



Public Comment PC Agenda Item 4 May-21-2026

From Linda Campbell <campbelledcprojects@gmail.com>

Date Wed 5/20/2026 1:39 PM

To Bob Williams <Bob.Williams@edcgov.us>; David Spaur <David.Spaur@edcgov.us>; Jeff Hansen <Jeff.Hansen@edcgov.us>; Tim Costello <Tim.Costello@edcgov.us>; Patrick Frega <Patrick.Frega@edcgov.us>; Planning Department <planning@edcgov.us>

Cc Karen L. Garner <Karen.L.Garner@edcgov.us>

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Hello Commissioners and Planning,

I have some feedback below related to legistar item 26-0832, Proposed Amendments to Title 130

- **Fulfillment Center/Heavy Distribution/Parcel Hub Uses:** I suggest creating a standalone USE Type for "Logistics" that will align with California Code 65098, then only allow it in Industrial High zoning, and showing "Use Not Allowed" in the R&D Zoning. That would make it distinctive for "fulfillment centers, heavy distribution, or parcel hub uses"
 - California code 65098 (referenced in Summary of Changes Table) for Logistics has clear requirements and limitations associated with setback distance to sensitive receptors, as well as requirements such as "Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses", among other factors to consider. This is why I recommend a use type that aligns to terms used in Code.
- In addition, modify (or remove) the confusing Wholesale Storage and Distribution Use Type to only exist in IL or IH, noting R&D as "Use Not Allowed"

Other locales summarize R&D zoning as follows:

Research & Development (R&D) zoning designates land for campus-style business parks, labs, and tech headquarters. It bridges the gap between office and light industrial uses, allowing scientific research, prototype testing, and data processing, while explicitly prohibiting large-scale mass manufacturing or heavy industrial operations (City of Berkeley)

R&D zones emphasize a clean, campus-like environment with specific physical and aesthetic restrictions (**City of Santa Clara**):

- **Floor Area Ratio (FAR):** Often caps the allowable building size relative to the parcel (e.g., FARs ranging between 1.0 and 3.5 depending on intensity).
- **Buffers and Nuisance Controls:** Stricter standards regarding noise, vibration, dust, or chemical storage apply compared to standard commercial office zones.
- **Parking Requirements:** Traditionally higher than general office spaces, though many California cities are updating ordinances to reduce parking minimums, particularly if the site is near public transit.

Table 130.35.030.1—Schedule of Off-Street Vehicle Parking Requirements

- Acronym OUA does not appear to be defined in Title 130 document, defining Outside Usable Area. Can the definition be added to Title 130 document?

- Why are Baseball fields or Basketball courts not included for consideration in parking?
- Not sure I agree with the guess of 1 space per 10,000 sq. ft.? How will other factors besides park space be incorporated?
 - For example, Heritage Park currently has 23 parking spaces, and the above change would result in 20.
 - Saratoga Park would align with 9 spaces, however that is extremely limited for use and I regularly hear complaints, particularly since street parking is not allowed there.

Thank you for your time and consideration. I look forward to the discussion tomorrow.

Regards,

Linda Campbell



May 28, 2026 Planning Commission Meeting Comments

From Nikki Costello <ntcostello@sbcglobal.net>

Date Wed 5/20/2026 11:31 AM

To Planning Department <planning@edcgov.us>

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I offer below brief comments regarding the upcoming May 28, 2026 Planning Commission meeting since I cannot attend in person:

1. Agenda Item #3, 26-0833

Prior to taking title of the six parcels of land from the Conservancy, the County may wish to consider performing or contracting an ASTM E1528 Transaction Screen Assessment of the parcels to assess for the potential for hazardous materials impacts from current or former on-site or off-site operations. The screening assessment is less comprehensive and expensive than a full Phase I ESA (ASTM 1527) and is generally considered more appropriate for non-commercial properties. The purpose of a screening level assessment is to avoid purchasing a property with an existing environmental and therefore financial liability.

2. Agenda Item #4, 26-0832

Removing fulfillment centers, heavy distribution and parcel hub uses from the Industrial / R&D Zones use type to an Industrial - Specialized use type appears appropriate. Requiring a CUP for such uses is appropriate. The Industrial - Heavy (IH) zone appears most appropriate for such uses since that zoning specifically supports trucking, and it is acknowledged that "...the IH road system is built to support truck traffic". However, land zoned IH in the County is apparently very limited. The proposed Industrial - Light (IL) zoning could potentially be appropriate for such uses but there would likely be significant concerns regarding the ability of the road system to handle a large distribution center and related impacts (size and height of the building, off-site noise from trucks 24/7, lighting, etc.). Parcel Hub uses would be an appropriate fit for IH zoned land. Heavier traffic impacts from fulfillment centers and other heavy distribution centers would require careful evaluation during the CUP process. I'm not sure if there is any site on the west slope of El Dorado County that could currently absorb the truck traffic and related impacts from a large fulfillment center. Perhaps an ad-hoc committee or other group could be formed to study that situation so that if a suitable location is found it could be vetted prior to evaluating an application for such a potentially impactful operation.

Sincerely,

Tim Costello
Planning Commissioner, District 4