



**EL DORADO COUNTY  
PLANNING AND BUILDING DEPARTMENT  
PLANNING COMMISSION  
STAFF REPORT**

**Agenda of:** November 12, 2025

**Staff:** Anna Quan

**CONDITIONAL USE PERMIT**

**FILE NUMBER:** CUP23-0007/Durock Road AM/PM

**APPLICANT:** Strauch and Company

**AGENT/**

**ARCHITECT:** Barghausen Consulting Engineers c/o Leslie Burnside

**OWNER:** Cameron Park Petroleum, Inc.

**REQUEST:** Conditional Use Permit request for the proposed construction and ongoing operation of a new ARCO AM/PM that would consist of a 3,349-square-foot convenience store, a 100-foot-long automatic car wash, a 4,606-square-foot fuel canopy with six (6) fuel islands and twelve (12) fueling positions, and three (3) underground storage tanks.

**LOCATION:** Southwest corner of the intersection between South Shingle Road and Durock Road, in the Shingle Springs Community Region, Supervisorial District 4. (Exhibit A)

**SUPERVISORIAL DISTRICT:** 4

**APN(S):** 109-080-012-000, 109-080-013-000 (Exhibit B)

**ACREAGE:** 3.69 Acres

**GENERAL PLAN:** Commercial (C) (Exhibit C)

**ZONING:** Commercial, Community (CC) (Exhibit D)

**ENVIRONMENTAL DOCUMENT:** A Mitigated Negative Declaration determination based on an Initial Study prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines.

**RECOMMENDATION:** Staff recommends the Planning Commission take the following actions:

1. Adopt the Mitigated Negative Declaration based on the Initial Study prepared by staff in accordance with the CEQA Guidelines;
2. Adopt the Mitigation Monitoring Reporting Program in accordance with the California Environmental Quality Act Guidelines Section 15074(d) (Exhibit Q); and
3. Approve Conditional Use Permit CUP23-0007, based on the Findings and subject to the Conditions of Approval as presented.

## **REGULATORY AUTHORITY**

The Planning Commission has the review authority for this Conditional Use Permit. Pursuant to Section 130.52.021.B and Table 130.50.030.A of the Zoning Ordinance, the Zoning Administrator or the Planning Commission has approval authority for Conditional Use Permits, depending on project complexity. The Director has determined that Planning Commission approval of the CUP is required pursuant to their authority under Sec. 130.52.021.B, because the proposed project is located on parcels that would be affected by the County's El Dorado County's US-50 / Ponderosa Road Interchange Capital Improvement Project (CIP).

## **EXECUTIVE SUMMARY**

The approval of Conditional Use Permit CUP23-0007 would allow the construction and ongoing operation of a 100-foot-long drive-through automatic car wash facility, which would be developed along with an otherwise permitted-by-right gas station, which includes a 3,349-square-foot gas station retail convenience store, an approximately 4,606-square-foot canopy covering a total of six (6) fueling islands hosting twelve (12) vehicle fueling positions, and three (3) underground storage tanks. The proposed project would also include associated site improvements including but not limited to parking, lighting, and landscaping. Site access would be from a proposed curvilinear driveway that would connect Durock Road to South Shingle Road, containing one (1) access point into the developed portions of the site. The access point will be located approximately 100-feet south of the proposed encroachment with Durock Road. The total project was analyzed for CEQA purposes and compliance with all applicable County standards.

The project site, which comprises two (2) parcels (APNs 109-080-012-000, 109-080-013-000), is currently vacant. A parcel merger is conditioned as part of this project. The two (2) parcels are zoned Commercial, Community (CC) consistent with the General Plan land use designation of Commercial (C). Staff has determined that the proposed project, as conditioned, is consistent with the General Plan C Land Use Designation and the CC zone, as well as other applicable County General Plan policies and Zoning Ordinance requirements, which will be discussed in the Findings section.

## **SITE CHARACTERISTICS**

The vacant 3.69-acre project site is generally rectangular in shape and located on the southwest corner of the existing intersection between Durock Road and South Shingle Road, in the Shingle Springs Community Region. The project site is relatively flat. The elevation declines from the developed portion to the curvilinear driveway and the western undeveloped portion of the parcels (Exhibit E). The site is bordered by Durock Road to the north, with a park-and-ride facility beyond; South Shingle Road to the east, with commercial uses beyond; a vacant commercial parcel to the south; and a commercial use to the west, with residential uses beyond. The nearest residential property is approximately thirty-five (35) feet from the southwestern corner of one (1) of the project parcels (APN 109-080-013-000).

## **PROJECT DESCRIPTION**

The approval of Conditional Use Permit CUP23-0007 would allow the construction and ongoing operation of a 100-foot-long drive-through automatic car wash facility, which would be developed along with an otherwise permitted-by-right gas station, which includes a 3,349-square-foot gas station convenience store, an approximately 4,606-square-foot canopy covering a total of six (6) fueling islands hosting twelve (12) vehicle fueling positions, and three (3) underground fuel storage tanks.

The two (2) parcels are zoned CC. The CC zone allows a gas station by right and requires a Conditional Use Permit (CUP) for a car wash use, which is categorized as Automotive and Equipment, Repair Shops. If the proposed project only consisted of a gas station (i.e., retail convenience store and vehicle fuel sales), it would not be subject to any discretionary planning entitlements and could immediately apply for building and grading permits. Because the proposed project includes both a new car wash use and a gas station, the scope of the CUP and the corresponding environmental review will include both the car wash use and the gas station.

The project includes a total of twenty-nine (29) parking stalls. Four (4) of these parking stalls, located in the northwestern corner of the site's developed portion, will provide charging stations

to electric vehicles. There would be twelve (12) parking stalls and one (1) Americans with Disabilities Act (ADA) compliant stall along the main frontage of the convenience store. An additional twelve (12) parking stalls, each with access to a pay-by-time car vacuum (otherwise free for car wash customers), would be located between the convenience store and car wash and would be shaded by fabric canopies. Other site amenities include a propane exchange and a bike rack along the western elevation of the convenience store. An air/water unit is placed adjacent to the western-most parking stall along the front of the convenience store. The proposed trash enclosure is located adjacent to the car wash entrance. Parking lot shading is provided through a combination of trees and fabric canopies at an overall on-site coverage of 4,538 square feet and 51.6% parking lot shade coverage.

The gas station and car wash facility have been located on the eastern half of the parcel, which would leave the western, more topographically diverse portion of the site, undeveloped.

## **SITE ACCESS AND CIRCULATION**

### **Interim Circulation**

Site access will be through a proposed curvilinear driveway along the perimeter of the site's developed portion. This driveway will connect Durock Road to South Shingle Road and contain one (1) access point into the developed portion of the site. The access point into the gas station and car wash site will be located approximately 100-feet south of the proposed encroachment with Durock Road.

On Durock Road, there will be a proposed side-street stop-controlled, full-access driveway. On South Shingle Road, there will be a proposed, restricted side-street stop-controlled driveway. Right-turn ingress will be allowed, and left-turn ingress will be allowed through a proposed left-turn pocket (Exhibit F). Right-turn egress will be allowed, but left-turn egress will be prohibited through flexible traffic delineators and roadway striping. To directly access the highway from the project site, site visitors would exit through the stop-controlled full-access driveway on Durock Road, turn right onto Durock Road and then turn left at the signalized intersection with South Shingle Road to access the highway on-ramps. Fueling trucks accessing the highway from the site would turn right onto South Shingle Road and make a left turn at the intersection of South Shingle Road and Sunset Lane, make a left turn onto Mother Lode Drive, and make a right turn onto South Shingle Road to travel northbound on South Shingle Road to the highway.

### **Ultimate Circulation**

Once El Dorado County's US-50 / Ponderosa Road Interchange Phase 1B – Durock Road Realignment project (Capital Improvement Plan [CIP] 36104008) is completed, the driveway

onto widened South Shingle Road would allow full access with use of the new two-way left-turn lane on South Shingle Road (Ultimate, or “Cumulative Conditions” in Exhibit G). In addition, Durock Road will be realigned to the south and will access a new roundabout, which will be constructed as part of the County’s capital improvement project, at the intersection of South Shingle Road and Sunset Lane. The second proposed driveway for the project, north of the site, would connect to the expanded Park-and-Ride commuter parking lot to the north. The Park-and-Ride lot would have right-turn ingress and egress onto South Shingle Road. To access the highway from the project site, vehicles would exit through the stop-controlled full-access driveway on South Shingle Road, make a left turn onto South Shingle Road and head northwest to access the highway on-ramps, or turn right onto South Shingle Road to utilize the new roundabout to turn around and proceed north back to the highway.

### **Project Circulation**

Upon entering the site from the driveway, site visitors would be able to access the vehicle fueling islands to the north or the convenience store to the south. Site visitors would drive around the fuel canopy area to access the drive-through car wash facility, located parallel to the eastern property line. The entrance to the car wash is from a dedicated drive aisle located north of the car wash and approximately 30-feet from the fuel canopy. Vehicles would exit the car wash from the south side of the car wash and would be directed around a U-turn drive aisle which connects circulation flows back to the south of the fuel canopy area. Parking is dispersed throughout the site, in the northwestern corner, center, and southeast corner. Electric charging parking spaces are available in the northwestern corner, and self-service vacuum stalls are located in the southeast corner (Exhibit E).

### **PROJECT DESIGN**

The proposed gas station and car wash building are consistent with all setback and height requirements for the CC zone. The proposed car wash building is approximately thirteen (13) feet from the eastern property line adjacent to South Shingle Road and has received approval from El Dorado County Fire Protection District for a setback variance from the Fire Safe setback standards.

The project’s building and fuel canopy elevations incorporate architecturally distinctive elements and features that also consider the design of nearby commercial uses. The convenience store will be framed in noncombustible lap siding and shingle siding in “Brandy Cream” and “Great Plains Gold” colors. The entry tower element will consist of “Rustic Walnut”-colored aluminum composite material (ACM) that complements nearby earth-toned commercial buildings and gas station. Orange steel awnings accent the top of the entrance and its adjacent windows. The building has a pewter-colored cornice and a base trim of cement fiber board in Brandy Cream.

The same colors and materials are used for the car wash building. The fuel canopy consists of a pewter-colored standing seam metal gable roof with Great Plains Gold-colored cement fiber board trim, which matches the neighborhood design of commercial buildings with standing seam metal roofs or canopies. The columns for the fuel canopy are fully enclosed with Great Plains Gold-colored lap siding and cement fiber board trim.

The proposed project has been designed to have several topographically high and low points throughout the site to convey and collect drainage appropriately. The storm drainage system consists of a series of inlets and pipes that ultimately convey runoff to a stormwater quality treatment device. Upon exiting this device, treated water would be detained in an underground system and then discharged onsite adjacent to the public right-of-way.

The project proposes to connect into El Dorado Irrigation District water and sewer sanitation services. The car wash would include an oil/sand separator and reclamation system for water conservation. This development proposal will require grading. The estimated cut volume is 8,494 cubic yards, and the estimated fill volume is 9,366 cubic yards which would result in an estimated net volume of 872 cubic yards of fill.

## **Signage**

The project sign plans (Exhibit M), which include both freestanding and building-attached signs, are consistent with the County's sign standards. Because the proposed establishment consists of 11,348 square feet of floor area (i.e., convenience store, fuel canopy, car wash), it is allowed to have a maximum of seventy-five (75) square feet (sf) of building-attached signage. The applicant has proposed 73.66 sf of building-attached signs. The project also proposes a freestanding sign along South Shingle Road, which has been reviewed for line-of-sight visibility. The motor vehicle fuel pricing component of the freestanding sign is exempt from the County's sign standards. The other sign components, which include signs that advertise the gas station and car wash branding and the monument base of the sign, are subject to the Sign Ordinance. The total freestanding sign area that is not exempt from the County's sign regulations is 31.8 sf, which is well below the maximum 50 sf that is allowed. The freestanding sign is no more than twelve (12) feet in height. The monument base of the sign is covered with lap siding and trim to match the convenience store and car wash building.

## **Lighting**

The project has provided a preliminary lighting plan (Exhibit L). The lighting plan demonstrates that all outdoor lighting will not produce light that falls outside of property lines or into the public right-of-way. The proposed lighting plan shows that the pole-mounted fixtures will not exceed twenty (20) feet in height. All light fixtures, with the exception of the vacuum light

fixtures, have been demonstrated to be full cut-off. The lighting plan and associated documentation show that the maximum amount of light is not exceeded for the site. The project has been conditioned to meet all of the County's outdoor lighting requirements prior to building permit issuance, including demonstrating vacuum light fixtures are full cut-off (Condition 1).

### **Alternative Landscape Request**

The project is proposing an alternative landscaping plan (Exhibit J) to account for the unique characteristics and context of the site and has provided an alternative landscaping plan narrative (Exhibit K). The northern portion of the project site falls under PG&E's high-voltage electric transmission lines. PG&E prohibits trees from growing beneath its transmission lines. The project thus solely proposes shrubs and groundcover along the Durock Road and South Shingle Road frontage within the PG&E easement. The alternative landscaping plan shows a five-foot landscape buffer along Durock Road to account for the eventual Durock Road realignment, which is a part of the County's capital improvement project. After the realignment, the northern property line for this project will become adjacent to the park-and-ride. The southern property line for the project site will not have proposed landscaping due to the eventual realignment of Durock Road, which will cut through the western portion of the property. The eastern portion of the southern property line does not contain proposed landscaping due to the changes in grade between the proposed interior driveway and the adjacent property to the south and the presence of existing oak trees along the property line.

### **STAFF ANALYSIS**

**General Plan Consistency:** The project is consistent with all applicable General Plan policies including Policy 2.2.1.2. (Commercial Land Use Designation), Policy 2.2.5.2 (General Plan Consistency), Policy 2.2.5.21 (Compatibility with Adjoining Land Uses), Policy 5.1.2.1 (Adequacy of Public Services and Utilities), Policy 5.2.1.2 (Adequate Quantity and Quality of Water for all Uses, Including Fire Protection), Policy 5.2.1.3 (Connection to Public Water Systems), Policy 5.3.1.1 (Connection to Public Wastewater Systems), Policy 5.4.1.1 (Storm Drainage Systems), Policy 5.5.2.1 (Solid Waste System Capacity), Policy 6.2.3.2 (Adequate Access for Emergencies), Policy 6.2.3.4 (State and Federal Fire Requirements), Policy 6.3.1.1 (Asbestos Requirements), Policy 7.4.4.4 (Oak Resources Mitigation), Policy TC-Xd (Level of Service), Policy TC-Xe (Impact of Increased Project Trips), Policy TC-Xf (Conditions for Worsened Circulation Impacts), Policy TC-Xg (Developer's Responsibility for Transportation Improvements), Policy TC-Xh (Traffic Impact Fees). Further details are discussed in the Findings section below.

**Zoning Ordinance Consistency:** Staff has determined that the proposed project, as conditioned, is consistent with all applicable standards and requirements of Title 130 of the County Ordinance

Code (Zoning Ordinance). The project parcels are zoned CC, and the project has been analyzed in accordance with all applicable development standards for the uses and the zone district. The proposed car wash use is permitted within the CC zone with approval of a CUP. The proposed gas station is permitted by right within the CC zone. The proposed buildings comply with the setback standards of the zone district, and the project has received a Fire Safe setback reduction for the car wash building from El Dorado County Fire Protection District. The proposed gas station and car wash meet the required development and design standards as described in the Findings below.

**Public and Agency Comments:** A Technical Advisory Committee meeting was held on May 1, 2023 to provide an opportunity for reviewing agencies to discuss the project and provide comments to the applicant. The project was distributed to all applicable local, County and state agencies for review and comment. Comments were received from the El Dorado County Department of Transportation (DOT), Environmental Management Department (EMD), Surveyor's Office, Stormwater Division, Air Quality Management District (AQMD), El Dorado County Fire Protection District (Fire District), and Pacific Gas & Electric (PG&E) and have been incorporated as conditions of approval.

Following circulation of the first Initial Study and Mitigated Negative Declaration, the applicant initiated a meeting with the Shingle Springs Community Alliance, a community group, on February 8, 2024, to discuss the project and solicit their input. El Dorado County Planning and Transportation staff attended the meeting. Attached are some questions and concerns that the SSCA posed regarding the project (Exhibit S).

## **ENVIRONMENTAL REVIEW:**

An Initial Study and Mitigated Negative Declaration was first prepared and released to the public for comment from December 2, 2023 to January 10, 2024.

An updated Initial Study and Mitigated Negative Declaration (Exhibit O) was prepared in 2025, and its public comment period was from September 18, 2025 to October 17, 2025. The recirculation of the Initial Study and Mitigated Negative Declaration occurred in response to the County's updated, comprehensive approach to conducting Initial Studies and receiving revised project plans from the applicant. A Mitigation Monitoring and Reporting Program (MMRP) has also been prepared (Exhibit Q). There is no substantial evidence that the proposed project would have a significant effect on the environment with implementation of the four (4) mitigation measures. The MMRP is referenced in the Conditions of Approval (Condition #11) for this project.

The applicant shall submit to Planning Services a \$50.00 recording fee and the California Department of Fish and Wildlife (CDFW) CEQA filing fee prior to filing of the Notice of Determination by the County. The 2025 CDFW CEQA filing fee is \$ \$2,968.75. Each year, CDFW's CEQA filing fee changes. The actual fee paid is determined based upon the year the filing is submitted, even if a project is approved in a prior year. No permits shall be issued until said fees are paid.

## SUPPORT INFORMATION

### Attachments to Staff Report:

Findings

Conditions of Approval

|                |                                                                          |
|----------------|--------------------------------------------------------------------------|
| Exhibit A..... | Location Map                                                             |
| Exhibit B..... | Assessor's Parcel Map                                                    |
| Exhibit C..... | General Plan Land Use Map                                                |
| Exhibit D..... | Zoning Map                                                               |
| Exhibit E..... | Site Plan                                                                |
| Exhibit F..... | Interim South Shingle Road Left Turn Pocket<br>Exhibit                   |
| Exhibit G..... | Interim and Ultimate Circulation Maps                                    |
| Exhibit H..... | Grading Plan                                                             |
| Exhibit I..... | Elevations                                                               |
| Exhibit J..... | Landscape Plans                                                          |
| Exhibit K..... | Alternative Landscape Plan Narrative                                     |
| Exhibit L..... | Lighting Plan                                                            |
| Exhibit M..... | Sign Plans                                                               |
| Exhibit N..... | Oak Resources Technical Report                                           |
| Exhibit O..... | Mitigated Negative Declaration and Initial Study                         |
| Exhibit P..... | Initial Study Attachments                                                |
| Exhibit Q..... | Mitigation Monitoring and Reporting Program                              |
| Exhibit R..... | Initial Study Public Comments                                            |
| Exhibit S..... | Shingle Springs Community Alliance Community<br>Meeting Follow Up Letter |