

FINDINGS

Planned Development Revision PD-R20-0009/Grocery Outlet at Green Valley Station, Phase II Planning Commission/October 28, 2021

1.0 California Environmental Quality Act (CEQA) FINDINGS

- 1.1 An Initial Study has been prepared analyzing potential environmental impacts with implementation of the project. Based on the Initial Study, impacts have been identified to be less than significant with the implementation of Mitigation Measures, and a Mitigated Negative Declaration has been prepared.
- 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 2.1.1.2.

General Plan Policy 2.1.1.2 Establish Community Regions 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 develop a new grocery store, Grocery Outlet, on a parcel 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 proposed project has been analyzed for availability of infrastructure needed to support the development and it has been determined that there

are adequate roadways, utilities, and public infrastructure. Further, conditions of approval are included to require the project meet the applicable requirements of the local Fire District. 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 identifies the purpose of the Commercial land use category is to provide a full range of commercial retail, office, and service uses to serve the residents, businesses, and visitors of El Dorado County. Mixed use development of commercial lands within Community Regions and Rural Centers which combine commercial and residential uses shall be permitted. Commercially designated parcels shall not be developed with a residential use as the sole use of the parcel unless the residential use is either (1) a community care facility as described in goal HO-4 or (2) part of an approved mixed use development as allowed by Policy 2.1.1.3 and 2.1.2.5, within an area zoned to allow for a mix of uses. Numerous zone districts shall be utilized to direct specific categories of commercial uses to the appropriate areas of the County. This designation is considered appropriate within Community Regions, Rural Centers and Rural Regions.

Rationale: The proposed project would develop a new grocery store, Grocery Outlet, which is a permitted use in the Commercial land use designation. The project is consistent with this policy.

2.4 The project is consistent with General Plan Policy 2.2.1.5.

General Plan Policy 2.2.1.5 states the General Plan shall provide for the following building intensities in each land use designation as shown in Table 2-3:

Table 2-3 - Building Intensities (only Commercial land use designation shown)

Land Use Designation	Floor Area Ratio
Commercial	.85

Rationale: As shown in General Plan Table 2-3 Building Intensities, the Commercial land use designation shall have a Floor Area Ratio (FAR) of .85. Ratio is the allowable floor area (square footage) to site area (square footage). The FAR can be calculated over an entire integrated development rather than on a project-by-project basis under the following circumstances: 1) the aggregate average FAR within applicable land use designations does not exceed the General Plan maximum; or 2) satisfactory evidence is provided that demonstrates on a site-specific basis that measures will be imposed to keep traffic at levels associated with the applicable FAR threshold. The proposed project would be developed on a 2.0-acre portion of the 5.37-acre parcel. Two acres is 87,120-square feet and the grocery store building would be approximately 16,061-square feet; therefore, the building intensity FAR would be 18%. The project is consistent with this policy.

2.5 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 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.

2.6 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: The Cameron Park Airport District reviewed the project and provided comments February 15, 2021 which have been incorporated into the project conditions. The project is consistent with this policy.

2.7 The project is consistent with General Plan Policy 2.2.5.21.

General Plan Policy 2.2.5.21 requires 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 use would be compatible with the existing uses and improvements in the surrounding commercial development, specifically Green Valley Station Phase I to the west, and future commercial development on the eastern portion of the parcel. The proposed grocery store would be an appropriate use within an area planned for commercial uses, providing additional commercial service to this neighborhood in Cameron Park. The project is consistent with this policy.

2.8 **The project is consistent with General Plan Policy 2.5.2.1.**

General Plan Policy 2.5.2.1 states neighborhood commercial centers shall be oriented to serve the needs of the surrounding area, grouped as a clustered, contiguous center where possible, and should incorporate but not be limited to the following design concepts as further defined in the Zoning Ordinance:

- A. Maximum first floor building size should be sized to be suitable for the site;
- B. Allow for Mixed Use Developments;
- C. No outdoor sales or automotive repair facilities;
- D. Reduced setback with landscaping and walkways;
- E. Interior parking, or the use of parking structure;
- F. Bicycle access with safe and convenient bicycle storage area;
- G. On-street parking to reduce the amount of on-site parking;
- H. Community bulletin boards/computer kiosks;
- I. Outdoor artwork, statues, etc., in prominent places; and
- J. Pedestrian circulation to adjacent commercial centers.

Rationale: The proposed project to develop a grocery store within an existing neighborhood commercial center would serve the needs of the surrounding area and is consistent with A.-J. of this policy as follows:

- A. The single-story building size of 16,061-square feet is suitable for the 2.0-acre portion of the project site;
- B. The project is not a mixed use development;
- C. There would be no outdoor sales or automotive repairs;
- D. Reduced setbacks for landscaping or walkways are not proposed and the project meets standard requirements for landscaping and walkways;
- E. Interior parking is designed to meet established parking standards;
- F. Bike racks are included with the project as shown on the site plans;
- G. On-street parking is not applicable to the proposed project;
- H. A community bulletin board/computer kiosk is not required for a grocery store;
- I. Outdoor artwork is not required for a grocery store; and
- J. A 6-ft meandering sidewalk is included and shared reciprocal access for Phase I and Phase II for pedestrian circulation to the adjacent commercial center, Green Valley Station.

The project is consistent with this policy.

2.9 The project is consistent with General Plan Policy 2.8.1.1.

General Plan Policy 2.8.1.1 requires development shall limit excess nighttime light and glare from parking area lighting, signage, and buildings. Consideration will be given to design features, namely directional shielding for street lighting, parking lot lighting, sport field lighting, and other significant light sources, that could reduce effects from nighttime lighting. In addition, consideration will be given to the use of automatic shutoffs or motion sensors for lighting features in rural areas to further reduce excess nighttime light.

Rationale: Project lighting is shown on the Building Elevations, Lighting Plan, and Sign Plan (Exhibits G, L, and M). Lighting would utilize LED technology and all project lighting is designed to be shielded downwards to minimize nighttime glare. All lighting would be manufactured to U.L. Specifications and would be installed according to Federal Aviation Administration (FAA) requirements for safety. The project is consistent with the policy.

2.10 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 or more units or parcels of land shall not result in, or worsen, Level of Service 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: This is not applicable as the proposed Grocery Outlet is not a residential project and the project will not worsen traffic, as defined in General Plan Policy TC-Xe.

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 Level of Service 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 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: General Plan Policy TC-Xa does not apply to the proposed Grocery Outlet project.

2.11 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 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 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 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 Capital Improvement Program (CIP), preparing a Traffic Impact Mitigation (TIM) Fee Program, now the TIF program, and monitoring traffic volumes.

2.12 General Plan Policy TC-Xc does not apply.

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 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.

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

Level of Service (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. Level of Service 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 in the Cameron Park Community Region. The LOS threshold is E. Kimley Horn completed a peer-reviewed traffic study dated April 6, 2021. It concludes the proposed project will not result in an intersection or roadway deficiency within the study area.

2.14 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 2 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 10 or more trips during the a.m. peak hour or the p.m. peak hour.

Rationale: The project will not worsen traffic operations and is therefore consistent with this policy.

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

At the time of approval of a tentative map for a single family residential subdivision of five 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 Level of Service 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 worsen traffic on the County road system.

2.16 General Plan Policy TC-Xg does not apply.

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: This policy is not applicable as this project does not worsen traffic conditions.

2.17 This project is consistent with General Plan Policy TC-Xh.

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

Rationale: This project will pay Traffic Impact Fees at the time a building permit is issued.

Resolution 079-2021 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 TIM Fee Administration Manual."

2.18 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.

2.19 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: Both water and sewage disposal for the proposed project would be served by connecting to EID. EID reviewed the proposed project and provided comments in the Facility Improvement Letter (FIL) verifying water and sewer connectivity, recommended improvements, and adequacy of the existing system for fire service and fire hydrants (Exhibit Y). The proposed project would require 24 EDUs of water. An 8-inch water line is located along the western project boundary and two 8-inch water line stubs extend toward the parcel. An 18-inch water transmission main (Gold Hill Interie) is located adjacent to Green Valley Road. The Cameron Park Fire Department determined the minimum fire flow would be 1,750 GPM for 2-hour duration while maintaining a 20-psi residual pressure. According to the Fire District's hydraulic model, the existing system can deliver the required fire flow. In order to provide this fire flow and receive service, the project would need to construct a looped water line extension connecting to the 8-inch water line stubs located near the western property boundary, to be reviewed by the Fire District. There is a 6-inch sewer line abutting the eastern property line in Winterhaven Drive. This sewer line has adequate capacity at this time. In order to receive service from this line, an extension of facilities of adequate size must be constructed. The project would require 16 EDUs of sewer service. Proposed water lines, sewer lines, and related facilities shall be located within an easement and shall remain accessible by conventional maintenance vehicles. Easements for any new EID facilities constructed by the project must be granted to EID prior to approval of water and sewer improvements, whether onsite or offsite. For reference, a Preliminary Utility Plan (Exhibit J) illustrates existing and proposed water and sewer improvements. These requirements have been incorporated as COA. The project is consistent with this policy.

2.20 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 Department in cooperation with CAL FIRE reviewed the project however did not provide formal comments. Documentation from EID would be provided to verify the project would meet required fire flow. Initial comments from EID indicated that the existing fire hydrant would suffice to serve the proposed project, Grocery Outlet. The final determination would be approved by the Cameron Park Fire Department/CAL FIRE during Civil Plan review. As conditioned, the project is consistent with the policy.

2.21 The project is consistent with General Plan Policy 6.5.1.2.

General Plan Policy 6.5.1.2 states that where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table 6-2 at existing or planned noise-sensitive uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

Rationale: A Noise and Vibration Assessment was conducted for the proposed project by HELIX Environmental Planning, Inc., dated 4/09/21 (Exhibit Q). The results of the assessment recommended three Mitigation Measures to reduce noise impacts to less than significant. The completion of the grocery store is not expected to generate noise levels exceeding the performance standards contained within Chapter 130.37 of the Zoning Ordinance, and General Plan Policies. With implementation of the recommended Mitigation Measures, noise associated with the project would be reduced to a level of less than significant. In addition, an 8-ft sound wall would be constructed along the south property line, adjacent to Knoll at Green Valley Apartments, to further reduce noise from the daily operations of the market. The project is consistent with the policy.

2.22 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. The Cameron Park Airport District reviewed the project and provided comments February 15, 2021, which have been incorporated into the project COA. The project is consistent with the policy.

2.23 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 Biological Resources Evaluation, Wetland Delineation, and Tree Inventory were prepared by HELIX Environmental Planning dated April 9, 2021 (Exhibits O and P). Based on results of the reports, vegetation on site is considered ruderal/disturbed. This habitat is either unvegetated or heavily dominated by a dense cover of non-native annual grasses, with small patches of native and non-native grasses and forbs. Nearly all herbaceous plant species observed during the site reconnaissance are non-natives associated with disturbance associated with development of the adjacent commercial shopping center. No wetlands or other aquatic resources are present on-site. There are six small to medium sized trees in the Study Area, including two non-native pin oaks in a landscape strip, one native blue oak, two Bradford pears, and one black willow. One native oak tree on-site, the blue oak, requires protection and a mitigation measure is included. No special status plants (rare plants) were identified however the project site is Mitigation Area 1 and subject to payment of Mitigation Area 1 fee at time of building permit review. No special status species (wildlife) were identified on-site and there is low potential of presence of any special species, however the site could provide suitable habitat for nesting migratory birds and other native birds, therefore a mitigation measure is included to require a pre-construction survey. With implementation of mitigation, the project is consistent with this policy.

2.24 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: A complete Record Search was conducted by North Central Information Center (NCIC) dated February 5, 2021. Also, a field review was conducted February 17, 2021. The results of the NCIC report indicated low potential for locating pre-historic period cultural resources in the immediate vicinity of the proposed project area, low potential for locating historic-period cultural resources in the immediate vicinity of the proposed project area, and that the proposed project area is not sensitive. Although further archival and/or field study by a cultural resource professional was not recommended, mitigation is included with the COA that would reduce impacts to a level of less than significant. With implementation of mitigation, the project is consistent with this policy.

3.0 ZONING FINDINGS

3.1 The project is consistent with Section 130.22.010 C.4.

130.22.010 C.4 Commercial Community (CC): The Commercial Community (CC) 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 zoned Commercial Community (CC) within the Planned Development (-PD) and Airport Safety (-AA) Combining Zones. The proposed use to develop a grocery store would be a consistent use in the CC zone, and the project is consistent with the requirements for a development plan permit (-PD). In addition, the Cameron Park Airport District reviewed the project and provided comments, which are included as COA. 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 Commercial Community (CC) within the Planned Development (-PD) and Airport Safety (-AA) Combining Zones. The standard setbacks for the CC zone require 10-ft from the front, 5-ft from the sides, and 5-ft from the rear property lines. The maximum building height for the CC zone is 50-ft. The proposed project meets the required setbacks and height standards. 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: As shown on the Preliminary Landscaping Plans (Exhibit H), landscape and irrigation for the proposed project would comply with Zoning Ordinance Chapter 130.33 (Landscaping Standards), and the County Model Water Efficient Landscape Ordinance (MWELo). 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). Proposed lighting would utilize LED technology, manufactured to U.L. Specifications, and installed according to FAA requirements for safety. The project is consistent with this section.

3.5 The project is consistent with Table 130.35.030.

130.35.030 Parking and Loading Requirements for commercial Food and Beverage requires 1 per 200 sq. ft. of AUA; plus 1 per check stand; plus 1 per 600 sq. ft. of storage area.

Rationale: As shown on the Site Plan (Exhibit F), the project would provide 77 standard parking spaces and four handicapped-accessible parking spaces. In addition to the parking requirements contained in the Zoning Ordinance, there are also parking and loading standards contained in the Community Design Standards, Parking and Loading Standards. The project is designed to be consistent with both the parking and loading standards in the Zoning Ordinance, and Community Design Standards. The project is consistent with this section.

3.6 The project is consistent with 130.36.070.1.b.

130.36.070.1.b Community Region Area Signage Standards for Permanent On-Site Signs: For CC zone districts, size criteria is: < 10,000 SF floor area = 50 SF maximum sign area; 10,001-25,000 SF floor Area = 75 SF maximum sign area; and > 25,001 SF floor area = 100 SF maximum sign area. Freestanding signs for an Individual Establishment allows no more than 1 sign per public street frontage are allowed as follows: first street frontage: 50 SF maximum area, 12 FT max height. Other street frontage(s): 30 SF maximum area and 10 FT maximum height.

Rationale: As shown on the Sign Plan (Exhibit M), one freestanding monument sign with the Grocery Outlet logo would be at the project entrance. The sign dimensions are 12-ft x 9-ft for a total sign area of 50 sq. ft. and would feature ground lighting LED illumination, and colors of Benjamin Moore Shoreline and Kendall Charcoal, with stacked stone accents on the base. The project is consistent with this section.

4.0 COMMUNITY DESIGN GUIDELINES

4.1 The site layout and improvements for the proposed project are consistent with the El Dorado County Community Design Guidelines, specifically the Landscaping and Irrigation Standards, Outdoor Lighting Standards, and Parking and Loading Standards. Further, the recommendations of the Cameron Park Design Review Committee were incorporated into the project design, as applicable. 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 development plan is consistent with the 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 site is a 2.0-acre portion of an undeveloped 5.37-acre parcel located at an elevation of 1,385 feet to 1,378 feet above mean sea level. Based on a field review conducted by staff on February 17, 2021, topography on site is gentle with slopes ranging from 2-13 percent slopes. 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 will be provided to serve the proposed development including, but not limited to, water supply, sewage disposal, roads, and utilities. Based on comments from EID, in order to provide public water service, the project would need to construct a looped water line extension connecting to the 8-inch water line stubs located near the western property boundary, to be reviewed by EID. In order to receive sewer service, an extension of facilities of adequate size must be constructed. EID indicated that the existing fire hydrant would suffice to serve the proposed project, Grocery Outlet. The final determination would be approved by the Cameron Park Fire Department/CAL FIRE during Civil Plan review. Utilities would be provided by connecting to PG&E. The project is consistent with this section.

5.5 The project is consistent with 130.52.040 E.5.

130.52.040 E.5 stated 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.