

**COUNTY OF EL DORADO  
PLANNING AND BUILDING DEPARTMENT  
ZONING ADMINISTRATOR  
STAFF REPORT**



|                   |                  |
|-------------------|------------------|
| <b>Agenda of:</b> | November 4, 2020 |
| <b>Item No.:</b>  | 4.a.             |
| <b>Staff:</b>     | Bianca Dinkler   |

**DESIGN REVIEW REVISION**

**FILE NUMBER:** DR-R19-0004/Air Park Self Storage

**APPLICANT:** Superior Storage Group/Dave Kindelt

**PROPERTY OWNER:** Darin Moore

**REQUEST:** Design Review Revision DR-R19-0004/Air Park Self Storage (Original Permit DR14-0004-S/Landing Storage) to allow the construction and operation of a new self-storage facility with five buildings and an office totaling 72,657 square feet. The project includes associated improvements to parking, utilities, signage, and landscaping.

**LOCATION:** On the west side of Cameron Park Drive, approximately 300 feet south of the intersection with Mira Loma Drive, in the Cameron Park area, Supervisorial District 2 (Exhibit A).

**APNs:** 083-182-004, 083-182-005, and 083-182-006 (Exhibit B)

**ACREAGE:** 3.44 acres

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

**ZONING:** Commercial General with Design Review Community and Airport Safety Combining Zones (CG-DC-AA) (Exhibit D)

**ENVIRONMENTAL DOCUMENT:** Proposed Negative Declaration and Initial Study (Exhibit Q)

**RECOMMENDATION:** Staff recommends the Zoning Administrator take the following actions:

1. Adopt the Negative Declaration based on the Initial Study prepared by staff; and
2. Approve Design Review Revision DR-R19-0004 based on the Findings and Conditions of Approval from the original Design Review Permit DR14-0004-S as edited and presented (Exhibit F).

## **EXECUTIVE SUMMARY**

Approval of the Design Review Revision would allow the construction and operation of a new self-storage facility, Air Park Self Storage, consisting of five buildings totaling 71,075 SQ FT: Building A (17,875 SQ FT), Building B (2,600 SQ FT), Building E (2,800 SQ FT), Building F (23,300 SQ FT), and Building G (24,500 SQ FT) for a total storage of 71,075 SQ FT, and an office (1,582 SQ FT), for a total of 72,657 SQ FT. The project would include associated improvements to parking, utilities, signage, and landscaping.

## **BACKGROUND/HISTORY**

The existing outdoor Recreational Vehicle (RV) and boat storage use was established through the approval of the original Design Review Permit DR95-0004-S on May 24, 2005. In 2014 a subsequent Design Review Permit, DR14-0004/Landing Storage Phase 1, was approved on July 8, 2015 but the permit was never implemented and no structures were ever built. The improvements that exist on the site today are associated with the original approval from 2005. Currently, the site accommodates 49 RV and boat storage spaces. Existing pavement is used for interior circulation and existing parking spaces are located on interior grass/dirt pads.

## **EXISTING CONDITIONS/SITE CHARACTERISTICS**

The project site is three contiguous parcels totaling 3.44 acres. A separate merge application is concurrently processing (Exhibit H, Civil Plans, Sheet M1). The property is located at approximately 1,254 to 1,360 feet above mean sea level. Existing improvements are associated with the previously approved outdoor self-storage facility (DR95-0004-S/DR14-0004) and include existing paving, perimeter fencing, gates, landscaping, and signage. Cameron Park Drive is located along the eastern parcel boundary, and the Cameron Airpark Airport, a public use airport, is located along the western boundary. The site takes access from an existing paved encroachment onto Cameron Park Drive and sits approximately ten feet lower than the roadway alignment. Currently, the site accommodates 49 RV and boat storage spaces. Existing pavement is used for interior circulation and existing parking spaces are located on interior grass/dirt pads. The site is largely devoid of vegetation other than grasses located within the self-storage parking areas. The project site is not located within an Important Biological Corridor (IBC). No oak trees are proposed for removal. The project is in Mitigation Area 1. There are no identified rare plants, special-status species, or wetlands on the project site. The project site is located adjacent to the Cameron Park Airport and is located in the Cameron Park Community Region.

## PROJECT DESCRIPTION

A Design Review Revision to modify an existing outdoor Recreational Vehicle (RV) and boat storage facility to allow the construction and operation of a new self-storage facility, Air Park Self Storage, consisting of five buildings totaling 71,075 SQ FT: Building A (17,875 SQ FT), Building B (2,600 SQ FT), Building E (2,800 SQ FT), Building F (23,300 SQ FT), and Building G (24,500 SQ FT) for a total storage of 71,075 SQ FT, and an office (1,582 SQ FT), for a total of 72,657 SQ FT. The project includes associated improvements to parking, utilities, signage and landscaping. The anticipated hours of operation would be Monday through Saturday 9:00 a.m. to 5:00 p.m. and Sundays 10:00 a.m. to 4:00 p.m. with one full-time manager and one relief manager. Gate access would be 6:00 a.m. to 9:00 p.m. daily. On-site vehicle and pedestrian circulation would be from a 30 FT wide drive-isle with two-way traffic on the interior of the project site around the self-storage buildings. There would be four standard parking spaces (10-foot) and one handicapped parking space (20-foot total) located near the office. The building elevations are shown in the architectural plans, which include a conceptual office plan, roof plan, perimeter elevations, and interior (drive aisle) elevations which show the details of the buildings including materials, architectural theme and heights, paint scheme, wall signs with size and illumination, and perimeter walls. A Schematic Landscape Plan is included for the proposed project showing approved drought-tolerant plant species that comply with the Landscaping and Irrigation Standards contained in the Community Design Standards, as well as with the County's Model Water Efficient Landscape Ordinance (MWELO). A Signage Plan was prepared by Pacific Neon showing that lighting would utilize LED technology and be located on the buildings only, no free standing monument signage is proposed. All building 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 FAA requirements for safety. There is no connectivity to the Cameron Park Airport taxi lane along the western property boundary and this would not be accessible to the public. There would be a fence with a locked gate for emergency access only.

## 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 2.8.1.1 (nighttime light), Policies TC-Xa through TC-Xi (Transportation and Circulation Element), Policy 5.1.2.1 (adequacy of public services and utilities), Policy 5.7.1.1 (adequate emergency water supply, storage, conveyance facilities, and access for fire protection), and Policy 6.5.2.1 (all projects within the Airport Noise Zones of the Cameron Airpark shall be evaluated against the applicable policies in the Airport Land Use Compatibility Plan (ALUCP). Further analysis of each policy is 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 Zoning Ordinance. The project parcel is zoned Commercial General with Design Review Community and Airport Safety Combining Zones (CG-DC-AA) and the project has been analyzed in accordance with all applicable development standards for this zone district. As conditioned the

project will conform to the required minimum lot size, lot width, density, and other applicable development standards as shown below, and more fully described in the Findings.

**Community Design Standards:** In addition to meeting the Zoning Ordinance standards, the site layout and improvements for the project are consistent with the Landscaping and Irrigation Standards, Outdoor Lighting Standards, and Parking and Loading Standards in the Community Design Guidelines (adopted by the County Board of Supervisors in December 2015). Furthermore, the recommendations of the Cameron Park Design Review Committee were incorporated into the project design and into the conditions of approval.

**Staff Analysis and Conclusion:** The proposed project is designed to be consistent with all applicable requirements for a Design Review as discussed in the analysis above, and as contained in the Conditions of Approval and Findings in the staff report.

## **PROJECT COMMENTS**

The project was distributed to all applicable local, County and state agencies for review and comment. Comments were received from the County Department of Transportation, County Environmental Management Department, Air Quality Management District, El Dorado Irrigation District, Cameron Park Fire Department/CAL FIRE, Cameron Park Airport, Cameron Park Design Review Committee, and the Wilton Rancheria. All agencies that recommended conditions have been incorporated into the project.

**Cameron Park Design Review Committee (CPDRC):** The CPDRC met on March 2, 2020 and made recommendations to landscaping, fencing, signage, lighting, and architectural features. The CPDRC would like to see landscaping to include oak species which would be within airport tolerances and evergreen species. Flowering redbud and crepe myrtle combination would provide seasonal balance. Removal of the existing chain-link fence is imperative. Fencing should be ornamental iron. The focus of the project site aesthetic should be on the landscaping and the buildings. For signage, the white lettering on the dark (rock) elevation should be softened. A dark green on beige background is recommended. For siding and exterior strive for greater articulation of the buildings by change of material with the inclusion of natural material. Articulation along Cameron Park Drive would be helpful. A sloped roof on the office building as well as natural materials is recommended. The applicant submitted updated project plans on March 17, 2020 to reflect these recommendations and the final project is conditioned to incorporate the CPDRC recommendations (Exhibit O).

**Cameron Park Airport:** The Cameron Airpark Airport submitted a letter dated January 15, 2020 and expressed concerns regarding the increase in impervious surfaces related to parking lot paving and the drainage that would be directed to the existing 16" culvert on the airport property. A project meeting with the representatives from the Cameron Park Airport, the County Planner with Planning Services, and the project applicant, Engineer, and attorney Craig Sandberg, met on March 10, 2020. The applicants considered the concerns from the Cameron Park Airport and the project has been conditioned to address their concerns, specifically to ensure no obstruction into the air space, keeping a locked gate adjacent to the airport runway that is to be locked and for emergency access only, and a drainage report will be required to address storm water runoff

increase, impacts to downstream facilities and properties, and identifies appropriate storm water quality management practices to the satisfaction of the County Transportation Division.

**El Dorado Irrigation District (EID):** EID reviewed the project and provided comments to ensure the project provides adequate water supply, water facilities, sewer facilities, easement requirements, and service contingencies (Exhibit N).

### **APPLICABILITY OF PREVIOUS DESIGN REVIEW**

The existing outdoor Recreational Vehicle (RV) and boat storage use was established through the approval of the original Design Review Permit DR95-0004-S on May 24, 2005. In 2014 a subsequent Design Review Permit, DR14-0004/Landing Storage Phase 1, was approved on July 8, 2015 but the permit was never implemented and no structures were ever built. The improvements that exist on the site today are associated with the original approval from 2005. Currently, the site accommodates 49 RV and boat storage spaces. The only improvements include existing pavement used for interior circulation and existing parking spaces located on interior grass/dirt pads. The current Design Review Revision would not be subject to all of the original conditions of approval as several are no longer applicable or have been updated (Exhibit F). The current Design Review Revision would be subject to the conditions of approval contained in this staff report.

### **PUBLIC NOTICE**

No formal public outreach was conducted by the County, and a public outreach plan was not required for this project pursuant to the County Zoning Ordinance. However, the project was duly noticed for a Zoning Administrator public hearing with a public notification range of 1,000 feet and a legal advertisement was published in applicable local newspapers. In addition, project notification was also posted on the Planning Services Zoning Administrator webpage. No physical sign posting is required for Design Review.

### **ENVIRONMENTAL REVIEW**

In accordance with the California Environmental Quality Act (CEQA) staff has prepared an Initial Study analyzing the potential environmental effects resulting from the implementation of the project. Based on the Initial Study, a Negative Declaration has been prepared (Exhibit Q).

The applicant shall submit to Planning Services a \$50.00 recording fee as required by the County Recorder to file the Notice of Determination by the County.

## 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.....         | Aerial Map  |
| Exhibit F.....         | Findings-Conditions of Approval DR14-0004-S                 |
| Exhibit G.....         | Architectural Plans (Sheets 1, 2, 3, 4, 5, 5C, 5D, 6,<br>7) |
| Exhibit H.....         | Civil Plans (Sheets S1, G1, U1, M1)                         |
| Exhibit I.....         | Landscaping and Irrigation Plans (Sheet L1)                 |
| Exhibit J.....         | Signage Plans (Sheets 1, 2, and 3)                          |
| Exhibit K.....         | Comments, Department of Transportation                      |
| Exhibit L.....         | Comments, Air Quality Management District                   |
| Exhibit M.....         | Comments, Cameron Park Fire Department                      |
| Exhibit N.....         | Comments, El Dorado Irrigation District                     |
| Exhibit O.....         | Comments, CPDRC   |
| Exhibit P.....         | Comments, Wilton Rancheria                                  |
| Exhibit Q.....         | Proposed Negative Declaration and Initial Study             |

# **FINDINGS**

## **Design Review DR-R19-0004/Air Park Self Storage Zoning Administrator/November 4, 2020**

### **1.0 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 and a 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 the Planning Services at 2850 Fairlane Court, Placerville, CA, 95667.

### **2.0 GENERAL PLAN FINDINGS**

#### **General Plan Consistency:**

#### **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 this 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. The storage facility would be consistent with the Commercial General Plan land use designation. The parcel is located within the Cameron Park Community Region and the Commercial land use designation is considered appropriate within Community Regions.

Rationale: The proposed project would modify an existing outdoor Recreational Vehicle (RV) and boat storage facility with new improvements that include construction of buildings for storage units, an office, site grading and paving, landscaping, fencing, signage, irrigation service, sewer service, and fire hydrants for fire protection service, which is consistent with the Commercial land use designation.

#### **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: The Design Review revision is consistent with applicable General Plan policies as discussed in the staff report and is consistent with this policy.

**2.3 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 site is adjacent to the Cameron Park Airport and the surrounding parcels have similar commercial and industrial uses, or are designated for commercial and industrial land uses by the General Plan. The proposed use would be compatible with the surrounding commercial and industrial development, and would be an appropriate use within an area planned for commercial use. The buildings have been designed to blend in with the environment by utilizing neutral earth tone colors, proposing landscape buffers along the project frontage including natural bio-swales, minimal signage on the buildings, no freestanding/pole sign, and minimal lighting which would be shielded downward to minimize nighttime light pollution. The proposed project would be consistent with this policy.

**2.4 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: The project is designed to reduce nighttime light and glare and all proposed building and perimeter lighting would be shielded downward. The project is consistent with the policy.

**2.5 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 Air Park Self Storage 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 Air Park Self Storage project.

## 2.6 **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, and monitoring traffic volumes.

#### 2.7 **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.

#### 2.8 **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 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 Level of Service threshold is E. per the Trip Generation Analysis performed by K.D. Anderson, Inc. expansion of the storage area of the existing site will result in a net change of 62 daily trips, with 4 trips occurring in the a.m., and 7 trips occurring in the p.m. None of the criteria of Policy TC-Xe to require a traffic study were met.

**2.9 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, as proposed, will not worsen traffic operations and is therefore consistent with this policy.

**2.10 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.

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

**2.12 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 TIM fees at the time a building permit is issued.

Resolution 095-2020 of the Board of Supervisors of El Dorado County states, *“Applicants shall pay the TIM Fee 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.”*

**2.13 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.

**2.14 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 Irrigation District (EID) and Cameron Park Fire Department/CAL FIRE reviewed the project and recommended conditions for connection to public water and sewer services. With the implementation of the recommended conditions the project will be consistent with this policy.

**2.15 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/CAL FIRE reviewed the project and recommended conditions that would ensure adequate emergency water supply, storage, conveyance, and access by requiring the installation of fire hydrants and access around all buildings with safety signage stating “NO PARKING FIRE LANE”. There will be gated/locked access for emergency use only along the western property line adjacent to the taxi-lane. The project is consistent with the policy.

**2.16 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 ALUCP.

Rationale: The site adjoins Cameron Park Airport and is located within the Airport’s Safety Overflight Zone Area 5 and within the 60 dB and 65 dB CNEL noise contours. The proposed use would not create significant numbers of people exposed to airport noise for extended periods of time. The project is consistent with the policy.

**3.0 ZONING FINDINGS**

**3.1 The project is consistent with Section 130.22.010 C.6.**

Rationale: 130.22.010 C.6. Commercial General (CG): the project site is zoned Commercial General (CG) with Design Review Community (-DC) and Airport Safety (-AA) Combining Zones. The Commercial General (CG) zone “provides a mix of more intensive commercial uses, such as light manufacturing, automobile repair, and wholesale activity; where outdoor storage or activity commonly occurs; and where residential, civic, and educational uses are limited to avoid conflicts with allowed uses”. The proposed use for a storage facility would be consistent with CG-DC-AA zoning.

**3.2 The project is consistent with 130.33.020.**

Rationale: 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). A Landscape Plan was submitted for the project (Exhibit I) and is consistent with this section.

**3.3 The project is consistent with 130.34.020.**

Rationale: 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. The project is designed to reduce nighttime light and glare and all proposed building and perimeter lighting would be shielded downward. The proposed project is consistent with this section.

**3.4 The project is consistent with Table 130.35.030.**

Rationale: Table 130.35.030.1 - Parking and Loading Requirements for self-storage facilities requires 2 spaces, plus 1 space per 250 SF for office. 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. There would be four standard parking spaces (10-feet) and one handicapped parking space (20-feet total) comprised of asphaltic concrete located near the office. There is no connectivity to the Cameron Park Airport taxi lane along the western property boundary and this would not be accessible to the public. There would be a fence with a locked gate for emergency access only. The project is designed to be consistent with all parking and loading standards in the Zoning Ordinance and Community Design Standards. The project is consistent with this section.

**3.5 The project is consistent with 130.36.070.1.b.**

Rationale: 130.36.070.1.b. Community Region Area Signage Standards for Permanent On-Site Signs: For Commercial General (CG) 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. All project signage would be on the buildings as shown in the Signage Plan (Exhibit J). The project is consistent with Table 130.36.070.1.b.

**4.0 DESIGN REVIEW FINDINGS**

4.1 The site layout and improvements for this project are consistent with the El Dorado County Community Design Guidelines. Further, the recommendations of the Cameron Park Design Review Committee were incorporated into the project design and conditions of approval.

## CONDITIONS OF APPROVAL

### **Design Review Revision DR-R19-0004/Air Park Self Storage Zoning Administrator/November 4, 2020**

#### Planning Services

1. This Design Review approval is based upon and limited to compliance with the project description, the Conditions of Approval set forth below, and the following hearing Exhibits:

|           |  |
|-----------|--|
| Exhibit G | Architectural Plans (Sheets 1, 2, 3, 4, 5, 5C, 5D, 6, 7) |
| Exhibit H | Civil Plans (Sheets S1, G1, U1, M1)                      |
| Exhibit I | Landscaping and Irrigation Plans (Sheet L1)              |
| Exhibit J | Signage Plans (Sheets 1, 2, and 3)                       |

Any deviations from the project description, conditions, or exhibits shall be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval.

The project description is as follows:

A Design Review Revision to modify an existing outdoor Recreational Vehicle (RV) and boat storage facility to allow the construction and operation of a new self-storage facility with five buildings totaling 71,075 SQ FT: Building A (17,875 SQ FT), Building B (2,600 SQ FT), Building E (2,800 SQ FT), Building F (23,300 SQ FT), and Building G (24,500 SQ FT) for a total storage of 71,075 SQ FT, and an office (1,582 SQ FT), for a total of 72,657 SQ FT. The project includes associated improvements to parking, utilities, signage, and landscaping.

The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of structures, parking areas and landscape areas, and the protection and preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions thereof shall be sold, leased, or financed in compliance with this project description and the approved hearing exhibits and conditions of approval hereto. All plans must be submitted for review and approval and shall be implemented as approved by the County.

2. Landscaping: The final landscape and irrigation plans shall be substantially consistent with Exhibit I and comply with Zoning Ordinance Chapter 130.33 - Landscaping Standards and the County Model Water Efficient Landscape Ordinance (MWELO). The applicant shall install and maintain the landscaping in accordance with the approved final landscaping plan in perpetuity.

3. Lighting: All exterior lighting shall adhere to the lighting shown on the Signage Plans (Exhibit J). All outdoor lighting shall conform to Chapter 130.34 - Outdoor Lighting of the Zoning Ordinance, and be fully shielded pursuant to the Illumination Engineering Society of North America's (IESNA) full cut-off designation. Any light fixture that does not have a specification sheet submitted with the building permit that specifically states that fixture meets the full cutoff standards, shall require a fixture substitution that meets that requirement.
4. Parking: Parking shall be improved consistent with Chapter 130.35 - Parking and Loading of the Zoning Ordinance. Parking shall conform to the approved Site Plans (Exhibits G, H) and there would be four (4) standard parking spaces (10-feet) and one (1) handicapped parking space (20-feet total) to be located near the office.
5. Signage: All signage installed as part of the project shall be consistent with the Signage Plans (Exhibit J) for location, materials, sizes, and colors.
6. Airspace Review: Prior to the issuance of any building permit or commencement of any use authorized by this permit the applicant shall submit project plans to the Federal Aviation Administration (FAA) to verify that the proposed project would not exceed obstruction standards and would not be a hazard to air navigation. The applicant shall provide Planning Services with the appropriate documentation of the FAA determination.
7. Condition Compliance: Prior to issuance of any building permit or commencement of any use authorized by this permit the applicant shall provide a written description, together with appropriate documentation, showing conformance of the project with each condition imposed as part of the project approval.
8. Indemnity: In the event of any legal action instituted by a third party challenging the validity of any provision of this approval, the developer and landowner agree to be responsible for the costs of defending such suit and shall hold County harmless from any legal fees or costs County may incur as a result of such action.

The developer and land owner shall defend, indemnify, and hold harmless El Dorado County and its agents, officers, and employees from any claim, action, or proceeding against El Dorado County or its agents, officers, or employees to attack, set aside, void, or annul an approval of El Dorado County concerning a Design Review. The County shall notify the applicant of any claim, action, or proceeding, and the County shall cooperate fully in the defense.

9. Permit Implementation: In compliance with Chapter 130.54 - Permit Implementation, Time Limits, and Extensions of the Zoning Ordinance, implementation of the project must occur within 24 months of approval of this Design Review Permit otherwise the permit becomes null and void. It is the responsibility of the applicant to monitor the time limit and make diligent progress toward implementation of the project and compliance with conditions of approval.

10. Archeological Resources: In the event of the discovery of human remains, all work shall cease and the County coroner shall be immediately notified pursuant to subdivision(c) of Section 7050.5 of the Health and Safety Code and Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or in his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendant of the deceased Native American.

Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in Section 5097.98 of the Public Resources Code, with the most likely descendants regarding their recommendations. The descendants shall complete their inspection and make their recommendation within 48 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials or other proper method(s) for handling the remains in accordance with Section 5097.98(b-h). Any additional costs as a result of complying with this section shall be borne by the project applicant. Grading and construction activities may resume after appropriate measures are taken.

Department of Transportation (*Project specific*)

11. Encroachment Permit(s): Obtain an encroachment permit from DOT and construct the roadway encroachment onto Cameron Park Drive in accordance with the approved preliminary Site Plan, and to the satisfaction of DOT.

Design the site improvements and landscaping to ensure adequate sight distance is provided from the project driveway on Cameron Park Drive in each direction.

(*DOT Standard Conditions*)

12. Consistency with County Codes and Standards: Comply with all County Codes and Standards, including, but not limited to, the County *Grading, Erosion and Sediment Control Ordinance, Grading Design Manual, the Drainage Manual, Storm Water Ordinance (Ord. No. 5022), Off-Street Parking and Loading Ordinance, all applicable State of California Water Quality Orders, the State of California Handicapped Accessibility Standards, and the California Manual on Uniform Traffic Control Devices (MUTCD).*

13. Stormwater Management: Construct post construction storm water mitigation measures to capture and treat the 85<sup>th</sup> percentile 24 hour storm event as outlined in the CA Phase II MS4 Permit and the County's West Slope Development and Redevelopment Standards and Post Construction Storm Water Plan Requirements:

[https://edcgov.us/Government/TPS/StormWaterManagement/Pages/west\\_slope\\_development\\_and\\_redevelopment\\_standards.aspx](https://edcgov.us/Government/TPS/StormWaterManagement/Pages/west_slope_development_and_redevelopment_standards.aspx)

Include detention and/or retention facilities on the project improvement plans to fully mitigate any increased runoff peak flows and volumes in accordance with the County Drainage Manual. The property owner is responsible for maintenance and operations of such facilities unto perpetuity.

14. Water Quality Stamp: Include a storm water quality message stamped into the concrete on all new or reconstructed drainage inlets. Use the Storm Water Quality Design Manual for the Sacramento and South Placer Regions, Chapter 4, Fact Sheet SD-1. All stamps shall be approved by the El Dorado County inspector prior to being used.
15. Regulatory Permits and Documents: Incorporate all regulatory permits and agreements between the project and any State or Federal Agency into the Project Improvement Plans prior to the start of construction of improvements.

Improvement plans for any phase may be approved prior to obtaining regulatory permits or agreements for that phase, but grading/construction of improvements may not proceed until the appropriate permits or agreements are obtained and the grading/improvement plans reflect any necessary changes or modifications to reflect them.

Incorporate the Project conditions of approval into the Project Improvement Plans when submitted for review.

16. TIM Fees: The applicant shall pay the traffic impact mitigation fees.

Cameron Park Fire Department/CAL FIRE (*Project specific*)

17. The water system with the purpose of fire protection for this commercial development is a required Fire Flow of 3,000 gpm for the project listed above. With all building(s) being required to be equipped with fire sprinklers and installed in accordance with NFPA Standard 13 and Chapter 9 of the 2016 California Fire Code. Considering a 50% reduction for fire sprinklers, the required flow is 1,500 gallons per minute with a minimum residual pressure of 20 psi for a three-hour duration. The fire flow is based on a/n Type II-B construction.
18. Provide documentation from EID to the fire department to show that the system will meet required fire flow for this project.

19. Fire hydrant(s) will be required for this project. The hydrant manufacturer and type shall be approved by EID and the Fire Department. The location of the hydrant(s) shall be approved by the Fire Department during Civil Plan Review. A hydrant shall be within fifty (50) feet of the fire department connection. Fire hydrant spacing shall be in accordance with Section 507 and Appendix C of California Fire Code. The spacing between hydrants in this project shall not exceed 300 feet. Exception: For Group R-3 and Group U Occupancies, equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903 .1, the distance requirement shall be not more than 500 feet.
20. In order to enhance nighttime visibility, each hydrant shall be painted safety red enamel and marked in the roadway with a blue reflective marker as specified by the Fire Department and State Fire Safe Regulations.
21. Fire department road access shall extend around all portions of the building or within 150 feet of any portion, be a minimum of 26 feet wide per California Fire Code, Appendix D, Fire Apparatus Access Roads and meet El Dorado County DOT Standards. All fire lanes and appurtenances shall be marked with red curbs and stating "NO PARKING FIRE LANE" and signs stating "NO PARKING FIRE LANE". These will be identified during the plan review process.
22. Any Fire Department Connection (FDC) to the sprinkler/standpipe system shall be positioned so as not to be obstructed by a parked vehicle.
23. All fire apparatus access roads shall be made of asphalt, concrete, or other approved driving surface capable of supporting the imposed load of fire apparatus.
24. Any access gate(s) shall comply with El Dorado County Regional Fire Protection Standard.
25. In order to provide this project with adequate fire and emergency medical response during construction, all Fire Access Roads and fire hydrant systems shall be constructed and approved prior to combustibles being brought on site. "NO PARKING FIRE LANE" signs shall be posted during construction as needed.
26. This project shall be prohibited from installing any type of traffic calming device that utilizes a raised bump/dip section of roadway.

#### Air Quality Management District (AQMD)

27. Fugitive Dust: The project shall adhere to the regulations and mitigation measures for fugitive dust emissions during the construction process. In addition, a Fugitive Dust Mitigation Plan (FDP) Application with appropriate fees shall be submitted to and approved by the AQMD prior to start of project construction if a Grading Permit is required from the Building Dept. (Rules 223 and 223.1).

28. Paving: Project construction will involve road development and shall adhere to AQMD Cutback and Emulsified Asphalt Paving Materials (Rule 224).
29. Painting/Coating: The project construction may involve the application of architectural coating, which shall adhere to AQMD Rule 215 Architectural Coatings.
30. Open Burning: Burning of wastes that result from "Land Development Clearing" must be permitted through the AQMD. Only dry vegetative waste materials originating from the property may be disposed of using an open outdoor fire (Rule 300 Open Burning).
31. Portable Equipment: All portable combustion engine equipment with a rating of 50 horsepower or greater shall be registered with the California Air Resources Board (CARB). A copy of the current portable equipment registration shall be with said equipment. The applicant shall provide a complete list of heavy-duty diesel-fueled equipment to be used on this project, which includes the make, model, year of equipment, daily hours of operation of each piece of equipment.
32. Construction Emissions: During construction, all self-propelled diesel-fueled engines greater than 25 horsepower shall be in compliance with the California Air Resources Board (CARB) Regulation for In-Use Off-Road Diesel Fueled Fleets (§ 2449 et al, title 13, article 4.8, Chapter 9, California Code of Regulations. Questions on applicability should be directed to CARB at 1-866-634-3735. ARB is responsible for enforcement of this regulation.
33. New Point Source: Prior to construction/installation of any new point source emissions units (e.g., emergency standby engine, etc.), Authority to Construct applications shall be submitted to the AQMD. Submittal of applications shall include facility diagram(s), equipment specifications and emission factors. (Rule 501 and 523).

El Dorado Irrigation District (EID)

34. The project shall adhere to applicable requirements from the El Dorado Irrigation District for connection to public sewer and water services.