

## **FINAL FINDINGS**

### **Planned Development Permit Revision PD-R24-0003/Green Valley Station As APPROVED by the Planning Commission on October 23, 2025**

#### **1.0 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS**

- 1.1 An Initial Study and Mitigated Negative Declaration were prepared for PD05-0004 and adopted by the Planning Commission on January 26, 2006 (Exhibit H). Pursuant to CEQA Section 15162(b), it has been determined that no subsequent mitigated negative declaration is required because there is no substantial evidence that the conditions described in Section 15162(a) have occurred, including substantial changes to the project which would require major revisions to the previous Negative Declaration (ND) due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Additionally, no substantial changes occurred with respect to the circumstances under which the project has been undertaken which would require major revisions of the previous ND due to the involvement of new significant environmental effects; or a substantial increase in the severity of previously identified significant effects; or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous ND was adopted, shows the project will have one or more significant effects not discussed in the previous Initial Study.
- 1.2 Pursuant to CEQA Section 15164(b), it has been determined that there is no substantial evidence requiring an addendum to the adopted ND because no minor technical changes or additions are necessary and none of the conditions described in Section 15162 calling for the preparation of a subsequent IS have occurred.
- 1.3 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 2.1.1.2.**

General Plan Policy 2.1.1.2 defines those areas which are appropriate for the highest intensity of self-sustaining compact urban-type development or suburban type development within the County based on the municipal spheres of influence, availability of infrastructure, public services, major transportation corridors and travel patterns, the

location of major topographic patterns and features, and the ability to provide and maintain appropriate transitions at Community Region boundaries. These boundaries shall be shown on the General Plan land use map.

Rationale: The proposed project would allow for an increase from 8,000 square feet to 12,711 square feet of allowed restaurant square footage in an existing Planned Development area on parcels located in the community of Cameron Park, which is within an established Community Region. The project is consistent with this policy.

## 2.2 **The project is consistent with General Plan Policy 2.1.1.7.**

General Plan Policy 2.1.1.7 identifies development within Community Regions, as with development elsewhere in the County, may proceed only in accordance with all applicable General Plan Policies, including those regarding infrastructure availability as set forth in the Transportation and Circulation and the Public Services and Utilities Elements. Accordingly, development in Community Regions and elsewhere will be limited in some cases until such time as adequate roadways, utilities, and other public service infrastructure become available and wildfire hazards are mitigated as required by an approved Fire Safe Plan.

Rationale: The existing utilities, roadways, and public infrastructure are adequate and there is no need for expansion of facilities. The project is consistent with this policy.

## 2.3 **The project is consistent with General Plan Policy 2.2.1.2.**

General Plan Policy 2.2.1.2 provides that the Adopted Plan 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 General Plan designates the project site as Commercial (C). The proposed project would allow for an increase in the amount of square footage allowed within the Planned Development area that can be used for restaurants, which are an allowed use within the Commercial land use designation. The project is consistent with this policy.

**2.4 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: The Planned Development Permit Revision is a discretionary application and was reviewed for consistency with applicable General Plan Policies, as discussed in the Findings of this Staff Report. The project is consistent with applicable General Plan Policies and therefore consistent with this policy.

**2.5 The project is consistent with General Plan Policy 2.2.5.13.**

General Plan Policy 2.2.5.13 identifies land uses adjacent to or surrounding airport facilities shall be subject to location, use, and height restrictions consistent with the Airport Land Use Compatibility Plans for the Placerville Airport, Georgetown Airport, and Cameron Airpark (Adopted June 28, 2012, by the El Dorado County Airport Land Use Commission).

Rationale: This project proposes no new development or exterior changes to the existing buildings, therefore no additional review by the airport authority was necessary. The project is consistent with this policy.

**2.6 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 increase allowed square footage of restaurant space is considered to be compatible with commercial uses. Surrounding uses

include commercial development and multi-family residential. The project is consistent with this policy.

**2.7 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 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.

**2.8 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 Fee (TIF) 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 TIF) Program, and monitoring traffic volumes.

**2.9 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.

**2.10 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 (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: This project is located in the Cameron Park Community Region and will not result in LOS worse than LOS E as described in General Plan Policy TC-Xd above.

**2.11 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 County reviewed submitted materials provided by the applicant and concluded that the project will not worsen traffic operations and is therefore consistent with this policy (Exhibit J).

**2.12 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.

**2.13 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: DOT reviewed the project, and no improvements or conditions are required. The project is consistent with TC-Xg.

**2.14 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.”*

**2.15 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.

**2.16 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 Cameron Park Fire Protection District and El Dorado Irrigation District (EID) reviewed the project and had no comments or concerns regarding service. As no development is proposed, the project is consistent with this policy.

**2.17 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 Cameron Park Fire Protection District, in cooperation with CAL FIRE, reviewed the project but did not provide formal comments. No new

development is being proposed as a part of this project, and existing infrastructure is adequate for all emergency purposes. The project is consistent with this policy.

**2.18 The project is consistent with General Plan Policy 6.5.2.1.**

General Plan Policy 6.5.2.1 states that all projects, including single-family residential, within the Airport Noise Zones of the Cameron Airpark, Georgetown, and Placerville airports shall be evaluated against the applicable policies in the Airport Land Use Compatibility Plan (ALUCP).

Rationale: The subject parcel is located in Cameron Park Airport District - Safety Zone 6. This project proposes no new development or exterior changes to the existing buildings, therefore no additional review by the airport authority was necessary. The project is consistent with the policy

**3.0 ZONING FINDINGS**

**3.1 The project is consistent with Section 130.22.010 C.2 and C.4**

130.22.010 C.2 Commercial, Limited (CL). The CL, Limited Commercial zone, designates areas suitable for lower intensity retail sales, office and service needs of the surrounding area while minimizing conflicts with the residential uses and outside traffic into the area. Mixed use development compatible with surrounding uses would also be appropriate.

130.22.010 C.4 Commercial, Community (CC). The CC, Community Commercial 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. Mixed use development compatible with General Plan densities is appropriate in this zone.

Rationale: The project site is split zoned Commercial Community and Commercial Limited within Planned Development and Design Control Combining Zone (CC-PD-DC and CL-PD-DC). The proposed project to increase the allowed square footage of restaurant space is consistent with the development plan and with the CC and CL zone as the operation of a restaurant is a use allowed by right in both zones. 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 CC-PD and CL-PD. The standard setbacks for both zones 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 CC and CL zones is 50 feet. The existing structure meets the required development standards for CC and CL zones and no new development is being proposed. 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: The project site is already developed, and no new exterior development is proposed as part of this project. 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 site is already developed with exiting lighting that is consistent with this section. No new exterior development is proposed as part of this project. 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. Restaurants are required to provide one (1) parking space per 250 square feet of gross floor area (GFA), 1 RV space for every 20 parking spaces, and

when outdoor seating is provided, the first 300 square feet of Outside Use Area (OUA) is exempt from parking requirements.

Rationale: The developed shopping center is designed to be consistent with the Off-street Parking and Loading standards in the Zoning Ordinance. The proposed increase in allowed restaurant square footage would not require modification to the existing parking provided. With existing and future buildings, the required number is 253 stalls and six (6) RV stalls. Existing parking provided is 294 stalls and (8) RV stalls. The project is consistent with this section.

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

Chapter 130.36 establishes sign regulations that are consistent with the goals, objectives, and policies of the General Plan and the County's visual and aesthetic goals, and to provide adequate identification for establishments.

Rationale: No development or signage is proposed as part of this Planned Development Permit Revision. All tenant signage is subject to building permit requirements, where consistency with Chapter 130.36 is reviewed prior to building permit issuance, therefore the project is consistent with this section.

## **4.0 COMMUNITY DESIGN GUIDELINES**

4.1 The existing site layout and improvements are consistent with the El Dorado County Community Design Guidelines, specifically the Landscaping and Irrigation Standards, Outdoor Lighting Standards, and Parking and Loading Standards. This Planned Development Permit Revision was deemed complete prior to the adoption of the Interim Design Standards on December 3, 2024, therefore is not subject to those standards. The project is consistent with the Community Design Guidelines.

## **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 revision to the approved Planned Development is consistent with all applicable policies of the General Plan and meets the applicable standards of Chapter 130.28, as discussed in the Findings and throughout the 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 as demonstrated with the approval of PD05-0004. No new exterior development is being proposed as a part of this project and interior development will occur within the footprint of the existing structures. 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: No new development is proposed; therefore 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 the Staff Report. The project is consistent with this section.