

FINDINGS

Tentative Parcel Map P22-0009/Carson Creek R&D Project Zoning Administrator/September 04, 2024

1.0 CEQA FINDINGS

- 1.1 The Carson Creek R&D Project Tentative Parcel Map has been found to be Statutorily Exempt pursuant to Section 15183 of the California Environmental Quality Act (CEQA) Guidelines which mandates projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

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 purpose of the Research & Development (R&D) land use designation is to provide areas for the location of high technology, nonpolluting manufacturing plants, research and development facilities, corporate/industrial offices, and support service facilities in a rural or campus-like setting which ensures a high quality, aesthetic environment. Lands designated as R&D can be located in Community Regions and in Rural Centers.

Rationale: The proposed Tentative Parcel Map is consistent with this policy as the parcels are currently zoned R&D with no proposed zone changes.

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 undeveloped. The adjoining properties to the north, west, and south are similarly zoned and designated as R&D. On the east, the site borders Latrobe Road which is adjacent to residential uses. Therefore, the project has been located and designed to be compatible with adjoining land uses.

2.4 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 February 13, 2023 identifies there is adequate capacity for water and sewage service for the project.

2.5 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 California Department of Forestry and Fire Protection (CAL FIRE) and the EID for adequate public services capacity. The site will need installation into existing EID facilities. The project, as conditioned, is consistent with this policy.

2.6 The project is consistent with General Plan Policy 5.7.1.1.

General Plan Policy 5.7.1.1 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 Conditions of Approval to ensure adequate water supply, storage, conveyance, and site access for fire protection remains adequate for the newly created parcels.

2.7 The project is consistent with General Plan Policy 6.2.3.2.

Policy 6.2.3.2 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: Both El Dorado Hills Fire Department and CAL FIRE reviewed the application materials and have conditioned the Tentative Parcel Map for adequate access for emergencies. The project is in compliance with this policy.

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

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 as noted in the General Plan.

4. Intentionally blank as noted in the General Plan.

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 as noted in the General Plan.

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.

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

Policy TC-Xb ensures that potential development in the County does not exceed available roadway capacity.

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

2.10 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.

2.11 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 County 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 within the El Dorado Hills Community Region and would not result in LOS worse than LOS E as described in General Plan Policy TC-Xd above.

2.12 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-percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily; or
- B. The addition of 100 or more daily trips; or
- C. The addition of ten or more trips during the a.m. peak hour or the p.m. peak hour.

Rationale: This project is not anticipated to generate more than ten (10) trips in the peak hour, or more than 100 daily trips. The thresholds in criteria A, B, or C of this policy are not met. A traffic operations study was prepared by Fehr & Peers to verify that the proposed traffic signal at the future intersection of Carson Crossing Drive and Latrobe Road would not negatively impact the flow of traffic along the Latrobe Road corridor.

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

At the time of approval of a Tentative Parcel 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.

2.14 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: The project applicant has provided a traffic operations analysis. County Department of Transportation has provided Conditions of Approval for on-site and off-site improvements.

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

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: Future development at the new proposed parcels will be required to pay TIF when a building permit is issued.

2.16 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, since the project does not entail the widening of U.S. Highway 50.

2.17 The Project is consistent with General Plan Policy 7.5.1.3.

Policy 7.5.1.3 Cultural Resource Studies (historic, prehistoric, and paleontological resource) shall be conducted prior to approval of discretionary projects. Studies may include, but are not limited to, record searches through the North Central Information Center at California State University, Sacramento, the Museum of Paleontology, University of California Berkeley, field surveys, subsurface testing, and/or salvage excavations. The avoidance and protection of sites shall be encouraged.

Rationale: The Cultural Resource Studies supplied as a part of this application have been analyzed and their recommendations incorporated into previous projects that have occurred.

3.0 ZONING FINDINGS

3.1 The project is consistent with Section 130.23.030.

Section 130.23.030 (Industrial/R&D Zone Development Standards) prescribes site-specific development standards for new lots, and allowed uses and associated structures within the R&D zone district.

Rationale: The proposed parcels meet the required minimum lot size, lot width, and development standards as required in Section 130.23.030.

4.0 PARCEL MAP FINDINGS

4.1 The proposed Tentative Parcel Map, including design and improvements, is consistent with the General Plan.

Rationale: This Tentative Parcel Map would create 16 new parcels from four (4) existing parcels. The project parcels are in the El Dorado Hills Community Region and the parcels' General Plan Land Use Designation is R&D. The proposed Tentative Parcel Map has been found to be consistent with all applicable General Plan policies as set forth in the Findings above.

4.2 The proposed Tentative Parcel Map conforms to the applicable standards and requirements of the County zoning regulations and Minor Land Division Ordinance.

Rationale: The proposed parcels have been analyzed and conditioned in accordance with the Research and Development R&D zone and will comply with all applicable development standards for new lots in that zone. As proposed and conditioned, the Tentative Parcel Map conforms to the Minor Land Division Ordinance.

4.3 The site is physically suitable for the proposed type and density of development.

Rationale: Development is not proposed concurrent with this Tentative Parcel Map request. The proposed parcels meet the required minimum lot size, lot width, and standards of the R&D zone district. The site is relatively flat with sufficient buildable areas within each new parcel, sufficient for uses allowed within the R&D zone.

4.4 The proposed subdivision is not likely to cause substantial environmental damage.

Rationale: The project has been found Statutorily Exempt pursuant to Section 15183 (Projects Consistent With A Community Plan or Zoning) of the CEQA Guidelines, which mandates projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. No project-specific significant environmental effects were discovered or anticipated with review of the proposed Tentative Parcel Map.