned, the project is consistent with the Community Design Guidelines. (The

proposed project would not be subject to the Adopted Interim Design Standards and Guidelines adopted December 2024).

## **5.0 DEVELOPMENT PLAN PERMIT FINDINGS**

### **5.1 The project is consistent with 130.52.040 E.1.**

130.52.040 E.1 states that 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: The proposed Planned Development Revision is consistent with the original PD95-0002 Design Guidelines (Exhibit L) and with applicable General Plan Policies and applicable standards of Chapter 130.28, as discussed in the Findings and throughout this Staff Report. The project is consistent with this section.

### **5.2 The project is consistent with 130.52.040 E.2.**

130.52.040 E.2 states that the site is adequate in shape and size to accommodate proposed uses and other required features.

Rationale: The site is adequate in shape and size to accommodate proposed uses and other required features. The project is consistent with this section.

### **5.3 The project is consistent with 130.52.040 E.3.**

130.52.040 E.3 states that any exceptions to the development standards of the zone are justified by the design or existing topography.

Rationale: The project does not request any exceptions to any of the development standards. The project is consistent with this section.

### **5.4 The project is consistent with 130.52.040 E.4.**

130.52.040 E.4 states that 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: Adequate public services and facilities exist and can serve the proposed development of Phase 3. Agencies including EDHFD, EID, PG&E, and County agencies such as Building Division, DOT, and Planning Division would review improvement plans at time of grading and/or building permit review to ensure compliance. As conditioned, the project is consistent with this section.

**5.5 The project is consistent with 130.52.040 E.5.**

130.52.040 E.5 states 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 proposed project is not considered a mixed-use development. The project is consistent with this section.

**5.6 The project is consistent with 130.52.040 E.6.**

130.52.040 E.6 states that 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: The proposed development complies with the provisions of the -PD Combining Zone Section as discussed in the Findings and throughout this Staff Report. The project is consistent with this section.