

## FINDINGS

### **Design Review Permit DR24-0010/Business Drive Open Storage Lot Planning and Building Department Director/February 23, 2026**

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

- 1.1 Staff reviewed the project and found it exempt, without exception, from the CEQA pursuant to Section 15183, Projects consistent with a Community Plan, General Plan, or Zoning (Exhibit H).
- 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 Services 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 purpose of the Industrial (I) land use category is to provide for a full range of light and heavy industrial uses. Types of uses that would be permitted include manufacturing, processing, distribution, and storage. Incompatible, non-industrial uses, excluding support services, shall be discouraged. Industrial lands in Rural Regions may have uses which support agriculture, timber resource production, mineral extraction, or other resource utilization. This designation is considered appropriate within Community Regions, Rural Centers and Rural Regions.

Rationale: The subject parcel is within the Shingle Springs Community Region. The proposed project would allow for the construction and use of an open lot storage yard, which is a use consistent with the Industrial Light (IL) Zone and I General Plan land use designation. The project 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 states that all applications for discretionary projects or permits including, but not limited to, General Plan amendments, zoning boundary amendments, tentative maps for major and minor land divisions, and special use permits shall be reviewed to determine consistency with the policies of the General Plan. No approvals shall be granted unless a finding is made that the project or permit is consistent

with the General Plan. In the case of General Plan amendments, such amendments can be rendered consistent with the General Plan by modifying or deleting the General Plan provisions, including both the land use map and any relevant textual policies, with which the proposed amendments would be inconsistent.

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 shall 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 project site is in the Barnett Business Park and designed to avoid incompatibility with adjoining land uses including installation of landscaping in accordance with Community Design Standards and Title 130. The adjacent parcels to the south and east are developed similarly with light industrial uses, except the parcels to the west across Shingle Lime Mine Road, which are zoned for Residential Estate-5 acre minimum (RE-5). The parcel to the north across the emergency vehicle access is vacant. The project is consistent with this policy.

### 2.4 **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 project will not result in five or more units or parcels of land for residential development.

## 2.5 **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 Level of Service (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.

**2.6 General Plan Policy TC-Xc does not apply.**

Developer paid TIF 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. (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.

**2.7 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 ratio specified in that table. LOS will be 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 Hour traffic volumes.

Rationale: This project is located in the Shingle Springs Community Region and will not worsen, as defined in General Plan Policy TC-Xe, 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:

- 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 would not worsen traffic operations and is therefore consistent with this policy. This project will generate fewer than ten-trips in the peak hour, and fewer than 100-daily-trips. The thresholds in criteria A, B, and C of this policy are not met.

**2.9 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 nor will the project worsen traffic on the County road system as defined in Policy TC-Xe. The project, as proposed, would not worsen traffic operations, and therefore, this policy does not apply.

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

**2.11 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: The project would pay TIF at the time a building permit is issued. 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 Administration Manual.”

**2.12 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.

Rationale: The project, as proposed, would not worsen traffic conditions.

**2.13 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: The El Dorado County Fire Protection District reviewed the project and provided requirements for service. These requirements have been incorporated as Conditions of Approval. The project is consistent with this policy.

**2.14 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: The El Dorado County Fire Protection District reviewed the project and provided comments which have been included as Conditions of Approval. The project is consistent with this policy.

**2.15 The project is consistent with General Plan Policy 7.4.2.8.**

General Plan Policy 7.4.2.8 states 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 Botanical Survey was prepared for this by Helix Environmental Planning, Inc. in June of 2024. Review of the County Geographic Information System (GIS) maps and results of the Botanical Survey showed that the property does not contain chaparral nor oak woodland that would typically provide habitat for Pine Hill plants and wildlife. No special status plants or wildlife were identified during the conducted survey and no further analysis was recommended. The project is consistent with this policy.

### **3.0 ZONING ORDINANCE FINDINGS**

#### **3.1 The project is consistent with Section 130.23.010 B.1.**

Section 130.23.010 B.1 Industrial Light (IL): The project site is zoned Industrial Light within Design Review Community Combining Zone (IL-DC). The IL zone is applied to lands for manufacturing and associated retail or service activities, wholesaling, and other industrial uses, where the primary activity is conducted within a building or buildings, or in outdoor storage or activity areas. Conditional Use Permits shall be required for those uses which, by their nature, have the potential to produce or emit noise, odor, fumes, dust, smoke, vibrations, glare, heat, electrical interference or waste material beyond the confines of the property boundaries.

Rationale: The project site is in the Barnett Business Park. The Design Review Permit would allow for the construction and operation of an outdoor open storage yard, which is a consistent use for the IL zone. The project is consistent with this section.

#### **3.2 The project is consistent with Section 130.23.030.**

Section 130.23.030 Development Standards (IL): The development standards provide minimum lot size (in square feet), minimum lot width (in feet), setbacks (in feet), maximum building height (in feet), and floor area ration (FAR).

Rationale: The project site is zoned IL-DC. The proposed project is designed to meet the development standards for the IL zone. The project is consistent with this section.

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

Section 130.33.020 Landscaping Standards, 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: Landscape Plans were submitted with the project and designed to meet all applicable requirements. Further, the Landscape Plans and a Model Water Efficient Landscape Ordinance (MWELo) Checklist would be reviewed again at time of grading and/or building permit review to ensure compliance. The project is consistent with this section.

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

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

Rationale: The project proposes no lighting. The project is consistent with this section.

**3.5 The project is consistent with Section 130.35.030.1.**

Section 130.35.030.1 Parking and Loading Requirements for Industrial Uses. In addition to the requirements contained in the Zoning Ordinance, there are also parking and loading standards contained in the Community Design Standards, Parking and Loading Standards.

Rationale: The proposed project for an outdoor open storage yard will store construction related materials. No additional parking is required. The project is consistent with this section.

**3.6 The project is consistent with Section 130.36.070.1c.**

Section 130.36.070.1c Community Region Area Signage Standards for Permanent On-Site Signs.

Rationale: The proposed project is located in the Shingle Springs Community Region. The project proposes no signage and is therefore consistent with this section.

**3.7 The project is consistent with Title 130.52.030 and the El Dorado Design Guide.**

The project has been reviewed in accordance with Section 130.52.030 of the County Zoning Ordinance, Design Review Permit. This process is applied to commercial projects with a Design Review- Community (-DC) Combining Zone. The Design Review process is limited to consideration of compliance with established standards, provided that the use proposed for the project site is an allowed use within the zone.

Rationale: As noted in Finding 3.1, the use is allowed in the IL zone. The project is located within the Shingle Springs Community Region for which the County does not currently have adopted specific community design standards; as such the project would default to the El Dorado County Design Guide. The project design and associated improvements substantially conform to the El Dorado County Design Guide and is consistent with surrounding uses and designs.